HESPERIA CITY COUNCIL
SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY
HOUSING AUTHORITY
COMMUNITY DEVELOPMENT COMMISSION
WATER DISTRICT

Meeting Agenda

Tuesday, October 21, 2025

Closed Session - 5:30 PM
Regular Meeting - 6:30 PM

City Council Chambers
9700 Seventh Ave., Hesperia CA, 92345
City Clerk's Office: (760) 947-1007

City Council Members

Allison Lee, Mayor
Cameron Gregg, Mayor Pro Tem
Brigit Bennington, Council Member
Chris Ochoa, Council Member
Josh Pullen, Council Member

Rachel Molina, City Manager
Pam K. Lee, City Attorney



NOTE: In compliance with the Americans with Disability Act, if you need special assistance to participate in this meeting, please contact the City Clerk's Office at (760) 947-1007 or (760) 947-1026. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility.

To leave a Public Comment by phone, call and leave a recorded message at (760) 947-1026 up to 5:30 pm on the day of the scheduled meeting. City Council meetings may be viewed live or after the event on the City's website at www.cityofhesperia.us.

REGULAR MEETING AGENDA
HESPERIA CITY COUNCIL
SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY
HESPERIA HOUSING AUTHORITY
HESPERIA COMMUNITY DEVELOPMENT COMMISSION
HESPERIA WATER DISTRICT

9700 7th Avenue, Council Chambers, Hesperia, CA 92345

As a courtesy, please silence your cell phones and other electronic devices while the meeting is in session. Thank you.

Prior to action of the Council, any member of the audience will have the opportunity to address the legislative body on any item listed on the agenda, including those on the Consent Calendar.

Individuals wishing to speak during General Public Comments or on a particular numbered item must submit a speaker slip to the City Clerk with the agenda item noted. Speaker slips should be turned in prior to the public comment portion of the agenda or before an agenda item is discussed. Comments will be limited to three minutes for General Public Comments, Consent Calendar items and New Business items. Comments are limited to five minutes for Public Hearing items.

In compliance with the Brown Act, the City Council may not discuss or take action on non-agenda items or engage in question and answer sessions with the public. The City Council may ask brief questions for clarification; provide a reference to staff or other resources for factual information and direct staff to add an item to a subsequent meeting.

CLOSED SESSION - 5:30 PM

Roll Call

Mayor Allison Lee
Mayor Pro Tem Cameron Gregg
Council Member Brigit Bennington
Council Member Chris Ochoa
Council Member Josh Pullen

Conference with Legal Counsel - Potential Litigation:
Government Code Section 54956.9(d)2

1. Four (4) Cases

Conference with Legal Counsel – Existing Litigation
Government Code Section 54956.9(d)1

1. *CA Arroyo Fund, Inc., et al. v. City of Hesperia, et al.* (SBSC Case No. CIVSB 2225409)
2. *LCTH Investment, LP, et al. v. City of Hesperia, et al.* (SBSC Case No. CIVSB 2303245)
3. *LCTH Investment, LP, et al. v. City of Hesperia, et al.* (SBSC Case No. CIVSB 2303246)
4. *LCTH Investment, LP, et al. v. City of Hesperia, et al.* (SBSC Case No.

CIVSB 2310835)

5. *Desert-Candle, LP, et al. v. City of Hesperia, et al.* (SBSC Case No. CIVSB 2504950)

CALL TO ORDER - 6:30 PM

A. Invocation

B. Pledge of Allegiance to the Flag

C. Roll Call

Mayor Allison Lee
Mayor Pro Tem Cameron Gregg
Council Member Brigit Bennington
Council Member Chris Ochoa
Council Member Josh Pullen

D. Agenda Revisions and Announcements by City Clerk

E. Closed Session Reports by City Attorney

ANNOUNCEMENTS/PRESENTATIONS

1. Presentation of Certificate of Recognition to Kaine Koltoniuk, a Sultana High School student and Career Technical Educational Ambassador for representing Hesperia during the State of the County presentation on September 17, 2025.

GENERAL PUBLIC COMMENTS (For items and matters not listed on the agenda)

Individuals wishing to speak during General Public Comments or on a particular numbered item are requested to submit a speaker slip to the City Clerk with the agenda item noted. Speaker slips should be turned in prior to the public comment portion of the joint agenda or before an agenda item is discussed. Comments will be limited to three minutes for General Public Comments, Consent Calendar items and New Business items. Comments are limited to five minutes for Public Hearing items.

In compliance with the Brown Act, the City Council may not discuss or take action on non-agenda items or engage in question and answer sessions with the public. The City Council may ask brief questions for clarification; provide a reference to staff or other resources for factual information and direct staff to add an item to a subsequent meeting.

JOINT CONSENT CALENDAR

1. Page 7 Consideration of the Draft Minutes from the Regular Meeting held Tuesday, October 7, 2025

Recommended Action:

It is recommended that the City Council approve the Draft Minutes from the

Regular Meeting held Tuesday, October 7, 2025.

Staff Person: Assistant City Clerk Jessica Giber

Attachments: Draft CC Min 2025-10-07

2. Page 13 Warrant Run Report (City- Successor Agency- Housing Authority- Community Development Commission- Water)

Recommended Action:

It is recommended that the Council/Board ratify the warrant run and payroll report for the City, Successor Agency to the Hesperia Community Redevelopment Agency, Hesperia Housing Authority, Community Development Commission, and Water District.

Staff Person: Assistant City Manager Casey Brooksher

Attachments: SR Warrant Run 10-21-2025

Attachment 1 - Warrant Run

3. Page 15 Treasurer's Cash Report for the unaudited period ended August 31, 2025.

Recommended Action:

It is recommended that the Council/Board accept the Treasurer's Cash Report for the City, Successor Agency to the Hesperia Community Redevelopment Agency, Hesperia Housing Authority, Community Development Commission, and Water District.

Staff Person: Assistant City Manager Casey Brooksher

Attachments: SR Treasurer's Report 10-21-2025

Attachment 1 - Treasurer's Report

4. Page 25 General Pump Company Contract Amendment

Recommended Action:

It is recommended that the Chair and Board of Directors of the Hesperia Water District (HWD) authorize the City Manager to approve an amendment of $700,000 to the existing contract with General Pump Company, for a revised not-to-exceed contract amount of $2,365,032, and adopt Resolution HWD 2025-12 amending the Fiscal Year (FY) 2025-26 Budget by an additional $607,000 for water well maintenance, repair services, and repairs to Well 14A and 5A.

Staff Person: Director of Public Works/City Engineer Cassandra Sanchez

Attachments: SR General Pump Company Contract Amendment 10-21-2025

Resolution HWD 2025-12

PUBLIC HEARING

Individuals wishing to comment on public hearing items must submit a speaker slip to the City Clerk with the numbered agenda item noted. Speaker slips should be turned in prior to an agenda item being taken up. Comments will be limited to five minutes for Public Hearing items.

WAIVE READING OF ORDINANCES

Approve the reading by title of all ordinances and declare that said titles which appear on the public agenda shall be determined to have been read by title and further reading waived.

5. Page 29 Specific Plan Amendment SPLA25-00004; Applicant: City of Hesperia; Area affected: City-wide

Recommended Action:

The Planning Commission recommends that the City Council introduce and place on first reading Ordinance No. 2025-04 approving Specific Plan Amendment SPLA25-00004.

Staff Person: Assistant Planner Leilani Henry

Attachments: SR Specific Plan Amendment SPLA25-00004 10-21-2025
Ordinance 2025-04
Attachment 2 - Exhibit A SPLA25-00004
Attachment 3 - Planning Commission Staff Report (9-11-2025)

6. Page 43 Development Code Amendment DCA25-00003; Applicant: City of Hesperia; Area affected: City-wide.

Recommended Action:

It is recommended that the City Council introduce and place on first reading Ordinance No. 2025-05 approving Development Code Amendment DCA25-00003, modifying development standards associated with Accessory Dwelling Units (ADUs) and Junior Accessory Dwelling Units (JADUs).

Staff Person: Senior Planner Edgar Gonzalez

Attachments: SR Development Code Amendment DCA25-00003 10-21-2025
Ordinance 2025-05
Attachment 2 - Exhibit A Amended Language
Attachment 3 - HCD Comment Letter
Attachment 4 - Planning Commission Staff Report (9-11-2025)

7. Page 83 Draft Objective Design Standards for Multi-Family and Mixed-Use Development

Recommended Action:

The Planning Commission recommends that the City Council introduce and place on first reading Ordinance No. 2025-06 approving Development Code Amendment (DCA25-00002) and Specific Plan Amendment (SPLA25-00002) to

incorporate Objective Design Standards (ODS) for multi-family and mixed-use residential projects by reference into the Hesperia Municipal Code and the Main Street and Freeway Corridor Specific Plan (MSFCSP) and to make other modifications to the Development Standards to ensure consistency.

Staff Person: Principal Planner Ryan Leonard

Attachments: SR Objective Design Standards for Multi-Family and Mixed-Use 10-21-2025
Ordinance 2025-06
Attachment 2 - Objective Design Standards for Multifamily and Mixed-Use
Attachment 3 - Objective Design Standards Checklist
Attachment 4 - DCA25-00002 and SPLA25-00002

8. Page 183 2025 General Plan Update-Circulation Element

Recommended Action:

The Planning Commission recommends that the City Council adopt Resolution Nos. 2025-42 and 2025-43 to: 1) Certify the Addendum as complete in compliance with the California Environmental Quality Act (CEQA); and 2) Adopt the 2025 Circulation Element.

Staff Person: Principal Planner Ryan Leonard

Attachments: SR 2025 General Plan Update - Circulation Element 10-21-2025
Resolution 2025-42
Resolution 2025-43
Attachment 3 - Addendum to the 2010 General Plan EIR
Attachment 4 - Transportation Study
Attachment 5 - Circulation Element
Attachment 6 - June 12, 2025 Planning Commission Packet

NEW BUSINESS

9. Page 377 California Proposition 50 - Authorizes Temporary Changes to Congressional District Maps

Recommended Action:

It is recommended that the City Council receive and file this report which provides background and factual information regarding Proposition 50, scheduled for the November 4, 2025, Special Election in California.

Staff Person: Assistant to the City Manager Tammy Pelayes

Attachments: SR California Proposition 50 10-21-2025
Attachment 1 - Current and Proposed Congressional District Maps

COUNCIL COMMITTEE REPORTS AND COMMENTS

The Council may report on their activities as appointed representatives of the City on various Boards and Committees and/or may make comments of general interest or report on their activities as a representative of the City.

CITY MANAGER/CITY ATTORNEY/STAFF REPORTS

The City Manager, City Attorney or staff may make announcements or reports concerning items of interest to the Council and the public.

ADJOURNMENT

I, Jessica Giber, Assistant City Clerk of the City of Hesperia, California do hereby certify that I caused to be posted the foregoing agenda on Thursday October 16, 2025 at 5:30 p.m. pursuant to California Government Code §54954.2.

_____

Jessica Giber, Assistant City Clerk

Documents produced by the City and distributed less than 72 hours prior to the meeting regarding items on the agenda will be made available in the City Clerk's Office during normal business hours.

City of Hesperia
Meeting Minutes – Draft
City Council

City Council Chambers
9700 Seventh Ave.
Hesperia CA, 92345

Tuesday, October 7, 2025 **6:30 PM**

REGULAR MEETING AGENDA
HESPERIA CITY COUNCIL
SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY
HESPERIA HOUSING AUTHORITY
HESPERIA COMMUNITY DEVELOPMENT COMMISSION
HESPERIA WATER DISTRICT

CLOSED SESSION – 5:30PM

Conference with Legal Counsel - Potential Litigation:
Government Code Section 54956.9(d)2

1.One (1) Case

CALL TO ORDER - 6:36 PM

A. Invocation

B. Pledge of Allegiance to the Flag

C. Roll Call

Present:5 – Mayor Lee, Mayor Pro Tem Gregg, Council Member Bennington, Council Member Ochoa and Council Member Pullen

D. Agenda Revisions and Announcements by City Clerk

E. Closed Session Reports by City Attorney – *Green sheet revision to item 5.*

ANNOUNCEMENTS/PRESENTATIONS

1. Presentation on City Council Chambers Upgrades by Rita Perez, Deputy Human Resources/Information Technology Director.

GENERAL PUBLIC COMMENTS (For items and matters not listed on the agenda)

The following people commented:
Resident via voicemail
Bob Nelson
Ken Anderson
Al Vogler
Paul Chakalian
Gina Whelan
John Hall
Robert Davie
Elvia Hernandez

JOINT CONSENT CALENDAR

A motion was made by Gregg, seconded by Ochoa that the Joint Consent Calendar minus items 3 and 4 be approved. The motion carried by the following vote:

Aye: 5 - Lee, Gregg, Bennington, Ochoa, and Pullen

Nay: 0

1. Consideration of the Draft Minutes from the Regular Meeting held Tuesday, September 16, 2025

Recommended Action:

It is recommended that the City Council approve the Draft Minutes from the Regular Meeting held Tuesday, September 16, 2025.

Sponsors: Assistant City Clerk Jessica Giber

2. Warrant Run Report (City - Successor Agency - Housing Authority - Community Development Commission - Water)

Recommended Action:

It is recommended that the Council/Board ratify the warrant run and payroll report for the City, Successor Agency to the Hesperia Community Redevelopment Agency, Hesperia Housing Authority, Community Development Commission, and Water District.

Sponsors: Assistant City Manager Casey Brooksher

3. Award Professional Service Agreements for On-Call Engineering Design, Construction Management, and Inspection Services

Recommended Action:

It is recommended that the City Council and Board of Directors of the Hesperia Water District approve the award of Professional Services Agreements (PSAs) to six (6) firms to provide On-Call Engineering Design, Construction Management, and Inspection Services for an initial three (3) year term, in an amount not-to-exceed $500,000 per agreement and authorize the City Manager or her designee to execute the PSA's and any other necessary documents related thereto:

Engineering Design, Construction Management, and Inspection Services

AnGenious	$500,000

ERSC		$500,000
GHD		$500,000
Michael Baker International	$500,000	
Psomas		$500,000
Transtech		$500,000

Sponsors: Director of Public Works/City Engineer Cassandra Sanchez

A motion was made by Gregg, seconded by Pullen, that this item be approved. The motion carried by the following vote:

Aye: 5 - Lee, Gregg, Bennington, Ochoa and Pullen

Nay: 0

4. Acceptance of American Rescue Plan Act (ARPA) Grant - Water Service Line Replacement Project II

Recommended Action:

It is recommended that the City Council accept the completed Water Service Line Replacement Project II project and authorize staff to record a "Notice of Completion" and release all withheld retention amounts after a minimum of thirty (30) calendar days from the date of recordation.

Sponsors: Director of Public Works/City Engineer Cassandra Sanchez

A motion was made by Bennington, seconded by Gregg, that this item be approved. The motion carried by the following vote:

Aye: 5 - Lee, Gregg, Bennington, Ochoa and Pullen

Nay: 0

5**.** Final Tract Map No. 18989-3

Recommended Action:

It is recommended that the City Council adopt Resolution No. 2025-38 approving Final Tract Map No. 18989-3 to amend Tentative Tract Map No. 18989 to reflect the following modifications:
1) Expansion of Lot 23 to accommodate a proposed Wastewater Treatment Plant that was originally approved as part of the Tapestry Specific Plan;
2) Revision of the overall tract boundary and total acreage to incorporate an additional 1.9 acres, consistent with the approved improvement plans reflecting the re-alignment of Kennedy Meadows; and
3) Reconfiguration of lot numbering and other minor adjustments to ensure consistency with recorded maps (Applicant: Silverwood Development Phase I, LLC).

Sponsors: Administrative Analyst Dena Alcayaga

6. Final Tract Map No. 20581

Recommended Action:

It is recommended that the City Council adopt Resolution No. 2025-37 approving Final Tract Map No. 20581 to subdivide one parcel into 74 lots and five lettered lots on approximately 10.9-acres located at the southwest corner of Sultana Street and G Avenue (Applicant: Park View Trails, LLC APN: 0410-221-08).

Sponsors: Administrative Analyst Dena Alcayaga

NEW BUSINESS

7. Award Construction Contract for the annual Street Improvement Projects, Construction Order Nos. 7167 and 7177

Recommended Action:

It is recommended that the City Council:
1) Award a construction contract for the annual Street Improvement Projects (Construction Order Nos. 7167 and 7177) to the lowest responsive/responsible bidder, Onyx Paving Company, Inc. for the total bid amount of $3,760,919;
2) Approve a 10% contingency in the amount of $376,092 for a total not-to-exceed contract amount of $4,137,011;
3) Authorize the City Manager or designee to execute the contract and any documents related thereto.

Sponsors: Director of Public Works/City Engineer Cassandra Sanchez

A motion was made by Ochoa, seconded by Pullen, that this item be approved. The motion carried by the following vote:

Aye: 5 - Lee, Gregg, Bennington, Ochoa and Pullen

Nay: 0

8. Award Construction Contract for the FY 2023-24 CDBG Street Improvements, C.O. No. 7172 Project

Recommended Action:

It is recommended that the City Council authorize the City Manager to:
1. Adopt Resolution No. 2025-40 amending the Fiscal Year (FY) 2025-26 Capital Improvement Budget by appropriating $94,000 to Fund 204
2. Award a construction contract for the FY 2023-24 CDBG Street Improvements, C.O. No. 7172 project to the lowest responsive/responsible bidder, LCR Earthwork & Engineering, Corp. for the bid amount of $1,264,560; approve an additional 10% contingency in the amount of $126,456, for a not-to-exceed total construction contract amount of $1,391,016; and
3. Authorize the City Manager to execute the contract.

Sponsors: Director of Public Works/City Engineer Cassandra Sanchez

A motion was made by Ochoa, seconded by Pullen, that this item be approved. The motion carried by the following vote:

Aye: 5 - Lee, Gregg, Bennington, Ochoa and Pullen

Nay: 0

Meeting went into Recess at 7:33pm
Meeting Reconvened at 7:35pm

9. Hesperia Water District Residential Delinquent Account Process

Recommended Action:

It is recommended that the City Council and Board of Directors of the Hesperia Water District receive and file this report regarding the District's current process for collection of delinquent residential water accounts, including the lien procedure, and property owner responsibility established under Hesperia Municipal Code Title 14.02.080.

Sponsors: Assistant City Manager Casey Brooksher

Robert Davie commented on this item.
Receive and file item.

COUNCIL COMMITTEE REPORTS AND COMMENTS

The Mayor, Mayor Pro Tem and Council Members reported on various events and Committees.

Council Member Pullen requested to recognize Sultana High School student Kaine Koltoniuk for participating in the State of the County event.

Mayor Lee requested to agendize a discussion item on Proposition 50.

CITY MANAGER/CITY ATTORNEY/STAFF REPORTS

City Manager thanked staff.

ADJOURNMENT

The meeting was adjourned at 8:33 p.m.

_____
Jessica Giber,
Assistant City Clerk

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City of Hesperia
STAFF REPORT

DATE: October 21, 2025

TO: Mayor and Council Members
City Council, as Successor Agency to the Hesperia Community Redevelopment Agency
Chair and Commissioners, Hesperia Housing Authority
Chair and Commissioners, Community Development Commission
Chair and Board Members, Hesperia Water District

FROM: Rachel Molina, City Manager

BY: Casey Brooksher, Assistant City Manager
Keith Cheong, Senior Accountant
Verenise Fierros, Accountant

SUBJECT: Warrant Run Report (City – Successor Agency – Housing Authority – Community Development Commission – Water)

RECOMMENDED ACTION

It is recommended that the Council/Board ratify the warrant run and payroll report for the City, Successor Agency to the Hesperia Community Redevelopment Agency, Hesperia Housing Authority, Community Development Commission, and Water District.

BACKGROUND

The Warrant Run totals represented below are for the period September 13, 2025 through September 26, 2025.

Agency/District	Accounts Payable	Payroll	Wires	Totals
City of Hesperia	$4,102,048.16	$314,988.72	$0.00	$4,417,036.88
Successor Agency	0.00	0.00	0.00	0.00
Housing Authority	1,760.18	161.84	0.00	1,922.02
Community Development Commission	0.00	0.00	0.00	0.00
Water	1,477,051.49	156,871.98	0.00	1,633,923.47
Totals	$5,580,859.83	$472,022.54	$0.00	$6,052,882.37

CITY GOAL SUPPORTED BY THIS ITEM

Financial Health – Maintain a balanced budget and adequate reserves.

ATTACHMENT(S)

1. Warrant Runs

City of Hesperia
WARRANT RUNS
9/13/2025-9/26/2025

Attachment 1

FUND #	FUND NAME	W/E 9/19/2025	W/E 9/26/2025	WARRANT TOTALS	Wires	YEAR-TO DATE TOTALS *	PRIOR FY YTD DATE TOTALS
Accounts Payable							
100	GENERAL	$ 102,059.52	$ 1,973,252.60	$ 2,075,312.12	$ -	$ 14,175,075.66	$ 12,332,492.84
105	PENSION OBLIGATION TRUST	$ -	$ -	$ -	$ -	$ -	$ -
106	OPEB TRUST	$ -	$ -	$ -	$ -	$ -	$ -
110	SILVERWOOD	$ 2,604.00	$ -	$ 2,604.00	$ -	$ 26,461.50	$ 6,617.66
200	HESPERIA FIRE DISTRICT	$ -	$ -	$ -	$ -	$ -	$ -
204	MEASURE I - RENEWAL	$ -	$ -	$ -	$ -	$ 295,887.59	$ 12,615.41
207	LOCAL TRANSPORT-SB 325	$ -	$ -	$ -	$ -	$ -	$ -
209	GAS TAX-RMRA	$ -	$ -	$ -	$ -	$ 60.89	$ -
210	HFPD (PERS)	$ -	$ -	$ -	$ -	$ 1,896,318.00	$ 1,755,819.00
241	CFD 2021-1 Resid Maint. & Serv	$ -	$ -	$ -	$ -	$ 640.00	$ -
242	CFD 2022-1 Non-Resd Maint & Serv	$ -	$ -	$ -	$ -	$ 640.00	$ -
243	CFD 2023-1 Silverwood Maint	$ -	$ -	$ -	$ -	$ 640.00	$ -
251	CDBG	$ -	$ 4,680.75	$ 4,680.75	$ -	$ 258,770.68	$ 241,353.78
254	AB2766 - TRANSIT	$ -	$ -	$ -	$ -	$ -	$ -
255	AB3229 SUPPLEMENTAL LAW	$ -	$ -	$ -	$ -	$ -	$ -
256	ENVIRONMENTAL PROGRAMS GRANT	$ -	$ 276.00	$ 276.00	$ -	$ 3,492.25	$ 19,287.16
262	SB 1383 LOCAL ASSISTANCE GRANT	$ -	$ 17,668.75	$ 17,668.75	$ -	$ 23,796.25	$ -
263	STREETS MAINTENANCE	$ 29,939.60	$ 43,739.02	$ 73,678.62	$ -	$ 616,284.23	$ 597,305.47
300	DEV. IMPACT FEES - STREET	$ -	$ -	$ -	$ -	$ -	$ 22,388.61
301	DEV. IMPACT FEES - STORM DRAIN	$ -	$ -	$ -	$ -	$ 3,723.62	$ -
306	DEV. IMPACT FEES - 2018-STREETS	$ 1,360.00	$ 3,576.50	$ 4,936.50	$ -	$ 321,526.43	$ 500,205.04
307	DIF 2018-DRAINAGE FACILITIES	$ -	$ -	$ -	$ -	$ 26,353.00	$ -
309	DIF 2018-CITY HALL FACILITIES	$ -	$ -	$ -	$ -	$ -	$ -
312	DIF 2018-POLICE FACILITIES	$ -	$ -	$ -	$ -	$ -	$ -
313	DIF A-04 DRAINAGE	$ -	$ -	$ -	$ -	$ -	$ 498.79
402	WATER RIGHTS ACQUISITION	$ -	$ 1,125,308.97	$ 1,125,308.97	$ -	$ 1,125,308.97	$ 1,110,410.40
403	2013 REFUNDING LEASE REV BONDS	$ -	$ -	$ -	$ -	$ -	$ -
404	2023 REFUNDING LEASE REV BONDS	$ -	$ -	$ -	$ -	$ -	$ -
504	CITY WIDE STREETS - CIP	$ -	$ 237,020.25	$ 237,020.25	$ -	$ 242,389.21	$ 2,593,680.82
509	CITY FACILITIES CIP	$ -	$ -	$ -	$ -	$ -	$ -
800	EMPLOYEE BENEFITS	$ 99,595.62	$ 157,100.91	$ 256,696.53	$ -	$ 2,573,487.23	$ 2,507,704.07
801	TRUST/AGENCY	$ 302,575.67	$ 1,290.00	$ 303,865.67	$ -	$ 683,836.47	$ 468,224.80
802	AD 91-1 AGENCY	$ -	$ -	$ -	$ -	$ -	$ -
804	TRUST-INTEREST BEARING	$ -	$ -	$ -	$ -	$ 1,113.10	$ 41,105.51
807	CFD 2005-1	$ -	$ -	$ -	$ -	$ 1,150,847.67	$ 1,018,250.47
808	HFPD (TRANSITION)	$ -	$ -	$ -	$ -	$ 335,635.00	$ 317,435.02
815	PLAN REVIEW TRUST - FRONTIER	$ -	$ -	$ -	$ -	$ -	$ -
	CITY	$ 538,134.41	$ 3,563,913.75	$ 4,102,048.16	$ -	$ 23,762,287.75	$ 23,545,394.85
163	REDEVELOP OBLIG RETIREMENT-2018	$ -	$ -	$ -	$ -	$ 6,784,043.96	$ 7,922,197.73
	SUCCESSOR AGENCY	$ -	$ -	$ -	$ -	$ 6,784,043.96	$ 7,922,197.73
370	HOUSING AUTHORITY	$ -	$ 1,760.18	$ 1,760.18	$ -	$ 4,409.12	$ 4,694.17
	HOUSING AUTHORITY	$ -	$ 1,760.18	$ 1,760.18	$ -	$ 4,409.12	$ 4,694.17
170	COMMUNITY DEVELOPMENT COMMISSION	$ -	$ -	$ -	$ -	$ -	$ -
	COMMUNITY DEVELOPMENT COMMISSION	$ -	$ -	$ -	$ -	$ -	$ -
700	WATER OPERATING	$ 256,191.17	$ 649,086.52	$ 905,277.69	$ -	$ 10,093,552.16	$ 2,902,300.46
703	WATER CAPITAL REHAB AND REPLACE	$ -	$ 206,832.53	$ 206,832.53	$ -	$ 206,832.53	$ -
705	WATER PENSION OBLIGATION TRUST	$ -	$ -	$ -	$ -	$ -	$ 750,000.00
701	WATER CAPITAL	$ -	$ -	$ -	$ -	$ 1,000,000.00	$ 16,473.00
710	SEWER OPERATING	$ 198,899.35	$ 5,520.50	$ 204,419.85	$ -	$ 6,677,129.08	$ 1,963,995.02
711	SEWER CAPITAL	$ 147,250.00	$ 11,162.50	$ 158,412.50	$ -	$ 159,125.00	$ 931,759.89
720	RECLAIMED WATER OPERATIONS	$ 1,988.94	$ 119.98	$ 2,108.92	$ -	$ 10,795.58	$ 24,508.13
	WATER	$ 604,329.46	$ 872,722.03	$ 1,477,051.49	$ -	$ 18,147,434.35	$ 6,589,036.50
	ACCOUNTS PAYABLE TOTAL	$ 1,142,463.87	$ 4,438,395.96	$ 5,580,859.83	$ -	$ 48,698,175.18	$ 38,061,323.25
REG. PAYROLL							
	City	$ -	$ 314,988.72	$ 314,988.72	$ -	$ 1,894,087.68	$ 1,876,477.98
	Housing Authority	$ -	$ 161.84	$ 161.84	$ -	$ 961.83	$ 1,413.90
	Water	$ -	$ 156,871.98	$ 156,871.98	$ -	$ 952,196.37	$ 923,478.58
	PAYROLL TOTAL	$ -	$ 472,022.54	$ 472,022.54	$ -	$ 2,847,245.88	$ 2,801,370.46

City of Hesperia

STAFF REPORT

DATE: October 21, 2025

TO: Mayor and Council Members
City Council, Serving as Successor Agency to the Hesperia Community Redevelopment Agency
Chair and Commissioners, Hesperia Housing Authority
Chair and Commissioners, Community Development Commission
Chair and Board Members, Hesperia Water District

FROM: Rachel Molina, City Manager

BY: Casey Brooksher, Assistant City Manager
Marc Morales, Senior Accountant
Jonathan Settle, Accountant

SUBJECT: Treasurer's Cash Report for the unaudited period ended August 31, 2025.

RECOMMENDED ACTION

It is recommended that the Council/Board accept the Treasurer's Cash Report for the City, Successor Agency to the Hesperia Community Redevelopment Agency, Hesperia Housing Authority, Community Development Commission, and Water District.

BACKGROUND

This report is presented to the City Council pursuant to Government Code Section 53646 (b) setting forth the City's investment portfolio.

ISSUES/ANALYSIS

The Treasurer's Cash Reports are presented on the following pages for each agency.

CITY GOAL SUPPORTED BY THIS ITEM

Financial Health – Maintain a balanced budget and adequate reserves.

FISCAL IMPACT

These reports reflect unaudited cash balances as of August 31, 2025.

ALTERNATIVE(S)

1. Provide alternative direction to staff.

ATTACHMENT(S)

1. City of Hesperia Investment Report
2. Successor Agency to the Hesperia Community Redevelopment Agency Investment Report

3. Hesperia Housing Authority Investment Report
4. Community Development Commission Investment Report
5. Hesperia Water District Investment Report
6. Hesperia Golf & Country Club Consolidated Income Statement – Unaudited August 2025

CITY OF HESPERIA

FUND	VALUE
General Fund (100 & 800)	36,928,553.83
Pension Obligation Trust (105)	584,298.70
OPEB Trust (106)	501,383.54
Silverwood	38,769.14
HFPD (PERS) (210)	611,608.55
CFD 2021-1 Resid Maint & Serv	3,091.74
CFD 2022-1 Non-Resid Maint & Serv	3,091.74
CFD 2023-1 Silverwood Maint	3,777.49
AB27666 - Transit (254)	26,351.42
AB3229 Supplemental Law (255)	389,060.85
AD No. 91-1 (802)	410,614.26
Beverage Recycling Grant (256)	324,344.06
CFD 2005-1 (807)	1,081,568.76
HFPD Transition (808)	-
City Wide-Capital Projects (504)	(6,282,862.01)
Community Dev Block Grant (251, 252, & 253)	837,501.64
American Rescue Plan Grant (261)	6,826,181.58
SB 1383 Local Assistance Grant (262)	253,517.18
Development Impact Fund (300-304)	7,769,219.69
Development Impact Fund 2018 (306-312)	32,741,044.61
Development Impact Fund A-04 Drainage (313)	600,813.49
Disaster (260)	63,827.18
Gas Tax Fund (205)	2,586,827.66
Gas Tax - RMRA (209)	11,019,363.39
Gas Tax Swap (206)	1,920,788.94
Local Transportation SB325 (207)	1,496,203.44
Measure I - Renewal (204)	14,497,203.57
Public Works Street Maint (263)	1,729,973.90
Public Art (230)	269,104.43
Trust Fund (801, 803-806, & 815)	1,131,274.01
2012 Water Rights Acquisition (402)	1,899,751.05
2023 Refunding Lease Rev Bonds (404)	1,817,648.98
TOTAL CITY FUNDS	**$ 122,083,896.81**

SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY

FUND		VALUE
RORF Retention - (163)	**$**	**571,500.71**

HESPERIA HOUSING AUTHORITY

FUND		VALUE
Hesperia Housing Authority Fund (370)	$	4,434,457.30
VVEDA Housing Authority (371)		2,024,050.62
TOTAL HOUSING AUTHORITY FUNDS	**$**	**6,458,507.92**

COMMUNITY DEVELOPMENT COMMISSION

FUND		VALUE
Community Development Commission Fund (170)	**$**	**3,657,238.45**

WATER

FUND		VALUE
Water Operating (700)	$	15,546,956.43
Water Capital (701)		9,239,925.78
Water Capital Rehab and Replace (703)		4,477,437.11
Water Contamination Mitigation (704)		2,766,908.67
Water Pension Obilgation Trust (705)		12,978.66
Water OPEB Trust (706)		820.13
Sewer Operating (710)		7,764,061.94
Sewer Capital (711)		1,549,511.38
Sewer Capital Rehab and Replace (713)		880,565.78
Reclaimed Water Operations (720)		439,318.53
TOTAL WATER FUNDS	**$**	**42,678,484.41**

ATTACHMENT 1

City of Hesperia
Investment Report
Unaudited

August 31, 2025

Type of Investment	Institution/ Fiscal Agent	Interest Rate	Date of Purchase	Date of Maturity	Par Value at Maturity	Book Value	Market Value	Account Description
Investments under the direction of the City:								
Local Agency Investment Funds	State of Calif.	4.251%	31-Aug-25	Demand	$ 104,374,233.25	104,374,233.25	104,374,233.25	
Local Bank Checking Accounts	U.S. Bank	n/a	31-Aug-25	Demand	17,709,663.56	17,709,663.56	17,709,663.56	
Total Unaudited Investments under the direction of the City					**$ 122,083,896.81**	**$ 122,083,896.81**	**$ 122,083,896.81**	
Investments under the direction of fiscal agents:								
2012 Lease Revenue Bonds	US Bank	0.355%	31-Aug-25	Demand	756.67	756.67	756.67	2012 - Water Rights Revenue Fund
2012 Lease Revenue Bonds	US Bank	0.000%	31-Aug-25	Demand	-	-	-	2012 - Water Rights Interest Fund
2012 Lease Revenue Bonds	US Bank	0.356%	31-Aug-25	Demand	1,511,876.55	1,511,876.55	1,511,876.55	2012 - Water Rights Reserve Fund
2012 Lease Revenue Bonds	US Bank	0.356%	31-Aug-25	Demand	1,066.13	1,066.13	1,066.13	2012 - Water Rights Surplus Revenue Fund
2023 Refunding Lease Revenue Bonds	US Bank	0.318%	31-Aug-25	Demand	280.36	280.36	280.36	2023 Refunding Lease Revenue Bonds Revenue Fund
2023 Refunding Lease Revenue Bonds	US Bank	0.322%	31-Aug-25	Demand	18.68	18.68	18.68	2023 Refunding Lease Revenue Interest Funds
2024 CFD 2005-1 Refunding	US Bank	0.320%	31-Aug-25	Demand	1,237,750.00	1,237,750.00	1,237,750.00	2024 CFD 05-1 - Bond Fund
2024 CFD 2005-1 Refunding	US Bank	0.320%	31-Aug-25	Demand	1,269,999.21	1,269,999.21	1,269,999.21	2024 CFD 05-1 - Reserve Fund
Deposits - Workers' Comp	PERMA	n/a	31-Aug-25	n/a	995,111.37	995,111.37	995,111.37	GL 1352
Sully Miller Retention - Ranchero	US Bank	0.000%	31-Aug-25	n/a	1.08	1.08	1.08	Ranchero Road - Escrow Account
City of Hesperia Stabalized Trust	Charles Schwab	n/a	31-Aug-25	n/a	4,912,860.75	4,912,860.75	4,912,860.75	City Pension
City of Hesperia OPEB Trust	Charles Schwab	n/a	31-Aug-25	n/a	903,860.24	903,860.24	903,860.24	City OPEB
Hesperia Fire Protection PST	Charles Schwab	n/a	31-Aug-25	n/a	1,584,752.81	1,584,752.81	1,584,752.81	Fire Pension
City of Hesperia Settlement Escrow Account	US Bank	0.000%	31-Aug-25	n/a	-	-	-	Settlement Escrow Account
Total Unaudited Investments under the direction of fiscal agents					**$ 12,418,333.85**	**$ 12,418,333.85**	**$ 12,418,333.85**	

Please Note: All market value data is provided courtesy of the City's fiscal agent, US Bank.

I certify that this investment portfolio is in compliance with the statement of investment policy of the City of Hesperia and the investment program provides sufficient liquidity to meet expenditure requirements for the next six months, as required by the California Government Code sections 53646(b)(2) and (3), respectively.

* Note: 2005 Certificates of Participation began in May 2005 for the finacing of the Civic Plaza.

Marc Morales, Senior Accountant

ATTACHMENT 2

Successor Agency to the Redevelopment Agency

Investment Report
Unaudited

August 31, 2025

Type of Investment	Issuer/ Institution	Interest Rate	Date of Purchase	Date of Maturity	Par Value at Maturity	Book Value	Market Value	Account Description
Investments under the direction of the City:								
Local Agency Investment Funds	State of Calif.	4.251%	31-Aug-25	Demand	$ 488,598.00	$ 488,598.00	488,598.00	
Local Bank Checking Accounts	U.S. Bank	n/a	31-Aug-25	Demand	82,902.71	82,902.71	82,902.71	
Total Unaudited Investments under the direction of the City					**$ 571,500.71**	**$ 571,500.71**	**$ 571,500.71**	
Investments under the direction of fiscal agents:								
2018 Refunding Bonds	US Bank	3.591%	31-Aug-25	Demand	11.14	11.14	11.14	2018A & 2018B - Debt Service Account
2018 Refunding Bonds	US Bank	0.344%	31-Aug-25	Demand	1,776,417.85	1,776,417.85	1,776,417.85	2018A & 2018B - Interest Account
2018 Refunding Bonds	US Bank	0.000%	31-Aug-25	Demand	1.00	1.00	1.00	2018A & 2018B - Reserve Account
Total Unaudited Investments under the direction of fiscal agents					**$ 1,776,429.99**	**$ 1,776,429.99**	**$ 1,776,429.99**	

Please Note: All market value data is provided courtesy of the City's fiscal agent US Bank.
The 2018 Refunding Bonds are supported by a $9,799,443.76 bond insurance policy.

I certify that this investment portfolio is in compliance with the statement of investment policy of the City of Hesperia and the investment program provides sufficient liquidity to meet expenditure requirements for the next six months, as required by the California Government Code sections 53646(b)(2) and (3), respectively.

* Note: The 2005 and 2007 Series Bonds were refinanced to 2018 Series Bonds in November 2018.

Marc Morales, Senior Accountant

ATTACHMENT 3

Hesperia Housing Authority

Investment Report
Unaudited

August 31, 2025

Type of Investment	Issuer/ Institution	Interest Rate	Date of Purchase	Date of Maturity	Par Value at Maturity	Book Value	Market Value
Investments under the direction of the City:							
Local Agency Investment Funds	State of California	4.251%	31-Aug-25	Demand	$ 5,521,627.58	5,521,627.58	5,521,627.58
Local Bank Checking Accounts	U.S. Bank	n/a	31-Aug-25	Demand	936,880.34	936,880.34	936,880.34
Total Unaudited Investments under the direction of the City					**$ 6,458,507.92**	**$ 6,458,507.92**	**$ 6,458,507.92**

I certify that this investment portfolio is in compliance with the statement of investment policy of the City of Hesperia and the investment program provides sufficient liquidity to meet expenditure requirements for the next six months, as required by the California Government Code sections 53646(b)(2) and (3), respectively.

Marc Morales, Senior Accountant

ATTACHMENT 4

Hesperia Community Development Comission

Investment Report
Unaudited

August 31, 2025

Type of Investment	Issuer/ Institution	Interest Rate	Date of Purchase	Date of Maturity	Par Value at Maturity	Book Value	Market Value
Investments under the direction of the City:							
Local Agency Investment Funds	State of California	4.251%	31-Aug-25	Demand	$ 3,126,714.24	3,126,714.24	3,126,714.24
Local Bank Checking Accounts	U.S. Bank	n/a	31-Aug-25	Demand	530,524.21	530,524.21	530,524.21
Total Unaudited Investments under the direction of the City					**$ 3,657,238.45**	**$ 3,657,238.45**	**$ 3,657,238.45**

I certify that this investment portfolio is in compliance with the statement of investment policy of the City of Hesperia and the investment program provides sufficient liquidity to meet expenditure requirements for the next six months, as required by the California Government Code sections 53646(b)(2) and (3), respectively.

Marc Morales, Senior Accountant

ATTACHMENT 5

Hesperia Water District

Investment Report
Unaudited

August 31, 2025

Type of Investment	Issuer/ Institution	Interest Rate	Date of Purchase	Date of Maturity	Par Value at Maturity	Book Value	Market Value	Account Description
Investments under the direction of the City:								
Local Agency Investment Funds	State of California	4.251%	31-Aug-25	Demand	$ 36,487,482.81	36,487,482.81	36,487,482.81	
Local Bank Checking Accounts	U.S. Bank	n/a	31-Aug-25	Demand	6,191,001.60	6,191,001.60	6,191,001.60	
Total Unaudited Investments under the direction of the City					**$ 42,678,484.41**	**$ 42,678,484.41**	**$ 42,678,484.41**	
Investments under the direction of fiscal agents:								
Hesperia Water District PST	Charles Schwab	n/a	31-Aug-25	n/a	1,355,274.22	1,355,274.22	1,355,274.22	HWD Pension
Hesperia Water District OPEB	Charles Schwab	n/a	31-Aug-25	n/a	272,186.32	272,186.32	272,186.32	HWD OPEB
Deposits - Workers' Comp	PERMA	n/a	31-Aug-25	n/a	1,205,782.88	1,205,782.88	1,205,782.88	GL 1352
Total Unaudited Investments under the direction of fiscal agents					**$ 2,833,243.42**	**$ 2,833,243.42**	**$ 2,833,243.42**	

Please Note: All market value data is provided courtesy of the City's fiscal agent, US Bank.

I certify that this investment portfolio is in compliance with the statement of investment policy of the City of Hesperia and the investment program provides sufficient liquidity to meet expenditure requirements for the next six months, as required by the California Government Code sections 53646(b)(2) and (3), respectively.

Marc Morales, Senior Accountant

Hesperia Golf and Country Club
Consolidated Income Statement - Unaudited
August 2025

	Aug 25	Oct 24-Aug 25
Income		
General & Administrative	394.67	2,918.46
Course	126,517.50	1,047,822.30
Carts	2,935.00	20,513.00
Proshop	6,228.26	60,566.65
Food & Beverage	23,404.49	216,781.47
Total Income	159,479.92	1,348,601.88
Proshop	3,900.46	36,819.73
Food & Beverage	10,693.41	84,473.91
Cost of Goods Sold	14,593.87	121,293.64
Gross Profit	144,886.05	1,227,308.24
Expense		
50000 · Payroll Expenses		
General & Administrative	12,976.69	144,335.87
Course	34,157.50	344,463.40
Carts	9,665.75	92,550.60
Proshop	9,522.00	94,115.46
Food & Beverage	4,795.70	52,429.69
Total 50000 · Payroll Expenses	71,117.64	727,895.02
60000 · Operating Expenses		
General & Administrative	13,280.49	165,257.19
Course	52,776.64	349,799.78
Carts	11,283.74	101,088.99
Proshop	63.59	6,100.18
Food & Beverage	623.66	9,622.03
Total 60000 · Operating Expenses	78,028.12	631,868.17
Total Expense	149,145.76	1,359,763.19
Net Income	**-4,259.71**	**-132,454.95**

DATE: October 21, 2025

TO: Chair and Board Members, Hesperia Water District

FROM: Rachel Molina, City Manager

BY: Cassandra Sanchez, Director of Public Works / City Engineer
Jeremy McDonald, Water Operations Manager

SUBJECT: General Pump Company Contract Amendment

RECOMMENDED ACTION

It is recommended that the Chair and Board of Directors of the Hesperia Water District (HWD) authorize the City Manager to approve an amendment of $700,000 to the existing contract with General Pump Company, for a revised not-to-exceed contract amount of $2,365,032, and adopt Resolution HWD 2025-12 amending the Fiscal Year (FY) 2025-26 Budget by an additional $607,000 for water well maintenance, repair services, and repairs to Well 14A and 5A.

BACKGROUND

The Hesperia Water District currently maintains fifteen (15) active wells and one (1) standby well that supplies potable water to its citizens. At the City Council meeting on October 1, 2024, staff proposed a contract amendment in the amount of $1,500,000 to rehabilitate five wells, which was funded by the American Rescue Plan Act (ARPA). To date, General Pump Company has completed two of the five rehabilitations.

Upon removing the components during each rehabilitation, a video inspection is performed to inspect the condition of the casing pipe, which provides structural integrity to the drilled hole and allows for the passing of water into the pump. During the video inspection performed at Well 5A, it was determined the casing pipe is severely corroded and at a high risk of failure. General Pump Company has recommended the installation of a new casing pipe of a smaller diameter which can be inserted within the existing pipe. The void created between the new and existing pipe is filled with gravel to provide additional structural integrity should the existing pipe catastrophically fail. It is expected that the installation of the new liner will prolong the life of the well an additional forty years.

On September 3, 2025, Well 14A stopped production although all above ground mechanical and electrical components were found to be functioning properly. This type of condition is indicative of a broken coupling along the drive shaft which couples the motor to the pump. General Pump Company removed all mechanical components and confirmed this was the cause of failure. The physical inspection of the pump, column pipe, and drive shaft determined excessive wear and pitting of metallic surfaces. General Pump Company recommends the replacement of the components due to the condition and age. The video inspection concluded that the casing pipe is in satisfactory condition and does not require attention.

Out of the District's fifteen active sources, Wells 5A and 14A rank third and fourth in terms of gallons per minute. This metric is an industry standard used to quantify production.

ISSUES/ANALYSIS

Staff estimated that each well associated with the ARPA project would cost approximately $300,000 to rehabilitate based upon historical trends. Due to the deteriorated casing pipe, additional funding is needed for the installation of the liner at Well 5A.

The FY 2025-26 Budget does not include funding for the emergency repair of Well 14A. Each year, an amount of $50,000 is budgeted for the minor repair of wells, booster pumps, and related appurtenances. Should a well require significant repairs, staff seeks Board approval on an as needed basis.

CITY GOAL

Public Safety - Ensure public safety resources adequately protect our community.
Financial Health - Maintain a balanced budget and adequate reserves.

FISCAL IMPACT

Funding for the repair of Wells 5A and 14A is not available within Fund 700 (Water Operating). Therefore, staff is requesting from the Board of Directors to increase the Water Capital Fund 703 Budget by $607,000 via Resolution HWD 2025-12, which will be funded from District reserves.

ALTERNATIVE(S)

1. Provide alternative direction to staff.

ATTACHMENT(S)

1. Resolution HWD No. 2025-12

RESOLUTION HWD NO. 2025-12

RESOLUTION OF THE HESPERIA WATER DISTRICT OF THE CITY OF HESPERIA, CALIFORNIA, AMENDING THE FISCAL YEAR 2025-26 HESPERIA WATER DISTRICT BUDGET BY APPROPRIATING AN ADDITIONAL $607,000 IN FUND 703 WATER CAPITAL REHAB AND REPLACE

WHEREAS, the Board of Directors of the Hesperia Water District adopted the Fiscal Year (FY) 2025-26 Budget on June 3, 2025; and

WHEREAS, the anticipated total expenditure of $607,000 will occur in the FY 2025-26 Budget; and

WHEREAS, the FY 2025-26 Budget does not include $607,000 for the repair of Wells 5A and 14A; and

WHEREAS, the Board of Directors of the Hesperia Water District has reviewed the proposed amendment information and have found it acceptable.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE CITY OF HESPERIA WATER DISTRICT AS FOLLOWS:

Section 1. The District hereby amends the Water Capital Budget and appropriates $607,000 to Account No. 703-29-400-4070-8440 in the FY 2025-26 Budget.

Section 2. That the above is true and correct and adopted as findings.

Section 3. That the Board Secretary shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

ADOPTED AND APPROVED this 21st day of October 2025.

_____
Allison Lee, Mayor

ATTEST:

_____
Jessica Giber, Assistant City Clerk

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City of Hesperia
STAFF REPORT

DATE: October 21, 2025

TO: Mayor and Council Members

FROM: Rachel Molina, City Manager

BY: Nathan Freeman, Director of Development Services
Ryan Leonard, Principal Planner
Leilani Henry, Associate Planner

SUBJECT: Specific Plan Amendment SPLA25-00004; Applicant: City of Hesperia; Area affected: City-wide

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RECOMMENDED ACTION

The Planning Commission recommends that the City Council introduce and place on first reading Ordinance No. 2025-04 approving Specific Plan Amendment SPLA25-00004.

BACKGROUND

The proposed Specific Plan Amendment will remove the existing exception to the maximum allowable building height within the Commercial Industrial Business Park (CIBP) zone of the Main Street and Freeway Corridor Specific Plan (MSFCSP). Specifically, this exception allows building height increases at a 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 for properties located west of Interstate 15.

In addition, the amendment will increase the standard maximum building height from 60 feet to 65 feet for all properties located within the CIBP zone of the MSFCSP.

The purpose of this amendment is to ensure building height regulations are consistent with City goals, adjacent land uses, and community character, while maintaining adequate functionality for modern industrial operations.

ISSUES/ANALYSIS

Current Maximum Building Height Standards: Within the CIBP zone of the MSFCSP, the maximum building height is generally limited to 60 feet, subject to 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 Interstate 15, building height is limited to 60 feet at the front setback line, thereafter, the 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.

In comparison, maximum building heights in other zones within the MSFCSP, Hesperia Municipal Code, and unincorporated San Bernardino County are as listed in the following charts.

Main Street and Freeway Corridor Specific Plan Maximum Allowed Building Height	
Regional Commercial	65 feet (45 feet within 100 feet from Residential)
Neighborhood Commercial, Office Commercial and Auto Sales Commercial	45 feet
Office Park	75 feet (45 feet within 100 feet from Residential)
Very low, Low, Medium, and High Density Residential	35 feet (10-foot increase with an additional 10-foot setback in HDR)

Maximum Building Height Per the Hesperia Municipal Code	
Residentisal and Agricultural Zones	30 – 35 feet
Commercial zones (1, 2, & 3)	35 feet
Industrial	50 feet

Unincorporated San Bernardino County	
Rural Residential and Single Family Residential[1]	35 feet

[1] Rural Residential and Single-Family Residential zones within Unincorporated San Bernardino County are located adjacent to properties zoned CIBP within the City.

Justification: Over the past several years, the City has experienced a substantial increase in industrial project applications within the CIBP zone, located on the west side of Interstate 15. Staff reviewed these projects and found that the maximum building height proposed in recent years was 51 feet, with an overall average of approximately 47 feet. The proposed Specific Plan Amendment is intended to maintain consistency within the CIBP zone and prevent the potential development of a building significantly taller, up to three times higher, than existing and anticipated future developments.

Environmental: Approval of the Development Code Amendment and Specific Plan Amendment is exempt from the California Environmental Quality Act (CEQA) under Section 15061(b)(3), as it can be seen with certainty that there is no significant effect on the environment. The proposed Development Code Amendment and Specific Plan Amendment are also exempt under Section 16.12.415(B)(10) of the City's CEQA Guidelines, as they do not propose to increase the density or intensity allowed by the General Plan.

Planning Commission Review: On September 11, 2025, the Planning Commission voted 4-0 (with Chair Roger Abreo absent) to forward this item to the City Council with a recommendation for approval. During the Planning Commission hearing, no one spoke in favor or opposition to the subject Specific Plan Amendment.

Conclusion: The proposed Specific Plan Amendment will establish clear and consistent building height standards within the CIBP zone. By eliminating the current height exception and setting a reasonable maximum height of 65 feet, the Specific Plan Amendment ensures compatibility with surrounding land uses, preserves the intended character of the area, and prevents future developments from significantly exceeding the scale of existing and anticipated projects. The proposed amendment aligns with the City's goals for balanced growth while maintaining the flexibility necessary to support industrial operations.

CITY GOAL SUPPORTED BY THIS ITEM

Future Development - Facilitate balanced growth to ensure cohesive community development and pursue economic development.

FISCAL IMPACT

There is no fiscal impact to the General Fund associated with this report.

ALTERNATIVE(S)

1. Provide alternative direction to staff.

ATTACHMENT(S)

1. Ordinance No. 2025-04
2. Exhibit "A"
3. Planning Commission Staff Report with attachments

ORDINANCE NO. 2025-04

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HESPERIA, CALIFORNIA ADOPTING A SPECIFIC PLAN AMENDMENT TO REMOVE THE EXISTING EXCEPTION TO THE MAXIMUM ALLOWABLE BUILDING HEIGHT AND INCREASE MAXIMUM ALLOWABLE BUILDING HEIGHT LIMITATIONS WITHIN THE COMMERCIAL INDUSTRIAL BUSINESS PARK ZONE OF THE MAIN STREET AND FREEWAY CORRIDOR SPECIFIC PLAN (SPLA25-00004)

WHEREAS, on January 5, 1998, the City Council of the City of Hesperia adopted Ordinance No. 250, thereby adopting the Hesperia Municipal Code; and

WHEREAS, on September 2, 2008, the City Council of the City of Hesperia adopted Ordinance No. 2008-12, thereby adopting the Main Street and Freeway Corridor Specific Plan; and

WHEREAS, the City of Hesperia has initiated an application for Specific Plan Amendment SPLA25-00004 described herein (hereinafter referred to as the "Application"); and

WHEREAS, the application proposes to remove the existing exception that allows increased building height based on front yard setback increases for properties located west of Interstate 15, which currently permits building heights of up to 150 feet; within the Commercial Industrial Business Park (CIBP) zone of the Main Street and Freeway Corridor Specific Plan; and increase the maximum building height from 60 feet to 65 feet while maintaining the existing requirement that building height be limited to 45 feet within the portion of a lot located within 100 feet of an adjacent residential zone; and

WHEREAS, the amendment will establish clear, consistent, and reasonable building height standards within the CIBP zone, ensuring compatibility with surrounding land uses, preserving the intended character of the community, and preventing development of significantly taller buildings that would exceed the scale of existing and anticipated projects; and

WHEREAS, the City finds it necessary to amend the development standards within the Commercial Industrial Business Park (CIBP) zone of the Main Street and Freeway Corridor Specific Plan to remove the building height exemption and increase maximum allowable building height limitations; and

WHEREAS, the City Council finds that approval of Specific Plan Amendment SPLA25-00004 is consistent with the City's General Plan, promotes orderly development, and serves the public health, safety, and welfare; and

WHEREAS, the proposed Specific Plan Amendment is exempt from the California Environmental Quality Act (CEQA) per Section 15061(b)(3), where it can be seen with certainty that there is no significant effect on the environment. The proposed Specific Plan Amendment does not include any new development. As future development is proposed on parcels that are larger than 5 acres, they will be reviewed independently for CEQA compliance. In addition, the proposed Specific Plan Amendment would not introduce any new significant environmental impacts that were not previously analyzed in the General Plan Environmental Impact Report; and

WHEREAS, on September 11, 2025, the Planning Commission of the City of Hesperia conducted a duly noticed public hearing pertaining to the proposed amendment and concluded said hearing on that date; and

WHEREAS, on October 21, 2025, the City Council of the City of Hesperia conducted a duly noticed public hearing pertaining to the proposed amendment and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Ordinance have occurred.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF HESPERIA DOES ORDAIN AS FOLLOWS:

Section 1. The City Council hereby specifically finds that all of the facts set forth in this Ordinance are true and correct.

Section 2. Based upon substantial evidence presented to the City Council, including written and oral staff reports, the City Council specifically finds that the proposed Ordinance is consistent with the goals and objectives of the adopted General Plan as it will enhance the quality of life by providing a visually pleasing environment and promote the public health, safety, and welfare.

Section 3. The proposed Specific Plan Amendment is necessary because the existing regulations within the MSFCSP allow building heights in the CIBP zone that may result in visual, compatibility, and land use conflicts with surrounding residential neighborhoods and other adjacent land uses. Taller buildings can create adverse impacts related to scale, massing, privacy, and shading that are not compatible with the community character envisioned for the area. The proposed Specific Plan Amendment, by reducing the maximum allowable building height, will ensure that new development within the CIBP zone is designed at an appropriate scale and intensity, thereby maintaining compatibility with surrounding residential neighborhoods and preserving the visual quality of the corridor. These development standards are necessary to protect public health, safety, and general welfare by minimizing land use conflicts, reducing visual dominance of larger structures, and ensuring a more consistent and balanced built environment.

Section 4. Based on the findings and conclusions set forth in this Ordinance, this Council hereby adopts Specific Plan Amendment SPLA25-00004, to remove the existing exception that allows increased building height based on front yard setback increases for properties located west of Interstate 15, which currently permits building heights of up to 150 feet; within the Commercial Industrial Business Park (CIBP) zone of the Main Street and Freeway Corridor Specific Plan; and increase the maximum building height from 60 feet to 65 feet while maintaining the existing requirement that building height be limited to 45 feet within the portion of a lot located within 100 feet of an adjacent residential zone as shown on Exhibit “A.”

Section 5. This Ordinance shall take effect thirty (30) days from the date of adoption.

Section 6. The City Clerk shall certify to the adoption of this Ordinance and shall cause the same to be posted in three (3) public places within the City of Hesperia pursuant to the provisions of Resolution No. 2007-101.

ADOPTED AND APPROVED on this 4th day of November 2025.

_____
Allison Lee, Mayor

ATTEST:

_____
Jessica Giber, Assistant City Clerk

"EXHIBIT "A"
SPLA25-00004

The following are modifications to Chapters 9 section G Commercial Induustrial Business Park Zone of the Main Street and Freeway Corridor Specific Plan (additions are in underlined red text and deletions are shown with ~~red and strikethrough~~):

4. Development Standards

4.3 Maximum Building Height

The maximum building height shall be ~~60~~ 65 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.~~

City of Hesperia
STAFF REPORT

DATE: September 11, 2025

TO: Planning Commission

FROM: Nathan R. Freeman, Director of Development Services

BY: Ryan Leonard, Principal Planner
Leilani Henry, Associate Planner

SUBJECT: Specific Plan Amendment SPLA25-00004; Applicant: City of Hesperia; Area affected: City-wide

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RECOMMENDED ACTION

It is recommended that the Planning Commission adopt Resolution No. PC-2025-11 recommending that the City Council introduce and place on first reading an ordinance approving Specific Plan Amendment SPLA25-00004.

BACKGROUND

Proposal: The proposed Specific Plan Amendment will remove the existing exception to the maximum allowable building height within the Commercial Industrial Business Park (CIBP) zone of the Main Street and Freeway Corridor Specific Plan (MSFCSP). Specifically, this exception allows building height increase 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 for properties located west of Interstate 15.

In addition, the amendment will increase the standard maximum building height from 60 feet to 65 feet for all properties located within the CIBP zone of the MSFCSP.

The purpose of this amendment is to ensure building height regulations are consistent with City goals, adjacent land uses, and community character, while maintaining adequate functionality for modern industrial operations.

ISSUES/ANALYSIS

Current Maximum Building Height Standards:

The MSFCSP currently allows the following for CIBP: 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".

In comparison, maximum building height in other zones within the MSFCSP, Hesperia Municipal Codes, and unincorporated San Bernardino County are as listed in the following charts.

Main Street and Freeway Corridor Specific Plan Maximum Allowed Building Height	
Regional Commercial	65 (45 feet within 100 feet from Residential)
Neighborhood, Office and Auto Sales Commercial	45
Office Park	75 (45 feet within 100 feet from Residential)
Very low, Low, Medium and High Density Residential	35 (10-foot increase with an additional 10-foot setback in HDR)

Maximum Building Height Per the Hesperia Municipal Code	
Residentisal and Agricultural Zones	30 – 35
Commercial zones (1, 2, & 3)	35
Industrial	50

San Bernardino County	
Rural Living and Single Residential	35

Justification:

Over the past several years, the City has experienced an increase in industrial development applications within the CIBP zone, located on the west side of Interstate 15. Staff reviewed these projects and found that the maximum building height proposed in recent years was 51 feet, with an overall average of approximately 47 feet. The proposed Specific Plan amendment is intended to maintain consistency within the CIBP zone and prevent the potential development of a building significantly taller than existing and anticipated future developments.

Environmental:

Approval of the Development Code Amendment and Specific Plan Amendment is exempt from the California Environmental Quality Act (CEQA) under Section 15061(b)(3), as it can be seen with certainty that there is no significant effect on the environment. The proposed Development Code Amendment and Specific Plan Amendment are also exempt under Section 16.12.415(B)(10) of the City's CEQA Guidelines, as they do not propose to increase the density or intensity allowed by the General Plan.

Conclusion:

The proposed Specific Plan Amendment will establish clear and consistent building height standards within the CIBP zone of the Main Street and Freeway Corridor Specific Plan. By eliminating the current height exception and setting a reasonable maximum of 65 feet, the amendment ensures compatibility with surrounding land uses, preserves the intended character of the area, and prevents future developments from significantly exceeding the scale of existing and anticipated projects. The amendment aligns with the City's goals for balanced growth while maintaining the flexibility necessary to support industrial operations.

CITY GOAL SUPPORTED BY THIS ITEM

Future Development: Facilitate balanced growth to ensure cohesive community development and pursue economic development.

FISCAL IMPACT

None

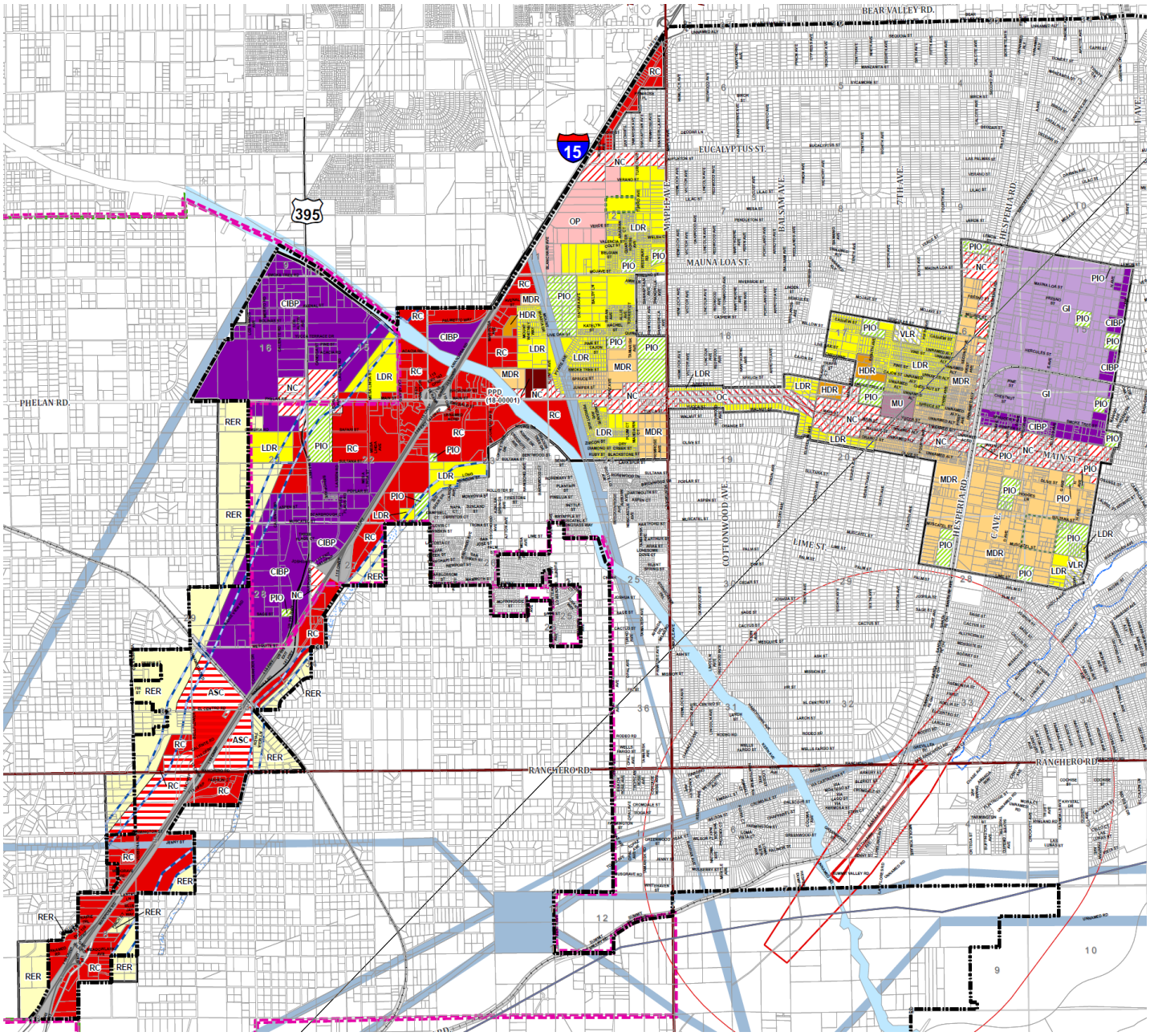
ALTERNATIVE(S)

1. Provide alternative direction to staff.

ATTACHMENT(S)

1. Main Street and Freeway Corridor Specific Plan Land Uses Map
2. Resolution No. PC-2025-11
3. Exhibit "A"

ATTACHMENT 1
MSECSP LAND USE MAP



APPLICANT(S): CITY OF HESPERIA	**FILE NO(S):** SPLA25-00004
LOCATION: CITY-WIDE	**APN(S):** CITY-WIDE

PROPOSAL:
CONSIDERATION OF A SPECIFIC PLAN AMENDMENT TO REMOVE EXISTING PROVISION ALLOWING BUILDING HEIGHT TO INCREASE UP TO 150 FEET BASED ON ADDITIONAL FRONT YARD SETBACK FOR PROPERTIES LOCATED WEST OF INTERSTATE 15; AND INCREASING THE MAXIMUM BUILDING HEIGHT FROM 60 FEET TO 65 FEET.WITHIN THE COMMERCIAL INDUSTRIAL BUSINESS PARK ZONE OF THE MAIN STREET AND FREEWAY CORRIDOR SPECIFIC PLAN.

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ATTACHMENT 2

RESOLUTION NO. PC-2025-11

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HESPERIA RECOMMENDING THAT THE CITY COUNCIL INTRODUCE AND PLACE ON FIRST READING AN ORDINANCE APPROVING SPECIFIC PLAN AMENDMENT SPLA25-00004 TO AMEND THE MAIN STREET AND FREEWAY CORRIDOR SPECIFIC PLAN REGARDING MAXIMUM BUILDING HEIGHT STANDARDS WITHIN THE COMMERCIAL INDUSTRIAL BUSINESS PARK ZONE (SPLA25-00004)

WHEREAS, on January 5, 1998, the City Council of the City of Hesperia adopted Ordinance No. 250, thereby adopting the Hesperia Municipal Code; and

WHEREAS, On September 2, 2008, the City Council of the City of Hesperia adopted Ordinance No. 2008-12, thereby adopting the Main Street and Freeway Corridor Specific Plan; and

WHEREAS, the applicant, the City of Hesperia, proposes Specific Plan Amendment SPLA25-00004 to revise building height regulations within the Commercial Industrial Business Park (CIBP) zone by (1) eliminating the existing height exception that allows building heights up to 150 feet west of Interstate 15 based on additional front yard setback, and (2) increasing the standard maximum building height from 60 feet to 65 feet; and

WHEREAS, the purpose of this amendment is to establish consistent building height regulations, ensure compatibility with surrounding land uses, maintain community character, and allow adequate functionality for industrial operations; and

WHEREAS, the proposed Specific Plan Amendment is exempt from the California Environmental Quality Act (CEQA) per Section 15061(b)(3), where it can be seen with certainty that there is no significant effect on the environment. The proposed Specific Plan Amendment does not include any new development. As future development is proposed on parcels that are larger than 5 acres, they will be reviewed independently for CEQA compliance. In addition, the proposed Specific Plan Amendment would not introduce any new significant environmental impacts that were not previously analyzed in the General Plan Environmental Impact Report; and

WHEREAS, on September 11, 2025, the Planning Commission of the City of Hesperia conducted a duly noticed public hearing pertaining to the proposed amendment and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW THEREFORE, BE IT RESOLVED BY THE CITY OF HESPERIA PLANNING COMMISSION AS FOLLOWS:

Section 1. The Planning Commission hereby specifically finds that all of the facts set forth in this Resolution are true and correct.

Section 2. Based upon substantial evidence presented to the Commission, including written and oral staff reports, the Commission specifically finds that the proposed Ordinance is consistent with the goals and objectives of the adopted General Plan.

Section 3. Based on the findings and conclusions set forth in this Resolution, this Commission hereby recommends adoption of Specific Plan Amendment SPLA25-00004, to amend the development standards within the Commercial Industrial Business Park (CIBP) zone of the Main Street and Freeway Corridor Specific Plan by removing the existing provision allowing building height to increase up to 150 feet based on additional front yard setback for properties located west of Interstate 15; and increasing the maximum building height within the CIBP zone from 60 feet to 65 feet.as shown on Exhibit "A."

Section 4. That the Secretary shall certify to the adoption of this Resolution.

ADOPTED AND APPROVED on this 11th day of September 2025.

~~Roger Abreo, Chair, Planning Commission~~
Sophie Stevens Vice Chair

ATTEST:

Maricruz Montes, Secretary, Planning Commission

“EXHIBIT “A”
SPLA25-00004

The following are modifications to Chapters 9 section G Commercial Induustrial Business Park Zone of the Main Street and Freeway Corridor Specific Plan (additions are in underlined red text and deletions are shown with ~~red and strikethrough~~):

4. Development Standards

4.3 Maximum Building Height

The maximum building height shall be ~~60~~ 65 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.~~

City of Hesperia
STAFF REPORT

DATE: October 21, 2025

TO: Mayor and Council Members

FROM: Rachel Molina, City Manager

BY: Nathan Freeman, Director of Development Services
Ryan Leonard, Principal Planner
Edgar Gonzalez, Senior Planner

SUBJECT: Development Code Amendment DCA25-00003; Applicant: City of Hesperia; Area affected: City-wide.

RECOMMENDED ACTION

It is recommended that the City Council introduce and place on first reading Ordinance No. 2025-05 approving Development Code Amendment DCA25-00003, modifying development standards associated with Accessory Dwelling Units (ADUs) and Junior Accessory Dwelling Units (JADUs).

BACKGROUND

On May 19, 2020, the City Council adopted Ordinance No. 2020-04 adopting development standards associated with ADUs. To date, the City Council has adopted four amendments to the existing ADU regulations to ensure compliance with State law.

Staff has identified required changes to the ADU Ordinance as well as other opportunities to improve the existing ordinance (as discussed below). The proposed Development Code Amendment will modify the City's existing ADU Ordinance to fully comply with the State ADU law.

An ADU is an additional detached or attached dwelling unit that provides complete independent living facilities for one or more people and is located on a lot with an existing or proposed primary dwelling unit. An ADU can be up to 1,200 square feet, is fully self-contained (including sanitation), and does not share internal access with the primary dwelling unit.

A JADU is not classified as a separate housing unit; therefore, it is permitted within any existing or proposed single-family residence. It must be entirely contained within the primary dwelling and may not exceed 500 square feet in size. Junior ADU's must include an efficiency kitchen, can have internal access to the primary dwelling unit, and can share sanitation facilities (such as a restroom) with the primary unit. The City's existing Development Code (specifically Section 16.12.360 of the Development Code) currently allows Junior ADUs and ADUs in all single-family, multi-family, and mixed-use zoning designations.

Planning Commission Review: On September 11, 2025, the Planning Commission deliberated and discussed the proposed Development Code Amendment. After discussion, the Planning Commission voted 4-0 (Chair, Roger Abreo was absent) to forward this item to the City Council with a recommendation for approval. No residents spoke either in favor of or in opposition to the code amendment at the public hearing.

ISSUES/ANALYSIS

The City of Hesperia received a comment letter from the California Department of Housing and Community Development's (HCD) on June 19, 2025, regarding the City's ADU Ordinance (Attachment 1). Their response provides findings and clarifications on several provisions that do not comply with State ADU and JADU laws under Government Code Sections 66310 - 66342. HCD directed the City to revise the ordinance to address the following issues:

1. Add specific language for the approval and denial of an ADU application.
2. Allow all types of ADU combinations including a converted ADU, a detached new-construction ADU and a JADU on single-family lots for a total of up to three ADUs on single family lots.
3. Increase the allowable number of detached ADUs on multi-family lots to up to eight for existing or proposed multi-family buildings.
4. Clarify the applicable building code for ADUs.
5. Remove the maximum size restrictions for the conversion of ADUs within single-family dwellings and detached ADUs within multi-family dwellings.
6. Clarify the language for conversion of JADUs, which may be created in enclosed areas like attached garages.

The City proposes the following amendments to Section 16.12.360 of the Development Code, pertaining to ADUs, in response to HCD's findings, except for Comment No. 2 (regarding ADU combinations) and Comment No. 5 (regarding removal of maximum size restrictions).

Section 16.12.360, subdivision (C)(b) will be amended to include specific language stating that the City shall either "approve or deny" an application for an ADU or JADU within sixty (60) days of receiving a complete application, in compliance with Government Code section 66317. This revision replaces existing language that states the City will "act on" such applications, ensuring consistency with state law requirements.

The City has elected not to amend the Ordinance in response to comment No. 2, which recommends explicit authorization for all combinations of ADUs and JADUs on single-family residential lots and up to a total of three ADUs on single-family lots. Government Code Section 66323(a) (formerly subsection (e)(1) of Government Code Section 65852.2) provides that the City shall "ministerially approve an application … to create any of the following." It does not say "all of the following," nor does it say, "one or more of the following," nor is there an "and" after the final item to indicate inclusivity. A plain reading does not require the inference HCD contends the law requires. Sections 66323(a)(1) and (a)(2) together indicate that applicants are entitled to ministerial approval for only one ADU and one JADU per single-family lot. Section (a)(2) specifically allows an ADU under that subsection to be combined with a JADU under (a)(1), not another ADU, which limits applicants to one ADU and one JADU rather than multiple ADUs. HCD's interpretation that "any" in Section 66323 allows approval of all combinations disregards this caveat and renders the legislature's language meaningless. The statute's structure and word choice show the intent was not to compel approval of two ADUs plus a JADU, but rather to allow ministerial approval of a single ADU and JADU combination. In addition, HCD's interpretation is inconsistent with the legislative history for Assembly Bill 68 from 2019 (AB68), which is the bill where the Section 66323 ADUs were originally added to California law. In the various legislative summaries related to AB68, the intent was to allow one attached ADU or one detached ADU. HCD's current interpretation is also inconsistent with HCD's own previous interpretation of this language. In December 2020, HCD published an ADU Handbook that addressed this exact issue and stated that these options could not be combined, directly contradicting the position HCD subsequently has taken, even though the statutory language did not change. Considering these clear contradictions, HCD's interpretation of state ADU law on this issue would not receive

deference in state court. Case law is clear that when a state agency flatly contradicts itself, and when its current interpretation is not long-standing, its interpretation of state law is not entitled to deference. (Kaanaana v. Barrett Bus. Servs., Inc., 11 Cal. 5th 158, 178 (2021); State Bldg. & Constr. Trades Council of California v. Duncan, 162 Cal. App. 4th 289, 303 (2008).) The Ordinance will retain its existing limitations accordingly, the City affirms that Hesperia Municipal Code Sections 16.12.360 D.2. and F.2. are compliant as adopted and respectfully disagree with HCD's Finding.

Section 16.12.360, subdivision (D)(3)(b) will be amended to be compliance with Government Code section 66323, which will allow up to eight (8) detached ADUs on lots containing existing multi-family dwellings, not to exceed the total number of existing units.

Section 16.12.360, subdivision (D)(11) will be amended to specify that the design and construction of all ADUs and JADUs within single-family or multi-family dwellings must comply with the California Residential Code and the California Building Code. This revision will ensure clarity for property owners and developers regarding applicable construction requirements for both ADUs and JADUs.

Section 16.12.360, subdivision (D)(12) will be added to prohibit ADUs from converting enclosed garages or carports that are required to meet the minimum parking standards for existing or proposed multi-family dwellings, unless permitted by the Government Code. This revision ensures that the City's regulations align with current state law for multi-family properties while maintaining compliance with local parking requirements.

The City has elected not to amend the Ordinance in response to comment No. 5, which recommends removal of maximum size restrictions for the conversion of ADUs within single-family dwellings and detached ADUs with multi-family dwellings. Though the City has elected not remove the maximum size restrictions, the City has added a new Subdivision (D)(13) to reflect the City's intent to ministerially approve ADUs meeting the requirements of Government Code Section 66323. The City believes this approach is justified for a few reasons. First, while HCD's interpretation of Section 66323 is one possible interpretation, it is not binding legal authority on local agencies and results in an illogical result. For example, HCD's interpretation would arguably allow a property owner to build an ADU of unlimited size, subject only to certain height limitations and 4-foot side and rear setback limits, which could conceivably result in an ADU that is larger than the primary residence on the property. Additionally, under a hyper technical reading of Section 66323, the City could arguably impose an 800 square foot maximum square foot limitation on the ADUs contemplated under Section 66323, under the rationale that an 800 square foot limitation on the total area is a development standard authorized for detached single-family ADUs under Subsection 66323(b). Based on such a hyper technical reading, the City's maximum square foot limitation of 1,200 square feet would be less restrictive than the 800 square foot limitation the City could impose. Lastly, by adding in the new Subdivision (D)(13), the City has formalized its intent to comply with the approval requirements of Section 66323, as interpreted by the City. This revision preserves the City's desire to maintain a total area limitation on ADUs, subject to the requirements of the Government Code, as it now exists or may be amended, and eliminates the need for further revisions to the City's ADU Ordinance if a different interpretation is eventually made by California courts.

Section 16.12.360, subdivision (F)(1) will be amended to state that enclosed uses within a single-family residence, such as attached garages, are considered part of the proposed or existing single-family residence for the purpose of constructing a JADU. This clarification aligns the Ordinance with Government Code section 66333, subdivision (d) and provides precise guidance to applicants.

For reference, attached are red-line strikeouts illustrating the changes to the Ordinance in comparison to the City's existing ADU regulations.

Environmental: Approval of the Development Code Amendment is exempt from the requirements of the California Environmental Quality Act per Section 15061(b)(3), where it can be seen with certainty that there is no significant effect on the environment. The proposed Development Code Amendment is also exempt from the requirements of the California Environmental Quality Act by Section 16.12.415(B)(10) of the City's CEQA Guidelines, as a Development Code Amendment is exempt if it does not propose to increase the density or intensity allowed in the General Plan. According to Government Code 65852.2, ADUs do not count towards the allowable density, and are a residential use consistent with the existing General Plan and zoning designation. Additionally, approval of ADUs is a ministerial activity and exempt from application of CEQA in accordance with Section 21080 of the Public Resources Code and Section 15300.1 of the State CEQA Guidelines.

Conclusion: The Ordinance is consistent with the goals, policies and objectives of the General Plan and will bring the City's ADU regulations into compliance with State law.

CITY GOAL SUPPORTED BY THIS ITEM

Future Development - Facilitate balanced growth to ensure cohesive community development and pursue economic development.

FISCAL IMPACT

There are no fiscal impacts identified with this action.

ALTERNATIVE(S)

1. Provide alternative direction to staff.

ATTACHMENT(S)

1. Ordinance 2025-05
2. Exhibit "A" – Amended language for DCA
3. HCD Comment Letter
4. September 11, 2025, Planning Commission Staff Report

ORDINANCE NO. 2025-05

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HESPERIA, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT A DEVELOPMENT CODE AMENDMENT, MODIFYING DEVELOPMENT STANDARDS ASSOCIATED WITH ACCESSORY DWELLING UNITS (ADUs) AND JUNIOR ACCESSORY DWELLING UNITS (JADUs) (DCA25-00003).

WHEREAS, on January 5, 1998, the City Council of the City of Hesperia adopted Ordinance No. 250, thereby adopting the Hesperia Municipal Code; and

WHEREAS, on May 19, 2020, the City Council adopted Ordinance No. 2020-04 establishing development standards associated with Accessory Dwelling Units (ADUs); and

WHEREAS, on June 1, 2021, the City Council adopted Ordinance No. 2021-01 modifying various sections of the ADU Ordinance for the purpose of providing added clarity and ensuring consistency with State requirements; and

WHEREAS, on August 16, 2022, the City Council adopted Ordinance No. 2022-13 modifying various sections of the ADU Ordinance to be consistent with State requirements; and

WHEREAS, on November 19, 2024, the City Council adopted Ordinance No. 2024-13 modifying various sections of the ADU Ordinance to be consistent with State requirements; and

WHEREAS, on May 6, 2025, the City Council adopted Ordinance No. 2025-01 modifying various sections of the ADU Ordinance to be consistent with State requirements; and

WHEREAS, the City proposes additional amendments to Section 16.12.360 of the City of Hesperia Development Code, pertaining to Accessory Dwelling Units (ADUs) (the "ADU Ordinance"), as further set forth in Exhibit "A" attached hereto and incorporated herein by reference, and finds that the amendments comply with Government Code Sections 66310 through 66342; and

WHEREAS, the amendments to the ADU Ordinance set forth in Exhibit "A" are proposed in response to findings issued by the California Department of Housing and Community Development (HCD) in a letter dated June 19, 2025; and

WHEREAS, the City has considered the findings in HCD's letter and has determined not to amend the ADU Ordinance in response to Comment No. 2, relating to the types and total number of ADU combinations allowed, and Comment No. 5, relating to the removal of maximum size restrictions for specific types of ADUs; and

WHEREAS, the City of Hesperia has elected not to amend the Ordinance in response to HCD Comment No. 2, which recommends explicit authorization for all combinations of ADUs and JADUs on single-family residential lots for a total of three units, and in support of such election the City Council further finds as follows pursuant to Government Code Section 66326(b)(2)(B):

A. There is no case law addressing this issue, so there is no authoritative interpretation of Government Code Section 66323 (formerly subsection (e)(1) of Government Code Section 65852.2) to support HCD's position.

B. Government Code Section 66323(a) (formerly subsection (e)(1) of Government Code Section 65852.2) says that the City shall "ministerially approve an application … to create any of the following." It does not say "all of the following," nor does it say "one or more of the following," nor is there an "and" after the final item to indicate that the list is inclusive. A plain reading does not require the inference HCD contends the law requires.

C. Section 66323(a)(1) requires a local agency to ministerially approve an application for a building permit within a residential or mixed-use zone to create one accessory dwelling unit and one junior accessory dwelling unit per lot with a proposed or existing single-family dwelling if each of the listed factors apply. Section 66323(a)(2) requires a local agency to ministerially approve an application for a building permit within a residential or mixed-use zone to create one detached, new construction, accessory dwelling unit that does not exceed four-foot side and rear yard setbacks for a lot with a proposed or existing single-family dwelling, and permits a local agency to impose certain conditions listed in the statute. This section also specifically notes that an ADU in this section "may be combined with a junior accessory dwelling unit described in paragraph (1)".

B. In concluding that the City's ordinance does not comply, HCD interprets the phrase "any combination" in Section 66323(a) to mean that a property owner may be entitled to all of the ADU combinations contemplated in Section 66323 (a)(1) and (2) as opposed to either the combination of units allowed in Subsection (a)(1) or those allowed in Subsection (a)(2). That conclusion ignores the caveat in Section 66323(a)(2) identified above. If the intent of this section is to permit "any" combination of the ADUs enumerated, it would be unnecessary for the Legislature to include the caveat. The language of Subsection (a)(1) and Subsection (a)(2), taken together, indicate that an applicant may only receive ministerial approval for one ADU and one JADU. This aligns with the specific provision allowing an ADU approved under (a)(2) to be combined only with a JADU approved under (a)(1), not with another ADU. An applicant is only entitled to ministerial approval of an ADU under one section or the other, not both.

C. HCD's findings also ignore the plain text of the statute. The Legislature did not need to use the terms "or" or "one of" to set limits on what ADUs shall be ministerially approved. The Legislature included those limits based on the (a)(2) caveat. The statute was not intended to be used to justify compelling ministerial approval of a combination of two ADUs and one JADU. Otherwise, the specific language about combining an (a)(1) JADU with an (a)(2) ADU would be meaningless. Applying HCD's own logic, the omission of the words "each" or "all" from the statute indicates that the Legislature only intended to permit ministerial approval of one option out of the menu of four options, not all of them together.

D. The City's interpretation of Section 66323 is also consistent with the legislative history of Section 66323, as originally adopted (before renumbering) in Assembly Bill 68. Multiple legislative analyses prepared by the California Legislature provide that the intent was to allow, in addition to the contemplated JADU, either one attached single-family ADU or one detached single family, not one of each. For example, the AB 68 bill analysis dated April 1, 2019 from the Assembly Committee on Housing and Community Development, to permit "On a lot with a proposed or existing single-family home, allow: (i) one ADU that is substantially within a proposed or existing structure or the same footprint as an existing

structure; or (ii) one detached ADU that is substantially within a proposed or existing structure or the same footprint as an existing structure." Additionally, the most recent AB 68 bill analysis dated September 9, 2019 from the Senate Floor Amendments, stated " This [AB 68] bill instead requires ministerial approval of one ADU and one JADU per lot that is within an existing structure, as specified; one detached ADU within a proposed or existing structure or the same footprint as the existing structure, along with one JADU, as specified; multiple ADUs within existing multifamily structures; or two detached ADUs on a multifamily lot, as specified." Lastly, HCD's current interpretation is also inconsistent with HCD's own previous interpretation of this language. In December 2020, HCD published an ADU Handbook that addressed this exact issue and stated that these options could not be combined, directly contradicting the position HCD subsequently has taken, even though the statutory language did not change.

E. In light of these clear contradictions, HCD's interpretation of state ADU law on this issue would not receive deference in state court. Case law is clear that when a state agency flatly contradicts itself, and when its current interpretation is not long-standing, its interpretation of state law is not entitled to deference. (*Kaanaana v. Barrett Bus. Servs.*, Inc., 11 Cal. 5th 158, 178 (2021); *State Bldg. & Constr. Trades Council of California v. Duncan*, 162 Cal. App. 4th 289, 303 (2008).) The most reasonable reading of the statute indicates the applicant is entitled to ministerial approval of one ADU and a JADU. Therefore, the City respectfully disagrees with HCD's findings and believes Hesperia Municipal Code sections 16.12.360 D.2. and F.2. are compliant as adopted.

WHEREAS, the City of Hesperia has elected not to amend the Ordinance in response to HCD Comment No. 5, which recommends the removal of maximum size restrictions for the conversion of ADUs within single-family dwellings and detached ADUs within multi-family dwellings as being in violation of the requirement that ADUs meeting the requirements of Section 66323 be ministerially approved and not subject to additional development standards imposed by the local agency and in support of that election, the City Council finds as follows:

A. In lieu of removing the maximum size restrictions, the City has added a new Subdivision (D)(13) to the ADU Ordinance to reflect the City's intent to ministerially approve ADUs meeting the requirements of Government Code Section 66323. The City finds this approach is justified for a few reasons. First, while HCD's interpretation of Section 66323 is one possible interpretation, it is not binding legal authority on local agencies and results in an illogical result. For example, HCD's interpretation would arguably allow a property owner to build an ADU of unlimited size, subject only to certain height limitations and 4-foot side and rear setback limits, which could conceivably result in an ADU that is larger than the primary residence on the property. Additionally, under a hyper technical reading of Section 66323, the City could arguably impose an 800 square foot maximum square foot limitation on the ADUs contemplated under Section 66323, under the rationale that an 800 square foot limitation on the total area is a development standard authorized for detached single-family ADUs under Subsection 66323(b). Based on such a hyper technical reading, the City's maximum square foot limitation of 1,200 square feet would be less restrictive than the 800 square foot limitation the City could impose.

