

TOWN OF YUCCA VALLEY  
TOWN COUNCIL MEETING



*The Mission of the Town of Yucca Valley is to  
provide a government that is responsive to its citizens  
to ensure a safe and secure environment  
while maintaining the highest quality of life.*

**TUESDAY, MARCH 19, 2013**

**CLOSED SESSION:**

**YUCCA VALLEY TOWN HALL CONFERENCE ROOM  
57090 - 29 PALMS HIGHWAY  
YUCCA VALLEY, CALIFORNIA 92284**

**TOWN COUNCIL: 6:00 p.m.**

**YUCCA VALLEY COMMUNITY CENTER  
YUCCA ROOM  
57090 - 29 PALMS HIGHWAY  
YUCCA VALLEY, CALIFORNIA 92284**

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**TOWN COUNCIL**

*Merl Abel, Mayor*

*Robert Lombardo, Mayor Pro Tem Member*

*George Huntington, Council Member*

*Robert Leone, Council Member*

*Dawn Rowe, Council Member*

\* \* \* \*

**TOWN ADMINISTRATIVE OFFICE:**

**760-369-7207**

**[www.yucca-valley.org](http://www.yucca-valley.org)**

**AGENDA  
MEETING OF THE  
TOWN OF YUCCA VALLEY COUNCIL  
TUESDAY, MARCH 19, 2013  
6:00 P.M.**

*The Town of Yucca Valley complies with the Americans with Disabilities Act of 1990. If you require special assistance to attend or participate in this meeting, please call the Town Clerk's Office at 760-369-7209 at least 48 hours prior to the meeting.*

*An agenda packet for the meeting is available for public view in the Town Hall lobby and on the Town's website, [www.yucca-valley.org](http://www.yucca-valley.org), prior to the Council meeting. Any materials submitted to the Agency after distribution of the agenda packet will be available for public review in the Town Clerk's Office during normal business hours and will be available for review at the Town Council meeting. Such documents are also available on the Town's website subject to staff's ability to post the documents before the meeting. For more information on an agenda item or the agenda process, please contact the Town Clerk's office at 760-369-7209 ext. 226.*

*If you wish to comment on any subject on the agenda, or any subject not on the agenda during public comments, please fill out a card and give it to the Town Clerk. The Mayor/Chair will recognize you at the appropriate time. Comment time is limited to 3 minutes.*

**(WHERE APPROPRIATE OR DEEMED NECESSARY, ACTION MAY BE TAKEN ON ANY ITEM LISTED IN THE AGENDA)**

**OPENING CEREMONIES**

**CALL TO ORDER**

**ROLL CALL:** Council Members Huntington, Lombardo, Rowe, and Mayor Abel.

**PLEDGE OF ALLEGIANCE**

**INVOCATION**

Led by Pastor Jerel Hagerman, Joshua Springs Calvary Chapel

**AGENCY REPORTS**

**Chamber of Commerce**

1. Monthly Chamber of Commerce Report for January 2013

**Hi Desert Water District**

- 2. Water and Wastewater Project Updates.

**APPROVAL OF AGENDA**

Action: Move \_\_\_\_\_ 2<sup>nd</sup> \_\_\_\_\_ Vote \_\_\_\_\_

**CONSENT AGENDA**

- 1 3. Minutes of the Town Council Workshop of February 19, 2013 and Regular Meeting of March 5, 2013.

**Recommendation: Approve the minutes as presented.**

- 13 4. Waive further reading of all ordinances (if any in the agenda) and read by title only.