B. Lastly, by adding in the new Subdivision (D)(13), the City has formalized its intent to comply with the approval requirements of Section 66323, as interpreted by the

City. This revision preserves the City's desire to maintain a total area limitation on ADUs, subject to the requirements of the Government Code, as it now exists or may be amended, and eliminates the need for further revisions to the City's ADU Ordinance if a different interpretation is eventually made by California courts.

WHEREAS, the City Council finds that the proposed amendments relating to Accessory Dwelling Unit regulations are necessary updates to bring the City's Development Code into compliance with State law; and

WHEREAS, the proposed Development Code Amendment is exempt from the California Environmental Quality Act (CEQA) per Section 15061(b)(3), where it can be seen with certainty that there is no significant effect on the environment; the proposed Amendment is also exempt from the requirements of CEQA by Section 16.12.415(B)(10) of the City's CEQA Guidelines, as the Amendment is exempt if it does not propose to increase the density or intensity allowed in the General Plan; and approval of ADUs is a ministerial activity and exempt from the application of CEQA in accordance with Section 21080 of the Public Resources Code and Section 15300.1 of the state CEQA Guidelines; and

WHEREAS, on September 11, 2025, the Planning Commission of the City of Hesperia conducted a duly noticed public hearing pertaining to the proposed amendment and concluded said hearing on that date; and

WHEREAS, on October 21, 2025, the City Council of the City of Hesperia conducted a duly noticed public hearing pertaining to the proposed Amendment and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Ordinance have occurred.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF HESPERIA DOES ORDAIN AS FOLLOWS:

Section 1. The City Council hereby specifically finds that all the facts and recitals set forth above in this Ordinance are true and correct and incorporated herein by this reference.

Section 2. Based upon substantial evidence presented to the City Council, including written and oral staff reports, the City Council specifically finds that the proposed Ordinance is consistent with the goals and objectives of the adopted General Plan.

Section 3. The proposed development code amendment is necessary to bring the City's Development Code into compliance with State law.

Section 4. Based on the findings and conclusions set forth in this Ordinance, the City Council hereby adopts Development Code Amendment DCA25-00003, amending the Accessory Dwelling Unit regulations as shown on Exhibit "A."

Section 5. This Ordinance shall take effect thirty (30) days from the date of adoption.

Section 6. The City Clerk shall certify to the adoption of this Ordinance and shall cause the same to be posted in three (3) public places within the City of Hesperia pursuant to the provisions of Resolution No. 2007-101.

ADOPTED AND APPROVED on this 4th day of November 2025.

_____
Allison Lee, Mayor

ATTEST:

_____
Jessica Giber, Assistant City Clerk

EXHIBIT "A"

The following are modifications to Article X of Chapter 16.12 (additions are underlined in red text and deletions are shown with ~~red and strikethrough~~):

16.12.360 Accessory dwelling units.

A. Purpose. The purpose of this section is to expand the variety of housing opportunities in the City of Hesperia by implementing State Government Code Sections 66310-66342 as they pertain to accessory dwelling units and junior accessory dwelling units. Implementation of these regulations will ensure that accessory dwelling units and junior accessory dwelling units are located in areas where services are adequate to support them and that accessory dwelling units are designed and maintained as a compatible and integral part of the city's residential zoning districts.

B. Definitions.

a. "Accessory dwelling unit" or "ADU" means an additional detached or attached dwelling unit which provides complete independent living facilities for one or more persons and is located on a lot with an existing or proposed primary residence. The unit shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the primary unit is situated. An accessory dwelling unit also includes the following:

i. An efficiency unit, as defined in Section 17958.1 of the Health and Safety Code.

ii. A manufactured home, as defined in Section 18007 of the Health and Safety Code.

b. "Accessory structure" means a structure that is accessory and incidental to a dwelling located on the same lot.

c. "Junior accessory dwelling unit" or "JADU" means a unit that is no more than five hundred (500) square feet in size and contained entirely within an existing or proposed single-family structure. A junior accessory dwelling unit may include separate sanitation facilities or may share sanitation facilities with the existing structure. For the purposes of this section, enclosed uses within the residence, such as attached garages, are considered a part of the proposed or existing single-family residence.

C. Application Procedure—Accessory Dwelling Units. Application for a permit to construct an accessory dwelling unit shall be made pursuant to the provisions and limitations of this article.

a. The review procedure shall be administrative review without notice (ministerial), pursuant to the provisions of Section 16.12.005(A)(3).

b. The city shall ~~act on~~ approve or deny the application to create an ADU or a Junior ADU within sixty (60) days from the date that the city receives a completed application, unless either:

(i) The Applicant requests for a delay, in which case the sixty (60) day time period is tolled for the period of the requested delay, or

(ii) An application of an Accessory Dwelling Unit or a Junior Accessory Dwelling Unit is submitted with a permit application to create a new primary residence on the lot, the city may delay acting on the permit application for the Accessory Dwelling Unit or the Junior Accessory Dwelling Unit the city acts on the permit application to

create the primary residence. The application of an Accessory Dwelling Unit or a Junior Accessory Dwelling Unit is still considered ministerially without discretionary review or a public hearing.

D. General Standards.

1. An accessory dwelling unit may only be permitted on lots that are zoned for agricultural, single family, multi-family, or mixed uses and that contain an existing or proposed single-family or multi-family dwelling.

2. A Junior Accessory Dwelling unit may only be permitted on lots that are zoned for agricultural or single family and that contain an existing or proposed single-family dwelling.

3. Accessory dwelling units are exempt from the density limitations of the General Plan and subject to the following:

   a. Lots with an existing or proposed single-family residence may be permitted one accessory dwelling, and one junior accessory dwelling unit (see Section 16.12.360 F for additional regulations pertaining to junior accessory dwelling units).

   b. Lots with existing multi-family units may convert non-habitable space within an existing multi-family structure into accessory dwelling units. The number of these types of units shall allow at least ~~be limited to –~~ one accessory dwelling or up to twenty-five (25) percent of the existing multi-family dwelling units~~, whichever is greater~~. ~~In addition, no more than two detached accessory dwelling units may be permitted.~~ A detached accessory dwelling may be converted from non-habitable space, or newly constructed.

   c. Multiple detached accessory dwelling units are allowed within multi-family lots in accordance with the following:

      (i) Within an existing multi-family development, up to a maximum of eight (8) detached ADUs may be constructed provided that the total number of ADUs does not exceed the number of existing units on the lot.

      (ii) Within a proposed multi-family development, up to a maximum of two (2) detached ADUs may be constructed.

4. An accessory dwelling unit shall be located on the same lot as the proposed or existing primary dwelling.

5. The correction of a nonconforming zoning condition that would result in a physical improvement on the property shall not be a condition of approval for an accessory dwelling unit.

6. The accessory dwelling unit shall provide complete and independent living facilities.

7. The accessory dwelling unit shall not be used for a rental term of less than thirty (30) consecutive days.

8. The accessory dwelling unit may not be sold or conveyed separately from the primary dwelling unit unless all of the following apply:

   (i) The accessory dwelling unit was built or developed by a qualified nonprofit corporation. For the purposes of this section, a qualified nonprofit corporation means a nonprofit corporation organized pursuant to Section 501(c)(3) of the Internal Revenue Code that has received a welfare exemption under Section

214.15 of the California Revenue and Taxation Code for properties intended to be sold to low-income families who participate in a special no-interest loan program.

(ii) There is an enforceable restriction on the use of the land on which the ADU is located pursuant to a recorded contract between the qualified buyer and the qualified nonprofit corporation. For the purposes of this section, a qualified buyer means very-low and low-income households as defined in Section 16.20.195.

(iii) The property is held pursuant to a recorded tenancy in common agreement that includes an allocation to each qualified buyer of an undivided, unequal interest in the property based on the size of the dwelling that each qualified buyer occupies: a repurchase option that requires the qualified buyer to first offer the qualified nonprofit corporation to buy the accessory dwelling unit or primary dwelling if the buyer desires to sell or convey the property: a requirement that the qualified buyer occupy the property as the qualified buyer's principal residence: and affordability restrictions on the sale and conveyance of the property that ensures the property will be preserved for very-low income or low-income housing for forty-five (45) years for owner-occupied housing and will be sold or resold to a qualified buyer.

(iv) A grant deed naming the grantor, grantee, and describing the property interests being transferred shall be recorded with the County. A Preliminary Change of Ownership Report shall be filed concurrently with the grant deed pursuant to Section 480.3 of the Revenue and Taxation Code.

(v) If requested by a utility providing service to the primary residence, the accessory dwelling unit has separate water, sewer, or electrical connection to that utility.

9. The accessory dwelling unit shall have adequate water supply pursuant to specifications of the Uniform Plumbing Code.

10. In compliance with the State of California Lahontan Regional Water Quality Control Board, lots that are not connected to sewer facilities shall be a minimum of one gross acre in size or install an approved Supplemental Treatment Septic System.

11. The design and construction of each ADU within single-family or multi-family dwellings shall conform to all applicable provisions of the California Residential Code and the California Building Code. The ADU shall comply with all provisions of the Code pertaining to the adequacy of water, sewer, electrical, drainage, and fire and emergency services to the property on which the ADU will be located as well as all applicable codes pertaining to building, fire, health, and/or safety.

12. An ADU shall not convert the required parking for an existing or proposed multi-family dwelling within an enclosed garage or carport without the concurrent replacement of the existing required parking elsewhere on the property in accordance with the size, placement, and design standards of the Development Code, unless otherwise provided by California Government Code Sections 66310-66342.

13. Notwithstanding any other provision in this Section 16.12.360, the City shall ministerially approve an application for a JADU and/or one or more ADUs if the proposed unit meets the requirements of Government Code Sections 66323.

E. Design and Development Standards—Accessory Dwelling Units.

1. The accessory dwelling unit may be either attached to, or located within, the proposed or existing primary dwelling, including attached garages, storage areas or similar uses, or an accessory structure, or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling, including detached garages. An accessory dwelling may be converted from non-habitable space within, or detached from, an existing or proposed multi-family structure.

2. A detached accessory unit shall not exceed one thousand two hundred (1,200) square feet of livable floor area (excludes garage and any accessory structure) on any parcel. Accessory dwelling units attached to the principal unit may be up to fifty (50) percent of the area of the principal unit, up to a maximum of one thousand (1,000) square feet, except that if the principal unit has a floor area of one thousand six hundred (1,600) square feet or less, an attached accessory dwelling unit shall conform to the provisions of Section 16.12.360(E)(6), below. The area of an accessory dwelling unit is in addition to and shall not be considered as part of the allowable accessory building area authorized under Article X of Chapter 16.20. No accessory dwelling unit shall be less than one hundred and fifty (150) square feet in area. Further, a recreational vehicle, does not qualify for use as an accessory dwelling unit.

3. Independent access to an attached accessory dwelling unit is required and shall not be located on the same wall plane elevation as the access to the primary dwelling.

4. For new attached or detached accessory dwelling units, a minimum four-foot side yard and four-foot rear yard setback is allowed. The front yard and street side yard standards for the primary unit shall apply to the accessory dwelling unit.

5. No setback shall be required for the conversion of existing living area, conversion of an existing accessory structure, or for a new structure that is constructed in the same location and to the same dimensions as an existing structure.

6. The accessory dwelling unit shall be constructed in accordance with minimum standards for single-family residential uses on individual lots as specified in Section 16.20.160, unless otherwise specified herein.

7. No provisions within this Section, including lot coverage or legal nonconformity, shall preclude either an attached or detached eight hundred (800) square-foot accessory dwelling unit with four-foot side yard and rear yard setbacks, and that is constructed in compliance with all other development standards

8. A detached accessory dwelling unit created on a lot with an existing or proposed single-family or multi-family dwelling may not exceed sixteen (16) feet in height. However, a detached accessory dwelling unit may be up to eighteen (18) feet in height if it is located within one-half mile walking distance of a major transit stop or a high-quality transit corridor, as those terms are defined in Section 21155 of the Public Resources Code. Furthermore, a detached accessory dwelling unit may be up to two additional feet in height to accommodate a roof pitch on the accessory dwelling unit that is aligned with the roof pitch of the primary dwelling unit. A detached accessory dwelling unit created on a lot with an existing or proposed multi-family dwelling that has more than one story above grade may not exceed eighteen (18) feet in height. An accessory dwelling unit that is attached to the primary dwelling may not exceed twenty-five (25) feet in height or exceed two stories.

9. No setback shall be required for an existing garage that is converted to an accessory dwelling unit, and a setback of no more than four feet from the side and rear lot lines shall be required for an accessory dwelling unit that is constructed above a garage.

10. When a garage, carport, or covered parking structure is demolished in conjunction with the construction of an accessory dwelling unit or converted to an accessory dwelling unit, those off-street parking spaces do not need to be replaced.

11. The accessory dwelling unit shall be architecturally compatible with the design of the primary unit and shall match with the same colors and materials of the primary unit.

12. The construction of an accessory dwelling unit shall not be considered when calculating minimum distance requirements for animal uses on the subject lot or on adjacent lots.

F. Junior Accessory Dwelling Units.

1. Purpose - This section provides standards for the establishment of junior accessory dwelling units, an alternative to the standard accessory dwelling unit. Junior accessory dwelling units will typically be smaller than an accessory dwelling unit, will be constructed within the walls of an existing single family residence, and requires owner occupancy of the single family residence where the unit is located. For the purposes of this section, enclosed uses within the residence, such as attached garages, are considered a part of the proposed or existing single-family residence.

2. Development Standards - Junior accessory dwelling units shall comply with the following standards:

   a) Lots with an existing or proposed single family residence may be permitted ~~one accessory dwelling unit and~~ one junior accessory dwelling unit.

   b) For the purposes of providing service for water, sewer or power, including a connection fee, a junior accessory dwelling unit shall not be considered a separate or new dwelling unit. Lots that are not connected to sewer facilities shall meet the Lahontan Regional Water Quality Control Board regulations pertaining to minimum septic tank capacity.

   c) A junior accessory dwelling unit shall not exceed five hundred (500) square feet in size and shall be contained entirely within a single family residence.

   d) The junior accessory dwelling unit shall include a separate entrance from the main entrance to the proposed or existing single-family residence.

   e) The junior accessory dwelling unit must include an efficiency kitchen that includes a cooking facility with appliances, a food preparation counter, and storage cabinets that are of reasonable size in relation to the size of the junior accessory dwelling unit.

   f) The junior accessory dwelling unit may have a bathroom or share with the proposed or existing single family residence. If a permitted junior accessory dwelling unit does not include a separate bathroom, then an interior entry to the main living area shall be provided.

   g) A junior accessory dwelling unit shall not convert the required parking for the primary residential structure located within an attached garage without the concurrent replacement of the existing required parking within an enclosed garage

elsewhere on the property in accordance with the size, placement, and design standards of the Development Code.

h) A deed restriction, in a form to be approved and provided by the city, must be recorded and filed with the city, and must include the following stipulations: i) prohibition on the sale of the junior accessory dwelling unit separate from the sale of the single family residence; ii) restriction on the size and attributes of the junior accessory dwelling unit; iii) if the unit is rented, the unit shall not be rented for a period of less than thirty (30) consecutive calendar days; and iv) owner occupancy of one of the units on-site is required, unless the owner is a governmental agency, land trust, or housing organization. These restrictions shall run with the land.

(Ord. 2003-05 § 4 (part), 2003; Ord. 299 § 4 (Exh. A § 3 (part)), 2000; Ord. 250 (part), 1997; Ord. 192 Exh. A (§ 83.10.020), 1994)

(Ord. No. 2009-08, § 3(Exh. A), 10-20-09; Ord. No. 2012-14, § 3(Exh. A), 8-7-12; Ord. No. 2017-12, § 3(Exh. A), 6-20-17; Ord. No. 2020-04, § 3(Exh. A), 5-19-20; Ord. No. 2021-01, 3(Exh. A), 6-1-21; Ord. No. 2022-13, § 3(Exh. A), 9-6-2022; Ord. No. 2024-13, § 3(Exh. A), 12-3-24; Ord. No. 2025-01, § 3(Exh. A), 5-20-25)

STATE OF CALIFORNIA - BUSINESS, CONSUMER SERVICES AND HOUSING AGENCY GAVIN NEWSOM, *Governor*

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT
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June 19, 2025

Ryan Leonard, Principal Planner
Department of Planning
City of Hesperia
9700 7th Ave.
Hesperia, CA 92345

Dear Ryan Leonard:

RE: Review of Hesperia's Accessory Dwelling Unit (ADU) Ordinance under State ADU Law (Gov. Code, §§ 66310 - 66342)

Thank you for submitting the City of Hesperia (City) ADU Ordinance No. 2024-13 (Ordinance), adopted December 3, 2024, to the California Department of Housing and Community Development (HCD). HCD has reviewed the Ordinance and submits these written findings pursuant to Government Code section 66326, subdivision (a). HCD finds that the Ordinance fails to comply with State ADU Laws in the manner noted below. Pursuant to Government Code section 66326, subdivision (b)(1), the City has up to 30 days to respond to these findings. Accordingly, the City must provide a written response to these findings no later than July 18, 2025.

The Ordinance addresses many statutory requirements; however, HCD finds that the Ordinance does not comply with State ADU Law as follows:

1. Chapter 16.12.360.C.b. – *Application Procedure* – The Ordinance states, "The City shall act on the application to create an ADU or a Junior ADU within 60 days from the date that the City receives a completed application…" However, Government Code Section 66317 (a) states, "The permitting agency shall either **approve or deny** the application to create or serve an accessory dwelling unit or a junior accessory dwelling unit within 60 days from the date the permitting agency receives a completed application", not merely act upon them. Therefore, the City must amend its ordinance to accurately reflect permitting requirements for local agencies.

2. Chapter 16.12.360; subdivision D.3.a, subdivision F.2.a. – *Unit Combination* - The Ordinance states, "Lots with an existing or proposed single-family residence may be permitted one (1) accessory dwelling, and one (1) junior accessory dwelling unit…", limiting lots with single-family residences to one ADU and one junior accessory dwelling (JADU).

However, Government Code section 66323, subdivision (a), states, "Notwithstanding Sections 66314 to 66322, inclusive, a local agency shall ministerially approve an application for a building permit within a residential or mixed-use zone to create any of the following: (1) One accessory dwelling unit and one junior accessory dwelling unit per lot with a proposed or existing single-family dwelling…(A) The accessory dwelling unit or junior accessory dwelling unit is within the proposed space of a single family dwelling or existing space of a single-family dwelling or accessory structure." Paragraph (2) permits "[o]ne detached, new construction, accessory dwelling unit that does not exceed four-foot side and rear yard setbacks." The use of the term "any" followed by a list of permitted ADU types indicates that any of these ADU types can be combined on a lot zoned for single-family dwellings.

This permits a homeowner to create one converted ADU; one detached, new construction ADU; and one JADU. Thus, if the local agency approves an ADU that is created from existing (or proposed) space, and the owner subsequently applies for a detached ADU (or vice versa) that meets the size and setback requirements of this section, the local agency cannot deny the application, nor deny a permit for a JADU under this section. This section also requires the ministerial approval of detached ADUs in combination with units created in portions of multifamily primary dwellings that are not used as habitable space. Therefore, the City must amend the Ordinance to provide for all ADU combinations described in Government Code section 66323.

3. Chapter 16.12.360.D.3.b – *Unit Allowance, Multi-family* - The Ordinance states that, for lots with existing multi-family units: “no more than two (2) detached accessory dwelling units may be permitted.” However, Senate Bill (SB) 1211 (Chapter 296, § 3, Statutes of 2024) amended Government Code section 66323. Subdivision (a)(4)(A)(ii) and (iii), now allows for the following:

    - (ii) On a lot with an existing multifamily dwelling, not more than eight detached accessory dwelling units. However, the number of accessory dwelling units allowable pursuant to this clause shall not exceed the number of existing units on the lot.
    - (iii) On a lot with a proposed multifamily dwelling, not more than two detached accessory dwelling units.

    Therefore, the City must amend its ordinance to allow up to eight detached ADUs in the circumstances outlined for lots with existing or proposed multi-family dwellings.

4. Chapter 16.12.360.D.11 – *Building Code* – The Ordinance states, "The design and construction of each ADU shall conform to all applicable provisions of the Building Code." However, the Ordinance does not clarify whether the phrase "Building Code" refers to local, state, or either type of Building Code regulations. Additionally, the Ordinance does not distinguish between Building Code and Residential Code regulations, which apply to ADUs developed on lots with single-family dwellings and duplexes.[1] the City should amend the ordinance to make clear which "Building Code" standards apply to each type of ADU development.

5. Chapter 16.12.360.E.2 – *Detached ADU Floor Area* – The Ordinance states, "A detached accessory unit shall not exceed one thousand two hundred (1,200) square feet of livable floor area (excludes garage and any accessory structure) on any parcel." This appears to reference the maximum detached ADU size imposed by Government Code section 66314, subdivision (d)(5). However, detached ADUs built pursuant to Government Code section 66323, subdivision (a)(4) may not be subject to size requirements imposed by other sections of the Government Code.[2] As this section does not impose any size requirements on these ADUs, the City must amend its Ordinance to note this exception.

6. Chapter 16.12.360.F.1 – *JADU Configuration* – The Ordinance states, "Junior accessory dwelling units will typically be smaller than an accessory dwelling unit, will be constructed within the walls of an existing single family residence…" In addition to this requirement, state law clarifies that, for purposes of this requirement, enclosed uses within the residence, such as attached garages, are considered a part of the proposed or existing single-family residence.[3] As a result, the City should amend this section of its Ordinance to better illustrate what is considered "part of the proposed or existing single-family residence."

The City has two options in response to this letter.[4] The City can either amend the Ordinance to comply with State ADU Law[5] or adopt the Ordinance without changes and include findings in its resolution adopting the Ordinance that explain the reasons the City believes that the Ordinance complies with State ADU Law despite HCD's findings.[6] If the City fails to take either course of action and bring the Ordinance into compliance with State ADU Law, HCD must notify the City and may notify the California Office of the Attorney General that the City is in violation of State ADU Law.[7]

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[1] California Residential Code, section R101.2
[2] Gov. Code, § 66323, subd. (b).
[3] Gov. Code, § 66333, subd. (d).
[4] Gov. Code, § 66326, subd. (c)(1).
[5] Gov. Code, § 66326, subd. (b)(2)(A).
[6] Gov. Code, § 66326, subd. (b)(2)(B).
[7] Gov. Code, § 66326, subd. (c)(1).

HCD appreciates the City's efforts in the preparation and adoption of the Ordinance and welcomes the opportunity to assist the City in fully complying with State ADU Law. Please feel free to contact Reshma Sen at Reshma.Sen@hcd.ca.gov if you have any questions.

Sincerely,

Jamie Candelaria

Jamie Candelaria
Section Chief
Housing Policy Development Division

City of Hesperia
STAFF REPORT

DATE: September 11, 2025

TO: Planning Commission

FROM: Nathan R. Freeman, Director of Development Services
Ryan Leonard, Principal Planner

BY: Edgar Gonzalez, Senior Planner

SUBJECT: Development Code Amendment DCA25-00003; Applicant: City of Hesperia; Area affected: City-wide

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RECOMMENDED ACTION

It is recommended that the Planning Commission adopt Resolution No. PC-2025-12 recommending that the City Council introduce and place on first reading an ordinance approving DCA25-00003, modifying development standards associated with Accessory Dwelling Units (ADUs) and Junior Accessory Dwelling Units (Junior ADUs).

BACKGROUND

On May 19, 2020, the City Council adopted Ordinance No. 2020-04 adopting development standards associated with Accessory Dwelling Units (ADUs). To date, the City Council has adopted four amendments to the existing ADU regulations to ensure compliance with State law.

Staff have identified the required changes to the ADU Ordinance as well as other opportunities to improve the existing ordinance, as discussed below. The proposed Development Code Amendment will modify the City's existing ADU Ordinance to fully comply with the State ADU Law.

An Accessory Dwelling Unit (ADU) is an additional detached or attached dwelling unit which provides complete independent living facilities for one or more persons and is located on a lot with an existing or proposed primary dwelling unit. An ADU can be up to 1,200 square feet, is fully self-contained (including sanitation), and does not share internal access with the primary dwelling unit.

A Junior Accessory Dwelling Unit (JADU) is not classified as a separate housing unit, therefore it is permitted within any existing or proposed single-family residence. It must be entirely contained within the primary dwelling and may not exceed 500 square feet in size. Junior ADU's must include an efficiency kitchen, can have internal access to the primary dwelling unit, and can share sanitation facilities (such as a restroom) with the primary unit. The City's existing Development Code (specifically section 16.12.360 of the Development Code) currently allows Junior ADUs and ADUs in all single family, multi-family, and mixed-use zoning designations.

ISSUES/ANALYSIS

The City of Hesperia received a comment letter from the California Department of Housing and Community Development's (HCD) on June 19, 2025, regarding the City's Accessory Dwelling Unit (ADU) Ordinance (Attachment 1). Their response provides findings and clarifications on several provisions that do not comply with State ADU and JADU laws under Government Codes 66310 - 66342. HCD has directed the City to revise the ordinance to address the following issues:

1. Add specific language for approval and denial of an ADU application.
2. Allow all types of ADU combinations including a converted ADU, a detached new-construction ADU and a JADU on single-family lots for a total of up to three ADUs on single family lots.
3. Increase the allowable number of detached ADUs on multifamily lots to up to eight for existing or proposed multifamily buildings.
4. Clarification on the type of building code that is applicable to ADUs.
5. Removal of maximum size restrictions for the conversation of ADUs within single-family dwellings and detached ADUs with multi-family dwellings.
6. Clarification on the language for conversation of JADUs, which may be created in enclosed areas like attached garages.

The City proposes the following amendments to Section 16.12.360 of the City of Hesperia Development Code, pertaining to Accessory Dwelling Units (ADUs) in response to findings issued by the California Department of Housing and Community Development (HCD), except for comment No. 2 relating to the types of ADU combinations allowed and comment No. 5 relating to the removal of maximum size restrictions for specific types of ADUs.

Section 16.12.360, subdivision (C)(b) will be amended to include specific language to state that the City shall either "approve or deny" an application for an ADU or JADU within sixty (60) days of receiving a complete application, in compliance with Government Code section 66317. This revision replaces existing language that states the City will "act on" such applications, ensuring consistency with state law requirements.

The City has elected not to amend the Ordinance in response to comment No. 2, which recommends explicit authorization for all combinations of ADUs and JADUs on single-family residential lots and up to a total of three ADUs on single family lots. Government Code Section 66323(a) (formerly subsection (e)(1) of Government Code Section 65852.2) says that the City shall "ministerially approve an application … to create any of the following." It does not say "all of the following," nor does it say, "one or more of the following," nor is there an "and" after the final item to indicate that the list is inclusive. A plain reading does not require the inference HCD contends the law requires. Section 66323(a)(1) and (a)(2) together indicate that applicants are entitled to ministerial approval for only one accessory dwelling unit (ADU) and one junior accessory dwelling unit (JADU) per single-family lot. Section (a)(2) specifically allows an ADU under that subsection to be combined with a JADU under (a)(1), not another ADU, which limits applicants to one ADU and one JADU rather than multiple ADUs. HCD's interpretation that "any" in Section 66323 allows approval of all combinations disregards this caveat and renders the legislature's language meaningless. The statute's structure and word choice show the intent was not to compel approval of two ADUs plus a JADU, but rather to allow ministerial approval of a single ADU and JADU combination. In addition, HCD's interpretation is inconsistent with the legislative history for Assembly Bill 68 from 2019 (AB68), which is the bill where the Section 66323 ADUs were originally added to California law. In the various legislative summaries related to AB68, it is clear that the intent was to allow one attached ADU or one detached ADU. HCD's current interpretation is also inconsistent with HCD's own previous interpretation of this language.

In December 2020, HCD published an ADU Handbook that addressed this exact issue and stated that these options could not be combined, directly contradicting the position HCD subsequently has taken, even though the statutory language did not change. Considering these clear contradictions, HCD's interpretation of state ADU law on this issue would not receive deference in state court. Case law is clear that when a state agency flatly contradicts itself, and when its current interpretation is not long-standing, its interpretation of state law is not entitled to deference. (*Kaanaana v. Barrett Bus. Servs.*, Inc., 11 Cal. 5th 158, 178 (2021); *State Bldg. & Constr. Trades Council of California v. Duncan,* 162 Cal. App. 4th 289, 303 (2008).) The Ordinance will retain its existing limitations accordingly, the City affirms that Hesperia Municipal Code Sections 16.12.360 D.2. and F.2. are compliant as adopted and respectfully disagree with HCD's Finding.

Section 16.12.360, subdivision (D)(3)(b) will be amended to be in compliance with Government Code section 66323, which will allow up to eight (8) detached ADUs on lots containing existing multi-family dwellings, not to exceed the total number of existing units.

Section 16.12.360, subdivision (D)(11) will be amended to specify that the design and construction of all ADUs and JADUs within single-family or multi-family dwellings must comply with the California Residential Code and the California Building Code. This revision will ensure clarity for property owners and developers regarding applicable construction requirements for both ADUs and JADUs.

Section 16.12.360, subdivision (D)(12) will be added to prohibit ADUs from converting enclosed garages or carports that are required to meet the minimum parking standards for existing or proposed multi-family dwellings, unless prohibited by the Government Code. This revision ensures that the City's regulations align with current state law for multi-family properties while maintaining compliance with local parking requirements.

The City has elected not to amend the Ordinance in response to comment No. 5, which recommends removal of maximum size restrictions for the conversion of ADUs within single-family dwellings and detached ADUs with multi-family dwellings. Though the City has elected not remove the maximum size restrictions, the City has added a new Subdivision (D)(13) to reflect the City's intent to ministerially approve ADUs meeting the requirements of Government Code Section 66323. The City believes this approach is justified for a few reasons. First, while HCD's interpretation of Section 66323 is one possible interpretation, it is not binding legal authority on local agencies and results in an illogical result. For example, HCD's interpretation would arguably allow a property owner to build an ADU of unlimited size, subject only to certain height limitations and 4 foot side and rear setback limits, which could conceivably result in an ADU that is larger than the primary residence on the property. Additionally, under a hyper technical reading of Section 66323, the City could arguably impose an 800 square foot maximum square foot limitation on the ADUs contemplated under Section 66323, under the rationale that an 800 square foot limitation on the total area is a development standard authorized for detached single-family ADUs under Subsection 66323(b). Based on such a hyper technical reading, the City's maximum square foot limitation of 1,200 square feet would be less restrictive than the 800 square foot limitation the City could impose. Lastly, by adding in the new Subdivision (D)(13), the City has formalized its intent to comply with the approval requirements of Section 66323, as interpreted by the City. This revision preserves the City's desire to maintain a total area limitation on ADUs, subject to the requirements of the Government Code, as it now exists or may be amended, and eliminates the need for further revisions to the City's ADU Ordinance if a different interpretation is eventually made by California courts.

Section 16.12.360, subdivision (F)(1) will be amended to state that enclosed uses within a single-family residence, such as attached garages, are considered part of the proposed or existing single-family residence for the purpose of constructing a JADU. This clarification aligns the Ordinance with Government Code section 66333, subdivision (d) and provides precise guidance to applicants.

For reference, attached are red-line strikeouts illustrating the changes to the Ordinance in comparison to the City's existing ADU regulations.

Environmental: Approval of the Development Code Amendment is exempt from the requirements of the California Environmental Quality Act per Section 15061(b)(3), where it can be seen with certainty that there is no significant effect on the environment. The proposed Development Code Amendment is also exempt from the requirements of the California Environmental Quality Act by Section 16.12.415(B)(10) of the City's CEQA Guidelines, as a Development Code Amendment is exempt if it does not propose to increase the density or intensity allowed in the General Plan. According to Government Code 65852.2, ADUs do not count towards the allowable density, and are a residential use consistent with the existing General Plan and zoning designation. Additionally, approval of ADUs is a ministerial activity and exempt from application of CEQA in accordance with Section 21080 of the Public Resources Code and Section 15300.1 of the State CEQA Guidelines.

CITY GOAL SUPPORTED BY THIS ITEM

Future Development: Facilitate balanced growth to ensure cohesive community development and pursue economic development.

Conclusion: The Ordinance is consistent with the goals, policies and objectives of the General Plan and will bring the City's ADU regulations into compliance with State law.

FISCAL IMPACT

None.

ALTERNATIVE(S)

1. Provide alternative direction to staff.

ATTACHMENT(S)

1. HCD Comment Letter
2. Resolution No. PC-2025-12, with Exhibit "A"

ATTACHMENT 2

RESOLUTION NO. PC-2025-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HESPERIA, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT A DEVELOPMENT CODE AMENDMENT MODIFYING DEVELOPMENT STANDARDS ASSOCIATED WITH ACCESSORY DWELLING UNITS (ADUs) AND JUNIOR ACCESSORY DWELLING UNITS (JADUs) (DCA25-00003).

WHEREAS, on January 5, 1998, the City Council of the City of Hesperia adopted Ordinance No. 250, thereby adopting the Hesperia Municipal Code; and

WHEREAS, on May 19, 2020, the City Council adopted Ordinance No. 2020-04 adopting development standards associated with Accessory Dwelling Units (ADUs); and

WHEREAS, on June 1, 2021, the City Council adopted Ordinance No. 2021-01 modifying various sections of the ADU Ordinance for the purpose of providing added clarity and to be consistent with State requirements; and

WHEREAS, on August 16, 2022, the City Council adopted Ordinance No. 2022-13 modifying various sections of the ADU Ordinance to be consistent with State requirements; and

WHEREAS, on November 19, 2024, the City Council adopted Ordinance No. 2024-13 modifying various sections of the ADU Ordinance to be consistent with State requirements; and

WHEREAS, on May 6, 2025, the City Council adopted Ordinance No. 2025-01 modifying various sections of the ADU Ordinance to be consistent with State requirements; and

WHEREAS, the City proposes additional amendments to Section 16.12.360 of the City of Hesperia Development Code, pertaining to Accessory Dwelling Units (ADUs) (the "ADU Ordinance"), as further set forth in Exhibit "A" attached hereto and incorporated herein by reference, and finds that the amendments comply with Government Code Sections 66310 through 66342; and

WHEREAS, the amendments to the ADU Ordinance set forth in Exhibit "A" are proposed in response to findings issued by the California Department of Housing and Community Development (HCD) in a letter dated June 19, 2025; and

WHEREAS, the City has considered the findings in HCD's letter and has determined not to amend the ADU Ordinance in response to Comment No. 2, relating to the types and total number of ADU combinations allowed, and Comment No. 5, relating to the removal of maximum size restrictions for specific types of ADUs; and

WHEREAS, the City of Hesperia has elected not to amend the Ordinance in response to HCD Comment No. 2, which recommends explicit authorization for all combinations of ADUs and JADUs on single-family residential lots for a total of three units, and in support of such election the Planning Commission further finds as follows pursuant to Government Code Section 66326(b)(2)(B):

A. There is no case law addressing this issue, so there is no authoritative interpretation of Government Code Section 66323 (formerly subsection (e)(1) of Government Code Section 65852.2) to support HCD's position.

B. Government Code Section 66323(a) (formerly subsection (e)(1) of Government Code Section 65852.2) says that the City shall "ministerially approve an application … to create any of the following." It does not say "all of the following," nor does it say "one or more of the following," nor is there an "and" after the final item to indicate that the list is inclusive. A plain reading does not require the inference HCD contends the law requires.

C. Section 66323(a)(1) requires a local agency to ministerially approve an application for a building permit within a residential or mixed-use zone to create one accessory dwelling unit and one junior accessor dwelling unit per lot with a proposed or existing single-family dwelling if each of the listed factors apply. Section 66323(a)(2) requires a local agency to ministerially approve an application for a building permit within a residential or mixed-use zone to create one detached, new construction, accessory dwelling unit that does not exceed four-foot side and rear yard setbacks for a lot with a proposed or existing single-family dwelling, and permits a local agency to impose certain conditions listed in the statute. This section also specifically notes that an ADU in this section "may be combined with a junior accessory dwelling unit described in paragraph (1)".

B. In concluding that the City's ordinance does not comply, HCD interprets the phrase "any combination" in Section 66323(a) to mean that a property owner may be entitled to all of the ADU combinations contemplated in Section 66323 (a)(1) and (2) as opposed to either the combination of units allowed in Subsection (a)(1) or those allowed in Subsection (a)(2). That conclusion ignores the caveat in Section 66323(a)(2) identified above. If the intent of this section is to permit "any" combination of the ADUs enumerated, it would be unnecessary for the Legislature to include the caveat. The language of Subsection (a)(1) and Subsection (a)(2), taken together, indicate that an applicant may only receive ministerial approval for one ADU and one JADU. This aligns with the specific provision allowing an ADU approved under (a)(2) to be combined only with a JADU approved under (a)(1), not with another ADU. An applicant is only entitled to ministerial approval of an ADU under one section or the other, not both.

C. HCD's findings also ignore the plain text of the statute. The Legislature did not need to use the terms "or" or "one of" to set limits on what ADUs shall be ministerially approved. The Legislature included those limits based on the (a)(2) caveat. The statute was not intended to be used to justify compelling ministerial approval of a combination of two ADUs and one JADU. Otherwise, the specific language about combining an (a)(1) JADU with an (a)(2) ADU would be meaningless. Applying HCD's own logic, the omission of the words "each" or "all" from the statute indicates that the Legislature only intended to permit ministerial approval of one option out of the menu of four options, not all of them together.

D. The City's interpretation of Section 66323 is also consistent with the legislative history of Section 66323, as originally adopted (before renumbering) in Assembly Bill 68. Multiple legislative analyses prepared by the California Legislature provide that the intent was to allow one attached single-family ADU or one detached single family ADU (plus the contemplated JADU), not one of each. Lastly, HCD's current interpretation is also inconsistent with HCD's own previous interpretation of this language. In December 2020, HCD published an ADU Handbook that addressed

this exact issue and stated that these options could not be combined, directly contradicting the position HCD subsequently has taken, even though the statutory language did not change.

E. In light of these clear contradictions, HCD's interpretation of state ADU law on this issue would not receive deference in state court. Case law is clear that when a state agency flatly contradicts itself, and when its current interpretation is not long-standing, its interpretation of state law is not entitled to deference. (*Kaanaana v. Barrett Bus. Servs.*, Inc., 11 Cal. 5th 158, 178 (2021); *State Bldg. & Constr. Trades Council of California v. Duncan*, 162 Cal. App. 4th 289, 303 (2008).) The most reasonable reading of the statute indicates the applicant is entitled to ministerial approval of one ADU and a JADU. Therefore, the City respectfully disagrees with HCD's findings and believes Hesperia Municipal Code sections 16.12.360 D.2. and F.2. are compliant as adopted.

WHEREAS, the City of Hesperia has elected not to amend the Ordinance in response to HCD Comment No. 5, which recommends removal of maximum size restrictions for the conversion of ADUs within single-family dwellings and detached ADUs with multi-family dwellings as being in violation of the requirement that ADUs meeting the requirements of Section 66323 be ministerially approved and not subject to additional development standards imposed by the local agency and in support of that election, the Planning Commission finds as follows:

A. In lieu of removing the maximum size restrictions, the City has added a new Subdivision (D)(13) to the ADU Ordinance to reflect the City's intent to ministerially approve ADUs meeting the requirements of Government Code Section 66323. The City finds this approach is justified for a few reasons. First, while HCD's interpretation of Section 66323 is one possible interpretation, it is not binding legal authority on local agencies and results in an illogical result. For example, HCD's interpretation would arguably allow a property owner to build an ADU of unlimited size, subject only to certain height limitations and 4-foot side and rear setback limits, which could conceivably result in an ADU that is larger than the primary residence on the property. Additionally, under a hyper technical reading of Section 66323, the City could arguably impose an 800 square foot maximum square foot limitation on the ADUs contemplated under Section 66323, under the rationale that an 800 square foot limitation on the total area is a development standard authorized for detached single-family ADUs under Subsection 66323(b). Based on such a hyper technical reading, the City's maximum square foot limitation of 1,200 square feet would be less restrictive than the 800 square foot limitation the City could impose.

B. Lastly, by adding in the new Subdivision (D)(13), the City has formalized its intent to comply with the approval requirements of Section 66323, as interpreted by the City. This revision preserves the City's desire to maintain a total area limitation on ADUs, subject to the requirements of the Government Code, as it now exists or may be amended, and eliminates the need for further revisions to the City's ADU Ordinance if a different interpretation is eventually made by California courts.

WHEREAS, the Planning Commission finds that the proposed amendments relating to Accessory Dwelling Unit regulations are necessary updates to bring the City's Development Code into compliance with State law; and

WHEREAS, the proposed Development Code Amendment is exempt from the California Environmental Quality Act (CEQA) per Section 15061(b)(3), where it can be seen with certainty that there is no significant effect on the environment; the proposed Amendment is also exempt from the requirements of CEQA by Section 16.12.415(B)(10) of the City's CEQA Guidelines, as the Amendment is exempt if it does not propose to increase the density or intensity allowed in the General Plan; and approval of ADUs is a ministerial activity and exempt from the application of CEQA in accordance with Section 21080 of the Public Resources Code and Section 15300.1 of the state CEQA Guidelines; and

WHEREAS, on September 11, 2025, the Planning Commission of the City of Hesperia conducted a duly noticed public hearing pertaining to the proposed Development Code Amendment and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW THEREFORE, BE IT RESOLVED BY THE CITY OF HESPERIA PLANNING COMMISSION AS FOLLOWS:

Section 1. The Planning Commission hereby specifically finds that all the facts and recitals set forth in this Resolution are true and correct.

Section 2. Based upon substantial evidence presented to the Commission, including written and oral staff reports, the Commission specifically finds that the proposed Ordinance is consistent with the goals and objectives of the adopted General Plan.

Section 3. Based on the findings and conclusions set forth in this Resolution, this Commission hereby recommends adoption of Development Code Amendment DCA25-00003, amending the Accessory Dwelling Unit regulations as shown on Exhibit "A."

Section 4. That the Secretary shall certify to the adoption of this Resolution.

ADOPTED AND APPROVED on this 11th day of September 2025.

_____
Roger Abreo, Chair, Planning Commission

ATTEST:

_____
Maricruz Montes, Secretary, Planning Commission

EXHIBIT "A"

The following are modifications to Article X of Chapter 16.12 (additions are in underlined red text and deletions are shown with ~~red and strikethrough~~):

16.12.360 Accessory dwelling units.

A. Purpose. The purpose of this section is to expand the variety of housing opportunities in the City of Hesperia by implementing State Government Code Sections 66310-66342 as they pertain to accessory dwelling units and junior accessory dwelling units. Implementation of these regulations will ensure that accessory dwelling units and junior accessory dwelling units are located in areas where services are adequate to support them and that accessory dwelling units are designed and maintained as a compatible and integral part of the city's residential zoning districts.

B. Definitions.

a. "Accessory dwelling unit" or "ADU" means an additional detached or attached dwelling unit which provides complete independent living facilities for one or more persons and is located on a lot with an existing or proposed primary residence. The unit shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the primary unit is situated. An accessory dwelling unit also includes the following:

i. An efficiency unit, as defined in Section 17958.1 of the Health and Safety Code.

ii. A manufactured home, as defined in Section 18007 of the Health and Safety Code.

b. "Accessory structure" means a structure that is accessory and incidental to a dwelling located on the same lot.

c. "Junior accessory dwelling unit" or "JADU" means a unit that is no more than five hundred (500) square feet in size and contained entirely within an existing or proposed single-family structure. A junior accessory dwelling unit may include separate sanitation facilities or may share sanitation facilities with the existing structure. For the purposes of this section, enclosed uses within the residence, such as attached garages, are considered a part of the proposed or existing single-family residence.

C. Application Procedure—Accessory Dwelling Units. Application for a permit to construct an accessory dwelling unit shall be made pursuant to the provisions and limitations of this article.

a. The review procedure shall be administrative review without notice (ministerial), pursuant to the provisions of Section 16.12.005(A)(3).

b. The city shall ~~act on~~ approve or deny the application to create an ADU or a Junior ADU within sixty (60) days from the date that the city receives a completed application, unless either:

(i) The Applicant requests for a delay, in which case the sixty (60) day time period is tolled for the period of the requested delay, or

(ii) An application of an Accessory Dwelling Unit or a Junior Accessory Dwelling Unit is submitted with a permit application to create a new primary residence on the lot, the city may delay acting on the permit application for the Accessory Dwelling Unit or the Junior Accessory Dwelling Unit the city acts on the permit application to

create the primary residence. The application of an Accessory Dwelling Unit or a Junior Accessory Dwelling Unit is still considered ministerially without discretionary review or a public hearing.

D. General Standards.

1. An accessory dwelling unit may only be permitted on lots that are zoned for agricultural, single family, multi-family, or mixed uses and that contain an existing or proposed single-family or multi-family dwelling.

2. A Junior Accessory Dwelling unit may only be permitted on lots that are zoned for agricultural or single family and that contain an existing or proposed single-family dwelling.

3. Accessory dwelling units are exempt from the density limitations of the General Plan and subject to the following:

   a. Lots with an existing or proposed single-family residence may be permitted one accessory dwelling, and one junior accessory dwelling unit (see Section 16.12.360 F for additional regulations pertaining to junior accessory dwelling units).

   b. Lots with existing multi-family units may convert non-habitable space within an existing multi-family structure into accessory dwelling units. The number of these types of units shall allow at least ~~be limited to~~ one accessory dwelling or up to twenty-five (25) percent of the existing multi-family dwelling units~~, whichever is greater. In addition, no more than two detached accessory dwelling units may be permitted.~~ A detached accessory dwelling may be converted from non-habitable space, or newly constructed.

   c. Multiple detached accessory dwelling units are allowed within multi-family lots in accordance with the following:

      (i) Within an existing multi-family development, up to a maximum of eight (8) detached ADUs may be constructed provided that the total number of ADUs does not exceed the number of existing units on the lot.

      (ii) Within a proposed multi-family development, up to a maximum of two (2) detached ADUs may be constructed.

4. An accessory dwelling unit shall be located on the same lot as the proposed or existing primary dwelling.

5. The correction of a nonconforming zoning condition that would result in a physical improvement on the property shall not be a condition of approval for an accessory dwelling unit.

6. The accessory dwelling unit shall provide complete and independent living facilities.

7. The accessory dwelling unit shall not be used for a rental term of less than thirty (30) consecutive days.

8. The accessory dwelling unit may not be sold or conveyed separately from the primary dwelling unit unless all of the following apply:

   (i) The accessory dwelling unit was built or developed by a qualified nonprofit corporation. For the purposes of this section, a qualified nonprofit corporation means a nonprofit corporation organized pursuant to Section 501(c)(3) of the Internal Revenue Code that has received a welfare exemption under Section

214.15 of the California Revenue and Taxation Code for properties intended to be sold to low-income families who participate in a special no-interest loan program.

(ii) There is an enforceable restriction on the use of the land on which the ADU is located pursuant to a recorded contract between the qualified buyer and the qualified nonprofit corporation. For the purposes of this section, a qualified buyer means very-low and low-income households as defined in Section 16.20.195.

(iii) The property is held pursuant to a recorded tenancy in common agreement that includes an allocation to each qualified buyer of an undivided, unequal interest in the property based on the size of the dwelling that each qualified buyer occupies: a repurchase option that requires the qualified buyer to first offer the qualified nonprofit corporation to buy the accessory dwelling unit or primary dwelling if the buyer desires to sell or convey the property: a requirement that the qualified buyer occupy the property as the qualified buyer's principal residence: and affordability restrictions on the sale and conveyance of the property that ensures the property will be preserved for very-low income or low-income housing for forty-five (45) years for owner-occupied housing and will be sold or resold to a qualified buyer.

(iv) A grant deed naming the grantor, grantee, and describing the property interests being transferred shall be recorded with the County. A Preliminary Change of Ownership Report shall be filed concurrently with the grant deed pursuant to Section 480.3 of the Revenue and Taxation Code.

(v) If requested by a utility providing service to the primary residence, the accessory dwelling unit has separate water, sewer, or electrical connection to that utility.

9. The accessory dwelling unit shall have adequate water supply pursuant to specifications of the Uniform Plumbing Code.

10. In compliance with the State of California Lahontan Regional Water Quality Control Board, lots that are not connected to sewer facilities shall be a minimum of one gross acre in size or install an approved Supplemental Treatment Septic System.

11. The design and construction of each ADU within single-family or multi-family dwellings shall conform to all applicable provisions of the California Residential Code and the California Building Code. The ADU shall comply with all provisions of the Code pertaining to the adequacy of water, sewer, electrical, drainage, and fire and emergency services to the property on which the ADU will be located as well as all applicable codes pertaining to building, fire, health, and/or safety.

12. Unless prohibited by California Government Code Sections 66310-66342 an ADU shall not convert the required parking for an existing or proposed multi-family dwelling within an enclosed garage or carport without the concurrent replacement of the existing required parking elsewhere on the property in accordance with the size, placement, and design standards of the Development Code.

13. Notwithstanding any other provision in this Section 16.12.360, the City shall ministerially approve an application for a JADU and/or one or more ADUs if the proposed unit meets the requirements of Government Code Sections 66323.

E. Design and Development Standards—Accessory Dwelling Units.

1. The accessory dwelling unit may be either attached to, or located within, the proposed or existing primary dwelling, including attached garages, storage areas or similar uses, or an accessory structure, or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling, including detached garages. An accessory dwelling may be converted from non-habitable space within, or detached from, an existing or proposed multi-family structure.

2. A detached accessory unit shall not exceed one thousand two hundred (1,200) square feet of livable floor area (excludes garage and any accessory structure) on any parcel. Accessory dwelling units attached to the principal unit may be up to fifty (50) percent of the area of the principal unit, up to a maximum of one thousand (1,000) square feet, except that if the principal unit has a floor area of one thousand six hundred (1,600) square feet or less, an attached accessory dwelling unit shall conform to the provisions of Section 16.12.360(E)(6), below. The area of an accessory dwelling unit is in addition to and shall not be considered as part of the allowable accessory building area authorized under Article X of Chapter 16.20. No accessory dwelling unit shall be less than one hundred and fifty (150) square feet in area. Further, a recreational vehicle, does not qualify for use as an accessory dwelling unit.

3. Independent access to an attached accessory dwelling unit is required and shall not be located on the same wall plane elevation as the access to the primary dwelling.

4. For new attached or detached accessory dwelling units, a minimum four-foot side yard and four-foot rear yard setback is allowed. The front yard and street side yard standards for the primary unit shall apply to the accessory dwelling unit.

5. No setback shall be required for the conversion of existing living area, conversion of an existing accessory structure, or for a new structure that is constructed in the same location and to the same dimensions as an existing structure.

6. The accessory dwelling unit shall be constructed in accordance with minimum standards for single-family residential uses on individual lots as specified in Section 16.20.160, unless otherwise specified herein.

7. No provisions within this Section, including lot coverage or legal nonconformity, shall preclude either an attached or detached eight hundred (800) square-foot accessory dwelling unit with four-foot side yard and rear yard setbacks, and that is constructed in compliance with all other development standards

8. A detached accessory dwelling unit created on a lot with an existing or proposed single-family or multi-family dwelling may not exceed sixteen (16) feet in height. However, a detached accessory dwelling unit may be up to eighteen (18) feet in height if it is located within one-half mile walking distance of a major transit stop or a high-quality transit corridor, as those terms are defined in Section 21155 of the Public Resources Code. Furthermore, a detached accessory dwelling unit may be up to two additional feet in height to accommodate a roof pitch on the accessory dwelling unit that is aligned with the roof pitch of the primary dwelling unit. A detached accessory dwelling unit created on a lot with an existing or proposed multi-family dwelling that has more than one story above grade may not exceed eighteen (18) feet in height. An accessory dwelling unit that is attached to the primary dwelling may not exceed twenty-five (25) feet in height or exceed two stories.

9. No setback shall be required for an existing garage that is converted to an accessory dwelling unit, and a setback of no more than four feet from the side and rear lot lines shall be required for an accessory dwelling unit that is constructed above a garage.

10. When a garage, carport, or covered parking structure is demolished in conjunction with the construction of an accessory dwelling unit or converted to an accessory dwelling unit, those off-street parking spaces do not need to be replaced.

11. The accessory dwelling unit shall be architecturally compatible with the design of the primary unit and shall match with the same colors and materials of the primary unit.

12. The construction of an accessory dwelling unit shall not be considered when calculating minimum distance requirements for animal uses on the subject lot or on adjacent lots.

F. Junior Accessory Dwelling Units.

1. Purpose - This section provides standards for the establishment of junior accessory dwelling units, an alternative to the standard accessory dwelling unit. Junior accessory dwelling units will typically be smaller than an accessory dwelling unit, will be constructed within the walls of an existing single family residence, and requires owner occupancy of the single family residence where the unit is located. For the purposes of this section, enclosed uses within the residence, such as attached garages, are considered a part of the proposed or existing single-family residence.

2. Development Standards - Junior accessory dwelling units shall comply with the following standards:

   a) Lots with an existing or proposed single family residence may be permitted ~~one accessory dwelling unit and~~ one junior accessory dwelling unit.

   b) For the purposes of providing service for water, sewer or power, including a connection fee, a junior accessory dwelling unit shall not be considered a separate or new dwelling unit. Lots that are not connected to sewer facilities shall meet the Lahontan Regional Water Quality Control Board regulations pertaining to minimum septic tank capacity.

   c) A junior accessory dwelling unit shall not exceed five hundred (500) square feet in size and shall be contained entirely within a single family residence.

   d) The junior accessory dwelling unit shall include a separate entrance from the main entrance to the proposed or existing single-family residence.

   e) The junior accessory dwelling unit must include an efficiency kitchen that includes a cooking facility with appliances, a food preparation counter, and storage cabinets that are of reasonable size in relation to the size of the junior accessory dwelling unit.

   f) The junior accessory dwelling unit may have a bathroom or share with the proposed or existing single family residence. If a permitted junior accessory dwelling unit does not include a separate bathroom, then an interior entry to the main living area shall be provided.

   g) A junior accessory dwelling unit shall not convert the required parking for the primary residential structure located within an attached garage without the concurrent replacement of the existing required parking within an enclosed garage

elsewhere on the property in accordance with the size, placement, and design standards of the Development Code.

h) A deed restriction, in a form to be approved and provided by the city, must be recorded and filed with the city, and must include the following stipulations: i) prohibition on the sale of the junior accessory dwelling unit separate from the sale of the single family residence; ii) restriction on the size and attributes of the junior accessory dwelling unit; iii) if the unit is rented, the unit shall not be rented for a period of less than thirty (30) consecutive calendar days; and iv) owner occupancy of one of the units on-site is required, unless the owner is a governmental agency, land trust, or housing organization. These restrictions shall run with the land.

(Ord. 2003-05 § 4 (part), 2003; Ord. 299 § 4 (Exh. A § 3 (part)), 2000; Ord. 250 (part), 1997; Ord. 192 Exh. A (§ 83.10.020), 1994)

(Ord. No. 2009-08, § 3(Exh. A), 10-20-09; Ord. No. 2012-14, § 3(Exh. A), 8-7-12; Ord. No. 2017-12, § 3(Exh. A), 6-20-17; Ord. No. 2020-04, § 3(Exh. A), 5-19-20; Ord. No. 2021-01, 3(Exh. A), 6-1-21; Ord. No. 2022-13, § 3(Exh. A), 9-6-2022; Ord. No. 2024-13, § 3(Exh. A), 12-3-24; Ord. No. 2025-01, § 3(Exh. A), 5-20-25)

EXHIBIT "A"

The following are modifications to Article X of Chapter 16.12 (additions are in underlined red text and deletions are shown with ~~red and strikethrough~~):

16.12.360 Accessory dwelling units.

A. Purpose. The purpose of this section is to expand the variety of housing opportunities in the City of Hesperia by implementing State Government Code Sections 66310-66342 as they pertain to accessory dwelling units and junior accessory dwelling units. Implementation of these regulations will ensure that accessory dwelling units and junior accessory dwelling units are located in areas where services are adequate to support them and that accessory dwelling units are designed and maintained as a compatible and integral part of the city's residential zoning districts.

B. Definitions.

a. "Accessory dwelling unit" or "ADU" means an additional detached or attached dwelling unit which provides complete independent living facilities for one or more persons and is located on a lot with an existing or proposed primary residence. The unit shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the primary unit is situated. An accessory dwelling unit also includes the following:

i. An efficiency unit, as defined in Section 17958.1 of the Health and Safety Code.

ii. A manufactured home, as defined in Section 18007 of the Health and Safety Code.

b. "Accessory structure" means a structure that is accessory and incidental to a dwelling located on the same lot.

c. "Junior accessory dwelling unit" or "JADU" means a unit that is no more than five hundred (500) square feet in size and contained entirely within an existing or proposed single-family structure. A junior accessory dwelling unit may include separate sanitation facilities or may share sanitation facilities with the existing structure. For the purposes of this section, enclosed uses within the residence, such as attached garages, are considered a part of the proposed or existing single-family residence.

C. Application Procedure—Accessory Dwelling Units. Application for a permit to construct an accessory dwelling unit shall be made pursuant to the provisions and limitations of this article.

a. The review procedure shall be administrative review without notice (ministerial), pursuant to the provisions of Section 16.12.005(A)(3).

b. The city shall approve or deny the application to create an ADU or a Junior ADU within sixty (60) days from the date that the city receives a completed application, unless either:

(i) The Applicant requests for a delay, in which case the sixty (60) day time period is tolled for the period of the requested delay, or

(ii) An application of an Accessory Dwelling Unit or a Junior Accessory Dwelling Unit is submitted with a permit application to create a new primary residence on the lot, the city may delay acting on the permit application for the Accessory Dwelling Unit or the Junior Accessory Dwelling Unit the city acts on the permit application to

create the primary residence. The application of an Accessory Dwelling Unit or a Junior Accessory Dwelling Unit is still considered ministerially without discretionary review or a public hearing.

D. General Standards.

1. An accessory dwelling unit may only be permitted on lots that are zoned for agricultural, single family, multi-family, or mixed uses and that contain an existing or proposed single-family or multi-family dwelling.

2. A Junior Accessory Dwelling unit may only be permitted on lots that are zoned for agricultural or single family and that contain an existing or proposed single-family dwelling.

3. Accessory dwelling units are exempt from the density limitations of the General Plan and subject to the following:

   a. Lots with an existing or proposed single-family residence may be permitted one accessory dwelling, and one junior accessory dwelling unit (see Section 16.12.360 F for additional regulations pertaining to junior accessory dwelling units).

   b. Lots with existing multi-family units may convert non-habitable space within an existing multi-family structure into accessory dwelling units. The number of these types of units shall allow at least one accessory dwelling or up to twenty-five (25) percent of the existing multi-family dwelling units. A detached accessory dwelling may be converted from non-habitable space, or newly constructed.

   c. Multiple detached accessory dwelling units are allowed within multi-family lots in accordance with the following:

      (i) Within an existing multi-family development, up to a maximum of eight (8) detached ADUs may be constructed provided that the total number of ADUs does not exceed the number of existing units on the lot.

      (ii) Within a proposed multi-family development, up to a maximum of two (2) detached ADUs may be constructed.

4. An accessory dwelling unit shall be located on the same lot as the proposed or existing primary dwelling.

5. The correction of a nonconforming zoning condition that would result in a physical improvement on the property shall not be a condition of approval for an accessory dwelling unit.

6. The accessory dwelling unit shall provide complete and independent living facilities.

7. The accessory dwelling unit shall not be used for a rental term of less than thirty (30) consecutive days.

8. The accessory dwelling unit may not be sold or conveyed separately from the primary dwelling unit unless all of the following apply:

   (i) The accessory dwelling unit was built or developed by a qualified nonprofit corporation. For the purposes of this section, a qualified nonprofit corporation means a nonprofit corporation organized pursuant to Section 501(c)(3) of the Internal Revenue Code that has received a welfare exemption under Section 214.15 of the California Revenue and Taxation Code for properties intended to be sold to low-income families who participate in a special no-interest loan program.

(ii) There is an enforceable restriction on the use of the land on which the ADU is located pursuant to a recorded contract between the qualified buyer and the qualified nonprofit corporation. For the purposes of this section, a qualified buyer means very-low and low-income households as defined in Section 16.20.195.

(iii) The property is held pursuant to a recorded tenancy in common agreement that includes an allocation to each qualified buyer of an undivided, unequal interest in the property based on the size of the dwelling that each qualified buyer occupies: a repurchase option that requires the qualified buyer to first offer the qualified nonprofit corporation to buy the accessory dwelling unit or primary dwelling if the buyer desires to sell or convey the property: a requirement that the qualified buyer occupy the property as the qualified buyer's principal residence: and affordability restrictions on the sale and conveyance of the property that ensures the property will be preserved for very-low income or low-income housing for forty-five (45) years for owner-occupied housing and will be sold or resold to a qualified buyer.

(iv) A grant deed naming the grantor, grantee, and describing the property interests being transferred shall be recorded with the County. A Preliminary Change of Ownership Report shall be filed concurrently with the grant deed pursuant to Section 480.3 of the Revenue and Taxation Code.

(v) If requested by a utility providing service to the primary residence, the accessory dwelling unit has separate water, sewer, or electrical connection to that utility.

9. The accessory dwelling unit shall have adequate water supply pursuant to specifications of the Uniform Plumbing Code.

10. In compliance with the State of California Lahontan Regional Water Quality Control Board, lots that are not connected to sewer facilities shall be a minimum of one gross acre in size or install an approved Supplemental Treatment Septic System.

11. The design and construction of each ADU within single-family or multi-family dwellings shall conform to all applicable provisions of the California Residential Code and the California Building Code. The ADU shall comply with all provisions of the Code pertaining to the adequacy of water, sewer, electrical, drainage, and fire and emergency services to the property on which the ADU will be located as well as all applicable codes pertaining to building, fire, health, and/or safety.

12. Unless prohibited by California Government Code Sections 66310-66342 an ADU shall not convert the required parking for an existing or proposed multi-family dwelling within an enclosed garage or carport without the concurrent replacement of the existing required parking elsewhere on the property in accordance with the size, placement, and design standards of the Development Code.

13. Notwithstanding any other provision in this Section 16.12.360, the City shall ministerially approve an application for a JADU and/or one or more ADUs if the proposed unit meets the requirements of Government Code Sections 66323.

E. Design and Development Standards—Accessory Dwelling Units.

1. The accessory dwelling unit may be either attached to, or located within, the proposed or existing primary dwelling, including attached garages, storage areas or similar uses,

or an accessory structure, or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling, including detached garages. An accessory dwelling may be converted from non-habitable space within, or detached from, an existing or proposed multi-family structure.

2. A detached accessory unit shall not exceed one thousand two hundred (1,200) square feet of livable floor area (excludes garage and any accessory structure) on any parcel. Accessory dwelling units attached to the principal unit may be up to fifty (50) percent of the area of the principal unit, up to a maximum of one thousand (1,000) square feet, except that if the principal unit has a floor area of one thousand six hundred (1,600) square feet or less, an attached accessory dwelling unit shall conform to the provisions of Section 16.12.360(E)(6), below. The area of an accessory dwelling unit is in addition to and shall not be considered as part of the allowable accessory building area authorized under Article X of Chapter 16.20. No accessory dwelling unit shall be less than one hundred and fifty (150) square feet in area. Further, a recreational vehicle, does not qualify for use as an accessory dwelling unit.

3. Independent access to an attached accessory dwelling unit is required and shall not be located on the same wall plane elevation as the access to the primary dwelling.

4. For new attached or detached accessory dwelling units, a minimum four-foot side yard and four-foot rear yard setback is allowed. The front yard and street side yard standards for the primary unit shall apply to the accessory dwelling unit.

5. No setback shall be required for the conversion of existing living area, conversion of an existing accessory structure, or for a new structure that is constructed in the same location and to the same dimensions as an existing structure.

6. The accessory dwelling unit shall be constructed in accordance with minimum standards for single-family residential uses on individual lots as specified in Section 16.20.160, unless otherwise specified herein.

7. No provisions within this Section, including lot coverage or legal nonconformity, shall preclude either an attached or detached eight hundred (800) square-foot accessory dwelling unit with four-foot side yard and rear yard setbacks, and that is constructed in compliance with all other development standards

8. A detached accessory dwelling unit created on a lot with an existing or proposed single-family or multi-family dwelling may not exceed sixteen (16) feet in height. However, a detached accessory dwelling unit may be up to eighteen (18) feet in height if it is located within one-half mile walking distance of a major transit stop or a high-quality transit corridor, as those terms are defined in Section 21155 of the Public Resources Code. Furthermore, a detached accessory dwelling unit may be up to two additional feet in height to accommodate a roof pitch on the accessory dwelling unit that is aligned with the roof pitch of the primary dwelling unit. A detached accessory dwelling unit created on a lot with an existing or proposed multi-family dwelling that has more than one story above grade may not exceed eighteen (18) feet in height. An accessory dwelling unit that is attached to the primary dwelling may not exceed twenty-five (25) feet in height or exceed two stories.

9. No setback shall be required for an existing garage that is converted to an accessory dwelling unit, and a setback of no more than four feet from the side and rear lot lines shall be required for an accessory dwelling unit that is constructed above a garage.

10. When a garage, carport, or covered parking structure is demolished in conjunction with the construction of an accessory dwelling unit or converted to an accessory dwelling unit, those off-street parking spaces do not need to be replaced.

11. The accessory dwelling unit shall be architecturally compatible with the design of the primary unit and shall match with the same colors and materials of the primary unit.

12. The construction of an accessory dwelling unit shall not be considered when calculating minimum distance requirements for animal uses on the subject lot or on adjacent lots.

F. Junior Accessory Dwelling Units.

1. Purpose - This section provides standards for the establishment of junior accessory dwelling units, an alternative to the standard accessory dwelling unit. Junior accessory dwelling units will typically be smaller than an accessory dwelling unit, will be constructed within the walls of an existing single family residence, and requires owner occupancy of the single family residence where the unit is located. For the purposes of this section, enclosed uses within the residence, such as attached garages, are considered a part of the proposed or existing single-family residence.

2. Development Standards - Junior accessory dwelling units shall comply with the following standards:

a) Lots with an existing or proposed single family residence may be permitted one junior accessory dwelling unit.

b) For the purposes of providing service for water, sewer or power, including a connection fee, a junior accessory dwelling unit shall not be considered a separate or new dwelling unit. Lots that are not connected to sewer facilities shall meet the Lahontan Regional Water Quality Control Board regulations pertaining to minimum septic tank capacity.

c) A junior accessory dwelling unit shall not exceed five hundred (500) square feet in size and shall be contained entirely within a single family residence.

d) The junior accessory dwelling unit shall include a separate entrance from the main entrance to the proposed or existing single-family residence.

e) The junior accessory dwelling unit must include an efficiency kitchen that includes a cooking facility with appliances, a food preparation counter, and storage cabinets that are of reasonable size in relation to the size of the junior accessory dwelling unit.

f) The junior accessory dwelling unit may have a bathroom or share with the proposed or existing single family residence. If a permitted junior accessory dwelling unit does not include a separate bathroom, then an interior entry to the main living area shall be provided.

g) A junior accessory dwelling unit shall not convert the required parking for the primary residential structure located within an attached garage without the concurrent replacement of the existing required parking within an enclosed garage elsewhere on the property in accordance with the size, placement, and design standards of the Development Code.

h) A deed restriction, in a form to be approved and provided by the city, must be recorded and filed with the city, and must include the following stipulations: i)

prohibition on the sale of the junior accessory dwelling unit separate from the sale of the single family residence; ii) restriction on the size and attributes of the junior accessory dwelling unit; iii) if the unit is rented, the unit shall not be rented for a period of less than thirty (30) consecutive calendar days; and iv) owner occupancy of one of the units on-site is required, unless the owner is a governmental agency, land trust, or housing organization. These restrictions shall run with the land.

(Ord. 2003-05 § 4 (part), 2003; Ord. 299 § 4 (Exh. A § 3 (part)), 2000; Ord. 250 (part), 1997; Ord. 192 Exh. A (§ 83.10.020), 1994)

(Ord. No. 2009-08, § 3(Exh. A), 10-20-09; Ord. No. 2012-14, § 3(Exh. A), 8-7-12; Ord. No. 2017-12, § 3(Exh. A), 6-20-17; Ord. No. 2020-04, § 3(Exh. A), 5-19-20; Ord. No. 2021-01, 3(Exh. A), 6-1-21; Ord. No. 2022-13, § 3(Exh. A), 9-6-2022; Ord. No. 2024-13, § 3(Exh. A), 12-3-24; Ord. No. 2025-01, § 3(Exh. A), 5-20-25)

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City of Hesperia
STAFF REPORT

DATE: October 21, 2025

TO: Mayor and Council Members

FROM: Rachel Molina, City Manager

BY: Nathan R. Freeman, Director of Development Services
Ryan Leonard, Principal Planner

SUBJECT: Draft Objective Design Standards for Multi-Family and Mixed-Use Development

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RECOMMENDED ACTION

The Planning Commission recommends that the City Council introduce and place on first reading Ordinance No. 2025-06 approving Development Code Amendment (DCA25-00002) and Specific Plan Amendment (SPLA25-00002) to incorporate Objective Design Standards (ODS) for multi-family and mixed-use residential projects by reference into the Hesperia Municipal Code and the Main Street and Freeway Corridor Specific Plan (MSFCSP) and to make other modifications to the Development Standards to ensure consistency.

BACKGROUND

Historically, the City has regulated the design of multi-family development through a discretionary process. Multi-family projects have been subject to a Site Plan Review application, reviewed by the Development Review Committee (DRC) and acted upon during a publicly noticed DRC hearing. Similarly, mixed-use projects have required a Conditional Use Permit, reviewed by the DRC and acted upon by the Planning Commission at a noticed hearing.

Over the past several years, the State of California has enacted numerous housing bills aimed at increasing housing supply and reducing barriers to production. These laws require that certain eligible residential projects be reviewed ministerially (i.e. administratively), without discretionary review or a public hearing. Generally, these provisions apply to multi-family developments with three or more units and mixed-use projects where at least two-thirds of the floor area is residential.

State law allows cities to impose objective development and design standards on eligible housing projects. Objective standards are measurable, verifiable, and free from subjective interpretation. The City's existing development standards, such as building setbacks to property lines and height limits, do not involve discretion or subjective judgment and are considered objective. However, the City's Design Guidelines, currently contained in the Municipal Code and Main Street Freeway Corridor Specific Plan (MSFCSP) use terms such as "should" or "encourage," which are discretionary in nature and therefore cannot be applied to ministerial projects.

In response to recent state housing law(s), the City contracted with PlaceWorks, Inc. to prepare Objective Design Standards (ODS) that support the City's updated Housing Element and 2025 General Plan Update. The ODS are intended to streamline the approval of multi-family and mixed-use development projects while providing a framework for clear, enforceable and predictable design requirements.

To prepare the ODS, City staff, in coordination with PlaceWorks, conducted two workshops with the Planning Commission on May 23, 2024, and August 14, 2025. During these workshops, the Commission reviewed the draft ODS, discussed its provisions, and provided direction and feedback to staff.

On September 11, 2025, the Planning Commission voted 4-0 (with Commissioner Abreo absent) to forward this item to the City Council with a recommendation for approval. During the hearing, no one spoke in favor or opposition to the project.

ISSUES/ANALYSIS

The ODS have been created as a stand-alone document, incorporated by reference into the City's Development Code and MSFCSP (Attachment 2). The ODS provide the development community, design professionals, general public, and City personnel with objective criteria for eligible new multi-family and mixed-use residential development in the City. These criteria include, for example, objective standards related to site planning, building form, landscaping, and architectural design, based on clear and measurable requirements rather than subjective interpretation. Importantly, the ODS were drawn heavily from the City's existing Design Guidelines, ensuring continuity with established community character while also complying with state law.

With this document, applicants, developers, and City staff have a clear and concise reference for the City's minimum design expectations. These standards are written as minimum standards for site and structure design but also offer various recommendations and guidelines for quality and character. However, this document does not replace the City's existing development standards. Proposed projects must also comply with all applicable building permit requirements, zoning code requirements, and other development standards found in the Development Code.

Applicability: The standards apply to new construction for multi-family and mixed-use developments. The standards do not apply to the new construction of single-family dwellings, or renovations and routine maintenance of residential developments.

Opt-Out Provision: Applicants may request to opt out of ODS compliance in favor of review under the City's existing Design Guidelines. However, by opting out, projects forfeit the protections of the Housing Accountability Act and are subject to discretionary review, a public hearing, and potential denial.

Structure of the ODS: The ODS is divided into the following chapters:

Chapter 1-Purpose and Administration

This Chapter of the ODS establishes the purpose of ODS, applicability, administration, and provisions for deviations. Generally, the ODS will apply to new construction for multi-family and mixed-use developments. The standards do not apply to the new construction of single-family dwellings, or renovations and routine maintenance of residential developments.

This chapter also describes how the ODS interface with Specific Plans, clarifying that Specific Plan standards take precedence in cases of conflict. Procedures for requesting deviations and provisions for opting out of the ODS in favor of discretionary review under the City's existing Design Guidelines are also included.

Chapter 2-Site Planning

This chapter establishes standards for the overall layout of a development. It addresses building orientation toward public streets, clustering of buildings to create neighborhood-scale environments, pedestrian and vehicular circulation, driveway placement, and parking location. The standards emphasize safe and attractive pedestrian connections, integration of buildings with public rights-of-way, careful siting of parking areas to reduce visual impact and compatibility with surrounding development.

Chapter 3-Open Space

This chapter expands upon the City's existing Municipal Code requirements for private and common open space by providing greater clarity and refinement. While the Development Code currently requires that multi-family projects provide a minimum amount of open space per unit, the ODS further expands upon those requirements by distinguishing between major amenities (such as pools, clubhouses, rooftop terraces, or community gardens) and minor amenities (such as barbeque areas, dog runs, or playgrounds).

The standards require that new projects not only meet minimum square footage thresholds but also provide a specific number and mix of amenities based on the total number of dwelling units proposed. For example, larger developments must incorporate at least one major amenity in addition to multiple minor amenities. The purpose of these standards is to ensure that open spaces are functional, appropriately sized, and meaningfully designed for recreation and social interaction.

Chapter 4-Mass and Scale

This chapter regulates building form and proportions to prevent monotonous design and improve neighborhood compatibility. Standards require façade modulation, variation in rooflines, articulation of long building elevations, and transitional massing adjacent to single-family neighborhoods. Corner buildings must include enhanced design features, such as distinctive roof forms or additional glazing, to create focal points and reinforce neighborhood character.

Chapter 5-Materials and Details

This chapter governs the quality and application of building materials, colors, and finishes. Standards require the use of durable materials applied uniformly on all visible building elevations, with clear transitions between material types. Entrances, windows, and architectural details must be designed to create a cohesive and human-scaled appearance.

Chapter 6-Utilities, Services, Lighting, and Fences

This chapter addresses functional but often overlooked components of site design. Standards require trash enclosures, loading areas, and mechanical equipment to be fully screened and integrated into the overall site plan. Exterior lighting must provide safety while minimizing glare and spillover onto adjacent properties. Perimeter walls and fences must be designed for compatibility with building architecture and surrounding neighborhoods.

Chapter 7-Mixed-Use Standards

This chapter provides specialized standards for both vertical and horizontal mixed-use projects. It emphasizes the integration of residential and commercial uses by requiring active ground-floor design, transparent storefronts, pedestrian-oriented entries, and clear separation of residential and commercial parking areas. The standards ensure that mixed-use projects function effectively, activate the street environment, and contribute positively to the City's economic and social vitality.

Chapter 8-Definitions

This chapter provides clear definitions of terms and phrases used throughout the ODS. By clarifying key terminology, the definitions help avoid ambiguity and ensure that both applicants and staff interpret the standards consistently.

Objective Design Standards Checklist

Provides a user-friendly compliance checklist to be submitted with project applications. Applicants must certify that their projects meet each applicable objective standard, and staff will use the checklist to verify consistency during the review process.

Development Code Amendment (DCA25-00002) and Specific Plan Amendment (SPLA25-00002)

In addition to adopting the ODS, staff is proposing a series of modifications to the City's Development Code and the MSFCSP. These amendments are necessary to incorporate the ODS as a stand-alone regulatory document by reference, to align the City's zoning regulations with the recently adopted 2025 General Plan Update, and to ensure consistency with State housing law requirements. The proposed amendments are summarized below. A redline strikeout version of the changes is provided in Attachment 3.

- Updates to 16.12.460 to clarify that multi-family developments consisting of three or more units may be approved through an Administrative Review without public notice. This process applies when land use decisions are based upon objective standards or policies previously adopted by the City. Under this procedure, the Development Review Committee serves as the reviewing authority and may render a decision without providing notice to surrounding property owners or other interested parties.
- Updates to Section 16.16.320 of the Development Code to reflect that 15-30 dwelling units per acre are allowed in the Multiple Family (R3) zone consistent with the 2025 General Plan Update.
- Updates to Section 16.16.320 of the Development Code to reflect that multi-family development or mixed-use development up to 30 dwelling units per acre is an allowed use in the General Commercial (C2) zone consistent with the 2025 General Plan Update. In addition, pursuant to State law, group homes for six or fewer persons are permitted.
- Revised Section 16.16.120 to increase the maximum building height in the R3 zone from 35 feet to 45 feet to accommodate higher density developments.
- Revised Chapter 7 of the Main Street and Freeway Corridor Specific Plan to increase the maximum density from 25 to 30 units per acre. Revised language in the Multiple Family (R3) zone increases the maximum density of residential development from 15 dwelling units per acre to 30 dwelling units per acre. The zone is also amended to allow 100 percent residential development and to permit group homes for six or fewer persons. The development of

residential uses is allowed by right east of the 15 freeway; and conditionally permitted as either a standalone or as a mixed-use development west of the 15 freeway, south of El Centro Road.
- Various sections were updated to remove typos, outdated references, and clarify language where necessary.

CITY GOAL SUPPORTED BY THIS ITEM

Future Development - Facilitate balanced growth to ensure cohesive community development and pursue economic development.

ENVIRONMENTAL

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the adoption of the Objective Design Standards and associated Development Code Amendment DCA25-00002, and Specific Plan Amendment SPLA25-00002 which will supplement development standards as it relates to design, and do not affect permitted uses or density/intensity, are exempt per Section 15061(b)(3), because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. In addition, the proposed Objective Design Standards and associated Development Code Amendment and Specific Plan Amendment do not require additional review under CEQA pursuant to Section 15168(c)(2) as they are consistent with the Addendum to the 2010 General Plan EIR prepared for the 2025 General Plan Update certified on June 12, 2025, and would not result in new impacts. The adoption of the Objective Design Standards implements the adopted General Plan Housing Element (Program 14); as the creation of Objective Design Standards and no further environmental analysis is required.

CONCLUSION

Adoption of the ODS, together with the related Development Code and Specific Plan amendments, is a key step to implementing the 2025 General Plan Update and fulfilling required programs in the Housing Element. These actions establish clear, measurable, and legally defensible criteria for multi-family and mixed-use residential development, ensuring compliance with state housing law while reinforcing the City's longstanding commitment to high-quality design. The ODS replace subjective guidelines with objective standards that provide predictability for applicants, efficiency in project review, and assurance that new development will enhance community character and livability in Hesperia.

ALTERNATIVE(S)

1. Provide alternative direction to staff.

ATTACHMENT(S)

1. Ordinance No. 2025-06
2. Exhibit A- Objective Design Standards for Multi-family and Mixed-Use Development
3. Objective Design Standards Checklist
4. Exhibit B- Development Code Amendment DCA25-00002 and Specific Plan Amendment SPLA25-00002

ORDINANCE NO. 2025-06

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HESPERIA, CALIFORNIA, APPROVING DEVELOPMENT CODE AMENDMENT (DCA25-00002) AND SPECIFIC PLAN AMENDMENT (SPLA25-00002) INCORPORATING OBJECTIVE DESIGN STANDARDS (ODS) FOR MULTIFAMILY AND MIXED-USE RESIDENTIAL PROJECTS BY REFERENCE INTO THE HESPERIA MUNICIPAL CODE AND THE MAIN STREET AND FREEWAY CORRIDOR SPECIFIC PLAN (MSFCSP) AND MAKING OTHER MODIFICATIONS TO THE DEVELOPMENT STANDARDS TO ENSURE CONSISTENCY.

WHEREAS, on July 15, 2025, the City Council of the City of Hesperia adopted Resolution No. 2025-29 thereby adopting the 2025 General Plan Update to the City's Land Use and Health and Safety Elements, currently applicable to development in the City.

WHEREAS, on January 5, 1998, the City Council of the City of Hesperia adopted Ordinance No. 250, thereby adopting the Hesperia Municipal Code; and

WHEREAS, on September 2, 2008, the City Council of the City of Hesperia adopted Ordinance No. 2008-12, thereby adopting the Main Street and Freeway Corridor Specific Plan; and

WHEREAS, on May 2, 2023, the City Council adopted the 2021-2029 Housing Element (6th Cycle Housing Element Update) which includes several program actions that require the City to amend the Development Code and update the General Plan to allow for up to 30 dwelling units per acre (du/ac) in the Multi-Family (R3) zone; to allow 100-percent residential development ranging from 20 to 30 du/ac in the General Commercial (C-2) zone; and to allow for up to 30 du/ac in the Regional Commercial (RC) zone within the Main Street and Freeway Corridor Specific Plan**.**

WHEREAS, the State of California has adopted numerous bills, including, but not limited to, Senate Bill 167 ("SB 167"), Senate Bill 35 ("SB 35"), Senate Bill 330 ("SB 330") and Assembly Bill 2162 ("AB 2162"), which limit or restrict discretionary review of certain qualifying residential projects; and

WHEREAS, State Housing Law continues to evolve, and multi-family affordable housing projects meeting certain criteria are required to be ministerially approved; and

WHEREAS, cities are permitted to apply only "objective design standards," which are intended to provide clear, quantifiable, objective standards for those qualifying projects; and

WHEREAS, the City's adopted 2021-2029 Housing Element contains housing programs aimed at facilitating additional housing, including developing objective design standards to comply with SB 330 (Program 14); and

WHEREAS in an effort to comply with housing streamlining laws and Program 14 of the Housing Element, an amendment to the City's Zoning Ordinance and Chapters 7,8, and 9 of the Main Street and Freeway Corridor Specific Plan to incorporate the Objective Design Standards by reference is proposed and attached hereto as Exhibit "B" of this Ordinance and the Multifamily and Mixed-Use Objective Design Standards are attached hereto as Exhibit "A"; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) Guidelines, the adoption of the Objective Design Standards and associated Development Code Amendment DCA25-00002, and Specific Plan Amendment SPLA25-00002, which will supplement development standards as

it relates to design, and do not affect permitted uses or density/intensity, is exempt per Section 15061(b)(3), because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. In addition, the proposed Objective Design Standards and associated Development Code Amendment and Specific Plan Amendment do not require additional review under CEQA pursuant to Section 15168(c)(2) as they are consistent with the Addendum to the 2010 General Plan EIR prepared for the 2025 General Plan Update certified on June 12, 2025, and would not result in new impacts. The adoption of the Objective Design Standards implements the adopted General Plan Housing Element (Program 14); as the creation of Objective Design Standards and no further environmental analysis is required; and

WHEREAS, the Planning Commission held two workshops on May 23, 2024, and August 14, 2025, to review and discuss critical components of the Objective Design Standards; and

WHEREAS, on September 1, 2025, the Planning Commission of the City of Hesperia conducted a duly noticed public hearing pertaining to the proposed Objective Design standards and related Development Code Amendment and Specific Plan Amendment and concluded said hearing on that date; and

WHEREAS, on October 21, 2025, the City Council of the City of Hesperia conducted a duly noticed public hearing pertaining to the proposed Objective Design standards and related Development Code Amendment and Specific Plan Amendment and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Ordinance have occurred.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF HESPERIA DOES ORDAIN AS FOLLOWS:

Section 1. The City Council hereby specifically finds that all the facts set forth in this Ordinance are true and correct.

Section 2. Based upon substantial evidence presented to this City Council during the above-referenced October 21, 2025, hearing, including public testimony and written and oral staff reports, this City Council specifically finds as follows:

(a) Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the adoption of the Objective Design Standards and associated Development Code Amendment DCA25-00002, and Specific Plan Amendment SPLA25-00002 which will supplement development standards as it relates to design, and do not affect permitted uses or density/intensity, are exempt per Section 15061(b)(3), because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment..

(b) Based upon substantial evidence presented to the City Council, including written and oral staff reports, the City Council specifically finds that the proposed Ordinance is consistent with the goals and objectives of the adopted General Plan as it updates key development standards as required in Program 14 of the City's Housing Element to provide Objective Design Standards for multifamily and mixed-use housing developments.

(c) The proposed Development Code Amendment DCA25-00002, and Specific Plan Amendment SPLA25-00002 are necessary because the City's existing Design Guidelines currently contained in the Development Code and Main Street and Freeway Corridor Specific Plan are not objective and quantifiable, as required by State law. The Development Code Amendment and Specific Plan Amendment will provide objective design standards for multifamily and mixed-use housing developments. These standards address adverse visual impacts and aim to provide for high-quality architecture and site planning principles to future residential developments in the City.

Section 3. Based on the findings and conclusions set forth in this Ordinance, this Council hereby adopts Development Code Amendment DCA25-00002 and Specific Plan Amendment SPLA25-00002 as shown in Exhibit "B" and the Objective Design Standards for Multifamily and Mixed-Use Developments as shown in Exhibit "A".

Section 4. This Ordinance shall take effect thirty (30) days from the date of adoption.

Section 5. The City Clerk shall certify the adoption of this Ordinance and shall cause the same to be posted in three (3) public places within the City of Hesperia pursuant to the provisions of Resolution No. 2007-101.

ADOPTED AND APPROVED on this 4th day of November 2025.

_____
Allison Lee, Mayor

ATTEST:

_____
Jessica Giber, Assistant City Clerk



Attachment 2

MULTIFAMILY & MIXED-USE

OBJECTIVE DESIGN STANDARDS

CITY OF HESPERIA | CA

DRAFT - AUGUST 27, 2025

ACKNOWLEDGMENTS

Prepared for:

Prepared by: PLACEWORKS

Adopted: **Ordinance: Month Day, Year**

City Council

Allison Lee, Mayor

Cameron Gregg, Mayor Pro Tem

Brigit Bennington, Council Member

Chris Ochoa, Council Member

Josh Pullen, Council Member

Planning Commission

Roger Abreo, Chair

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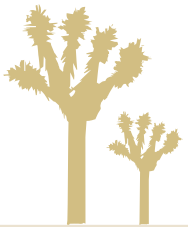
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1.0 PURPOSE

1.1 Introduction
1.2 Purpose
1.3 Who Is This Document For?
1.4 Where Do These Standards Apply?
1.5 Document Organization
1.6 Administration
1.7 Deviations
1.8 Development Scale Definitions



1.1 INTRODUCTION

Development and design standards regulate development intensity, style, size, and orientation. Objective design standards (ODS) are measurable, verifiable, and quantifiable, supporting consistent housing design in the community. Ultimately, the standards contained in this document will provide for a predictable and equitable path for new multifamily and mixed-use developments in the City of Hesperia.

1.2 PURPOSE

The State of California continues to experience a housing crisis and the availability and affordability of housing remains a key issue. This document provides the required, objective standards for housing development, streamlining design review and increasing transparency. Additionally, this document complies with Senate Bill (SB) 35 and SB 330, which requires jurisdictions to review new multifamily and mixed-use residential housing projects ministerially or streamlined, guided by objective design and development standards. These new laws prevent cities from denying approvals for certain multifamily housing projects based on discretionary design guidelines.

This document provides clear and useful guidelines and standards for the design, construction, review, and approval of multi-family residential and mixed-use development in Hesperia. With this document applicants, developers, and City staff have a clear and concise reference for the City's minimum design expectations. These standards are written as minimum standards for site and structure design but also offer various recommendations and guidelines for quality and character. However, this document does not replace the City's existing development standards. Proposed projects must also comply with all applicable building permit requirements, zoning code requirements, and other development standards found in the City of Hesperia's Development Code.

SB 35

- A streamlined approval process for housing projects with a specified amount of affordable housing.
- Applies to jurisdictions that haven't made enough progress in meeting their Regional Housing Needs Allocation (RHNA).
- Applications must be for infill sites and comply with existing General Plan or Zoning provisions.
- Can only apply objective zoning, subdivision, or design review standards to determine consistency.
- https://www.hcd.ca.gov/policy-research/docs/sb-35-guidelines-update-final.pdf

Fundamentally, this document serves to provide baseline design standards for the City of Hesperia. These standards may be expanded or revised by the City in the future. Additional design standards may be included on top of these standards to account for the distinct character of specific neighborhoods and communities throughout Hesperia.

1.3 WHO IS THIS DOCUMENT FOR?

Developers

This document will provide clear guidance for both renovation and new construction projects. The required checklist will act as a tool for property owners, developers/designers, and staff throughout the review process, ensuring that key aspects of quality design are addressed.

Property Owners

This document will provide property owners with a clear understanding of the design elements required for development projects in Hesperia. It will complement the General Plan and the Hesperia Municipal Code, establishing a set of expectations and responsibilities for property owners.

City Staff

City staff will utilize these standards to assist applicants and their representatives in the project review and approval process. The document and checklist will serve as a foundation for evaluating design quality in submitted proposals.

Review Bodies and Decision Makers

This document will provide a framework for the City of Hesperia Planning Commission, City Council, Development Review Committee, Development Services Director, and other review bodies to assess the quality of design in development applications.

1.4 WHERE DO THESE STANDARDS APPLY?

These standards apply to new construction for multi-family and mixed-use developments. For developments spanning multiple lots, these standards apply to all lots proposed for multi-family housing, mixed-use developments, and any associated amenities, open space, or utilities that would serve multi- family or mixed-use units.

These standards do not apply to the new construction of single-family dwellings, or to single-family dwellings within a development containing more than one housing type.

These standards do not apply to renovations and routine maintenance of residential (single-family, multi-family, and mixed-use) developments.

If an applicant so chooses, they may request in writing to opt out of the objective design standards in lieu of their project being reviewed against the city's architectural and site design guidelines for multifamily developments.

These standards are in addition to the standards of the underlying base zone. In the event of conflicting standards between these standards and the base zone, the more restrictive standard shall apply. For projects located in a Specific Plan or Planned Community, and there is a conflict between these standards and the Specific Plan's or Planned Community's, standards, the Specific Plan or Planned Community standards shall prevail.

Proposed projects must also comply with all other applicable local and state ordinances and codes.

1.5 DOCUMENT ORGANIZATION

These Objective Design Standards serve as a stand-alone illustrated document, empowered by appropriate reference within Hesperia's City Code. These standards have been designed in a modular fashion, with differing sets of standards applying to projects at a different scale. For instance, a small development would be subject to less complex standards, while a larger project would be subject to more intensive standards.

This document is organized in a site-focused manner. Key site development standards are discussed at the beginning of the document. These include site access, building orientation, pedestrian and vehicular circulation, mixing of uses, and parking. Open space standards for both common and private open space follow.

This way, the design of the buildings subject to objective design standards follow the site planning standards. With regard to buildings, these objective design standards focus on height modulation, horizontal modulation, transitional massing, as well as a building's materials and details. Finally, this document provides standards for both vertical and horizontal mixed-use development.

1.6 ADMINISTRATION

The Planning Division shall be responsible for the administration of these objective design standards. If ambiguity arises concerning the meaning or appropriate application of provisions of these objective design standards, the Development Services Director, or his/her designee shall make the appropriate determination.

1.7 DEVIATIONS

Applicability. The Objective Design Standards apply to residential projects that, under State law, are subject to City review solely for compliance with objective standards. This includes "housing development projects" as defined in Government Code § 65589.5(h)(2).

Deviations. Deviations from the Objective Design Standards are allowed in two ways:

1. State Density Bonus Law: Projects may request waivers, concessions, or incentives pursuant to Government Code § 65915. Projects utilizing State Density Bonus Law are subject to a public hearing.
2. Limited Dimensional Deviations: Projects may deviate from up to three dimensional standards (e.g., height, length, width, depth) by no more than 10% for each standard. Projects utilizing these deviations are not subject to a public hearing.

   Example:

   Standard 2.4.3.a.i states:

   Auto courts shall not exceed 150 feet in length.

   A project may increase this maximum by 10%, up to 165 feet, by utilizing the allowable deviation.

   All deviations are subject to review and approval or denial by the Director of Development Services or their designee.

Compliance is Optional (Multifamily only). Applicants of multifamily residential projects may choose not to apply the Objective Design Standards to their project, even if the project otherwise qualifies under State law for objective review. In such cases, the applicant must submit a written request to opt out. The written request shall include findings for how the project meets the purpose and intent for each topic in the Objective Design Standards Checklist. The project will then be reviewed against the City's architectural and site design guidelines for multifamily developments. Mixed-use projects are required to utilize these Objective Design Standards.

Note: By opting out, the multifamily project will not be subject to the protections or provisions of the Housing Accountability Act that apply to projects reviewed only against objective standards. In addition, the project may be subject to review by the Planning Commission.

1.8 DEVELOPMENT SCALE DEFINITIONS

Development occurs at various scales and intensities and therefore requires variations to ensure that standards are both appropriate and do not create unnecessary constraints or unachievable development. This section defines the different scales of development and how to use this document accordingly for each.

Small developments are those multifamily or mixed-use developments that are less than 1 acre in size, propose 10 or less units, and are up to 3 stories in height. Large developments are those multifamily or mixed-use developments that are either 1 acre in size or larger, or propose 11 or more units.

Table 1.1: Development Scales

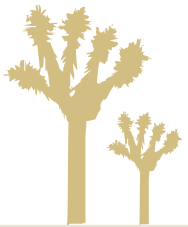
	Small	Large
Site Size	Under 1 acre and	1 acre or larger or
Unit Count	3 - 10 units and	11+ units
Height	Up to 3 stories	n/a

Table 1.2: Applicability Chart

Standard		Small	Large
Site Planning	Site Layout	X	X
	Building Orientation	X	X
	Pedestrian Circulation	X	X
	Vehicular Circulation	X	X
	Parking	X	X
Open Space	General	X	X
	Amenities	X	X
	Private Open Space	X	X
Mass and Scale	Modulation	X	X
	Height and Roof Lines	X	X
	Transitional Massing		X
	Corner Elements		X
Materials and Details	Materials	X	X
	Facade Details	X	X
	Color and Texture	X	X
	Unit Entrances	X	X
	Doors and Windows	X	X
Utilities, Services, Lighting, and Fences	Fences, Walls, and Gates	X	X
	Exterior Lighting	X	X
	Utility and Mechanical Storage	X	X
	Refuse and Storage Areas	X	X
Mixed-use	Vertical Mixed-use	X	X
	Horizontal Mixed-use	X	X
	Structured Parking		X

2.0
SITE PLANNING

2.1 Site Layout
2.2 Building Orientation
2.3 Pedestrian Circulation
2.4 Vehicular Circulation
2.5 Parking



2.1 SITE LAYOUT

a. Buildings adjacent to a public street shall have a strong street presence with public entrances oriented towards the street. Building entries shall face the primary public street with pedestrian access provided from sidewalks to all building entries, parking areas, and common open space areas. For larger sites with multiple buildings, building entries may also be oriented to face internal open spaces, paseos, and recreation amenities.

b. A minimum of 60 percent of the street frontage shall be devoted to buildings located behind the minimum setback line. The remaining 40 percent may be devoted to parking, landscaping, and driveways.

c. If the development contains multiple buildings, the minimum distance between buildings shall be 10 feet. However, for multiple story buildings, the distance between buildings shall be increased to 15 feet if the sides of the building that face each other include openings such as windows and doors with a direct line of sight into adjacent units.

d. On sites with four or more residential buildings, buildings shall be clustered into groups of at least two or more buildings. Clustering can be achieved through:

   i. Siting the longest façade of each clustered building up to 30 feet of another building.

   ii. Siting secondary façades of each clustered building within 20 feet of another building.

   iii. Siting corners of a building within 20 feet of the corner of another building.

e. The design and location of the access drive(s) shall be subject to the review and approval of the City Engineer or his/her designee.

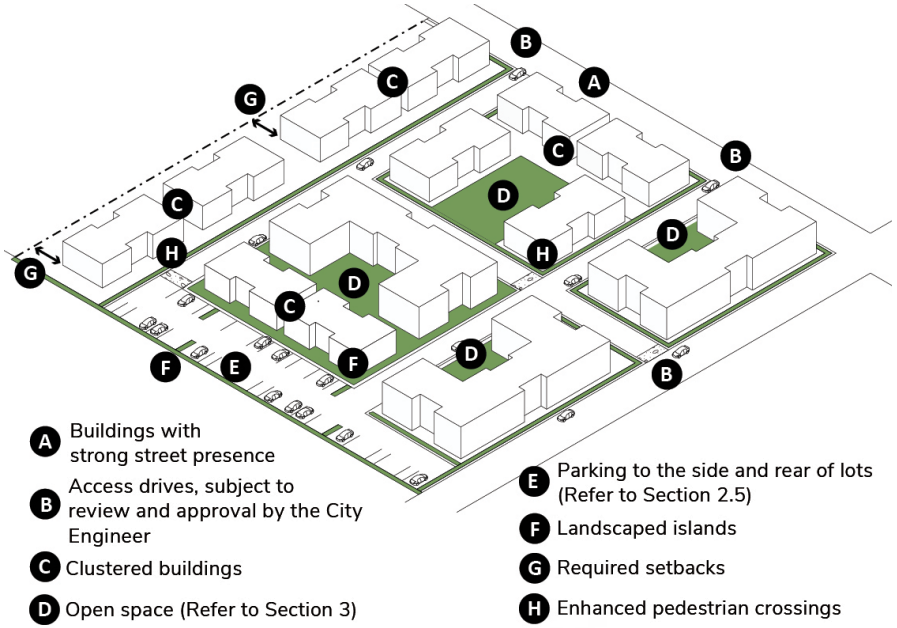


Figure 2.1. Site Layout

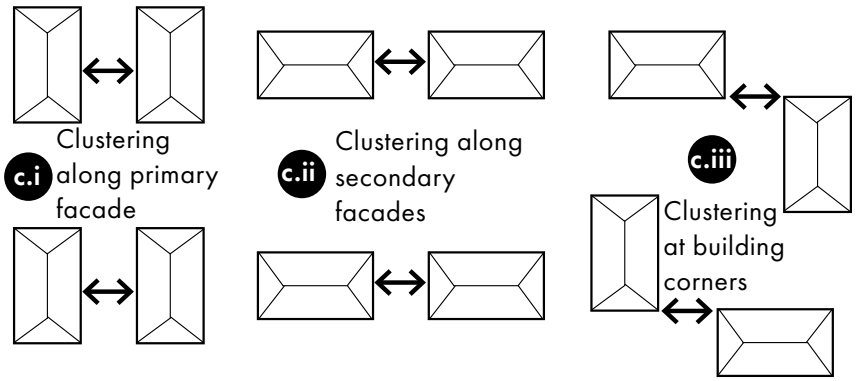


Figure 2.2. Building Clustering

f. The street-side setback area shall feature planting landscape screens over at least 50 percent of its total area to protect the privacy of the ground floor units.

g. If adjacent to an existing commercial or industrial use, a residential project shall locate its required parking along edges common with commercial or industrial uses. A landscaped buffer at least 5 feet in width with 6 inch curbing shall be utilized to separate the parking spaces from the property line.

2.2 BUILDING ORIENTATION

a. Primary ground-floor common entries or individual unit entries shall be oriented towards the primary street unless the primary street is an arterial (of any type).

b. Front doors shall orient towards and be visible from the street.

c. Building front elevations shall feature at least one entry, porch, stoop, patio, or other living areas.

d. Buildings located along an arterial street shall provide at least two of the following:

   i. Pedestrian level articulation with ground floor-specific colors and materials (Refer to Section 5.1).

   ii. Ground floor activation adjacent to the sidewalk through leasing office, common space, gym/ recreation room etc.

   iii. Enhanced landscaping with at least 4 foot tall shrubs and evergreen trees in the front setback..

e. All buildings within 15 linear feet of an adjacent building within and outside of the project shall orient all windows, balconies, or similar openings so as not to have a direct line-of-sight into adjacent units or onto private patios or backyards. This can be accomplished through:

   i. Offset windows at least 1 foot from any windows in adjacent buildings on site within 15 feet; or

   ii. Use of clerestory windows, glass block, or opaque glass.

f. New multi-family development shall be designed to shield residents from the heat of the sun. This shall be accomplished through at least one of the following methods:

   i. Use of 3 foot roof overhangs on the southeast, south, southwest, and west facing façades to shade units below.

   ii. Planting 24 gallon trees in front of windows facing southeast, south, southwest, and west, up to 20 feet from the building façade.

   iii. Covered patios and porches for all units on the ground floor.

2.3 PEDESTRIAN CIRCULATION

a. General.
    i. Multi-family projects shall include pedestrian walkways. Pedestrian walkways shall link dwelling units with common open space and recreation areas, parking areas, and the street.
    ii. Multi-family projects shall plan for and incorporate pedestrian connections to adjoining commercial projects in the project's design.

b. Safety and Design.
    i. Pedestrian entrances and walkways shall be adequately separated from vehicular traffic and clearly identified by landscaping and lights and easily accessible to minimize pedestrian/vehicle conflict.
    ii. Walkways shall be constructed of firm and slip-resistant materials, such as poured-in-place concrete (including stamped concrete), permeable paving, or concrete pavers. The use of asphalt for pedestrian walkways is prohibited.
    iii. Decorative paving shall be used to delineate pedestrian crossings in parking areas.

c. Width.
    i. Pedestrian walkways shall be a minimum of 4 feet in width.
    ii. If combined with a bicycle path, as a part of a dedicated public path/paseo, the minimum total walkway width shall be 14 feet.

2.4 VEHICULAR CIRCULATION

2.4.1 ACCESS

a. Vehicular entrances shall be clearly identified and easily accessible to minimize pedestrian/vehicle conflict.

b. Principal vehicular access into multi-family developments shall 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.

d. Textured paving or stamped concrete shall be used to cover the full length of each driveway entrance for the project not to include the public right of way.

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

2.4.2 CIRCULATION

a. Continuous circulation shall be provided throughout the site to the greatest extent possible.

b. Adequate areas for maneuvering, stacking, and emergency vehicle access shall be provided.

2.4.3 AUTO COURTS AND COMMON COURTS

a. Auto Courts provide vehicular access to multiple residences via a common driveway fronted with garages. Front doors to residences are not permitted on auto courts.
    i. Auto courts shall not exceed 150 feet in length and shall have a minimum width of 26 feet.
    ii. Auto courts shall not serve more than 12 individual residences. Separate pedestrian access may be provided to other auto courts.
    iii. Primary pedestrian entrances are not permitted on auto courts.
    iv. Auto courts shall have no through street access.

b. Common courts provide both vehicular and pedestrian access to multiple residences. Front doors to residences and garages open to common courts.
    i. Common courts shall not exceed 150 feet in length, unless provided with a connecting pedestrian access way, and shall have a minimum width of 26 feet.
    ii. Common courts shall not serve more than 8 individual residences. Separate pedestrian access may be provided to other common courts.
    iii. Common courts shall feature enhanced paving, such as patterned and/or colored pavers, brick, decorative colored concrete, stamped concrete, or permeable materials.
    iv. A minimum of 5 percent of the common court shall be landscaped.

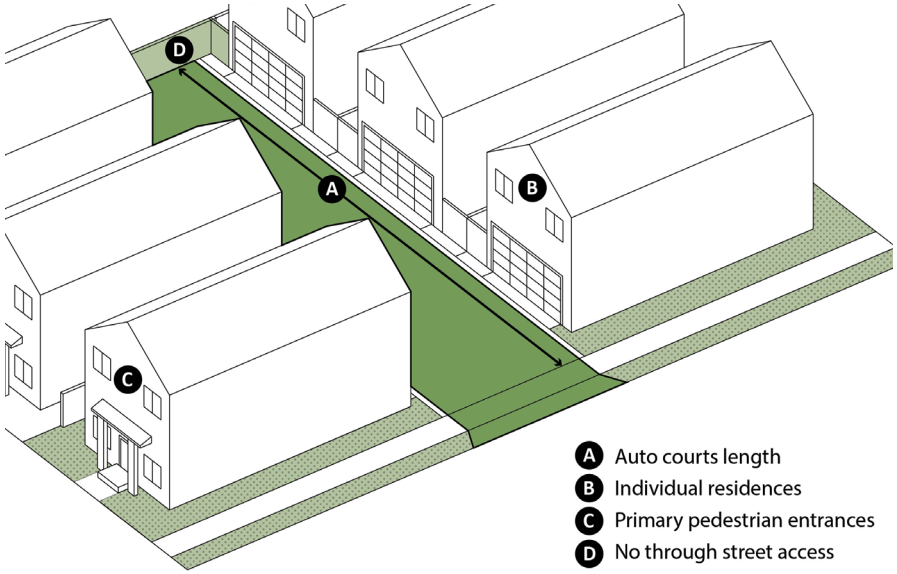


Figure 2.3. Auto Courts

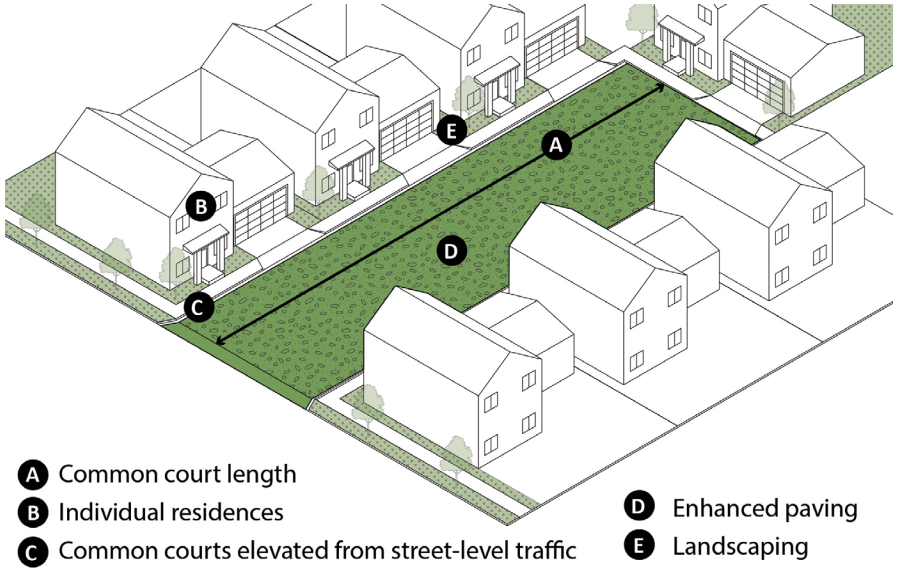


Figure 2.4. Common Courts

2.5 PARKING

a. Parking for multi-family developments shall be provided on site in on-grade or underground structures, parking courts, carports, or attached garages. These standards are in addition to the parking and loading standards found in Chapter 16.20, Article 4 of the Hesperia Development Code.

b. Parking lots shall be connected to all building entrances by means of internal pedestrian walkways.

c. Parking shall not occupy more than 40 percent of any linear street frontage.

d. Parking areas, driveways and pedestrian areas shall contain automatically controlled lighting.



Figure 2.5. Example Carport

2.5.1 PARKING COURTS

a. Parking courts shall be separated from buildings by a walkway a minimum of 4 feet wide and landscape strip a minimum 7 feet wide. Continuous 6-inch concrete curbs shall be provided as wheel stops where parking adjoins landscaping.

2.5.2 CARPORTS

a. Carport structures shall utilize the same colors, architectural finishes, and roofing materials as the main building(s) in the project.

b. Flat aluminum carport structures are prohibited.

c. Carports shall meet setback and building separation requirements.

2.5.3 TUCK-UNDER PARKING

a. If tuck-under parking is provided, the first floor of the residential units shall not be more than 4 feet above the finished street/sidewalk grade level.

b. Tuck-under parking shall not be visible from the street.

2.5.4 GARAGES, INDIVIDUAL

a. Garage doors may occupy no more than 40 percent of a building's street frontage and shall be recessed a minimum of 18 inches from a street-facing wall plane.

b. Street-facing garage doors serving individual units that are attached to the structure must incorporate two or more of the following so that the garage doors are visually subservient and complementary to other building elements:

   i. Enhanced materials, such as faux wood or opaque glass.

   ii. Decorative features on garage doors composed of steel or aluminum.

   iii. Garage door windows or architectural detailing consistent with the main dwelling.

   iv. Arbor or other similar projecting feature above the garage doors.



Figure 2.6. Private Garages



Figure 2.7. Private Garages

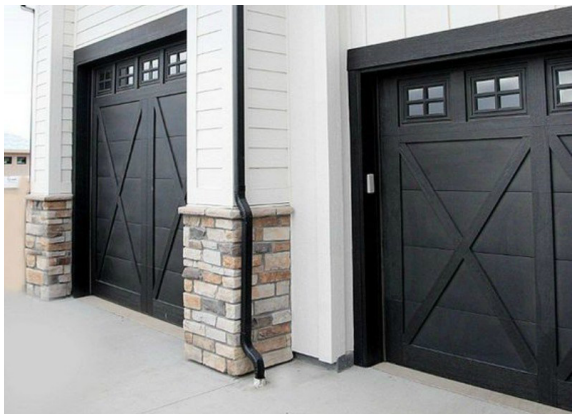
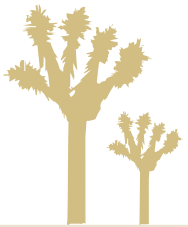


Figure 2.8. Private Garages

3.0
OPEN SPACE

3.1 General
3.2 Amenities
3.3 Private Open Space



3.1 GENERAL

Residents of multi-family developments shall have safe and efficient access to usable open space for recreation and social activities. Open space areas shall be provided in large, meaningful and usable areas, pursuant to the requirements of Article VII of the Hesperia Development Code. The standards contained in this chapter are intended to implement the above goal.

a. At least 200 square feet of common usable open space shall be provided per dwelling unit.

b. Outdoor areas counting toward common open space shall be a minimum of 1,000 square feet and have no dimension less than 25 feet, unless specified as one of the listed amenities in Section 3.2.

c. Common usable open space may be divided into more than one area.

d. All recreation areas or facilities required by this chapter shall be maintained by private homeowners' associations, property owners, or private assessment districts.

e. Open space areas shall be separated from arterial streets, service areas, commercial or industrial zones by at least 10 feet to ensure that they are sheltered from the noise and traffic of streets and incompatible uses. This 10-foot separation shall feature dense landscaping as well as tubular fencing with masonry pillars. This 10-foot separation shall not be utilizing in calculating open space.

f. At least one common open space within a project shall include seating.

g. Site furniture shall use graffiti-resistant materials and/or coatings and skateboard deterrents.

h. Pedestrian walkways shall connect the common open space to a public right-of-way or building entrance.

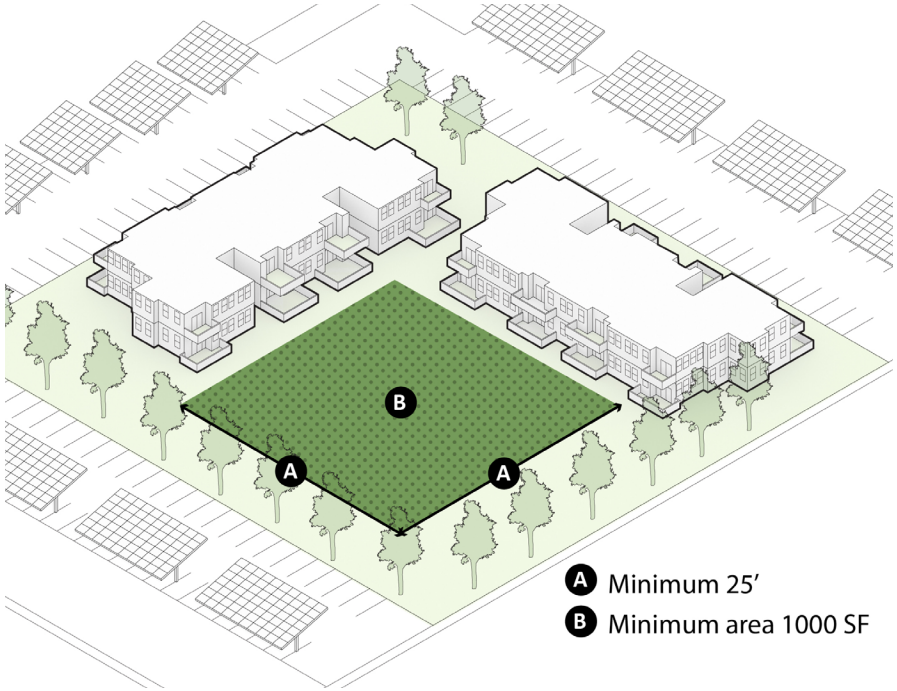


Figure 3.1. Common Open Space Size

3.2 AMENITIES

a. Common amenities shared by individual units on the same lot or within the same development, which may be located on roofs, parking podiums, or at grade.

b. The following listed major and minor amenities satisfy the common open space requirements. For projects with less than 60 units, repeating the same amenity twice will not satisfy the requirement; however, additional amenities are encouraged. Projects with more than 60 units may use the same amenity twice. Projects with more than 120 units may use the same amenity three times.

Table 3.1: Required Common Amenities			
Number of Units	Option 1	Option 2	Option 3
3 – 10	1 major or minor amenity	--	--
11 – 30	1 major amenity	2 minor amenities	--
31 – 60	2 major amenities	1 major and 2 minor amenities	--
61 – 90	3 major amenities	2 major and 3 minor amenities	1 major and 4 minor amenities
91 – 120	4 major amenities	3 major and 4 minor amenities	2 major and 5 minor amenities
121 – 150	5 major amenities	4 major and 5 minor amenities	3 major and 6 minor amenities
151 or more	6 major amenities	5 major and 6 minor amenities	4 major and 7 minor amenities

c. Major Amenities:

i. Private park (minimum of 50 percent of the area shall be landscaped) with a minimum area of 2,500 square feet, exlusive of other amenities. Other amenities or features that can be part of a park may include, but are not limited to, recreational courts, pools, barbeque areas, commercial playground equipment, community gardens, and gazebos. However, each individual amenity's minimum size must be met.

ii. Clubhouse with at least 750 square feet accessible and usable for residents. Features may include, but are not limited to, event spaces, community kitchens, conference rooms, business centers, or game rooms. A clubhouse may be combined with other amenities, provided that each amenity's minimum size is met. Clubhouses may also serve adjacent pools.

iii. Rooftop terrace with a minimum area of 1,000 square feet. Similar features found in a park may also be utilized on a rooftop terrace.

iv. Swimming pool with a minimum dimension of 15 feet by 30 feet or equal surface area (450 square feet).

v. Spa/hot tub installed in the ground with a minimum of 8 person seating.

vi. Gymnasium with a minimum area of 625 square feet.

vii. Other recreational amenities deemed adequate by the Director.

d. Minor Amenities:

i. Barbeque area with a minimum of 2 permanent grills, a shade structure, and 2 picnic tables.

ii. Tennis, pickleball, basketball (half court and/or full court), or volleyball courts.

iii. Tot lot with commercial playground equipment with a minimum area of 625 square feet with a minimum dimension of 25 feet in each direction. Children's play areas shall be protected from any adjacent streets or parking lots with a fence or other barrier at least 4 feet in height.

iv. Gazebo or covered seating area with a minimum of 8 permanent seats

v. Community garden with a minimum of 250 square feet of decorative raised beds a minimum of 4 feet by 4 feet each with irrigation.

vi. Courtyard with a minimum area of 1,000 square feet.

vii. Dog run surrounded by non-chain-link fencing with a minimum dimension of 15 by 60 feet (900 square feet). Dogs runs shall include a dog-waste station with bags and a waste receptacle. Dog runs may be directly adjacent to service areas, commercial or industrial zones

viii. Community room with a minimum area of 500 square feet.

ix. Other recreational amenities deemed adequate by the Director.



Figure 3.2. Example Major Amenity (Park) featuring a Minor Amenity (Playground)



Figure 3.3. Example Major Amenity - Pool



Figure 3.4. Example Minor Amenity - Fire Pit

3.3 PRIVATE OPEN SPACE STANDARDS

a. Private open spaces may include, but are not limited to, balconies, terraces, roof decks, patios, and may overlook the street, side yards and internal courtyards.

b. Private open spaces shall be accessible directly from the living unit and screened to a minimum height of 42 inches by use of walls and/or fences. All private open space shall be outdoors.

c. Private open space that is provided on a balcony or roof deck that fronts a public street shall have opaque balcony/railing enclosures to screen items being stored on the balcony or patio.

d. The required amount of private open space is as follows:

   i. Each dwelling unit shall have a minimum private usable open space of 100 square feet with no dimension less than 8 feet. Private open space on the ground floor shall have no more than 50 percent of the ground level space covered by an overhang balcony or patio roof

   ii. Each unit shall also be provided with a minimum of one hundred (100) cubic feet of lockable, private storage space. This space may be provided at the dwelling unit, accessible from the outside on a private patio or balcony for the unit. Storage area is not required if each unit is served by an enclosed garage in lieu of a carport.

3.3.1 BALCONIES

a. All balconies shall be recessed into the building facade. The maximum projection shall be 50 percent of the balcony's full depth or 6 feet, whichever is less.

b. The underside of projecting balconies shall be finished with building material that matches or is otherwise compatible with the building.

c. No balconies shall overhang into the public right-of-way or sidewalk, and shall not encroach more than 3 feet into the building setback.

d. Balconies and patios shall be enclosed by a decorative solid wall or fence designed as an integral part of the architecture of the project, to screen items being stored outdoors.

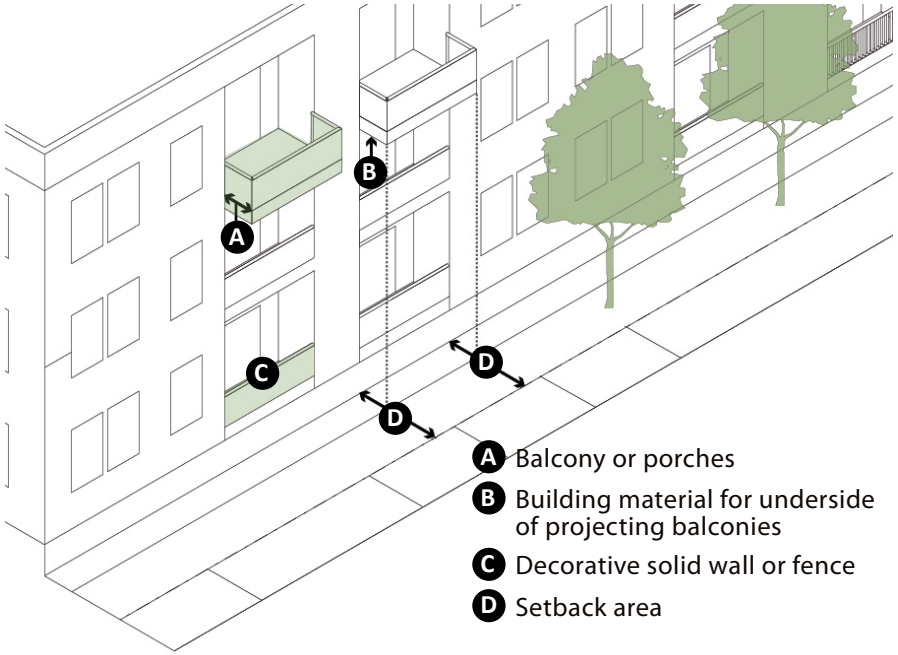
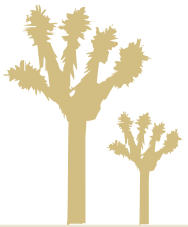


Figure 3.5. Balconies

4.0
MASS AND SCALE

4.1 Modulation
4.2 Height and Roof Lines
4.3 Corner Elements
4.4 Transitional Massing



4.1 MODULATION

a. Building design shall avoid large monotonous façades, long straight line building fronts, plain box shapes, and barren exterior treatment through the methods listed below.

b. Vertical Façade Modulation. All buildings two or more stories in height shall achieve vertical modulation through at least two of the following:

   i. A change in façade materials, textures, and colors between the ground floor and the second floor,

   ii. For buildings with three or more stories, a change in façade materials, textures, and colors between the uppermost floor and the floor below.

   iii. Use of functional and/or decorative horizontal façade projections or recesses at transition lines above the ground floor or below the uppermost floor.

   iv. Changes in floor-to-floor heights at the second floor or above.

c. Horizontal Façade Modulation. All design proposals shall comply with the following horizontal modulation standards:

   i. For every 60 feet of façade, a minor modulation of 10 feet in width and that is a minimum of 3 feet in depth from the primary façade plane shall be provided. Façade area used to meet this standard may be recessed behind, or project out from, the primary façade plane and may be in one continuous section or a combination of sections across the façade.

   ii. For every 120 feet of street-facing façade, a major modulation that is a minimum of 6 feet in depth and 20 feet in length shall be provided. The major modulation shall extend from grade to the highest story.

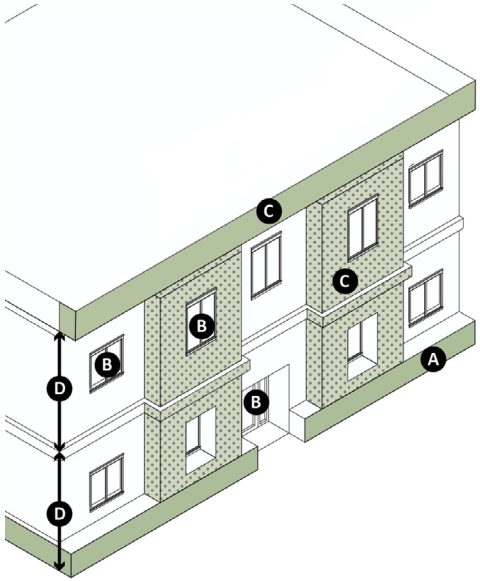


Figure 4.1. Example of a modulated façade

- **A** Changes in facade materials, textures, and colors
- **B** Changes in type, size, number, and arrangement of façade doors and windows
- **C** Functional and/or decorative horizontal façade projections or recesses at transition lines.
- **D** Changes in floor-to-floor heights at the second floor or above.

4.2 HEIGHT AND ROOF LINES

a. Roofline Variation. Variation in roof height of at least 3 feet for every 50 linear feet. Rooflines shall be vertically articulated at least every 50 feet along the street frontage, though the use of architectural elements such as parapets, varying cornices, reveals, clearstory windows, and varying roof height and/or form.

b. Height Modulation. Buildings over three stories tall shall have major massing breaks at least every 100 feet along any street frontage, through the use of varying setbacks, and/or building entries. Major breaks shall be a minimum of 30 inches deep and four feet wide and extend the full height of the building.

c. Roofline Articulation. Rooflines greater than 50 linear feet shall be articulated with at least one of the following techniques:

   i. Change in the height of the roof ridge and/or parapet;

   ii. Change in the shape of the roof form;

   iii. Change in the angle of the roof slope,

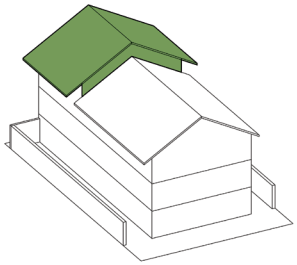


Figure 4.2. Ridgeline Change

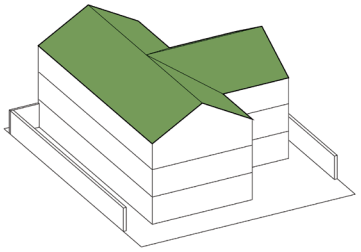


Figure 4.3. Cross Ridgeline

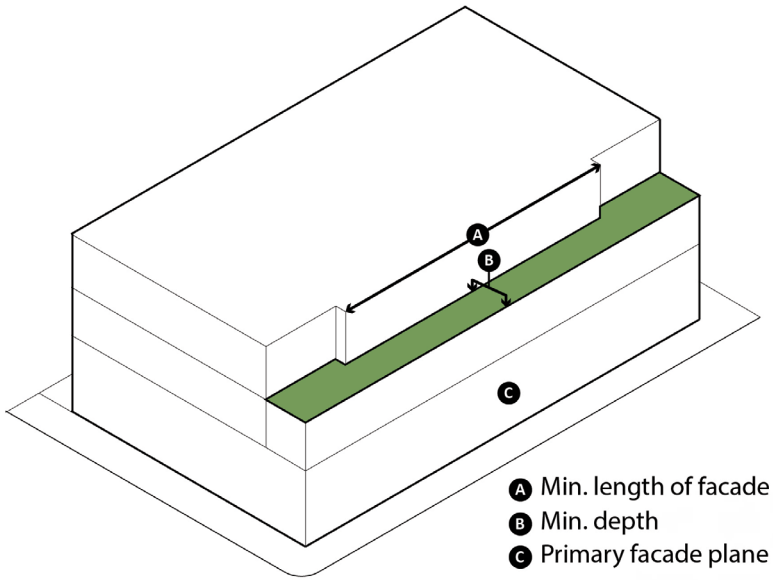


Figure 4.4. Massing Breaks Along Uppermost Floor

4.3 TRANSITIONAL MASSING

a. If adjacent to a single-family residential zone, buildings shall be designed so as not to have a direct line-of-sight into adjacent units or onto private patios or backyards adjoining the property line. This shall be accomplished through a solid wall at least 6 feet in height and at least two of the following:

   i. Increased Setback. An increased interior setback adjacent to the single-family zone of 5 feet.

   ii. Stepback. Minimum depth of 10 feet for entire adjacent façade for the third floor and above.

   iii. Windows. Offset all windows facing a single-family zone by at least 1 foot from any windows in adjacent low-rise residential buildings within 20 linear feet to avoid direct line-of-sight.

   iv. Transitional Height. All buildings within 100 feet of an adjacent single-family zone do not exceed the height limit of the adjacent zone or exceed more than one story above surrounding developments

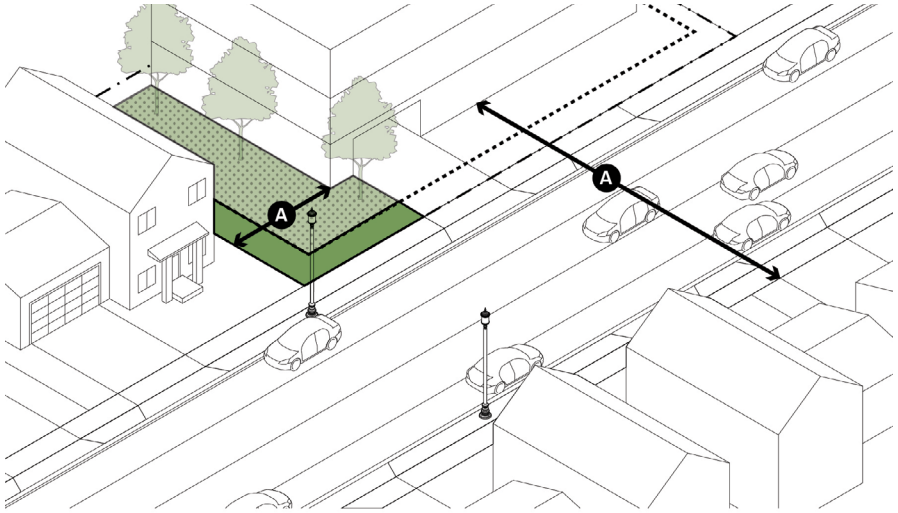


Figure 4.5. Transitional Massing

4.4 CORNER ELEMENTS

Corners of intersections feature some of the most prominent interactions between the private and public realms. Thus, the City of Hesperia features additional design standards pursuant to corner elements for those buildings located at the intersections of Arterials and/or Collector streets for those developments categorized as 'large' in Section 1.8 of these Objective Design Standards.

a. All multifamily residential sites located on a corner shall incorporate at least one of the following corner elements:
    i. Decorative features such as monument signage or public art;
    ii. Pedestrian entrance into site.

b. A structure located on a corner lot shall incorporate at least two of the following corner elements:
    i. Corner feature, such as a spire, tower, or dome, with a greater height than adjacent building facades by a minimum of 10 feet for a horizontal area of minimum of 20 feet by 20 feet;
    ii. Corner feature with a minimum of 5 feet recess or projection from the primary façade for a minimum of 20 feet by 20 feet and extend from grade to the building height;
    iii. A corner entry oriented diagonal to the intersection;
    iv. Unique corner features, wraparound balconies, or terraces above the ground floor;
    v. Diagonal or curved walls at the intersection;
    vi. Color and material variation from the primary façade with an area at least of 20 feet by 20 feet.

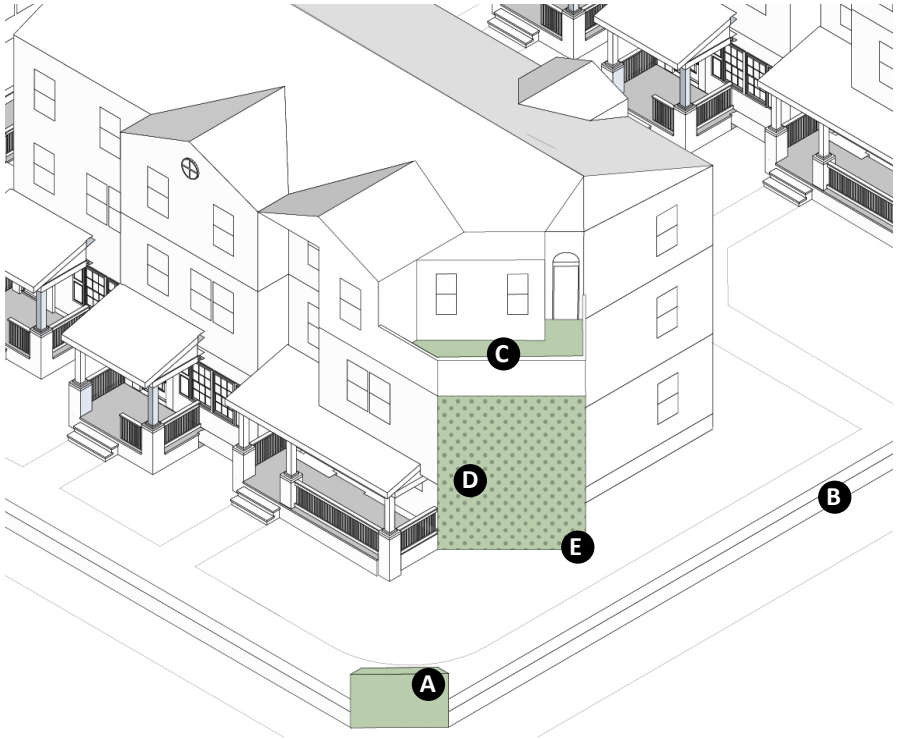


Figure 4.6. Corner Elements

A Monument signage
B Pedestrian entrances into site
C Wraparound balcony/terrace
D Diagonal walls
E Material and color variation

5.0
MATERIALS AND DETAILS

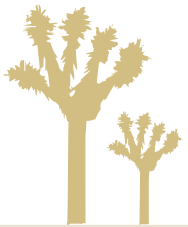
5.1 Materials and Finishes

5.2 Facade Details

5.3 Color and Texture

5.4 Unit Entrances

5.5 Doors, Windows and Walls



5.1 MATERIALS AND FINISHES

a. The same material and finishes must be uniformly applied on the building exterior elevations to create 4-sided architecture.

b. All building facades shall be constructed with durable materials rated for residential construction, such as stucco, natural stone, brick, siding, and precast concrete. Exterior siding/cladding may include manufactured, composite, or veneer stone/brick. Trim and accent materials permitted include metal, tiles (ceramic, porcelain, stones) or similar materials that can withstand significant deterioration, decay, or discoloring due to wear or weathering.

c. Materials such as brick or stone shall be left in their natural colors.

d. A minimum of 2 building materials, excluding glass, shall be used on any façade facing a public right-of-way.

e. Changes in material or color shall occur at inside corners of intersecting walls or at architectural features that break up the wall plane, such as columns.

f. For buildings with three or more stories, material, texture, and color variations shall distinguish a building's base, and/or middle, and/or top.

    i. If a distinct building base is provided (as delineated in Table 5.1), the building's middle and top may feature the same materials and textures.

    ii. No more than 60 percent of a multistory building's facades may feature materials, colors and textures which extend uninterrupted from the ground to the roof line.

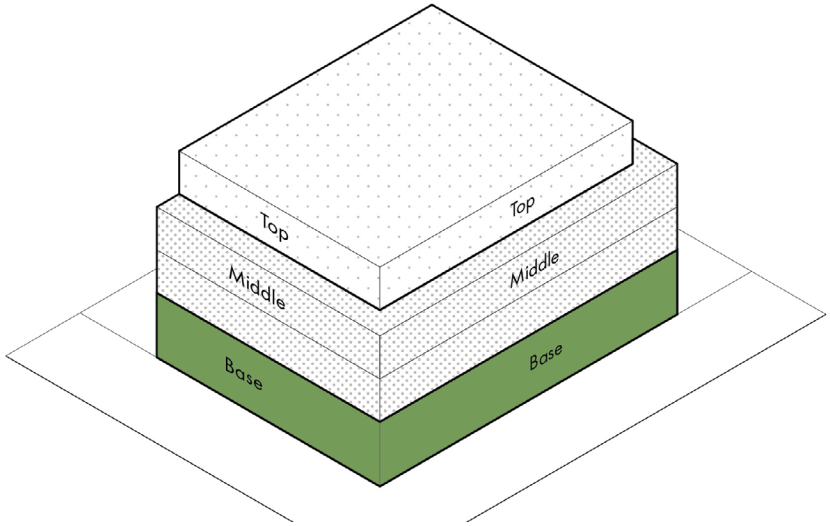


Figure 5.1. Building Materials

Table 5.1: Material Variation	
Number of Stories	Distinct base height, extending up from grade
3	3 feet
4	10 feet
5+	12 feet

5.2 FAÇADE DETAILS

a. All building façades facing a street or public open space shall be articulated for at least 80 percent of each façade length. All other building façades shall be articulated for at least 60 percent of each façade length. Façade articulation shall be achieved through at least four of the following architectural elements:
    i. Minimum of 2 fenestration type and/or size variation; or
    ii. Window details such as moldings, decorative trim, and wood frames; or
    iii. Balconies and/or porches; or
    iv. Decorative veneer; or
    v. Decorative light fixtures; or
    vi. Decorative attic/gable vent; or
    vii. Decorative moldings and/or cornices; or
    viii. Trellis and/or arbor structures.

b. Accessory and service buildings/structures, such as carports, detached garages, recreational buildings, laundry facilities, and storage buildings/structures, shall feature the same materials, colors, and details as to the primary buildings.

c. Expansion Joints. If employed on stucco façades, expansion joints shall reinforce the grid pattern created by fenestration openings by aligning with:
    i. Window and/or door jambs, sills, and/or headers; or
    ii. The centerlines of windows and/or doors; or
    iii. Wall breaks such as recesses and/or soffits created by balcony openings.

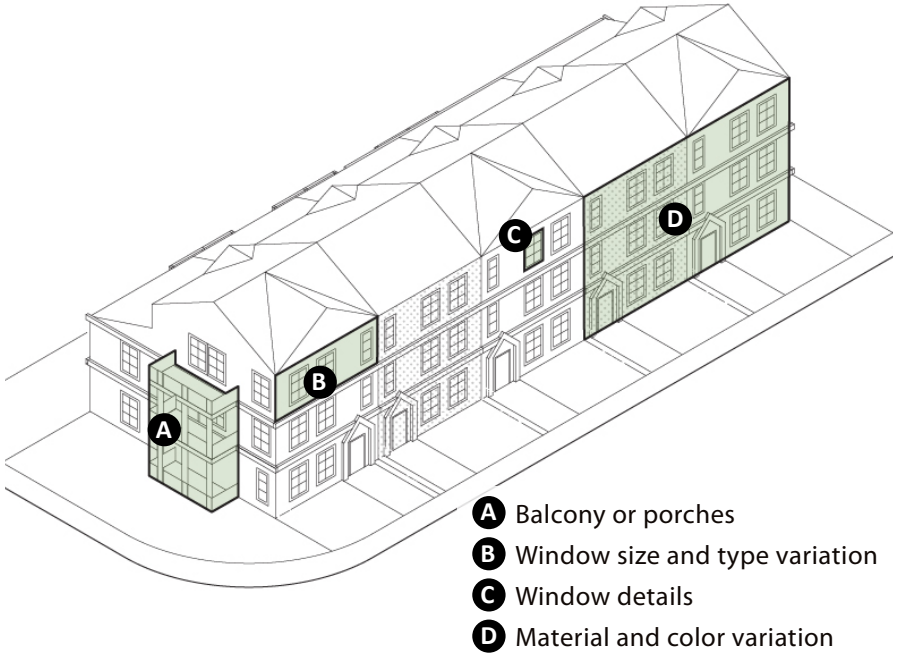


Figure 5.2. Façade Details



Figure 5.3. Example Expansion Joint Alignment

d. Blank Façades. A blank façade is a portion of a façade without a window, balcony, ground floor windows, and/or doorways more than 30 feet in any direction. Where a blank façade is unavoidable, architectural treatments (such as trellises, screens, or changes in materials) shall cover at least 50 percent of the blank façade surface.

e. Exterior Details.

   i. Exterior stairways shall be designed as an integral part of the architecture of a project and shall incorporate solid wall portions, columns, and/or a decorative balustrade. They shall be of the same materials, color and detail of the building. Thin-looking, open metal, prefabricated stairs shall not be used.

   ii. Exterior columns for trellises, porches or colonnades shall utilize the same materials and colors of the adjacent building.

   iii. Gutters and downspouts shall be concealed, unless designed as a decorative architectural feature.

   iv. Balconies and patios shall be enclosed by a decorative solid wall or fence designed as an integral part of the architecture of the project, to screen items being stored outdoors.



Figure 5.4. Blank Façade Treatment

5.3 COLOR AND TEXTURE

a. Colors
    i. Primary colors shall be utilized on a building's façades.
    ii. Primary colors shall be earth-toned.
    iii. Accent colors shall be reserved for window and door frames, recesses and projections, expansion joints, plane brakes, material breaks, as well as other decorative trim and exterior architectural features.
    iv. Accent colors may be a different color to accentuate and contrast with the building's façades.

b. Color Schemes – Single Structure
    i. Structures shall have at least one primary color and one accent color, in addition to roof color.
    ii. Structures shall have a maximum of 3 primary colors and 4 accent colors, in addition to roof color.

c. Color Schemes – Multiple Buildings
    i. Residential developments between 3 and 24 habitable buildings shall provide a minimum of two distinct color schemes. A single color scheme shall be dedicated to no less than 30 percent of all residential buildings.
    ii. Residential developments with 25 or more habitable buildings shall provide a minimum of three distinct color schemes. A single color scheme shall be dedicated to no less than 30 percent of all residential buildings.
    iii. Clubhouses and other buildings may utilize a separate complimentary color scheme from the residential buildings.

EARTH TONES

- An earth tone color draws from a color palette of browns, tans, warm grays, greens, oranges, whites, and some reds, and some blues.
- The colors in an earth tone scheme are muted and flat in an emulation of the natural colors found in dirt, moss, trees and rocks. Many earth tones originate from clay earth pigments, such as umber, ochre, and sienna.
- In case of doubt, the following definition shall be applied to determine whether a color is an earth tone: *"Earth tone means a color with a lightness (light reflective) value of 25 to 60 that is composed of a mixture of any shade of brown and any shade of any other color or colors."*

5.4 ENTRANCES

a. Where individual unit entrances are provided, transitional spaces in the form of stoops, overhangs and porches shall be provided, subject to the dimensions below:
    i. Front porches shall have a minimum depth of 5 feet and a minimum width of 8 feet.
    ii. Stoops shall have a minimum depth of 3 feet and a minimum width of 5 feet.
    iii. Overhangs shall have a minimum depth of 3 feet and a minimum width of 5 feet.

b. In buildings with common/shared unit entrances, building entries shall incorporate at least 3 of the following architectural treatments consistent with the primary dwelling unit.
    i. Façade projection or recess with a minimum depth of 5 feet;
    ii. Projecting element above the entrance with a minimum depth of 2 feet; or
    iii. Window detailing;
    iv. Decorative veneer or siding;
    v. Porch with a minimum depth of 6 feet and a minimum width of 12 feet.
    vi. Material and/or color variation.

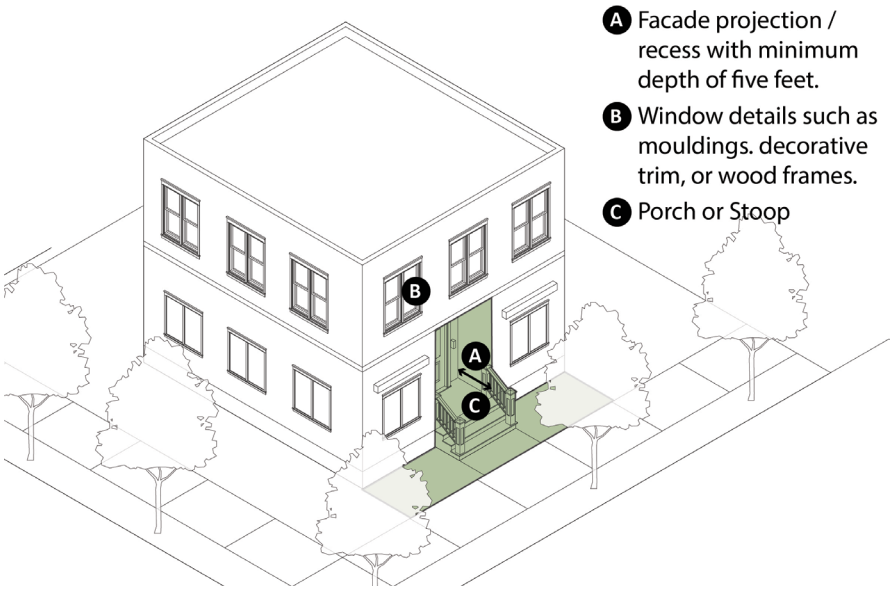


Figure 5.5. Unit entrance requirement

5.5 DOORS, WINDOWS, AND WALLS

a. All windows shall be offset at least 1 foot from any windows in adjacent buildings within 15 linear feet to avoid direct line-of-sight.

b. All doors and window frames should be composed of consistent material. All windows shall either be recessed at least 3 inches from the plane of the surrounding exterior wall or shall have a trim or windowsill at least 1 inch in depth.

    i. When trim is used, a minimum of 1 inch by 4 inch wide trim is required.

    ii. With stucco walls, a minimum of 1 inch deep, raised relief around the window is required.

    iii. With brick, a minimum 2 inch wide brickmold is required around windows.

c. All windows facing a public street shall feature at least two of the following treatments:

    i. Variation in window types and/or sizes; or

    ii. Moldings; or

    iii. Mullions: or

    iv. Wood frames; or

    v. Decorative trim; or

    vi. Shutters.

d. Additional window standards include:

    i. For new multi-family developments, double glazing shall be used consistent with energy code requirements.

    ii. Openable windows shall feature screens.

    iii. Raw or clear anodized aluminum window frames are prohibited.

e. Additional door standards include:

    i. Doorbells shall be provided on doors or within main entrance

    ii. Entry doors for individual multi-family units shall include viewers.

f. Units within a project shall be 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 shall be provided.

6.0
UTILITIES, SERVICES, LIGHTING, AND FENCES

6.1 Fences, Walls, and Gates

6.2 Exterior Lighting

6.3 Utility and Mechanical Storage

6.4 Refuse and Storage Areas

6.1 FENCES, WALLS, AND GATES

a. The design of walls, as well as the materials and colors used, shall be consistent with the overall development's design.

b. Walls and fences shall be constructed with durable materials that can withstand significant deterioration, decay, or discoloring due to wear or weathering. Acceptable materials are as follows:

   i. Ornamental metal

   ii. Grillwork

   iii. Wrought iron

   iv. Tubular steel

   v. Vinyl fencing

   vi. Decorative masonry

   vii. Stone and brick

c. Both sides of all perimeter walls shall be architecturally treated.

d. The wall or fence height shall not exceed 6 feet. View-obscuring walls or fences shall not exceed 3 feet in height when located within front and street side yard setbacks. These areas may incorporate a non-view-obscuring estate-type fence as follows:

   i. Solid masonry pillars with ornamental metal fencing between.

   ii. Masonry pillars shall not be more than 30 inches in width.

   iii. Masonry pillars shall not be placed less than 8 feet apart.

e. Wall/fence sections greater than 50 feet in length fronting a street shall incorporate at least 2 of the following design features, in proportion to the length of the wall:

   i. A minimum 2-foot change in horizontal plane for at least 10 feet.

   ii. A minimum 18-inch change in height for at least 10 feet.

   iii. A minimum 18-inch-high raised planter for at least half the length of the wall.

   iv. Use of pilasters at 25-foot maximum intervals and at changes in wall planes.

f. Required fencing around a basin shall consist of a combination wall with 2 feet of split face block and 4 feet of tubular steel.

g. Internal fencing, not viewable from public right of way, to separate private rear yards may be vinyl.

h. Gates shall be provided in perimeter walls or fences to allow emergency access and facilitate convenient pedestrian access to activity areas and adjacent uses.

i. Walls shall be curved or angled at corner locations along street frontages and at vehicular entrances to allow sight line views around the corner. In no event shall any fence, wall obscure any clear sight triangle.



Figure 6.1. Example Fencing

6.2 EXTERIOR LIGHTING

a. Every multifamily project shall have adequate lighting to provide security and visibility.

b. Site lighting throughout the development shall be a minimum of 0.1 foot- candles but shall not exceed 0.5 foot-candle at residential property lines and the right-of-way.

c. The design of all exterior light fixtures shall be compatible with the building's architecture. All lighting fixtures must be shielded to confine light spread on-site and to prevent nighttime light pollution.

d. Pedestrian-scale lighting shall be located along all walkways within the development.

e. Lighting of pedestrian walkways shall 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.

f. The maximum height of walkway lighting shall be 15 feet.

g. Open spaces shall be adequately lit with durable low maintenance fixtures.

h. Night lighting of buildings shall be used to highlight special building features, such as building entrances and addresses, emphasize repeated or decorative features, and articulate the building façades.



Figure 6.2. Example Pedestrian Lighting



Figure 6.3. Example Outdoor Lighting

6.3 UTILITY AND MECHANICAL STORAGE

a. All utility equipment shall be screened from view on all sides
b. All screening devices shall be compatible with the architecture and color of the building.
c. Ground mounted screening shall be accomplished with one or more of the following:
    i. Landscaping
    ii. Solid masonry walls
    iii. Permanent buildings/enclosures
d. Mechanical equipment shall not be permitted on any exposed portion of a pitched roof.
e. Roof-mounted screening shall be accomplished with the following:
    i. Roof mounted equipment shall be screened through the use of parapets, screening walls, mechanical room enclosures and similar design features. Screening devices other than parapet walls shall be designed as an integral element of the building massing.
    ii. The top of screens shall be at least as high as the top of the equipment being screened.
    iii. Mechanical equipment shall not be permitted on any exposed portion of a pitched roof.
f. Electric and other metering equipment and panels shall be painted to match adjacent building and wall surfaces.



Figure 6.5. Example Utility Screening

6.4 REFUSE AND STORAGE AREAS

a. All trash enclosures shall meet the solid waste management standards found in Chapter 8.04 of the City of Hesperia Health and Safety Code.

b. All trash enclosures shall be per the City of Hesperia Trash Enclosure Detail.

c. The collection area(s) shall be enclosed on three sides by a minimum six-foot tall masonry wall consisting of split-faced or treated with finish material that matches the architectural style and color of the development they serve. The fourth side of the enclosure shall be enclosed with an opaque, self-latching metal gate. Enclosures shall feature decorative trellis and screened gates.



Figure 6.6. Example Refuse Storage



Figure 6.7. Example Refuse Storage

7.0 MIXED-USE

7.1 Vertical Mixed-Use
7.2 Horizontal Mixed-Use
7.3 Structured Parking

7.1 VERTICAL MIXED-USE

7.1.1 BUILDING SITING, ORIENTATION AND SETBACKS

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

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

c. Buildings shall avoid visible blank walls along interior side property lines.

7.1.2 VEHICLE CIRCULATION, ACCESS, AND PARKING

a. Common driveways for the different portions of mixed-use developments shall be provided. Driveway entry locations shall be coordinated with existing or planned median openings and driveways on the opposite side of the roadway.

b. Separate parking facilities shall be provided for residential uses and commercial uses.

c. 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.

d. Non-residential uses in a mixed-use project may utilize 75 percent of the required parking listed in Table 16.20.080(B) of Chapter 16.20, Article IV, Parking and Loading Standards, of the Hesperia Municipal Code.



Figure 7.1. Vertical Mixed-Use Vehicular Circulation

7.1.3 PEDESTRIAN CIRCULATION

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

b. 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 a minimum of 4 feet wide and shall 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 shall also be provided between buildings and adjoining residential and commercial sites.

d. Pedestrian connections shall include design cues to help demarcate the transition between public and private spaces, such as decorative pavers or stamped concrete. Design cues may also include a change in colors, materials, landscaping, or the dimensions of the walkway.

7.1.4 BUILDING ORGANIZATION

a. Vertically mixed-use buildings shall be designed with commercial storefronts or offices on the ground floor and residential units above.

b. A ground floor retail or office use shall have a minimum floor-to-ceiling height of 12 feet.

7.1.5 ARCHITECTURAL STYLE

a. The architectural style and use of materials shall 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. The buildings shall present an “active” building elevation including entrances and windows to the street, not blank walls or parking.

c. All building façades shall be designed with the same level of architectural detailing, material variation, and coloration.

7.1.6 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 façades 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 palette of colors and materials, etc.

c. Buildings shall incorporate architectural details and elements visible from the public right-of-way, such as awnings, canopies, arbors, trellises, etc.

7.1.7 SITE AND BUILDING ENTRANCES

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

e. Entries shall be highly visible and shall not be recessed more than 3 feet from the main façade.

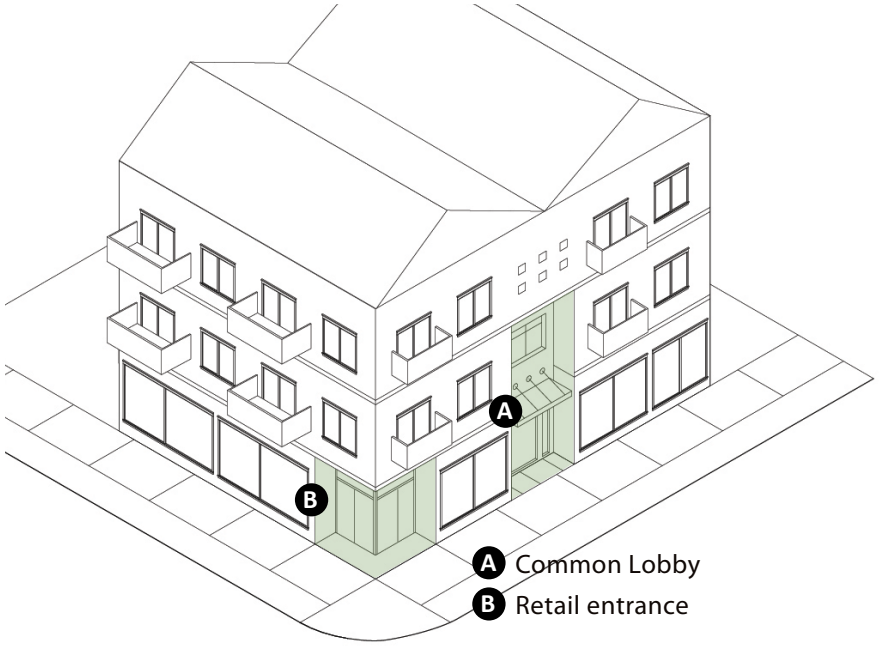


Figure 7.2. Common lobby, separated from retail uses.

7.1.8 PRIVACY FOR RESIDENTIAL UNITS

a. Buildings shall be oriented to promote privacy to the greatest extent possible. In mixed-use developments, residential windows shall face away from loading areas and docks.

b. Windows, balconies, or similar openings shall 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 shall be designed so that they do not look directly onto private patios or backyards of adjoining residential property or units.

7.2 HORIZONTAL MIXED-USE

7.2.1 BUILDING SITING, ORIENTATION AND SETBACKS

a. Ensure that commercial buildings face public streets or internal paseos or plazas that engage the public realm to create an active and enjoyable pedestrian environment.

b. Locate residential uses at the rear or side of the site.

c. Locate parking for on-site commercial uses at the center of the site, allowing the parking to provide a buffer from on-site residential uses.

d. Dedicated private residential parking areas shall be located in a private area away from public commercial parking.

7.2.2 CIRCULATION, ACCESS, AND PARKING

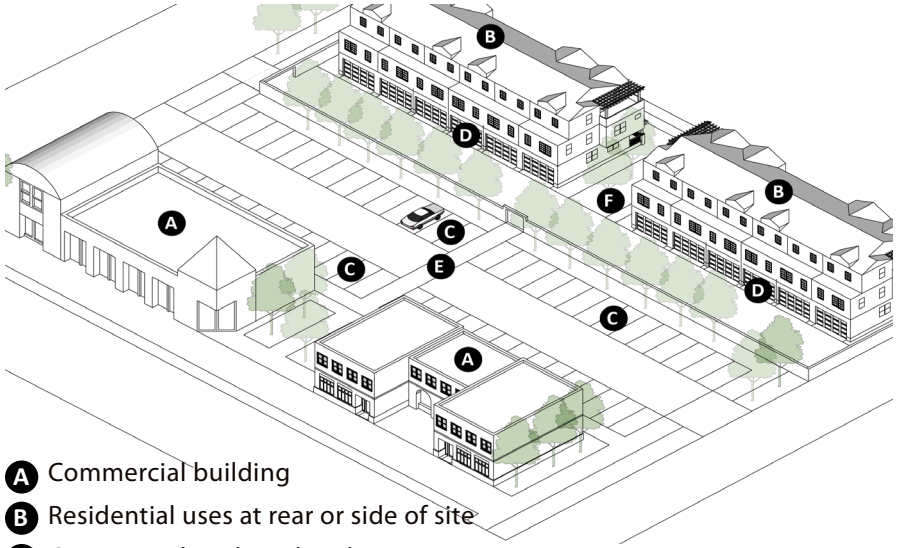
a. All commercial, residential, and open space areas shall be linked by internal pathways.

b. Screen surface parking from residential uses to reduce the visual impact of large parking areas.

c. Non-residential uses in a mixed-use project may utilize 75 percent of the required parking listed in Table 16.20.080(B) of Chapter 16.20, Article IV, Parking and Loading Standards, of the Hesperia Municipal Code.

7.2.3 OPEN SPACE

a. Common residential open space as part of a horizontal mixed-use project shall not be publicly-accessible.



A Commercial building
B Residential uses at rear or side of site
C Commercial or shared parking
D Private residential parking
E Internal pathways
F Residential common open space

Figure 7.3. Horizonal Mixed-use Example

7.2.4 BUILDING ORGANIZATION

a. Service entries, loading areas, and trash areas associated with commercial uses shall not be within 50 feet of residential uses.

b. The windows, doors, and other access points of commercial uses shall be oriented so as not to have a direct line-of-sight into residential uses.

7.3 STRUCTURED PARKING

a. Ramps within a parking garage must be screened by spandrels or architectural treatments that create a level appearance from the exterior.

b. Pedestrian and vehicular entrances must be distinctly marked with signage and differentiated by color or material treatment that contrasts with the primary façade.

c. The parking garage must provide design details to reduce a monolithic appearance for all street-facing façades. This must include, at minimum, two of the following methods:

   i. Façades incorporating alternating projections and recesses, at least 2 feet in depth and 2 feet in length, applied every 80 feet horizontally, or for every level above the ground level.

   ii. Vehicular and pedestrian entrances utilizing the architectural elements of the adjacent buildings served by the parking structure.

   iii. Elevators and covered stairwells which project at least 5 feet from the edge of the ground level of the parking garage.

   iv. Active uses on the ground floor, such as commercial or office uses.

   v. Setting back upper floors of the parking garage, if active uses are provided on the ground level, by a minimum of 5 feet.



Figure 7.4. Example Parking Structure

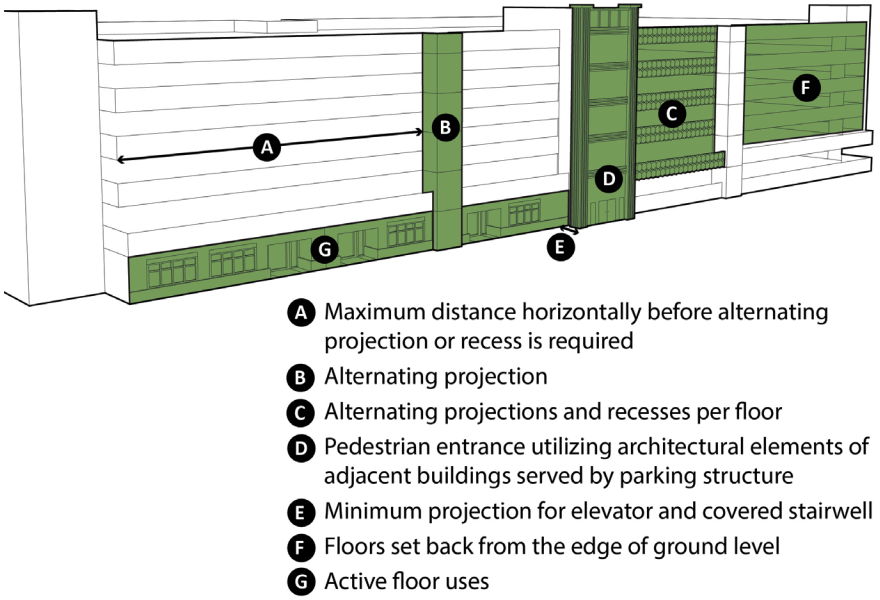
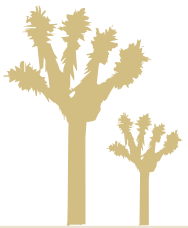


Figure 7.5. Parking Structure Features

8.0
DEFINITIONS



8.1 DEFINITIONS

Alley. A public or private roadway, generally not more than thirty feet wide that provides vehicle access to the rear or side of parcels having other public street frontage, that is not intended for general traffic circulation

Articulation. The process of stepping and recessing external walls of a building in plan and in section. This process essentially creates more corners and edges to a building, which reduces the potential for the presentation of large expanses of blank walls.

Awning. An architectural fabric or metal projection that provides weather protection, building identity, or decoration, and is wholly supported by the building to which it is attached. An awning consists of a lightweight frame structure over which a cover is attached.

Block. All property fronting upon one side of a street between intersecting and intercepting streets, or between a street and a waterway, dead end street, park, or city boundary. An intercepting street shall determine only the boundary of the block on the side of a street which it intercepts.

Building Mass (Massing). Mass refers to the general shape and form as well as size of a building.

Carport. An attached or detached accessory structure enclosed on no more than two sides.

Clerestory Windows. Vertical windows placed high on a wall, often above eye level.

Commercial Use. A non-residential use such as retail, service, automotive, medical, food service, hospitality, and office uses.

Cornice. A horizontal moulding projecting along the top of a wall, building, etc.

Corner Element. A distinct architectural treatment, expressed through a change in form, mass, decoration, or any combination thereof, located on the corner of a building or site.

Courtyard. An extent of open ground partially or completely enclosed by walls or buildings.

Detail. An element of a building such as trim, moldings, other ornamentation, or decorative features.

Dormer. A structure projecting from a sloping roof, usually housing a vertical window in a small gable or a ventilating louver.

Driveway. A paved area of a lot located between the public right-of-way and the garage, carport, or required parking space designed and intended as an access way between a private or public road and the garage, carport, or required parking space.

Driveway, Primary. A driveway providing both ingress and egress from a property.

Driveway, Secondary. A driveway providing either ingress or egress from a property.

Dwelling. A room or group of internally connected rooms that have sleeping, cooking, eating and sanitation facilities, but not more than one kitchen, which constitute an independent housekeeping unit, occupied by or intended for one household on a long-term basis.

Earth Tone. A color with a lightness (light reflective) value of 25 to 60 that is composed of a mixture of any shade of brown and any shade of any other color or colors.

Easement. A grant of one or more of the property rights by the property owner to and/or for use by the public, a corporation or another person or entity.

Elevation. An orthographic view of the vertical features of a building (front, rear, side, interior elevation).

Exterior Architectural Feature. The architectural elements embodying style, design, general arrangement, and components of all of the outer surfaces of an improvement, including, but not limited to, the kind, color and texture of the building materials and the type

and style of all windows, doors, lights, signs, and other fixtures appurtenant to such improvement.

Façade. The entire exterior side of a building; especially the architectural front, sometimes distinguished from the other sides by elaboration of architectural or ornamental details.

Fenestration. The stylistic arrangement of windows in a building.

Frontage or Fronting. the portion of a parcel which abuts a street right-of-way.

Gable Roof. A roof having a gable at one or both ends; a roof sloping downward in two opposite directions from a central ridge, forming a gable at each end.

Garage. An attached or detached accessory structure with a door, enclosed on at least three sides.

Glass Blocks. Thick blocks of glass, typically hollow, used as a building material.

Glass, Opaque. Glass that blocks the passage of light.

Hardscape. The non-living, structural elements of a landscape, such as patios, walkways, direways, and decks.

High-Quality Materials. Treated wood, stone, brick, stucco, fiber cement or other cementitious material, or composite wood or stone, with no unfinished edges.

Hipped Roof. A roof that slopes upward from all four sides of a building, requiring a hip rafter at each corner.

Lot. A recorded lot or parcel of real property under single ownership, lawfully created as required by the Subdivision Map Act and city ordinances, including this title. Types of lots include the following.

Lot Line. Any recorded boundary of a lot.

Maintenance. The work of keeping something in proper condition; upkeep.

Mixed-Use. A project allowing for a combination of residential and nonresidential uses in a single Building Site.

Mixed-Use, Horizontal. A project allowing for a combination of residential and nonresidential uses on separate portions of a single Building Site.

Mixed-Use, Vertical. A project allowing for a combination of residential and nonresidential uses in the same building, typically with Commercial Uses on the ground floor, and residential dwellings above.

Modulation, Major. An articulation which extends from the ground level to roofline of a building.

Modulation, Minor. An articulation which does not extend from the ground level to the roofline.

Multi-family dwelling(s). A building or a portion of a building used and/or designed as residences for three or more families living independently of each other. Includes: triplexes, fourplexes (buildings under one ownership with three or four dwelling units, respectively, in the same structure) and apartments (five or more units under one ownership in a single building); townhouse developments (three or more attached single-family dwellings where no unit is located over another unit) and senior citizen multi-family housing.

Parapet. A retaining wall at the edge of a roof, porch, or terrace.

Parcel. See Lot.

Parking. To put or leave (a vehicle) for a time in a certain location.

Parking Court. A parking area open to the sky.

Pedestrian Paseos. Landscaped passageways that serve as midblock crossings and may additionally provide access to interior courtyards.

Rooflines. Various forms to a roof, such as pitch, ridge, hip, etc., often at different angles.

Setback. The distance a building is recessed from the property line, curb of the street, or the edge of the sidewalk.

Shade Trees. A twenty-four (24) inch box tree or larger.

Shutter. Each of a pair of hinged panels, often louvered, fixed inside or outside a window that can be closed for security or privacy or to keep out light.

Sidewalk. A paved walkway along the side of a street.

Sill. The horizontal exterior member at the bottom of a window or door opening, usually sloped away from the bottom of the window or door for drainage of water and overhanging the wall below.

Site. A parcel or adjoining parcels under single ownership or single control, considered a unit for the purposes of development or other use.

Softscape. The living elements of a landscape, primarily plants, such as trees, shrubs, flowers, grass, groundcover, and mulch.

Spire. A tall, pointed structure on top of a building.

Stepback. The recessing of the upper part of the façade due to the smaller area of the upper floors.

Street. A public thoroughfare accepted by the city, which affords principal means of access to abutting property, including avenue, place, way, drive, lane, boulevard, highway, road and any other thoroughfare except an alley

Structure. Anything constructed or erected, the use of which requires attachment to the ground or attachment to something located on the ground.

Yard. An area between a lot line and a setback, unobstructed and unoccupied from the ground upward, except for projections.

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CITY OF HESPERIA OBJECTIVE DESIGN STANDARDS CHECKLIST AND USER GUIDE

This User Guide complements the City of Hesperia Objective Design Standards. This guide forms a checklist for applicants and City staff to analyze if a proposed project complies with the minimum design standards. A brief description of each standard is listed in the two columns to the left of the table. The full standards are contained in the City's adopted Objective Design Standards. It is an applicant's responsibility to check their project against the City's standards, and to provide a response to each standard on how a proposed project meets or exceeds the standards. It is also the applicant's responsibility to provide the page numbers of the project plans wherein City staff can check if the standard has been met. Once the completed checklist is submitted, the Planning Division will review the responses and determine whether the project does or does not conform to each applicable standard.

Standard		Conforms? (City)			Response (Applicant)	Page # (Applicant)
		Yes	No	N/A		
2.0 Site Planning						
2.1Site Layout						
2.1. a and b	Buildings have public entrances facing the street, with access drives appropriately located; at least 60 percent of frontage is devoted to buildings; up to 40 percent of frontage is devoted to parking, landscaping, and driveways					
2.1. c	Minimum distance of 10 feet for single story buildings, 15 feet for multi- story buildings					
2.1. d	On sites with four or more residential buildings, buildings are clustered					
2.1. f	Setbacks are utilized for landscaping					
2.1. g	If adjacent to commercial or industrial uses, parking is located adjacent to these uses and features a landscaped buffer					
2.2 Building Orientation						
2.2. a, b, and c	Entrances are oriented towards non-arterial streets, front doors are oriented toward the street, and elevations emphasize entries, porches, and other living areas					

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Standard		Conforms? (City) Yes	No	N/A	Response (Applicant)	Page # (Applicant)
2.2. d	Buildings along an arterial provide at least 2 of the following:					
	• Pedestrian level articulation					
	• Ground floor activation					
	• Enhanced landscaping					
2.2. e	Buildings within 15 feet of an adjacent building avoid direct line-of-sight into other units by:					
	• Offset windows					
	• Clerestory windows					
	• Opaque glass					
	• Glass block					
2.2. f	New development protects residents from the sun by at least 1 of the following:					
	• Use of overhangs					
	• Planting trees in front of windows					
	• Covered porches/patios					
2.3 Pedestrian Circulation						
2.3. a	Pedestrian walkways connect throughout the site					
2.3. b	Walkways are separated from vehicular traffic and utilize appropriate materials					
2.3. c	Pedestrian walkways meet width requirement of 4 feet					
2.4 Vehicular Circulation						
2.4.1. a, b, c, and d	Vehicular entrances are marked, lead into an entry drive, are limited in number, and utilize appropriate materials					

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		Yes	No	N/A		
2.4.1. e	On lots with more than 150 feet of frontage, landscaped islands are provided					
2.4.1. f	Alley improvements coincide with site planning					
2.4. 2	Vehicular circulation standards are met					
2.4.3	Minimum auto court/common court standards are met:					
	• Length					
	• Unit Count & Unit Entrances					
	• Paving/Elevation					
	• Landscaping					
2.5 Parking						
General	Surface parking requirements are met, and these standards are in addition to the parking and loading standards found in Chapter 16.20, Article 4 of the Hesperia Development Code					
2.5.1	If provided, parking courts meet design standards					
2.5.2	If provided, carports meet design standards					

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2.5.3	If provided, tuck-under parking meets design standards					
	Individual garages do not occupy more than 40 percent of a building's street frontage and are appropriately recessed					
	In addition, garage doors feature at least 2 of the following:					
2.5.4	• Enhanced materials					
	• Decorative features					
	• Garage door windows or architectural detailing					
	• Arbors or other projecting features					
3.0 Open Space						
3.1 General						
3.1. a, b and c	Open space areas shall be provided in large, meaningful and usable areas, pursuant to the requirements of Article VII of the Hesperia Development Code and meets locational and dimensional requirements					
3.1. d	All recreation areas or facilities required by this section shall be maintained by private homeowners' associations, property owners, or private assessment districts subject to the reviewing authority's approval					
3.1. e	Open space areas are properly separated and buffered from arterial streets, service areas and commercial or industrial zones					
3.1. f	A minimum of one common open space includes seating					
3.1. g	Site furniture uses graffiti-resistant materials and/or coatings and skateboard deterrents					

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	Standard	Conforms? (City)			Response (Applicant)	Page # (Applicant)
3.1. h	Pedestrian walkways connect common open space to public right of way and building entrances					
3.2 Common Amenities						
3.2. c	The following major amenities are provided at ratios based on a project's size (See Table 3.1):					
	• Park					
	• Clubhouse					
	• Rooftop Terrace					
	• Swimming Pool					
	• Spa/hot tub					
	• Gymnasium					
	• An alternative amenity as deemed adequate by the Director					
3.2. d	The following minor amenities are provided at ratios based on a project's size (See Table 3.1):					
	• Barbecue area					
	• Sports court					
	• Tot lot with commercial playground equipment					
	• Gazebo or covered seating					
	• Community garden					
	• Courtyard					
	• Dog run					
	• Spa/hot tub					
	• Community room					
	• Other amenities as deemed adequate by the Director					
3.3 Private Open Space						
3.3. a, b, and c	Private open space is contiguous to unit it serves and features opaque fencing of at least 42 inches					
3.3. d	Units feature at least 100 square feet of usable open space with dimensions no less than 8 feet and provides 100 cubic feet of lockable, private storage space if a garage is not provided for the unit					

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		Yes	No	N/A		
3.3.1	Balconies meet locational, dimensional, and material requirements					
4.0 Mass and Scale						
4.1 Modulation						
4.1. b	Vertical façade modulation is provided for buildings 2 or more stories in height with at least 2 of the following:					
	• Change in materials, textures, and colors above ground floor					
	• Functional/decorative projections and recesses					
	• Changes in floor height					
	• Change in materials, textures, and colors below the uppermost floor (3+ stories only)					
4.1. c	Horizontal façade modulation is provided for buildings as follows:					
	• Minor modulation provided every 60 feet of street-facing façade					
	• Major modulation provided every 120 feet of street-facing façade					
4.2 Height and Rooflines						
4.2. a	Rooflines are vertically articulated at a minimum of 3 feet every 50 feet					
4.2. b	Buildings 3+ stories feature massing breaks at least every 100 feet					

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4.2. c	Rooflines greater than 50 linear feet shall be articulated with at least one of the following:					
	• Change in height of roof ridge/parapet					
	• Change in roof form					
	• Change in angle of roof slope					
4.3 Transitional Massing						
4.3	If adjacent to a single-family zone, a 6-foot wall and at least 2 of the following are provided:					
	• Increased setback					
	• Stepbacks					
	• Offset windows					
	• Transitional height					
4.4 Corner Elements						
4.4. a	All multifamily residential sites located on a corner shall incorporate at least one of the following corner elements:					
	• Decorative features such as monument signage or public art					
	• Pedestrian entrance into site					
4.4. b	A structure located on a corner lot shall incorporate at least two of the following corner elements:					
	• Corner feature with a minimum 10 feet height increase					
	• Corner feature with a minimum of 5 feet recess or projection					
	• A corner entry oriented diagonal to the intersection					
	• Unique corner features, wraparound balconies, or terraces above the ground floor;					
	• Diagonal or curved walls at the intersection					
	• Color and material variation from the primary façade					

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Standard		Conforms? (City)			Response (Applicant)	Page # (Applicant)
		Yes	No	N/A		
5.0 Materials and Details						
5.1 Materials and Finishes						
5.1	All buildings feature at least 2 materials on façades fronting a public right-of-way, and all buildings are constructed with durable materials, and all material variation standards are met to produce four-sided architecture					
5.2 Façade Details						
5.2. a	Façade articulation must be provided through at least 4 of the following:					
	• At least 2 window or door types					
	• Window details					
	• Balconies and/or porches					
	• Decorative light fixtures					
	• Decorative attic/gable vent					
	• Decorative moldings and/or cornices					
	• Trellis and/or arbor structures					
	• Decorative veneer					
5.2. b	Accessory structures and buildings feature the same materials and colors as the primary building					
5.2. c, d, and e	Standards for expansion joints, architectural treatments to blank façades exterior stairways, columns, gutters, and other exterior architectural details are followed					
5.3 Color and Texture						
5.3. a, b, and c	Structures meet primary, accent, and roof color requirements; developments with multiple buildings feature a variety of color schemes					

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Standard		Conforms? (City) Yes	No	N/A	Response (Applicant)	Page # (Applicant)
5.4 Unit Entrances						
5.4. a	Transitional spaces in the form of stoops, overhangs and porches are provided					
5.4. b	Primary entrances shall incorporate at least 3 of the following:					
	• Façade projection or recess					
	• Projecting element above entrance					
	• Window detailing					
	• Decorative veneer or siding					
	• Porches or stoops					
	• Material/color variation					
5.5 Doors and Windows						
5.5. a	Windows are offset at least 1 foot from any windows in adjacent buildings within 15 linear feet					
5.5. b	Windows and doors are recessed or include trim or a windowsill as applicable					
5.5. c	Windows feature at least 2 of the following:					
	• Variation in window types and/or sizes					
	• Mullion patterning					
	• Moldings					
	• Wood frames					
	• Decorative trim					
	• Shutters					

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5.5. d	Windows are double glazed and include screens					
5.5. e	Doors include doorbells and viewers					
6.0 Utilities, Services, Lighting, and Fences						
6.1 Fence, Walls, and Gates						
6.1. a, b, and c	Walls are treated on both sides with materials that are durable and consistent with development design					
6.1. d	Walls and fences are of appropriate height with pillars spaced appropriately where applicable					
6.1. e	Wall/fence sections greater than 50 feet in length fronting a street shall incorporate at least 2 of the following design features:					
	• 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					
	• Pilasters at 25-foot maximum intervals and at changes in wall planes					
6.1. f, g, and h	Basin, internal fencing, and access gates are appropriate					

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6.1. i	Walls are curved or angled at corner and vehicle entry locations					
6.2 Exterior Lighting						
6.2. a and b	Lighting is adequate and a minimum of 0.1 foot- candles but shall not exceed 0.5 foot-candle at residential property lines and the right-of-way					
6.2. c	Fixtures are hooded and compatible with the building architecture					
6.2.d, e, and f	Pedestrian scale lighting is provided along walkways and a maximum of 15 feet					
6.2. g and h	Adequate lighting of open space and buildings throughout the development					
6.3 Utility and Mechanical Storage						
6.3	All utility equipment is appropriately screened as outlined					
6.4 Refuse Areas						
6.4. a	Enclosures meet waste management standards HMC Ch. 8.04					

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6.4. b	Enclosure is per City detail					
6.4. c	Enclosure includes the following:					
	• 3 sides of split faced masonry or treated finish					
	• Self-latching opaque metal gate					
	• Decorative trellis/screen gates on top					
7.0 Mixed-Use						
7.1 Vertical Mix of Uses						
7.1.1	Building siting, orientation, and setback standards are met					
7.1.2	Vehicle circulation, access, and parking standards are met					
7.1.3	Pedestrian circulation standards are met					
7.1.4	Building organization standards are met					

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7.1.5	Architectural style standards are met					
7.1.6	Modulation, articulation, and detailing standards are met					
7.1.7	Site and building entrance standards are met					
7.1.8	Privacy for residential units is provided					
7.2 Horizontal Mix of Uses						
7.2.1	Building siting, orientation, and setback standards are met					
7.2.2	Circulation, access, and parking standards are met					
7.2.3	Open space standards are met					

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7.2.4	Building organization standards are met					
7.3 Structured Parking						
7.3. a	Ramps are screened by spandrels					
7.3. b	Pedestrian and vehicular entrances are distinctly marked					
7.3. c	Design details for exposed parking structures (must select at least 2):					
	• Alternating façades					
	• Vertical landscaping treatments					
	• Projected elevator shafts and stairwells					
	• Ground floor active uses					
	• Setting back primary mass of structure, if ground floor is activated					

"EXHIBIT "A"
DCA25-00002 and SPLA25-00002

HESPERIA MUNICIPAL CODE:

The following are modifications to Chapters 16.12.460, 16.16.085, 16.16.120, 16.16.130, 16.16.155, 16.16.160, 16.16.165, 16.16.310, 16.16.320, 16.16.350 and the addition of Article VIII of the City of Hesperia Municipal Code (additions are in underlined red text and deletions are shown with ~~red and strikethrough~~):

16.12.460 Review authority for required permits.

No person shall undertake, conduct or use, or cause to be undertaken, conducted or used, any development projects which require an approved land use application, without having first complied with the provisions of this article.