**Recommendation: Waive further reading of all ordinances and read by title only.**

- 19 5. Certification of March 5, 2013 Election Results

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF YUCCA VALLEY, CALIFORNIA, CONFIRMING AND CERTIFYING THE MARCH 5, 2013 SPECIAL ELECTION RESULTS

**Recommendation: Adopt the Resolution confirming and certifying the March 5, 2013 election results**

- 19 6. FY 2012/2013 OHV Grant, Resolution

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF YUCCA VALLEY, CALIFORNIA, APPROVING THE APPLICANT TO APPLY FOR GRANT FUNDS FOR THE STATE OF CALIFORNIA, DEPARTMENT OF PARKS AND RECREATION, OFF-HIGHWAY VEHICLE GRANT FUNDS

**Recommendation: Approve a governing body Resolution for the FY 2012/2013 OHV grant application.**

- 22 7. Cost-Distribution Agreement between Caltrans and the Town of Yucca Valley, Traffic Signal and Lighting Permit No. 08-11-6-SN-0078, SR 62 at Inca Trail.

**Recommendation: Approve the Cost Distribution Agreement for traffic signals and safety lighting, Permit No. 08-11-6-SN-0078, between the Town**

of Yucca Valley and Caltrans for the SR 62 at Inca Trail traffic signal, and authorize the Town Manager to sign the agreement.

- 26 8. Special Revenue Funds Budget Amendment

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF YUCCA VALLEY, CALIFORNIA, AMENDING THE FISCAL YEAR 2012-13 ADOPTED BUDGET

**Recommendation:** Amend the FY 2012-13 Adopted Budget, and adopt the Resolution transferring \$205,000 from Fund 531 – Flood Control to Fund 350 – Development Impact Fees to reflect the current project status and meet required timing considerations associated with the collection of exactions.

- 31 9. Cooperative Agreement No. 08-1560, Caltrans and the Town of Yucca Valley, Public Lands Highway Discretionary Fund (PLHD), SR 62, Apache Trail to Palm Avenue Project

**Recommendation:** Approve the Cooperative Agreement, No. 08-1560, and authorize the Town Manager to sign and execute the Cooperative Agreement.

- 37 10. Warrant Register, March 19, 2013.

**Recommendation:** Ratify the Warrant Register total of \$405,769.45 for checks dated March 7, 2013. Ratify Payroll Registers total of \$148,713.45 for checks dated March 1, 2013.

*All items listed on the consent calendar are considered to be routine matters or are considered formal documents covering previous Town Council instruction. The items listed on the consent calendar may be enacted by one motion and a second. There will be no separate discussion of the consent calendar items unless a member of the Town Council or Town Staff requests discussion on specific consent calendar items at the beginning of the meeting. Public requests to comment on consent calendar items should be filed with the Town Clerk/Deputy Town Clerk before the consent calendar is called.*

**Recommendation:** Adopt Consent Agenda (items 3-10)

Action: Move \_\_\_\_\_ 2<sup>nd</sup> \_\_\_\_\_ Vote \_\_\_\_\_

## OATH OF OFFICE

11. Swear in Council Member Elect Robert Leone

## DEPARTMENT REPORTS

- 44 12. Proposed League of California Cities Bylaw Amendment

Staff Report

**Recommendation: Review proposed League of California Cities Bylaw Amendment and direct staff to forward the Council's vote to the League.**

Action: Move \_\_\_\_\_ 2<sup>nd</sup> \_\_\_\_\_ Vote \_\_\_\_\_.

- 59 13. Town Council Ad-Hoc Committee Assignments

Staff Report

**Recommendation: Appoint a second representative to sit on the Sewer Financing Ad-Hoc committee, joining Councilwoman Rowe.**

Action: Move \_\_\_\_\_ 2<sup>nd</sup> \_\_\_\_\_ Vote \_\_\_\_\_.

- 60 14. Fiscal Year 2011-12 Single Audit Report on Federal Awards

Staff Report

**Recommendation: Receive and file the FY 2011-12 Single Audit Report on Federal Awards**

Action: Move \_\_\_\_\_ 2<sup>nd</sup> \_\_\_\_\_ Vote \_\_\_\_\_.

- 76 15. Southern California Association of Governments (SCAG), Compass Blueprint Demonstration Project, Mid-Town Master Land Use Vision and Mobility Plan.

Staff Report

**Recommendation: Receive and file the Compass Blueprint, Mid-Town Master Land Use Vision and Mobility Plan.**

Action: Move \_\_\_\_\_ 2<sup>nd</sup> \_\_\_\_\_ Vote \_\_\_\_\_.

## FUTURE AGENDA ITEMS

## PUBLIC COMMENTS

*In order to assist in the orderly and timely conduct of the meeting, the Council takes this time to consider your comments on items of concern which are on the Closed Session or not*

*on the agenda. When you are called to speak, please state your name and community of residence. Notify the Mayor if you wish to be on or off the camera. Please limit your comments to three (3) minutes or less. Inappropriate behavior which disrupts, disturbs or otherwise impedes the orderly conduct of the meeting will result in forfeiture of your public comment privileges. The Town Council is prohibited by State law from taking action or discussing items not included on the printed agenda.*

## **STAFF REPORTS AND COMMENTS**

## **MAYOR AND COUNCIL MEMBER REPORTS AND COMMENTS**

16. Council Member Leone
17. Council Member Rowe
18. Council Member Huntington
19. Mayor Pro Tem Lombardo
20. Mayor Abel

## **ANNOUNCEMENTS**

Time, date and place for the next Town Council meeting.

**6:00 p.m., Tuesday, April 2, 2013, Yucca Valley Community Center Yucca Room**

## **CLOSED SESSION**

21. CONFERENCE WITH LEGAL COUNSEL - POTENTIAL LITIGATION  
The legislative body is deciding whether or not to initiate litigation pursuant to Government Code Section 54956.9(c). (1 case)
22. CONFERENCE WITH LABOR NEGOTIATORS  
Government Code Section 54957.6(a), Negotiators: Mark Nuaimi  
Employee Organization(s), Unrepresented Exempt, Unrepresented Non-Exempt

## **CLOSING ANNOUNCEMENTS**

## **ADJOURNMENT**

**TOWN OF YUCCA VALLEY  
TOWN COUNCIL MEETING MINUTES  
March 5, 2013**

Mayor Abel called the meeting to order at 6:00 p.m.

Council Members Present: Huntington, Lombardo, Rowe and Mayor Abel.

Staff Present: Town Manager Nuaimi, Deputy Town Manager Stueckle, Town Attorney Laymon, Administrative Services Director Yakimow, Police Capt. Boswell, and Town Clerk Anderson

**PLEDGE OF ALLEGIANCE**

Led by Mayor Abel

**INVOCATION**

Led by Pastor Matt Jennings, Good Shepherd Lutheran Church

**PRESENTATIONS, RECOGNITIONS, INTRODUCTIONS**

**1. Recognition of and Presentation by Eagle Scout Samuel Clinger**

Mayor Abel presented a letter of congratulations from Council to Sam Clinger for his accomplishment of obtaining Eagle Scout.

Sam Clinger commented regarding the advantages of the Scouting program. He advised that it is difficult to achieve Eagle Scout, but he loves the program and what it has done for him and his family.

Council Member Huntington commented he is a proud grandparent of 2 Eagle Scouts and aware of the process. He congratulated Mr. Clinger for his accomplishment.

**APPROVAL OF AGENDA**

Council Member Huntington moved to approve the agenda. Council Member Lombardo seconded. Motion carried 4-0.