The following table summarizes the type of uses and their approval requirements

Ministerial Approval	Administrative Review without Notice	Administrative Review with Notice	Planning Commission Hearing	City Council Hearing
Interior Remodels	Extension of Time	Appeals of Ministerial Approvals	Appeals of DRC Approvals	Appeals of Planning Commission Approvals
Alterations to building exteriors not resulting in significant changes of use, drainage patterns, parking, traffic, easements, or greater impacts on infrastructure and public services, as determined by the reviewing authority with concurrence from the city agencies		Site Plan Review consisting of additions to ~~existing multiple residential~~, commercial or industrial structures which will result in an increase in total floor area of 25 percent or greater or expansion of 1,500 square feet or greater (site plan review)	Conditional Use Permit.	Development Code Amendments
Repair and maintenance of structures or parking areas, unless constrained by existing waste disposal systems and existing drainage patterns and/or easements		Revisions to previously approved site plans comprising of more than 25 percent expansion to the building area or developed area of the site	Public Facility Reviews	Specific Plan Amendments

Replacement and or repair of a structure partially destroyed by fire, flood or other natural occurrence, when the repair is consistent with the design, use and intensity of the original structure and with the zoning and general plan		Intensification of land use and/or establishment of new or different pattern of land uses as determined by the reviewing authority.	Recommendation on Development Code Amendments	General Plan Amendments
Expansions to multiple residential, commercial or industrial buildings or structures less than 25 percent in total floor area or less than 1,500 square feet whichever is greater		Projects that have been recommended for administrative review	Specific Plan Amendments	Development Agreements/Amendments
Revisions to previously approved land use comprising less that 25 percent expansion to the building or developed area of the site		Tentative Parcel Maps	Development Agreements	Density Bonus Agreements
Single-family residential development 1—4 dwelling units or fewer			Density Bonus Agreements	Planned Developments
	Multi~~ple~~-family ~~dwelling~~ development and/or additions to, with ~~two~~ three or more units compliant to Objective Design Standards~~(including a duplex)~~	Multi-family development and/or additions to, with three or more units non-compliant to Objective Design Standards		

Lot line adjustments			Any project requiring an EIR	
Lot mergers			Tentative Tracts	
Certificate of Corrections		Minor Exception	Variance	
Certificate of Compliance		CUP's for Restaurants serving alcohol	CUP's for Off-sale alcohol licenses (type 20 and 21) greater than 12,000 SF in floor area.	CUP's for Off-sale alcohol licenses (type 20 and 21) below 12,000 SF in floor area.
Minor modifications of the conditions of approval, provided that the modifications do not have a significant impact on the property or surrounding properties.				

16.16.085 Residential and ancillary uses.

Residential and Ancillary Uses	R1	R3[1]	RR	A1	A2	See Section(s)
A. Single-family dwelling	P	P	P	P	P	
B. Multiple-family dwellings	NP	S	NP	NP	NP	
C. Accessory dwelling unit	A	A	A	A	A	16.12.360
D. Guest house[2]	A	NP	A	A	A	
E. Home Occupation	A	A	A	A	A	Chapter 5.44 (Municipal Code)
F. Board and room, not to exceed two persons, without kitchen privileges	A	A	A	A	A	
G. Accessory buildings and structures[3]	A	A[4]	A	A	A	16.20.385—16.20.425
H. Buildings or structures to store agricultural vehicles, food, and equipment (i.e. barn or outbuilding)	A	NP	A	A	A	16.20.385—16.20.425
I. Buildings or structures to keep animals (i.e. stable, corral, pen or coop)	A	NP	A	A	A	16.16.115 and 16.20.385—16.20.425
J. Small, community, or handicapped residential care facilities, senior housing, intermediate care of six or less and licensed by the state	P	P	P	P	P	
K. Large or community residential care facilities, senior housing, intermediate care of seven or more and licensed by the state and Single Room Occupancy Development (SRO)[7]	C	C	C	C	C	

L. Group homes ~~not~~ licensed by the state with ~~six~~ seven or more residents	C	C	C	C	C	
M. Supportive housing and transitional housing	S	S	S	S	S	16.08.332 and 16.08.333
N. Parking of commercial vehicles, as defined in the California Vehicle Code	A	NP	A	A	A	16.20.090(H)
O. Mobile home parks	S	S[5]	S	S	S	16.28.010—16.28.070
P. Hotels and Motels	NP	S[6]	NP	NP	NP	
Q. Small family day care to 12 or fewer children	A	A	A	A	A	
R. Large family day care to 13 or more children	S	S	S	S	S	
S. Other similar uses, as interpreted by the Development Services Director or his/her designee	P	P	P	P	P	

16.16.120 Development standards.

The development standards in this table shall be required within each land use designation:

Type of Standard		Land Use Designation					
		R3	R1 (SLS[1])	R1	RR	A1	A2
A.	Height[2]	~~35~~ 45	30'[3]	35' (max. 2.5 stories)			
B.	Minimum lot area (for new lots)	5 acres[4]	The minimum lot area is identified on the General Plan Land Use Map[5]				
C.	Minimum lot width dimension (for new lots)	300'[4]	50'[6]	60' (at setback)		100'	300'
D.	Minimum lot depth dimension (for new lots)	500'[4]	75'[6]	100'		none	
E.	Minimum lot dimension - Width for Corner Lots (for new lots)	300'[4]	60'[6]	70' (at setback)		100' (at setback)	300'
F.	Front Yard Setback[7,8]	25'	10'; or 20' if garages open parallel to the street	25'[12]			
G.	Front Yard Setback - Corner Lot[7,8]						
H.	Side Yard Street Setback[7,8]	25'	10'				

I.	Interior Setback[8]	8'	The sum of the side yards shall not be less than 10'[10]	5' and 10'	10% of lot width, but not more than 15' or less than 6'
J.	Lot Created before Jan. 9, 1969			10% of lot width, but not less than 3' and more than 5'	
K.	Rear Setback[8,9]	15'			
L.	Lot Coverage	60%	50%[11]	40%	40%
M.	Signs	Section 16.16.095			
N.	Parking	Sections 16.20.080 through 16.20.120			

16.16.130 Additional development standards for the multiple-family residence (R3) designation.

A. Multiple-family Residence (R3) Designation. The multiple-family residence designation is established to provide areas for multi-family housing in a garden setting such as courtyard apartments, condominiums and walk-up townhomes.

B. Development Standards. All property in the R3 designation shall be developed according to the following standards:

1. Residential Density. The gross residential density permitted in this zone is ~~eight~~ 15-30 units/acre.

2. Minimum Living Area. The minimum living area for residential units shall be as follows:

Minimum Floor Area Requirements for Multiple-family Units					
	Studio	1 BDR	2 BDR~~/1 bathroom*~~	3 BDR	4 BDR+
Market rate units:	675	875	1,075	1,275	1,475

~~*Units with two bathrooms shall be nine hundred fifty (950) square feet.~~

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

Distance Between Single-Story Buildings		Distance Between Multiple-Story Building and Any Other Building	
No Openings[1]	With Openings	No Direct Line of Sight	Direct Line of Sight
10'	10'[2]	10'[2]	15'

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.
3. No minimum distance shall be required for accessory structures, such as carports.

4. ~~Private~~ Usable Open Space. The required amount of private and common open space is as follows:

    a. Private Usable Open Space: Each dwelling unit shall have a minimum private usable open space of one hundred (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 fifty (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.

    b. Common Usable Open Space: At least two hundred (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 one thousand (1,000) square feet and a rectangle inscribed within each shall have no dimension less than twenty-five (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 reviewing authority:

        i. Tot lot with multiple play equipment.

        ii. Pool and spa.

        iii. Barbecue facility equipped with grill, picnic benches, etc.

        iv. Exercise room.

        v. Court facilities (e.g., tennis, volleyball, basketball, etc.).

        vi. Clubhouse.

        vii. Common gardening area.

        viii. Other recreational amenities not listed above, may be considered in lieu of those listed subject to reviewing authority review and approval.

    c. All recreation areas or facilities required by this section shall be maintained by private homeowners' associations, property owners, or private assessment districts subject to the reviewing authority's approval.

C. Parking. In addition to the off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards), the following apply:

1. 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.

D. 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 six-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.

E. Miscellaneous.

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

2. Connection to sewer is required.

3. Decorative walls and fences shall be subject to Section 16.16.125(G).

4. Refer to Article VII of this chapter for site and architectural design standards and guidelines for residential uses.

16.16.155 General provisions and administration.

All new multiple-family or multi-family developments constructed in the R3 designation shall provide and maintain design standards and guidelines in compliance with the provisions of this article. It is the duty of the development services department to enforce all permitting and entitlement provisions of this article. The director or his/her designee may impose such conditions deemed necessary to achieve the purpose of this article.

The City of Hesperia's Multifamily and Mixed-Use Objective Design Standards is incorporated by reference into this chapter. The Multifamily and Mixed-Use Objective Design Standards shall be treated as if contained within the City's Zoning Ordinance.

All new multi-family developments and mixed-use developments shall provide and maintain design standards and guidelines in compliance with the provisions of this article. The Objective Design Standards apply to all new construction projects that meet the following criteria:

1. Multi-family residential projects consisting of three or more dwelling units, including detached and attached condominiums.
2. Mixed-use projects- A project featuring a combination of multi-family units and compatible commercial uses, either arranged vertically within the same building or horizontally in separate buildings on the same site. Mixed-use projects may also consist of separate buildings or structures on the same parcel, provided that there are clearly defined pedestrian connections that integrate and unify the overall development.

If an applicant so chooses, they may request in writing to opt out of the City's Multi-family and Mixed-Use Objective Design Standards in lieu of their project being reviewed against the design standards and guidelines listed below.

16.16.160 Architectural design standards and guidelines.

While there is no specific architectural style required for buildings in the multiple-family residence (R3) designation, 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 complementary with the neighborhood in terms of scale, materials, and color, but it does not need to copy or duplicate existing buildings. 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. Refer to the Citywide Objective Design Standards for specific multiple-family residential design standards.

A. Building Articulation and Detailing.

1. Individual units should be articulated to diminish the massing of large buildings 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.

2. Avoid designing buildings that are longer than one hundred twenty-five (125) feet. Facades of multi-family buildings should be divided into shorter modules a maximum of thirty (30) feet in width to give the appearance of an assemblage of smaller buildings, 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 building; 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.

3. 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.

4. 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.

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

6. Awnings, moldings, pilasters and comparable architectural embellishments are encouraged.

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

8. 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.

B. Height and Roof Lines.

1. 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.

2. 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 buildings.

3. Hipped or gabled roofs covering the entire building are preferable to mansard roofs and segments of pitched roofs applied at the building's edge.

4. The roof pitch for a porch may be slightly lower than that of the main building.

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

C. Doors and Windows.

1. 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.

2. 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.

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

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

5. 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 building. Wider trim sizes, such as 1 × 4's and 1 × 6's, is preferred to narrower trim sizes, such as 1 × 2's.

6. Raw or clear anodized aluminum window frames are strongly discouraged.

7. Operable windows should have screens so they can be used for ventilation.

D. Materials and Finishes.

1. 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.

2. Building should be treated as a whole and finished appropriately on all sides to provide continuity. Materials tend to appear substantial and integral to the building when material changes occur at changes in plane. Material changes not accompanied by changes in plane appear "tacked-on" and are strongly discouraged.

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

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

5. Accessory and service buildings/structures, such as carports, detached garages, recreational buildings, laundry facilities, and storage buildings/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.

6. Building materials should be high quality, durable, and require low maintenance.

7. 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.

8. Stucco and plaster finishes should be consistent with the architectural style of the building. A smooth trowel or fine sand float finish is desirable while the use of rough, "knock-down" stucco finishes is discouraged.

9. 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 buildings/structures to the fullest extent possible.

E. Color and Texture.

1. 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.

2. 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.

3. Color and finishes on exterior 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.

4. 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.

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

F. Roofing Materials.

1. Roofing materials should be compatible with the architectural style and design of the building. Permanent roof materials, such as concrete and clay tile, are encouraged because of their low maintenance and consistent appearance over time. Asphalt shingle roof is not allowed.

2. 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.

3. 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.

4. Roofing materials with glossy surfaces appear unnatural and are strongly discouraged.

G. Noise Impacts.

1. 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.
2. Loading docks, service entries, mechanical equipment and recreational play areas should be sited as far away from adjoining single-family properties as reasonably possible.
3. 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.

16.16.165 Site design standards and guidelines.

Multiple-family or 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. Refer to the Citywide Objective Design standards for specific multi-family site design standards.

A. Setbacks.

1. While respecting the minimum front and side yard setbacks as established in Article V (Residential Development Standards) of this development code, 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.
2. The setback area should be used for planting landscape screens to protect the privacy of the ground floor units.

B. Building Orientation, Siting and Entrances.

1. 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.
2. Multi-family units in large projects should be clustered, or broken up into groups of buildings. 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.
3. 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.
4. 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.
5. 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.

6. 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.

C. Buildings Fronting Arterial Streets.

1. Some multi-family developments within the city 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.

2. 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.

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

D. Scale and Mass.

1. 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.

2. Larger multi-family projects should avoid massive apartment-type buildings. 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.

3. 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.

4. As the vertical height of a building increase, 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).

5. Buildings located on properties directly adjacent to a residential and agricultural designated properties shall be designed to provide a transition between the two designations; i.e. the units directly adjacent to the street should be of a single story design if the adjacent residential neighborhood is developed primarily with single-story homes.

E. Environmental Considerations.

1. 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.

2. 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.

3. 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.

4. 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:

a. Use windows for natural light as much as possible. Design windows for through airflow to promote natural cooling.

b. Use trees or roofs with large overhangs to shade the units, particularly over south facing windows.

c. Use patios and porches to buffer the units from heat gain.

d. Locate private and common open space in a manner to maximize use of sun and shade patterns, natural drainage and existing trees and vegetation.

5. 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.

F. Privacy Between Buildings.

1. Buildings should be oriented to promote privacy to the greatest extent possible.

2. 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.

3. Landscaping should be used to aid in privacy screening.

4. Outdoor lighting should be positioned so that no direct light extends onto neighboring properties.

G. Vehicle Circulation and Access.

1. 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.

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

3. 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 one hundred (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.

4. When possible, and especially for properties containing more than one hundred fifty (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.

5. 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.

6. 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.

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

H. Pedestrian Circulation.

1. 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.
2. 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.
3. 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.
4. 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.
5. 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 fourteen (14) feet.
6. 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.
7. 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 onsite. 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.

I. Parking.

1. 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.
2. 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.
3. 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.
4. 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.

5. Parking should not occupy more than thirty (30) percent of any linear street frontage and parking in the front setback areas is discouraged.

6. 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.

7. 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).

8. Carport structures should be architecturally compatible with the design of the main building 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.

9. 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.

10. 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 six-inch concrete curbs shall be provided as wheel stops where parking adjoins landscaping.

11. Parking areas, driveways and pedestrian areas shall contain automatically controlled lighting.

12. Bicycle parking shall be provided for multi-family developments.

J. Open Space.

1. 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.

2. Open space areas should be provided in large meaningful and usable areas, pursuant to the requirements of Article V of this development code.

3. 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.

4. 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.

K. Fences, Walls, Gates and Hedges.

1. 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.

2. 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.

3. 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.

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

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

6. Wall sections greater than fifty (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. A minimum two-foot change in horizontal plane for at least ten feet.

   b. A minimum eighteen-inch change in height for at least ten feet.

   c. A minimum eighteen-inch high raised planter for at least half the length of the wall.

   d. Use of pilasters at twenty-five-foot maximum intervals and at changes in wall planes.

7. 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.

8. Walls should be curved or angled at corner locations along street frontages to allow sight line views around the corner.

9. Barbed wire and chain link fencing are prohibited.

L. Exterior Lighting.

1. 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.

2. The design of all exterior light fixtures shall be compatible with the building's architecture.

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

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

5. Open spaces should be adequately lighted with durable low maintenance fixtures.

6. 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.

7. 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.

M. Utility and Mechanical Equipment Screening.

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

2. Roof mounted equipment should be avoided or appropriately concealed. 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. Equipment should be placed in locations that are not exposed to view from the street or they should be suitably screened. Ground-mounted utility equipment such as, but not limited to, transformers, backflow devices, 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 buildings. Such masonry wall or building 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. 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.

5. All antennas should be placed in building attics or interiors. All new units should be prewired 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.

N. Refuse and Storage Areas.

1. 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 six-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.

2 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.

Article VIII. – MIXED- USE DESIGN GUIDELINES

16.16.170 – General Provisions and Administration

Vertical and horizontal mixed-use projects are permitted in the General Commercial C2 zone.

Mixed-use projects- A project featuring a combination of multi-family units and compatible commercial uses, either arranged vertically within the same building or horizontally in separate buildings on the same site. Mixed-use projects may also consist of separate buildings or structures on the same parcel, provided that there are clearly defined pedestrian connections that integrate and unify the overall development.

16.16.175- Design Guidelines for Mixed-Use Projects

The City of Hesperia's Multifamily and Mixed-Use Objective Design Standards is incorporated by reference into this chapter. The Multifamily and Mixed-Use Objective Design Standards shall be treated as if contained within the City's Zoning Ordinance. All new mixed-use developments shall provide and maintain design standards and guidelines in compliance with the provisions of this article.

16.16.180- Development Standards for Mixed-Use Projects

Vertical mixed-use development (e.g. commercial and residential uses in a single structure) shall follow the development standards found in Section 16.16.350.

Horizontal mixed-use development (e.g. separate commercial and residential buildings on the same site) shall follow the commercial development standards found in Section 16.16.350 for commercial buildings, and the residential development standards in Section 16.16.120 for residential buildings, and consistent with R3 regulations.

In addition, the following development standards shall apply to vertical and horizontal mixed-use buildings in the General Commercial (C2) zone:

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 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 the 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 and horizontal mixed-use projects are provided in the The City of Hesperia's Multifamily and Mixed-Use Objective Design Standards

16.16.310 - Commercial and industrial land use designations.

A. Purpose. This article lists the land uses that may be allowed within the commercial and industrial land use designations established by the general plan and determines the permit process required for each use. All commercial and industrial land use designation regulations in this article are intended to be used concurrently with the general plan and other chapters in this development code, including Articles X and XI, or XII in this chapter. The commercial and industrial land use designations are as follows:

   1. Convenience Commercial (C1). The convenience commercial (C1) designation is intended to meet the needs of local neighborhood residents. Businesses within the C1 designation should be smaller in floor area than the other commercial designations and should be less-intense in impacts such as traffic and noise due to the proximity of residentially designated properties. Uses within convenience commercial areas should include convenience-type goods and services intended to provide for the daily (short-term) needs of surrounding residential neighborhoods.
   2. General Commercial (C2). The general commercial (C2) designation is intended for goods and services of a general nature as well as professional offices that will meet both the short and long-

term needs of the city's population. Multi-family residential uses are also allowed in the C2 designation as either a standalone development or as part of a mixed-use project. Housing types may include townhouses, condominiums, duplexes, triplexes, and apartments.

3. Service Commercial (C3). The service commercial (C3) designation is intended for utilization as a buffer between residential or commercial uses and industrial uses. Service commercial uses include business-to-business retail and wholesale sales and services. All business operations shall be conducted within an enclosed building, and no outdoor storage shall be permitted.
4. Limited Industrial (I1). The limited industrial (I1) designation is intended to include lighter industrial uses and supportive service commercial uses. Wholesale or retail sale of industrial supplies, transportation equipment, building equipment and materials, indoor manufacturing uses, and similar uses may be permitted in this designation. In addition, supportive commercial uses such as restaurants or convenience markets that serve consumers within the industrial area may be allowed.
5. General Industrial (I2). The general industrial (I2) designation is intended to permit the establishment of manufacturing and related uses within the city in areas which are protected from encroachment by incompatible residential uses. This designation permits the heaviest types of manufacturing and industrial uses with approval of a site plan or conditional use permit. Manufacturing, warehousing, and fabrication uses are all appropriate for this designation.

16.16.320 Commercial and industrial uses.

	Land Use Designations				
Land Uses	C1	C2	C3	I1	I2
A. Art studio/gallery (including photo)	R	R	R	R	
B. Assemblies of people — Entertainment (e.g., theater — Live performance, auditorium, banquet hall, nightclub, etc.)[1]		R	R	R	R
C. Auction service, exchange or barter			R	R	R
D. Automotive parking	R	R			
E. Bank and financial institution/service	R	R			
F. Bar, saloon, cocktail lounge and tavern		CUP			
G. Business support services and facilities (including graphic reproduction, computer-service, uniform store, etc.)		R	R	R	R
H. Catering establishment		R	R	R	R
I. Cemetery	R	R	R	R	R
J. Club or lodge (non-profit), fraternal or religious association	CUP	R			
K. Composting plant	NP	NP	NP	NP	CUP
L. Contractors and building trades	R	R	R	R	R
M. Equipment sales and rental — Indoors		R	R	R	
N. Grocery store (not including off-sale alcohol[7])	R	R	R	NP	NP
O. Health and fitness club	R	R	R	R	R
P. Heavy equipment sales and rental				R	R
Q. Helicopter landing and take-off pad		CUP		CUP	CUP
R. Historical and monument site	R	R	R	R	R
S. Home improvement sales and service, retail (e.g., hardware, lumber and building materials stores)	R	R	R		
T. Hospital		CUP	CUP	CUP	CUP

U. Hotel/motel		R			
V. Impound/towing[2]	NP	NP	NP	CUP	CUP
W. Industrial uses (includes outdoor storage[3])	NP	NP	NP	P	P
X. Institutional uses	R	R	R	R	R
Y. Kennel — Boarding of domestic animals		CUP	CUP	R	R
Z. Laboratory — Research		CUP		R	R
AA. Machine shop/repair				R	R
BB. Manufactured housing (sales)				R	R
CC. Manufacturing/warehouse (includes outdoor storage[3])				R	R
DD. Medical services (not including hospitals)		R	R	NP	NP
EE. Microwave and radio communication towers and facilities			R	R	R
FF. Self-storage facilities[2]	CUP	CUP	CUP	CUP	CUP
GG. Mortuary, not include crematory		R			
HH. Museum, library and reading room	R	R	R		
II. Off-sale alcohol establishment (ABC type 20 & 21 licenses)[7]	CUP	CUP			
JJ. Office/professional buildings	R	R	R	R[5]	R[5]
KK. Parking/storage of recreational vehicles			R	R	R
LL. Personal services (e.g., spas, salons, tattoo shops and massage facilities)[8]	R	R	R		
MM. Planetarium, aquarium, botanical garden and zoo		R			
NN. Publishing and printing		R	R	R	
OO. Processing (recycling) facility[4]	NP	NP	NP	CUP	CUP
PP. Recreational facility — Commercial		R	R	R	
QQ. Recycling center — Large collection facility[4]	NP	NP	NP	CUP	CUP
RR. Repair shop — Small items	R	R	R	R	R
SS. Restaurant (sit down and takeout), including outdoor dining[2]	R	R	R		
TT. Retail sales (not including off-sale alcohol[7] or single price overstock/discount stores (SPODS)))	R	R	R	R[6]	R[6]
UU. School — Trade, community college, university		R	R	R	R
VV. School — Specialty non-degree (e.g., dance and martial arts)	R	R	R	R	R
WW. Semi-truck repair and storage				CUP	CUP
XX. Shopping center (not including off-sale alcohol[7])	R	R	R		
YY. Single price overstock/discount stores (SPODS)	CUP	CUP	CUP		
ZZ. Outdoor storage of shipping containers and semi-truck trailers as a primary use[2]	NP	NP	NP	CUP	CUP
AAA. Trucking facilities including truck terminals, bus terminals, and truck storage yards[2]				CUP	CUP
BBB. Theater	NP	NP	NP	NP	NP
CCC. Upholstery and furniture repair/refinishing		R	R	R	R
DDD. Vehicle fuel station[2]	CUP	CUP	CUP		
EEE. Vehicle parts and accessories sales		R	R		

FFF. Vehicle repair facility — Major (not including semi-truck repair)		CUP	CUP	R	R
GGG. Vehicle repair facility — Minor		CUP	CUP	R	R
HHH. Vehicle sales/rentals and leasing — new and used[2]		R			
III. Vehicle wash facility[2]		CUP	CUP	CUP	
JJJ. Veterinary services — Clinics and small animals hospitals (short term boarding)	R	R	R		
KKK. Warehousing and wholesale distribution center				R	R
LLL. Wrecking yard[2]	NP	NP	NP	NP	CUP
MMM Pallet Yards Place Holder					
NNN Multi-family residential uses, as permitted in the R3 zone [9]		R			
OOO Horizontal and Vertical Mixed-use[10]		R			
PPP Group Homes for six or fewer persons		R			

Notes:

1. Shall not include a motion picture theater. Establishments serving alcohol shall require a CUP.
2. Shall correspond with standards in Section 16.16.365 (Specific land use standards).
3. Shall be subject to Section 16.16.360(A)(4).
4. Shall be subject to Section 16.16.070 (Recycling facilities).
5. Shall be supportive to a manufacturing/industrial use.
6. May sell products manufactured or distributed on-site pursuant to Section 16.16.360(A)(3).
7. Applications for off-sale alcohol (type 20 and 21 ABC licenses) below 12,000 SF in floor area shall be forwarded to the city council for final action. Such establishments shall be located within five hundred (500) feet of the intersection of two arterial or major arterial streets identified on the City's adopted circulation plan.
8. Massage facilities shall correspond with standards in Chapter 5.20.
9. Permitted residential uses shall consist only of mixed- use development and multi-family development with a density of 20 to 30 units per acre. Single family residential units are not allowed.
10. Shall be subject to Article VIII MIXED- USE DESIGN GUIDELINES.

16.16.350 Commercial and industrial development standards.

A. New and existing developments in commercial and industrial land use designations shall be subject to the development standards in this article, unless otherwise specified.

B. The development standards in this table shall be required within each land use designation:

	C1	C2 [6]	C3	I1	I2
A. Maximum floor area ratio (FAR)	0.5	1.0	0.5	1.0	
B. Height	35'[1]			50'[1]	
C. Minimum lot area (gross)	2½ acres[2]	5 acres[2]	2½ acres[2]	1 acre[2]	2½ acres[2]

D. Minimum lot dimension — Width, includes corner lots	300′	150′	300′
E. Minimum lot dimension — Depth, includes corner lots	300′	200′	300′
F. Front yard setback	25′[3]		
G. Side street yard setback — Corner lot	15′[3]	15′[4]	
H. Side yard setback	0′		
I. Side yard setback, when adjacent to residential	20′[4]	50′[4]	
J. Rear yard setback	0′		
K. Rear yard setback, when adjacent to residential	20′[4]	50′[5]	
L. Landscaping	Chapter 16.20, Article XII		
M. Signs	~~Section 16.16.095~~Chapter 16.36		
N. Parking	Sections 16.20.080 through 16.20.120		

Notes:

1. Proposals for development exceeding this height shall be subject to Chapter 16.16, Article VI (Variances and Minor Exceptions) of this development code.
2. The minimum site size and dimensions for new lots in this designation are as listed here, except in the case when a site plan review, 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.
3. Minimum landscaping of eight feet is required adjacent to the property lines, pursuant to Chapter 16.20, Article XII (landscaping regulations) of this development code.
4. Minimum landscaping of five feet is required adjacent to the property lines, pursuant to Chapter 16.20, Article XII (landscaping regulations) of this development code.
5. Minimum landscaping of ten feet is required adjacent to the property lines, pursuant to Chapter 16.20, Article XII (landscaping regulations) of this development code.
6. For Multi-family residential projects, R3 development standards shall be used, pursuant to Chapter 16.16 Article V (Residential Development Standards).

MAIN STREET AND FREEWAY CORRIDOR SPECIFIC PLAN:

The following are modifications to Chapters 7, 8, and 9 of the Main Street and Freeway Corridor Specific Plan (additions are in underlined red text and deletions are shown with ~~red and strikethrough~~):

Chapter 7- Residential Zones of the Main Street and Freeway Corridor Specific Plan.

E. MEDIUM DENSITY RESIDENTIAL ZONE

4. Development Standards

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

The City of Hesperia's Multifamily and Mixed-Use Objective Design Standards are incorporated by reference into this chapter. The Multifamily and Mixed-Use Objective Design Standards shall be treated as if contained within the City's Zoning Ordinance.

All new multi-family developments and mixed-use developments shall provide and maintain design standards and guidelines in compliance with the provisions of this article. The Objective Design Standards apply to all new construction projects that meet the following criteria:

a. Multi-family residential projects consisting of three or more dwelling units, including detached and attached condominiums.
b. Mixed-use projects- A project featuring a combination of multi-family units and compatible commercial uses, either arranged vertically within the same building or horizontally in separate buildings on the same site. Mixed-use projects may also consist of separate buildings or structures on the same parcel, provided that there are clearly defined pedestrian connections that integrate and unify the overall development.

Applicants may submit a written request to opt out of the City's Multi-Family and Mixed-Use Objective Design Standards for standalone multi-family projects. If approved, the project will not be reviewed against the design standards and guidelines listed below.

F. HIGH DENSITY RESIDENTIAL ZONE
4. Development Standards

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

The City of Hesperia's Multifamily and Mixed-Use Objective Design Standards are incorporated by reference into this chapter. The Multifamily and Mixed-Use Objective Design Standards shall be treated as if contained within the City's Zoning Ordinance.

All new multi-family developments and mixed-use developments shall provide and maintain design standards and guidelines in compliance with the provisions of this article. The Objective Design Standards apply to all new construction projects that meet the following criteria:

a. Multi-family residential projects consisting of three or more dwelling units, including detached and attached condominiums.
b. Mixed-use projects- A project featuring a combination of multi-family units and compatible commercial uses, either arranged vertically within the same building or horizontally in separate buildings on the same site. Mixed-use projects may also consist of separate buildings or structures on the same parcel, provided that there are clearly defined pedestrian connections that integrate and unify the overall development.

Applicants may submit a written request to opt out of the City's Multi-Family and Mixed-Use Objective Design Standards for standalone multi-family projects. If approved, the project will not be reviewed against the design standards and guidelines listed below.

G. MIXED-USE ZONE
4. Development Standards

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

The City of Hesperia's Multifamily and Mixed-Use Objective Design Standards are incorporated by reference into this chapter. The Multifamily and Mixed-Use Objective Design Standards shall be treated as if contained within the City's Zoning Ordinance.

All new multi-family developments and mixed-use developments shall provide and maintain design standards and guidelines in compliance with the provisions of this article. The Objective Design Standards apply to all new construction projects that meet the following criteria:

a. Multi-family residential projects consisting of three or more dwelling units, including detached and attached condominiums.
b. Mixed-use projects- A project featuring a combination of multi-family units and compatible commercial uses, either arranged vertically within the same building or horizontally in separate buildings on the same site. Mixed-use projects may also consist of separate buildings or structures on the same parcel, provided that there are clearly defined pedestrian connections that integrate and unify the overall development.

Applicants may submit a written request to opt out of the City's Multi-Family and Mixed-Use Objective Design Standards for standalone multi-family projects. If approved, the project will not be reviewed against the design standards and guidelines listed below.

Chapter 8- Residential Design Standards and Guidelines of the Main Street and Freeway Corridor Specific Plan.

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.

For new construction of multi-family residential, the City of Hesperia's Multi-family and Mixed-Use Objective Design Standards shall be utilized. The Objective Design Standards apply to all new construction projects that meet the following criteria:

1) Multi-family residential projects consisting of three or more dwelling units, including detached and attached condominiums.
2) Mixed-use projects - A project featuring a combination of multi-family residential and compatible commercial uses, either arranged vertically within the same building or horizontally in separate buildings on the same site. Mixed-use projects may also consist of separate buildings or structures on

the same parcel, provided that there are clearly defined pedestrian connections that integrate and unify the overall development.

Detached single-family residential projects located on a single-ownership parcel are not subject to the Objective Design Standards, but must satisfy existing development standards set forth in the City's Development Code, including but not limited to, the design standards and guidelines listed below.

If an applicant so chooses, they may request in writing to opt out of the City's Multifamily and Mixed-Use Objective Design Standards in lieu of their project being reviewed against the design standards and guidelines contained in this Specific Plan.

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

Vertical and horizontal mixed-use projects are permitted in the Regional Commercial zone as described in Chapter 9. ~~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 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.~~

The City of Hesperia's Multifamily and Mixed-Use Objective Design Standards are incorporated by reference into this chapter. The Multifamily and Mixed-Use Objective Design Standards shall be treated as if contained within the City's Zoning Ordinance.

All new multi-family developments and mixed-use developments shall provide and maintain design standards and guidelines in compliance with the provisions of this article. The Objective Design Standards apply to all new construction projects that meet the following criteria:

a. Multi-family residential projects consisting of three or more dwelling units, including detached and attached condominiums.
b. Mixed-use projects- A project featuring a combination of multi-family units and compatible commercial uses, either arranged vertically within the same building or horizontally in separate buildings on the same site. Mixed-use projects may also consist of separate buildings or structures on the same parcel, provided that there are clearly defined pedestrian connections that integrate and unify the overall development.

Applicants may submit a written request to opt out of the City's Multi-Family and Mixed-Use Objective Design Standards for standalone multi-family projects. If approved, the project will not be reviewed against the design standards and guidelines listed below.

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.

Chapter 9- Non-Residential Zones of the Main Street and Freeway Corridor 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, H~~high density multi-family residential uses, either standalone or 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.

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.
~~f)~~g) Group homes for six or fewer people.
~~g)~~h) Health and fitness clubs.
~~h)~~i) Home improvement sales and service, retail (e.g., hardware, lumber and building material stores).
~~i)~~j) Hotel.
~~j)~~k) Medical services - clinic, medical/dental offices, laboratory, urgent/express care, and optometrist (not including hospital).
l) Motel.
~~k)~~m) Multi-family residential, either standalone or as a part of a mixed-use development (East of Interstate 15)
~~l)~~n) Offices (administrative, business, executive and professional, but not including medical or dental).
~~m)~~o) Outdoor sales and display, incidental to the primary use.
~~n)~~p) Personal services (e.g., barber shop, beauty salon, spa, tailor, dry cleaner, selfservice laundry, etc.).
~~o)~~q) Repair shop – small items (computers, small appliances, watches, etc), with incidental sales.
~~p)~~r) Restaurants (sit down and take out), including outdoor dining.
~~q)~~s) Retail sales.
~~r)~~t) Schools - specialty non-degree (e.g., dance and martial arts).
~~s)~~u) Shopping center – more than 10 acres in size.
~~t)~~v) Vehicle parts and accessories sales.
~~u)~~w) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.
~~v)~~x) Veterinary services with no outdoor runs.
~~w)~~y) Drive thru lanes incidental to the primary use, pursuant to the HMC.

z) 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, either standalone or as a part of a mixed-use development ~~Multi-family residential, as a part of a mixed use~~ (West of the Interstate 15 and South of El Centro Road). ~~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.
~~c)~~d) Multi-family residential, either standalone or as a part of a mixed-use development (West of the Interstate 15 and North of El Centro Road)
~~d)~~e) 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:

The City of Hesperia's Multifamily and Mixed-Use Objective Design Standards are incorporated by reference into this chapter. The Multifamily and Mixed-Use Objective Design Standards shall be treated as if contained within the City's Zoning Ordinance.

All new multi-family developments and mixed-use developments shall provide and maintain design standards and guidelines in compliance with the provisions of this article. The Objective Design Standards apply to all new construction projects that meet the following criteria:

a. Multi-family residential projects consisting of three or more dwelling units, including detached and attached condominiums.
b. Mixed-use projects- A project featuring a combination of multi-family units and compatible commercial uses, either arranged vertically within the same building or horizontally in separate buildings on the same site. Mixed-use projects may also consist of separate buildings or structures

on the same parcel, provided that there are clearly defined pedestrian connections that integrate and unify the overall development.

Applicants may submit a written request to opt out of the City's Multi-Family and Mixed-Use Objective Design Standards for standalone multi-family projects. If approved, the project will not be reviewed against the design standards and guidelines listed below.

4.16 Development Standards for Multi-Family Residential Development in the Regional Commercial Zone

~~Within the Main Street/Interstate-15 District only, m~~Multi-family residential development (either standalone or 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~~ 30 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 and horizontal 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.

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City of Hesperia
STAFF REPORT

DATE: October 21, 2025

TO: Mayor and Council Members

FROM: Rachel Molina, City Manager

BY: Ryan Leonard, Principal Planner
Nathan Freeman, Director of Development Services

SUBJECT: 2025 General Plan Update - Circulation Element

RECOMMENDED ACTION

The Planning Commission recommends that the City Council adopt Resolution Nos. 2025-42 and 2025-43 to: 1) Certify the Addendum as complete in compliance with the California Environmental Quality Act (CEQA); and 2) Adopt the 2025 Circulation Element.

BACKGROUND

The City Council adopted an update to the City's General Plan on September 7, 2010. Since that time, state law has continually evolved, and recent legislation requires the City to make specific revisions to the General Plan to remain in compliance with state law. In 2024, the City engaged PlaceWorks, Inc. to begin the process of updating the Land Use, Circulation, and Safety elements of the General Plan and to prepare an Addendum to the 2010 General Plan Environmental Impact Report (EIR). The updated Land Use and Health and Safety Elements were adopted by the City Council on July 15, 2025.

The City conducted several public meetings and workshops in preparation for the General Plan update. In 2024, four public meetings and two study sessions were held by the Planning Commission and City Council. At each session, the Commission and Council reviewed and discussed critical components of each element.

On June 12, 2025, the Planning Commission voted 4-0 (with Commissioner Steeno absent) to forward this item to the City Council with a recommendation for approval.

ISSUES/ANALYSIS

The General Plan is the City's "constitution" and guide for development, outlining the City's vision for itself and how it will develop over time while maintaining quality of life. All decisions made by the City, from adopting the annual budget and implementing capital improvements to issuing building permits, must be consistent with the General Plan.

Since the last General Plan update in 2010, the City's population has grown steadily from about 90,000 residents to just over 100,000, and employment has increased from 11,000 to 17,000. Continued development interest has sustained the City's economic growth and is anticipated to continue into the foreseeable future. The General Plan update must also address new laws, regulations, and circumstances that did not exist when the original plan was adopted. For

example, the State has enacted several laws addressing non-motorized mobility and roadway safety.

General Plan Goals

As a focused update, the objective for the project team was to incorporate new policies and programs that satisfy state law while maintaining the overall trajectory established by the 2010 General Plan. Throughout the process, feedback from community members, stakeholders, and City staff reaffirmed that the goals outlined in the previous document hold true even today. The focused General Plan update supports the following goal:

- Establish a circulation system of arterial and connector streets to carry traffic efficiently within and across the City.

Circulation Element

The Circulation Element describes the City's roadway network and identifies operational standards. The Transportation Plan maps the location and classification of streets within the City and illustrates the right-of-way and curb-to-curb widths, for each classification, including special street sections. Roadway performance is measured in terms of Level of Service (LOS), with the City's acceptable thresholds remaining at LOS D for roadway segments and LOS C for intersections.

The Circulation Element also addresses other modes of transportation such as walking, biking, and transit. The Non-Motorized Transportation Plan shows the location and classification of bicycle facilities throughout the City. Most streets include space for bike lanes to encourage bicyclists, supporting the goal of providing viable alternatives to the automobile.

The Circulation Element further addresses challenges faced by the City, including the need for additional freeway interchanges, more crossings at the railroad and the Mojave River, and the reclassification of select roadways to better serve vehicular demand. Notable changes to the roadway network are as follows:

- Incorporated local truck routes previously identified by the City's Engineering Division.
- Relocated the future I-15 interchange from Muscatel Street to Cedar Street.
- Removed the future Lemon Street Bridge over the Mojave River; reclassified Lemon Street from I Avenue to the Mojave River as a Rural Collector (formerly a Major Arterial).
- Reclassified Sultana Street from Seventh Avenue to I Avenue as a Secondary Arterial (formerly an Arterial).
- Reclassified Sultana Street from I Avenue to Main Street as a Secondary Arterial (formerly a Local Road).
- Modified the alignment of the Mauna Loa Street extension from Third Avenue to Hesperia Road / Lemon Street.
- Reclassified Seventh Avenue as a Special Street section from Bear Valley Road to Ranchero Road.

The goals are intended to guide the City as it continues to build out its roadway network address the following issues:

- Ensuring a safe and efficient roadway network.

- Facilitating the transportation of goods without negatively impacting sensitive areas.
- Providing opportunities for non-motorized alternatives to vehicular travel.
- Supporting safe and convenient regional transit.

Addendum to the 2010 Environmental Impact Report

PlaceWorks prepared an Addendum to the 2010 Certified EIR for Hesperia's General Plan. The Addendum evaluates whether the General Plan Update (proposed project) would modify the existing General Plan in such a way that it would create new environmental impacts or substantially increase the severity of previously identified significant effects, potentially requiring further environmental review. The Addendum, in conjunction with the Certified EIR, serves as the environmental review for the proposed modifications to the existing General Plan, ensuring compliance with CEQA. The proposed project updates the Circulation Element to address state laws and support projected growth over the next 25 years.

Addendum Process: Pursuant to CEQA Guidelines Section 15164, an addendum to a previously certified EIR may be prepared under specific circumstances. The addendum process allows for documentation of minor project changes or technical updates that do not result in new or substantially more severe environmental impacts. Specifically, Section 15164 of the CEQA Guidelines states:

a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for preparation of a subsequent EIR or negative declaration have occurred.
c) An addendum need not be circulated for public review but may be included in or attached to the final EIR or adopted negative declaration.
d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

The proposed project qualifies for an addendum under CEQA Guidelines Section 15164, as the proposed changes are consistent with the scope of the previously Certified EIR and do not meet any of the conditions outlined in Sections 15162(a) and 15163(a) of the CEQA Guidelines, that would require preparation of a Subsequent or Supplemental EIR. The environmental impacts remain within the range analyzed in the Certified EIR, and no new significant impacts or substantial increases in the severity of impacts have been identified. Therefore, preparation of a full Subsequent EIR is not warranted, and the addendum process is both appropriate and compliant with CEQA requirements.

Tribal Consultation: In compliance with Senate Bill 18 (Government Code Section 65352.3), the City of Hesperia initiated tribal consultation by contacting California Native American tribes identified by the Native American Heritage Commission. Notification letters were sent on May 21, 2024, to the Desert Cahuilla Indians, the Cabazon Band of Mission Indians, and the Yuhaaviatam of San Manuel. The Yuhaaviatam of the San Manuel tribe responded on May 24, 2024, and requested formal consultation with the City. The City indicated that the proposed project would

not allow for any ground-disturbing activities that would preclude a project from going through the standard CEQA requirements, and the Tribe concluded consultation on October 30, 2024. In addition, since the proposed project is being evaluated through a CEQA addendum and not a new EIR, consultation pursuant to Assembly Bill 52 (Public Resources Code Sections 21073 to 21084.3) does not apply in this instance.

Significant Impacts: CEQA requires that the EIR identify project impacts and propose mitigation measures to reduce those impacts. CEQA also requires disclosure of any impacts that cannot be mitigated to a less-than-significant level, even if all feasible mitigations are implemented. The Certified EIR determined that implementation of the existing General Plan would result in significant and unavoidable impacts related to air quality, noise, and transportation. The Addendum determined that these impacts would continue to be significant and unavoidable as part of the proposed project, as summarized below:

- Air Quality
  - Results in construction emissions that would contribute substantially to an existing or projected air quality violation;
  - Results in operational emissions that would contribute substantially to an existing or projected air quality violation;
  - Results in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).
- Noise
  - Results in a substantial permanent increase in ambient noise levels in the project vicinity;
- Transportation[1]
  - Causes an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.
  - Exceeds, either individually or cumulatively, a Level of Service standard established by the county congestion management agency for designated roads or highways.

No new significant environmental impacts have been identified beyond those already assessed in the Certified EIR. While the proposed project may result in physical impacts due to future improvements, the analysis and mitigation measures from the Certified EIR will still apply. While the project involves physical impacts, it does not result in new significant environmental effects or substantially increases the severity of previously identified impacts. The analysis and mitigation measures from the previously Certified EIR remain applicable to the proposed project.

CITY GOAL SUPPORTED BY THIS ITEM

Future Development - Facilitate balanced growth to ensure cohesive community development and pursue economic development.

[1] The 2010 Certified EIR found impacts to Level of Service (LOS) to be significant and unavoidable. However, since CEQA no longer uses LOS as a threshold standard, and has replaced it with Vehicle Miles Traveled (VMT), the LOS significance is no longer applicable to CEQA.

CONCLUSION

Adoption of the General Plan Update will bring the City's primary policy document into compliance with new state laws and mandates and ensure continued compliance with CEQA. The update will also address the changes the City has experienced in the 15 years since the General Plan was last updated. The update will provide guidance to the City's decision-makers and staff to carry out the overall vision for the City of Hesperia. The Addendum substantiates that the proposed changes do not induce new significant environmental impacts beyond those already addressed by the 2010 General Plan EIR.

ALTERNATIVE(S)

1. Provide alternative direction to staff.

ATTACHMENT(S)

1. Resolution No. 2025-42 (Certifying the Addendum in compliance with CEQA)
2. Resolution No. 2025-43 (Adopting the 2025 Circulation Element)
3. Addendum to the 2010 General Plan EIR
4. Transportation Study
5. Circulation Element
6. June 12, 2025 Planning Commission Packet

RESOLUTION NO. 2025-42

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HESPERIA, CALIFORNIA, ADOPTING AN ADDENDUM TO THE CITY'S 2010 GENERAL PLAN FINAL ENVIRONMENTAL IMPACT REPORT (EIR) PURSUANT TO CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) IN SUPPORT OF THE 2025 CIRCULATION ELEMENT.

WHEREAS, on September 7, 2010, the City Council of the City of Hesperia adopted Resolution No. 2010-057 certifying the Final EIR for the City's 2010 General Plan, which also remains applicable to development within the City; and

WHEREAS, fifteen years have passed since the City of Hesperia adopted the 2010 General Plan and changes to the City's size and population, as well as new laws, regulations, and circumstances that did not exist when the original General Plan was adopted, require an update to the General Plan described herein (hereinafter referred to as "2025 General Plan Update"); and

WHEREAS, the 2025 General Plan Update is a focused update to three mandatory elements required by the State of California, including Land Use, Circulation and Health and Safety Elements; and

WHEREAS, on July 15, 2025, the City Council adopted Resolution No. 2025-28, certifying an Addendum to the 2010 General Plan Environmental Impact Report (EIR), and Resolution No. 2025-29, adopting the updated Land Use and Health and Safety Elements; and

WHEREAS, the City Council now intends to approve the Circulation Element as part of the 2025 General Plan Update (the "Project"); and

WHEREAS, the Addendum has been prepared pursuant to CEQA Guidelines Section 15164 to evaluate whether the proposed 2025 Circulation Element would result in any new significant impacts, substantially more severe impacts, or trigger the need for a subsequent or supplemental EIR under Sections 15162 or 15163; and

WHEREAS, the 2010 General Plan EIR identified significant and unavoidable impacts to air quality, noise, and traffic; however, the significant and unavoidable impacts pertaining to traffic would no longer apply, as Level of Service (LOS) was replaced with Vehicle Miles Traveled (VMT) per Senate Bill 743 (SB 743) and CEQA Guidelines Section 15064.3, and VMT has been determined to be the applicable metric for analyzing transportation impacts under CEQA, thereby rendering LOS-based impacts no longer applicable; and

WHEREAS, the Addendum to the 2010 General Plan EIR reflects this change in CEQA law and confirms that this transition from LOS to VMT does not result in new or more severe environmental effects; and

WHEREAS, the Addendum concludes that all impacts remain within the scope of analysis in the certified 2010 General Plan EIR, and that none of the criteria in CEQA Guidelines Section 15162 or Section 15163 are met; and

WHEREAS, on June 12, 2025, the Planning Commission of the City of Hesperia conducted a duly noticed public hearing pertaining to the Addendum to the 2010 General Plan EIR in connection with the 2025 General Plan Update and concluded said hearing on that date; and

WHEREAS, on July 15, 2025, the City Council of the City of Hesperia conducted a public hearing pertaining to the 2025 General Plan Update, adopted the updated Land Use and Health and Safety Elements, and concluded said hearing on that date; and

WHEREAS, on October 21, 2025, the City Council of the City of Hesperia conducted a public hearing pertaining to the 2025 Circulation Element and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW THEREFORE, BE IT RESOLVED BY THE CITY OF HESPERIA CITY COUNCIL AS FOLLOWS:

Section 1. The City Council hereby specifically finds that all of the facts set forth in this Resolution are true and correct.

Section 2. Based upon substantial evidence presented to this City Council during the above referenced October 21, 2025, hearing, including public testimony and written and oral staff reports, this City Council specifically finds as follows:

(a) An Addendum to the 2010 General Plan EIR has been prepared for the 2025 Circulation Element. The 2025 Circulation Element qualifies for an Addendum under CEQA Guidelines Section 15164, as the proposed project is consistent with the scope of the 2010 General Plan EIR and does not meet any of the conditions outlined in Section 15162(a) and Section 15163(a) of the CEQA Guidelines, that would require preparation of a Subsequent or Supplemental EIR. The environmental impacts remain within the range analyzed in the 2010 General Plan EIR, and no new significant impacts or substantial increases in the severity of impacts have been identified. Therefore, preparation of a full Subsequent EIR is not warranted, and the Addendum process is both appropriate and compliant with CEQA requirements.

(b) The City Council has independently reviewed and analyzed the Addendum and finds that it reflects the independent judgement of the City Council, and that there is no substantial evidence, in light of the whole record, that the project may result in new significant impacts or substantial increases in the severity of impacts that were previously identified.

Section 3. Based on the findings and conclusions set forth in this Resolution, the City Council hereby certifies the Addendum to the 2010 General Plan EIR as being complete pursuant to Resolution No. 2025-42.

Section 4. The City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original resolutions.

ADOPTED AND APPROVED on this 21st day of October 2025

_____

Allison Lee, Mayor

ATTEST:

_____

Jessica Giber, Assistant City Clerk

RESOLUTION NO. 2025-43

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HESPERIA, CALIFORNIA, ADOPTING THE 2025 CIRCULATION ELEMENT.

WHEREAS, on September 7, 2010, the City Council of the City of Hesperia adopted the City's General Plan, currently applicable regarding development within the City; and

WHEREAS, On September 2, 2008, the City Council of the City of Hesperia adopted Resolution No. 2008-12, thereby adopting the Main Street and Freeway Corridor Specific Plan; and

WHEREAS, almost fifteen years have passed since the City of Hesperia adopted its 2010 General Plan and changes to the City's size and population as well as new laws, regulations, and circumstances that did not exist when the original plan was adopted, require an update to the General Plan described herein (hereinafter referred to as "General Plan Update" or "Project"); and

WHEREAS, on May 2, 2023 the City Council adopted the 2021-2029 Housing Element (6th Cycle Housing Element Update) which includes several program actions that require the City to amend the Development Code and update the General Plan to allow for up to 30 dwelling units per acre (du/ac) in the Multi-Family (R3) zone; to allow for 100 percent residential development ranging from 20 to 30 du/ac in the General Commercial (C-2) zone; and to allow for up to 30 du/ac in the Regional Commercial (RC) zone within the Main Street and Freeway Corridor Specific Plan**.**

WHEREAS, the General Plan Update establishes the City's overall policy and development framework to help realize the community's vision to the year 2050 planning horizon; and

WHEREAS, the General Plan Update is a focused update to the Land Use, Safety, and Circulation Elements of the General Plan; and

WHEREAS, on July 15, 2025, the City Council adopted Resolution No. 2025-28, certifying an Addendum to the 2010 General Plan Environmental Impact Report (EIR), and Resolution No. 2025-29, adopting the updated Land Use and Health and Safety Elements; and

WHEREAS, the City Council now intends to approve the Circulation Element as part of the 2025 General Plan Update; and

WHEREAS, the City of Hesperia, as the lead agency, prepared an Addendum to the 2010 General Plan Environmental Impact Report ("EIR") pursuant to Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, and determined that no new significant environmental impacts would occur beyond those previously analyzed in the 2010 General Plan EIR, and that the existing analysis and mitigation measures remain applicable to the proposed project; and

WHEREAS, the Planning Commission held five workshops on April 11, 2024, May 23, 2024, July 11, 2024, August 8, 2024, and September 26, 2024, to review and discuss critical components of each element; and

WHEREAS, on November 18, 2024, the City Council held a workshop to review and discuss the 2025 General Plan Update; and

WHEREAS, on June 12, 2025, the Planning Commission of the City of Hesperia conducted a duly noticed public hearing pertaining to the proposed 2025 General Plan Update and concluded said hearing on that date; and

WHEREAS, on July 15, 2025, the City Council of the City of Hesperia conducted a public hearing pertaining to the 2025 General Plan Update, and adopted the updated Land Use and Health and Safety Elements and concluded said hearing on that date; and

WHEREAS, on October 21, 2025, the City Council of the City of Hesperia conducted a public hearing pertaining to the 2025 Circulation Element and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW THEREFORE, BE IT RESOLVED BY THE CITY OF HESPERIA CITY COUNCIL AS FOLLOWS:

Section 1. The City Council hereby specifically finds that all the facts set forth in this Resolution are true and correct.

Section 2. Based upon substantial evidence presented to this City Council during the above-referenced October 21, 2025, hearing, including public testimony and written and oral staff reports, this City Council specifically finds as follows:

(a) An Addendum to the 2010 General Plan EIR has been prepared for the 2025 Circulation Element. The 2025 Circulation Element qualifies for an Addendum under CEQA Guidelines Section 15164, as the proposed project is consistent with the scope of the 2010 General Plan EIR and does not meet any of the conditions outlined in Section 15162(a) and Section 15163(a) of the CEQA Guidelines, that require preparation of a Subsequent or Supplemental EIR. The environmental impacts remain within the range analyzed in the 2010 General Plan EIR, and no new significant impacts or substantial increases in the severity of impacts have been identified. Therefore, preparation of a full Subsequent EIR is not warranted, and the Addendum process is both appropriate and compliant with CEQA requirements.

(b) The City Council has independently reviewed and analyzed the Addendum and finds that it reflects the independent judgement of the City Council, and that there is no substantial evidence, considering the whole record, that the project may result in new significant impacts or substantial increases in the severity of impacts that were previously identified.

(c) Adoption of the 2025 Circulation Element will achieve the following goals:

- Ensuring a safe and efficient roadway network.
- Facilitating goods movement without negatively impacting sensitive areas.
- Providing opportunities for non-motorized alternatives to vehicular travel.
- Supporting safe and convenient regional transit.

Section 3. Based on the findings and conclusions set forth in this Resolution, this City Council hereby adopts the 2025 Circulation Element and certifies the Addendum to the 2010 General Plan EIR.

Section 4. The City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original resolutions.

ADOPTED AND APPROVED on this 21st day of October 2025.

_____
Allison Lee, Mayor

ATTEST:

_____
Jessica Giber, Assistant City Clerk

ADDENDUM TO THE GENERAL PLAN EIR

SCH No. 2010011011

FOR THE

Circulation Element Update

City of Hesperia

Prepared for:

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1. Addendum to the Adopted General Plan EIR for Minor Modifications to the Circulation Element

1.1 BACKGROUND AND OVERVIEW

This document is an Addendum to the previously certified Environmental Impact Report (EIR) (State Clearinghouse [SCH] No. 2010011011) for the Hesperia General Plan, which was certified on September 8, 2010 (referred to as the "existing General Plan"). The purpose of this Addendum is to evaluate whether the proposed update to the Circulation Element ("Proposed Project") would modify the existing General Plan in such a way as to result in new environmental impacts or a substantial increase in the severity of previously identified significant effects or would otherwise trigger a need for subsequent environmental review.

This document serves as the environmental documentation for the City's Circulation Element Update. This addendum to the Certified EIR demonstrates that the analysis in that EIR adequately addresses the potential physical impacts associated with the implementation of the proposed project and that the proposed project would not trigger any of the conditions described in CEQA Guidelines Section 15162 that call for further environmental review.

1.2 PROPOSED PROJECT

The Circulation Element is a comprehensive document that is meant to guide the development of the City's transportation system so that it can accommodate the needs of existing and planned land uses. The proposed project would make changes to the existing and proposed street network, which would also modify General Plan roadway classifications and roadway widths in certain areas within the City of Hesperia. The Circulation Element considers the flow of people and goods/services within the City, as well as to and from other communities in Southern California, including the broader Victorville Valley region.

The following summarizes the proposed changes to the Circulation Element:

- Incorporate the local truck routes previously identified by the City of Hesperia Engineering Department
- Relocate a future I-15 interchange from Muscatel St. to Cedar St.
- Reclassify Sultana from 7th Ave. to I Ave. as Second Arterial (formerly Arterial)
- Reclassify Sultana from I Ave. to Main St. as Second Arterial (formerly local road)
- Remove Mauna Loa extension from 3rd Ave. to Hesperia Rd. / Lemon St.
- Remove the previously planned bridge over the Mojave River at Lemon St.

1. Addendum to the Adopted General Plan EIR

The City's updated General Plan roadway network is estimated to generate fewer vehicle miles travelled (VMT) in 2050 compared to the existing General Plan Buildout roadway network (see Table 1, *Circulation Element VMT Calculations*).

Table 1 Circulation Element VMT Calculations

Scenario	Boundary VMT	Service Population	Boundary VMT/ Service Population
Circulation Element Update	9,009,637	211,334	42.6
Existing Circulation Element	8,592,343	193,083	44.5

Source: Fehr & Peers, 2025

- The following four goals replace the previously adopted goals and guide the expansion of the City's transportation system:
  - Goal 1: A roadway network that provides for the safe and efficient mobility needs of residents, businesses, visitors, and emergency services.
  - Goal 2: A circulation system that facilitates the movement of goods and services while minimizing impacts to sensitive land uses, such as homes, schools, and hospitals, and vulnerable roadway users, such as pedestrians and cyclists.
  - Goal 3: A comprehensive bicycle and pedestrian network that promotes physical activity and non-automotive travel within Hesperia for people of all ages and abilities.
  - Goal 4: A transit network that provides safe and convenient access to essential goods and services, job centers, and healthcare facilities.

Maintaining Level of Service D (LOS D) during non-peak hours remains a planning goal, but is no longer a mandate, giving the City flexibility in road design and application and complying with state law Public Resources Code 21099 (SB 743 (2013)). Reducing VMT is added as a goal reflecting the state guidance. The proposed project would revise the circulation element to refine the street network to accommodate land use changes, minimize VMT, and enhance transportation infrastructure, all in compliance with state law and aligned with the adopted General Plan framework.

1.3 CERTIFIED EIR

The Certified EIR determined that implementation of the existing General Plan would result in significant and unavoidable impacts related to air quality and traffic and circulation. These impacts are summarized below.

Air Quality

- **Consistency with the Air Quality Management Plan.** The 2010 Certified EIR concluded that the existing General Plan would not conflict with the 2004 Ozone Attainment Plan (OAP), because the 2010 update included minor incremental increase in population and employment growth compared to the previous general plan, and implementation of the goals and policies established within the existing General Plan would ensure that impacts generated by substantial population growth would be avoided or minimized.

- **Regional Air Quality Emissions.** The 2010 Certified EIR identified that construction and operation of individual projects under the existing General Plan may exceed the Mojave Desert Air Quality Management District (MDAQMD) thresholds and would cumulatively contribute to the Mojave Desert Air Basin's (MDAB) nonattainment designations, including ozone (O3). Implementation of Mitigation Measures AQ-1 through AQ-3 and the general plan policies would reduce impacts; however, impacts were identified as significant and unavoidable.

- **Localized Air Quality Emissions.** The 2010 Certified EIR identified that buildout of the existing General Plan did not produce the volume of traffic required to generate carbon monoxide (CO) hotspots, even at the most congested and highest volume traffic intersections. However, toxic air contaminants (TACs) were identified as a potential significant impact in the 2010 Certified EIR. Impacts were reduced to less than significant levels with Implementation of Mitigation Measures AQ-4 and AQ-5.[1]

- **Odors.** The 2010 Certified EIR found that the development under the existing General Plan could generate odors associated with the operation of construction vehicles, application of architectural coatings, cooking from restaurant uses, and trash receptacles from residences, in addition to other typical odor-generating land uses. The 2010 Certified EIR identified that impacts would be reduced to less than significant levels with implementation of Mitigation Measure AQ-6.

Traffic and Circulation

The 2010 Certified EIR indicated that impacts to the roadway plan, goods movement, transit, non-motorized/alternative transportation, and regional transportation would be minimized with the implementation of the General Plan goals and policies. The 2010 Certified EIR determined that impacts on roadways as a result of an increase in LOS would be significant and unavoidable even with the implementation of Mitigation Measure TIA-1, which requires a traffic study for individual projects as deemed necessary by the Development Services Director.

The purpose of PRC 21099 (SB 743(2013)) is to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Under SB 743, a project's effect on automobile delay shall not constitute a significant environmental impact under CEQA. Therefore, level of service (LOS) and similar vehicle delay or capacity metrics may no longer serve as transportation impact metrics for CEQA analysis. The California Office of Planning and Research updated the CEQA Guidelines and provided a final technical advisory (December 2018), which recommends VMT as the most appropriate measure of transportation impacts under CEQA. The California Natural Resources Agency certified and adopted the CEQA Guidelines, including the Guidelines section implementing SB 743. The changes were approved by the Office of the Administrative Law and are in effect.

[1] The 2010 Certified EIR also identified air quality impacts from siting sensitive uses proximate to major sources of air pollution that generate toxic air contaminants (TACs) and indoor air pollution. However, CEQA does not require analysis this type of analysis (California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal.4th 369 (Case No. S213478)).

1.4 PURPOSE OF AN EIR ADDENDUM

According to CEQA Guidelines Section 15164(a), an addendum shall be prepared if some changes or additions to a previously adopted EIR are necessary, but none of the conditions enumerated in CEQA Guidelines Sections 15162(a)(1)– (3) calling for the preparation of a subsequent EIR have occurred. As stated in CEQA Guidelines Section 15162 (Subsequent EIRs and Negative Declarations):

Section 15162

When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or negative declaration was adopted, shows any of the following:

(a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(c) Mitigation Programs or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation Program or alternative; or

(d) Mitigation Programs or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation Program or alternative.

1.4.1 Rationale for Preparing an EIR Addendum

As stated in CEQA Guidelines Section 15164 (Addendum to an EIR):

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

(d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

The proposed project would include the Circulation Element Update with minor modifications to the existing and proposed street network. The VMT calculation indicates a reduction in VMT per service population. Due to the minor nature of the changes, an Addendum is recommended, rather than an IS/MND or new EIR, by CEQA Guidelines Section 15164. The project evaluates existing and proposed roadways from the adopted General Plan and its Certified EIR. The update will not trigger new significant impacts. Using an Addendum builds on prior work adopted by the City for the General Plan . As this Addendum is supported by substantial evidence, it provides the same protection as the original General Plan EIR if challenged.

A copy of this addendum, and all supporting documentation, may be reviewed or obtained at the City of Hesperia, Planning Department, 9700 Seventh Ave., Hesperia, CA 92345 Monday, Tuesday, Thursday 7:30 AM – 5:30 PM, Wednesday 9:00 AM – 5:30 PM, Friday 7:30 AM – 4:30 PM. The documents will also be made available on the Planning Department's website - https://www.hesperiaca.gov/409/Hesperia-General-Plan.

2. Modifications to Circulation Element

2.1 TRUCK ROUTES

Figure 1, *Truck Routes*, would be added to the Circulation Element (Exhibit CI-22).

In addition, the Circulation Element includes revised language regarding truck routes on page CI-49. Designated truck routes are as follows:

Bear Valley Road

- between Pacoima Road and the Mojave River

I Avenue

- between Bear Valley Road and Lemon Street

Eucalyptus Street

- between Santa Fe Avenue and I Avenue

Lemon Street

- between Santa Fe Avenue and I Avenue

Santa Fe Avenue

- between I Avenue and Lemon Street

Phelan Road

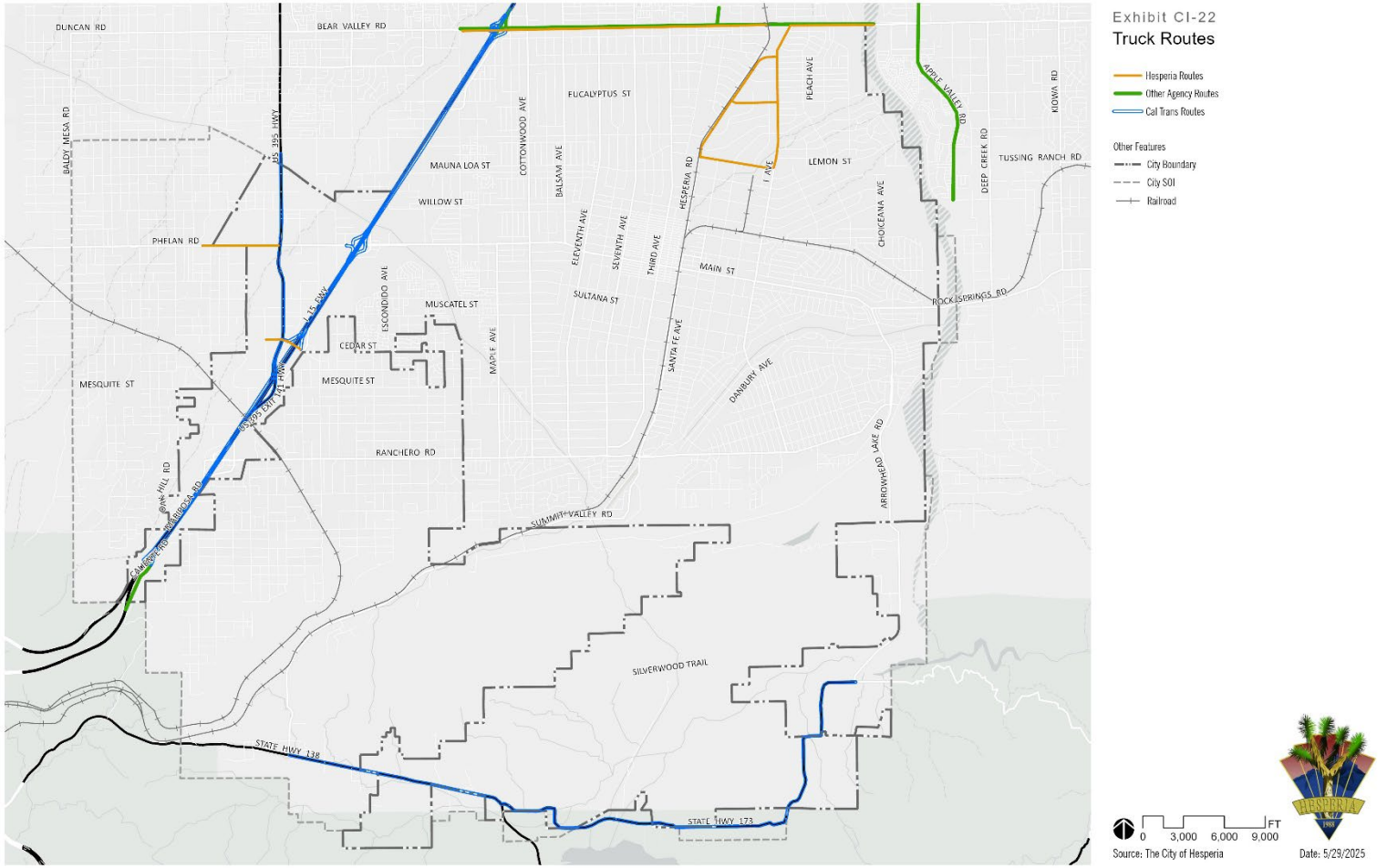
- between Bellflower Street and U.S. Highway 395

Joshua Street

- between Caliente Road and Mariposa Road

2. Modifications to Circulation Element

Figure 1 Truck Routes



2. Modifications to Circulation Element

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2.2 TRANSPORTATION NETWORK

In addition, Figure 2, *Circulation Plan*, would replace the Circulation Element transportation network (Exhibit CI-1), as shown in Figure 3, *Existing Circulation Plan*. The proposed project would make the following changes to the transportation network map:

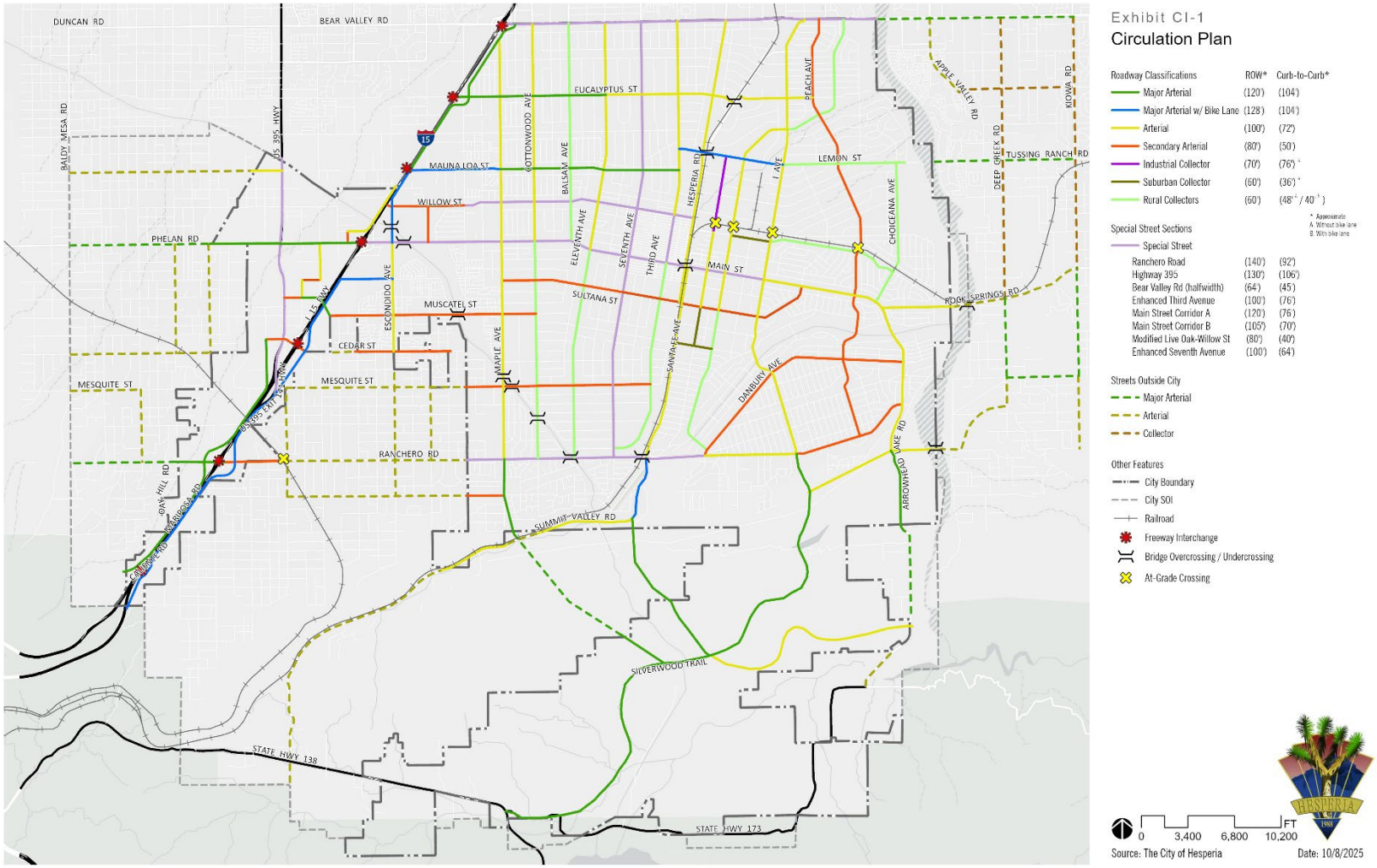
- Relocate future I-15 interchange from Muscatel St. to Cedar St.
- Reclassify Sultana from 7th Ave. to I Ave. as Second Arterial (formerly Arterial)
- Reclassify Sultana from I Ave. to Main St. as Second Arterial (formerly local road)
- Remove Mauna Loa extension from 3rd Ave. to Hesperia Rd. / Lemon St.
- Remove the previously planned bridge over the Mojave River at Lemon St.

2. Modifications to Circulation Element

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2. Modifications to Circulation Element

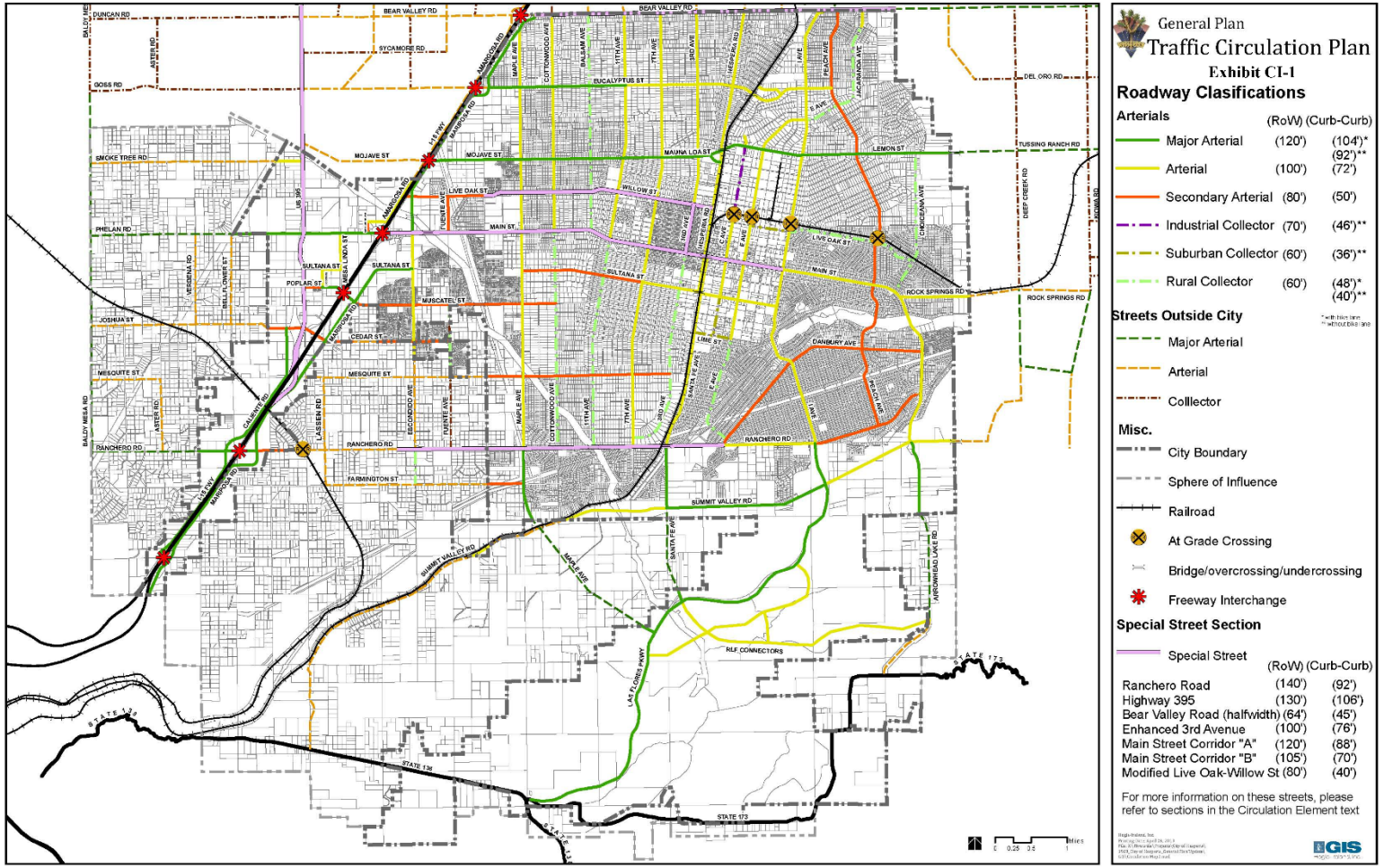
Figure 2 Circulation Plan



2. Modifications to Circulation Element

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Figure 3 Existing Circulation Plan



2. Modifications to Circulation Element

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3. CEQA Analysis

3.1 ENVIRONMENTAL ANALYSIS

As shown in Figure 1, *Truck Routes*, the local truck routes are located within the Main Street Freeway Corridor Specific Plan (MSFCSP). This area is primarily characterized by industrial, commercial, institutional, and office, uses, with low density residential east of I Avenue. These local truck routes would not impact the surrounding environment as truck routes are not an unusual activity within the area due to the existing businesses that rely on trucks.

In addition, the air quality mitigation measures in the Certified EIR would help reduce impacts with the proposed changes, including setbacks and buffer zones between sensitive receptors. The proposed project will also introduce new circulation policies that would benefit residents, such as Policy CI-2.1., which aims to facilitate the efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses. Therefore, the proposed truck routes are not anticipated to result in significant environmental or community health impacts based on existing conditions and land use.

3.2 FINDINGS

For the reasons explained in this addendum, the project would not cause any new significant environmental impacts or substantially increase the severity of significant environmental impacts disclosed in the Certified EIR. Thus, the proposed project does not trigger any of the conditions in CEQA Guidelines Section 15162, requiring the preparation of a subsequent EIR, and the appropriate environmental document as authorized by CEQA Guidelines Section 15164(b) is an addendum. The following identifies the standards set forth in Section 15162 of the CEQA Guidelines as they relate to the proposed project.

1. **No substantial changes are proposed in the project which would require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.**

The local truck routes within the MSFCSP area (Figure 1) are not expected to significantly increase impacts, as they follow established arterials and collectors already utilized by trucks and would result in similar activities. Furthermore, the proposed project does not alter the existing land use pattern, as most future transportation improvements would occur on existing roads or through the construction of new road segments in undeveloped areas.

Additionally, no new significant environmental impacts have been identified beyond those already assessed in the General Plan EIR. As noted in Section 1.3, Certified EIR, significant and unavoidable impacts to air quality, land use, traffic, and circulation were previously determined. While the proposed project may result in physical impacts due to future transportation improvements, the analysis and mitigation measures from the General

3. CEQA Analysis

Plan EIR will still apply. For example, the air quality mitigation measures include setbacks and buffer zones between sensitive receptors (Mitigation Measure AQ-4). The proposed project will also introduce new circulation policies that would benefit residents, such as Policy CI-2.1, which aims to facilitate the efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses. Despite these mitigation measures, the development of the General Plan will contribute to cumulative air quality impacts, both locally and regionally. The proposed project will not alter the air quality impact determinations made in the Certified EIR.

The Land use impacts would stay the same as the Certified EIR since the land use pattern is not changing under the proposed project. While the Certified EIR assessed transportation impacts based on Level of Service (LOS) metrics, state law now requires the analysis of transportation impacts based on Vehicle Miles Traveled (VMT) rather than LOS. As shown in Table 1, VMT under the proposed project is expected to be lower.

The City also evaluated impacts to roadway Level of Service (LOS) to ensure that the changes would not negatively impact circulation patterns. The analysis indicates that segment LOS under the proposed project remains consistent with segment LOS under the existing General Plan and does not create new, or exacerbate previously identified, deficiencies in the roadway network.

All other impacts and mitigation measures outlined in the Certified EIR will remain applicable. For instance, in the case of biological resources, the Certified EIR requires biological resource evaluations before development actions, including site-specific surveys for special-status species in identified habitat areas, particularly near linkage corridors and special survey areas (Mitigation Measure BR-1). As the revised circulation element will be part of the entire General Plan, all mitigation measures and policies in the remainder of the General Plan will apply.

Section 2, Modifications to Circulation Element, of this Addendum replaces existing figures and text in the Certified EIR to reflect the proposed project. These listed changes are not substantial changes that would necessitate major revisions of the Certified EIR. While the project involves physical impacts, it does not introduce new significant environmental effects or substantially increase the severity of previously identified impacts. The analysis and mitigation measures from the previously Certified EIR remain applicable to the proposed project.

2. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified shows:

a. The project will have one or more significant effects not discussed in the previous EIR.

In regard to transportation, VMT was used as the metric for greenhouse gas emissions. Emissions were determined by multiplying total vehicle miles traveled per day by emission factors, which account for exhaust emissions from starting, running, idling, and factors like tire and brake wear. The Certified EIR did not evaluate VMT since it was not required at the time, so the project team modeled VMT using the previously existing general plan's land plan buildout projections. As shown in Table 1, VMT under the proposed project is expected to be lower than the existing general plan.

The City also evaluated impacts to roadway Level of Service (LOS) to ensure that the changes would not negatively impact circulation patterns. The analysis indicates that segment LOS under the proposed project remains consistent with segment LOS under the existing General Plan and does not create new, or exacerbate previously identified, deficiencies in the roadway network.

b. Significant effects previously examined will be substantially more severe than shown in the previous EIR.

The Certified EIR identifies significant and unavoidable impacts to air quality, traffic, and circulation. While the proposed project may result in physical impacts from future transportation improvements, the analysis and mitigation measures from the General Plan EIR will still apply. For example, air quality mitigation measures include setbacks and buffer zones between sensitive receptors (Mitigation Measure AQ-4). Despite these mitigation measures, the development of the existing General Plan will still contribute to cumulative air quality impacts at both local and regional levels. The proposed project will not change the air quality impact conclusions from the Certified EIR, and land use impacts will remain the same since the land use pattern is not being altered. Although the Certified EIR assessed transportation impacts based on LOS, Senate Bill 743 now requires the analysis to focus on VMT. As shown in Table 1, VMT under the proposed project is expected to be lower. No significant effects previously examined will be substantially more severe than shown in the Certified EIR.

c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.

The mitigation measures outlined in the Certified EIR would remain applicable. For example, air quality mitigation measures include setbacks and buffer zones between sensitive receptors (Mitigation Measure AQ-4). In the case of biological resources, the Certified EIR requires biological resource evaluations before development actions, including site-specific surveys for special-status species in identified habitat areas, particularly near linkage corridors and special survey areas (Mitigation Measure BR-1). All other mitigation measures identified in the Certified EIR will continue to apply, ensuring that the proposed project addresses previously identified environmental impacts.

d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

There are no mitigation measures or alternatives significantly different from those analyzed in the General Plan EIR. Any potential mitigation or alternatives would not reduce the significant effects already identified in the Certified EIR. The proposed project is expected to have similar significant impacts to those outlined in the Certified EIR, and all associated policies and mitigation measures identified in the Certified EIR to address physical environmental effects will apply to future development, maintaining their mitigating effect. As noted earlier, the project primarily proposes refinements to align with the latest legal requirements and updates policies and best practices for circulation, without altering the underlying land uses or increasing environmental impacts compared to the existing General Plan. Since no new significant impacts are anticipated from the adoption of

3. CEQA Analysis

the Circulation Element Update, no additional mitigation measures or alternatives are required for the proposed project.

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Draft Transportation Study for Hesperia General Plan

Prepared for:
City of Hesperia

October 2025

OC24-1045

FEHR PEERS

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1 Introduction

Fehr & Peers has completed the transportation study for the proposed Hesperia General Plan Update in the City of Hesperia, California. This report summarizes the methodology, findings, and conclusions of the study, including identification of recommended mitigation measures necessary to maintain consistency with the goals and policies of the proposed General Plan.

This chapter outlines the geographic scope of the transportation impact analysis, including the study area.

1.1 Project Description

The proposed City of Hesperia General Plan Update consists of an approximate 26-year absorption of land use and associated planned infrastructure within the City and Sphere of Influence (SOI). The General Plan Update Buildout assumes a growth of 29,844 households and 24,333 jobs.

1.2 Study Area

The study area of this analysis includes intersections and roadway segments in the City of Hesperia that are anticipated to be affected by the proposed General Plan.

Intersections:

1. Cataba Road & Main Street
2. Key Pointe Avenue & Main Street
3. I-15 Southbound Ramps & Main Street
4. I-15 Northbound Ramps & Main Street
5. Mariposa Street & Main Street
6. US-395 & Joshua Street
7. I-15 Northbound Ramps & Bear Valley Road
8. Mariposa Road & Bear Valley Road

Roadway Segments:

1. Bear Valley Road between 2nd Avenue and Hesperia Road
2. Bear Valley Road east of Mojave Fish Hatchery Road
3. Escondido Avenue south of Main Street
4. Eucalyptus Street between Mariposa Road and Maple Avenue
5. Mesquite Street between Fuente Avenue and Bandicoot Trail
6. Maple Avenue between Willow Street and Main Street
7. Ranchero Road between Lyons Avenue and Oxford Avenue
8. Lemon Street between Santa Fe Avenue and E Avenue
9. Lemon Street east of Choiceana Avenue

10. Cottonwood Avenue between Sequoia Street and Bear Valley Road
11. Cottonwood Avenue between Willow Street and Main Street
12. Muscatel Street between Malibu Avenue and Escondido Avenue

1.3 Analysis Scenarios

To identify potential significant project impacts, Fehr & Peers analyzed the effects of traffic under the following three scenarios:

- Existing Year (2024) Conditions – Intersection and roadway traffic counts were collected in May of 2024 on a Tuesday while schools were in session. The traffic counts represent the average daily and peak hour traffic volumes on typical weekdays (Tuesday through Thursday).
- Cumulative Year (2050) No Project Conditions – Consists of forecasted volumes based on growth and travel forecasts contained in the Future Year San Bernardino Transportation Analysis Model Plus (SBTAM+). No Project Conditions is consistent with the City's current General Plan.
- Cumulative Year (2050) Plus Project Conditions – Consists of forecasted volumes based on growth and travel forecasts contained in the Future Year SBTAM+ outside the City of Hesperia and SOI, and projected land use and planned infrastructure within the City of Hesperia as proposed in the General Plan Update.

Intersection and roadway segment Level of Service (LOS) is required by the City for planning purposes, but it is not used to identify significant project impacts pursuant to the California Environmental Quality Act (CEQA). The City of Hesperia adopted California Environmental Quality Act (CEQA) thresholds consistent with Senate Bill 743, which identified that Vehicle Miles Traveled (VMT) would be used to evaluate significant transportation impacts under CEQA.

2 Analysis Methodology

The transportation study methodology includes a combination of quantitative and qualitative evaluations of the roadway, bicycle, pedestrian, and transit components of the transportation system.

2.1 VMT Methodology

The City of Hesperia Traffic Impact Analysis (TIA) Guidelines (July 2020) (City's TIA Guidelines) adopted project VMT Impacts are based on the origin-destination (OD) method using VMT per service population. Given this Project is a citywide General Plan update, the Project will have impact on VMT if there is a net increase in VMT per service population under the plus project condition compared to the no project condition. The City's TIA Guidelines also adopted cumulative VMT threshold based on link-level boundary VMT method. The proposed General Plan will have a cumulative impact on VMT if the boundary VMT per service population within County of San Bernardino increases under the plus project condition compared to the no project condition. **Table 1** summarizes VMT thresholds.

Table 1: VMT Thresholds

Impact Categories	Significance Thresholds
Project VMT Threshold	➢ The cumulative year OD VMT per service population within the City and SOI increases under the plus project condition compared to the no project condition.
Cumulative VMT Threshold	➢ The cumulative year link-level boundary VMT per service population within the County of San Bernardino increases under the plus project condition compared to the no project condition.

Note(s):
1. Service population is defined as population plus employment.

Source: City of Hesperia, 2020 and Fehr & Peers, 2025.

2.2 Traffic Forecasts

SBTAM+ was used to forecast intersection and roadway segment volumes, estimate existing and future VMT, and to perform an evacuation assessment. SBTAM+ is consistent with the 2024 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategies (SCAG RTP/SCS); it has a base year of 2019 and a forecast year of 2050.

Roadway network and land use inputs developed in collaboration with the City were used to update the base year model to Existing Year 2024 Conditions and the future year models to represent the Cumulative Year 2050 Conditions.

The Base Year and Future Year models can produce link and intersection volume forecasts. National Cooperative Highway Research Program (NCHRP) Report 255 prescribes a variety of methods for developing intersection turning movement volume forecasts from travel demand model outputs. For typical applications, the Base Year and Future Year model outputs are compared to one another and are used in conjunction with existing traffic counts to develop future traffic forecasts. In this study, the absolute difference between the Existing Year (2024) and Future Year (2050) model outputs were utilized to develop the 2050 volume forecasts. This method is known as the difference method and is a state-of-the-practice approach consistent with NCHRP Report 255.

2.3 Intersection Analysis

Intersection operations were evaluated using methodologies consistent with the Highway Capacity Manual (HCM) 7th Edition (Transportation Research Board (TRB), 2022). The HCM 7 Edition methodology for signalized intersections estimates the average control delay for vehicles at the intersection. After the quantitative delay estimates are complete, the methodology assigns a qualitative letter grade that represents the operations of the intersection. These grades range from level of service (LOS) A (minimal delay) to LOS F (congested conditions). LOS E represents at-capacity operations. Descriptions of the LOS letter grades for both signalized and unsignalized intersections are provided in **Table 2**.

Consistent with the City's General Plan policies, intersections should operate at LOS D or better. Caltrans no longer defines acceptable LOS standards with their latest adoption of the Vehicle Miles Traveled-Focused Transportation Impact Study Guide (TISG), May 2020. This study assumes City of Hesperia LOS "D" minimum acceptable standard at Caltrans locations.

Table 2: Intersection Level of Service Criteria

Level of Service	Description	Signalized
		Delay (seconds/vehicle)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0

F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80.0

3 Source: *Highway Capacity Manual*, 7th Edition. (Transportation Research Board, 2022)

1.3 Roadway Segment Analysis

LOS was evaluated for roadway segments in the City of Hesperia to ensure consistency with adopted General Plan policies. The Average Daily Traffic (ADT) is reported for each roadway. General daily service volume thresholds from the HCM 7 Edition (TRB, 2022) were used to assign LOS letter grades based on the ADT. Consistent with intersection analysis, roadway segment LOS letter grades range from LOS A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations, as presented in **Table 3**. The City strives to maintain a citywide LOS standard not exceeding D for roadway segments.

Table 3: Roadway Segments LOS Threshold Based on ADT

Number of Lanes		LOS B	LOS C	LOS D	LOS E	LOS F
Arterial						
2	1 lane in each direction	-	< 7,000	7,000 – 14,300	14,300 – 16,500	> 16,500
4	2 lanes in the other direction	-	< 14,900	14,900 – 30,200	30,200 – 33,100	> 33,100
6	3 lanes in each direction	-	< 23,000	23,000 – 46,500	46,500 – 49,700	> 49,700

Source: *Highway Capacity Manual, 7th Edition* (TRB, 2022) Exhibits 12-39 and 16-16, Fehr & Peers, 2025.

2.4 Regulatory Setting and Significance Criteria

The criteria used to evaluate the project impacts to transportation are described in the *2023 California Environmental Quality Act Statute & Guidelines* (Association of Environmental Professionals, 2023). Specific criteria to be used for identifying potential transportation impacts are presented in **Table 4**.

Table 4: Transportation Significance Criteria

Impact Categories	CEQA Significance Criteria
Plan Conflict	The project would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities.
VMT Impacts	The project would result in a VMT-related impact as described in Table 1.
Hazard Impact	The project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
Emergency Access Impact	The project would result in inadequate emergency access.

Source: *2023 California Environmental Quality Act Statute & Guidelines* (Association of Environmental Professionals, 2023).

3 Vehicle Miles Traveled

This chapter evaluates potential VMT impacts of the City of Hesperia General Plan Update.

3.1 Land Use

Land use inputs in SBTAM+ City of Hesperia and SOI were updated through coordination with City of Hesperia staff to develop Existing Year (2024) Conditions, Cumulative Year (2050) No Project Conditions, and Cumulative Year (2050) Plus Project Conditions. The land use assumptions for each scenario are summarized in **Table 5.**

Table 5: Land Use Inputs for Hesperia General Plan

Land Use	Existing Year (2024)	Cumulative Year (2050) No Project	Cumulative Year (2050) Plus Project
Households	**31,727**	**54,430**	**61,570**
Population	**110,369**	**144,538**	**162,832**
Total Employment	**24,169**	**48,545**	**48,502**
Agriculture Employment	49	97	90
Construction Employment	1,483	2,361	2,367
Manufacturing Employment	650	1,632	1,472
Wholesale Employment	589	2,173	1,753
Retail Employment	4,966	7,736	7,925
Transportation, Warehousing and Utility Employment	3,432	10,863	10,778
Information Employment	105	306	166
Financial Employment	637	1,047	1,007
Professional Employment	1,579	3,242	3,333
Educational Employment	6,286	12,560	11,225
Hospitality Employment	2,085	2,614	4,045
Service Employment	1,223	2,775	3,145
Public Administration Employment	1,084	1,121	1,195

Source: Fehr & Peers, 2025.

The proposed General Plan assumes a growth of 29,844 households and 24,333 jobs - an increase of 7,140 households and a decrease of 25 jobs compared to the current General Plan.

3.2 Vehicle Miles Traveled

The City of Hesperia adopted VMT thresholds in July 2020. VMT Impacts are based on the OD method using VMT per service population within the County of San Bernardino jurisdictional boundary.

Project VMT Threshold

Project VMT was estimated using the Half Accounting and Full Accounting Origin/Destination (OD) Methods. There are three types of trips that were considered for this analysis; trips that simply pass-through the City are not included in the Project VMT analysis.

- I-I: Trips that start within the City of Hesperia SOI and end within the City of Hesperia SOI.
- I-X: Trips that start within the City of Hesperia SOI and end outside the City of Hesperia SOI.
- X-I: Trips that start outside the City of Hesperia SOI and end within the City of Hesperia SOI.

Half Accounting Method

The Half Accounting Method is referred to as the Regional Targets Advisory Committee (RTAC) method. Using this methodology, 100 percent of the trip length with two trip ends within a jurisdiction is attributed to that agency, and 50 percent of the trip length with only one trip end within a jurisdiction is allocated to the jurisdiction (the other 50 percent is allocated to the jurisdiction where the other trip end is located). The Half Accounting Method is used to evaluate Greenhouse Gas (GHG) Emissions for General Plan documents (especially when looking at GHG as it relates to Climate Action Plans) and is provided in **Table 6** for informational purposes only.

Full Accounting Method

The Full Accounting Method evaluates 100 percent of the trip length with one or both trip ends within a jurisdiction. The Full Accounting Method was used to determine the Project VMT Threshold. A Project VMT Impact would occur if the proposed City of Hesperia General Plan Update (i.e., Cumulative Year (2050) Plus Project) OD VMT per Service Population (SP) exceeds the current City of Hesperia General Plan Buildout (i.e., Cumulative Year (2050) No Project) OD VMT/SP.

As shown in **Table 7**, the OD VMT/SP under the Cumulative Year (2050) Plus Project Conditions does not exceed the OD VMT/SP under Cumulative Year (2050) No Project Conditions. The OD VMT/SP is projected to decrease under the proposed General Plan (42.6 miles of travel per person) as compared to the current General Plan (44.5 miles of travel per person), indicating that the population is expected to travel in a more efficient manner.

The improvement in travel efficiency is the result of people making fewer trips and/or traveling shorter distances due to increased availability of active modes of transportation and/or better accessibility to destinations by all modes of transportation. Projects such as the proposed Hesperia Commerce Center II provide local jobs and reduce the distance residents travel to similar employment opportunities. The proposed Brightline high-speed rail station also increases opportunities for commuters to shift to transit.

Table 6: VMT by Vehicle Class (Half-Accounting OD VMT/RTAC Methodology)

Year		Auto[1]		LHDT[2]		MHDT[3]		HHDT[4]		Total VMT		RTAC VMT
		I	X	I	X	I	X	I	X	I	X	100% ii +50% ix & xi
City of Hesperia and Sphere of Influence												
Existing (2024)	I	517,818	1,603,416	3,117	19,382	2,565	15,506	1,427	108,428	524,927	1,746,731	2,300,665
	X	1,662,010	-	19,324	-	15,454	-	107,958	-	1,804,746	-	
Cumulative Year No Project (2050)	I	948,327	2,887,069	9,194	40,908	8,549	35,534	7,010	276,445	973,080	3,239,956	4,296,171
	X	3,053,260	-	40,955	-	35,584	-	276,428	-	3,406,227	-	
Proposed General Plan (2050)	I	1,079,367	2,982,179	8,916	39,431	7,936	33,443	6,660	266,525	1,102,879	3,321,578	4,504,819
	X	3,144,089		39,371		33,387		265,454		3,482,300	-	

Note:

1. Auto = Passenger Cars.
2. LHDT = Light heavy-duty trucks.
3. MHDT = Might heavy-duty trucks.
4. HHDT = Heavy heavy-duty trucks.

Source: SBTAM+ & Fehr & Peers, 2025.

Table 7: Project-Level VMT Assessment (Full Accounting OD VMT)

Metric	Existing Year (2023)	Cumulative Year (2050) No Project	Cumulative Year (2050) Plus Project
City of Hesperia SOI OD VMT (Daily total)	4,601,330	8,592,343	9,009,637
City of Hesperia SOI Service population	134,538	193,083	211,334
OD VMT per Service Population (OD VMT/SP)	**34.2**	**44.5**	**42.6**

Note(s):
1. Service population is defined as population plus employment.

Source: SBTAM & Fehr & Peers, 2025.

Cumulative VMT Threshold

A Cumulative VMT Impact was identified if the cumulative year link-level boundary VMT/SP within the County of San Bernardino boundary increases under proposed City of Hesperia General Plan Update (i.e., Cumulative Year (2050) Plus Project) as compared to the current City of Hesperia General Plan Buildout (i.e., Cumulative Year (2050) No Project).

The boundary VMT was completed by selecting all roadway segments in the SBTAM+ model within the San Bernardino County boundary and multiplying the number of trips on each roadway segment by the length of that roadway segment. As presented in **Table 8**, the County of San Bernardino VMT/SP under the Cumulative Year (2050) Plus Project Conditions does not exceed the County of San Bernardino VMT/SP under the Cumulative Year (2050) No Project Conditions.

Table 8: Cumulative-Level VMT Assessment

Metric	Adopted General Plan (2045)	Proposed General Plan (2045)
County of San Bernardino VMT (Daily total)	92,225,013	89,432,182
County of San Bernardino Service Population	3,761,191	3,779,442
VMT per Service Population (VMT/SP)	**24.5**	**23.7**

Note(s):
1. Service population is defined as population plus employment.

Source: Fehr & Peers, 2025.

VMT Impact Conclusion

The results of the VMT assessment indicate that, with implementation of the land use and circulation element in the proposed General Plan, VMT/SP would be reduced by approximately four (4) percent at the Project-Level and three (3) percent at the Cumulative-Level (i.e., improves) compared to the current General Plan.

4 Intersection Analysis

4.1 Existing Year (2024) Conditions

Traffic Counts

Traffic counts were collected in May of 2024 during morning peak period (7AM – 9AM) and evening peak period (4 PM - 6 PM) at the eight existing study intersections listed in Chapter One. Counts were collected during fair weather, while school was in session, and during a typical (non-holiday) Tuesday. The turning movement counts are provided in **Appendix A**. Existing (2024) traffic volumes are provided in **Figure 1** along with existing lane configurations and traffic control.

Existing Year (2024) Intersection Operations

Existing lane configurations and traffic volumes were used to evaluate operations at the study intersections under peak hour conditions. Signal timing was obtained for signalized intersections from the City of Hesperia, Caltrans, and through field investigations, as needed. The LOS results are summarized in **Table 9** and detailed LOS worksheets are provided in **Appendix B**. As shown in **Table 9**, all studied intersections operate better than acceptable standards in the AM and PM peak hours.

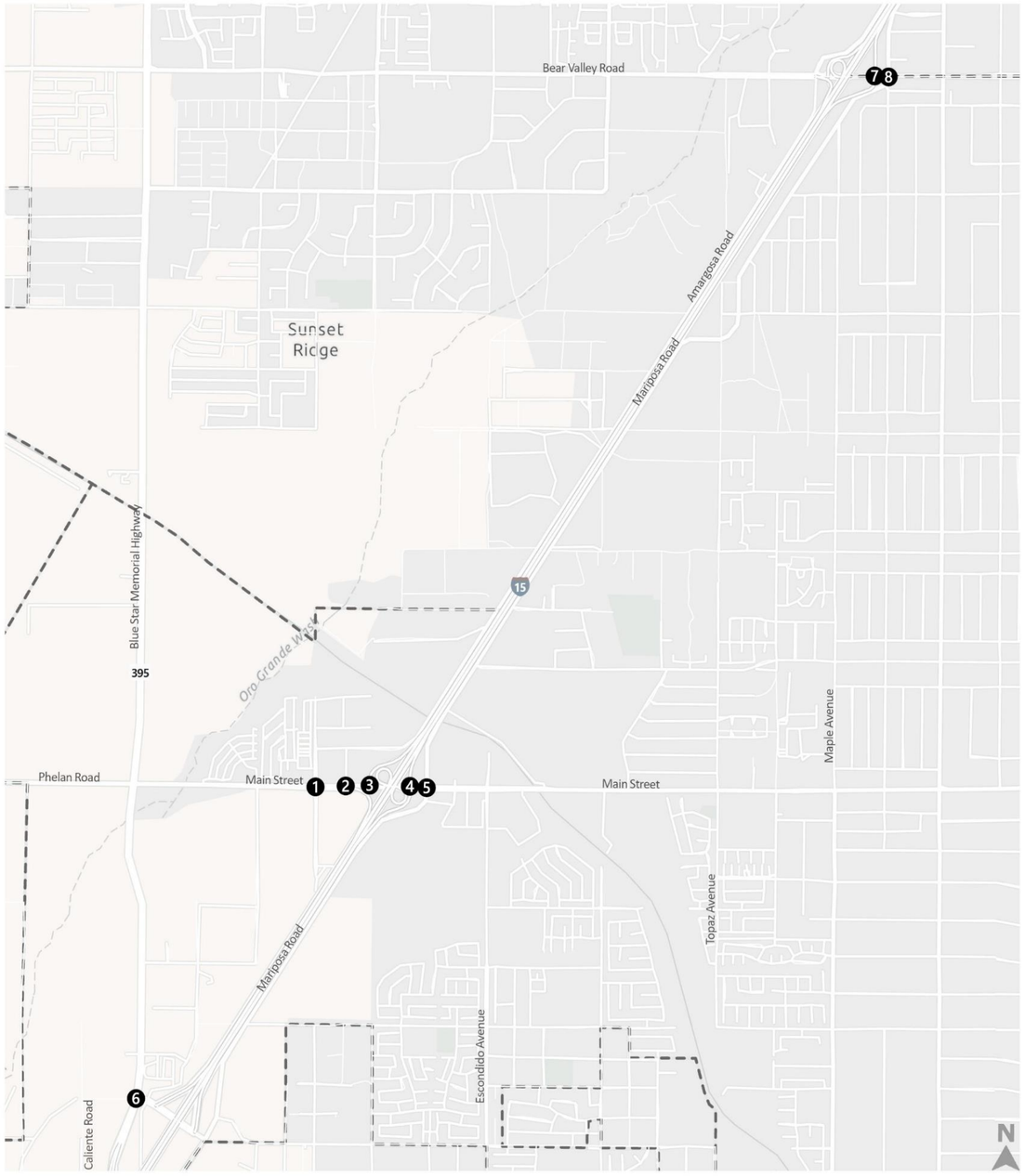
Table 9: Existing (2024) Intersection Level of Service

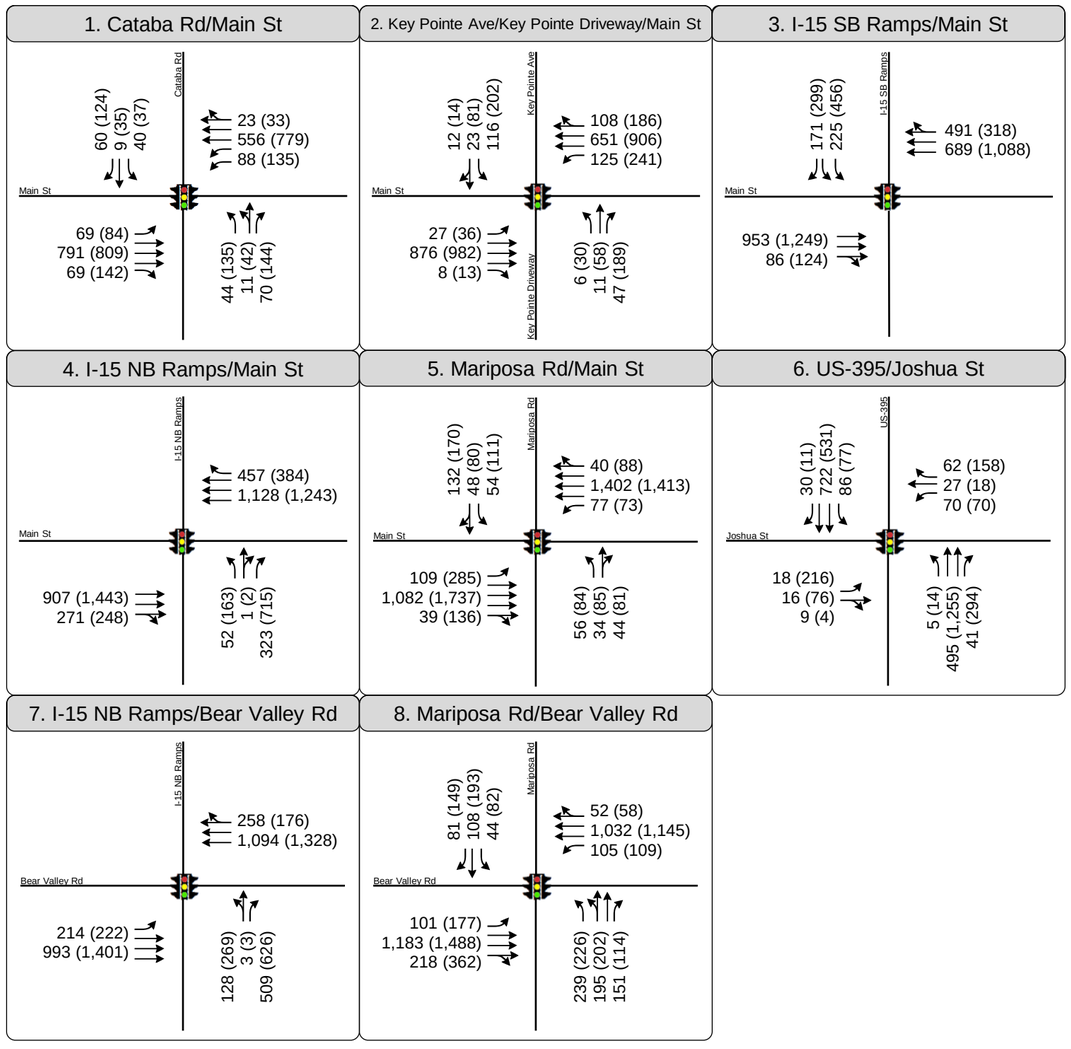
Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Existing (2024) LOS / Average Delay
1 - Cataba Road & Main Street	Signal	Hesperia	D	AM	B / 16.4
				PM	B / 17.7
2 - Key Pointe Driveway/Key Pointe Avenue & Main Street	Signal	Hesperia	D	AM	B / 16.2
				PM	C / 19.9
3 - I-15 Southbound Ramps & Main Street	Signal	Caltrans/Hesperia	D	AM	A / 8.7
				PM	B / 10.5
4 - I-15 Northbound Ramps & Main St	Signal	Caltrans/Hesperia	D	AM	A / 8.3
				PM	B / 11.7
5 - Mariposa Road & Main Street	Signal	Hesperia	D	AM	B / 16.3
				PM	C / 21.5
6 - US-395 & Joshua Street	Signal	Hesperia	D	AM	B / 15.6
				PM	C / 24.5
7 - I-15 Northbound Ramps and Bear Valley Road	Signal	Caltrans/Hesperia	D	AM	D / 37.9
				PM	D / 52.5
8 - Mariposa Road & Bear Valley Road	Signal	Hesperia	D	AM	C / 32.1
				PM	C / 34.7

Notes:

1. Whole intersection weighted average stopped delay expressed in seconds per vehicle for signalized intersections.
2. Delay operations were calculated using HCM 7th methodologies.
3. **Bold** symbolizes below acceptable operations.

Source: Fehr & Peers, 2025.





LEGEND

- Existing Intersections
- City Boundary
- Signalized
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration

Figure 1
Peak Hour Traffic Volumes and Lane Configurations
Existing (2024)

4.2 Cumulative Year (2050) Conditions

Traffic Forecasts

The traffic volumes for this scenario consist of existing counts plus the growth derived from the SBTAM+ model. The Cumulative Year (2050) Plus Project traffic forecasts are shown on **Figure 2.**

Cumulative Year (2050) Plus Project Intersection Operations

Cumulative Year (2050) Plus Project peak hour traffic volumes, existing lane configurations, and optimized signal timings were used to evaluate operations at the study intersections under AM and PM peak hour conditions. Traffic signal timing adjustments are considered standard maintenance for local and state agencies, and it is assumed that the owner/operators of the study intersections would regularly reoptimize the traffic signals depending on the traffic volumes in the study area.

Fehr & Peers optimized signal timings at all study intersections, except for intersections that are part of a coordinated system whereby, the existing coordinated cycle length was maintained. The LOS results are summarized in **Table 10** and detailed LOS worksheets are provided in **Appendix B**. As shown in **Table 10**, no intersections are forecast to operate below acceptable standards in the AM peak hour. During the PM peak hour, four of the eight study intersections are forecast to operate at LOS E or F.

Table 10: Cumulative Year (2050) Plus Project Intersection Level of Service

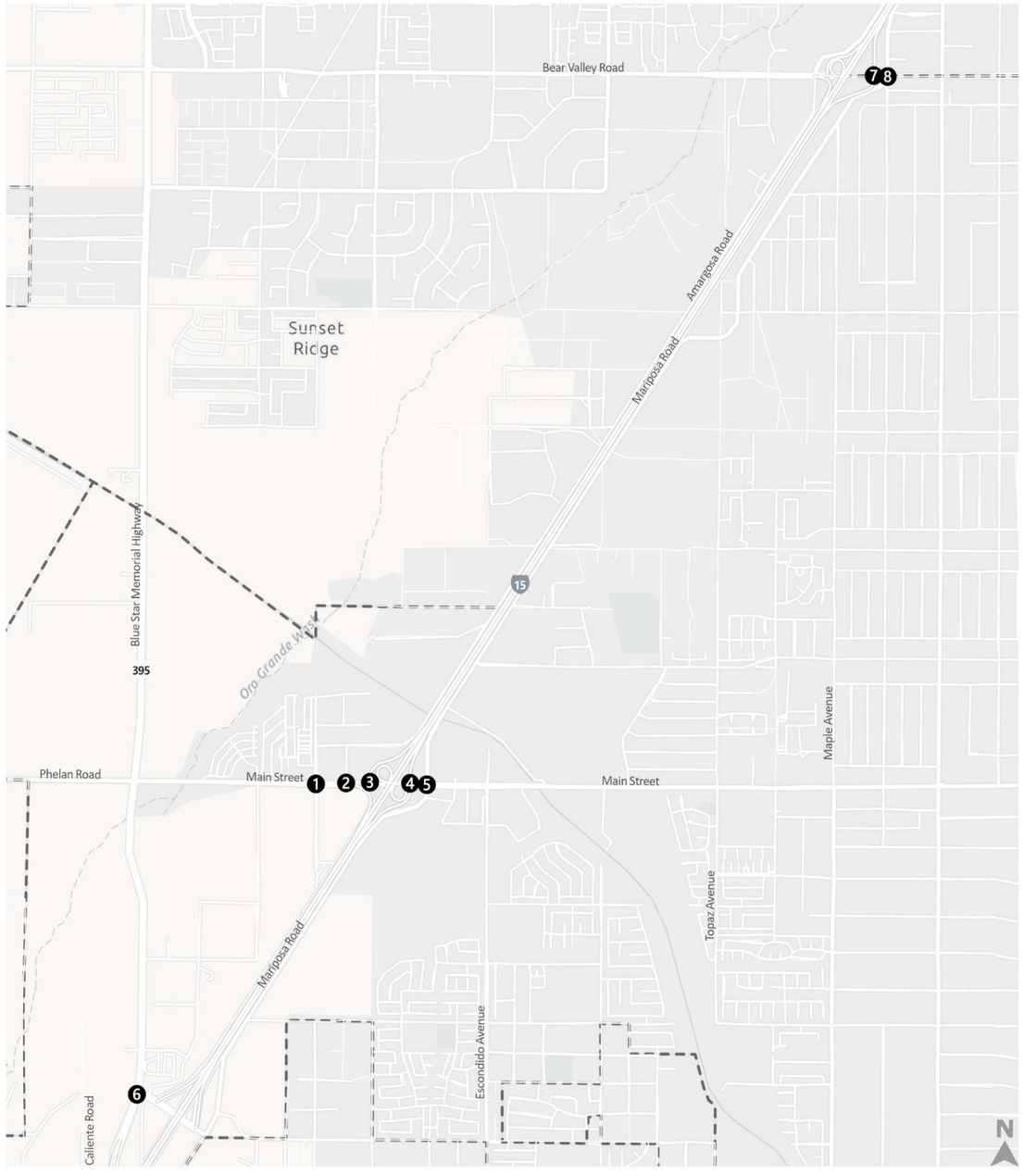
Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Cumulative Year (2050) Plus Project LOS / Average Delay
1 - Cataba Road & Main Street	Signal	Hesperia	D	AM	B / 19.4
				PM	D / 47.7
2 - Key Pointe Driveway/Key Pointe Avenue & Main Street	Signal	Hesperia	D	AM	C / 21.3
				PM	**E / 75.5**
3 - I-15 Southbound Ramps & Main Street	Signal	Caltrans/Hesperia	D	AM	B / 13.2
				PM	B / 17.7
4 - I-15 Northbound Ramps & Main St	Signal	Caltrans/Hesperia	D	AM	A / 10.0
				PM	C / 25.4
5 - Mariposa Road & Main Street	Signal	Hesperia	D	AM	D / 41.7
				PM	**F / 82.7**
6 - US-395 & Joshua Street	Signal	Hesperia	D	AM	C / 33.4
				PM	**F / >120**
7 - I-15 Northbound Ramps and Bear Valley Road	Signal	Caltrans/Hesperia	D	AM	D / 51.9
				PM	**E / 76.9**
8 - Mariposa Road & Bear Valley Road	Signal	Hesperia	D	AM	D / 39.2
				PM	D / 52.5

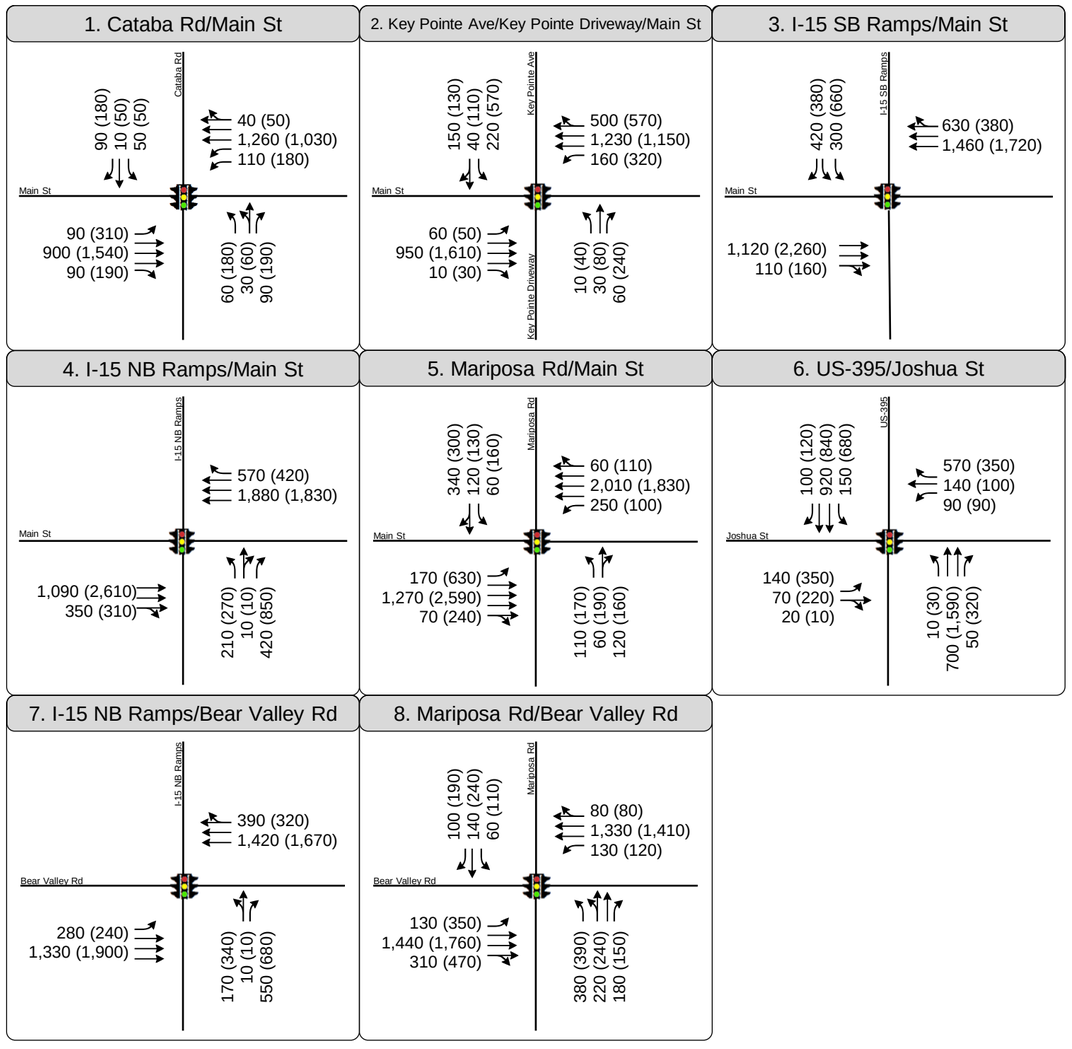
Notes:

1. Whole intersection weighted average stopped delay expressed in seconds per vehicle for signalized intersections.

2. Delay operations were calculated using HCM 7th methodologies.
3. **Bold** symbolizes below acceptable operations.

Source: Fehr & Peers, 2025.





LEGEND

- Existing Intersections
- City Boundary
- Signalized
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration

Figure 2
Peak Hour Traffic Volumes and Lane Configurations
General Plan Buildout (2050)

Improvements Discussion

The following findings and improvements are observed and discussed based on the LOS results:

Intersection 2 – Key Pointe Driveway/Key Pointe Avenue & Main Street

- Under Cumulative Year (2050) Plus Project conditions, this intersection is forecast to operate at LOS E during PM peak hour.
- This intersection is projected to carry more than 500 southbound left-turn vehicles during the PM peak hour which need a second southbound left-turn pocket to achieve LOS D. However, the existing right-of-way (ROW) lacks sufficient width to accommodate a new lane.

Intersection 5 – Mariposa Avenue & Main Street

- Under Cumulative Year (2050) Plus Project conditions, this intersection is forecast to operate at LOS F during PM peak hour.
- This intersection is projected to carry more than 600 eastbound left-turn vehicles during the PM peak hour which need a second eastbound left-turn pocket to achieve LOS D. However, the existing right-of-way (ROW) lacks sufficient width to accommodate a new lane.

Intersection 6- US-395 and Joshua Street

- Under Cumulative Year (2050) Plus Project conditions, this intersection is forecast to operate at LOS F during the PM peak hour.
- This intersection is projected to carry 680 southbound left-turn and 1,590 northbound through movements during the PM peak hour which need a second southbound left-turn pocket and a third northbound through lane to achieve LOS D. The existing ROW is sufficient to accommodate these improvements.

Intersection 7 – I-15 Northbound Ramps & Bear Valley Ramps

- Under Cumulative Year (2050) Plus Project conditions, this intersection is forecast to operate at LOS E during PM peak hour.
- This intersection is projected to carry 680 northbound right-turn vehicle movements and needs a second northbound right-turn lane to achieve LOS D. The existing ROW is sufficient to accommodate these improvements.

5 Roadway Segment Analysis

This chapter covers the evaluation of roadway operations and vehicle delay measured through an analysis of level of service (LOS). Roadway segment LOS analysis is used for planning purposes, and to document consistency with General Plan policies. The LOS analysis assists the City with planning decisions, such as where to increase or decrease land use densities or improve intersections to accommodate growth without generating high levels of roadway congestion.

Some roadways or intersections may be projected to perform at unacceptable levels of service. Residents, businesses, and visitors view congestion and extended travel times as an impact to their quality of life and economic viability, and for this reason, the General Plan contains strategies pertaining to acceptable levels of service; however, CEQA no longer considers congestion to be an environmental impact.

5.1 Existing Year (2024) Conditions

Roadway traffic counts and vehicle classification information were collected in May of 2024. The traffic counts represent the Average Daily Traffic (ADT) volume on a typical weekday (Tuesday through Thursday) while schools are in session.

Roadway segment LOS under Existing Year (2024) Conditions is presented in **Table 11**. Only one segment, Bear Valley Road between 2nd Avenue and Hesperia Road, is operating below the City's adopted LOS standard.

5.2 Cumulative Year (2050) Conditions

SBTAM+ was used to develop the cumulative year volume forecasts. To develop Cumulative scenarios forecasts, the Cumulative No Project and Plus Project Models were compared to the Existing Year Model outputs using the difference method. The difference method was conducted using standard techniques consistent with National Cooperative Highway Research Program (NCHRP) Report 765.

The arithmetic difference between the future year and base year model outputs was used to forecast traffic volume growth on roadway links. The forecasted traffic volume growth was then added to the existing roadway volumes. Negative growth was not allowed in the General Plan scenarios. If the model predicted negative growth over existing conditions, the existing conditions volumes were retained. Roadway segment LOS under Cumulative Year conditions is presented in **Table 12**.

Under the Cumulative Year No Project conditions, Bear Valley Road between 2nd Avenue and Hesperia Road is projected to operate at LOS F which is inconsistent with the City's adopted LOS D or better standard.

Under the Cumulative Year With Project conditions, both Bear Valley Road segments are projected to operate at E or F, which is inconsistent with the City's adopted LOS D or better standard.

Table 2: Existing Year (2024) Conditions – Roadway Segment LOS

	Roadway	Between		ADT	Lanes	Classification	LOS
1	Bear Valley Road	2nd Avenue	Hesperia Road	44,203	6	Arterial	D
2	Bear Valley Road	East of Mojave Fish Hatchery Road		53,251	6	Arterial	**F**
3	Escondido Avenue	South of Main Street		22,057	4	Arterial	D
4	Eucalyptus Street	Mariposa Road	Maple Avenue	2,019	2	Arterial	C
5	Mesquite Street	Fuente Avenue	Bandicoot Trail	4,790	2	Arterial	C
6	Maple Avenue	Willow Street	Main Street	6,197	4	Arterial	C
7	Ranchero Road	Lyons Avenue	Oxford Avenue	7,368	2	Arterial	D
8	Lemon Street	Santa Fe Avenue	E Avenue	2,965	2	Arterial	C
9	Lemon Street	East of Choiceana Avenue		63	2	Arterial	C
10	Cottonwood Avenue	Sequoia Street	Bear Valley Road	8,774	2	Arterial	D
11	Cottonwood Avenue	Willow Street	Main Street	7,653	2	Arterial	D
12	Muscatel Street	Malibu Avenue	Escondido Avenue	5,316	4	Arterial	C

Notes:
1. **Bold** symbolizes below acceptable operations.

Source: Fehr & Peers, 2025.

Table 3: Cumulative Year (2050) Conditions – Roadway Segment LOS

Roadway		Between		Current General Plan (No Project)				Proposed General Plan (Plus Project)			
				ADT	Lanes	Classification	LOS	ADT	Lanes	Classification	LOS
1	Bear Valley Road	2nd Avenue	Hesperia Road	45,200	6	Arterial	D	47,600	6	Arterial	**E**
2	Bear Valley Road	East of Mojave Fish Hatchery Road		60,200	6	Arterial	**F**	61,400	6	Arterial	**F**
3	Escondido Avenue	South of Main Street		28,900	4	Arterial	D	28,700	4	Arterial	D
4	Eucalyptus Street	Mariposa Road	Maple Avenue	3,200	2	Arterial	C	3,700	2	Arterial	C
5	Mesquite Street	Fuente Avenue	Bandicoot Trail	6,000	2	Arterial	C	8,200	2	Arterial	D
6	Maple Avenue	Willow Street	Main Street	8,400	4	Arterial	C	9,600	4	Arterial	C
7	Ranchero Road	Lyons Avenue	Oxford Avenue	11,900	2	Arterial	D	13,100	2	Arterial	D
8	Lemon Street	Santa Fe Avenue	E Avenue	4,600	2	Arterial	C	4,600	2	Arterial	C
9	Lemon Street	East of Choiceana Avenue		100	2	Arterial	C	100	2	Arterial	C
10	Cottonwood Avenue	Sequoia Street	Bear Valley Road	12,300	2	Arterial	D	12,300	2	Arterial	D
11	Cottonwood Avenue	Willow Street	Main Street	9,500	2	Arterial	D	10,200	2	Arterial	D
12	Muscatel Street	Malibu Avenue	Escondido Avenue	5,500	4	Arterial	C	5,500	4	Arterial	C

Notes:

1. **Bold** symbolizes below acceptable operations.

Source: Fehr & Peers, 2025.

5.3 Recommendations

Based on the findings of the roadway segment analysis, the following policies and implementation actions are recommended for inclusion in the City's Circulation Element.

- To release the traffic pressure on Bear Valley Road:
    - Build a new I-15 and Eucalyptus Street interchange;
    - Build a new I-15 and Mojave Street interchange.
- To close the gaps on east-west corridors:
    - Connect Muscatel Street with a grade separation over California Aqueduct;
    - Connect Lemon Street from Hesperia Road to Santa Fe Avenue with a grade separation over the railroad; connect Lemon Street from Riverview Avenue to Lakeshore Drive;

With the above recommendations, the roadway segment LOS under Cumulative Year conditions is presented in **Table 13**. Although Bear Valley Road east of Mojave Fish Hatchery Road is still projected to operate at LOS F, all other segments are expected to maintain the same level of service as under the Cumulative Year No Project conditions.

Table 13: Cumulative Year (2050) Conditions With Improvements – Roadway Segment LOS

	Roadway	Between		Current General Plan (No Project)				Proposed General Plan (Plus Project) With Improvements			
				ADT	Lanes	Classification	LOS	ADT	Lanes	Classification	LOS
1	Bear Valley Road	2nd Avenue	Hesperia Road	45,200	6	Arterial	D	45,600	6	Arterial	D
2	Bear Valley Road	East of Mojave Fish Hatchery Road		60,200	6	Arterial	**F**	64,300	6	Arterial	**F**
3	Escondido Avenue	South of Main Street		28,900	4	Arterial	D	25,200	4	Arterial	D
4	Eucalyptus Street	Mariposa Road	Maple Avenue	3,200	2	Arterial	C	13,200	2	Arterial	C
5	Mesquite Street	Fuente Avenue	Bandicoot Trail	6,000	2	Arterial	C	6,200	2	Arterial	D
6	Maple Avenue	Willow Street	Main Street	8,400	4	Arterial	C	11,500	4	Arterial	C
7	Ranchero Road	Lyons Avenue	Oxford Avenue	11,900	2	Arterial	D	11,700	2	Arterial	D
8	Lemon Street	Santa Fe Avenue	E Avenue	4,600	2	Arterial	C	15,200	2	Arterial	C
9	Lemon Street	East of Choiceana Avenue		100	2	Arterial	C	100	2	Arterial	C
10	Cottonwood Avenue	Sequoia Street	Bear Valley Road	12,300	2	Arterial	D	10,500	2	Arterial	D
11	Cottonwood Avenue	Willow Street	Main Street	9,500	2	Arterial	D	10,900	2	Arterial	D
12	Muscatel Street	Malibu Avenue	Escondido Avenue	5,500	4	Arterial	C	5,400	4	Arterial	C

Notes:

1. **Bold** symbolizes below acceptable operations.

Source: Fehr & Peers, 2025.

6 Collision Analysis

This section reviews the historical collision trends in the Project area to help develop strategies to enhance local travel safety with the Project.

6.1 Collision Data Analysis

This analysis considers collisions from 2018 through 2022 acquired from the Transportation Injury Mapping System (TIMS), which is a collision database that includes details, such as collision location, type, severity, parties involved, and contributing factors. The full collision dataset includes collisions of all severity levels but does not include Property Damage-Only (PDO) collisions. For this analysis, all collisions occurring on State routes were not included.

Severe injuries resulting from a traffic collision can result in several catastrophic impacts, including permanent disability, lost productivity and wages, and ongoing healthcare costs. The acronym KSI is used throughout the report to denote a killed or severely injured collision record.

From 2018 to 2022, a total of 1848 collisions occurred within the City (**Figure 3**), which excluded collisions occurring on the State Highway System. Collisions in Hesperia are clustered along major arterial streets including Main Street and Bear Valley Road as well as near the I-15 interchange. Main Street is a major corridor providing the main retail centers for the City and stretches for roughly eight miles, connecting east/west direction. It has 2 lanes in each direction and is a major artery providing central I-15 interchange access and is the closest arterial street to the local Juniper Elementary School. Between 2018 and 2022, Main Street experienced the greatest number of collisions and dense cluster compared to other corridors in the City.

Bear Valley Road has the second highest concentration of collisions. It has 3 lanes in each direction and stretches for roughly five miles within city limits, connecting east/west direction. In particular, the intersection on Bear Valley Road and Hesperia Road had a high cluster of collisions. This intersection is the closest to the Victor Valley Town Center, a large retail shopping center and provides Hesperia residents and visitors with direct access north to Downtown Victorville.

A total of 174 KSI collisions occurred, 63 of which were fatal collisions. **Table 14** summarizes all collisions, KSI collisions, pedestrian and bicycle collisions. Vehicle only collisions account for approximately 93% of the total collisions. Almost 71% of vehicle only collisions occurred at an intersection.

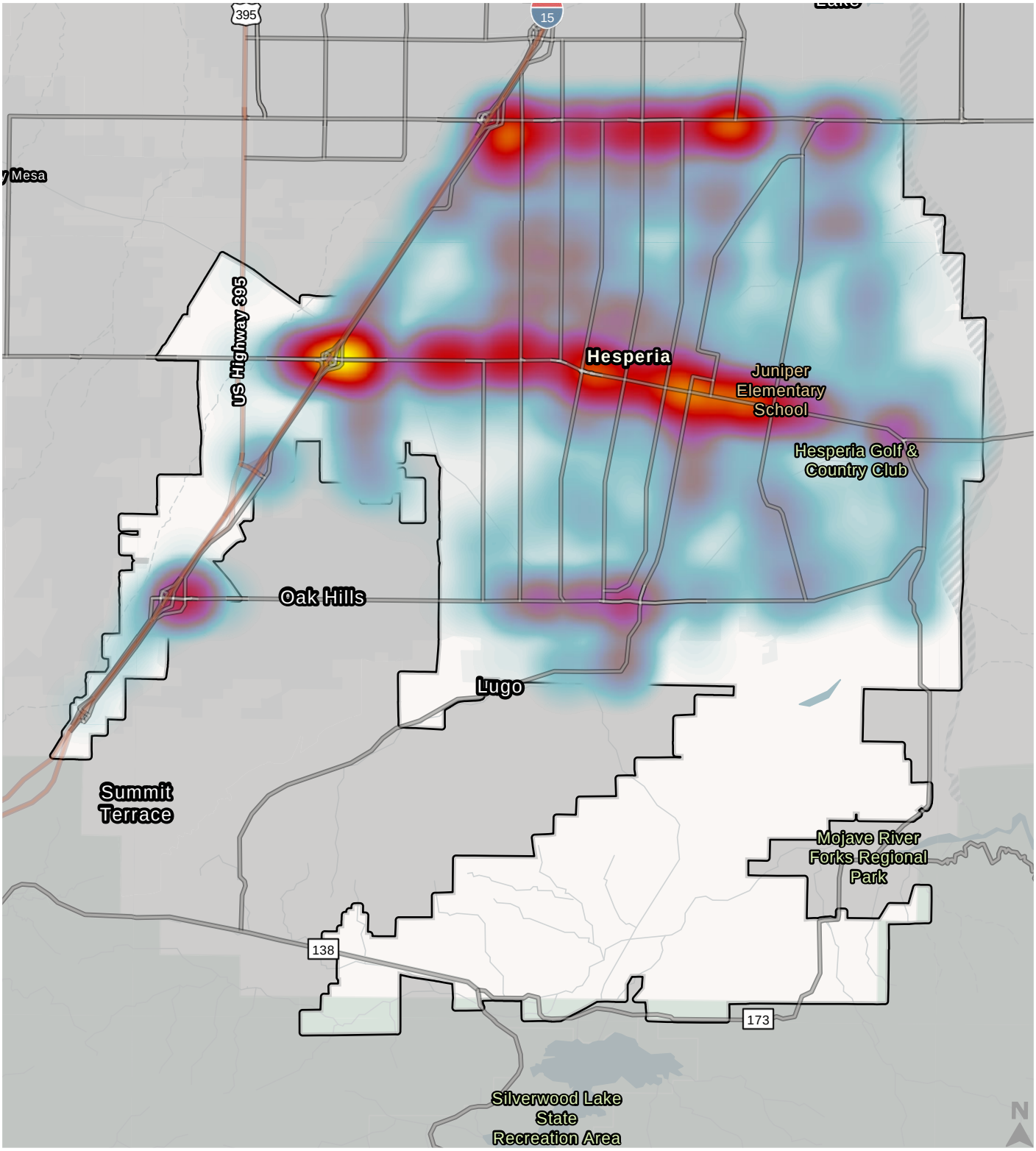
Table 14: Collision Counts by Type (2018-2022)

Area	All Collisions	KSI Collisions	Vehicle Only Collisions	Bicycle and Pedestrian Collisions
City of Hesperia	1,848	170	1,724	124

Source: TIMS, 2018-2022; Fehr & Peers, 2025

The primary cause of a collision, or Primary Collision Factor (PCF), is identified by the patrol officer on duty at the scene of the crash. **Figure 4** below shows the different categories of PCFs for all injury collisions and KSI collisions.

For all injury collisions, the PCF with the largest share of collisions was vehicle right-of-way violation and unsafe speed, representing nearly a third of all injury collisions and approximately 13% of KSI collisions. Looking at KSI collisions, pedestrian violation is the top PCF and constitutes 62% of pedestrian involved collisions. None of the collisions happened under drug or alcohol influence.



Less Collisions

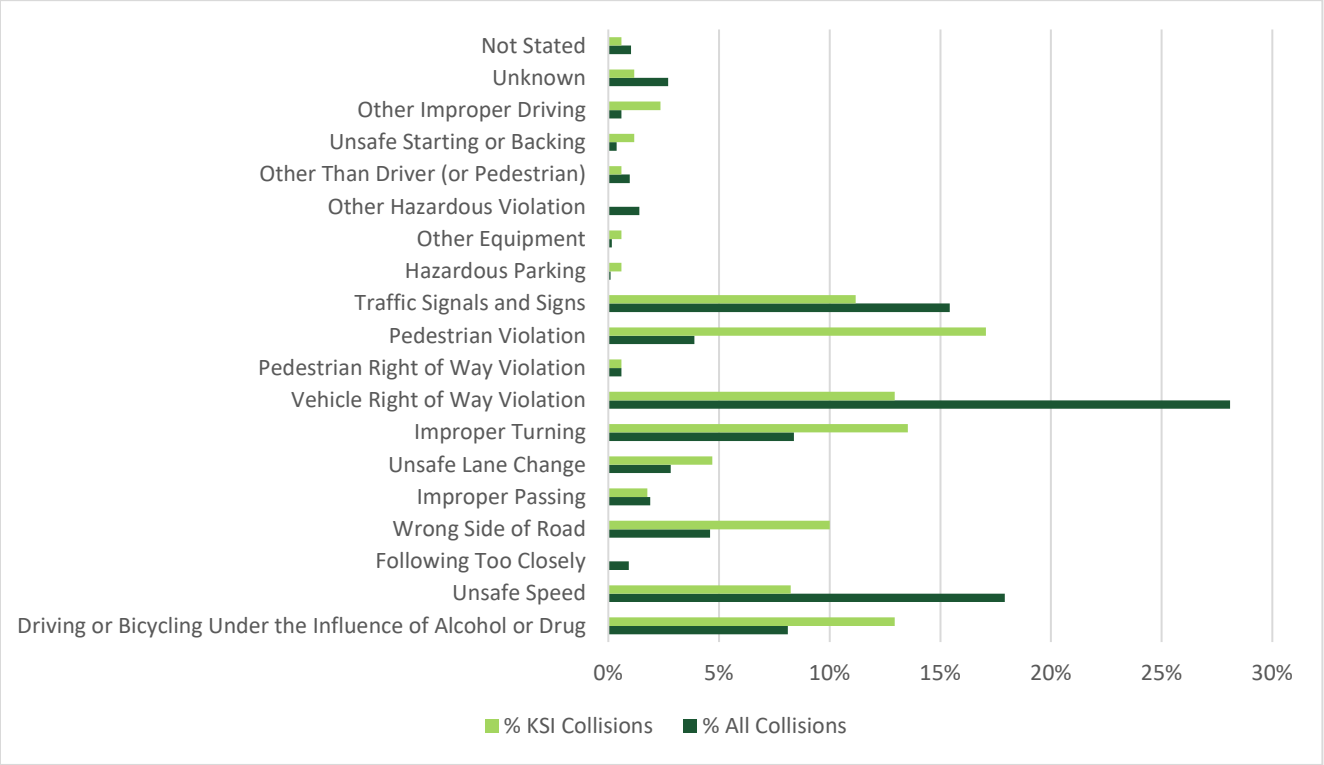
More Collisions

City of Hesperia Boundary

Figure 3

Hesperia Collision Heatmap (2018 - 2022)

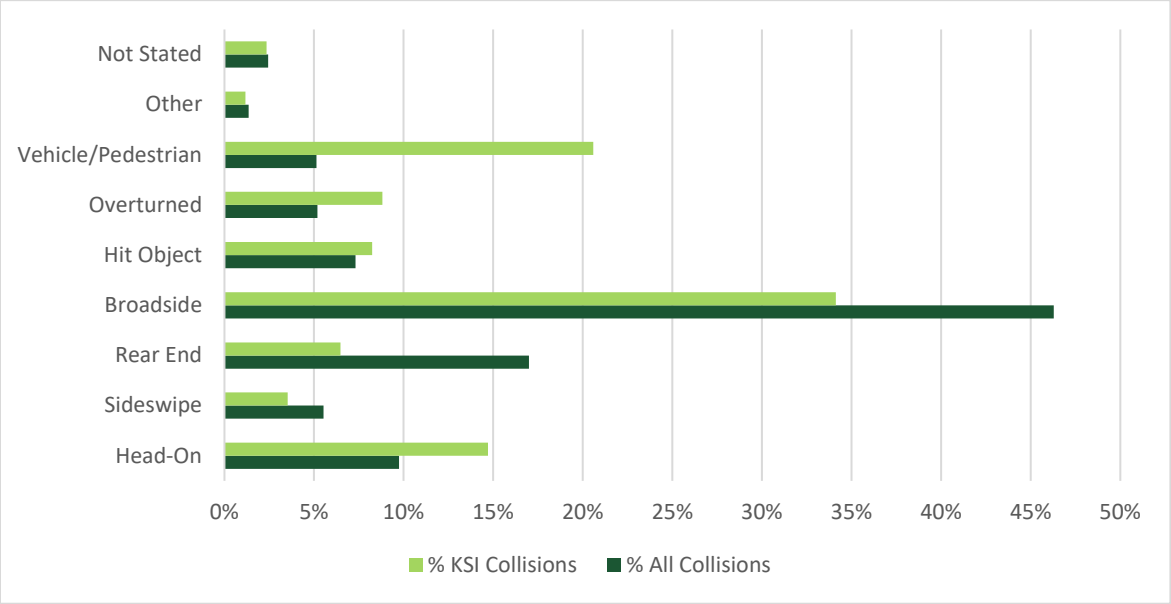
Figure 4: PCF for All Injury and KSI Collisions



Source: TIMS, 2018-2022; Fehr & Peers, 2025

For types of collisions, as shown in **Figure 5**, broadside collisions, also known as "T-bone" collisions, represent the largest share of collision types for both all collisions and KSI collisions (46% and 34%, respectively). Broadside collisions happened mostly at intersections without protected left-turn phase in the Project area. Rear end type collisions represent the second largest share of all injury collisions at 18%. For KSI collisions, collisions involving pedestrians represent the second largest share, with approximately one fifth of collision types.

Figure 5: Collision Type for All Injury and KSI Collisions



Source: TIMS, 2018-2022; Fehr & Peers, 2025

6.2 Observations

Based on the historical collision trends, key issues and potential strategies for the Project area are discussed below:

- Right-of-way violation and speeding are the top PCFs for collisions and have a higher possibility of causing KSI collisions than other PCFs.
    - Speeding for conditions often contributes to right-of-way violations.
    - Potential strategies to reduce speeding include signal timing coordination to limit through travel and implementing speed monitors to remind drivers of the unsafe speed.
- Pedestrian account for approximately one fifth of total KSI collisions.
    - Potential strategies to improve pedestrian travel safety include high-visibility or raised crosswalks and sidewalks.
    - Leading pedestrian intervals and extended pedestrian interval is another option to minimize vehicle-pedestrian conflicts and can result in safer operation. Upon detection of a pedestrian in the crosswalk, the pedestrian has the opportunity to enter the crosswalk at an intersection during an extended interval before vehicles are given a green indication to allow more time for the pedestrian or bicyclist to cross.
- Broadside collision is the top collision type.
    - To reduce broadside collisions, an effective option is to add protected turn phases at intersections with high broadside collisions.

Appendix A – Existing (2024) Turning Movement Counts

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, April 24, 2024 **CITY:** Hesperia

JOB #: SC4583 **LOCATION:** CLASS1 Bear Valley Rd between 2nd Ave and Hesperia Rd

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	94	3	2	6	0	0	105	12:00	648	22	5	16	0	1	692
0:15	86	1	0	7	0	0	94	12:15	682	21	2	21	0	1	727
0:30	71	1	1	9	0	0	82	12:30	732	26	7	12	0	3	780
0:45	58	1	0	6	0	0	65	12:45	651	24	7	15	0	7	704
1:00	61	2	0	8	0	0	71	13:00	709	23	8	11	0	1	752
1:15	50	1	0	7	0	0	58	13:15	687	22	7	22	0	2	740
1:30	41	1	0	1	0	0	43	13:30	698	19	2	17	1	1	738
1:45	52	1	2	5	0	0	60	13:45	686	33	2	19	0	4	744
2:00	48	3	0	10	0	0	61	14:00	737	31	3	20	0	4	795
2:15	39	0	0	6	0	0	45	14:15	696	22	7	14	0	2	741
2:30	41	4	0	4	0	0	49	14:30	683	19	4	10	0	6	722
2:45	70	2	2	10	0	0	84	14:45	713	32	10	15	1	7	778
3:00	77	7	0	4	0	0	88	15:00	685	29	3	17	0	9	743
3:15	104	2	4	11	0	0	121	15:15	736	29	4	11	0	5	785
3:30	99	6	0	13	0	0	118	15:30	768	24	6	11	0	10	819
3:45	133	6	0	6	0	0	145	15:45	718	28	3	9	0	8	766
4:00	138	15	4	6	0	0	163	16:00	694	25	3	16	0	2	740
4:15	139	8	1	16	0	0	164	16:15	781	24	4	17	0	2	828
4:30	164	8	1	19	0	0	192	16:30	702	30	4	11	0	2	749
4:45	168	11	3	13	0	0	195	16:45	719	18	5	13	0	1	756
5:00	162	10	2	6	0	0	180	17:00	799	25	3	14	1	1	843
5:15	178	15	6	11	0	0	210	17:15	727	24	4	22	1	2	780
5:30	218	11	3	12	0	3	247	17:30	690	16	1	11	0	0	718
5:45	275	15	4	9	0	1	304	17:45	646	17	0	5	0	4	672
6:00	240	22	6	15	0	9	292	18:00	642	18	2	7	0	3	672
6:15	287	27	6	22	0	8	350	18:15	585	11	1	12	0	0	609
6:30	326	23	3	15	0	11	378	18:30	536	11	1	5	0	2	555
6:45	402	34	8	20	0	7	471	18:45	553	27	3	8	0	3	594
7:00	399	41	4	24	0	4	472	19:00	610	12	4	7	0	0	633
7:15	495	24	2	16	0	1	538	19:15	497	14	1	8	0	4	524
7:30	563	50	6	17	0	8	644	19:30	494	18	2	10	0	0	524
7:45	673	43	11	21	0	6	754	19:45	470	14	3	4	0	2	493
8:00	593	32	5	21	0	8	659	20:00	415	5	1	2	0	0	423
8:15	578	34	12	15	0	8	647	20:15	426	8	1	6	0	0	441
8:30	625	44	4	15	2	8	698	20:30	370	5	2	12	0	0	389
8:45	638	38	7	18	0	9	710	20:45	395	5	2	8	1	1	412
9:00	563	25	7	19	1	3	618	21:00	294	7	2	8	0	1	312
9:15	604	38	9	17	0	2	670	21:15	297	3	1	5	0	0	306
9:30	644	29	11	15	1	1	701	21:30	222	2	0	5	0	0	229
9:45	670	33	8	18	0	1	730	21:45	221	1	0	3	0	0	225
10:00	537	28	8	20	0	1	594	22:00	199	4	2	5	0	0	210
10:15	552	30	9	16	1	0	608	22:15	161	2	0	4	0	0	167
10:30	567	28	6	20	0	2	623	22:30	178	4	0	2	0	0	184
10:45	640	33	4	14	0	1	692	22:45	117	1	1	4	0	0	123
11:00	631	42	4	21	1	4	703	23:00	124	4	1	7	0	0	136
11:15	674	43	11	13	1	0	742	23:15	88	0	0	11	0	0	99
11:30	595	47	6	16	1	2	667	23:30	93	1	2	8	0	0	104
11:45	661	28	7	22	0	3	721	23:45	94	1	1	5	0	0	101
TOTAL	15,723	950	199	635	8	111	17,626	TOTAL	25,068	761	137	505	5	101	26,577

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	2,833

AM PEAK HOUR	4:15 PM
AM PEAK VOLUME	3,176

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	40,791	1,711	336	1,140	13	212	44,203
% OF TOTAL	92.3%	3.9%	0.8%	2.6%	0.0%	0.5%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, April 24, 2024 **CITY:** Hesperia

JOB #: SC4583 **LOCATION:** CLASS2 Bear Valley Rd east of Mojave Fish Hatchery Rd

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	103	1	2	5	0	0	111	12:00	856	33	6	10	0	4	909
0:15	85	0	0	7	0	0	92	12:15	911	32	5	18	0	5	971
0:30	74	1	0	6	0	0	81	12:30	898	35	5	16	0	3	957
0:45	56	1	0	4	0	0	61	12:45	894	30	10	12	1	3	950
1:00	59	1	0	4	0	0	64	13:00	875	39	12	15	0	5	946
1:15	61	0	0	4	0	0	65	13:15	887	28	6	20	1	3	945
1:30	42	0	0	2	0	0	44	13:30	886	26	6	21	1	5	945
1:45	58	0	0	6	0	0	64	13:45	922	41	7	18	0	5	993
2:00	50	1	0	3	0	0	54	14:00	870	38	1	22	0	0	931
2:15	42	0	0	8	0	0	50	14:15	860	37	3	19	0	4	923
2:30	59	1	0	6	0	0	66	14:30	905	35	9	10	0	6	965
2:45	44	1	2	4	0	0	51	14:45	914	32	6	15	1	5	973
3:00	70	5	0	5	0	0	80	15:00	883	38	5	18	1	2	947
3:15	84	5	2	6	0	0	97	15:15	899	41	3	16	0	4	963
3:30	94	6	0	7	0	0	107	15:30	961	29	4	9	1	4	1,008
3:45	126	6	1	5	0	0	138	15:45	919	31	4	14	0	3	971
4:00	136	4	2	8	0	0	150	16:00	965	41	6	25	0	3	1,040
4:15	119	4	2	6	0	0	131	16:15	935	40	6	10	0	3	994
4:30	177	10	2	16	0	0	205	16:30	914	26	5	17	0	1	963
4:45	184	8	3	11	0	1	207	16:45	801	26	6	5	0	2	840
5:00	153	11	1	4	0	0	169	17:00	919	17	3	12	1	0	952
5:15	169	13	5	14	0	0	201	17:15	985	21	1	16	0	3	1,026
5:30	205	16	2	10	0	3	236	17:30	917	26	2	11	0	2	958
5:45	285	14	3	11	0	2	315	17:45	774	21	2	5	1	2	805
6:00	296	26	2	17	0	1	342	18:00	716	17	2	6	1	0	742
6:15	297	20	2	21	0	4	344	18:15	777	19	3	11	0	2	812
6:30	414	25	3	21	0	2	465	18:30	706	22	0	7	0	3	738
6:45	465	27	1	24	0	1	518	18:45	746	28	2	2	0	0	778
7:00	425	30	4	21	0	1	481	19:00	646	18	3	5	0	0	672
7:15	522	24	4	14	0	7	571	19:15	684	17	4	6	0	2	713
7:30	662	33	4	23	0	2	724	19:30	602	18	1	13	0	6	640
7:45	741	59	3	24	0	2	829	19:45	587	16	1	6	0	0	610
8:00	655	37	9	17	0	3	721	20:00	539	9	1	5	0	2	556
8:15	596	38	7	9	0	8	658	20:15	532	12	0	8	0	2	554
8:30	665	39	6	15	0	3	728	20:30	505	3	1	7	0	1	517
8:45	755	31	7	13	0	3	809	20:45	444	4	1	7	0	0	456
9:00	662	48	7	18	0	4	739	21:00	400	9	0	7	0	4	420
9:15	690	33	5	19	1	3	751	21:15	342	2	0	4	0	3	351
9:30	759	55	8	23	0	4	849	21:30	306	5	0	5	0	0	316
9:45	717	36	5	24	0	3	785	21:45	292	5	1	4	0	1	303
10:00	730	28	6	12	0	1	777	22:00	275	1	1	3	0	0	280
10:15	711	27	5	15	0	4	762	22:15	225	3	0	5	0	0	233
10:30	782	43	5	15	0	2	847	22:30	211	3	1	4	0	0	219
10:45	803	38	5	19	0	4	869	22:45	145	1	0	3	0	0	149
11:00	762	53	8	18	1	2	844	23:00	154	2	0	7	0	0	163
11:15	771	34	8	18	0	5	836	23:15	129	1	1	6	0	0	137
11:30	769	47	6	17	0	6	845	23:30	103	3	0	10	0	0	116
11:45	804	31	4	21	1	1	862	23:45	103	2	0	1	0	0	106
TOTAL	17,988	971	151	600	3	82	19,795	TOTAL	31,719	983	146	496	9	103	33,456

AM PEAK HOUR	10:30 AM
AM PEAK VOLUME	3,396

AM PEAK HOUR	3:30 PM
AM PEAK VOLUME	4,013

TOTAL: AM+PM	49,707	1,954	297	1,096	12	185	53,251
% OF TOTAL	93.3%	3.7%	0.6%	2.1%	0.0%	0.3%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

31124

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, April 24, 2024 **CITY:** Hesperia

JOB #: SC4583 **LOCATION:** CLASS3 Escondido Ave south of Main St.

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL
0:00	29	4	0	0	0	0	33
0:15	27	0	0	0	0	0	27
0:30	41	0	0	0	0	0	41
0:45	22	3	0	0	0	1	26
1:00	18	1	0	0	0	0	19
1:15	17	2	0	0	0	0	19
1:30	17	1	0	0	0	0	18
1:45	17	2	0	0	0	0	19
2:00	15	2	0	0	0	0	17
2:15	18	1	0	0	0	0	19
2:30	19	0	0	0	0	0	19
2:45	16	2	0	0	0	0	18
3:00	26	3	0	0	0	0	29
3:15	23	5	0	0	0	0	28
3:30	38	6	0	0	0	0	44
3:45	42	7	0	0	0	1	50
4:00	56	8	0	0	0	0	64
4:15	53	11	0	2	0	0	66
4:30	62	11	0	0	0	0	73
4:45	67	14	0	0	0	0	81
5:00	49	11	0	0	0	1	61
5:15	62	17	1	0	0	0	80
5:30	74	12	1	0	0	0	87
5:45	80	12	0	1	0	0	93
6:00	118	18	0	0	0	0	136
6:15	114	16	1	1	0	0	132
6:30	162	24	0	1	0	0	187
6:45	254	36	1	0	0	3	294
7:00	300	54	5	0	0	4	363
7:15	406	56	1	2	0	7	472
7:30	410	34	5	1	0	2	452
7:45	342	32	5	1	0	0	380
8:00	269	32	4	3	0	1	309
8:15	293	34	5	2	0	3	337
8:30	254	30	1	0	0	2	287
8:45	213	42	0	1	0	3	259
9:00	202	38	0	1	0	0	241
9:15	228	23	2	0	0	0	253
9:30	248	29	4	1	0	0	282
9:45	236	33	0	1	0	0	270
10:00	240	34	1	1	0	0	276
10:15	215	32	1	0	0	0	248
10:30	241	26	2	1	0	1	271
10:45	258	27	1	3	0	0	289
11:00	242	29	1	3	0	0	275
11:15	255	31	4	1	0	0	291
11:30	249	37	1	1	0	0	288
11:45	235	34	6	0	0	0	275
TOTAL	6,872	916	53	28	0	29	7,898

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	1,667

PM Time	COMBINED 1	2	3	4	5	6	TOTAL
12:00	258	35	1	0	0	0	294
12:15	302	37	3	1	0	0	343
12:30	289	34	3	0	0	0	326
12:45	331	27	1	1	0	1	361
13:00	400	36	5	2	0	1	444
13:15	368	43	3	4	0	2	420
13:30	331	30	6	2	0	1	370
13:45	351	45	1	4	0	5	406
14:00	335	41	0	2	0	0	378
14:15	345	32	1	0	0	1	379
14:30	365	37	1	1	0	0	404
14:45	325	30	2	3	0	1	361
15:00	323	36	2	1	0	3	365
15:15	374	37	3	1	0	1	416
15:30	335	33	5	3	0	1	377
15:45	364	34	2	2	0	0	402
16:00	357	27	1	4	0	2	391
16:15	336	23	4	0	0	0	363
16:30	352	33	2	1	0	1	389
16:45	376	36	4	2	0	0	418
17:00	353	34	7	1	0	0	395
17:15	381	42	1	1	0	0	425
17:30	407	25	2	1	0	0	435
17:45	344	33	4	0	0	0	381
18:00	322	34	1	1	0	1	359
18:15	317	38	2	0	0	0	357
18:30	316	43	1	1	0	0	361
18:45	295	28	1	1	0	1	326
19:00	280	21	2	1	0	0	304
19:15	271	22	1	1	0	0	295
19:30	280	24	0	1	0	0	305
19:45	275	18	3	0	0	0	296
20:00	292	14	3	1	0	0	310
20:15	264	23	3	0	0	0	290
20:30	198	18	0	0	0	0	216
20:45	202	13	3	3	0	0	221
21:00	165	16	0	0	0	0	181
21:15	171	8	0	0	0	0	179
21:30	139	11	1	0	0	0	151
21:45	136	5	0	1	0	0	142
22:00	104	5	0	0	0	0	109
22:15	98	8	0	0	0	0	106
22:30	72	8	0	0	0	0	80
22:45	70	1	1	0	0	0	72
23:00	70	4	0	1	0	0	75
23:15	64	0	0	0	0	0	64
23:30	54	7	0	1	0	0	62
23:45	53	2	0	0	0	0	55
TOTAL	12,810	1,191	86	50	0	22	14,159

AM PEAK HOUR	4:45 PM
AM PEAK VOLUME	1,673

TOTAL: AM+PM		19,682	2,107	139	78	0	51	22,057
% OF TOTAL		89.2%	9.6%	0.6%	0.4%	0.0%	0.2%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

31124

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, April 24, 2024 **CITY:** Hesperia

JOB #: SC4583 **LOCATION:** CLASS4 Eucalyptus St between Mariposa Rd and Maple Ave

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	1	1	0	0	0	0	2	12:00	19	7	0	0	0	0	26
0:15	2	1	0	0	0	0	3	12:15	18	4	0	0	0	0	22
0:30	5	0	0	0	0	0	5	12:30	26	3	0	0	0	0	29
0:45	2	2	0	1	0	0	5	12:45	15	1	0	0	0	0	16
1:00	7	2	0	0	0	0	9	13:00	23	6	0	0	0	0	29
1:15	7	3	0	0	0	0	10	13:15	26	7	0	0	0	1	34
1:30	4	1	0	0	0	0	5	13:30	23	7	0	0	0	1	31
1:45	4	0	0	0	0	0	4	13:45	28	3	0	0	0	0	31
2:00	5	2	0	0	0	0	7	14:00	30	7	0	0	0	0	37
2:15	1	1	0	0	0	0	2	14:15	29	7	0	1	0	1	38
2:30	1	0	0	0	0	0	1	14:30	25	9	0	2	0	0	36
2:45	4	1	0	0	0	0	5	14:45	29	4	0	0	0	0	33
3:00	6	1	0	0	0	0	7	15:00	23	8	0	0	0	1	32
3:15	7	1	0	0	0	0	8	15:15	29	5	0	0	0	1	35
3:30	10	0	0	0	0	0	10	15:30	24	5	0	1	0	0	30
3:45	14	2	0	0	0	0	16	15:45	27	11	0	1	0	0	39
4:00	12	13	0	0	0	0	25	16:00	37	10	0	0	0	0	47
4:15	8	3	0	0	0	0	11	16:15	24	5	0	1	0	1	31
4:30	15	5	0	0	0	0	20	16:30	25	11	0	0	0	0	36
4:45	15	6	0	0	0	0	21	16:45	22	13	0	0	0	0	35
5:00	13	5	0	0	0	0	18	17:00	40	7	0	0	0	0	47
5:15	13	2	0	0	0	0	15	17:15	21	14	0	0	0	0	35
5:30	19	1	0	0	0	0	20	17:30	29	11	0	0	0	0	40
5:45	18	5	0	0	0	0	23	17:45	27	5	0	0	0	0	32
6:00	11	4	0	0	0	0	15	18:00	30	9	0	0	0	0	39
6:15	12	1	0	0	0	1	14	18:15	22	7	0	0	0	0	29
6:30	16	8	0	0	0	0	24	18:30	29	5	0	0	0	0	34
6:45	17	8	0	0	0	0	25	18:45	27	8	0	0	0	0	35
7:00	20	7	0	0	0	0	27	19:00	23	7	0	0	0	0	30
7:15	23	7	0	0	0	1	31	19:15	16	6	0	0	0	0	22
7:30	23	3	0	0	0	0	26	19:30	20	3	0	0	0	0	23
7:45	18	8	0	1	0	3	30	19:45	14	5	0	1	0	0	20
8:00	13	9	0	0	0	0	22	20:00	21	3	0	0	0	1	25
8:15	21	8	0	1	0	0	30	20:15	11	5	0	0	0	0	16
8:30	19	5	0	0	0	1	25	20:30	17	8	0	0	0	0	25
8:45	19	5	0	0	0	0	24	20:45	11	7	0	0	0	0	18
9:00	18	1	0	0	0	0	19	21:00	12	1	0	0	0	0	13
9:15	18	5	0	0	0	0	23	21:15	15	9	0	0	0	0	24
9:30	15	3	0	0	0	0	18	21:30	3	2	0	0	0	0	5
9:45	15	0	0	1	0	0	16	21:45	8	1	0	1	0	0	10
10:00	16	2	0	0	0	0	18	22:00	8	3	0	0	0	0	11
10:15	16	4	0	0	0	0	20	22:15	5	0	0	0	0	0	5
10:30	13	3	0	0	0	0	16	22:30	9	2	0	0	0	0	11
10:45	13	3	0	1	0	0	17	22:45	6	1	0	0	0	0	7
11:00	12	4	0	0	0	1	17	23:00	1	6	0	0	0	0	7
11:15	17	4	0	0	0	0	21	23:15	1	3	0	0	0	0	4
11:30	21	7	0	2	0	0	30	23:30	2	3	0	0	0	0	5
11:45	20	7	1	0	0	0	28	23:45	8	4	0	0	0	0	12
TOTAL	599	174	1	7	0	7	788	TOTAL	938	278	0	8	0	7	1,231

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	114

AM PEAK HOUR	4:45 PM
AM PEAK VOLUME	157

TOTAL: AM+PM	1,537	452	1	15	0	14	2,019
% OF TOTAL	76.1%	22.4%	0.0%	0.7%	0.0%	0.7%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

31124

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, April 24, 2024 **CITY:** Hesperia

JOB #: SC4583 **LOCATION:** CLASS5 Mesquite St between Fuente Ave and Bandicoot Trail.

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	3	0	0	0	0	0	3	12:00	35	13	0	0	0	0	48
0:15	3	0	0	0	0	0	3	12:15	55	10	0	0	0	1	66
0:30	0	0	0	0	0	1	1	12:30	67	13	0	0	0	0	80
0:45	0	1	0	0	0	0	1	12:45	77	17	0	0	0	0	94
1:00	0	0	0	0	0	0	0	13:00	93	22	1	0	0	2	118
1:15	0	0	0	0	0	0	0	13:15	58	25	0	0	0	1	84
1:30	3	0	0	0	0	0	3	13:30	84	23	0	0	0	1	108
1:45	2	0	0	0	0	0	2	13:45	67	22	0	0	0	2	91
2:00	0	0	0	0	0	0	0	14:00	79	34	0	1	0	3	117
2:15	0	0	0	0	0	0	0	14:15	92	34	0	0	0	4	130
2:30	1	0	0	0	0	0	1	14:30	94	34	0	0	0	5	133
2:45	2	1	0	0	0	0	3	14:45	65	33	0	0	0	2	100
3:00	3	4	0	0	0	0	7	15:00	57	20	0	0	0	0	77
3:15	4	1	0	0	0	0	5	15:15	58	17	0	0	0	0	75
3:30	0	1	0	0	0	0	1	15:30	65	28	0	1	0	0	94
3:45	8	1	0	0	0	0	9	15:45	60	19	0	0	0	0	79
4:00	13	2	0	1	0	1	17	16:00	54	27	0	0	0	1	82
4:15	3	8	0	0	0	0	11	16:15	60	27	0	1	0	0	88
4:30	11	4	0	0	0	0	15	16:30	64	25	0	0	0	0	89
4:45	12	4	0	0	0	0	16	16:45	54	26	0	0	0	1	81
5:00	10	6	0	0	0	0	16	17:00	49	25	0	1	0	0	75
5:15	8	7	0	0	0	0	15	17:15	48	36	0	1	0	0	85
5:30	8	6	0	0	0	0	14	17:30	69	41	0	0	0	0	110
5:45	6	11	0	0	0	1	18	17:45	51	25	0	0	0	0	76
6:00	15	10	1	0	0	0	26	18:00	44	16	0	0	0	0	60
6:15	17	10	0	0	0	0	27	18:15	54	19	0	0	0	0	73
6:30	31	7	0	0	0	0	38	18:30	59	16	0	0	0	1	76
6:45	55	37	0	0	0	3	95	18:45	33	15	0	0	0	0	48
7:00	127	52	1	0	0	2	182	19:00	38	11	0	0	0	0	49
7:15	147	59	2	0	0	0	208	19:15	35	14	0	0	0	0	49
7:30	95	31	0	0	0	1	127	19:30	37	16	0	0	0	0	53
7:45	56	23	1	1	0	3	84	19:45	29	13	0	0	0	0	42
8:00	77	30	0	0	0	5	112	20:00	31	16	0	0	0	0	47
8:15	96	40	0	0	0	0	136	20:15	26	9	0	1	0	0	36
8:30	35	24	0	0	0	0	59	20:30	24	5	0	0	0	0	29
8:45	23	20	0	0	0	0	43	20:45	27	5	0	0	0	0	32
9:00	29	15	0	0	0	1	45	21:00	13	13	0	0	0	0	26
9:15	34	17	0	0	0	0	51	21:15	14	4	0	0	0	0	18
9:30	30	15	0	0	0	0	45	21:30	8	2	0	0	0	0	10
9:45	32	14	0	0	0	0	46	21:45	12	3	0	0	0	0	15
10:00	37	27	0	0	0	0	64	22:00	13	2	0	0	0	0	15
10:15	33	11	0	0	0	0	44	22:15	6	0	0	0	0	0	6
10:30	24	13	0	0	0	0	37	22:30	7	2	0	0	0	0	9
10:45	43	19	1	0	0	0	63	22:45	3	3	0	0	0	0	6
11:00	24	15	0	0	0	0	39	23:00	1	2	0	0	0	0	3
11:15	37	17	0	0	0	0	54	23:15	1	1	0	0	0	0	2
11:30	28	27	0	0	0	0	55	23:30	5	0	0	0	0	0	5
11:45	31	22	0	0	0	0	53	23:45	6	0	0	1	0	0	7
TOTAL	1,256	612	6	2	0	18	1,894	TOTAL	2,081	783	1	7	0	24	2,896

AM PEAK HOUR	6:45 AM
AM PEAK VOLUME	612

AM PEAK HOUR	2:00 PM
AM PEAK VOLUME	480

TOTAL: AM+PM	3,337	1,395	7	9	0	42	4,790
% OF TOTAL	69.7%	29.1%	0.1%	0.2%	0.0%	0.9%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

31124

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, April 24, 2024 **CITY:** Hesperia

JOB #: SC4583 **LOCATION:** CLASS6 Maple Ave between Willow St to Main St

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	7	0	1	0	0	0	8	12:00	66	16	0	0	0	0	82
0:15	9	0	0	0	0	0	9	12:15	50	11	1	0	0	0	62
0:30	3	0	0	0	0	0	3	12:30	51	21	2	0	0	0	74
0:45	4	1	0	0	0	0	5	12:45	98	22	0	0	0	3	123
1:00	5	0	0	0	0	0	5	13:00	105	24	1	0	0	0	130
1:15	5	2	0	0	0	0	7	13:15	92	27	1	1	0	2	123
1:30	3	0	0	0	0	0	3	13:30	87	16	1	1	0	3	108
1:45	1	2	0	0	0	0	3	13:45	79	15	3	3	0	1	101
2:00	3	1	0	0	0	0	4	14:00	85	15	1	0	0	0	101
2:15	1	1	0	0	0	0	2	14:15	111	24	3	1	0	1	140
2:30	6	0	0	0	0	0	6	14:30	75	17	0	0	0	0	92
2:45	6	1	0	0	0	0	7	14:45	67	17	0	1	0	0	85
3:00	8	1	0	0	0	1	10	15:00	77	19	0	0	0	2	98
3:15	5	3	0	0	0	0	8	15:15	89	22	0	0	0	0	111
3:30	3	0	0	0	0	0	3	15:30	88	24	1	1	0	0	114
3:45	4	4	0	1	0	0	9	15:45	79	15	0	0	0	0	94
4:00	11	3	0	0	0	0	14	16:00	81	13	0	1	0	0	95
4:15	14	1	0	0	0	0	15	16:15	76	18	0	1	0	0	95
4:30	6	3	0	0	0	0	9	16:30	88	22	0	0	0	0	110
4:45	6	6	0	0	0	0	12	16:45	90	12	0	0	0	0	102
5:00	12	6	0	0	0	0	18	17:00	102	25	1	0	0	0	128
5:15	8	5	0	0	0	0	13	17:15	74	20	0	0	0	0	94
5:30	8	5	0	0	0	0	13	17:30	144	24	0	2	0	0	170
5:45	21	5	0	0	0	0	26	17:45	153	39	0	0	0	0	192
6:00	14	6	0	0	0	0	20	18:00	130	36	0	1	0	0	167
6:15	16	12	1	1	0	0	30	18:15	124	31	0	1	0	0	156
6:30	40	11	0	0	0	1	52	18:30	103	23	0	0	0	0	126
6:45	87	17	1	0	0	1	106	18:45	88	17	0	0	0	0	105
7:00	128	17	0	0	0	0	145	19:00	76	26	0	0	0	0	102
7:15	68	7	0	0	0	0	75	19:15	87	14	0	0	0	0	101
7:30	71	23	0	2	0	1	97	19:30	83	21	0	0	0	0	104
7:45	72	25	0	0	0	0	97	19:45	86	8	0	0	0	0	94
8:00	82	23	0	0	0	3	108	20:00	76	17	0	0	0	0	93
8:15	90	19	1	0	0	3	113	20:15	63	18	0	1	0	0	82
8:30	53	11	0	0	0	0	64	20:30	69	16	0	1	0	0	86
8:45	43	17	0	1	0	0	61	20:45	56	8	0	0	0	0	64
9:00	44	13	1	1	0	0	59	21:00	47	7	0	0	0	0	54
9:15	76	18	1	2	0	1	98	21:15	39	4	0	0	0	0	43
9:30	46	16	1	0	0	1	64	21:30	33	5	0	0	0	0	38
9:45	31	9	1	0	0	0	41	21:45	22	3	0	0	0	0	25
10:00	48	9	1	0	0	1	59	22:00	27	5	0	0	0	0	32
10:15	37	14	2	1	0	0	54	22:15	20	9	0	0	0	0	29
10:30	43	14	0	0	0	0	57	22:30	24	1	0	0	0	0	25
10:45	43	11	2	0	0	0	56	22:45	14	2	0	0	0	0	16
11:00	59	12	1	0	0	0	72	23:00	17	2	0	0	0	0	19
11:15	59	17	1	1	0	0	78	23:15	9	3	0	0	0	1	13
11:30	69	16	1	0	0	0	86	23:30	9	1	0	0	0	0	10
11:45	64	9	1	3	0	0	77	23:45	8	0	0	0	0	0	8
TOTAL	1,542	396	17	13	0	13	1,981	**TOTAL**	3,417	755	15	16	0	13	4,216

AM PEAK HOUR	6:45 AM
AM PEAK VOLUME	423

AM PEAK HOUR	5:30 PM
AM PEAK VOLUME	685

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

TOTAL: AM+PM	4,959	1,151	32	29	0	26	6,197
% OF TOTAL	80.0%	18.6%	0.5%	0.5%	0.0%	0.4%	100.0%

31124

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, April 24, 2024 **CITY:** Hesperia

JOB #: SC4583 **LOCATION:** CLASS7 Ranchero Rd between Lyons Ave and Oxford Ave

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	5	9	0	0	0	0	14	12:00	60	20	1	2	0	0	83
0:15	9	2	0	0	0	0	11	12:15	57	21	1	0	0	0	79
0:30	7	4	0	0	0	0	11	12:30	60	28	1	4	0	0	93
0:45	10	6	0	0	0	0	16	12:45	53	17	1	3	0	0	74
1:00	11	6	0	0	0	0	17	13:00	56	34	0	4	0	0	94
1:15	6	3	0	0	0	0	9	13:15	68	37	0	4	0	0	109
1:30	7	3	0	0	0	0	10	13:30	69	25	0	4	0	0	98
1:45	7	3	0	1	0	0	11	13:45	73	25	0	2	0	1	101
2:00	7	3	0	0	0	0	10	14:00	94	51	0	1	0	2	148
2:15	12	2	0	0	0	0	14	14:15	120	53	2	4	0	7	186
2:30	9	2	0	0	0	0	11	14:30	139	52	2	2	0	4	199
2:45	8	7	0	0	0	0	15	14:45	120	37	0	0	0	2	159
3:00	20	2	0	0	0	0	22	15:00	83	40	0	1	0	0	124
3:15	19	3	0	0	0	0	22	15:15	79	23	0	2	0	1	105
3:30	27	6	0	0	0	0	33	15:30	86	36	0	0	0	0	122
3:45	26	10	0	0	0	0	36	15:45	84	43	0	0	0	1	128
4:00	39	15	0	0	0	0	54	16:00	81	43	0	1	0	0	125
4:15	48	18	0	0	0	0	66	16:15	72	48	1	0	0	0	121
4:30	40	22	0	0	0	1	63	16:30	104	32	1	1	0	0	138
4:45	51	17	0	0	0	0	68	16:45	83	52	0	1	0	0	136
5:00	50	22	0	0	0	0	72	17:00	81	41	0	1	0	1	124
5:15	57	21	0	0	0	0	78	17:15	91	54	0	0	0	0	145
5:30	54	22	0	0	0	0	76	17:30	87	46	0	1	0	1	135
5:45	49	16	0	0	0	0	65	17:45	76	23	1	0	0	0	100
6:00	55	22	0	1	0	0	78	18:00	64	41	0	2	0	0	107
6:15	58	25	0	0	0	0	83	18:15	72	43	0	1	0	1	117
6:30	87	30	0	0	0	1	118	18:30	64	46	1	3	0	0	114
6:45	52	25	1	2	0	0	80	18:45	72	41	0	1	0	1	115
7:00	49	25	0	0	0	0	74	19:00	52	31	0	1	0	0	84
7:15	69	31	0	4	0	1	105	19:15	42	24	1	0	0	0	67
7:30	68	27	0	3	0	1	99	19:30	54	26	0	0	0	0	80
7:45	77	33	0	0	0	1	111	19:45	40	15	0	0	0	0	55
8:00	105	48	5	4	0	4	166	20:00	35	16	0	0	0	0	51
8:15	110	35	2	1	0	7	155	20:15	39	26	0	0	0	1	66
8:30	113	39	2	5	0	2	161	20:30	36	19	0	0	0	0	55
8:45	130	46	1	1	0	0	178	20:45	45	20	0	1	0	0	66
9:00	88	45	1	2	0	0	136	21:00	37	15	0	0	0	0	52
9:15	50	28	0	1	0	1	80	21:15	39	17	1	0	0	0	57
9:30	45	16	1	3	0	0	65	21:30	25	10	0	0	0	0	35
9:45	56	21	1	3	0	0	81	21:45	20	10	0	0	0	0	30
10:00	46	21	1	1	0	1	70	22:00	24	14	0	0	0	0	38
10:15	39	22	0	3	0	0	64	22:15	25	8	0	1	0	0	34
10:30	44	12	0	2	0	0	58	22:30	16	9	0	0	0	0	25
10:45	37	25	0	1	0	0	63	22:45	13	1	0	0	0	0	14
11:00	54	24	1	4	0	1	84	23:00	23	6	0	0	0	0	29
11:15	41	18	2	0	0	0	61	23:15	9	5	0	0	0	0	14
11:30	40	13	1	1	0	0	55	23:30	10	2	0	0	0	0	12
11:45	53	25	2	4	0	0	84	23:45	7	5	0	0	0	0	12
TOTAL	2,144	880	21	47	0	21	3,113	TOTAL	2,839	1,331	14	48	0	23	4,255

AM PEAK HOUR	8:00 AM
AM PEAK VOLUME	660

AM PEAK HOUR	2:00 PM
AM PEAK VOLUME	692

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	4,983	2,211	35	95	0	44	7,368
% OF TOTAL	67.6%	30.0%	0.5%	1.3%	0.0%	0.6%	100.0%

31124

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, April 24, 2024 **CITY:** Hesperia

JOB #: SC4583 **LOCATION:** CLASS8 Lemon St between Santa Fe Ave and E Ave

AM	COMBINED							PM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	1	0	0	1	12:00	24	13	0	0	0	16	53
0:15	2	1	0	0	0	0	3	12:15	31	17	0	1	0	6	55
0:30	0	0	0	1	0	0	1	12:30	29	17	0	1	0	7	54
0:45	0	1	0	0	0	0	1	12:45	20	21	1	0	0	6	48
1:00	0	0	0	0	0	1	1	13:00	27	18	0	1	0	11	57
1:15	1	1	0	0	0	0	2	13:15	25	16	0	1	0	9	51
1:30	0	1	0	0	0	0	1	13:30	18	20	1	2	0	0	41
1:45	3	0	0	0	0	0	3	13:45	21	19	0	2	0	1	43
2:00	1	0	0	0	0	0	1	14:00	17	15	0	1	0	1	34
2:15	1	1	0	0	0	0	2	14:15	18	23	0	4	0	2	47
2:30	1	1	0	0	0	0	2	14:30	31	36	0	1	0	3	71
2:45	2	0	0	0	0	0	2	14:45	32	32	0	1	0	2	67
3:00	1	0	0	0	0	0	1	15:00	45	25	1	1	0	8	80
3:15	1	0	0	0	0	0	1	15:15	61	29	0	0	0	13	103
3:30	3	1	0	0	0	0	4	15:30	135	35	0	0	0	8	178
3:45	5	0	0	1	0	0	6	15:45	52	20	0	0	0	7	79
4:00	2	2	0	0	0	0	4	16:00	48	15	0	1	0	4	68
4:15	2	1	0	0	0	0	3	16:15	32	18	0	2	0	1	53
4:30	3	2	0	0	0	0	5	16:30	32	10	0	0	0	1	43
4:45	10	4	0	0	0	0	14	16:45	23	3	0	0	0	1	27
5:00	5	7	0	0	0	1	13	17:00	22	11	0	0	0	0	33
5:15	6	6	0	0	0	0	12	17:15	20	9	0	0	0	1	30
5:30	18	6	0	0	0	4	28	17:30	23	7	0	0	0	1	31
5:45	18	16	0	0	0	5	39	17:45	14	9	0	0	0	1	24
6:00	16	20	0	0	0	5	41	18:00	14	9	0	0	0	1	24
6:15	14	15	0	0	0	13	42	18:15	10	1	0	1	0	0	12
6:30	11	11	0	0	0	13	35	18:30	6	5	0	0	0	0	11
6:45	15	10	1	0	0	3	29	18:45	10	8	0	0	0	0	18
7:00	10	9	0	0	0	0	19	19:00	7	1	0	0	0	0	8
7:15	12	24	0	0	0	4	40	19:15	6	4	0	0	0	0	10
7:30	34	15	0	1	0	0	50	19:30	4	1	0	0	0	2	7
7:45	52	16	1	1	0	3	73	19:45	3	2	0	0	0	1	6
8:00	84	30	0	1	0	0	115	20:00	3	4	0	0	0	0	7
8:15	90	28	0	0	0	7	125	20:15	3	3	0	0	0	0	6
8:30	37	23	1	2	0	16	79	20:30	1	4	0	0	0	0	5
8:45	37	32	0	0	0	1	70	20:45	4	0	0	0	0	0	4
9:00	25	13	0	0	0	10	48	21:00	2	0	0	0	0	0	2
9:15	23	20	0	1	0	8	52	21:15	0	2	0	0	0	0	2
9:30	19	21	0	1	0	10	51	21:30	1	2	0	0	0	0	3
9:45	35	19	1	2	0	0	57	21:45	2	1	0	0	0	0	3
10:00	20	12	0	0	0	4	36	22:00	1	0	0	0	0	0	1
10:15	25	21	0	0	0	4	50	22:15	0	0	0	0	0	0	0
10:30	22	17	0	0	0	1	40	22:30	1	3	0	0	0	0	4
10:45	22	21	1	0	0	0	44	22:45	2	0	0	0	0	0	2
11:00	15	20	0	2	0	1	38	23:00	0	0	0	0	0	0	0
11:15	28	20	0	2	0	1	51	23:15	2	0	0	0	0	0	2
11:30	39	18	0	0	0	1	58	23:30	1	0	0	0	0	0	1
11:45	36	19	0	1	0	5	61	23:45	2	1	0	0	0	0	3
TOTAL	806	505	5	17	0	121	1,454	TOTAL	885	489	3	20	0	114	1,511

AM PEAK HOUR	7:45 AM	AM PEAK HOUR	3:00 PM
AM PEAK VOLUME	392	AM PEAK VOLUME	440

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	1,691	994	8	37	0	235	2,965
% OF TOTAL	57.0%	33.5%	0.3%	1.2%	0.0%	7.9%	100.0%

31124

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, April 24, 2024 **CITY:** Hesperia

JOB #: SC4583 **LOCATION:** CLASS9 Lemon St east of Choiceana Ave

AM	COMBINED							PM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	1	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	1	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	13:15	0	1	0	0	0	0	1
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	1	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	14:30	2	0	0	0	0	0	2
2:45	0	0	0	0	0	0	0	14:45	1	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	15:00	0	2	0	0	0	0	2
3:15	0	0	0	0	0	0	0	15:15	2	0	0	0	0	0	2
3:30	0	0	0	0	0	0	0	15:30	1	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	15:45	1	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	16:00	2	1	0	0	0	0	3
4:15	0	0	0	0	0	0	0	16:15	0	1	0	0	0	0	1
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	1	2	0	0	0	0	3
5:15	0	0	0	0	0	0	0	17:15	1	0	0	0	0	0	1
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	2	1	0	0	0	0	3
6:00	0	0	0	0	0	0	0	18:00	1	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	18:15	1	1	0	0	0	0	2
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	3	0	0	0	0	0	3	18:45	1	0	0	0	0	0	1
7:00	0	1	0	0	0	0	1	19:00	0	1	0	0	0	0	1
7:15	1	2	0	0	0	0	3	19:15	0	1	0	0	0	0	1
7:30	2	2	0	0	0	0	4	19:30	1	0	0	0	0	0	1
7:45	4	0	0	0	0	0	4	19:45	1	1	0	0	0	0	2
8:00	0	0	0	0	0	0	0	20:00	1	0	0	0	0	0	1
8:15	2	0	0	0	0	0	2	20:15	0	0	0	0	0	0	0
8:30	0	1	0	0	0	1	2	20:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	1	0	0	0	0	1	21:15	0	0	0	0	0	0	0
9:30	0	1	0	0	0	0	1	21:30	0	0	0	0	0	0	0
9:45	1	0	0	0	0	0	1	21:45	0	0	0	0	0	0	0
10:00	1	0	0	0	0	0	1	22:00	0	0	0	0	0	0	0
10:15	0	1	0	0	0	0	1	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	1	23:15	0	0	0	0	0	0	0
11:30	3	0	0	1	0	0	4	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	18	9	0	1	0	1	29	TOTAL	22	12	0	0	0	0	34

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	12

AM PEAK HOUR	5:00 PM
AM PEAK VOLUME	7

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	40	21	0	1	0	1	63
% OF TOTAL	63.5%	33.3%	0.0%	1.6%	0.0%	1.6%	100.0%

31124

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, April 24, 2024 **CITY:** Hesperia

JOB #: SC4583 **LOCATION:** CLASS10 Cottonwood Ave between Sequoia St and Bear Valley Rd.

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	9	2	0	0	0	0	11	12:00	102	29	1	0	0	1	133
0:15	12	1	0	0	0	0	13	12:15	103	20	1	0	0	0	124
0:30	8	4	1	0	0	0	13	12:30	122	30	1	1	0	0	154
0:45	8	0	0	0	0	0	8	12:45	96	30	0	1	0	1	128
1:00	4	0	0	0	0	0	4	13:00	115	31	1	1	0	1	149
1:15	5	1	0	0	0	0	6	13:15	142	34	2	2	0	1	181
1:30	8	1	0	0	0	0	9	13:30	121	27	1	0	0	0	149
1:45	1	1	0	0	0	0	2	13:45	122	21	3	2	0	1	149
2:00	5	3	0	0	0	0	8	14:00	142	22	4	0	0	1	169
2:15	8	1	0	0	0	0	9	14:15	134	27	0	1	0	1	163
2:30	8	2	0	0	0	0	10	14:30	146	32	2	1	0	0	181
2:45	6	2	0	0	0	0	8	14:45	142	29	3	0	0	2	176
3:00	5	1	0	0	0	0	6	15:00	132	25	0	0	0	2	159
3:15	10	1	0	0	0	0	11	15:15	136	28	1	0	0	2	167
3:30	11	2	0	0	0	0	13	15:30	135	26	4	0	0	0	165
3:45	10	5	0	1	0	0	16	15:45	130	28	2	1	0	0	161
4:00	13	3	0	0	0	0	16	16:00	122	28	1	1	0	2	154
4:15	14	2	0	0	0	0	16	16:15	139	26	2	0	0	0	167
4:30	14	6	0	0	0	0	20	16:30	138	28	1	0	0	0	167
4:45	20	5	0	0	0	0	25	16:45	124	29	4	0	0	1	158
5:00	18	3	0	1	0	0	22	17:00	163	29	3	1	0	1	197
5:15	21	6	0	0	0	0	27	17:15	150	25	2	2	0	0	179
5:30	33	7	0	0	0	0	40	17:30	126	26	0	0	0	0	152
5:45	33	13	0	1	0	0	47	17:45	107	35	0	1	0	0	143
6:00	32	13	0	0	0	0	45	18:00	118	24	1	0	0	2	145
6:15	40	12	0	0	0	2	54	18:15	124	25	3	1	0	0	153
6:30	54	23	0	0	0	1	78	18:30	107	23	0	0	0	1	131
6:45	78	22	0	1	0	3	104	18:45	114	20	0	0	0	0	134
7:00	70	20	0	1	0	2	93	19:00	115	20	0	0	0	1	136
7:15	86	23	0	0	0	0	109	19:15	84	16	0	0	0	0	100
7:30	88	28	0	0	0	3	119	19:30	83	15	1	0	0	0	99
7:45	122	26	1	0	0	2	151	19:45	84	15	1	0	0	1	101
8:00	112	20	1	0	0	2	135	20:00	74	14	0	0	0	1	89
8:15	97	30	0	0	0	0	127	20:15	91	10	1	0	0	0	102
8:30	111	21	0	2	0	1	135	20:30	61	15	0	1	0	0	77
8:45	101	19	0	1	0	2	123	20:45	73	9	0	0	0	0	82
9:00	91	13	0	1	0	2	107	21:00	52	9	2	0	0	1	64
9:15	89	27	0	3	0	0	119	21:15	65	9	1	0	0	1	76
9:30	107	27	2	0	0	1	137	21:30	52	6	0	0	0	0	58
9:45	93	27	1	0	0	1	122	21:45	43	5	0	0	0	0	48
10:00	82	15	0	1	0	0	98	22:00	43	6	0	0	0	0	49
10:15	85	16	3	1	0	0	105	22:15	26	2	0	1	0	0	29
10:30	114	20	1	2	0	0	137	22:30	36	3	0	0	0	0	39
10:45	105	16	0	0	0	0	121	22:45	28	3	0	0	0	0	31
11:00	106	18	3	1	0	1	129	23:00	21	7	0	0	0	0	28
11:15	106	17	1	0	0	1	125	23:15	16	2	0	0	0	0	18
11:30	106	25	1	0	0	1	133	23:30	10	4	0	0	0	0	14
11:45	132	27	2	0	0	0	161	23:45	17	2	0	0	0	0	19
TOTAL	2,491	577	17	17	0	25	3,127	**TOTAL**	4,626	929	49	18	0	25	5,647

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	548

AM PEAK HOUR	4:30 PM
AM PEAK VOLUME	701

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	7,117	1,506	66	35	0	50	8,774
% OF TOTAL	81.1%	17.2%	0.8%	0.4%	0.0%	0.6%	100.0%

31124

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, April 24, 2024 **CITY:** Hesperia

JOB #: SC4583 **LOCATION:** CLASS11 Cottonwood Ave between Willow St and Main St.

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	6	1	0	0	0	0	7	12:00	83	19	0	0	0	1	103
0:15	8	3	0	0	0	0	11	12:15	91	18	0	0	0	0	109
0:30	7	0	0	0	0	0	7	12:30	110	19	0	0	0	1	130
0:45	12	0	0	0	0	0	12	12:45	88	19	1	4	0	1	113
1:00	4	0	0	0	0	0	4	13:00	99	18	0	0	0	0	117
1:15	6	1	0	0	0	0	7	13:15	113	20	0	0	0	0	133
1:30	6	1	0	0	0	0	7	13:30	115	16	0	1	0	3	135
1:45	5	0	0	0	0	0	5	13:45	146	19	0	0	0	0	165
2:00	4	1	0	0	0	0	5	14:00	149	17	0	1	0	2	169
2:15	7	2	0	0	0	0	9	14:15	115	14	0	1	0	1	131
2:30	6	1	0	0	0	0	7	14:30	131	19	0	0	0	3	153
2:45	11	2	0	0	0	0	13	14:45	100	15	0	0	0	0	115
3:00	10	1	0	0	0	0	11	15:00	115	18	0	0	0	2	135
3:15	9	2	0	0	0	0	11	15:15	121	15	0	0	0	2	138
3:30	20	3	0	0	0	0	23	15:30	111	17	0	2	0	0	130
3:45	16	5	0	0	0	0	21	15:45	107	15	0	0	0	0	122
4:00	16	3	0	0	0	0	19	16:00	114	14	0	0	0	1	129
4:15	21	2	0	0	0	0	23	16:15	123	19	0	0	0	0	142
4:30	17	3	1	0	0	0	21	16:30	112	23	0	1	0	0	136
4:45	27	2	0	0	0	0	29	16:45	100	14	0	0	0	0	114
5:00	24	5	1	1	0	0	31	17:00	119	17	0	1	0	1	138
5:15	21	5	0	0	0	0	26	17:15	114	19	1	2	0	0	136
5:30	32	5	0	0	0	0	37	17:30	91	18	0	0	0	1	110
5:45	39	9	0	1	0	0	49	17:45	110	22	0	0	0	0	132
6:00	37	7	0	0	0	0	44	18:00	100	16	1	0	0	1	118
6:15	42	9	0	0	0	0	51	18:15	116	19	0	0	0	0	135
6:30	60	11	1	0	0	2	74	18:30	96	17	0	0	0	1	114
6:45	94	14	1	0	0	3	112	18:45	102	14	0	0	0	0	116
7:00	85	17	0	0	0	5	107	19:00	97	16	1	0	0	1	115
7:15	149	17	1	0	0	2	169	19:15	76	17	0	0	0	0	93
7:30	111	14	0	0	0	2	127	19:30	73	12	0	0	0	2	87
7:45	123	19	0	1	0	0	143	19:45	83	10	0	0	0	0	93
8:00	109	18	0	0	0	1	128	20:00	67	7	0	0	0	1	75
8:15	125	11	0	0	0	3	139	20:15	64	8	0	0	0	0	72
8:30	96	12	0	1	0	1	110	20:30	72	11	0	2	0	0	85
8:45	91	11	0	0	0	0	102	20:45	57	9	0	0	0	1	67
9:00	79	11	0	2	0	1	93	21:00	57	8	0	0	0	0	65
9:15	95	18	0	1	0	0	114	21:15	54	8	0	0	0	1	63
9:30	76	14	0	0	0	0	90	21:30	33	7	0	0	0	0	40
9:45	80	13	0	2	0	1	96	21:45	44	6	0	0	0	0	50
10:00	84	12	0	1	0	3	100	22:00	37	4	0	0	0	0	41
10:15	63	11	1	0	0	2	77	22:15	22	2	0	1	0	0	25
10:30	86	17	1	0	0	0	104	22:30	34	4	0	0	0	0	38
10:45	87	10	0	0	0	0	97	22:45	25	2	0	0	0	0	27
11:00	90	13	0	0	0	1	104	23:00	23	2	0	1	0	0	26
11:15	100	12	1	1	0	2	116	23:15	12	1	0	0	0	0	13
11:30	101	15	0	0	0	0	116	23:30	11	5	0	1	0	0	17
11:45	101	17	0	0	0	0	118	23:45	14	3	0	0	0	0	17
TOTAL	2,498	380	8	11	0	29	2,926	TOTAL	4,046	632	4	18	0	27	4,727
	AM PEAK HOUR						7:15 AM		AM PEAK HOUR						1:45 PM
	AM PEAK VOLUME						567		AM PEAK VOLUME						618

TOTAL: AM+PM	6,544	1,012	12	29	0	56	7,653
% OF TOTAL	85.5%	13.2%	0.2%	0.4%	0.0%	0.7%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

31124

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, April 24, 2024 **CITY:** Hesperia

JOB #: SC4583 **LOCATION:** CLASS12 Muscatel St between Malibu Ave and Escondido Ave.

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	5	4	0	0	0	0	9	12:00	54	7	0	0	0	0	61
0:15	10	0	0	0	0	0	10	12:15	67	18	2	0	0	0	87
0:30	9	1	0	0	0	0	10	12:30	82	15	1	0	0	6	104
0:45	6	0	0	0	0	0	6	12:45	156	19	1	0	0	2	178
1:00	1	0	0	0	0	0	1	13:00	134	18	1	0	0	4	157
1:15	2	0	0	0	0	0	2	13:15	102	24	0	0	0	2	128
1:30	3	1	0	0	0	0	4	13:30	67	17	1	0	0	1	86
1:45	4	0	0	0	0	0	4	13:45	89	11	1	0	0	2	103
2:00	1	0	0	0	0	0	1	14:00	71	18	0	1	0	1	91
2:15	4	0	0	0	0	0	4	14:15	67	22	1	1	0	1	92
2:30	6	0	0	0	0	0	6	14:30	64	21	1	0	0	0	86
2:45	4	0	0	0	0	0	4	14:45	89	16	1	1	0	0	107
3:00	5	1	0	0	0	0	6	15:00	112	31	1	0	0	6	150
3:15	6	0	0	0	0	0	6	15:15	101	21	0	0	0	0	122
3:30	5	1	0	0	0	1	7	15:30	66	12	1	1	0	1	81
3:45	7	4	0	0	0	0	11	15:45	54	16	0	0	0	0	70
4:00	10	3	0	0	0	0	13	16:00	55	15	0	0	0	0	70
4:15	8	6	0	0	0	0	14	16:15	60	12	2	0	0	0	74
4:30	6	2	0	0	0	0	8	16:30	57	17	1	0	0	0	75
4:45	18	1	0	0	0	0	19	16:45	71	12	0	0	0	0	83
5:00	14	0	0	0	0	0	14	17:00	57	8	1	0	0	0	66
5:15	13	3	0	0	0	0	16	17:15	56	11	1	1	0	0	69
5:30	15	5	0	0	0	0	20	17:30	60	20	1	0	0	0	81
5:45	18	3	0	0	0	0	21	17:45	53	21	0	1	0	0	75
6:00	27	2	0	0	0	0	29	18:00	45	14	0	1	0	0	60
6:15	20	7	0	0	0	1	28	18:15	47	15	0	0	0	1	63
6:30	36	8	0	0	0	0	44	18:30	62	22	0	0	0	0	84
6:45	73	18	0	0	0	0	91	18:45	52	8	0	1	0	0	61
7:00	106	29	1	1	0	4	141	19:00	40	7	0	1	0	0	48
7:15	219	35	3	4	0	3	264	19:15	45	18	0	0	0	0	63
7:30	176	24	1	1	0	2	204	19:30	48	11	0	0	0	0	59
7:45	105	20	1	0	0	0	126	19:45	45	10	0	0	0	0	55
8:00	67	14	1	1	0	1	84	20:00	34	10	1	0	0	0	45
8:15	69	12	0	0	0	2	83	20:15	31	10	2	0	0	0	43
8:30	56	5	0	0	0	3	64	20:30	25	7	0	0	0	0	32
8:45	47	15	0	0	0	1	63	20:45	26	4	0	0	0	0	30
9:00	32	8	0	0	0	0	40	21:00	26	8	0	0	0	0	34
9:15	44	12	0	0	0	1	57	21:15	31	7	0	0	0	0	38
9:30	43	12	0	0	0	0	55	21:30	24	7	0	0	0	0	31
9:45	46	14	0	0	0	0	60	21:45	16	6	0	0	0	0	22
10:00	33	11	0	0	0	0	44	22:00	7	3	0	0	0	0	10
10:15	33	11	0	0	0	0	44	22:15	14	3	0	0	0	0	17
10:30	55	9	0	1	0	1	66	22:30	10	2	0	0	0	0	12
10:45	52	10	0	0	0	1	63	22:45	8	2	0	0	0	0	10
11:00	56	26	0	1	0	0	83	23:00	16	1	2	0	0	0	19
11:15	67	18	0	0	0	0	85	23:15	9	2	0	0	0	0	11
11:30	51	7	1	0	0	1	60	23:30	9	2	0	0	0	0	11
11:45	48	9	1	0	0	1	59	23:45	8	0	0	1	0	0	9
TOTAL	1,741	371	9	9	0	23	2,153	TOTAL	2,522	581	23	10	0	27	3,163
	AM PEAK HOUR						7:00 AM		AM PEAK HOUR						12:30 PM
	AM PEAK VOLUME						735		AM PEAK VOLUME						567

TOTAL: AM+PM	4,263	952	32	19	0	50	5,316		
% OF TOTAL	80.2%	17.9%	0.6%	0.4%	0.0%	0.9%	100.0%		

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Apr 24, 24

LOCATION: Hesperia
NORTH & SOUTH: Cataba Rd
EAST & WEST: Main St

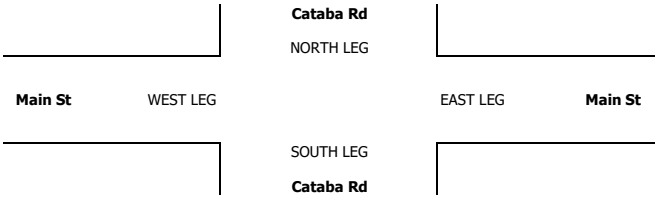
PROJECT #: SC4583
LOCATION #: 1
CONTROL: SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

N ▲ S ▼ W ◄ E ►

		NORTHBOUND Cataba Rd			SOUTHBOUND Cataba Rd			EASTBOUND Main St			WESTBOUND Main St				U-TURNS				
	LANES:	NL 1.5	NT 0.5	NR 1	SL 1	ST 1	SR 1	EL 1	ET 3	ER 1	WL 2	WT 3	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	5	6	9	9	1	8	12	206	10	11	98	1	376	0	0	0	0	0
	7:15 AM	6	1	15	15	2	8	12	202	7	14	144	3	429	0	0	0	2	2
	7:30 AM	8	2	16	7	1	12	14	203	15	27	159	9	473	0	0	0	0	0
	7:45 AM	11	3	26	11	1	16	22	206	15	20	125	5	461	0	0	0	0	0
	8:00 AM	11	4	12	10	1	11	21	206	20	25	136	3	460	0	0	0	0	0
	8:15 AM	14	2	16	12	6	21	12	176	19	16	136	6	436	0	0	0	0	0
	8:30 AM	10	3	15	7	5	14	19	184	22	29	144	6	458	0	0	0	1	1
	8:45 AM	13	7	14	6	4	17	24	195	26	25	99	1	431	0	0	0	1	1
	VOLUMES	78	28	123	77	21	107	136	1,578	134	167	1,041	34	3,528	0	0	0	4	4
	APPROACH %	34%	12%	54%	38%	10%	52%	7%	85%	7%	13%	84%	3%						
	APP/DEPART	229	/	198	205	/	322	1,848	/	1,782	1,246	/	1,226	0					88
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	44	11	70	40	9	60	69	791	69	88	556	23	1,830	0	0	0	0	
	APPROACH %	35%	9%	56%	37%	8%	55%	7%	85%	7%	13%	83%	3%						
	PEAK HR FACTOR		0.781			0.699			0.940			0.855		0.967					
	APP/DEPART	125	/	103	109	/	166	929	/	901	667	/	660	0					
PM	4:00 PM	30	9	39	9	8	23	25	220	33	42	198	8	644	0	0	0	2	2
	4:15 PM	35	13	42	12	7	31	29	205	35	36	206	15	666	0	0	0	1	1
	4:30 PM	35	9	30	7	12	35	17	193	37	21	155	5	556	0	0	0	0	0
	4:45 PM	35	11	33	9	8	35	13	191	37	36	220	5	633	0	0	0	2	2
	5:00 PM	41	15	37	8	7	19	13	186	25	36	197	1	585	0	0	0	1	1
	5:15 PM	32	8	22	5	13	28	24	217	33	34	213	5	634	0	0	0	2	2
	5:30 PM	41	10	51	8	6	14	19	180	32	40	191	5	597	0	0	0	3	3
	5:45 PM	45	7	40	6	6	30	16	145	31	45	201	3	575	0	0	0	2	2
	VOLUMES	294	82	294	64	67	215	156	1,537	263	290	1,581	47	4,903	0	0	0	13	13
	APPROACH %	44%	12%	44%	18%	19%	62%	8%	79%	13%	15%	82%	2%						
	APP/DEPART	670	/	285	346	/	620	1,956	/	1,908	1,931	/	2,090	0					
	BEGIN PEAK HR		4:00 PM																135
	VOLUMES	135	42	144	37	35	124	84	809	142	135	779	33	2,504	0	0	0	5	
	APPROACH %	42%	13%	45%	19%	18%	63%	8%	78%	14%	14%	82%	3%						
	PEAK HR FACTOR		0.892			0.907			0.931			0.905		0.939					
	APP/DEPART	321	/	159	196	/	312	1,035	/	995	952	/	1,038	0					



		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	7:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	8:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	TOTAL	2	2	0	0	4	1	2	0	0	3	1	0	0	0	1
PM	4:00 PM	0	0	1	1	2	0	0	1	1	2	0	0	0	0	0
	4:15 PM	0	1	6	0	7	0	1	6	0	7	0	0	0	0	0
	4:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	4:45 PM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0
	5:00 PM	0	1	1	0	2	0	1	1	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	3	12	1	16	0	3	12	1	16	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Apr 24, 24

LOCATION: Hesperia
NORTH & SOUTH: Key Pointe Ave
EAST & WEST: Main St

PROJECT #: SC4583
LOCATION #: 2
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

N / W / E / S

		NORTHBOUND Key Pointe Ave			SOUTHBOUND Key Pointe Ave			EASTBOUND Main St			WESTBOUND Main St				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 0.5	SR 0.5	EL 1	ET 3	ER 1	WL 1	WT 3	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	2	5	20	7	0	2	224	1	15	119	15	410	0	0	0	0	0
	7:15 AM	1	0	7	30	1	1	6	233	1	20	161	23	484	0	0	0	0	0
	7:30 AM	2	2	8	29	3	1	4	216	0	26	196	29	516	0	0	1	1	2
	7:45 AM	0	4	14	29	8	4	3	241	5	29	157	17	511	0	0	0	1	1
	8:00 AM	3	3	10	30	6	3	9	214	2	32	136	37	485	0	0	0	1	1
	8:15 AM	1	2	15	28	6	4	11	205	1	38	162	25	498	0	0	1	2	3
	8:30 AM	0	4	18	25	12	1	5	190	2	50	176	24	507	0	0	0	0	0
	8:45 AM	2	8	16	34	10	4	7	215	4	40	124	32	496	0	0	0	0	0
	VOLUMES	9	25	93	225	53	18	47	1,738	16	250	1,231	202	3,914	0	0	2	5	7
	APPROACH %	7%	20%	73%	76%	18%	6%	3%	96%	1%	15%	73%	12%						
	APP/DEPART	127	/	274	296	/	319	1,803	/	2,061	1,688	/	1,260	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	6	11	47	116	23	12	27	876	8	125	651	108	2,017	0	0	2	5	
	APPROACH %	9%	17%	73%	77%	15%	8%	3%	96%	1%	14%	73%	12%						
	PEAK HR FACTOR		0.889			0.921			0.917			0.882		0.973					
	APP/DEPART	64	/	146	151	/	156	913	/	1,044	889	/	671	0					
PM	4:00 PM	9	8	47	45	17	4	15	233	2	59	248	54	741	0	0	4	3	7
	4:15 PM	6	16	53	55	23	3	7	298	1	56	233	57	808	0	0	3	4	7
	4:30 PM	7	13	46	49	16	5	5	243	5	67	197	41	694	0	0	0	0	0
	4:45 PM	8	21	43	53	25	2	9	208	5	59	228	34	695	0	0	1	1	2
	5:00 PM	5	12	42	48	18	4	7	235	2	74	239	42	728	0	0	0	1	1
	5:15 PM	6	6	54	59	20	4	6	245	5	58	254	56	773	0	0	1	1	2
	5:30 PM	7	13	46	41	21	7	8	253	3	67	238	41	745	0	0	0	0	0
	5:45 PM	8	19	50	42	16	3	14	192	0	75	232	50	701	0	0	2	1	3
	VOLUMES	56	108	381	392	156	32	71	1,907	23	515	1,869	375	5,907	0	0	11	11	22
	APPROACH %	10%	20%	70%	68%	27%	6%	4%	95%	1%	19%	67%	14%						
	APP/DEPART	545	/	554	580	/	694	2,012	/	2,691	2,770	/	1,968	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	30	58	189	202	81	14	36	982	13	241	906	186	2,954	0	0	8	8	
	APPROACH %	11%	21%	68%	68%	27%	5%	3%	95%	1%	18%	68%	14%						
	PEAK HR FACTOR		0.923			0.917			0.841			0.921		0.906					
	APP/DEPART	277	/	280	297	/	335	1,039	/	1,381	1,341	/	958	0					



		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	1	0	0	1	2	1	0	0	1	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	0	0	4	5	1	0	0	4	5	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	2	0	0	2	4	2	0	0	2	4	0	0	0	0	0
	4:30 PM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0
	4:45 PM	0	1	1	0	2	0	1	1	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	TOTAL	3	2	3	2	10	3	2	3	2	10	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Apr 24, 24

LOCATION: Hesperia
NORTH & SOUTH: I-15 SB Ramps
EAST & WEST: Main St

PROJECT #: SC4583
LOCATION #: 3
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-15 SB Ramps			SOUTHBOUND I-15 SB Ramps			EASTBOUND Main St			WESTBOUND Main St				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 2	ST X	SR 1	EL X	ET 3	ER 1	WL X	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	85	0	26	0	248	16	0	127	129	631	0	0	0	0	0
	7:15 AM	0	0	0	61	0	31	0	250	23	0	173	129	667	0	0	0	0	0
	7:30 AM	0	0	0	47	0	42	0	219	18	0	204	140	670	0	0	0	0	0
	7:45 AM	0	0	0	74	0	40	0	284	22	0	170	102	692	0	0	0	0	0
	8:00 AM	0	0	0	34	0	46	0	236	17	0	175	112	620	0	0	0	0	0
	8:15 AM	0	0	0	70	0	43	0	224	29	0	187	137	690	0	0	0	0	0
	8:30 AM	0	0	0	65	0	50	0	222	15	0	190	103	645	0	0	0	0	0
	8:45 AM	0	0	0	57	0	48	0	228	18	0	152	116	619	0	0	0	0	0
	VOLUMES	0	0	0	493	0	326	0	1,911	158	0	1,378	968	5,234	0	0	0	0	0
	APPROACH %	0%	0%	0%	60%	0%	40%	0%	92%	8%	0%	59%	41%						
	APP/DEPART	0	/	968	819	/	158	2,069	/	2,404	2,346	/	1,704	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	225	0	171	0	963	86	0	736	491	2,672	0	0	0	0	
	APPROACH %	0%	0%	0%	57%	0%	43%	0%	92%	8%	0%	60%	40%						
	PEAK HR FACTOR		0.000			0.868			0.857			0.892		0.965					
	APP/DEPART	0	/	491	396	/	86	1,049	/	1,188	1,227	/	907	0					
PM	4:00 PM	0	0	0	95	0	75	0	317	33	0	279	93	892	0	0	0	0	0
	4:15 PM	0	0	0	87	0	81	0	358	33	0	284	89	932	0	0	0	0	0
	4:30 PM	0	0	0	95	0	74	0	307	20	0	241	78	815	0	0	0	0	0
	4:45 PM	0	0	0	116	0	71	0	290	35	0	263	78	853	0	0	0	0	0
	5:00 PM	0	0	0	114	0	73	0	301	32	0	269	91	880	0	0	0	0	0
	5:15 PM	0	0	0	125	0	80	0	316	37	0	281	83	922	0	0	0	0	0
	5:30 PM	0	0	0	101	0	75	0	328	20	0	292	66	882	0	0	0	0	0
	5:45 PM	0	0	0	96	0	72	0	237	22	0	281	62	770	0	0	0	0	0
	VOLUMES	0	0	0	829	0	601	0	2,454	232	0	2,190	640	6,946	0	0	0	0	0
	APPROACH %	0%	0%	0%	58%	0%	42%	0%	91%	9%	0%	77%	23%						
	APP/DEPART	0	/	640	1,430	/	232	2,686	/	3,283	2,830	/	2,791	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	456	0	299	0	1,235	124	0	1,105	318	3,537	0	0	0	0	
	APPROACH %	0%	0%	0%	60%	0%	40%	0%	91%	9%	0%	78%	22%						
	PEAK HR FACTOR		0.000			0.921			0.962			0.977		0.959					
	APP/DEPART	0	/	318	755	/	124	1,359	/	1,691	1,423	/	1,404	0					

I-15 SB Ramps

NORTH LEG

Main St WEST LEG — EAST LEG **Main St**

SOUTH LEG

I-15 SB Ramps

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	1	2	0	0	0	0	0	0	1	0	1	2
	TOTAL	0	1	0	2	3	0	0	0	1	1	0	1	0	1	2
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	3	0	0	0	3	3	0	0	0	3	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

T020624

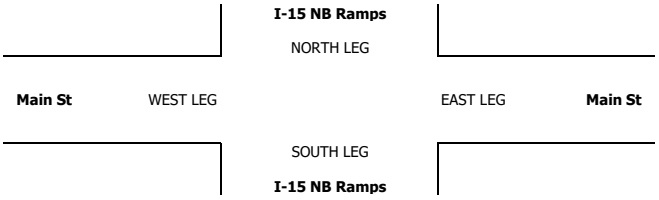
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hesperia	PROJECT #:	SC4583
Wed, Apr 24, 24	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	4
	EAST & WEST:	Main St	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND Main St			WESTBOUND Main St				U-TURNS				
	LANES:	NL 1	NT 0.5	NR 1.5	SL X	ST X	SR X	EL 0	ET 3	ER 1	WL X	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	10	1	88	0	0	0	0	274	64	0	238	81	756	0	0	0	0	0
	7:15 AM	10	0	77	0	0	0	0	249	64	0	300	115	815	0	0	0	0	0
	7:30 AM	16	0	78	0	0	0	0	202	64	0	335	140	835	0	0	0	0	0
	7:45 AM	16	0	80	0	0	0	0	279	79	0	255	121	830	0	0	0	0	0
	8:00 AM	19	0	69	0	0	0	0	209	61	0	266	97	721	0	0	0	0	0
	8:15 AM	17	0	60	0	0	0	1	224	68	0	305	102	777	0	0	0	0	0
	8:30 AM	14	0	55	0	0	0	0	238	49	0	284	82	722	0	0	0	0	0
	8:45 AM	19	0	51	0	0	0	0	220	63	0	244	88	685	0	0	0	0	0
	VOLUMES	121	1	558	0	0	0	1	1,895	512	0	2,227	826	6,141	0	0	0	0	0
	APPROACH %	18%	0%	82%	0%	0%	0%	0%	79%	21%	0%	73%	27%						
	APP/DEPART	680	/	828	0	/	512	2,408	/	2,453	3,053	/	2,348	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	52	1	323	0	0	0	0	1,004	271	0	1,128	457	3,236	0	0	0	0	
	APPROACH %	14%	0%	86%	0%	0%	0%	0%	79%	21%	0%	71%	29%						
	PEAK HR FACTOR		0.949			0.000			0.890			0.834		0.969					
	APP/DEPART	376	/	458	0	/	271	1,275	/	1,327	1,585	/	1,180	0					
PM	4:00 PM	51	0	178	0	0	0	0	346	65	0	338	94	1,072	0	0	0	0	0
	4:15 PM	36	1	181	0	0	0	0	386	73	0	337	97	1,111	0	0	0	0	0
	4:30 PM	36	1	201	0	0	0	0	330	61	0	268	94	991	0	0	0	0	0
	4:45 PM	40	0	155	0	0	0	0	355	49	0	300	99	998	0	0	0	0	0
	5:00 PM	30	1	182	0	0	0	0	352	63	0	329	95	1,052	0	0	0	0	0
	5:15 PM	32	1	163	0	0	0	0	397	44	0	333	92	1,062	0	0	0	0	0
	5:30 PM	26	1	169	0	0	0	0	366	63	0	333	98	1,056	0	0	0	0	0
	5:45 PM	32	0	171	0	0	0	0	279	49	0	312	100	943	0	0	0	0	0
	VOLUMES	283	5	1,400	0	0	0	0	2,811	467	0	2,550	769	8,285	0	0	0	0	0
	APPROACH %	17%	0%	83%	0%	0%	0%	0%	86%	14%	0%	77%	23%						
	APP/DEPART	1,688	/	774	0	/	467	3,278	/	4,211	3,319	/	2,833	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	163	2	715	0	0	0	0	1,417	248	0	1,243	384	4,172	0	0	0	0	
	APPROACH %	19%	0%	81%	0%	0%	0%	0%	85%	15%	0%	76%	24%						
	PEAK HR FACTOR		0.924			0.000			0.907			0.937		0.939					
	APP/DEPART	880	/	386	0	/	248	1,665	/	2,132	1,627	/	1,406	0					



		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	TOTAL	0	4	0	0	4	0	3	0	0	3	0	1	0	0	1
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	5:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	TOTAL	3	2	0	0	5	3	2	0	0	5	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hesperia	PROJECT #:	SC4583
Wed, Apr 24, 24	NORTH & SOUTH:	Mariposa St	LOCATION #:	5
	EAST & WEST:	Main St	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Mariposa St			SOUTHBOUND Mariposa St			EASTBOUND Main St			WESTBOUND Main St				U-TURNS				
	LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 4	ER 0	WL 1	WT 4	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	12	8	9	13	9	28	27	308	15	12	283	8	732	0	0	0	0	0
	7:15 AM	15	10	11	14	13	38	18	296	6	26	368	11	826	0	0	0	0	0
	7:30 AM	18	7	10	12	15	33	25	263	8	22	415	13	841	0	0	0	0	0
	7:45 AM	11	9	14	15	11	33	39	309	10	17	336	8	812	0	0	1	0	1
	8:00 AM	19	11	18	20	12	29	33	238	7	16	321	6	730	0	0	0	0	0
	8:15 AM	13	16	11	16	18	25	31	243	11	20	361	10	775	0	0	1	0	1
	8:30 AM	16	12	9	17	15	22	29	251	9	15	337	7	739	0	0	0	0	0
	8:45 AM	17	15	6	21	19	20	25	235	13	19	297	5	692	0	0	0	0	0
	VOLUMES	121	88	88	128	112	228	227	2,143	79	147	2,718	68	6,149	0	0	2	0	2
	APPROACH %	41%	30%	30%	27%	24%	49%	9%	87%	3%	5%	93%	2%						
	APP/DEPART	297	/	383	468	/	338	2,451	/	2,359	2,933	/	3,069	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	56	34	44	54	48	132	109	1,176	39	77	1,402	40	3,212	0	0	1	0	
	APPROACH %	42%	25%	33%	23%	21%	56%	8%	89%	3%	5%	92%	3%						
	PEAK HR FACTOR		0.931			0.900			0.923			0.844		0.955					
	APP/DEPART	134	/	183	234	/	164	1,325	/	1,274	1,519	/	1,591	0					
PM	4:00 PM	17	13	18	35	22	45	66	438	17	18	368	19	1,076	0	0	4	1	5
	4:15 PM	20	18	16	29	17	38	71	459	22	14	374	20	1,098	0	0	3	0	3
	4:30 PM	23	27	18	33	20	43	78	426	28	16	314	26	1,052	0	0	4	2	6
	4:45 PM	19	22	23	25	22	40	68	409	30	22	336	23	1,039	0	0	3	1	4
	5:00 PM	22	19	17	32	18	47	72	427	33	17	353	21	1,078	0	0	2	0	2
	5:15 PM	18	21	20	28	23	42	76	441	39	15	363	25	1,111	0	0	5	0	5
	5:30 PM	25	23	21	26	17	41	69	422	34	19	361	19	1,077	0	0	4	0	4
	5:45 PM	28	26	19	31	15	46	71	355	28	23	345	14	1,001	0	0	3	0	3
	VOLUMES	172	169	152	239	154	342	571	3,377	231	144	2,814	167	8,564	0	0	28	4	32
	APPROACH %	35%	34%	31%	33%	21%	47%	14%	80%	5%	5%	90%	5%						
	APP/DEPART	493	/	907	735	/	529	4,207	/	3,772	3,129	/	3,356	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	84	85	81	111	80	170	285	1,699	136	73	1,413	88	4,320	0	0	14	1	
	APPROACH %	34%	34%	32%	31%	22%	47%	13%	80%	6%	5%	90%	6%						
	PEAK HR FACTOR		0.906			0.930			0.951			0.977		0.968					
	APP/DEPART	250	/	458	361	/	289	2,134	/	1,892	1,575	/	1,681	0					

Mariposa St

NORTH LEG

Main St WEST LEG EAST LEG **Main St**

SOUTH LEG

Mariposa St

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	TOTAL	0	2	0	2	4	0	1	0	2	3	0	1	0	0	1
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	5:00 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	5:15 PM	1	0	2	0	3	1	0	2	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	1	0	0	1	2	1	0	0	1	2	0	0	0	0	0
	TOTAL	5	0	3	1	9	5	0	3	1	9	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Apr 24, 24

LOCATION: Hesperia
NORTH & SOUTH: US-395
EAST & WEST: Joshua St

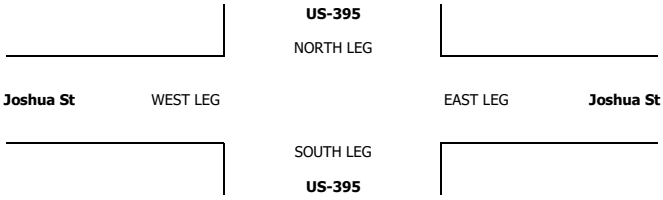
PROJECT #: SC4583
LOCATION #: 6
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ S ▼ ◄ W E ►

		NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Joshua St			WESTBOUND Joshua St				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 0,5	ER 0.5	WL 1	WT 1	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	1	108	13	25	169	12	3	4	3	18	12	14	382	0	0	0	0	0
	7:15 AM	1	121	11	19	188	4	5	8	2	19	4	19	401	0	0	0	0	0
	7:30 AM	3	138	7	23	184	7	6	1	3	13	8	18	411	0	0	0	0	0
	7:45 AM	0	128	10	19	181	7	4	3	1	20	3	11	387	0	0	0	0	0
	8:00 AM	2	101	8	16	203	3	1	5	0	15	4	19	377	0	0	0	0	0
	8:15 AM	1	105	8	12	160	1	1	1	1	10	1	16	317	0	0	0	0	0
	8:30 AM	1	117	14	11	172	2	3	5	0	12	3	18	358	0	0	0	0	0
	8:45 AM	0	100	12	19	183	3	2	0	0	15	5	15	354	0	0	0	0	0
	VOLUMES	9	918	83	144	1,440	39	25	27	10	122	40	130	2,987	0	0	0	0	0
	APPROACH %	1%	91%	8%	9%	89%	2%	40%	44%	16%	42%	14%	45%						
	APP/DEPART	1,010	/	1,073	1,623	/	1,572	62	/	254	292	/	88	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	5	495	41	86	722	30	18	16	9	70	27	62	1,581	0	0	0	0	
	APPROACH %	1%	91%	8%	10%	86%	4%	42%	37%	21%	44%	17%	39%						
	PEAK HR FACTOR		0.914			0.979			0.717			0.903		0.962					
	APP/DEPART	541	/	575	838	/	801	43	/	143	159	/	62	0					
PM	4:00 PM	7	211	10	24	159	8	9	20	3	22	1	21	495	0	0	0	0	0
	4:15 PM	6	242	22	12	168	10	17	18	3	20	4	33	555	0	0	0	0	0
	4:30 PM	4	268	43	23	123	11	22	24	1	13	5	27	564	0	0	0	0	0
	4:45 PM	2	297	71	26	142	2	14	12	1	16	6	26	615	0	0	0	0	0
	5:00 PM	3	347	76	18	132	5	35	20	1	25	4	30	696	0	0	0	0	0
	5:15 PM	6	315	84	15	139	1	69	18	0	17	5	55	724	0	0	0	0	0
	5:30 PM	3	296	63	18	118	3	98	26	2	12	3	47	689	0	0	0	0	0
	5:45 PM	2	265	33	13	124	2	44	12	1	18	2	29	545	0	0	0	0	0
	VOLUMES	33	2,241	402	149	1,105	42	308	150	12	143	30	268	4,883	0	0	0	0	0
	APPROACH %	1%	84%	15%	11%	85%	3%	66%	32%	3%	32%	7%	61%						
	APP/DEPART	2,676	/	2,817	1,296	/	1,260	470	/	701	441	/	105	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	14	1,255	294	77	531	11	216	76	4	70	18	158	2,724	0	0	0	0	
	APPROACH %	1%	80%	19%	12%	86%	2%	73%	26%	1%	28%	7%	64%						
	PEAK HR FACTOR		0.917			0.910			0.587			0.799		0.941					
	APP/DEPART	1,563	/	1,629	619	/	605	296	/	447	246	/	43	0					



		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Apr 24, 24

LOCATION: Hesperia
NORTH & SOUTH: I-15 NB Ramps
EAST & WEST: Bear Valley Rd

PROJECT #: SC4583
LOCATION #: 7
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND Bear Valley Rd			WESTBOUND Bear Valley Rd				U-TURNS				
	LANES:	NL 0.5	NT 0.5	NR 1	SL X	ST X	SR X	EL 1	ET 3	ER X	WL X	WT 3	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	24	0	86	0	0	0	38	222	0	0	226	50	646	0	0	0	0	0
	7:15 AM	23	0	107	0	0	0	44	257	0	0	243	69	743	0	0	0	0	0
	7:30 AM	43	1	142	0	0	0	53	238	0	0	254	70	801	0	0	0	0	0
	7:45 AM	25	0	145	0	0	0	58	278	0	0	278	61	845	0	0	0	0	0
	8:00 AM	35	0	112	0	0	0	46	245	0	0	284	61	783	0	0	0	0	0
	8:15 AM	25	2	110	0	0	0	57	232	0	0	279	66	771	0	0	0	0	0
	8:30 AM	31	0	100	0	0	0	37	237	0	0	273	63	741	0	0	0	0	0
	8:45 AM	35	0	120	0	0	0	33	256	0	0	291	52	787	0	0	0	0	0
	VOLUMES	241	3	922	0	0	0	366	1,965	0	0	2,128	492	6,117	0	0	0	0	0
	APPROACH %	21%	0%	79%	0%	0%	0%	16%	84%	0%	0%	81%	19%						
	APP/DEPART	1,166	/	861	0	/	0	2,331	/	2,887	2,620	/	2,369	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	128	3	509	0	0	0	214	993	0	0	1,095	258	3,200	0	0	0	0	
	APPROACH %	20%	0%	80%	0%	0%	0%	18%	82%	0%	0%	81%	19%						
	PEAK HR FACTOR		0.860			0.000			0.898			0.980		0.947					
	APP/DEPART	640	/	475	0	/	0	1,207	/	1,502	1,353	/	1,223	0					
PM	4:00 PM	58	2	154	0	0	0	54	312	0	0	339	40	959	0	0	0	0	0
	4:15 PM	64	1	139	0	0	0	69	329	0	0	343	57	1,002	0	0	0	0	0
	4:30 PM	67	1	153	0	0	0	57	321	0	0	337	45	981	0	0	0	0	0
	4:45 PM	63	0	153	0	0	0	60	381	0	0	298	46	1,001	0	0	0	0	0
	5:00 PM	68	2	163	0	0	0	60	346	0	0	350	44	1,033	0	0	0	0	0
	5:15 PM	71	0	157	0	0	0	45	353	0	0	343	41	1,010	0	0	0	0	0
	5:30 PM	65	0	146	0	0	0	49	286	0	0	364	37	947	0	0	0	0	0
	5:45 PM	70	0	151	0	0	0	50	293	0	0	291	45	900	0	0	0	0	0
	VOLUMES	526	6	1,216	0	0	0	444	2,621	0	0	2,665	355	7,833	0	0	0	0	0
	APPROACH %	30%	0%	70%	0%	0%	0%	14%	86%	0%	0%	88%	12%						
	APP/DEPART	1,748	/	805	0	/	0	3,065	/	3,837	3,020	/	3,191	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	269	3	626	0	0	0	222	1,401	0	0	1,328	176	4,025	0	0	0	0	
	APPROACH %	30%	0%	70%	0%	0%	0%	14%	86%	0%	0%	88%	12%						
	PEAK HR FACTOR		0.964			0.000			0.920			0.954		0.974					
	APP/DEPART	898	/	401	0	/	0	1,623	/	2,027	1,504	/	1,597	0					

I-15 NB Ramps

NORTH LEG

Bear Valley Rd WEST LEG EAST LEG **Bear Valley Rd**

SOUTH LEG

I-15 NB Ramps

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0
	7:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	7:30 AM	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1
	7:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	8:00 AM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	2	1	0	0	3	1	1	0	0	2	1	0	0	0	1
	8:45 AM	1	2	0	0	3	1	2	0	0	3	0	0	0	0	0
	TOTAL	8	6	0	0	14	7	5	0	0	12	1	1	0	0	2
PM	4:00 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	4:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	4:30 PM	1	4	0	0	5	0	3	0	0	3	1	1	0	0	2
	4:45 PM	1	3	0	0	4	0	3	0	0	3	1	0	0	0	1
	5:00 PM	3	2	0	0	5	3	2	0	0	5	0	0	0	0	0
	5:15 PM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0
	5:30 PM	4	2	0	0	6	1	1	0	0	2	3	1	0	0	4
	5:45 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1
	TOTAL	12	14	0	0	26	7	11	0	0	18	5	3	0	0	8

INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Apr 24, 24

LOCATION: Hesperia
NORTH & SOUTH: Mariposa Rd
EAST & WEST: Bear Valley Rd

PROJECT #: SC4583
LOCATION #: 8
CONTROL: SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

N ▲ | ◄ W | E ► | S ▼

		NORTHBOUND Mariposa Rd			SOUTHBOUND Mariposa Rd			EASTBOUND Bear Valley Rd			WESTBOUND Bear Valley Rd				U-TURNS				
	LANES:	NL 1.5	NT 1.5	NR 1	SL 1	ST 1	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	45	27	28	1	35	10	10	189	104	35	207	5	696	0	0	0	0	0
	7:15 AM	74	35	29	11	25	16	17	262	90	40	233	10	842	0	0	0	0	0
	7:30 AM	63	64	35	9	25	17	18	318	43	27	238	6	863	0	0	0	0	0
	7:45 AM	57	36	43	12	27	16	28	320	75	23	269	11	917	0	0	0	0	0
	8:00 AM	48	45	30	10	30	24	24	270	63	22	274	15	855	0	0	0	0	0
	8:15 AM	71	50	43	13	26	24	31	274	37	33	251	20	873	0	0	0	0	0
	8:30 AM	41	33	36	12	26	21	23	258	42	33	270	14	809	0	0	0	0	0
	8:45 AM	59	34	23	12	31	20	37	296	55	19	262	22	870	0	0	0	0	0
	VOLUMES	458	324	267	80	225	148	188	2,187	509	232	2,004	103	6,725	0	0	0	0	0
	APPROACH %	44%	31%	25%	18%	50%	33%	7%	76%	18%	10%	86%	4%						
	APP/DEPART	1,049	/	615	453	/	966	2,884	/	2,534	2,339	/	2,610	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	239	195	151	44	108	81	101	1,182	218	105	1,032	52	3,508	0	0	0	0	
	APPROACH %	41%	33%	26%	19%	46%	35%	7%	79%	15%	9%	87%	4%						
	PEAK HR FACTOR		0.892			0.910			0.887			0.956		0.956					
	APP/DEPART	585	/	348	233	/	431	1,501	/	1,377	1,189	/	1,352	0					
PM	4:00 PM	59	52	35	24	41	39	46	361	56	30	285	17	1,045	0	0	0	0	0
	4:15 PM	70	34	29	22	38	31	41	337	94	31	292	17	1,036	0	0	0	0	0
	4:30 PM	48	42	32	15	48	34	35	342	96	24	300	9	1,025	0	0	0	0	0
	4:45 PM	44	42	33	14	40	33	33	404	97	25	262	11	1,038	0	0	0	1	1
	5:00 PM	62	52	31	27	46	35	55	360	94	29	295	16	1,102	0	0	0	0	0
	5:15 PM	58	51	26	26	51	37	53	366	89	25	285	14	1,081	0	0	1	0	1
	5:30 PM	62	57	24	15	56	44	36	307	82	30	303	17	1,033	0	0	0	0	0
	5:45 PM	51	45	19	16	42	38	44	323	82	36	246	10	952	0	0	0	0	0
	VOLUMES	454	375	229	159	362	291	343	2,800	690	230	2,268	111	8,314	0	0	1	1	2
	APPROACH %	43%	35%	22%	20%	45%	36%	9%	73%	18%	9%	87%	4%						
	APP/DEPART	1,058	/	829	812	/	1,282	3,834	/	3,189	2,610	/	3,014	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	226	202	114	82	193	149	177	1,437	362	109	1,145	58	4,256	0	0	1	1	
	APPROACH %	42%	37%	21%	19%	46%	35%	9%	73%	18%	8%	87%	4%						
	PEAK HR FACTOR		0.934			0.922			0.926			0.938		0.966					
	APP/DEPART	542	/	437	424	/	664	1,977	/	1,634	1,313	/	1,521	0					

Mariposa Rd

NORTH LEG

Bear Valley Rd WEST LEG EAST LEG **Bear Valley Rd**

SOUTH LEG

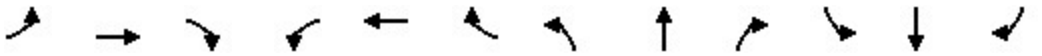
Mariposa Rd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	2	2	1	0	5	2	1	1	0	4	0	1	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	8:30 AM	0	1	1	0	2	0	1	1	0	2	0	0	0	0	0
	8:45 AM	0	4	4	0	8	0	3	3	0	6	0	1	1	0	2
	TOTAL	3	7	7	0	17	3	5	6	0	14	0	2	1	0	3
PM	4:00 PM	1	0	1	0	2	1	0	1	0	2	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	2	3	4	0	9	1	3	4	0	8	1	0	0	0	1
	4:45 PM	2	2	1	0	5	1	1	1	0	3	1	1	0	0	2
	5:00 PM	2	1	3	0	6	2	1	3	0	6	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	3	1	0	0	4	0	0	0	0	0	3	1	0	0	4
	5:45 PM	0	2	1	0	3	0	1	0	0	1	0	1	1	0	2
	TOTAL	10	9	10	0	29	5	6	9	0	20	5	3	1	0	9

Appendix B – LOS Report

HCM 7th Signalized Intersection Summary
1: Cataba Rd & Main St

09/20/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	791	69	88	556	23	44	11	70	40	9	60
Future Volume (veh/h)	69	791	69	88	556	23	44	11	70	40	9	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	71	815	71	91	573	24	28	35	72	41	9	62
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	113	1457	452	251	1482	62	154	162	137	120	126	107
Arrive On Green	0.06	0.29	0.29	0.07	0.30	0.30	0.09	0.09	0.09	0.07	0.07	0.07
Sat Flow, veh/h	1767	5066	1571	3428	4987	208	1767	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	71	815	71	91	387	210	28	35	72	41	9	62
Grp Sat Flow(s),veh/h/ln	1767	1689	1571	1714	1689	1818	1767	1856	1572	1767	1856	1572
Q Serve(g_s), s	1.9	6.5	1.6	1.2	4.4	4.4	0.7	0.8	2.1	1.1	0.2	1.8
Cycle Q Clear(g_c), s	1.9	6.5	1.6	1.2	4.4	4.4	0.7	0.8	2.1	1.1	0.2	1.8
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	1457	452	251	1003	540	154	162	137	120	126	107
V/C Ratio(X)	0.63	0.56	0.16	0.36	0.39	0.39	0.18	0.22	0.53	0.34	0.07	0.58
Avail Cap(c_a), veh/h	310	3172	984	558	2072	1116	1549	1627	1378	1549	1627	1378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	14.5	12.7	21.1	13.4	13.4	20.3	20.4	20.9	21.3	20.9	21.7
Incr Delay (d2), s/veh	5.7	0.3	0.2	0.9	0.2	0.5	0.6	0.7	3.1	1.7	0.2	4.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.8	0.4	0.4	1.2	1.4	0.3	0.4	0.8	0.5	0.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.6	14.8	12.9	22.0	13.6	13.8	20.9	21.0	24.0	23.0	21.2	26.6
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		957			688			135			112	
Approach Delay, s/veh		15.6			14.8			22.6			24.8	
Approach LOS		B			B			C			C	

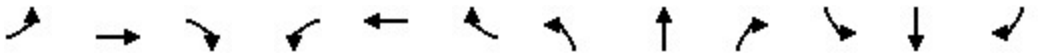
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	21.4		8.8	8.5	21.0		9.7				
Change Period (Y+Rc), s	5.0	7.2		5.5	5.0	7.2		5.5				
Max Green Setting (Gmax), s	8.4	29.4		42.0	7.8	30.0		42.0				
Max Q Clear Time (g_c+I1), s	3.9	6.4		3.8	3.2	8.5		4.1				
Green Ext Time (p_c), s	0.0	3.3		0.4	0.1	5.1		0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			16.4									
HCM 7th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	876	8	125	651	108	6	11	47	116	23	12
Future Volume (veh/h)	27	876	8	125	651	108	6	11	47	116	23	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	28	903	2	129	671	82	6	11	21	120	24	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	322	1405	436	322	1242	150	357	312	264	369	250	52
Arrive On Green	0.18	0.28	0.28	0.18	0.27	0.27	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1767	5066	1572	1767	4579	554	1370	1856	1572	1366	1489	310
Grp Volume(v), veh/h	28	903	2	129	493	260	6	11	21	120	0	29
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1767	1689	1756	1370	1856	1572	1366	0	1800
Q Serve(g_s), s	0.7	7.7	0.0	3.2	6.2	6.3	0.2	0.2	0.6	4.0	0.0	0.7
Cycle Q Clear(g_c), s	0.7	7.7	0.0	3.2	6.2	6.3	0.9	0.2	0.6	4.2	0.0	0.7
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	322	1405	436	322	916	476	357	312	264	369	0	303
V/C Ratio(X)	0.09	0.64	0.00	0.40	0.54	0.55	0.02	0.04	0.08	0.33	0.00	0.10
Avail Cap(c_a), veh/h	536	6151	1909	536	4100	2132	1236	1502	1273	1245	0	1457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	15.7	12.9	17.8	15.4	15.4	17.7	17.2	17.3	19.0	0.0	17.4
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.3	0.2	0.4	0.0	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.3	0.0	1.1	1.8	1.9	0.1	0.1	0.2	1.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.8	15.9	12.9	18.1	15.5	15.8	17.7	17.2	17.4	19.2	0.0	17.4
LnGrp LOS	B	B	B	B	B	B	B	B	B	B		B
Approach Vol, veh/h		933			882			38			149	
Approach Delay, s/veh		15.9			16.0			17.4			18.8	
Approach LOS		B			B			B			B	

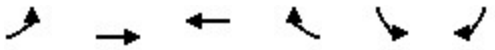
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.7	20.9		14.8	14.0	20.6		14.8				
Change Period (Y+Rc), s	4.7	7.2		* 6.5	5.0	7.2		6.5				
Max Green Setting (Gmax), s	15.0	60.0		* 40	15.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s	5.2	9.7		2.9	2.7	8.3		6.2				
Green Ext Time (p_c), s	0.1	4.0		0.1	0.0	2.8		0.3				

Intersection Summary		
HCM 7th Control Delay, s/veh	16.2	
HCM 7th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

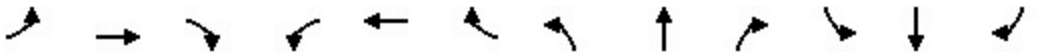
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↰↰	↱
Traffic Volume (veh/h)	0	953	689	0	225	171
Future Volume (veh/h)	0	953	689	0	225	171
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	982	710	0	232	176
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	2003	2003	0	934	428
Arrive On Green	0.00	0.40	0.40	0.00	0.27	0.27
Sat Flow, veh/h	0	5400	5400	0	3428	1572
Grp Volume(v), veh/h	0	982	710	0	232	176
Grp Sat Flow(s),veh/h/ln	0	1689	1689	0	1714	1572
Q Serve(g_s), s	0.0	5.3	3.6	0.0	1.9	3.3
Cycle Q Clear(g_c), s	0.0	5.3	3.6	0.0	1.9	3.3
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2003	2003	0	934	428
V/C Ratio(X)	0.00	0.49	0.35	0.00	0.25	0.41
Avail Cap(c_a), veh/h	0	5611	5611	0	2848	1306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.2	7.7	0.0	10.3	10.8
Incr Delay (d2), s/veh	0.0	0.2	0.1	0.0	0.1	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.6	0.0	0.6	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	8.4	7.8	0.0	10.4	11.4
LnGrp LOS		A	A		B	B
Approach Vol, veh/h		982	710		408	
Approach Delay, s/veh		8.4	7.8		10.8	
Approach LOS		A	A		B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	20.3		15.8		20.3
Change Period (Y+Rc), s	6.0		6.0		6.0
Max Green Setting (Gmax), s	40.0		30.0		40.0
Max Q Clear Time (g_c+I1), s	7.3		5.3		5.6
Green Ext Time (p_c), s	7.0		1.4		4.8

Intersection Summary	
HCM 7th Control Delay, s/veh	8.7
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	907	0	0	1128	457	52	1	323	0	0	0
Future Volume (veh/h)	0	907	0	0	1128	457	52	1	323	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	0	935	0	0	1163	471	54	0	334			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	3	0	0	3	3	3	3	3			
Cap, veh/h	0	2553	0	0	2553	793	396	0	706			
Arrive On Green	0.00	0.50	0.00	0.00	0.50	0.50	0.22	0.00	0.22			
Sat Flow, veh/h	0	5400	0	0	5233	1572	1767	0	3145			
Grp Volume(v), veh/h	0	935	0	0	1163	471	54	0	334			
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572	1767	0	1572			
Q Serve(g_s), s	0.0	5.0	0.0	0.0	6.5	9.4	1.1	0.0	4.1			
Cycle Q Clear(g_c), s	0.0	5.0	0.0	0.0	6.5	9.4	1.1	0.0	4.1			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2553	0	0	2553	793	396	0	706			
V/C Ratio(X)	0.00	0.37	0.00	0.00	0.46	0.59	0.14	0.00	0.47			
Avail Cap(c_a), veh/h	0	4585	0	0	4585	1423	1000	0	1779			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	6.7	0.0	0.0	7.1	7.8	13.7	0.0	14.9			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.1	0.7	0.2	0.0	0.5			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.0	0.0	1.2	1.7	0.4	0.0	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	6.8	0.0	0.0	7.2	8.5	13.9	0.0	15.4			
LnGrp LOS		A			A	A	B		B			
Approach Vol, veh/h		935			1634			388				
Approach Delay, s/veh		6.8			7.6			15.2				
Approach LOS		A			A			B				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		28.3				28.3		15.9				
Change Period (Y+Rc), s		6.0				6.0		6.0				
Max Green Setting (Gmax), s		40.0				40.0		25.0				
Max Q Clear Time (g_c+I1), s		7.0				11.4		6.1				
Green Ext Time (p_c), s		6.6				10.9		1.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.3
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

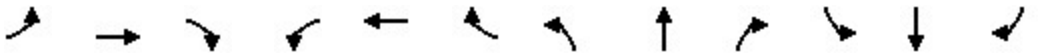
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	1082	39	77	1402	40	56	34	44	54	48	132
Future Volume (veh/h)	109	1082	39	77	1402	40	56	34	44	54	48	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	115	1139	41	81	1476	42	59	36	46	57	51	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	232	2385	86	201	2268	64	230	144	184	325	86	233
Arrive On Green	0.13	0.37	0.37	0.11	0.35	0.35	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1767	6373	229	1767	6427	183	1184	740	945	1306	440	1200
Grp Volume(v), veh/h	115	855	325	81	1099	419	59	0	82	57	0	190
Grp Sat Flow(s),veh/h/ln	1767	1596	1814	1767	1596	1823	1184	0	1685	1306	0	1640
Q Serve(g_s), s	3.5	7.8	7.9	2.5	11.1	11.1	2.8	0.0	2.4	2.2	0.0	6.1
Cycle Q Clear(g_c), s	3.5	7.8	7.9	2.5	11.1	11.1	8.8	0.0	2.4	4.6	0.0	6.1
Prop In Lane	1.00		0.13	1.00		0.10	1.00		0.56	1.00		0.73
Lane Grp Cap(c), veh/h	232	1792	679	201	1689	643	230	0	328	325	0	319
V/C Ratio(X)	0.50	0.48	0.48	0.40	0.65	0.65	0.26	0.00	0.25	0.18	0.00	0.60
Avail Cap(c_a), veh/h	921	4996	1893	460	4988	1899	822	0	1171	978	0	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.2	13.7	13.7	23.7	15.7	15.7	25.2	0.0	19.6	21.6	0.0	21.1
Incr Delay (d2), s/veh	0.6	0.1	0.2	0.5	0.2	0.4	0.2	0.0	0.1	0.1	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.2	2.5	0.9	3.1	3.6	0.7	0.0	0.9	0.6	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.8	13.8	13.9	24.2	15.8	16.1	25.4	0.0	19.8	21.7	0.0	21.8
LnGrp LOS	C	B	B	C	B	B	C		B	C		C
Approach Vol, veh/h		1295			1599			141			247	
Approach Delay, s/veh		14.7			16.3			22.1			21.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	28.8		18.1	12.0	27.5		18.1				
Change Period (Y+Rc), s	4.2	7.2		* 6.9	4.4	* 7.2		6.9				
Max Green Setting (Gmax), s	15.0	60.1		* 40	30.0	* 60		40.0				
Max Q Clear Time (g_c+I1), s	4.5	9.9		10.8	5.5	13.1		8.1				
Green Ext Time (p_c), s	0.1	5.1		0.4	0.1	7.2		0.7				

Intersection Summary		
HCM 7th Control Delay, s/veh	16.3	
HCM 7th LOS	B	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



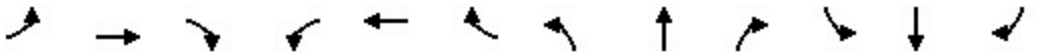
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	16	9	70	27	62	5	495	41	86	722	30
Future Volume (veh/h)	18	16	9	70	27	62	5	495	41	86	722	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	19	17	1	73	28	6	5	516	17	90	752	15
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	340	285	17	349	305	258	24	982	438	243	1419	633
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.01	0.28	0.28	0.14	0.40	0.40
Sat Flow, veh/h	1364	1735	102	1384	1856	1572	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	19	0	18	73	28	6	5	516	17	90	752	15
Grp Sat Flow(s),veh/h/ln	1364	0	1837	1384	1856	1572	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	0.6	0.0	0.4	2.5	0.7	0.2	0.2	6.7	0.4	2.5	8.7	0.3
Cycle Q Clear(g_c), s	1.3	0.0	0.4	3.0	0.7	0.2	0.2	6.7	0.4	2.5	8.7	0.3
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	340	0	302	349	305	258	24	982	438	243	1419	633
V/C Ratio(X)	0.06	0.00	0.06	0.21	0.09	0.02	0.21	0.53	0.04	0.37	0.53	0.02
Avail Cap(c_a), veh/h	1003	0	1194	1022	1206	1022	657	2620	1168	657	2620	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	19.0	20.2	19.1	18.9	26.3	16.4	14.2	21.1	12.2	9.7
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.3	0.1	0.0	4.4	0.9	0.1	0.9	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.8	0.3	0.1	0.1	2.2	0.1	0.9	2.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.7	0.0	19.1	20.5	19.2	18.9	30.6	17.3	14.2	22.0	12.9	9.7
LnGrp LOS	B		B	C	B	B	C	B	B	C	B	A
Approach Vol, veh/h		37			107			538			857	
Approach Delay, s/veh		19.4			20.1			17.4			13.8	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.1	23.5		16.2	7.4	30.2		16.2				
Change Period (Y+Rc), s	6.7	8.5		7.4	6.7	8.5		7.4				
Max Green Setting (Gmax), s	20.0	40.0		35.0	20.0	40.0		35.0				
Max Q Clear Time (g_c+I1), s	4.5	8.7		3.3	2.2	10.7		5.0				
Green Ext Time (p_c), s	0.2	6.3		0.1	0.0	9.6		0.3				

Intersection Summary		
HCM 7th Control Delay, s/veh	15.6	
HCM 7th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	993	0	0	1094	258	128	3	509	0	0	0
Future Volume (veh/h)	214	993	0	0	1094	258	128	3	509	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	225	1045	0	0	1152	221	135	3	442			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	257	2989	0	0	1697	325	433	10	393			
Arrive On Green	0.15	0.59	0.00	0.00	0.40	0.40	0.25	0.25	0.25			
Sat Flow, veh/h	1767	5233	0	0	4433	818	1731	38	1572			
Grp Volume(v), veh/h	225	1045	0	0	912	461	138	0	442			
Grp Sat Flow(s),veh/h/ln	1767	1689	0	0	1689	1708	1769	0	1572			
Q Serve(g_s), s	12.5	10.7	0.0	0.0	22.3	22.3	6.3	0.0	25.0			
Cycle Q Clear(g_c), s	12.5	10.7	0.0	0.0	22.3	22.3	6.3	0.0	25.0			
Prop In Lane	1.00		0.00	0.00		0.48	0.98		1.00			
Lane Grp Cap(c), veh/h	257	2989	0	0	1343	679	442	0	393			
V/C Ratio(X)	0.88	0.35	0.00	0.00	0.68	0.68	0.31	0.00	1.12			
Avail Cap(c_a), veh/h	283	2989	0	0	1343	679	442	0	393			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.86	0.86	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.9	10.6	0.0	0.0	24.8	24.8	30.5	0.0	37.5			
Incr Delay (d2), s/veh	22.2	0.3	0.0	0.0	2.4	4.7	1.8	0.0	83.6			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.8	3.6	0.0	0.0	8.8	9.3	2.9	0.0	18.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.1	10.9	0.0	0.0	27.2	29.5	32.3	0.0	121.1			
LnGrp LOS	E	B			C	C	C		F			
Approach Vol, veh/h		1270			1373			580				
Approach Delay, s/veh		20.3			28.0			100.0				
Approach LOS		C			C			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.0			19.2	49.8		31.0				
Change Period (Y+Rc), s		10.0			4.7	10.0		6.0				
Max Green Setting (Gmax), s		41.0			16.0	38.0		25.0				
Max Q Clear Time (g_c+I1), s		12.7			14.5	24.3		27.0				
Green Ext Time (p_c), s		5.1			0.1	5.3		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			37.9									
HCM 7th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	1183	218	105	1032	52	239	195	151	44	108	81
Future Volume (veh/h)	101	1183	218	105	1032	52	239	195	151	44	108	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	105	1232	227	109	1075	54	251	200	157	46	112	84
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	131	2033	375	135	2344	118	450	236	200	237	249	211
Arrive On Green	0.07	0.47	0.47	0.08	0.47	0.47	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1767	4298	792	1767	4939	248	3534	1856	1569	1767	1856	1572
Grp Volume(v), veh/h	105	968	491	109	735	394	251	200	157	46	112	84
Grp Sat Flow(s),veh/h/ln	1767	1689	1712	1767	1689	1810	1767	1856	1569	1767	1856	1572
Q Serve(g_s), s	6.3	22.9	22.9	6.6	15.8	15.8	7.2	11.4	10.5	2.5	6.0	5.3
Cycle Q Clear(g_c), s	6.3	22.9	22.9	6.6	15.8	15.8	7.2	11.4	10.5	2.5	6.0	5.3
Prop In Lane	1.00		0.46	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	1598	810	135	1603	859	450	236	200	237	249	211
V/C Ratio(X)	0.80	0.61	0.61	0.81	0.46	0.46	0.56	0.85	0.79	0.19	0.45	0.40
Avail Cap(c_a), veh/h	154	1598	810	155	1603	859	478	251	212	237	249	211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	21.0	21.0	49.1	19.0	19.1	44.3	46.1	45.7	41.6	43.1	42.8
Incr Delay (d2), s/veh	17.9	1.3	2.6	23.4	0.9	1.8	1.3	21.8	16.7	1.8	5.8	5.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	8.7	9.2	3.7	6.0	6.7	3.1	6.5	4.9	1.2	3.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.2	22.3	23.6	72.5	20.0	20.8	45.5	67.8	62.4	43.4	48.8	48.3
LnGrp LOS	E	C	C	E	B	C	D	E	E	D	D	D
Approach Vol, veh/h		1564			1238			608			242	
Approach Delay, s/veh		25.7			24.9			57.2			47.6	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	56.1		19.2	12.6	56.3		20.0				
Change Period (Y+Rc), s	4.5	5.0		5.4	4.6	5.0		5.5				
Max Green Setting (Gmax), s	9.5	49.0		14.6	9.4	49.0		14.5				
Max Q Clear Time (g_c+I1), s	8.6	24.9		13.4	8.3	17.8		8.0				
Green Ext Time (p_c), s	0.0	10.8		0.4	0.0	8.4		0.5				

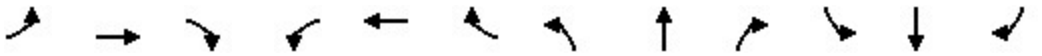
Intersection Summary		
HCM 7th Control Delay, s/veh	32.1	
HCM 7th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary
1: Cataba Rd & Main St

09/20/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	809	142	135	779	33	135	42	144	37	35	124
Future Volume (veh/h)	84	809	142	135	779	33	135	42	144	37	35	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	87	834	40	139	803	32	91	110	26	38	36	20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	123	1431	444	291	1488	59	205	215	182	100	105	88
Arrive On Green	0.07	0.28	0.28	0.09	0.30	0.30	0.12	0.12	0.12	0.06	0.06	0.06
Sat Flow, veh/h	1767	5066	1572	3428	4998	199	1767	1856	1568	1767	1856	1566
Grp Volume(v), veh/h	87	834	40	139	542	293	91	110	26	38	36	20
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1714	1689	1820	1767	1856	1568	1767	1856	1566
Q Serve(g_s), s	2.4	7.1	0.9	1.9	6.8	6.8	2.4	2.8	0.8	1.0	0.9	0.6
Cycle Q Clear(g_c), s	2.4	7.1	0.9	1.9	6.8	6.8	2.4	2.8	0.8	1.0	0.9	0.6
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	1431	444	291	1005	542	205	215	182	100	105	88
V/C Ratio(X)	0.70	0.58	0.09	0.48	0.54	0.54	0.44	0.51	0.14	0.38	0.34	0.23
Avail Cap(c_a), veh/h	294	3014	936	530	1969	1061	1472	1546	1306	1472	1546	1304
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	15.5	13.3	22.0	14.8	14.8	20.8	20.9	20.0	22.9	22.9	22.7
Incr Delay (d2), s/veh	7.1	0.4	0.1	1.2	0.5	0.8	1.5	1.9	0.4	2.4	1.9	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.1	0.3	0.7	2.0	2.2	1.0	1.2	0.3	0.5	0.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.1	15.9	13.4	23.2	15.3	15.7	22.3	22.8	20.4	25.3	24.8	24.0
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		961			974			227			94	
Approach Delay, s/veh		17.1			16.5			22.3			24.9	
Approach LOS		B			B			C			C	

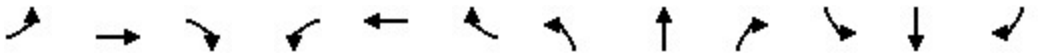
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	22.2		8.3	9.3	21.4		11.3				
Change Period (Y+Rc), s	5.0	7.2		5.5	5.0	7.2		5.5				
Max Green Setting (Gmax), s	8.4	29.4		42.0	7.8	30.0		42.0				
Max Q Clear Time (g_c+I1), s	4.4	8.8		3.0	3.9	9.1		4.8				
Green Ext Time (p_c), s	0.1	4.7		0.4	0.1	5.1		1.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	17.7	
HCM 7th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	982	13	241	906	186	30	58	189	202	81	14
Future Volume (veh/h)	36	982	13	241	906	186	30	58	189	202	81	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	37	1012	5	248	934	165	31	60	49	208	84	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	269	1467	456	303	1317	232	361	421	357	378	369	44
Arrive On Green	0.15	0.29	0.29	0.17	0.30	0.30	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1767	5066	1572	1767	4333	763	1292	1856	1572	1274	1627	194
Grp Volume(v), veh/h	37	1012	5	248	727	372	31	60	49	208	0	94
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1767	1689	1718	1292	1856	1572	1274	0	1821
Q Serve(g_s), s	1.1	10.5	0.1	8.0	11.3	11.3	1.2	1.5	1.5	9.2	0.0	2.5
Cycle Q Clear(g_c), s	1.1	10.5	0.1	8.0	11.3	11.3	3.7	1.5	1.5	10.7	0.0	2.5
Prop In Lane	1.00		1.00	1.00		0.44	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	269	1467	456	303	1026	522	361	421	357	378	0	413
V/C Ratio(X)	0.14	0.69	0.01	0.82	0.71	0.71	0.09	0.14	0.14	0.55	0.00	0.23
Avail Cap(c_a), veh/h	449	5148	1598	449	3432	1746	943	1257	1065	952	0	1234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	18.6	14.9	23.6	18.2	18.3	20.1	18.2	18.2	22.5	0.0	18.6
Incr Delay (d2), s/veh	0.1	0.2	0.0	4.4	0.3	0.7	0.0	0.1	0.1	0.5	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.3	0.0	3.2	3.6	3.7	0.3	0.6	0.5	2.6	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.7	18.8	14.9	28.0	18.6	18.9	20.1	18.3	18.3	23.0	0.0	18.7
LnGrp LOS	C	B	B	C	B	B	C	B	B	C		B
Approach Vol, veh/h		1054			1347			140			302	
Approach Delay, s/veh		18.9			20.4			18.7			21.7	
Approach LOS		B			C			B			C	

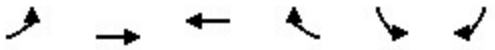
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	24.3		19.9	14.0	25.1		19.9				
Change Period (Y+Rc), s	4.7	7.2		* 6.5	5.0	7.2		6.5				
Max Green Setting (Gmax), s	15.0	60.0		* 40	15.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s	10.0	12.5		5.7	3.1	13.3		12.7				
Green Ext Time (p_c), s	0.2	4.6		0.3	0.0	4.6		0.7				

Intersection Summary		
HCM 7th Control Delay, s/veh	19.9	
HCM 7th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

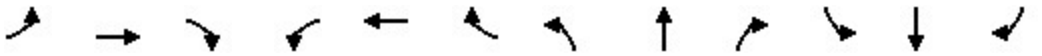
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↰↰	↱
Traffic Volume (veh/h)	0	1235	1088	0	456	299
Future Volume (veh/h)	0	1235	1088	0	456	299
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	1273	1122	0	470	308
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	2264	2264	0	971	445
Arrive On Green	0.00	0.45	0.45	0.00	0.28	0.28
Sat Flow, veh/h	0	5400	5400	0	3428	1572
Grp Volume(v), veh/h	0	1273	1122	0	470	308
Grp Sat Flow(s),veh/h/ln	0	1689	1689	0	1714	1572
Q Serve(g_s), s	0.0	8.3	7.0	0.0	5.1	7.8
Cycle Q Clear(g_c), s	0.0	8.3	7.0	0.0	5.1	7.8
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2264	2264	0	971	445
V/C Ratio(X)	0.00	0.56	0.50	0.00	0.48	0.69
Avail Cap(c_a), veh/h	0	4557	4557	0	2313	1061
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.1	8.7	0.0	13.2	14.2
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	0.4	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	1.5	0.0	1.7	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	9.3	8.9	0.0	13.6	16.1
LnGrp LOS		A	A		B	B
Approach Vol, veh/h		1273	1122		778	
Approach Delay, s/veh		9.3	8.9		14.6	
Approach LOS		A	A		B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	25.9		18.6		25.9
Change Period (Y+Rc), s	6.0		6.0		6.0
Max Green Setting (Gmax), s	40.0		30.0		40.0
Max Q Clear Time (g_c+I1), s	10.3		9.8		9.0
Green Ext Time (p_c), s	9.6		2.8		8.2

Intersection Summary	
HCM 7th Control Delay, s/veh	10.5
HCM 7th LOS	B

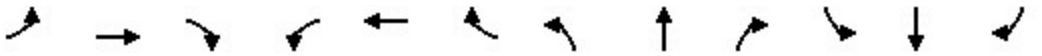


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰	↑	↱			
Traffic Volume (veh/h)	0	1443	0	0	1243	384	163	2	715	0	0	0
Future Volume (veh/h)	0	1443	0	0	1243	384	163	2	715	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	0	1488	0	0	1281	199	168	0	694			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	3	0	0	3	3	3	3	3			
Cap, veh/h	0	2403	0	0	2403	746	522	0	929			
Arrive On Green	0.00	0.47	0.00	0.00	0.47	0.47	0.30	0.00	0.30			
Sat Flow, veh/h	0	5400	0	0	5233	1572	1767	0	3145			
Grp Volume(v), veh/h	0	1488	0	0	1281	199	168	0	694			
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572	1767	0	1572			
Q Serve(g_s), s	0.0	11.4	0.0	0.0	9.3	4.0	3.9	0.0	10.4			
Cycle Q Clear(g_c), s	0.0	11.4	0.0	0.0	9.3	4.0	3.9	0.0	10.4			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2403	0	0	2403	746	522	0	929			
V/C Ratio(X)	0.00	0.62	0.00	0.00	0.53	0.27	0.32	0.00	0.75			
Avail Cap(c_a), veh/h	0	3888	0	0	3888	1207	848	0	1509			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	10.2	0.0	0.0	9.6	8.2	14.3	0.0	16.6			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.2	0.2	0.4	0.0	1.2			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	2.7	0.0	0.0	2.2	0.9	1.4	0.0	3.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.5	0.0	0.0	9.8	8.4	14.6	0.0	17.8			
LnGrp LOS		B			A	A	B		B			
Approach Vol, veh/h		1488			1480			862				
Approach Delay, s/veh		10.5			9.6			17.2				
Approach LOS		B			A			B				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		30.7				30.7		21.4				
Change Period (Y+Rc), s		6.0				6.0		6.0				
Max Green Setting (Gmax), s		40.0				40.0		25.0				
Max Q Clear Time (g_c+I1), s		13.4				11.3		12.4				
Green Ext Time (p_c), s		11.3				10.5		3.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.7
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



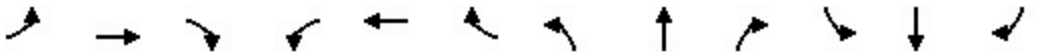
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	1737	136	73	1413	88	84	85	81	111	80	170
Future Volume (veh/h)	285	1737	136	73	1413	88	84	85	81	111	80	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	300	1828	136	77	1487	88	88	89	60	117	84	122
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	345	2681	199	169	2090	124	228	230	155	279	152	221
Arrive On Green	0.20	0.44	0.44	0.10	0.34	0.34	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1767	6107	454	1767	6210	367	1166	1033	696	1228	683	992
Grp Volume(v), veh/h	300	1433	531	77	1146	429	88	0	149	117	0	206
Grp Sat Flow(s),veh/h/ln	1767	1596	1774	1767	1596	1789	1166	0	1729	1228	0	1675
Q Serve(g_s), s	12.4	18.1	18.1	3.1	15.8	15.8	5.5	0.0	5.5	6.8	0.0	8.2
Cycle Q Clear(g_c), s	12.4	18.1	18.1	3.1	15.8	15.8	13.7	0.0	5.5	12.3	0.0	8.2
Prop In Lane	1.00		0.26	1.00		0.21	1.00		0.40	1.00		0.59
Lane Grp Cap(c), veh/h	345	2102	779	169	1612	602	228	0	385	279	0	373
V/C Ratio(X)	0.87	0.68	0.68	0.46	0.71	0.71	0.39	0.00	0.39	0.42	0.00	0.55
Avail Cap(c_a), veh/h	703	3813	1413	351	3806	1423	586	0	917	656	0	888
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.4	16.9	16.9	32.3	21.8	21.8	32.0	0.0	24.9	30.2	0.0	26.0
Incr Delay (d2), s/veh	2.7	0.1	0.4	0.7	0.2	0.6	0.4	0.0	0.2	0.4	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	5.5	6.1	1.3	5.1	5.8	1.5	0.0	2.2	1.8	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.1	17.1	17.3	33.0	22.1	22.4	32.4	0.0	25.2	30.5	0.0	26.5
LnGrp LOS	C	B	B	C	C	C	C		C	C		C
Approach Vol, veh/h		2264			1652			237			323	
Approach Delay, s/veh		19.1			22.7			27.9			27.9	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	40.3		23.7	19.1	32.6		23.7				
Change Period (Y+Rc), s	4.2	7.2		* 6.9	4.4	* 7.2		6.9				
Max Green Setting (Gmax), s	15.0	60.1		* 40	30.0	* 60		40.0				
Max Q Clear Time (g_c+I1), s	5.1	20.1		15.7	14.4	17.8		14.3				
Green Ext Time (p_c), s	0.0	10.8		0.7	0.3	7.6		0.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	21.5
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



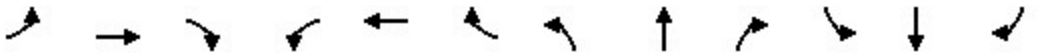
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	76	4	70	18	158	14	1255	294	77	531	11
Future Volume (veh/h)	216	76	4	70	18	158	14	1255	294	77	531	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	225	79	3	73	19	35	15	1307	185	80	553	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	346	364	14	301	380	322	62	1548	690	173	1770	789
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.03	0.44	0.44	0.10	0.50	0.50
Sat Flow, veh/h	1339	1776	67	1306	1856	1572	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	225	0	82	73	19	35	15	1307	185	80	553	7
Grp Sat Flow(s),veh/h/ln	1339	0	1843	1306	1856	1572	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	14.2	0.0	3.2	4.3	0.7	1.6	0.7	28.9	6.5	3.7	8.1	0.2
Cycle Q Clear(g_c), s	14.9	0.0	3.2	7.6	0.7	1.6	0.7	28.9	6.5	3.7	8.1	0.2
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	346	0	378	301	380	322	62	1548	690	173	1770	789
V/C Ratio(X)	0.65	0.00	0.22	0.24	0.05	0.11	0.24	0.84	0.27	0.46	0.31	0.01
Avail Cap(c_a), veh/h	607	0	737	556	742	629	404	1611	719	404	1770	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	0.0	29.0	32.1	28.0	28.3	41.1	21.9	15.6	37.3	12.9	10.9
Incr Delay (d2), s/veh	2.1	0.0	0.3	0.4	0.1	0.1	2.0	4.7	0.4	1.9	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	1.4	1.4	0.3	0.6	0.3	11.0	2.1	1.6	2.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.0	0.0	29.2	32.5	28.0	28.4	43.1	26.6	16.1	39.2	13.1	10.9
LnGrp LOS	D		C	C	C	C	D	C	B	D	B	B
Approach Vol, veh/h		307			127			1507			640	
Approach Delay, s/veh		34.2			30.7			25.5			16.3	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.3	46.9		25.3	9.8	52.4		25.3				
Change Period (Y+Rc), s	6.7	8.5		7.4	6.7	8.5		7.4				
Max Green Setting (Gmax), s	20.0	40.0		35.0	20.0	40.0		35.0				
Max Q Clear Time (g_c+I1), s	5.7	30.9		16.9	2.7	10.1		9.6				
Green Ext Time (p_c), s	0.1	7.5		1.0	0.0	6.7		0.4				

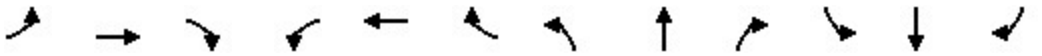
Intersection Summary		
HCM 7th Control Delay, s/veh	24.5	
HCM 7th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	1401	0	0	1328	176	269	3	626	0	0	0
Future Volume (veh/h)	222	1401	0	0	1328	176	269	3	626	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	234	1475	0	0	1398	169	283	3	570			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	264	2902	0	0	1727	209	476	5	427			
Arrive On Green	0.15	0.57	0.00	0.00	0.38	0.38	0.27	0.27	0.27			
Sat Flow, veh/h	1767	5233	0	0	4739	553	1750	19	1572			
Grp Volume(v), veh/h	234	1475	0	0	1032	535	286	0	570			
Grp Sat Flow(s),veh/h/ln	1767	1689	0	0	1689	1748	1768	0	1572			
Q Serve(g_s), s	13.4	18.1	0.0	0.0	28.2	28.2	14.5	0.0	28.0			
Cycle Q Clear(g_c), s	13.4	18.1	0.0	0.0	28.2	28.2	14.5	0.0	28.0			
Prop In Lane	1.00		0.00	0.00		0.32	0.99		1.00			
Lane Grp Cap(c), veh/h	264	2902	0	0	1276	660	481	0	427			
V/C Ratio(X)	0.89	0.51	0.00	0.00	0.81	0.81	0.60	0.00	1.33			
Avail Cap(c_a), veh/h	275	2902	0	0	1276	660	481	0	427			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.77	0.77	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.9	13.3	0.0	0.0	28.7	28.7	32.6	0.0	37.5			
Incr Delay (d2), s/veh	25.7	0.6	0.0	0.0	4.4	8.2	5.3	0.0	165.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.5	6.3	0.0	0.0	11.5	12.6	6.8	0.0	30.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.6	13.9	0.0	0.0	33.1	36.9	37.9	0.0	202.8			
LnGrp LOS	E	B			C	D	D		F			
Approach Vol, veh/h		1709			1567			856				
Approach Delay, s/veh		21.4			34.4			147.7				
Approach LOS		C			C			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.0			20.1	48.9		34.0				
Change Period (Y+Rc), s		10.0			4.7	10.0		6.0				
Max Green Setting (Gmax), s		38.0			16.0	38.0		28.0				
Max Q Clear Time (g_c+I1), s		20.1			15.4	30.2		30.0				
Green Ext Time (p_c), s		6.9			0.0	4.3		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			52.5									
HCM 7th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	1488	362	109	1145	58	226	202	114	82	193	149
Future Volume (veh/h)	177	1488	362	109	1145	58	226	202	114	82	193	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	184	1550	333	114	1193	56	248	192	14	85	201	16
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	219	2126	454	133	2279	107	375	197	164	186	195	165
Arrive On Green	0.12	0.51	0.51	0.08	0.46	0.46	0.11	0.11	0.11	0.10	0.10	0.10
Sat Flow, veh/h	1767	4169	890	1767	4952	232	3534	1856	1546	1767	1856	1572
Grp Volume(v), veh/h	184	1254	629	114	813	436	248	192	14	85	201	16
Grp Sat Flow(s),veh/h/ln	1767	1689	1682	1767	1689	1808	1767	1856	1546	1767	1856	1572
Q Serve(g_s), s	10.2	28.9	29.3	6.4	17.1	17.1	6.7	10.3	0.8	4.5	10.5	0.9
Cycle Q Clear(g_c), s	10.2	28.9	29.3	6.4	17.1	17.1	6.7	10.3	0.8	4.5	10.5	0.9
Prop In Lane	1.00		0.53	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1722	858	133	1554	832	375	197	164	186	195	165
V/C Ratio(X)	0.84	0.73	0.73	0.86	0.52	0.52	0.66	0.98	0.09	0.46	1.03	0.10
Avail Cap(c_a), veh/h	343	1722	858	133	1554	832	375	197	164	186	195	165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	19.1	19.2	45.7	19.2	19.2	43.0	44.6	40.3	42.1	44.8	40.5
Incr Delay (d2), s/veh	6.4	1.6	3.3	39.9	1.3	2.4	4.3	57.1	0.2	7.9	73.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	10.6	11.1	4.2	6.5	7.2	3.1	7.7	0.3	2.3	8.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.2	20.7	22.4	85.6	20.5	21.5	47.3	101.7	40.5	50.0	117.8	41.6
LnGrp LOS	D	C	C	F	C	C	D	F	D	D	F	D
Approach Vol, veh/h		2067			1363			454			302	
Approach Delay, s/veh		23.8			26.3			70.1			94.7	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	56.0		16.0	17.0	51.0		16.0				
Change Period (Y+Rc), s	4.5	5.0		5.4	4.6	5.0		5.5				
Max Green Setting (Gmax), s	7.5	51.0		10.6	19.4	39.0		10.5				
Max Q Clear Time (g_c+I1), s	8.4	31.3		12.3	12.2	19.1		12.5				
Green Ext Time (p_c), s	0.0	12.9		0.0	0.3	8.1		0.0				

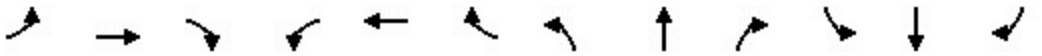
Intersection Summary	
HCM 7th Control Delay, s/veh	34.7
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary
1: Cataba Rd & Main St

09/20/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	900	90	110	1260	40	60	30	90	50	10	90
Future Volume (veh/h)	90	900	90	110	1260	40	60	30	90	50	10	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	93	928	93	113	1299	41	47	53	93	52	10	93
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	120	1836	569	239	1839	58	173	182	154	161	169	143
Arrive On Green	0.07	0.36	0.36	0.07	0.36	0.36	0.10	0.10	0.10	0.09	0.09	0.09
Sat Flow, veh/h	1767	5066	1571	3428	5045	159	1767	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	93	928	93	113	870	470	47	53	93	52	10	93
Grp Sat Flow(s),veh/h/ln	1767	1689	1571	1714	1689	1827	1767	1856	1572	1767	1856	1572
Q Serve(g_s), s	3.2	8.8	2.5	1.9	13.5	13.5	1.5	1.6	3.5	1.7	0.3	3.5
Cycle Q Clear(g_c), s	3.2	8.8	2.5	1.9	13.5	13.5	1.5	1.6	3.5	1.7	0.3	3.5
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	1836	569	239	1231	666	173	182	154	161	169	143
V/C Ratio(X)	0.78	0.51	0.16	0.47	0.71	0.71	0.27	0.29	0.60	0.32	0.06	0.65
Avail Cap(c_a), veh/h	242	2481	769	437	1621	877	1212	1272	1078	1212	1272	1078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	15.2	13.2	27.4	16.7	16.7	25.6	25.7	26.5	26.1	25.4	26.9
Incr Delay (d2), s/veh	10.3	0.2	0.1	1.5	1.0	1.8	0.8	0.9	3.8	1.1	0.1	4.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.6	0.7	0.7	4.3	4.8	0.7	0.7	1.4	0.7	0.1	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.4	15.5	13.4	28.9	17.6	18.4	26.4	26.5	30.3	27.2	25.6	31.8
LnGrp LOS	D	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1114			1453			193			155	
Approach Delay, s/veh		17.2			18.8			28.3			29.8	
Approach LOS		B			B			C			C	

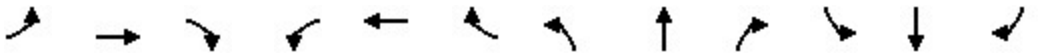
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	29.5		11.1	9.3	29.4		11.5				
Change Period (Y+Rc), s	5.0	7.2		5.5	5.0	7.2		5.5				
Max Green Setting (Gmax), s	8.4	29.4		42.0	7.8	30.0		42.0				
Max Q Clear Time (g_c+I1), s	5.2	15.5		5.5	3.9	10.8		5.5				
Green Ext Time (p_c), s	0.0	6.8		0.5	0.1	5.8		0.8				

Intersection Summary		
HCM 7th Control Delay, s/veh	19.4	
HCM 7th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	950	10	160	1230	500	10	30	60	220	40	150
Future Volume (veh/h)	60	950	10	160	1230	500	10	30	60	220	40	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	62	979	4	165	1268	486	10	31	35	227	41	148
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	196	2229	692	206	1596	608	223	401	340	358	76	276
Arrive On Green	0.11	0.44	0.44	0.12	0.44	0.44	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1767	5066	1572	1767	3609	1376	1185	1856	1572	1325	353	1274
Grp Volume(v), veh/h	62	979	4	165	1186	568	10	31	35	227	0	189
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1767	1689	1608	1185	1856	1572	1325	0	1626
Q Serve(g_s), s	2.6	10.9	0.1	7.4	24.5	24.7	0.6	1.1	1.4	13.4	0.0	8.4
Cycle Q Clear(g_c), s	2.6	10.9	0.1	7.4	24.5	24.7	9.0	1.1	1.4	14.4	0.0	8.4
Prop In Lane	1.00		1.00	1.00		0.86	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	196	2229	692	206	1493	711	223	401	340	358	0	352
V/C Ratio(X)	0.32	0.44	0.01	0.80	0.79	0.80	0.04	0.08	0.10	0.63	0.00	0.54
Avail Cap(c_a), veh/h	327	3747	1163	327	2498	1189	551	915	775	724	0	802
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.2	15.8	12.7	34.9	19.5	19.5	32.2	25.3	25.5	31.1	0.0	28.2
Incr Delay (d2), s/veh	0.3	0.1	0.0	3.0	0.4	0.8	0.0	0.0	0.0	0.7	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.6	0.0	3.1	8.1	7.9	0.2	0.5	0.5	4.2	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.6	15.8	12.8	37.9	19.8	20.3	32.2	25.4	25.5	31.8	0.0	28.7
LnGrp LOS	C	B	B	D	B	C	C	C	C	C		C
Approach Vol, veh/h		1045			1919			76			416	
Approach Delay, s/veh		16.9			21.5			26.3			30.4	
Approach LOS		B			C			C			C	

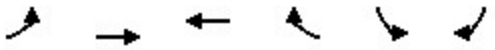
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	42.9		24.0	14.0	43.1		24.0				
Change Period (Y+Rc), s	4.7	7.2		* 6.5	5.0	7.2		6.5				
Max Green Setting (Gmax), s	15.0	60.0		* 40	15.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s	9.4	12.9		11.0	4.6	26.7		16.4				
Green Ext Time (p_c), s	0.1	4.4		0.2	0.0	9.2		1.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	21.3	
HCM 7th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.

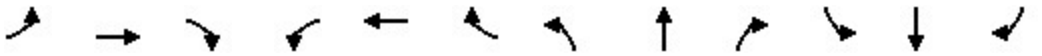
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↰↰	↱
Traffic Volume (veh/h)	0	1140	1460	0	300	420
Future Volume (veh/h)	0	1140	1460	0	300	420
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	1175	1505	0	309	433
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	2324	2324	0	1136	521
Arrive On Green	0.00	0.46	0.46	0.00	0.33	0.33
Sat Flow, veh/h	0	5400	5400	0	3428	1572
Grp Volume(v), veh/h	0	1175	1505	0	309	433
Grp Sat Flow(s),veh/h/ln	0	1689	1689	0	1714	1572
Q Serve(g_s), s	0.0	9.3	13.1	0.0	3.8	14.5
Cycle Q Clear(g_c), s	0.0	9.3	13.1	0.0	3.8	14.5
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2324	2324	0	1136	521
V/C Ratio(X)	0.00	0.51	0.65	0.00	0.27	0.83
Avail Cap(c_a), veh/h	0	3544	3544	0	1799	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.9	11.9	0.0	14.0	17.6
Incr Delay (d2), s/veh	0.0	0.2	0.3	0.0	0.1	4.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.5	3.5	0.0	1.3	5.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	11.1	12.2	0.0	14.2	21.8
LnGrp LOS		B	B		B	C
Approach Vol, veh/h		1175	1505		742	
Approach Delay, s/veh		11.1	12.2		18.6	
Approach LOS		B	B		B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	32.2	24.9	32.2
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	11.3	16.5	15.1
Green Ext Time (p_c), s	8.6	2.4	11.2

Intersection Summary	
HCM 7th Control Delay, s/veh	13.2
HCM 7th LOS	B

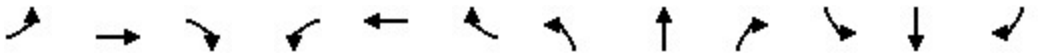


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰	↑	↱			
Traffic Volume (veh/h)	0	1090	0	0	1880	570	210	10	420	0	0	0
Future Volume (veh/h)	0	1090	0	0	1880	570	210	10	420	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	0	1124	0	0	1938	588	216	0	440			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	3	0	0	3	3	3	3	3			
Cap, veh/h	0	2970	0	0	2970	922	361	0	642			
Arrive On Green	0.00	0.59	0.00	0.00	0.59	0.59	0.20	0.00	0.20			
Sat Flow, veh/h	0	5400	0	0	5233	1572	1767	0	3145			
Grp Volume(v), veh/h	0	1124	0	0	1938	588	216	0	440			
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572	1767	0	1572			
Q Serve(g_s), s	0.0	6.8	0.0	0.0	14.7	14.1	6.3	0.0	7.4			
Cycle Q Clear(g_c), s	0.0	6.8	0.0	0.0	14.7	14.1	6.3	0.0	7.4			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2970	0	0	2970	922	361	0	642			
V/C Ratio(X)	0.00	0.38	0.00	0.00	0.65	0.64	0.60	0.00	0.69			
Avail Cap(c_a), veh/h	0	3540	0	0	3540	1099	772	0	1374			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	6.3	0.0	0.0	7.9	7.8	20.7	0.0	21.1			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.3	0.9	1.6	0.0	1.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.0	0.0	3.0	2.9	2.6	0.0	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	6.4	0.0	0.0	8.3	8.8	22.3	0.0	22.4			
LnGrp LOS		A			A	A	C		C			
Approach Vol, veh/h		1124			2526			656				
Approach Delay, s/veh		6.4			8.4			22.3				
Approach LOS		A			A			C				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		39.6				39.6		17.7				
Change Period (Y+Rc), s		6.0				6.0		6.0				
Max Green Setting (Gmax), s		40.0				40.0		25.0				
Max Q Clear Time (g_c+I1), s		8.8				16.7		9.4				
Green Ext Time (p_c), s		8.3				16.9		2.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	10.0
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



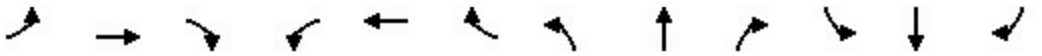
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	1270	70	250	2010	60	110	60	120	60	120	340
Future Volume (veh/h)	170	1270	70	250	2010	60	110	60	120	60	120	340
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	179	1337	74	263	2116	63	116	63	126	63	126	358
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	207	2200	122	291	2558	76	105	183	366	350	141	401
Arrive On Green	0.12	0.35	0.35	0.16	0.40	0.40	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1767	6236	344	1767	6417	191	904	552	1104	1185	426	1211
Grp Volume(v), veh/h	179	1026	385	263	1578	601	116	0	189	63	0	484
Grp Sat Flow(s),veh/h/ln	1767	1596	1793	1767	1596	1821	904	0	1657	1185	0	1638
Q Serve(g_s), s	12.0	21.3	21.4	17.6	35.7	35.8	6.1	0.0	10.4	5.1	0.0	33.9
Cycle Q Clear(g_c), s	12.0	21.3	21.4	17.6	35.7	35.8	40.0	0.0	10.4	15.5	0.0	33.9
Prop In Lane	1.00		0.19	1.00		0.10	1.00		0.67	1.00		0.74
Lane Grp Cap(c), veh/h	207	1689	633	291	1908	726	105	0	548	350	0	542
V/C Ratio(X)	0.86	0.61	0.61	0.90	0.83	0.83	1.10	0.00	0.34	0.18	0.00	0.89
Avail Cap(c_a), veh/h	439	2365	886	436	2377	904	105	0	548	350	0	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.4	32.2	32.2	49.5	32.6	32.6	59.1	0.0	30.5	36.4	0.0	38.4
Incr Delay (d2), s/veh	4.1	0.1	0.4	12.2	1.7	4.3	118.5	0.0	0.1	0.1	0.0	16.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	7.8	8.9	8.5	13.2	15.5	6.7	0.0	4.1	1.4	0.0	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.5	32.3	32.6	61.8	34.3	36.9	177.6	0.0	30.7	36.5	0.0	54.9
LnGrp LOS	E	C	C	E	C	D	F		C	D		D
Approach Vol, veh/h		1590			2442			305			547	
Approach Delay, s/veh		35.1			37.9			86.6			52.8	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.1	49.8		46.9	18.6	55.4		46.9				
Change Period (Y+Rc), s	4.2	7.2		* 6.9	4.4	* 7.2		6.9				
Max Green Setting (Gmax), s	29.8	59.7		* 40	30.0	* 60		40.0				
Max Q Clear Time (g_c+I1), s	19.6	23.4		42.0	14.0	37.8		35.9				
Green Ext Time (p_c), s	0.3	6.4		0.0	0.2	10.4		0.8				

Intersection Summary		
HCM 7th Control Delay, s/veh	41.7	
HCM 7th LOS	D	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



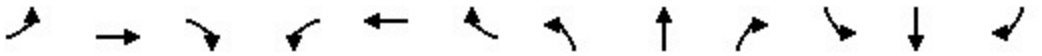
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	70	20	90	140	570	10	700	50	150	920	100
Future Volume (veh/h)	140	70	20	90	140	570	10	700	50	150	920	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	146	73	13	94	146	535	10	729	26	156	958	88
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	307	551	98	503	667	565	43	1026	458	192	1322	590
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.02	0.29	0.29	0.11	0.37	0.37
Sat Flow, veh/h	753	1533	273	1301	1856	1572	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	146	0	86	94	146	535	10	729	26	156	958	88
Grp Sat Flow(s),veh/h/ln	753	0	1806	1301	1856	1572	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	15.7	0.0	3.0	4.9	5.1	31.0	0.5	17.3	1.1	8.1	21.9	3.5
Cycle Q Clear(g_c), s	20.8	0.0	3.0	7.9	5.1	31.0	0.5	17.3	1.1	8.1	21.9	3.5
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	0	650	503	667	565	43	1026	458	192	1322	590
V/C Ratio(X)	0.48	0.00	0.13	0.19	0.22	0.95	0.23	0.71	0.06	0.81	0.72	0.15
Avail Cap(c_a), veh/h	317	0	674	521	693	587	377	1504	671	377	1504	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	20.2	22.8	20.9	29.1	44.9	29.7	24.0	40.9	25.2	19.4
Incr Delay (d2), s/veh	1.1	0.0	0.1	0.2	0.2	24.1	2.7	2.0	0.1	8.1	2.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	1.2	1.5	2.2	14.8	0.2	6.9	0.4	3.7	8.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.2	0.0	20.3	23.0	21.0	53.3	47.6	31.7	24.1	49.0	27.3	19.7
LnGrp LOS	C		C	C	C	D	D	C	C	D	C	B
Approach Vol, veh/h		232			775			765			1202	
Approach Delay, s/veh		25.9			43.5			31.6			29.6	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.9	35.8		41.1	9.0	43.7		41.1				
Change Period (Y+Rc), s	6.7	8.5		7.4	6.7	8.5		7.4				
Max Green Setting (Gmax), s	20.0	40.0		35.0	20.0	40.0		35.0				
Max Q Clear Time (g_c+I1), s	10.1	19.3		22.8	2.5	23.9		33.0				
Green Ext Time (p_c), s	0.2	8.0		1.1	0.0	9.3		0.8				

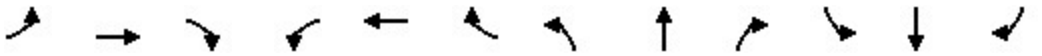
Intersection Summary	
HCM 7th Control Delay, s/veh	33.4
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	1330	0	0	1420	390	170	10	550	0	0	0
Future Volume (veh/h)	280	1330	0	0	1420	390	170	10	550	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	295	1400	0	0	1495	360	179	11	485			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	283	2989	0	0	1562	374	417	26	393			
Arrive On Green	0.16	0.59	0.00	0.00	0.38	0.38	0.25	0.25	0.25			
Sat Flow, veh/h	1767	5233	0	0	4246	977	1669	103	1572			
Grp Volume(v), veh/h	295	1400	0	0	1236	619	190	0	485			
Grp Sat Flow(s),veh/h/ln	1767	1689	0	0	1689	1679	1772	0	1572			
Q Serve(g_s), s	16.0	15.7	0.0	0.0	35.6	36.0	9.0	0.0	25.0			
Cycle Q Clear(g_c), s	16.0	15.7	0.0	0.0	35.6	36.0	9.0	0.0	25.0			
Prop In Lane	1.00		0.00	0.00		0.58	0.94		1.00			
Lane Grp Cap(c), veh/h	283	2989	0	0	1293	643	443	0	393			
V/C Ratio(X)	1.04	0.47	0.00	0.00	0.96	0.96	0.43	0.00	1.23			
Avail Cap(c_a), veh/h	283	2989	0	0	1293	643	443	0	393			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.70	0.70	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.0	11.6	0.0	0.0	30.0	30.1	31.5	0.0	37.5			
Incr Delay (d2), s/veh	65.3	0.5	0.0	0.0	12.8	21.9	3.0	0.0	125.4			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	11.9	5.3	0.0	0.0	15.8	17.4	4.2	0.0	23.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	107.3	12.1	0.0	0.0	42.8	52.0	34.5	0.0	162.9			
LnGrp LOS	F	B			D	D	C		F			
Approach Vol, veh/h		1695			1855			675				
Approach Delay, s/veh		28.7			45.9			126.8				
Approach LOS		C			D			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.0			20.7	48.3		31.0				
Change Period (Y+Rc), s		10.0			4.7	10.0		6.0				
Max Green Setting (Gmax), s		41.0			16.0	38.0		25.0				
Max Q Clear Time (g_c+I1), s		17.7			18.0	38.0		27.0				
Green Ext Time (p_c), s		7.1			0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			51.9									
HCM 7th LOS			D									



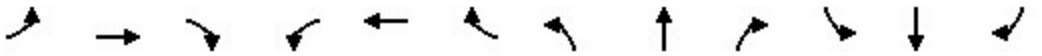
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1440	310	130	1330	80	380	220	180	60	140	100
Future Volume (veh/h)	130	1440	310	130	1330	80	380	220	180	60	140	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	135	1500	323	135	1385	83	396	229	188	62	146	104
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	154	1894	406	155	2217	133	478	251	212	237	249	211
Arrive On Green	0.09	0.45	0.45	0.09	0.45	0.45	0.14	0.14	0.14	0.13	0.13	0.13
Sat Flow, veh/h	1767	4176	895	1767	4886	293	3534	1856	1569	1767	1856	1572
Grp Volume(v), veh/h	135	1212	611	135	957	511	396	229	188	62	146	104
Grp Sat Flow(s),veh/h/ln	1767	1689	1694	1767	1689	1802	1767	1856	1569	1767	1856	1572
Q Serve(g_s), s	8.2	33.0	33.3	8.1	23.3	23.3	11.8	13.1	12.7	3.4	8.0	6.6
Cycle Q Clear(g_c), s	8.2	33.0	33.3	8.1	23.3	23.3	11.8	13.1	12.7	3.4	8.0	6.6
Prop In Lane	1.00		0.53	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	154	1532	768	155	1532	818	478	251	212	237	249	211
V/C Ratio(X)	0.88	0.79	0.80	0.87	0.62	0.62	0.83	0.91	0.89	0.26	0.59	0.49
Avail Cap(c_a), veh/h	154	1532	768	155	1532	818	478	251	212	237	249	211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	25.1	25.2	48.6	22.5	22.5	45.5	46.1	45.9	41.9	43.9	43.3
Incr Delay (d2), s/veh	29.9	2.9	5.8	37.2	1.9	3.6	11.6	34.5	33.0	2.7	9.7	8.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	12.9	13.7	5.1	9.1	10.1	5.8	8.2	6.7	1.6	4.2	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.6	28.1	31.0	85.9	24.4	26.1	57.1	80.6	78.9	44.6	53.7	51.3
LnGrp LOS	E	C	C	F	C	C	E	F	E	D	D	D
Approach Vol, veh/h		1958			1603			813			312	
Approach Delay, s/veh		32.5			30.1			68.8			51.1	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	54.0		20.0	14.0	54.0		20.0				
Change Period (Y+Rc), s	4.5	5.0		5.4	4.6	5.0		5.5				
Max Green Setting (Gmax), s	9.5	49.0		14.6	9.4	49.0		14.5				
Max Q Clear Time (g_c+I1), s	10.1	35.3		15.1	10.2	25.3		10.0				
Green Ext Time (p_c), s	0.0	9.6		0.0	0.0	10.7		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh	39.2	
HCM 7th LOS	D	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



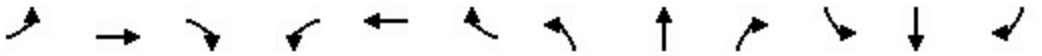
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	1540	190	180	1030	50	180	60	190	50	50	180
Future Volume (veh/h)	310	1540	190	180	1030	50	180	60	190	50	50	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	320	1588	90	186	1062	50	124	149	74	52	52	78
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	205	1939	602	274	1719	81	229	240	203	156	163	138
Arrive On Green	0.12	0.38	0.38	0.08	0.35	0.35	0.13	0.13	0.13	0.09	0.09	0.09
Sat Flow, veh/h	1767	5066	1572	3428	4957	233	1767	1856	1569	1767	1856	1567
Grp Volume(v), veh/h	320	1588	90	186	723	389	124	149	74	52	52	78
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1714	1689	1814	1767	1856	1569	1767	1856	1567
Q Serve(g_s), s	8.4	20.4	2.7	3.8	12.9	12.9	4.8	5.5	3.1	2.0	1.9	3.5
Cycle Q Clear(g_c), s	8.4	20.4	2.7	3.8	12.9	12.9	4.8	5.5	3.1	2.0	1.9	3.5
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	1939	602	274	1171	629	229	240	203	156	163	138
V/C Ratio(X)	1.56	0.82	0.15	0.68	0.62	0.62	0.54	0.62	0.36	0.33	0.32	0.57
Avail Cap(c_a), veh/h	205	2095	650	369	1369	735	1023	1074	908	1023	1074	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	20.1	14.7	32.5	19.7	19.7	29.6	29.9	28.8	31.1	31.0	31.7
Incr Delay (d2), s/veh	276.2	2.5	0.1	3.0	0.6	1.2	2.0	2.6	1.1	1.2	1.1	3.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.9	6.9	0.8	1.6	4.4	4.8	2.1	2.6	1.2	0.9	0.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	308.3	22.7	14.8	35.5	20.3	20.9	31.5	32.5	29.9	32.3	32.1	35.3
LnGrp LOS	F	C	B	D	C	C	C	C	C	C	C	D
Approach Vol, veh/h		1998			1298			347			182	
Approach Delay, s/veh		68.0			22.7			31.6			33.6	
Approach LOS		E			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.4	32.4		11.9	10.8	35.0		14.9				
Change Period (Y+Rc), s	5.0	7.2		5.5	5.0	7.2		5.5				
Max Green Setting (Gmax), s	8.4	29.4		42.0	7.8	30.0		42.0				
Max Q Clear Time (g_c+I1), s	10.4	14.9		5.5	5.8	22.4		7.5				
Green Ext Time (p_c), s	0.0	5.7		0.7	0.1	5.3		1.6				

Intersection Summary		
HCM 7th Control Delay, s/veh	47.7	
HCM 7th LOS	D	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1610	30	320	1150	570	40	80	240	570	110	130
Future Volume (veh/h)	50	1610	30	320	1150	570	40	80	240	570	110	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	52	1660	23	330	1186	561	41	82	101	588	113	130
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	133	1947	604	222	1459	679	313	623	528	424	264	304
Arrive On Green	0.08	0.38	0.38	0.13	0.43	0.43	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1767	5066	1572	1767	3377	1572	1128	1856	1572	1191	787	905
Grp Volume(v), veh/h	52	1660	23	330	1186	561	41	82	101	588	0	243
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1767	1689	1572	1128	1856	1572	1191	0	1693
Q Serve(g_s), s	3.3	35.8	1.1	15.0	36.6	37.5	3.5	3.7	5.4	36.3	0.0	13.3
Cycle Q Clear(g_c), s	3.3	35.8	1.1	15.0	36.6	37.5	16.8	3.7	5.4	40.0	0.0	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	133	1947	604	222	1459	679	313	623	528	424	0	568
V/C Ratio(X)	0.39	0.85	0.04	1.48	0.81	0.83	0.13	0.13	0.19	1.39	0.00	0.43
Avail Cap(c_a), veh/h	222	2550	791	222	1700	791	313	623	528	424	0	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.5	33.6	22.9	52.1	29.6	29.9	37.2	27.5	28.1	44.0	0.0	30.7
Incr Delay (d2), s/veh	0.7	1.9	0.0	240.3	2.3	5.4	0.1	0.0	0.1	188.8	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	14.0	0.4	21.2	14.2	14.1	1.0	1.6	2.1	35.0	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.2	35.5	22.9	292.5	31.9	35.3	37.3	27.6	28.2	232.8	0.0	30.9
LnGrp LOS	D	D	C	F	C	D	D	C	C	F		C
Approach Vol, veh/h		1735			2077			224			831	
Approach Delay, s/veh		35.8			74.2			29.6			173.8	
Approach LOS		D			E			C			F	

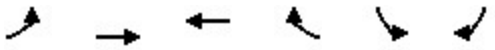
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.7	53.0		46.5	14.0	58.7		46.5				
Change Period (Y+Rc), s	4.7	7.2		* 6.5	5.0	7.2		6.5				
Max Green Setting (Gmax), s	15.0	60.0		* 40	15.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s	17.0	37.8		18.8	5.3	39.5		42.0				
Green Ext Time (p_c), s	0.0	8.0		0.5	0.0	7.9		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	75.5	
HCM 7th LOS	E	

Notes

User approved pedestrian interval to be less than phase max green.

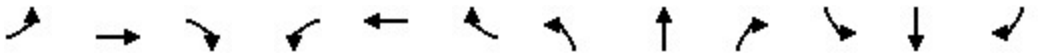
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↰↰	↱
Traffic Volume (veh/h)	0	2260	1720	0	660	380
Future Volume (veh/h)	0	2260	1720	0	660	380
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	2330	1773	0	680	392
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	2693	2693	0	1043	478
Arrive On Green	0.00	0.53	0.53	0.00	0.30	0.30
Sat Flow, veh/h	0	5400	5400	0	3428	1572
Grp Volume(v), veh/h	0	2330	1773	0	680	392
Grp Sat Flow(s),veh/h/ln	0	1689	1689	0	1714	1572
Q Serve(g_s), s	0.0	29.2	18.4	0.0	12.6	16.9
Cycle Q Clear(g_c), s	0.0	29.2	18.4	0.0	12.6	16.9
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2693	2693	0	1043	478
V/C Ratio(X)	0.00	0.87	0.66	0.00	0.65	0.82
Avail Cap(c_a), veh/h	0	2773	2773	0	1408	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	14.8	12.3	0.0	22.1	23.6
Incr Delay (d2), s/veh	0.0	3.1	0.6	0.0	0.7	6.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.0	5.3	0.0	4.9	6.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	17.9	12.9	0.0	22.8	29.7
LnGrp LOS		B	B		C	C
Approach Vol, veh/h		2330	1773		1072	
Approach Delay, s/veh		17.9	12.9		25.3	
Approach LOS		B	B		C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	44.8	28.2	44.8
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	31.2	18.9	20.4
Green Ext Time (p_c), s	7.7	3.3	11.8

Intersection Summary	
HCM 7th Control Delay, s/veh	17.7
HCM 7th LOS	B



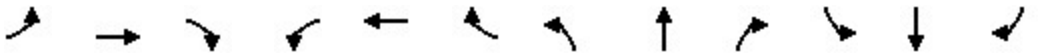
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰	↑	↱			
Traffic Volume (veh/h)	0	2610	0	0	1830	420	270	10	850	0	0	0
Future Volume (veh/h)	0	2610	0	0	1830	420	270	10	850	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	0	2691	0	0	1887	236	278	0	838			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	3	0	0	3	3	3	3	3			
Cap, veh/h	0	2709	0	0	2709	841	539	0	959			
Arrive On Green	0.00	0.53	0.00	0.00	0.53	0.53	0.30	0.00	0.30			
Sat Flow, veh/h	0	5400	0	0	5233	1572	1767	0	3145			
Grp Volume(v), veh/h	0	2691	0	0	1887	236	278	0	838			
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572	1767	0	1572			
Q Serve(g_s), s	0.0	39.4	0.0	0.0	20.7	6.1	9.7	0.0	18.9			
Cycle Q Clear(g_c), s	0.0	39.4	0.0	0.0	20.7	6.1	9.7	0.0	18.9			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2709	0	0	2709	841	539	0	959			
V/C Ratio(X)	0.00	0.99	0.00	0.00	0.70	0.28	0.52	0.00	0.87			
Avail Cap(c_a), veh/h	0	2709	0	0	2709	841	591	0	1051			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	17.3	0.0	0.0	12.9	9.5	21.4	0.0	24.6			
Incr Delay (d2), s/veh	0.0	15.7	0.0	0.0	0.8	0.2	0.8	0.0	7.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	15.2	0.0	0.0	6.1	1.7	3.9	0.0	7.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	33.0	0.0	0.0	13.7	9.7	22.2	0.0	32.4			
LnGrp LOS		C			B	A	C		C			
Approach Vol, veh/h		2691			2123			1116				
Approach Delay, s/veh		33.0			13.3			29.9				
Approach LOS		C			B			C				

Timer - Assigned Phs	2				6		8					
Phs Duration (G+Y+Rc), s	46.0				46.0		28.8					
Change Period (Y+Rc), s	6.0				6.0		6.0					
Max Green Setting (Gmax), s	40.0				40.0		25.0					
Max Q Clear Time (g_c+I1), s	41.4				22.7		20.9					
Green Ext Time (p_c), s	0.0				12.2		1.9					

Intersection Summary												
HCM 7th Control Delay, s/veh		25.4										
HCM 7th LOS		C										

Notes

User approved volume balancing among the lanes for turning movement.



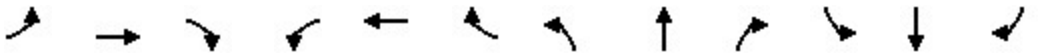
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	630	2590	240	100	1830	110	170	190	160	160	130	300
Future Volume (veh/h)	630	2590	240	100	1830	110	170	190	160	160	130	300
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	663	2726	246	105	1926	111	179	200	143	168	137	259
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	465	3189	284	127	2102	121	93	274	196	144	157	296
Arrive On Green	0.26	0.53	0.53	0.07	0.34	0.34	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1767	6010	536	1767	6220	358	980	1006	719	1029	574	1085
Grp Volume(v), veh/h	663	2165	807	105	1482	555	179	0	343	168	0	396
Grp Sat Flow(s),veh/h/ln	1767	1596	1759	1767	1596	1791	980	0	1725	1029	0	1659
Q Serve(g_s), s	38.6	56.8	58.4	8.6	43.6	43.6	6.5	0.0	26.5	13.5	0.0	33.5
Cycle Q Clear(g_c), s	38.6	56.8	58.4	8.6	43.6	43.6	40.0	0.0	26.5	40.0	0.0	33.5
Prop In Lane	1.00		0.30	1.00		0.20	1.00		0.42	1.00		0.65
Lane Grp Cap(c), veh/h	465	2540	933	127	1618	605	93	0	470	144	0	452
V/C Ratio(X)	1.43	0.85	0.86	0.83	0.92	0.92	1.93	0.00	0.73	1.17	0.00	0.88
Avail Cap(c_a), veh/h	465	2540	933	371	1678	628	93	0	470	144	0	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.0	29.5	29.9	67.2	46.6	46.6	71.8	0.0	48.4	68.9	0.0	51.0
Incr Delay (d2), s/veh	203.7	2.9	8.2	5.1	7.9	17.5	454.6	0.0	5.0	126.9	0.0	16.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	42.9	20.9	25.0	4.0	17.8	21.6	15.2	0.0	12.0	10.4	0.0	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	257.8	32.4	38.0	72.2	54.5	64.0	526.4	0.0	53.4	195.7	0.0	67.6
LnGrp LOS	F	C	D	E	D	E	F		D	F		E
Approach Vol, veh/h		3635			2142			522			564	
Approach Delay, s/veh		74.7			57.8			215.6			105.8	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	85.0		46.9	43.0	56.8		46.9				
Change Period (Y+Rc), s	4.2	7.2		* 6.9	4.4	* 7.2		6.9				
Max Green Setting (Gmax), s	30.8	58.7		* 40	38.6	* 51		40.0				
Max Q Clear Time (g_c+I1), s	10.6	60.4		42.0	40.6	45.6		42.0				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	4.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	82.7
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



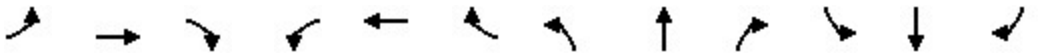
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	220	10	90	100	350	30	1590	320	680	840	120
Future Volume (veh/h)	350	220	10	90	100	350	30	1590	320	680	840	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	365	229	9	94	104	235	31	1656	212	708	875	121
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	326	528	21	280	552	468	96	1199	535	301	1608	717
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.05	0.34	0.34	0.17	0.46	0.46
Sat Flow, veh/h	1033	1773	70	1133	1856	1572	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	365	0	238	94	104	235	31	1656	212	708	875	121
Grp Sat Flow(s),veh/h/ln	1033	0	1843	1133	1856	1572	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	30.1	0.0	12.2	8.6	4.9	14.5	2.0	40.0	12.1	20.0	21.1	5.3
Cycle Q Clear(g_c), s	35.0	0.0	12.2	20.8	4.9	14.5	2.0	40.0	12.1	20.0	21.1	5.3
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	0	549	280	552	468	96	1199	535	301	1608	717
V/C Ratio(X)	1.12	0.00	0.43	0.34	0.19	0.50	0.32	1.38	0.40	2.36	0.54	0.17
Avail Cap(c_a), veh/h	326	0	549	280	552	468	301	1199	535	301	1608	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	0.0	33.3	41.7	30.7	34.1	53.5	38.8	29.6	48.8	23.1	18.8
Incr Delay (d2), s/veh	86.6	0.0	0.5	0.7	0.2	0.8	1.9	176.7	1.0	620.3	0.7	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.4	0.0	5.5	2.4	2.2	5.6	0.9	45.4	4.5	60.2	8.1	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	133.2	0.0	33.9	42.4	30.9	35.0	55.5	215.5	30.6	669.1	23.8	19.1
LnGrp LOS	F		C	D	C	C	E	F	C	F	C	B
Approach Vol, veh/h		603			433			1899			1704	
Approach Delay, s/veh		94.0			35.6			192.3			291.6	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.7	48.5		42.4	13.1	62.1		42.4				
Change Period (Y+Rc), s	6.7	8.5		7.4	6.7	8.5		7.4				
Max Green Setting (Gmax), s	20.0	40.0		35.0	20.0	40.0		35.0				
Max Q Clear Time (g_c+I1), s	22.0	42.0		37.0	4.0	23.1		22.8				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	9.1		1.4				

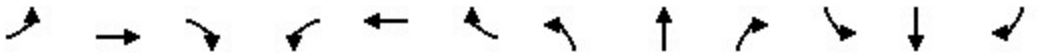
Intersection Summary		
HCM 7th Control Delay, s/veh	201.4	
HCM 7th LOS	F	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	1900	0	0	1670	320	340	10	680	0	0	0
Future Volume (veh/h)	240	1900	0	0	1670	320	340	10	680	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	253	2000	0	0	1758	321	358	11	627			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	275	2902	0	0	1601	289	467	14	427			
Arrive On Green	0.16	0.57	0.00	0.00	0.37	0.37	0.27	0.27	0.27			
Sat Flow, veh/h	1767	5233	0	0	4471	777	1717	53	1572			
Grp Volume(v), veh/h	253	2000	0	0	1375	704	369	0	627			
Grp Sat Flow(s),veh/h/ln	1767	1689	0	0	1689	1704	1770	0	1572			
Q Serve(g_s), s	14.5	28.7	0.0	0.0	38.3	38.3	19.8	0.0	28.0			
Cycle Q Clear(g_c), s	14.5	28.7	0.0	0.0	38.3	38.3	19.8	0.0	28.0			
Prop In Lane	1.00		0.00	0.00		0.46	0.97		1.00			
Lane Grp Cap(c), veh/h	275	2902	0	0	1256	634	481	0	427			
V/C Ratio(X)	0.92	0.69	0.00	0.00	1.09	1.11	0.77	0.00	1.47			
Avail Cap(c_a), veh/h	275	2902	0	0	1256	634	481	0	427			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.42	0.42	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.9	15.5	0.0	0.0	32.3	32.4	34.5	0.0	37.5			
Incr Delay (d2), s/veh	33.7	1.4	0.0	0.0	48.8	60.0	11.1	0.0	222.5			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.7	10.1	0.0	0.0	23.1	25.3	9.9	0.0	37.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.6	16.9	0.0	0.0	81.1	92.3	45.6	0.0	260.0			
LnGrp LOS	E	B			F	F	D		F			
Approach Vol, veh/h		2253			2079			996				
Approach Delay, s/veh		23.6			84.9			180.6				
Approach LOS		C			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.0			20.7	48.3		34.0				
Change Period (Y+Rc), s		10.0			4.7	10.0		6.0				
Max Green Setting (Gmax), s		38.0			16.0	38.0		28.0				
Max Q Clear Time (g_c+I1), s		30.7			16.5	40.3		30.0				
Green Ext Time (p_c), s		5.2			0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			76.9									
HCM 7th LOS			E									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	1760	470	120	1410	80	390	240	150	110	240	190
Future Volume (veh/h)	350	1760	470	120	1410	80	390	240	150	110	240	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	365	1833	446	125	1469	79	406	250	51	115	250	59
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	343	1957	464	133	1769	95	481	252	210	186	195	165
Arrive On Green	0.19	0.48	0.48	0.08	0.36	0.36	0.14	0.14	0.14	0.10	0.10	0.10
Sat Flow, veh/h	1767	4078	966	1767	4914	264	3534	1856	1548	1767	1856	1572
Grp Volume(v), veh/h	365	1509	770	125	1010	538	406	250	51	115	250	59
Grp Sat Flow(s),veh/h/ln	1767	1689	1667	1767	1689	1801	1767	1856	1548	1767	1856	1572
Q Serve(g_s), s	19.4	42.0	44.6	7.0	27.3	27.3	11.2	13.5	2.9	6.2	10.5	3.5
Cycle Q Clear(g_c), s	19.4	42.0	44.6	7.0	27.3	27.3	11.2	13.5	2.9	6.2	10.5	3.5
Prop In Lane	1.00		0.58	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	343	1621	800	133	1216	648	481	252	210	186	195	165
V/C Ratio(X)	1.06	0.93	0.96	0.94	0.83	0.83	0.84	0.99	0.24	0.62	1.28	0.36
Avail Cap(c_a), veh/h	343	1621	800	133	1216	648	481	252	210	186	195	165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.36	0.36	0.36	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	24.4	25.1	46.0	29.2	29.2	42.2	43.1	38.6	42.8	44.8	41.6
Incr Delay (d2), s/veh	48.0	4.7	12.0	60.8	6.7	11.8	13.0	53.9	0.6	14.6	160.6	5.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.7	16.2	18.5	5.2	11.5	13.2	5.6	9.7	1.1	3.4	13.3	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.3	29.1	37.2	106.8	35.9	41.0	55.2	97.1	39.2	57.4	205.4	47.6
LnGrp LOS	F	C	D	F	D	D	E	F	D	E	F	D
Approach Vol, veh/h		2644			1673			707			424	
Approach Delay, s/veh		39.6			42.8			68.8			143.3	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	53.0		19.0	24.0	41.0		16.0				
Change Period (Y+Rc), s	4.5	5.0		5.4	4.6	5.0		5.5				
Max Green Setting (Gmax), s	7.5	48.0		13.6	19.4	36.0		10.5				
Max Q Clear Time (g_c+I1), s	9.0	46.6		15.5	21.4	29.3		12.5				
Green Ext Time (p_c), s	0.0	1.3		0.0	0.0	4.7		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	52.5	
HCM 7th LOS	D	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

CIRCULATION ELEMENT

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LIST OF GOALS

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1.0 PURPOSE STATEMENT

This Circulation Element details and outlines the City's plans to provide a transportation network system that allows the movement of people, goods, and services easily and safely throughout the City. A reliable and sound transportation strategy encourages economic growth and development, and enhances the safety and quality of life of the community. This element identifies the broader issues on which the City bases its circulation and transportation policies and outlines the City's goals and implementation policies to provide a safe and efficient transportation system strategy. This strategy also includes non-motorized modes of transportation such as bicycle and equestrian paths and pedestrian ways as well as bus routes.

The purpose of this Circulation Element is to provide the public, decision makers and staff a guide to implementing policies that will create a safe, efficient and balanced transportation network, improve environmental quality, encourage healthier lifestyles, and support economic development. It is intended to mitigate the conflicts associated with circulation like traffic congestion and lack of access which has challenged the City to develop policies that will improve overall circulation as the City continues to expand.

The Plan for the City's future street system envisions that it will serve multiple roles and functions:

- Provide for the safe and efficient mobility needs of residents, businesses, visitors, and emergency services
- Facilitate the movement of goods and services while minimizing impacts to sensitive land uses and vulnerable roadway users
- Promote physical activity and non-automotive travel within Hesperia through a comprehensive bicycle and pedestrian network accessible to people of all ages and abilities
- Provide for safe and convenient access to goods and services, job centers, and healthcare facilities for transit users

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2.0 BACKGROUND

CONTEXT AND SETTING

Circulation and transportation have played an integral part in the history and foundation of Hesperia. The first buildings were constructed after the Atchison, Topeka and Santa Fe Railroad tracks were built in the City. Shortly after construction of a rail depot in 1885, the City was officially named Hesperia. Even though freeways and streets have supplanted rail as the main means of transportation, the railroad remains important for the movement of goods and people in through of the City today. The City is planning to construct a railroad spur which will improve the movement of goods from the City's industrial area to outside markets.

The City is served by several major transportation routes including Interstate 15, US Highway 395 and State Highways 138 and 173. In addition to roadways, there are three rail lines that traverse the City; one Union Pacific Railroad rail line, and two (one via a branch line) Burlington Northern Santa Fe rail lines. The rail lines serve a mixture of freight cargo trains and passenger trains. The City's roadway network is generally based on a grid system with major arterials providing access to all portions of the City. The City's location relative to Interstate 15 and U. S. Highway 395 has resulted in establishment of multiple truck-related uses, which are in proximity to the Interstate 15/U. S. Highway 395 intersection.

RELATIONSHIP TO STATE LAW

Section 65302 of the State of California Government Code identifies seven mandatory elements in a General Plan, including Circulation. Section 65302 (b) defines the element and issues to be analyzed, including:

- Existing and Proposed Streets
- Transportation Routes
- Terminals
- Airports
- Ports,
- Military Airports and Ports
- Other Local Public Utilities and Facilities (addressed in Land Use Element)

Recent legislative updates require that jurisdictions incorporate the principles of the Federal Highway Administration's Safe System Approach with the aim of eliminating traffic injuries and fatalities. Additionally, jurisdictions must develop bicycle plans, pedestrian plans, and traffic calming plans for any urbanized area within the scope of the General Plan. These plans must identify safety corridors, use evidence-based safety strategies, and set goals for initiation and completion.

Each of these issues that are applicable to the City is included in the following sections of this Circulation Element:

- Street Classifications
- Roadway Capacity
- Physical Barriers
- Goods and Services
- Public Transit
- Non-vehicular Transit (Bikeway and Pedestrian)

RELATIONSHIP TO OTHER ELEMENTS

The Circulation Element is written in conjunction with all other elements of the General Plan and must reflect and complement those elements. Those elements which are most aligned with the Circulation Element are Land Use, Open Space and Safety. In addition, circulation and most particularly motorized circulation, has a strong influence on the Noise Element. The impact of the Hesperia Airport, the railroad lines, and arterial roadways is identified in detail within the Noise Element. As an example, one of the goals of the Circulation Element is to provide alternative forms of transportation. The goals of the Open Space Element echo this concern by identifying the need to provide a trail system for health and recreational benefits for the community. Similarly, areas specified in the Safety Element such as emergency evacuation routes are repeated in circulation.

As the City's population and built environment continues to expand, the need for providing safe and efficient access and mobility becomes essential in order to ensure the City's functionality and sustainability. This Circulation Element provides direction regarding the planning, development and utilization of circulation strategies and policies with the focus on providing a safe and efficient transportation network. The element also considers alternative modes of transportation. This corresponds to the Land Use Element, which includes goals and policies reducing dependence on the automobile.

Table CI-1 identifies the issues discussed in this Circulation Element and identifies other elements which include discussions which also address these issues.

Table CI-1
COORDINATION WITH OTHER GENERAL PLAN ELEMENTS

ISSUES	Conservation	Housing	Land Use	Noise	Open Space	Health &Safety
Circulation						
Street Classification			X	X		X
Roadway Capacity			X	X	X	X
Physical Barriers	X		X		X	
Highway Corridors			X			X
Goods and Services			X	X		X
Public Transit		X	X			X
Non-Vehicular Transit	X		X		X	X

3.0 ISSUES

STREET CLASSIFICATIONS AND CIRCULATION PLAN

Each roadway located within the City is designated with a classification depending on its role in the overall circulation network and its relationship to surrounding uses. The City's plan consists of 10 street classifications which are shown on the Circulation Plan (Exhibit CI-1). The Circulation Plan indicates the general location and extent of the different street classifications and how they relate to each other and to the City's land uses.

With the exception of local streets, which serve primarily single-family neighborhoods exclusively, Table CI-2 provides a brief description, street right-of-way specifications, and purpose of each classification.

Exhibit CI-1 Circulation Plan

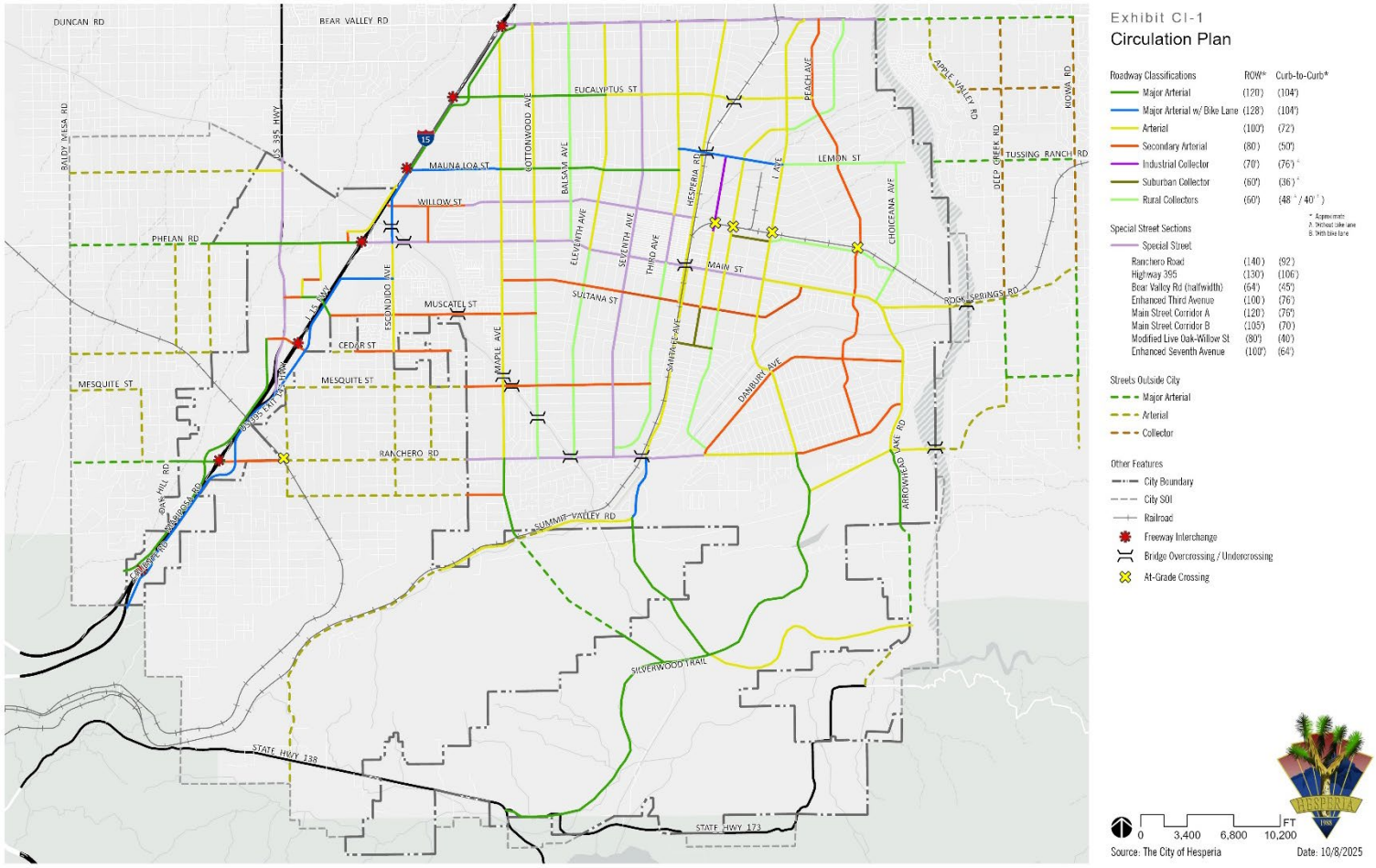


Table CI-2
STREET TYPES

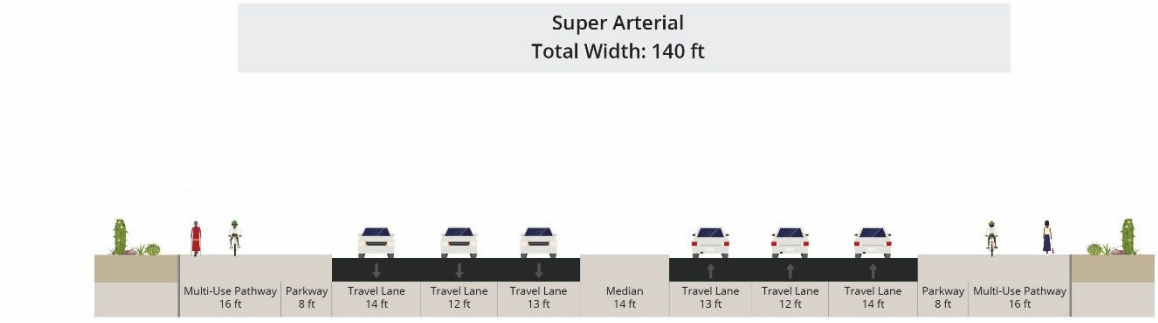
Street Type	With/ Without Bike Lane	Total Width (Feet)	Curb to Curb (Feet)	Number of Travel Lanes (Total)	Center Turn Lane Width (Feet)	Raised Median Width (Feet)	Parkway Width (Feet)	Example
Super Arterial	w	140	92	6	No	14	16	Ranchero Road
Major Arterial	w	128	104	6	No	14	12	Main Street
	w/o	120	92	6	No	14	14	Mariposa Road
Arterial	w	100	72	4	12	No	14	Escondido Road
	w/o	100	72	4	14	No	14	Eucalyptus Street
Secondary Arterial	w	80	50	2	12	No	14	Danbury Avenue
	w/o	80	50	2	14	No	14	Peach Avenue
Modified Arterial	w	80	40	2	12	No	16	Live Oak/ Willow Street
Industrial Collector	w/o	70	46	2	14	No	12	C Avenue
Rural Collector	w	60	48	2	10	No	12	Choiceana Avenue
	w/o	60	40	2	12	No	20	Balsam Avenue
Suburban Collector	None	60	36	2	10	No	10	Lime Street
State Highway	To be determined by CALTRANS							

Super Arterial

Super arterials are the primary local highways intended to provide efficient high-volume traffic flow across town along the Ranchero Corridor. With an approximately one hundred forty-foot (140') right-of-way, they are able to accommodate six lanes of traffic as well as pathways for both pedestrians and non-motorized vehicles. Super highways incorporate landscaped medians to protect vehicles traveling at the higher speeds allowed on such roadways.

Exhibit CI-2 shows the cross-section for a super arterial.

Exhibit CI-2
Super Arterial 140' ROW – with Multi-Use Pathway



Major Arterials

Major arterials are the largest of the local surface street roadways, intended to link freeways with local streets, accommodating larger volumes of through-traffic moving at higher speeds than local streets. Major arterials are primary thoroughfares that connect the City with adjacent cities and the regional highway system. With a right-of-way between one hundred twenty-(120') and one hundred twenty eight-foot (128') right-of-way, major arterials have six travel lanes and provide eight-foot (8') sidewalks. With the larger right-of-way, bicycle access is provided within the curb-to-curb right-of-way. With the smaller right-of-way, such bicycle lanes are not provided. Like Super arterials, major arterials incorporate a landscaped median.

Exhibit CI-3 is the cross section for a one hundred twenty-foot (120') right-of-way and Exhibit CI-4 shows the one hundred twenty-eight-foot (128') right-of-way.

Exhibit CI-3
Major Arterial 120' ROW – without Bike Lane

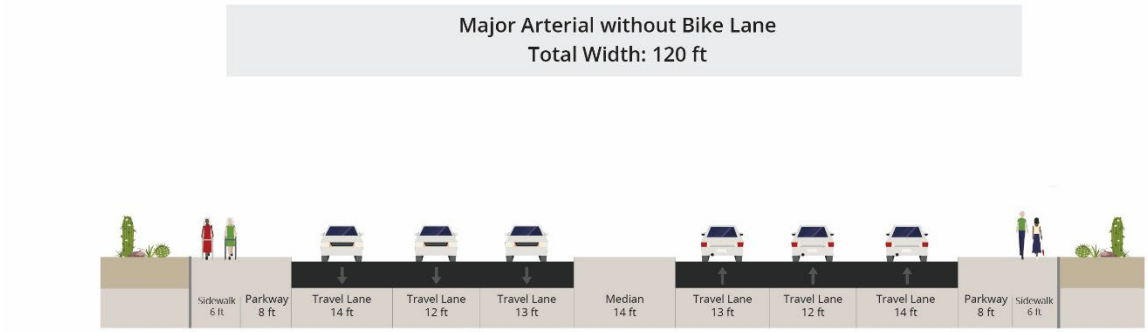
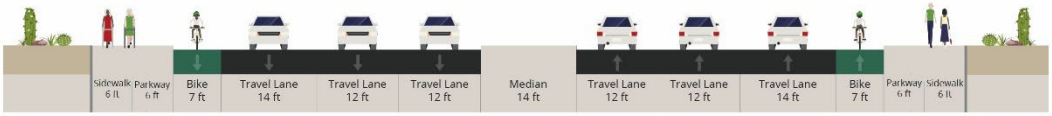


Exhibit CI-4
Major Arterial 128' ROW – with Bike Lane

Major Arterial with Bike Lane
Total Width: 128 ft



Arterials

With a one hundred-foot (100') right-of-way, arterials are narrower than major arterials, providing four travel lanes. However, they serve the same purpose linking local collector streets and neighborhoods to citywide areas of interest and to regional corridors. Meandering sidewalks are provided to encourage pedestrian use and access. Bicycle access may or may not be provided, depending on whether or not the arterial is included on the city-wide bicycle path plan. A two-way turning lane is included in the center of the right-of-way, between the four travel lanes.

Exhibit CI-5 depicts an arterial with bicycle lanes and Exhibit CI-6 illustrates one without a bicycle lane.

Exhibit CI-5
Arterial 100' ROW - with Bike Lane

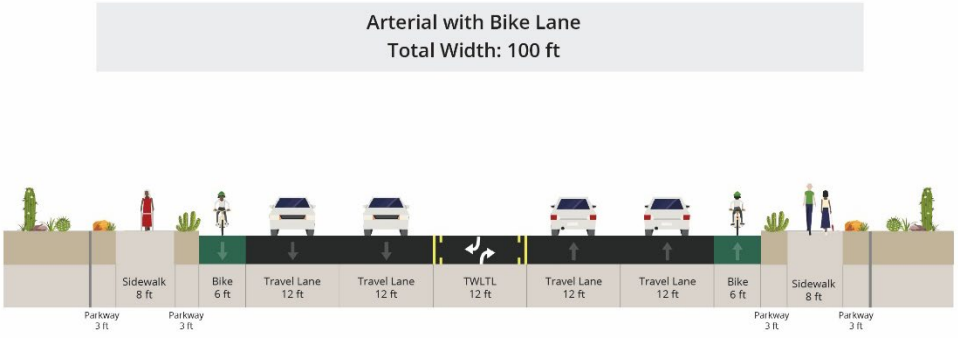
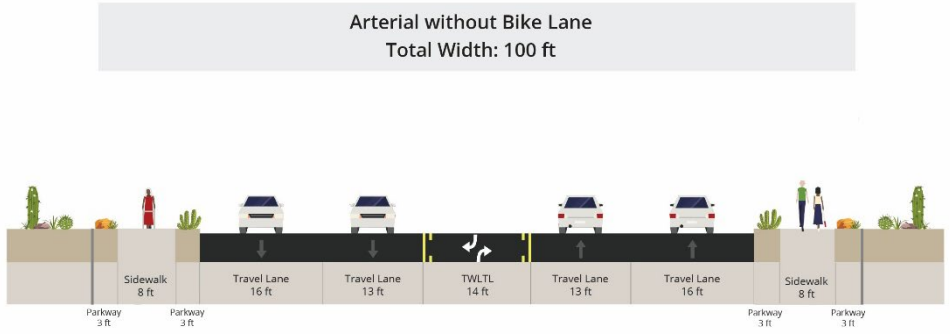


Exhibit CI-6
Arterial 100' ROW - without Bike Lane



Secondary Arterial

Secondary arterials are roadways with an eighty-foot (80') right-of-way, consisting of one travel lane in each direction. Their primary purpose is to link local collector streets with Arterial and Major Arterial roads. With meandering sidewalks for pedestrian use and access, they may or may not have bicycle lanes incorporated within the right-of-way. Secondary arterials also incorporate a two-way left turn pocket in the center of the right-of-way.

Exhibit CI-7 shows a secondary arterial with a bicycle lane and Exhibit CI-8 is the cross section of a secondary arterial without a bicycle lane.

Exhibit CI-7
Second Arterial 80' ROW - with Bike Lane

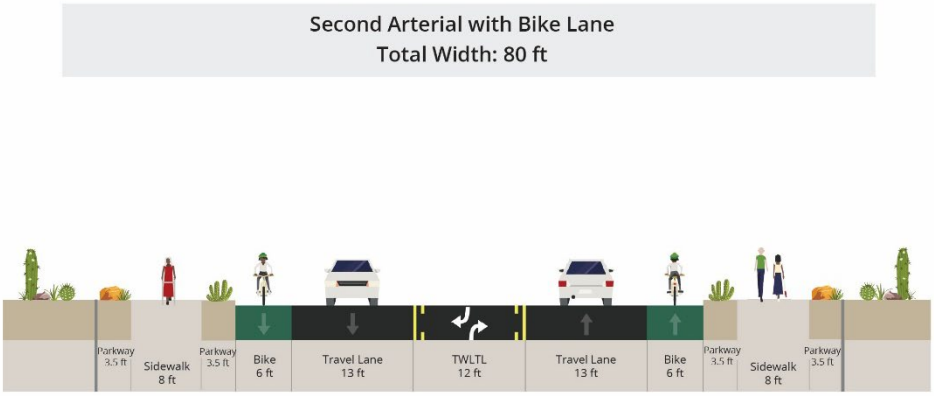
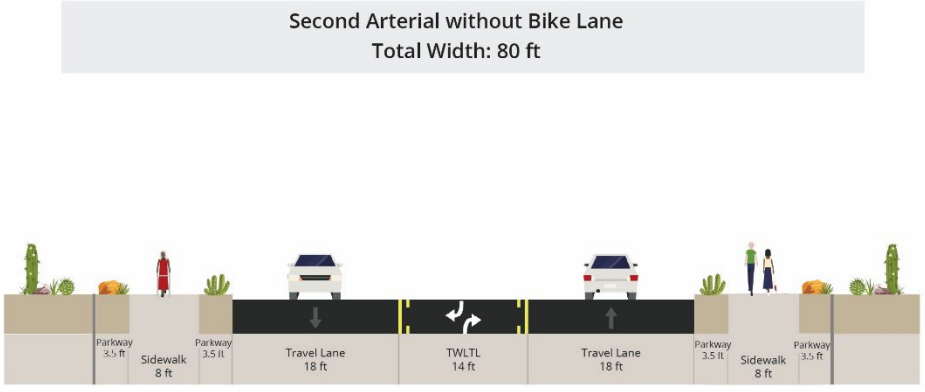


Exhibit CI-8
Second Arterial 80' ROW - without Bike Lane

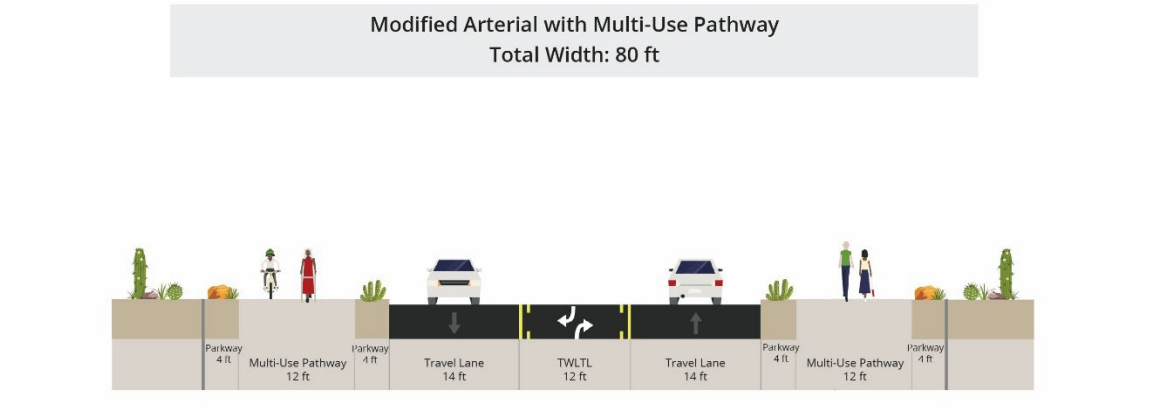


Modified Arterial

The modified arterial is based on the specifications of a secondary arterial, with slightly varying characteristics such as curb-to-curb distance and parkway width. They serve the same purpose of transporting traffic from collector streets to arterial and major arterials. Multi-use pathways for pedestrians and bicycles can be included. A modified arterial includes a two-way turn pocket in the center, between the two travel lanes.

Exhibit CI-9 is the cross section showing the design of the modified arterial.

Exhibit CI-9
Modified Arterial 80' ROW –with Multi-Use Pathway



Industrial Collector

Industrial collector streets provide a transition between local streets and higher-speed arterial roadways within the industrial areas of the City. With a seventy-foot (70') right-of-way, these roadways have one travel lane in each direction and a two-way turning pocket in the center. They are built to withstand the weight of trucks and other industrial vehicles. Sidewalks are provided to allow for pedestrian access; however they do not include bicycle lanes.

Exhibit CI-10 illustrates the industrial collector.

Exhibit CI-10
Industrial Collector 70' ROW – without Bike Lane



Rural Collector

Rural Collectors provide a connection between Arterial Streets and local streets in undeveloped areas of the City. These roadways have one travel lane in each with a turning lane in the center. There is no curb or sidewalk. They may or may not have a bicycle lane. These roadways are expected to be upgraded as the areas they serve are developed.

Exhibits C-11 and C-12, on the next page, depict the standards for the rural collector roadways with and without bicycle lanes, respectively.

Exhibit CI-11
Rural Collector 60' ROW - with Bicycle Lane

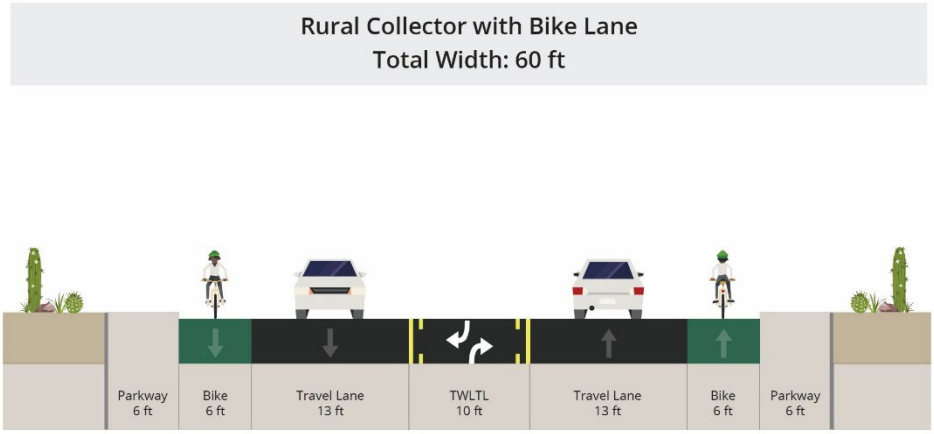
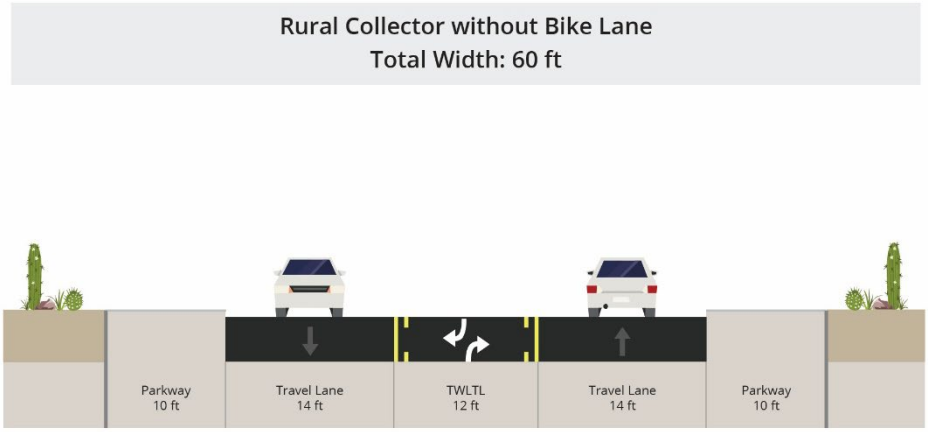


Exhibit CI-12
Rural Collector 60' ROW - without Bicycle Lane

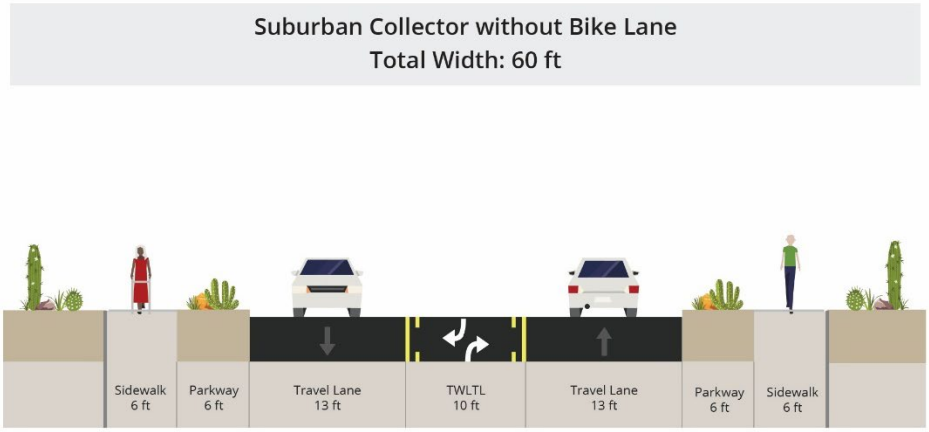


Suburban Collector

Suburban Collectors provide a connection between the various types of arterial streets and local streets in undeveloped areas of the City. These roadways have one travel lane in each direction, with a two-way turning lane in the center. Sidewalks are provided to allow for pedestrian access. Bicycle lanes are not part of a suburban collector.

Exhibit CI-13 is the cross section for a suburban collector.

Exhibit CI-13
Suburban Collector 60' ROW – without Bicycle Lane



State Highway

State highways are multi-lane, limited-access, high-volume, high-speed roadways constructed for regional and interregional vehicular travel. Access to these facilities is restricted to interchange ramps at selected roadways along their route. Their purpose is to connect cities and regions together. Freeways are under the jurisdiction of the California Department of Transportation (CALTRANS). US Highway 395 (US 395), State Route 138 (SR 138) and State Route 173 (SR 173) are designated as state highways. Consequently, the design of these highways is not included within this document.

Local Streets

Local Streets are neighborhood roadways with one travel lane in each direction. They are narrower in width than collector streets and designed for very low traffic speeds. Unless otherwise posted, the speed limit on local roadways is 25 miles per hour. These roadways typically serve residential areas. and are designed based on their expected use and capacity requirements associated with new residential development. The City has established street design standards for local roadways.

Special Street Sections

The city has several streets with specialized hybrid cross-sections designed for unique road situations. The characteristics of these streets are discussed in this element and are also identified in the Traffic Circulation Plan.

Enhanced Third Avenue. A portion of Third Avenue between Main Street and Willow Street has been designated for enhancement as part of the Main Street and Freeway Corridor Specific Plan. Enhanced Third Avenue section provides a unique landscaped pedestrian pathway in the center median to encourage non-motorized trips to the downtown and commercial area on Main Street. In addition to the pedestrian median, bike lanes are also included in this section.

Exhibit CI-14 is the cross section showing the design of the enhanced-Third Avenue.

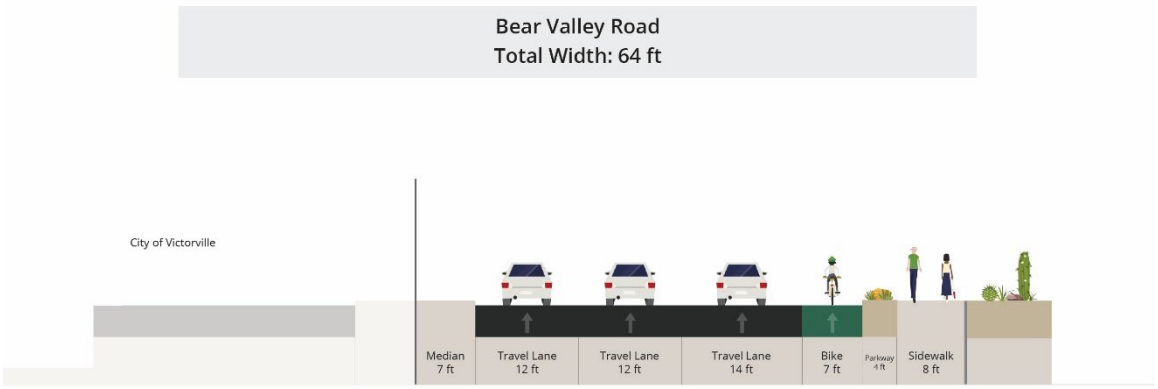
Exhibit CI-14
Enhanced Third Avenue 100' ROW.



Bear Valley Road. The southern half of Bear Valley Road is located in the City of Hesperia, whereas the northern half of the road is located in the City of Victorville. The Bear Valley Road section extends from the I-15 freeway to the eastern city limits by the Mojave River. Bicycle lanes are included in this section.

Exhibit CI-15 is the cross section showing the design of the Bear Valley Road section.

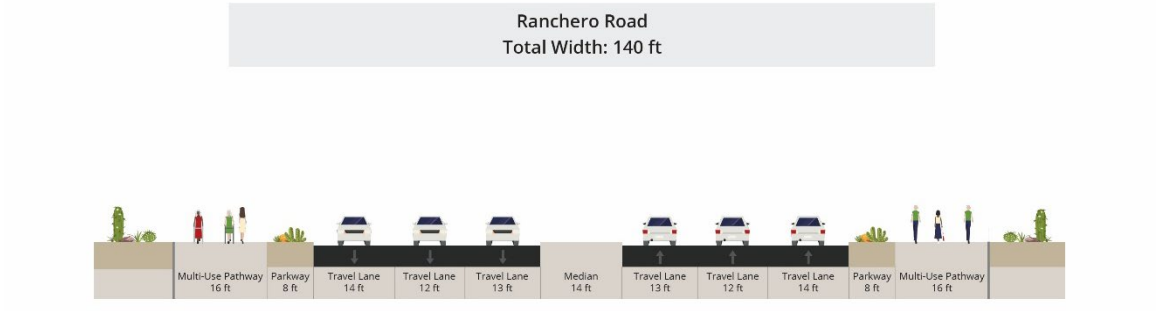
Exhibit CI-15
Bear Valley Road



Ranchero Road. The Ranchero Road corridor extends from Mariposa Road to Danbury Avenue and is designed to link local traffic with the regional highway system and adjacent cities. The center landscape median will enhance the aesthetics of the corridor as well as separating the traffic flow. Bike lanes are not included in this section.

Exhibit CI-16 is the cross section showing the design of the Ranchero Road section.

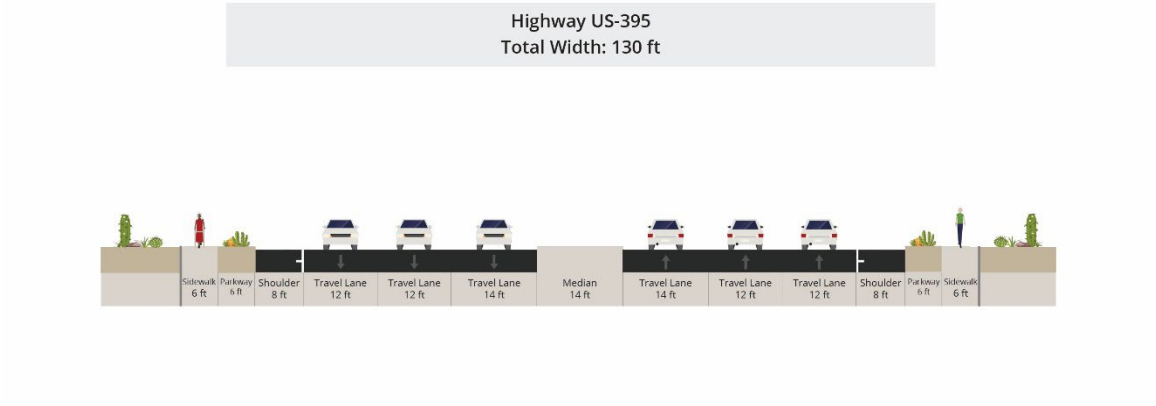
Exhibit CI-16
Ranchero Road



US 395. The cross-section for US 395, a Caltrans facility, from Joshua Tree Street/US-395 exit off of Interstate I-15 to the city's northerly boundary at Smoke Tree Road is designed to carry heavy trucks to the City's industrial area west of I-15. (Trucks are prohibited from using Main Street between US 395 and I-15.) US 395 connects local traffic to the I-15 freeway and provide access to some cities in the region including Adelanto and Phelan. Bike lanes are not included in this section.

Exhibit CI-17 is the cross section showing the design of the Highway US-395.

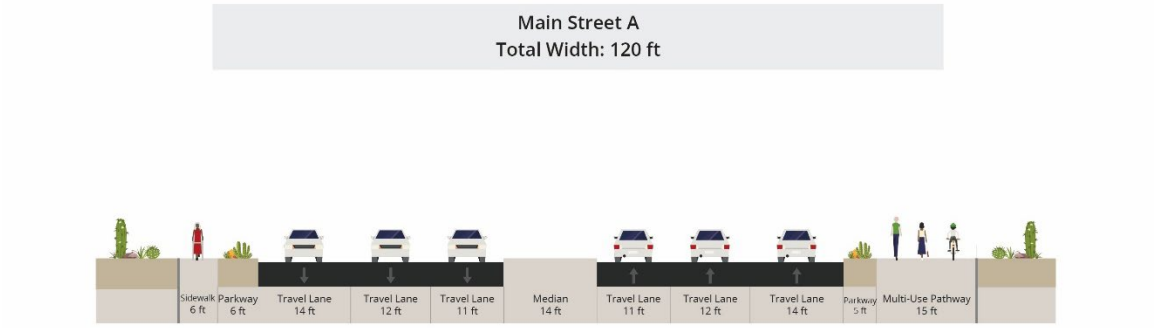
Exhibit CI-17
Highway US-395.



Main Street Corridor 'A'. The Main Street Corridor 'A' is located within the Main Street and Freeway Corridor Specific Plan and extends from the I-15 freeway to Ninth Avenue. This corridor includes a landscape median which will enhance the aesthetics of Main Street as well as a widen pathway to encourage non-motorized forms of transportation. This section does not include a bike lane.

Exhibit CI-18 is the cross section showing the design of the Main Street Corridor 'A'

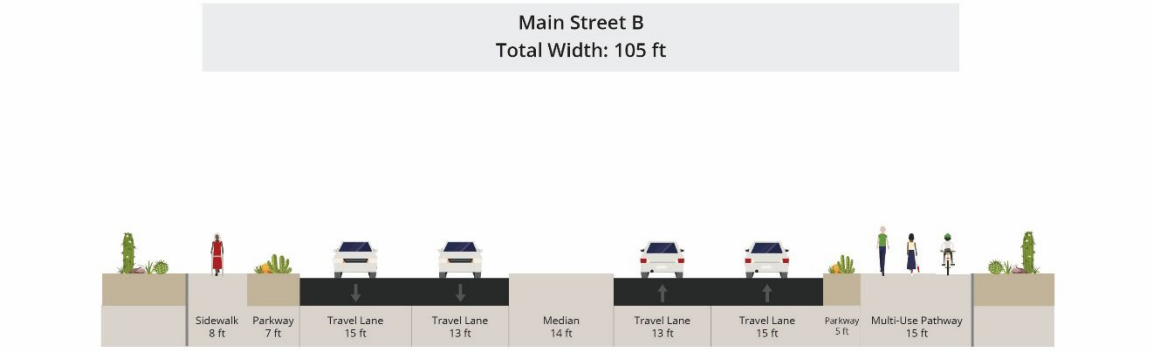
Exhibit CI-18
Main Street A



Main Street Corridor 'B'. The Main Street Corridor 'B' is located within the Main Street and Freeway Corridor Specific Plan and extends from Ninth Avenue to I Avenue. This corridor includes a landscape median which will enhance the aesthetics of Main Street as well as a widen pathway to encourage non-motorized forms of transportation. This section does not include a bike lane.

Exhibit CI-19 is the cross section showing the design of the Main Street Corridor 'B'.

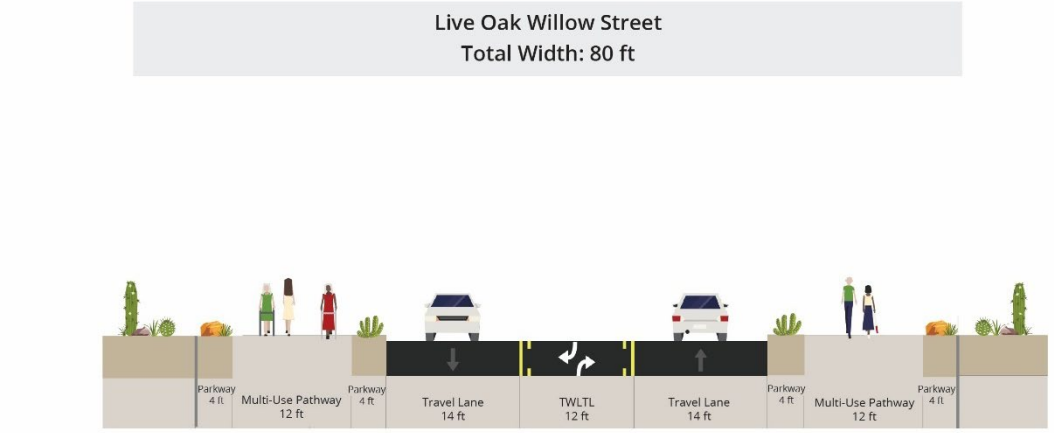
Exhibit CI-19
Main Street B



Live Oak-Willow Street. The Live Oak-Willow Street section extends from Topaz Avenue to Hesperia Road. This section includes a meandering pathway to encourage non-motorized transport through walking or bicycling. This section does not include a bike lane.

Exhibit CI-20 is the cross section showing the design of the Live Oak-Will Street section.

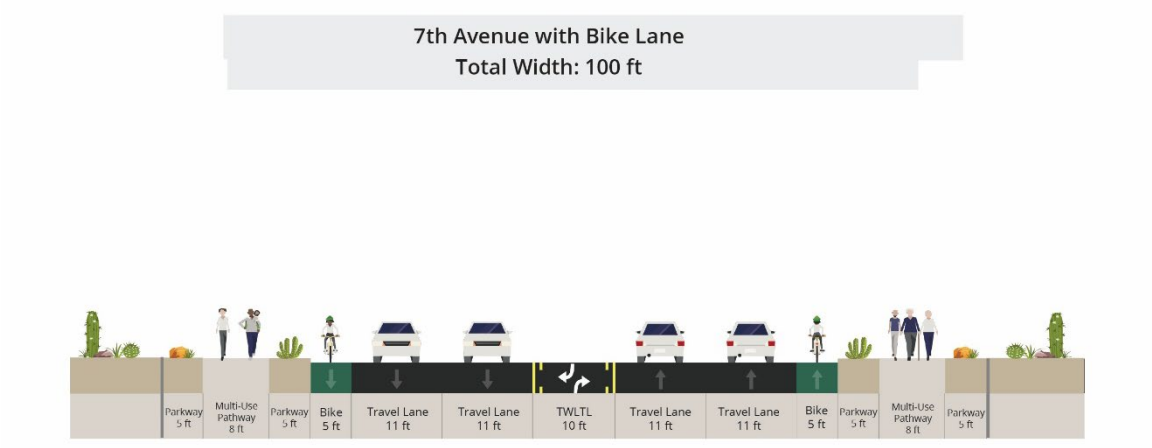
Exhibit CI-20
Live Oak Willow Street



Seventh Avenue. The Seventh Avenue special section extends through residential, commercial and municipal land uses that occur along this thoroughfare from Bear Valley Road south to Ranchero Road. This section includes a multiuse pathway and a bike lane on both sides of the roadway to encourage non-motorized transportation through the north-south corridor.

Exhibit CI-21 is the cross section showing the design of the Seventh Avenue section.

Exhibit CI-21
Enhanced Seventh Avenue



EVALUATING TRAFFIC CONDITIONS

Roadway classifications are based on existing traffic conditions, as well as projected traffic associated with General Plan buildout. Traffic counts are typically collected on roadway segments at mid-block locations to determine number of travel lanes needed today, and to model future travel demand to determine future capacity needs.

Roadway operations and the relationship between street capacity and traffic volumes are generally expressed in terms of Levels of Service (LOS), which are scored using the letter grades A through F. The LOS describes the ability of an intersection or road segment to meet its intended traffic volume design capacity. Each LOS rating describes how people perceive the amount of congestion or difficulty in reaching their destinations. LOS is ranked from A, representing no limitation on movement (best), to F, representing very high levels of traffic congestion (worst). Current circulation policy calls for all roadways to achieve and maintain a LOS D and intersections to achieve LOS C.

Table CI-3, shows the definitions of the six levels of service.

Table CI-3
LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Delay (seconds)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10.00
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	10.1 – 20.0
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	20.1 – 35.0
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	35.1 – 55.0
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	55.1 – 80.0
F	Force Flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	≥ 80.0

PHYSICAL BARRIERS

There are significant topographical and physical barriers that inhibit efficient movement in the City's circulation network such as railroads, river/water bodies, and state and interstate highways with limited access and crossings. These obstacles create a significant physical barrier to traffic circulation resulting in high traffic congestion in areas where city vehicular traffic is funneled to these limited crossing points. The City has identified several high traffic areas and is looking to develop additional crossings to reduce traffic congestion as part of its Capital Improvement Program.

Railroad Crossings

The BNSF Railway and Union Pacific Railroad (BNSF/UP) corridor constitutes a major barrier to east-west circulation across the City.

Three grade separations currently cross the BNSF/UP lines at Bear Valley Road, Main Street, and Ranchero Road. The City's current circulation plan also shows planned railroad crossings at Eucalyptus Street, Lemon Street/Mauna Loa Street, and Sultana Street. The following discussion addresses issues associated with the planned future crossings.

Eucalyptus Street

There is an offset in the alignment of Eucalyptus Street at the BNSF/UP railroad corridor, so the acquisition of properties will be necessary to realign the street and construct the grade separation.

Lemon Street/Mauna Loa Street

There is an offset in the alignments of the two streets near the BNSF/UP railroad corridor, but the circulation plan shows these two streets as one continuous street. The City has conceptually evaluated alignment possibilities and believes the crossing is viable.

Lemon/Mauna Loa is planned to be connected with Mojave Street further west, which is planned to have an interchange at I-15.

Maple Avenue

With substantial future development planned for the southern part of the City, an extension of Maple Avenue southerly across the railroad line will provide these new areas with a railroad crossing west of the California Aqueduct. However, this crossing is not currently shown on regional plans.

Whitehaven Road

An alternative to the Maple Street crossing is Whitehaven Road (south of Ranchero Road in unincorporated San Bernardino County). As with Maple Street, this potential crossing is not currently shown on regional plans.

River Crossings

The Mojave River constitutes a major barrier to east-west circulation at the eastern boundary of the City. Two crossings currently exist: a bridge at Bear Valley Road and a two-lane at-grade crossing through the river channel at Rock Springs Road.

The City's plan shows a future bridge crossing Rock Springs Road (4 lanes). The following discussion addresses issues associated with future crossing.

Rock Springs Road

This crossing currently runs into the Mohave River Channel. It is shown as a four-lane bridge on the County plan as well as on the City plan. San Bernardino County is responsible for its maintenance, as this crossing can be closed during the winter storm season. This crossing was recommended in VVATS for future upgrade to a four-lane bridge.

VVATS has determined that only one river crossing will be needed south of Rock Springs Road in the future.

California Aqueduct

The California Aqueduct is also a barrier that transverses through the center of the City creating access limitations for all streets except for existing crossings at Main Street, Maple Avenue, Seventh Avenue, Mesquite Street, Cottonwood Avenue and Ranchero Road.

I-15 Freeway Interchanges and Crossings

Interchanges on I-15 currently exist at Bear Valley Road, Main Street, Joshua Street/US 395, and Oak Hills Road. The latter two are not designed to accommodate large volumes of traffic. As development occurs in the City and the region in the future, local and regional traffic volumes will also increase, necessitating additional interchanges to provide efficient access to the regional highway system.

The City's Master Plan for Arterial Highways proposes a future interchanges at Mojave Street, as well as crossings at Willow Street and Muscatel Street.

Mojave Street

An interchange at this location would provide a connection to the Lemon Street corridor that has planned crossings of the railroad and Mojave River, thus providing a major east-west transportation corridor.

Muscatel Street

The City currently favors a full interchange at Muscatel (rather than an overcrossing); with Joshua Street converted from a partial interchange to an overcrossing.

HIGHWAY CORRIDORS

Future improvements are planned for Interstate 15 to ensure it will have sufficient capacity to accommodate expected traffic loads. In addition, two new highway corridors are being planned or studied, which could pass through part of Hesperia.

The following discussion presents the current status of planning for each.

I-15

The I-15 Major Corridor Study recommended that I-15 be widened to accommodate an additional general purpose lane and a high occupancy vehicle (HOV) lane in each direction between US-395 and the Mojave River.

US 395

Caltrans has completed design for widening US 395 to six lanes and construction is anticipated to begin in 2025.

Southeast Beltway

VVATS evaluated the need for a major highway corridor around the southeast portion of the Victor Valley. The VVATS recommends a future major highway corridor from I-15 (near SR-138) to approximately the intersection of SR-138 and Summit Valley Road. From there, the two arterials are projected to provide sufficient capacity with six lanes on SR-138 and four lanes on Summit Valley Road, which would be extended easterly through the Rancho Las Flores planning area to a new crossing of the Mojave River.

By law, the City must establish goals and objectives that identify existing traffic conditions and address traffic congestion. To this end, the City establishes the following goals and policies that focus on maintenance and improvements to the roadway systems.

Goal: CI-1	**A roadway network that provides for the safe and efficient mobility needs of residents, businesses, visitors, and emergency services.**
Policy CI-1.1	Maintain a multi-year Capital Improvement Program to ensure the organized financing and construction of roadway and intersection improvements that meet existing and future demands of the community.
Policy CI-1.2	Periodically review and maintain street roadway classifications and standards to serve both local and regional traffic.
Policy CI-1.3	Support the development of regional transportation facilities that ensure the safe and efficient movement of people and goods between the city and outside areas, accommodating regional travel demands while minimizing adverse transportation impacts on Hesperia residents and businesses.
Policy CI-1.4	Strive to maintain a citywide level of service (LOS) standard of LOS D or better on all roadways and intersections: LOS E during peak hours shall be considered acceptable through freeway interchanges and major corridors (Bear Valley Road, Main Street/Phelan Road, Highway 395).
Policy CI-1.5	Coordinate with the County and other agencies on long-term plans, proposed development projects, and capital improvements while minimizing adverse traffic impacts on Hesperia residents and businesses.
Policy CI-1.6	Require new development to pay a fair share of needed transportation improvements based on a project's impacts to the City's motorized and non-motorized transportation networks.

Policy CI-1.7	Utilize intelligent transportation systems and research changing trends in mobility to more efficiently and safely move people and vehicles while managing motor vehicle speeds.
Policy CI-1.8	Encourage the installation, modernization, and improvement of grade separations at rail crossings to facilitate more convenient access for cars, trucks, and emergency vehicles.
Policy CI-1.9	Regularly update the pavement management plan and maintain roadways to ensure safety and functionality, as an investment strategy, and to improve the City's image and quality of life.
Policy CI-1.10	Coordinate with SBCTA, the County of San Bernardino, and CalTrans to improve the segment of Summit Valley Road between the City's boundary and Highway 138.
Policy CI-1.11	Support the implementation of Safe Systems Approach principles through the adoption and maintenance of a Local Roadway Safety Plan.

GOODS MOVEMENT

Industrial and commercial growth through transportation-related businesses has boosted the City's economy, and the level of commerce is enhanced by the availability of consumer goods and providing goods and services to residents.

This Circulation Element seeks to manage balancing the transportation and circulation of goods and services with the health, welfare and safety of the public, by mitigating traffic congestion, air quality issues, noise and safety that are a result of the movement of goods and services. The Land Use Element has provided separation of properties designated for commercial and industrial development. However, the roadways necessary to transport these goods and services also provide access to residential areas.

Truck Transportation

Truck movement and circulation is a vital part of the City's economy and financial sustainability. Trucks have to be able to move their goods and services to businesses around the City without creating an impact to traffic, safety, air quality and noise which may disrupt the local community. To accommodate the large volumes of truck traffic associated with goods movement, and to protect the residential and commercial neighborhoods, a system of arterial roads to facilitate efficient truck movement is needed. Figure CI-21 shows the roadways designated as truck routes by the City of Hesperia, CalTrans, and neighboring jurisdictions.

Rail Transportation

There are three rail lines that pass through the City; one Union Pacific Railroad rail line, and two (one via a branch line) Burlington Northern and Santa Fe (BNSF) rail lines.

The BNSF rail line enters at the City's sphere of influence in Summit Valley through the Cajon Pass, traveling northeast through the middle of the City, parallel to Hesperia Road, and exits at the northern City boundary. This portion of rail is part of the San Bernardino-Barstow route and serves both passenger and freight trains. The BNSF rail line is a part of the nationwide transportation network from the transfer of goods from the ports in Long

Beach and Los Angeles to the western and central portions of the country. The Amtrak Southwest Chief passenger trains also utilize the BNSF mainline. Approximately 80 to 100 trains pass through the City using this rail line every day.

A branch line to Lucerne Valley runs easterly from the BNSF mainline, crossing Hesperia's eastern City boundary into Apple Valley near the Rock Springs Road crossing. This route is used solely by the Mitsubishi Cement Plant in Lucerne Valley. Only one or two trains use this rail line per day. The City is planning to construct the Lead Track project to extend a new rail spur north from this branch. This new spur will serve industrial properties in this area and provide an alternative to trucking raw materials and finished goods manufactured in this area.

The Union Pacific Railroad rail line enters the City's sphere of influence in Summit Valley through Cajon Pass, parallel to the BNSF railroad tracks. The Union Pacific tracks travel northwest across Oak Hills, exiting the City at the western sphere of influence boundary towards Palmdale. This route connects West Colton to Palmdale and is utilized entirely by freight trains. Approximately ten trains pass through the City using this rail line each day.

The impact of the rail lines on the City's circulation system are outlined above.

Air Transportation

Hesperia Airport is the only airport facility located within the City. This private airport is located in the southern portion of the City adjacent to the BNSF Railway, south of Ranchero Road. The airport provides aviation services to small non-commercial aircraft, as well as emergency air services such as air ambulances, California Highway Patrol, and fire control aircraft. The facility occupies approximately 26 acres, and consists of one 3,950-foot paved runway, three private hangars, one maintenance hanger, and air lodge, and a restaurant. Approximately 12 aircraft are based at the airport. Due to surrounding development and the topography at the southern end of the runway, this airport cannot be expanded beyond its current size and capacity.

Two other airports exist within the vicinity of the City; Apple Valley Airport and Southern California Logistics Airport. Apple Valley Airport is a regional facility controlled by San Bernardino County and is located off of Highway 18 and Corwin Road in Apple Valley. This airport serves a variety general aviation aircraft from small non-commercial planes to jet sized aircraft. The airport occupies 778 acres and provides 6,500 feet of paved runway and a 3,000-foot cross-wind runway. The airport also includes maintenance and private hangers, Mid-Field Aviation and Flightline Aviation Academy, flight schools, sky diving, charter schools, rental services, and a restaurant. It is estimated that over 200 aircraft are based at the airport.

Southern California Logistics Airport is located in the northwestern portion of the City of Victorville. Formerly active as George Air Force Base, this airport is now used as a logistical hub for national and global air cargo shipping. The facility includes a 5,000 acre intermodal business complex, and a 10,050-foot runway. The airport is predominately used by air freight aircraft and fire aircraft services. The U.S. Army also uses the airport to transport troops to and from various forts.

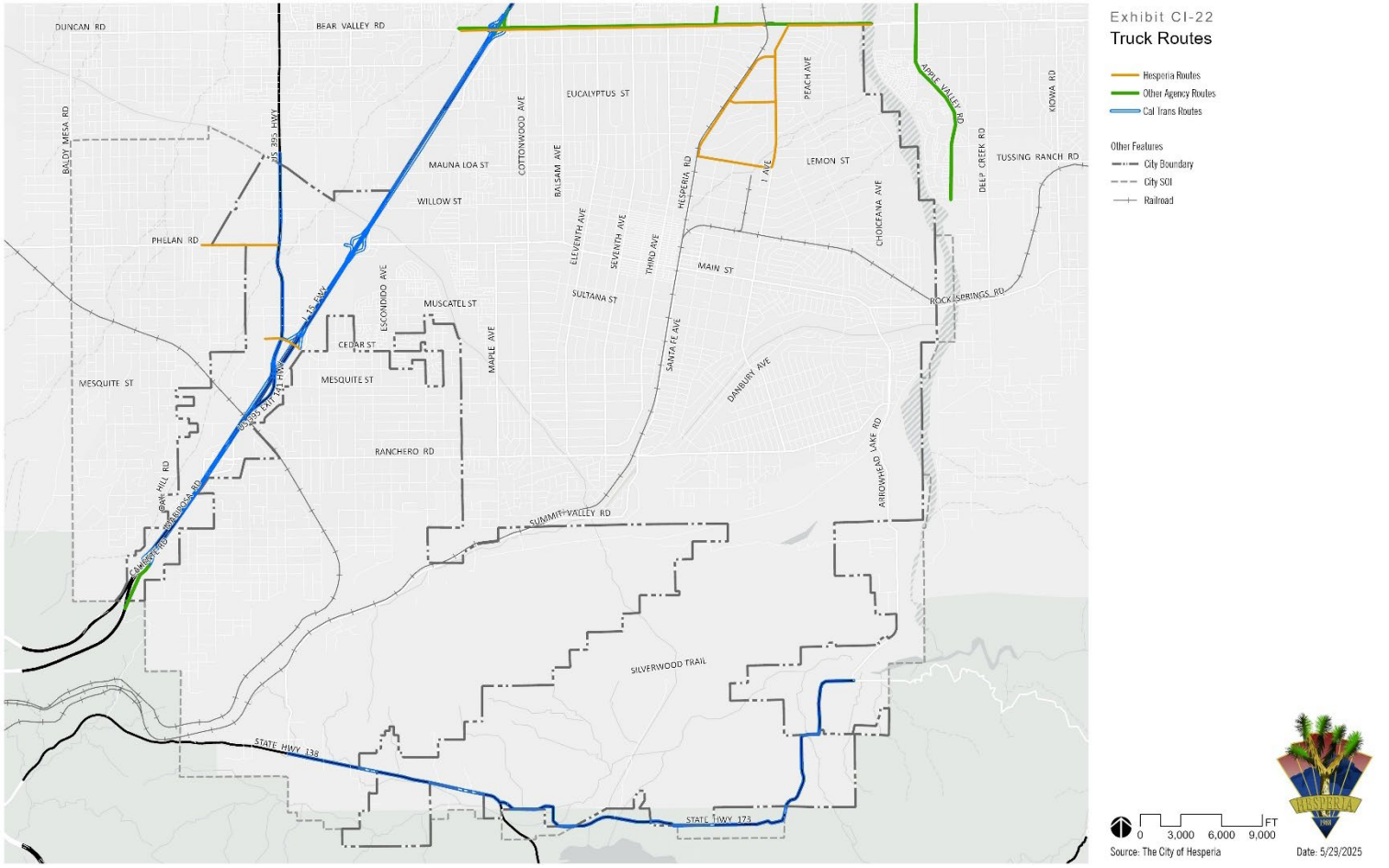
The airports are more specifically discussed in both the Land Use and the Safety Elements.

To this ensure that the needed movement of goods and services throughout the community is provided while protecting local neighborhoods, the following goals and objectives are established.

Goal: CI-2	**A circulation system that facilitates the movement of goods and services while minimizing impacts to sensitive land uses, such as homes, schools, and hospitals, and vulnerable roadway users, such as pedestrians and cyclists.**
Policy CI-2.1	Maintain a network of truck routes that provides for the safe and efficient transport of goods while minimizing negative impacts on local circulation and sensitive receptors.
Policy CI-2.2	Require new truck-intensive land uses to design and incorporate space and facilities in order to reduce truck queueing, parking, and idling in the public rights-of-way.

Policy CI-2.3	Support improvements to roadways and rail facilities that increase the efficiency of goods movement; enhance the safety of rail operations, motor vehicles, and non-motorized modes of mobility; and minimize noise and vibration impacts on sensitive land uses.
Policy CI-2.4	Maintain Hesperia Airport as a general aviation facility, in conformance with the Comprehensive Airport Land Use Plan, and explore opportunities to activate the airport for community benefit.

Exhibit CI-22 Truck Routes



Non-Vehicular Transportation

To achieve efficient and effective travel within the City, policies should not just focus on strategies to serve vehicular traffic, but also on ways to encourage the use of alternative non-vehicular transit options. Pedestrian, bicycle, equestrian and other non-vehicular pathways and trails are necessary components of a complete circulation system.

Areas developed with a mix of land use types should be planned to include walkways and bicycle facilities that facilitate non-motorized travel for both short walking trips as well as short and long bicycle trips.

These non-motorized forms of travel are represented in the City's Non-Motorized Transportation Plan (Exhibit CI-22).

Goal: CI-3	**A comprehensive bicycle and pedestrian network that promotes physical activity and non-automotive travel within Hesperia for people of all ages and abilities.**
Implementation Policy CI-3.1	Design new on- and off-street facilities to accommodate pedestrians, cyclists, and equestrians based on a combination of the land use and roadway context to promote safety and efficiency for all users.
Implementation Policy CI-3.2	Establish and maintain an interconnected trail system that promotes safe and convenient travel to transit stops and between residential and commercial areas, schools, parks, recreation facilities and other key destination points.

Implementation Policy CI-3.3	Leverage public rights-of-way, easements, and other public spaces to maintain and expand the non-motorized network.
Implementation Policy CI-3.4	Prioritize improvements along Main Street that facilitate a more pedestrian-friendly environment.
Implementation Policy CI-3.5	Promote new development and transportation demand management (TDM) strategies that will reduce household and employment vehicle miles traveled (VMT). Prioritize the implementation of TDM strategies over the expansion of roadway capacity.

PUBLIC TRANSIT

Public transportation provides an essential mode of transportation for those without access to automobiles, and an alternative mode of travel for motorists, which can help reduce traffic and congestion on the City's street network. The City plays a key role in the use of transit through land planning efforts. Projects can be designed to provide bus stops. These transit stops shall include comfortable waiting areas to promote ridership.

The City is a member of the Victor Valley Transit Authority (VVTA), along with the cities of Adelanto, Victorville, the Town of Apple Valley, and the County of San Bernardino. The VVTA provides multiple occupancy vehicle service to the City with the intent to reduce traffic congestion, vehicle miles traveled, and vehicle trips which improves air quality. Also, the City provides Victor Valley Transit Authority with input and information that can help them to provide service in the areas that best meet the needs of the local community.

Park-and-Ride

As the population commuting through the Cajon Pass continues to grow, the need for parking facilities to incentivize shared vehicle ridership becomes increasingly more important. There is a park and ride facility located at the Joshua Street exit off of Interstate 15. This facility serves commuters travelling down the Cajon Pass to rideshare and carpool with other commuters. This reduces the number of single-occupancy vehicles and the overall traffic volume on the interstate.

Rail

The Amtrak Southwest Chief passenger train regularly passes through Hesperia on the Burlington Northern and Santa Fe (BNSF) main railroad line. The train route travels from Los Angeles to Chicago, Illinois. The nearest Amtrak station is located in the City of Victorville. The station includes a Park and Ride, facilitating use of Amtrak by commuters.

Bus

The Victor Valley Transit Authority (VVTA) provides the local bus service for the City and adjacent communities of Adelanto, Apple Valley, Victorville, and San Bernardino County. VVTA operates four bus routes in Hesperia, providing bus connections between shopping centers, public facilities, the Mall of Victor Valley, hospitals, schools, colleges, and residential areas.

The four routes include:

- Route 21 Victor Valley Mall-Serrano High School-Wrightwood Community Center (Phelan-Baldy Mesa-Bear Valley)
- Route 43 Victor Valley-Victor Valley College-Apple Valley High School (Bear Valley-Seventh Avenue)
- Route 44 Victor Valley Mall-Hesperia City Hall-Mojave High School-Hesperia Post Office-Sultana High School (Bear Valley-Cottonwood-Main Street-Seventh Avenue-Third Avenue-E Avenue-I Avenue-Sultana-Danbury-Arrowhead Lake)
- Route 45 Desert Valley Hospital-Victor Valley College-Hesperia Post Office (Bear Valley-Main-Sultana-I Avenue-E Avenue-C Avenue-Muscatel-Santa Fe)

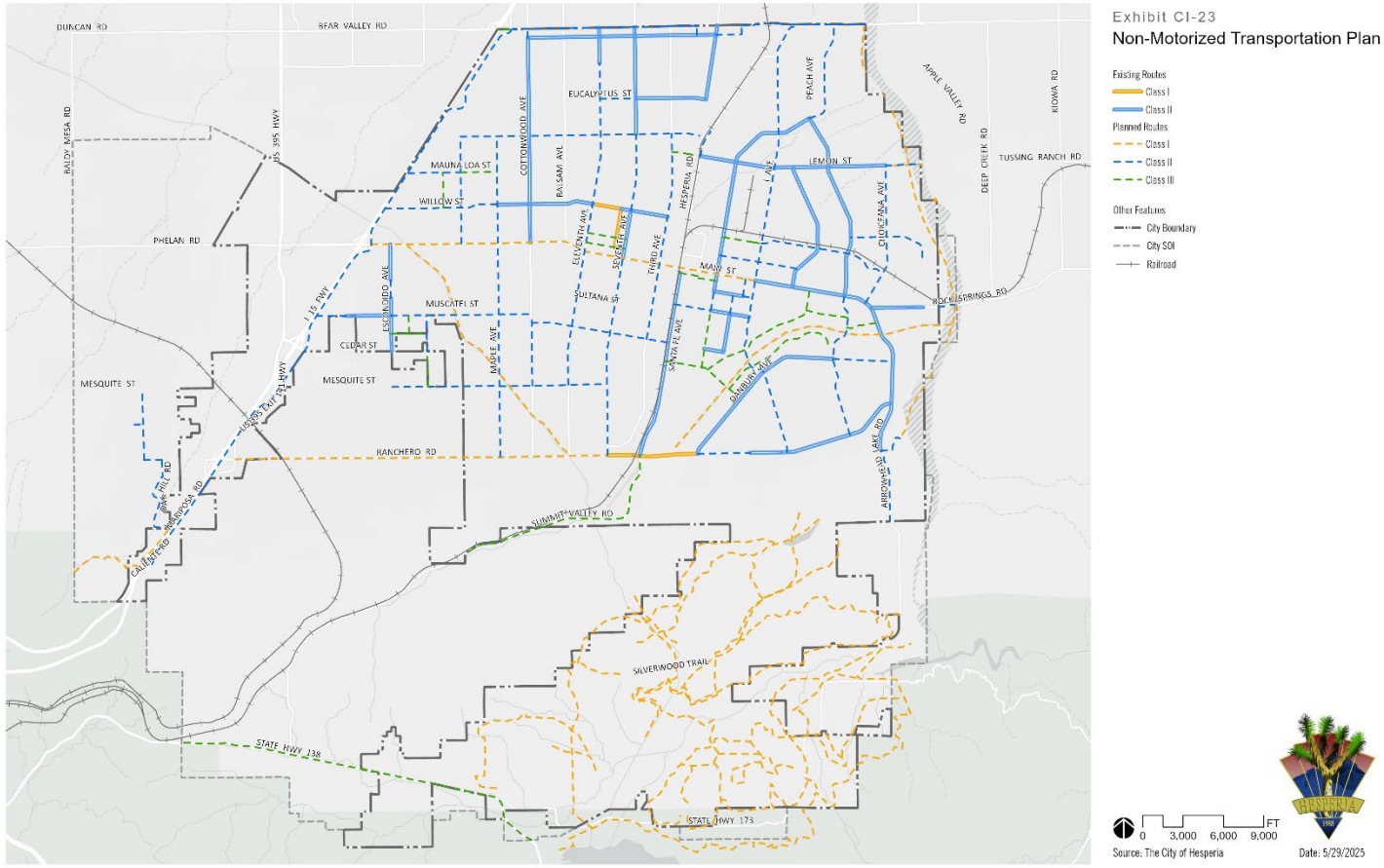
Para-Transit

Victor Valley Transit Authority (VVTA) provides para-transit services for persons with special needs on any paved street within the City as long as it is within their service boundaries. The VVTA para-transit services do not travel a fixed route. Certified passengers are required to schedule rides at least one day in advance.

In order to incentivize the use of public transport as an alternative to the motor vehicle and to promote increased public transit ridership, the following goals and objectives are established.

Goal: CI-4	**A transit network that provides for safe and convenient access to goods and services, job centers, and healthcare facilities.**
Implementation Policy CI-4.1	Coordinate with Victor Valley Transit Authority (VVTA) to provide residents and workers with accessible and convenient service between residential neighborhoods, commercial centers, educational facilities, employment nodes, and medical facilities.
Implementation Policy CI-4.2	Coordinate with VVTA to install, improve, and maintain safe, clean, comfortable, well-lit, and rider-friendly transit stops that are well marked and visible to motorists.
Implementation Policy CI-4.3	Support the development of a regional commuter rail line that connects residents with employment centers and essential services in San Bernardino and Los Angeles counties and to reduce traffic on Interstate 15.

Exhibit CI-23 Non-Motorized Transportation Plan



A thorough discussion of the City's pedestrian, bicycle and equestrian trails and pathways is provided in the Open Space Element of this General Plan.

SUMMARY OF GOALS AND IMPLEMENTATION POLICIES
CIRCULATION ELEMENT

Roadway Network	
Goal: CI-1	**A roadway network that provides for the safe and efficient mobility needs of residents, businesses, visitors, and emergency services.**
Policy CI-1.1	Maintain a multi-year Capital Improvement Program to ensure the organized financing and construction of roadway and intersection improvements that meet existing and future demands of the community.
Policy CI-1.2	Periodically review and maintain street roadway classifications and standards to serve both local and regional traffic.
Policy CI-1.3	Support the development of regional transportation facilities that ensure the safe and efficient movement of people and goods between the city and outside areas, accommodating regional travel demands while minimizing adverse transportation impacts on Hesperia residents and businesses.
Policy CI-1.4	Strive to maintain a citywide level of service (LOS) standard of LOS D or better on all roadways and intersections: LOS E during peak hours shall be considered acceptable through freeway interchanges and major corridors (Bear Valley Road, Main Street/Phelan Road, Highway 395).

Policy CI-1.5	Coordinate with the County and other agencies on long-term plans, proposed development projects, and capital improvements while minimizing adverse traffic impacts on Hesperia residents and businesses.
Policy CI-1.6	Require new development to pay a fair share of needed transportation improvements based on a project's impacts to the City's motorized and non-motorized transportation networks.
Policy CI-1.7	Utilize intelligent transportation systems and research changing trends in mobility to more efficiently and safely move people and vehicles while managing motor vehicle speeds.
Policy CI-1.8	Encourage the installation, modernization, and improvement of grade separations at rail crossings to facilitate more convenient access for cars, trucks, and emergency vehicles.
Policy CI-1.9	Regularly update the pavement management plan and maintain roadways to ensure safety and functionality, as an investment strategy, and to improve the City's image and quality of life.
Policy CI-1.10	Coordinate with SBCTA, the County of San Bernardino, and CalTrans to improve the segment of Summit Valley Road between the City's boundary and Highway 138.
Policy CI-1.11	Support the implementation of Safe Systems Approach principles through the adoption and maintenance of a Local Roadway Safety Plan.

Goods Movement	
Goal: CI-2	**A circulation system that facilitates the movement of goods and services while minimizing impacts to sensitive land uses, such as homes, schools, and hospitals, and vulnerable roadway users, such as pedestrians and cyclists.**
Policy CI-2.1	Maintain a network of truck routes that provides for the safe and efficient transport of goods while minimizing negative impacts on local circulation and sensitive receptors.
Policy CI-2.2	Require new truck-intensive land uses to design and incorporate space and facilities in order to reduce truck queueing, parking, and idling in the public rights-of-way.
Policy CI-2.3	Support improvements to roadways and rail facilities that increase the efficiency of goods movement; enhance the safety of rail operations, motor vehicles, and non-motorized modes of mobility; and minimize noise and vibration impacts on sensitive land uses.
Policy CI-2.4	Maintain Hesperia Airport as a general aviation facility, in conformance with the Comprehensive Airport Land Use Plan, and explore opportunities to activate the airport for community benefit.

Non-Vehicular Transportation	
Goal: CI-3	**A comprehensive bicycle and pedestrian network that promotes physical activity and non-automotive travel within Hesperia for people of all ages and abilities.**

Policy CI-3.1	Design new on- and off-street facilities to accommodate pedestrians, cyclists, and equestrians based on a combination of the land use and roadway context to promote safety and efficiency for all users.
Policy CI-3.2	Establish and maintain an interconnected trail system that promotes safe and convenient travel to transit stops and between residential and commercial areas, schools, parks, recreation facilities and other key destination points.
Policy CI-3.3	Leverage public rights-of-way, easements, and other public spaces to maintain and expand the non-motorized network.
Policy CI-3.4	Prioritize improvements along Main Street that facilitate a more pedestrian-friendly environment.
Policy CI-3.5	Promote new development and transportation demand management (TDM) strategies that will reduce household and employment vehicle miles traveled (VMT). Prioritize the implementation of TDM strategies over the expansion of roadway capacity.

Transit Network

Goal: CI-4	**A transit network that provides for safe and convenient access to essential goods and services, job centers, and healthcare facilities.**
Policy CI-4.1	Coordinate with Victor Valley Transit Authority (VVTA) to provide residents and workers with accessible and convenient service between residential neighborhoods, commercial centers, educational facilities, employment nodes, and medical facilities.
Policy CI-4.2	Coordinate with VVTA to install, improve, and maintain safe, clean, comfortable, well-lit, and rider-friendly transit stops that are well marked and visible to motorists.
Policy CI-4.3	Support the development of a regional commuter rail line that connects residents with employment centers and essential services in San Bernardino and Los Angeles counties and to reduce traffic on Interstate 15.

City of Hesperia
STAFF REPORT

DATE: June 12, 2025

TO: Planning Commission Members

FROM: Nathan R. Freeman, Director of Development Services

BY: Ryan Leonard, Principal Planner

SUBJECT: 2025 General Plan Update

RECOMMENDED ACTION

It is recommended that the Planning Commission adopt Resolution Nos. PC-2025-08 and PC-2025-09 recommending that the City Council: 1) Certify the Addendum as being complete and in compliance with the California Environmental Quality Act (CEQA); and 2) Adopt the updated Land Use Element, Circulation Element, and Health and Safety Element.

BACKGROUND

The City Council adopted Hesperia's last General Plan update on September 7, 2010. Since then, state legislation has evolved, requiring specific revisions to maintain legal compliance. In 2024, the City engaged PlaceWorks, Inc. (Placeworks) to update the Land Use, Circulation, and Safety Elements and prepare an Addendum to the 2010 General Plan Environmental Impact Report (EIR). PlaceWorks was also contracted to draft Objective Design Standards in support of the City's recently adopted Housing Element. These standards will be advanced separately at a future date.

To prepare the update, the City and Placeworks hosted several public meetings and workshops. In 2024, four public meetings and two study sessions were held with the Planning Commission and City Council. The Commission and Council reviewed and discussed critical components of each element, as well as the Objective Design Standards. The project team also consulted stakeholder groups and distributed a public survey to gather input, particularly for the Health and Safety Element.

ISSUES/ANALYSIS

The General Plan is the City's "Constitution" and guide for development, outlining the City's vision for itself and how it will develop over time and maintain quality of life. All decisions made by the City, from the adoption of the annual budget and implementation of capital improvements to the issuance of building permits, must be consistent with the General Plan.

Since the last General Plan update in 2010, the City's population has increased from approximately 90,000 to over 100,000, and employment has grown from 11,000 to 17,000. Ongoing development interest has helped sustain this economic growth, which is expected to continue. The updated General Plan must also respond to new laws, regulations, and conditions that have emerged since 2010. For instance, recent state legislation on climate adaptation and resiliency requires cities to take steps to better withstand extreme weather events. Additionally,

new mandates have been enacted by the State legislature to address community health, education, and economic equity.

General Plan Goals

As a focused update, the primary objective of the project team was to integrate new policies and programs that comply with State law while preserving the overall vision and direction established by the 2010 General Plan. Throughout the process, input from community members, stakeholders, and City staff consistently reaffirmed that the goals set forth in the original plan remain relevant today. The focused General Plan Update supports the following goals:

- Preserve existing neighborhoods;
- Enhance the quality of residential areas across a variety of densities, with landscaping and architectural standards;
- Reinforce efforts to build a local job base and establish sales tax-producing businesses along Bear Valley Road, Main Street and the Freeway Corridor;
- Preserve lot sizes and prevent premature subdivision of land;
- Enhance the quality of life in higher residential density developments with paseos, parks and other amenities;
- Establish a circulation system of arterial and connector streets to carry traffic efficiently within and across the City;
- Support the urban design framework, which includes two new greenways to link the freeway corridor with the downtown area;
- Dedicate housing units for senior citizens as well as for all income levels; and
- Permit mixed-use developments in the downtown area and along the freeway corridor.

General Plan Elements

The General Plan Update consists of three chapters, or elements. A summary of each element and the associated issues are as follows:

Land Use: The motivating force behind updates to the Land Use Element stems from programs contained within the City's adopted Housing Element. Crucially, the update process focused on revising development standards for the R-3, C-2, and R-C designations that more clearly and concisely communicate the City's intent for these areas. The changes are summarized as follows:

- *R-3 Multiple Family Residence*: The R3 land use designation is amended to increase the maximum density of residential development from 15 dwelling units per acre to 30 dwelling units per acre and to conditionally permit group homes for seven or more persons.

- *C-2 General Commercial*: The C2 land use designation is amended to allow 100-percent residential development ranging from 20 to 30 dwelling units per acre and to permit group homes for six or fewer persons.

- *R-C Regional Commercial*: The RC zone (part of Main Street and Freeway Corridor Specific Plan) is amended to increase the maximum density of residential development from 25 dwelling units per acre to 30 dwelling units per acre. The zone is also amended to allow 100-percent residential development and to permit group homes for six or fewer persons. The development of residential uses is limited primarily to the east side of Interstate 15.

The most frequently referenced part of the General Plan is the Land Use Map. This map shows the location of residential, commercial, industrial uses, as well as schools and parks. The map also shows other features such as railroads, the airport, and the California Aqueduct. Residential uses are classified by density in dwelling units per acre. The proposed land use map does not propose new changes beyond reflecting all General Plan Amendments processed since the 2010 General Plan was adopted.

The text of the Land Use Element includes a description of the City's existing development pattern, infrastructure, and public services. In addition, the intent for each land use designation is described alongside general density and intensity standards. The goals intended to guide future growth and development include:

- Ensuring compatibility between adjacent uses;
- Preserving and enhancing residential areas;
- Promoting balanced, efficient commercial development to generate sales taxes;
- Providing for industrial development to increase opportunities for local employment;
- Investing in high-quality public facilities;
- Sustainable development measures, including water conservation, energy efficient design and Leadership in Energy Efficient Design (LEED) building certification;
- Improving the quality of life for all community members; and
- Ensuring that future growth is fiscally sustainable.

Circulation: The Circulation Element describes the City's roadway network and identifies operational standards. The Transportation Plan maps the location and classification of streets within the City and illustrates the right-of way widths, as well as the curb-to-curb widths, for each classification, including special street-sections. Roadway performance is measured in terms of Level of Service (LOS), with the City's acceptable thresholds remaining at LOS D for roadway segments and LOS C for intersections.

The Circulation Element also addresses other modes of transportation like walking, biking, and transit. The Non-Motorized Transportation Plan shows the location and classification of bicycle facilities throughout the City. Most streets include space for bike lanes to encourage their use. This supports the goal of providing viable alternatives to the automobile.

The Circulation Element also addresses challenges faced by the City, including the need for additional freeway interchanges, more crossings at the railroad and the Mojave River, and the reclassification of select roadways to better serve vehicular demand. Notable changes to the roadway network are as follows:

- Relocated future I-15 interchange from Muscatel Street to Cedar Street;
- Reclassified Sultana Street from Seventh Avenue to I Avenue as Secondary Arterial (formerly Arterial);
- Reclassified Sultana Street from I Avenue to Main Street as Secondary Arterial (formerly local road);
- Modified the alignment of the Mauna Loa Street extension from Third Avenue to Hesperia Road / Lemon Street; and
- Reclassified Seventh Avenue as a Special Street section from Bear Valley Road to Ranchero Road.

The goals intended to guide the City as it continues to build out its roadway network address the following issues:

- Ensuring a safe and efficient roadway network;
- Facilitating goods movement without negatively impacting sensitive areas;
- Providing opportunities for non-motorized alternatives to vehicular travel; and
- Supporting safe and convenient regional transit.

Health and Safety: The Health and Safety Element includes both safety and environmental equity components pursuant to the California Government Code sections 65302(g) and 65302(h). The safety components focus on natural and human caused hazards, as well as emergency preparedness and response to protect the community from the effects of natural disasters and environmental hazards. The healthy community components focus on strategies to improve health and environmental equity.

Safety Topics
In Hesperia, the key safety issues include seismic and geological hazards, flood and inundation hazards, wildfires, hazardous waste and materials, emergency preparedness and response, and climate change resilience. The Safety Element works in tandem with the City's Local Hazard Mitigation Plan and Emergency Operations Plan to provide a cohesive safety approach for Hesperia.

Since the previous update to the Safety Element in 2010, several new laws have come into effect, requiring updates to the Safety Element:

- AB 2140 (2006): Allows for the incorporation of the Local Hazard Mitigation Plan into the Safety Element;
- SB 1241 (2012): Requires the review and update of the flood and wildfire sections to minimize risk to new buildings and essential facilities and identify responsible agencies and ensure coordination among agencies;
- SB 379 (2015): Requires the preparation of a climate change vulnerability assessment that identifies risks to hazards, and develop goals, policies, and implementation actions to build resilience in the community;
- SB 99 (2019): Requires the identification of residential areas in hazard zones with less than two ingress/egress routes; and
- AB 747 (2019)/1409 (2021): Requires the identification of evacuation route capacity, safety, and viability, and evacuation locations under a range of hazard scenarios.

Following extensive technical analysis, staff updated the Safety Element hazard descriptions, goals, and policies to meet current Government Code requirements. The key changes are summarized as follows:

- Incorporate the Hesperia Local Hazard Mitigation Plan by reference, as supported by AB 2140;
- Update hazard background information and mapping with the most current data from federal, state, and local sources;
- Update policies in the seismic and geologic hazards, flooding hazards, fire hazards, hazardous materials, and emergency preparation and response sections, based on the technical Background Report and California Government Code requirements;

- Address climate change vulnerability and adaptation as directed by SB 379 through a new Climate Change Resilience section, including a goal and policies based on the findings of the Climate Vulnerability Assessment; and
- Provide a matrix of actions for implementing the goals and policies of the Safety Element.

Pursuant to California Government Code Section 65302.5(b), the California Department of Forestry and Fire Protection reviewed the draft Safety Element and consulted with the City from December 2024 to January 2025. The State Board of Forestry and Fire Protection's Resource Protection Committee reviewed the Safety Element on March 4, 2025, during its regular meeting and approved the City to move forward with the public hearings and adoption of the Safety Element without revisions.

Healthy Community Topics
With the passage of SB 1000, the Planning for Healthy Communities Act, a City's general plan must incorporate goals, policies, and actions to improve health and environmental equity. In addition to SB 1000, the 2021-2029 City's Housing Element contained commitments to address issues with the built environment as a condition for its certification by the State of California. As a result, the City's General Plan Safety Element contains a Healthy Communities section that addresses both requirements and builds upon the City's Resolution 2010-030, which affirms the commitment to promoting and developing a safe and healthy Hesperia for all residents.

To inform goals, policies and programs in the Health and Safety Element, a Healthy Community Technical Report was prepared, supported by information gathered from community workshops, stakeholder interviews, and a public survey. Based on the findings and as required by Section 653902(h) of the Government Code, the Element provides goals, policies, and programs that address the following topics:

- Reduction of pollution exposure;
- Improvement in air quality;
- Opportunities for physical activity;
- Access to healthy food;
- Affordable, safe, and sanitary homes;
- Access to public facilities and services; and
- Increasing opportunities for civic involvement.

Addendum to the 2010 Environmental Impact Report: PlaceWorks prepared the Addendum to the 2010 Certified Environmental Impact Report (Certified EIR) for Hesperia's General Plan. The Addendum evaluates whether the General Plan Update (proposed project) would modify the existing General Plan in such a way that it would create new environmental impacts or substantially increase the severity of previously identified significant effects, potentially requiring further environmental review. The Addendum, in conjunction with the Certified EIR, serve as the environmental review for the proposed modifications to the existing General Plan, ensuring compliance with CEQA. The Addendum evaluates the potential environmental impacts associated with the existing General Plan as modified by the General Plan Update.

The proposed project will update the Land Use, Circulation, and Health and Safety elements, as well as the environmental equity policies to address state laws and support projected growth over the next 25 years. The proposed project is a focused update of the current General Plan to conform with new State laws related to community health, climate adaptation, resiliency, and mobility, and to bring long-term growth projections into alignment with current economic

conditions and state mandates. Differences in population, jobs, housing units, and non-residential square feet between the existing General Plan and General Plan Update at buildout are shown in the following table.

Comparison of Buildout Conditions for Existing General Plan and General Plan Update

	Existing General Plan[1] (2050)	General Plan Update (2050)	Difference
Population	144,538	162,835	+18,297
Jobs	48,527	48,502	-25
Housing Units	54,430	61,570	+7,140
Non-Residential Square Feet	67,613,266	66,733,917	-879,349

[1] The 2010 Certified EIR did not include a planning horizon, and therefore, the buildout under the existing General Plan was adjusted to account for a 2050 horizon year. The buildout under the proposed project is within the overall buildout as envisioned in the 2010 Certified EIR

Addendum Process: Pursuant to the CEQA Guidelines Section 15164, an Addendum to a previously certified EIR may be prepared under specific circumstances. The Addendum process allows for the documentation of minor project changes or technical updates that do not result in new or substantially more severe environmental impacts.

The proposed project qualifies for an Addendum under CEQA Guidelines Section 15164, as the proposed changes are consistent with the scope of the previously Certified EIR and do not meet any of the conditions outlined in Section 15162(a) and Section 15163(a) of the CEQA Guidelines, that would require preparation of a Subsequent or Supplemental EIR. The environmental impacts remain within the range analyzed in the Certified EIR, and no new significant impacts or substantial increases in the severity of impacts have been identified. Therefore, preparation of a full Subsequent EIR is not warranted, and the Addendum process is both appropriate and compliant with CEQA requirements.

Tribal Consultation: In compliance with Senate Bill 18 (Government Code Section 65352.3), the City of Hesperia initiated tribal consultation by contacting California Native American tribes identified by the Native American Heritage Commission. Notification letters were sent on May 21, 2024, to the Desert Cahuilla Indians, the Cabazon Band of Mission Indians, and the Yuhaaviatam of San Manuel. The Yuhaaviatam of the San Manuel tribe responded on May 24, 2024, and requested formal consultation with the City. The City indicated that the proposed project would not allow for any ground-disturbing activities that would preclude a project from going through the standard CEQA requirements, and the Tribe concluded consultation on October 30, 2024.
In addition, since the proposed project is being evaluated through a CEQA Addendum and not a new EIR, consultation pursuant to Assembly Bill 52 (Public Resources Code Sections 21073 to 21084.3) do not apply in this instance.

Significant Impacts: CEQA requires that the EIR identify the impacts of a project and propose mitigation measures to reduce those impacts. CEQA also requires disclosure of any impacts that cannot be mitigated to a non-significant level, even if all feasible mitigations are required. The Certified EIR determined that implementation of the existing General Plan would result in significant and unavoidable impacts related to air quality, noise, and transportation. The

Addendum determined that these impacts would continue to be significant and unavoidable as part of the proposed project, as summarized:

- Air Quality
    - Results in construction emissions that would contribute substantially to an existing or projected air quality violation;
    - Results in operational emissions that would contribute substantially to an existing or projected air quality violation; and
    - Results in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors).
- Noise
    - Results in a substantial permanent increase in ambient noise levels in the project vicinity.
- Transportation[1]
    - Causes an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system; and
    - Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

No new significant environmental impacts have been identified beyond those already assessed in the Certified EIR. While the proposed project may result in physical impacts due to future improvements, the analysis and mitigation measures from the Certified EIR will still apply. While the project involves physical impacts, it does not result in new significant environmental effects or substantially increase the severity of previously identified impacts. The analysis and mitigation measures from the previously Certified EIR remain applicable to the proposed project.

CITY GOAL SUPPORTED BY THIS ITEM

Future Development: Facilitate balanced growth to ensure cohesive community development and pursue economic development.

CONCLUSION

Adoption of the General Plan Update will bring the City's primary policy document into compliance with new state laws and mandates and ensure continued compliance with CEQA. The update will also address the changes the City has experienced in the previous 15 years since the General Plan was last updated. The update will provide guidance to the City's decision makers and staff to carry out the overall vision for the City of Hesperia. The Addendum substantiates that the proposed changes do not induce new significant environmental impacts beyond those already addressed by the 2010 General Plan EIR.

[1] The 2010 Certified EIR found impacts to Level of Service (LOS) to be significant and unavoidable. However, since CEQA no longer uses LOS as a threshold standard, and has replaced it with Vehicle Miles Traveled (VMT), the LOS significance is no longer applicable to CEQA.

ALTERNATIVE

1. Provide alternative direction to staff.

ATTACHMENT(S)

1) Resolution No. PC-2025-08 (Certifying the Addendum in compliance with CEQA)
2) Resolution No. PC-2025-09 (Adoption of the 2025 General Plan Update)
3) Addendum to the 2010 General Plan EIR*
4) Land Use Element*
5) Circulation Element*
6) Health and Saftey Element*

The attachments above noted by an * are available on the City's website at www.cityofhesperia.us and are provided under separate cover.

ATTACHMENT 1

RESOLUTION NO. PC-2025-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HESPERIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT THE ADDENDUM TO THE CITY'S 2010 GENERAL PLAN FINAL ENVIRONMENTAL IMPACT REPORT (EIR) PURSUANT TO CEQA IN SUPPORT OF THE 2025 GENERAL PLAN UPDATE

WHEREAS, on September 7, 2010, the City Council of the City of Hesperia adopted Resolution No. 2010-057 certifying the Final EIR for the City's 2010 General Plan, which also remains applicable to development within the City; and

WHEREAS, fifteen (15) years have passed since the City of Hesperia adopted the 2010 General Plan and changes to the City's size and population, as well as new laws, regulations, and circumstances that did not exist when the original General Plan was adopted, require an update to the General Plan described herein (hereinafter referred to as "2025 General Plan Update" or "Project"); and

WHEREAS, the 2025 General Plan Update is a focused update to the three mandatory elements required by the State of California, including Land Use, Circulation and Health and Safety Elements; and

WHEREAS, the Addendum has been prepared pursuant to CEQA Guidelines Section 15164 to evaluate whether the proposed 2025 General Plan Update would result in any new significant impacts, substantially more severe impacts, or trigger the need for a subsequent or supplemental EIR under Sections 15162 or 15163; and

WHEREAS, the 2010 General Plan EIR identified significant and unavoidable impacts to air quality, noise, and traffic, but the significant and unavoidable impacts pertaining to traffic no longer apply as Level of Service (LOS) was replaced with Vehicle Miles Traveled (VMT) per Senate Bill 743 (SB 743) and CEQA Guidelines Section 15064.3, and VMT has been determined to be the applicable metric for analyzing transportation impacts under CEQA, thereby rendering LOS-based impacts no longer applicable; and

WHEREAS, the Addendum to the 2010 General Plan EIR reflects this change in CEQA law and confirms that this transition from LOS to VMT does not result in new or more severe environmental effects; and

WHEREAS, the Addendum concludes that all impacts remain within the scope of analysis in the certified 2010 General Plan EIR, and that none of the criteria in CEQA Guidelines Section 15162 or Section 15163 are met; and

WHEREAS, on June 12, 2025, the Planning Commission of the City of Hesperia conducted a duly noticed public hearing pertaining to the Addendum to the 2010 General Plan EIR in connection with the 2025 General Plan Update and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW THEREFORE, BE IT RESOLVED BY THE CITY OF HESPERIA PLANNING COMMISSION AS FOLLOWS:

Section 1. The Planning Commission hereby specifically finds that all of the facts set forth in this Resolution are true and correct.

Section 2. Based upon substantial evidence presented to this Planning Commission during the above-referenced June 12, 2025, hearing, including public testimony and written and oral staff reports, this Planning Commission specifically finds as follows:

(a) An Addendum to the 2010 General Plan EIR has been prepared for the 2025 General Plan Update. The 2025 General Plan Update qualifies for an Addendum under CEQA Guidelines Section 15164, as the proposed project is consistent with the scope of the 2010 General Plan EIR and does not meet any of the conditions outlined in Section 15162(a) or Section 15163(a) of the CEQA Guidelines, that would require preparation of a Subsequent or Supplemental EIR. The environmental impacts remain within the range analyzed in the 2010 General Plan EIR, and no new significant impacts or substantial increases in the severity of impacts have been identified. Therefore, preparation of a full Subsequent EIR is not warranted, and the Addendum process is both appropriate and compliant with CEQA requirements.

(b) The Planning Commission has independently reviewed and analyzed the Addendum, and finds that it reflects the independent judgment of the Planning Commission, and that there is no substantial evidence, in light of the whole record, that the project may result in new significant impacts or substantial increases in the severity of impacts that were previously identified.

Section 3. The Planning Commission hereby recommends that the City Council certify the Addendum to the 2010 General Plan EIR as being complete pursuant to Resolution No. PC-2025-08.

Section 4. The Secretary shall certify to the adoption of this Resolution.

ADOPTED AND APPROVED on this 12th day of June 2025

_____

Roger Abreo, Chair, Planning Commission

ATTEST:

_____

Maricruz Montes, Secretary, Planning Commission

ATTACHMENT 2

RESOLUTION NO. PC-2025-09

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HESPERIA, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT THE 2025 GENERAL PLAN UPDATE.

WHEREAS, on September 7, 2010, the City Council of the City of Hesperia adopted the City's General Plan, currently applicable with regards to development within the City; and

WHEREAS, on September 2, 2008, the City Council of the City of Hesperia adopted Resolution No. 2008-12, thereby adopting the Main Street and Freeway Corridor Specific Plan; and

WHEREAS, fifteen (15) years have passed since the City of Hesperia adopted its 2010 General Plan and changes to the City's size and population as well as new laws, regulations, and circumstances that did not exist when the original plan was adopted, require an update to the General Plan described herein (hereinafter referred to as "General Plan Update" or "Project"); and

WHEREAS, on May 2, 2023 the City Council adopted the 2021-2029 Housing Element (6th Cycle Housing Element Update) which includes several program actions that require the City to amend the Development Code and update the General Plan to allow for up to 30 dwelling units per acre (du/ac) in the Multi-Family (R3) zone; to allow for 100-percent residential development ranging from 20 to 30 du/ac in the General Commercial (C-2) zone; and to allow for up to 30 du/ac in the Regional Commercial (RC) zone within the Main Street and Freeway Corridor Specific Plan**.**

WHEREAS, the General Plan Update establishes the City's overall policy development framework to help realize the community's vision to the year 2050 planning horizon; and

WHEREAS, the General Plan Update is a focused update to the Land Use, Safety, and Circulation Elements of the General Plan; and

WHEREAS, the City of Hesperia, as the lead agency, prepared an Addendum to the 2010 General Plan Environmental Impact Report ("EIR") pursuant to Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, and determined that no new significant environmental impacts would occur beyond those previously analyzed in the 2010 General Plan EIR, and that the existing analysis and mitigation measures remain applicable to the proposed project; and

WHEREAS, the Planning Commission held five workshops on April 11, 2024, May 23, 2024, July 11, 2024, August 8, 2024 and September 26, 2024 to review and discuss critical components of each element; and

WHEREAS, on November 18, 2024, the City Council held a workshop to review and discuss the 2025 General Plan Update; and

WHEREAS, pursuant to California Government Code Section 65302.5(b), the California Department of Forestry and Fire Protection reviewed the draft Safety Element and consulted with the City from December 2024 to January 2025. The State Board of Forestry and Fire Protection's Resource Protection Committee reviewed the Safety Element on March 4, 2025, during its regular meeting and approved the City to proceed with the public hearings and adoption of the Safety Element without revisions; and

WHEREAS, on June 12, 2025, the Planning Commission of the City of Hesperia conducted a duly noticed public hearing pertaining to the proposed 2025 General Plan Update and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW THEREFORE, BE IT RESOLVED BY THE CITY OF HESPERIA PLANNING COMMISSION AS FOLLOWS:

Section 1. The Planning Commission hereby specifically finds that all the facts set forth in this Resolution are true and correct.

Section 2. Based upon substantial evidence presented to this Planning Commission during the above-referenced June 12, 2025, hearing, including public testimony and written and oral staff reports, this Planning Commission specifically finds as follows:

(a) An Addendum to the 2010 General Plan EIR has been prepared for the 2025 General Plan Update. The 2025 General Plan Update qualifies for an Addendum under CEQA Guidelines Section 15164, as the proposed project is consistent with the scope of the 2010 General Plan EIR and does not meet any of the conditions outlined in Section 15162(a) or Section 15163(a) of the CEQA Guidelines, that would require preparation of a Subsequent or Supplemental EIR. The environmental impacts remain within the range analyzed in the 2010 General Plan EIR, and no new significant impacts or substantial increases in the severity of impacts have been identified. Therefore, preparation of a full Subsequent EIR is not warranted, and the Addendum process is both appropriate and compliant with CEQA requirements.

(b) The Planning Commission has independently reviewed and analyzed the Addendum and finds that it reflects the independent judgment of the Commission, and that there is no substantial evidence, in light of the whole record, that the project may result in new significant impacts or substantial increases in the severity of impacts that were previously identified.

(c) Adoption of the 2025 General Plan Update will achieve the following goals:

- Ensuring compatibility between adjacent uses;
- Preserving and enhancing residential areas;
- Promoting balanced, efficient commercial development to generate sales taxes;
- Providing for industrial development to increase opportunities for local employment;
- Investing in high-quality public facilities;
- Sustainable development measures, including water conservation, energy efficient design and Leadership in Energy Efficient Design (LEED) building certification;
- Improving the quality of life for all community members;

- Ensuring that future growth is fiscally sustainable.
- Ensuring a safe and efficient roadway network;
- Facilitating goods movement without negatively impacting sensitive areas;
- Providing opportunities for non-motorized alternatives to vehicular travel;
- Supporting safe and convenient regional transit;
- Reducing pollution exposure;
- Improving air quality;
- Opportunities for physical activity;
- Access to healthy food;
- Affordable, safe, and sanitary homes;
- Access to public facilities and services; and
- Increasing opportunities for civic involvement

Section 3. Based on the findings and conclusions set forth in this Resolution, this Commission hereby recommends that the City Council approve the 2025 General Plan Update and certify the Addendum to the 2010 General Plan EIR.

Section 4. That the Secretary shall certify to the adoption of this Resolution.

ADOPTED AND APPROVED on this 12th day of June 2025.

_____
Roger Abreo, Chair Planning Commission

ATTEST:

_____
Maricruz Montes, Secretary, Planning Commission

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DATE: October 21, 2025

TO: Mayor and City Council Members

FROM: Rachel Molina, City Manager

BY: Melinda Sayre, Deputy City Manager/City Clerk
Tammy Pelayes, Assistant to the City Manager

SUBJECT: California Proposition 50 – Authorizes Temporary Changes to Congressional District Maps

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RECOMMENDED ACTION

It is recommended that the City Council receive and file this report which provides background and factual information regarding Proposition 50, scheduled for the November 4, 2025, Special Election in California.

BACKGROUND

At the City Council meeting on October 7, 2025, Mayor Lee requested that an item be agendized regarding California Proposition 50, a proposition placed on the Statewide Special Election ballot, that authorizes temporary changes to congressional district maps.

The United States Congress is the part of the federal government that makes laws. Congress has two parts: the United States Senate and the United States House of Representatives. Each of the 50 states is represented by 2 senators, with 100 senators in total. The House has 435 members. The number of representatives in the House for each state depends on how many people live in that state. Each member in the House represents an area of the state called a congressional district. California currently has 52 congressional districts. Voters who live in each congressional district elect one member to the House every two years to represent them. The next election for all 435 representatives will be in 2026.

The United States Census counts the number of people who live in the United States. The last census was in 2020, and the next census is in 2030. Every 10 years, after the United States Census is completed, states draw new congressional district maps to reflect their number of House representatives based on where people live. This process is called “redistricting.” Each state decides what process to use to draw its new district maps. When drawing new maps, each state must follow federal laws.

Under the California Constitution, redistricting of congressional, State Senate and State Assembly districts is normally handled by the California Citizens Redistricting Commission, a nonpartisan body that was created by the authorization of California voters in 2008. The Commission draws district lines every 10 years, following the decennial United States Census, and must draw the district lines in conformity with strict, nonpartisan criteria established in the California Constitution to ensure fair and equal representation for all Californians. For example, California law requires, among other things, the Commission to avoid splitting up neighborhoods or local communities of interest to the extent possible. State law also prohibits the Commission from considering political

parties, current office holders, or people running for office when it draws the maps. The Commission's maps are intended to avoid partisan gerrymandering by taking the authority out of direct legislative control. The current maps drawn by the Commission for California's 52 congressional districts were based on the 2020 United States Census and have been used since the 2022 congressional elections.

ISSUES/ANALYSIS

Earlier this year, the Texas Legislature enacted new congressional maps midway between redistricting cycles, claiming that such redistricting was in response to, and required by, a Texas court decision regarding that state's prior congressional maps. In response to Texas' new congressional maps, California's Legislature and Governor sought to enact their own adjustment. Governor Newsom signed Senate Bill 280, calling for a statewide special election on November 4, 2025, to consider a constitutional amendment, assigning the initiative as Proposition 50.

Proposition 50 proposes to replace California's current congressional district maps with new, legislatively drawn maps midway between redistricting cycles. The new redistricting maps would not be drawn by the nonpartisan Commission or follow the requirements established in the California Constitution. However, the new redistrict maps will still follow federal law.

Proposition 50 asks the United States Congress to change federal law and propose an amendment to the United States Constitution to require redistricting be done by "fair, independent, and nonpartisan redistricting commissions nationwide."

If approved, the new maps would be in place for the next three congressional election cycles in 2026, 2028 and 2030. After the 2030 Census, the redistricting authority would revert to the Citizens Redistricting Commission.

CITY GOAL SUPPORTED BY THIS ITEM

Public Safety – Ensure public safety resources adequately protect our community.

FISCAL IMPACT

The Official Voter Information Guide notes that one-time costs to counties of up to a few million dollars statewide. County costs would be to update election materials to reflect new congressional maps.

ALTERNATIVE(S)

1. Provide alternative direction to staff.

ATTACHMENT(S)

1. Current and Proposed Congressional Districts Maps provided in the Official Voter Information Guide.

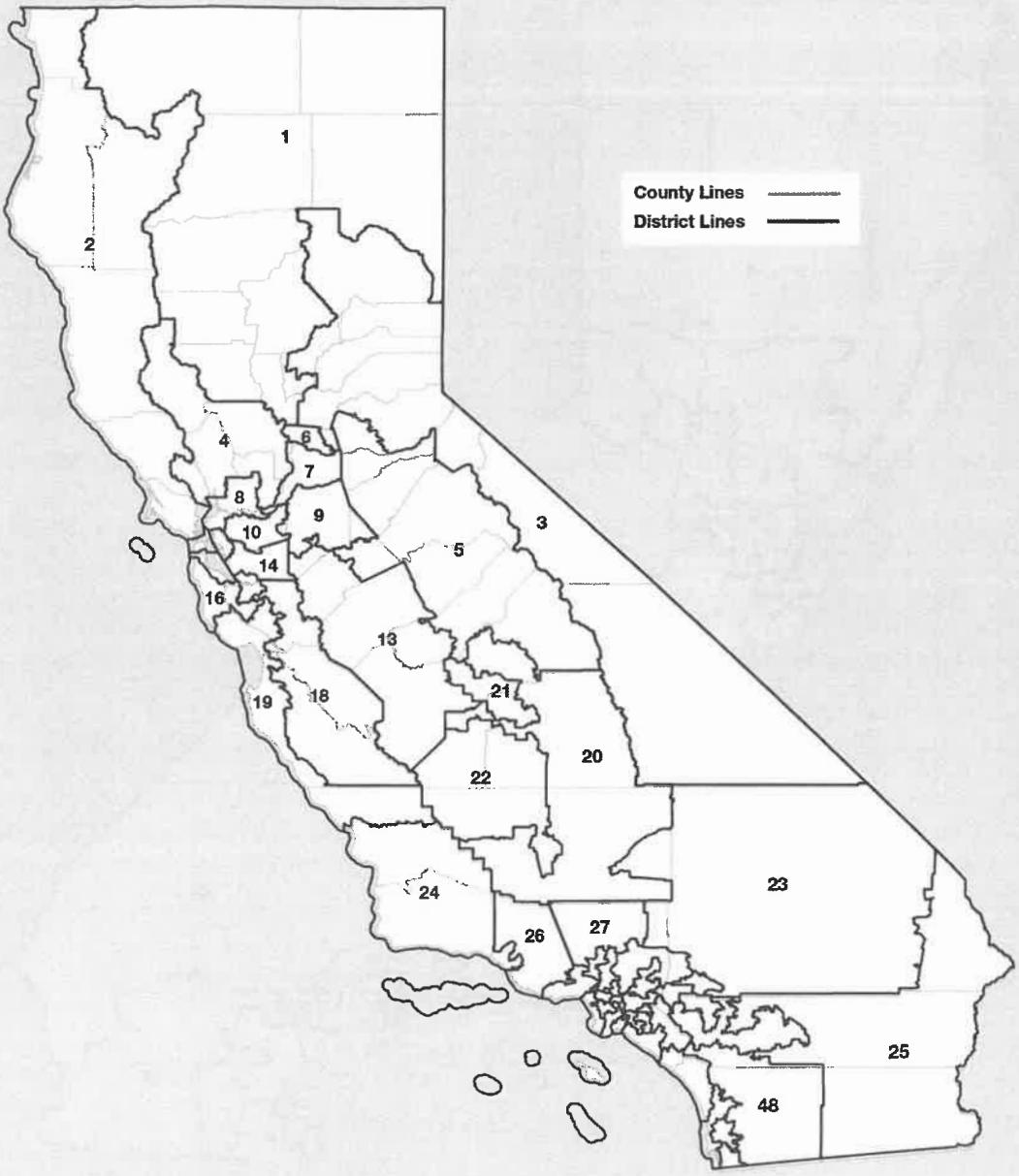
PROPOSITION
50
AUTHORIZES TEMPORARY CHANGES TO CONGRESSIONAL DISTRICT MAPS IN RESPONSE TO TEXAS' PARTISAN REDISTRICTING. LEGISLATIVE CONSTITUTIONAL AMENDMENT.

ANALYSIS BY THE LEGISLATIVE ANALYST

CONTINUED

Figure 1

Current Congressional Districts



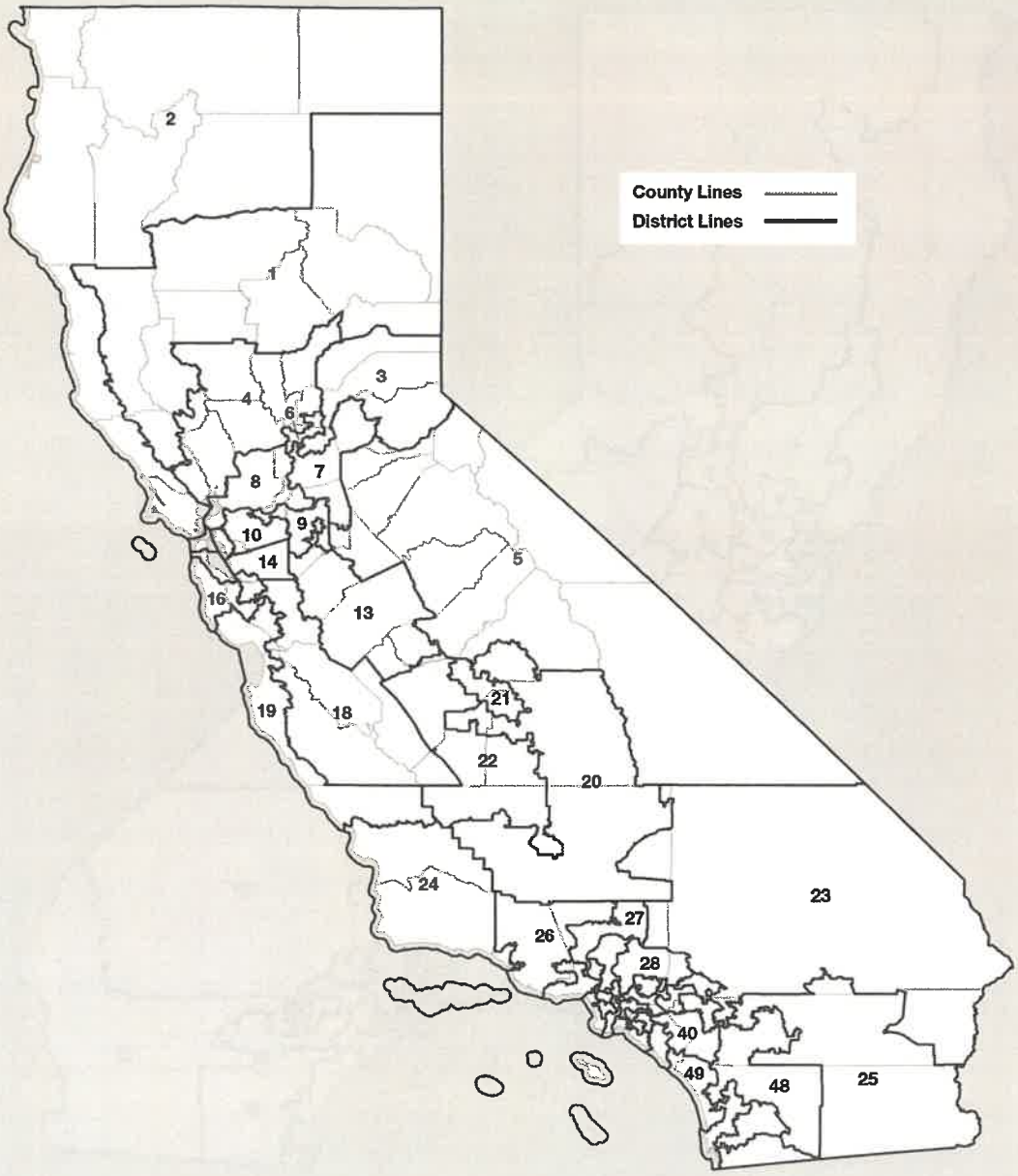
Note: See northern and southern congressional district maps for district numbers for the Bay Area and Los Angeles regions. Map reflects data posted to the California Citizens Redistricting Commission website.

ANALYSIS BY THE LEGISLATIVE ANALYST

CONTINUED

Figure 2

Proposed Congressional Districts



Note: See northern and southern congressional district maps for district numbers for the Bay Area and Los Angeles regions. Map reflects data posted to the California Legislature elections committees' (Assembly Elections Committee and Senate Elections and Constitutional Amendments Committee) websites.

For the full text of Proposition 50, see page 18.

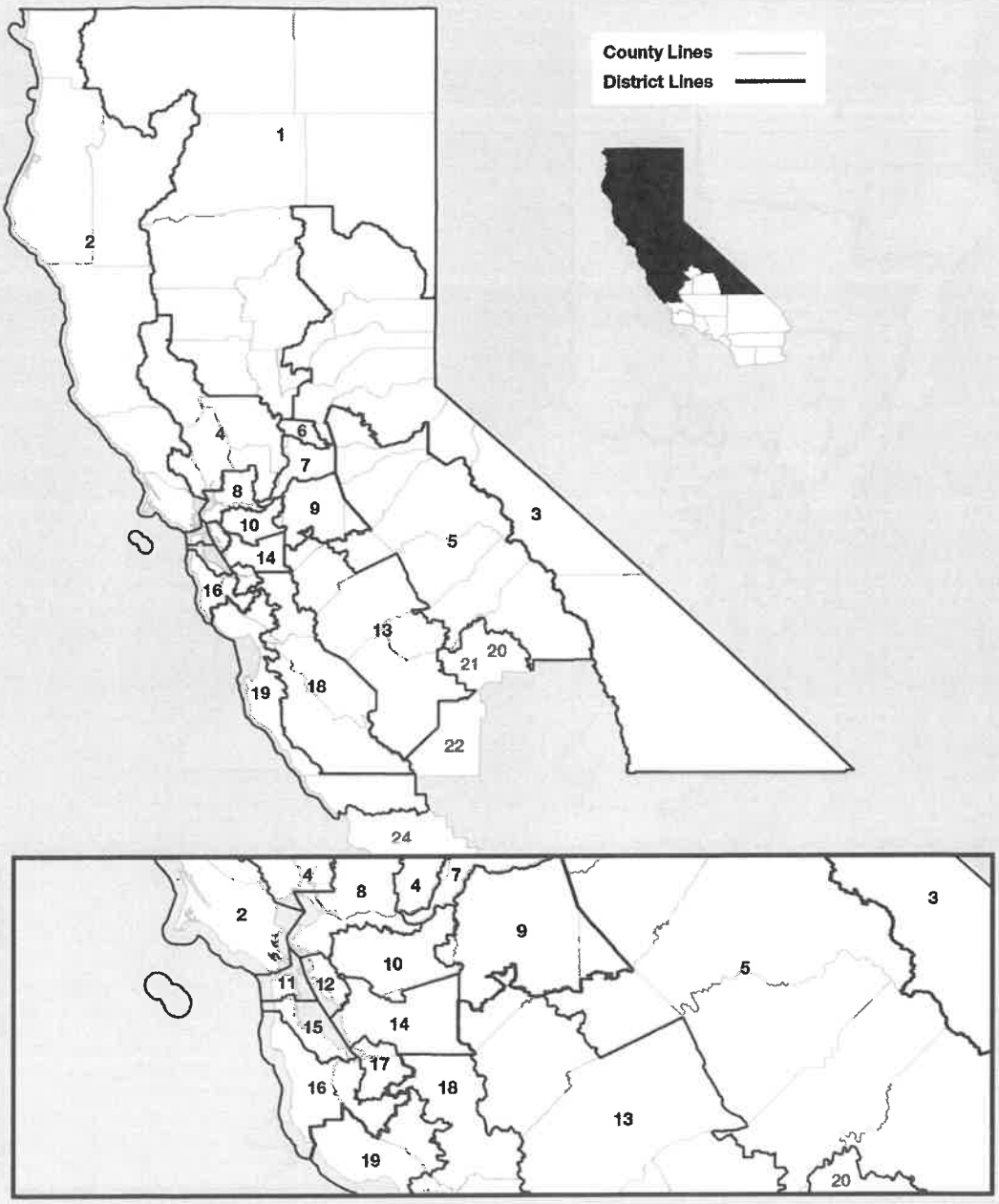
PROPOSITION **50** AUTHORIZES TEMPORARY CHANGES TO CONGRESSIONAL DISTRICT MAPS IN RESPONSE TO TEXAS' PARTISAN REDISTRICTING. LEGISLATIVE CONSTITUTIONAL AMENDMENT.

ANALYSIS BY THE LEGISLATIVE ANALYST

CONTINUED

Figure 3

Current Northern Congressional Districts



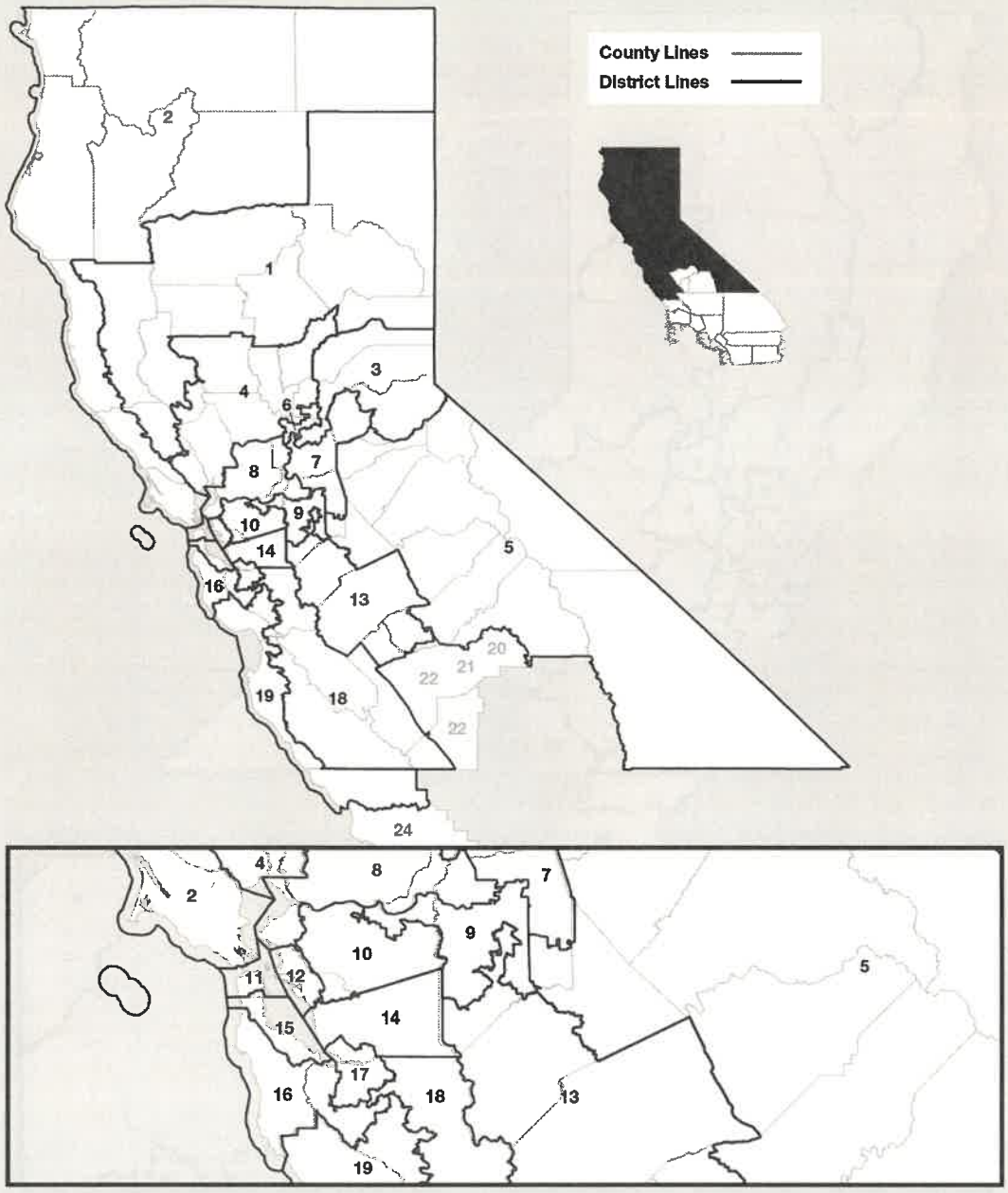
Note: Map reflects data posted to the California Citizens Redistricting Commission website.

ANALYSIS BY THE LEGISLATIVE ANALYST

CONTINUED

Figure 4

Proposed Northern Congressional Districts



Note: Map reflects data posted to the California Legislature elections committees' (Assembly Elections Committee and Senate Elections and Constitutional Amendments Committee) websites.

For the full text of Proposition 50, see page 18.

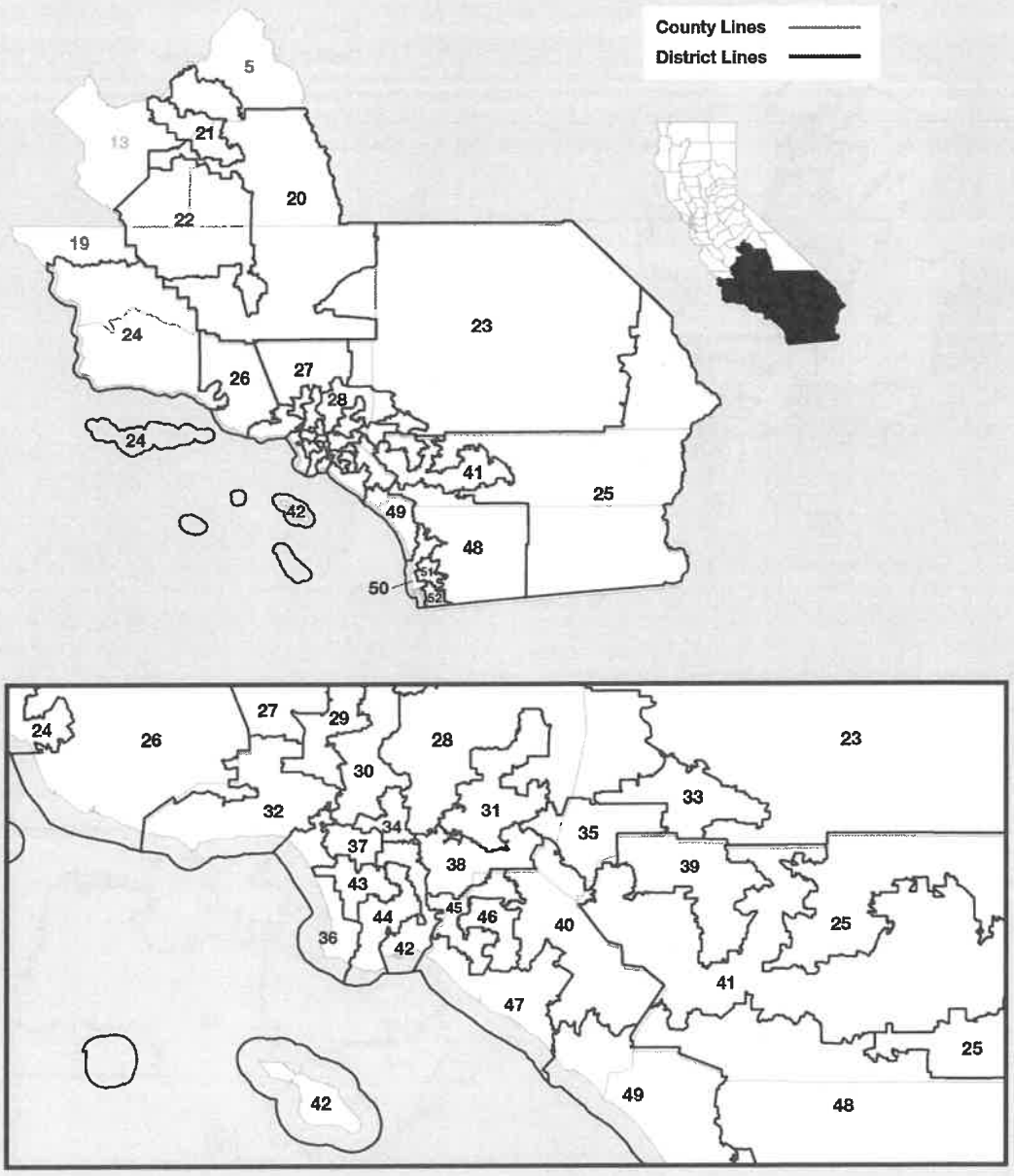
PROPOSITION
50
AUTHORIZES TEMPORARY CHANGES TO CONGRESSIONAL DISTRICT MAPS IN RESPONSE TO TEXAS' PARTISAN REDISTRICTING. LEGISLATIVE CONSTITUTIONAL AMENDMENT.

ANALYSIS BY THE LEGISLATIVE ANALYST

CONTINUED

Figure 5

Current Southern Congressional Districts



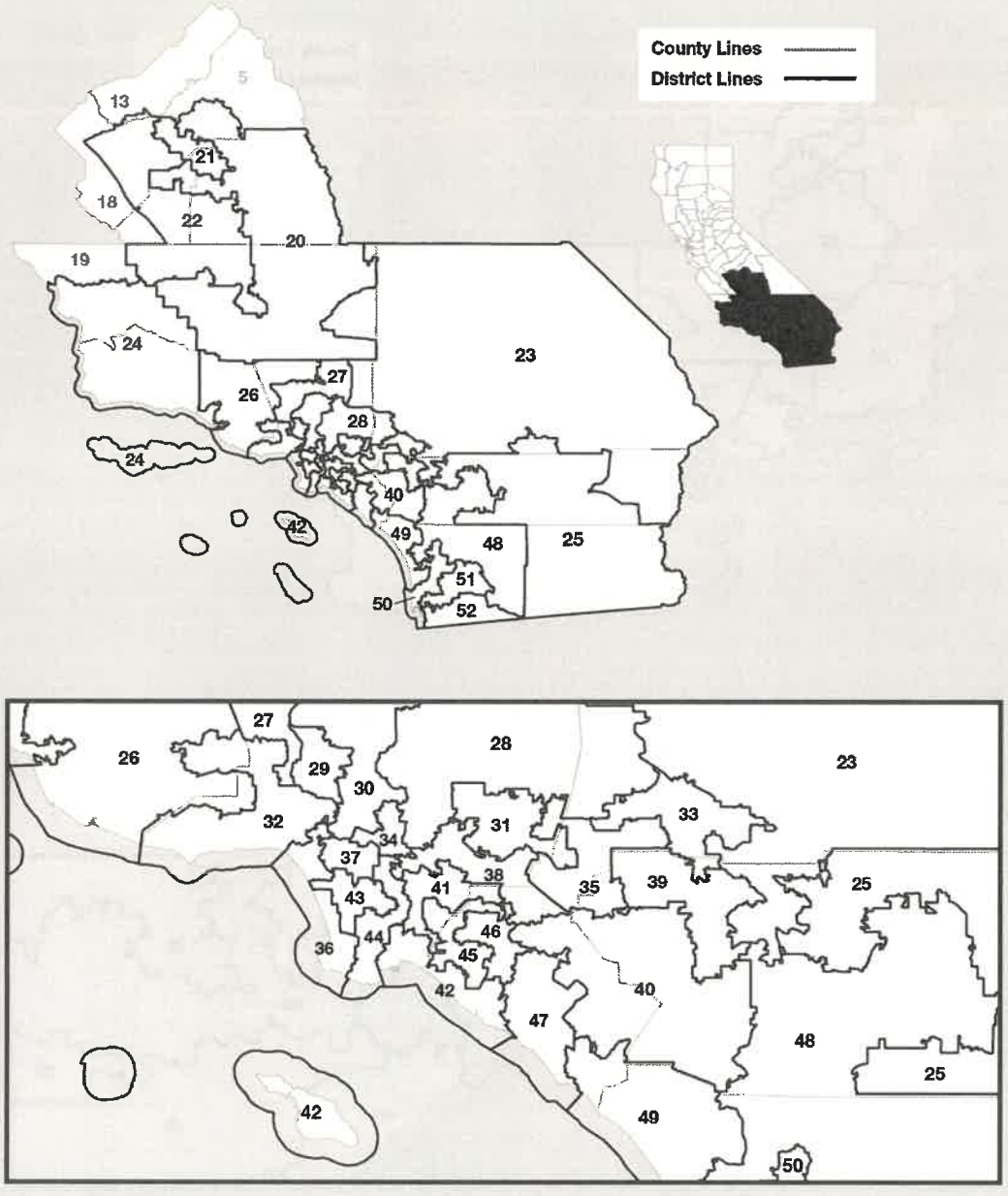
Note: Map reflects data posted to the California Citizens Redistricting Commission website.

ANALYSIS BY THE LEGISLATIVE ANALYST

CONTINUED

Figure 6

Proposed Southern Congressional Districts



Note: Map reflects data posted to the California Legislature elections committees' (Assembly Elections Committee and Senate Elections and Constitutional Amendments Committee) websites.

For the full text of Proposition 50, see page 18.