**CONSENT AGENDA**

**2. Approve, Minutes of the Town Council Meetings of February 19, 2013, as presented.**

3. **Waive**, further reading of all ordinances and read by title only.
4. **Reject**, one claim filed against the Town of Yucca Valley submitted on February 21, 2013 by Kimberly Kelly.
5. **Review and approve**, the proposed Prop 1B funding proposal modification, allocating the remaining Town's share of Prop 1B money to the SR 247 and Hwy 62 signalization project.
6. **Approve**, the Project Funding Agreement between the Town of Yucca Valley and the San Bernardino County Transportation Authority, C13056, authorizing the Mayor and Town Attorney to sign all necessary documents for the program, Public Lands Highway Discretionary Funds Project (PLHD): SR 62, Apache Trail to Palm Avenue, San Bernardino Associated Governments (SANBAG)
7. **Approve**, the Project Funding Agreement between the Town of Yucca Valley and the San Bernardino Transportation Authority, C13057, authorizing the Mayor and Town Attorney to sign all necessary documents for the program, Transportation Congestion Relief Program Project (TCRP): SR 62, La Honda Way to Dumosa Avenue, San Bernardino Associated Governments (SANBAG).
8. **Receive and file**, the General Plan 2012 Annual Report
9. **Approve and adopt**, Resolution No. 13-06 adopting the revised Emergency Operations Plan dated March 5, 2013 and authorize the Mayor to sign the letter of promulgation.

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF YUCCA VALLEY, CALIFORNIA, APPROVING AND ADOPTING THE REVISED TOWN OF YUCCA VALLEY EMERGENCY OPERATIONS PLAN

10. **Ratify**, the Warrant Register total of \$245,880.31 for checks dated February 21, 2013. Ratify Payroll Registers total of \$154,032.98 for checks dated February 15, 2013.

Council Member Lombardo moved to adopt Consent Agenda Item 2-10. Council Member Rowe seconded. Motion carried 4-0

**AYES:** Council Member Huntington, Lombardo, Rowe, and Mayor Abel  
**NOES:** None  
**ABSTAIN:** None

ABSENT: None

**DEPARTMENT REPORTS**

**11. Staff Re-Organization – Animal Care and Control**

Town Manager Nuaimi gave the staff report advising that for over a year staff has been impacted by vacancies and injuries. The proposed changes will allow more flexibility in coverage, is consistent with the contract with San Bernardino County, and generates a modest savings of \$5,000.

Council Member Huntington pointed out this adds ½ person to the staffing at the shelter with a \$5,000 savings.

Council Member Lombardo commented the public needs to see that these things clearly improve service and save money.

Mayor Abel requested an explanation regarding cross training. Animal Care and Control Manager Crider advised training would consist of PC 832, to allow the officer to give citations, and field training with Officer Casey.

Council Member Lombardo questioned if there are facilities in the new Shelter to accommodate training. Animal Care and Control Manager Crider advised there will be a conference room.

Mayor Abel commended Officer Casey’s abilities interacting with animals and the public.

Town Manager Nuaimi advised that staff is still looking at the barking dog ordinance as to its effects on calls for service and level of service, noting that from time to time the Town is brought into neighbor on neighbor disputes.

Council Member Rowe moved to approve the proposed re-organization of the Animal Care and Control division staff and authorize the positions and compensation levels contained therein. Council Member Lombardo seconded. Motion carried 4-0.

**12. FY 2012-13 Mid-Year Budget Report**

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF YUCCA VALLEY, CALIFORNIA, AMENDING THE FISCAL YEAR 2012-13 ADOPTED

## BUDGET

Administrative Services Director Yakimow gave a PowerPoint presentation noting the review indicates that both revenue and expenditures are slightly below those incorporated in the FY 2012-13 adopted budget. He noted the year end fund balance increasing by \$75,000 net of carry-over projects, or \$157,000 less than the adopted budget. Based on the projections, the General Fund will not be able to provide the budgeted transfer of \$230,000 for infrastructure maintenance. Proposed mid-year budget changes include \$80,000 for contract legal services; \$30,000 Risk Management insurance premiums; and \$10,000 internet connectivity charges. He also gave an update on the Special Revenue Funds.

Town Manager Nuaimi emphasized that the legal expenditures were tied to animal control, and noted the Town prevailed in all instances, however it does cost money for defense. Mayor Abel questioned what happens in cases that are not brought forward in a legal form. Town Manager Nuaimi advised the Town attempts to achieve voluntary compliance, which is possible with responsible animal owners, but there are those cases where folks just don't want to comply. He noted if the Town holds a hearing and the animal is found to be potentially dangerous, the Town could be held liable if that finding was ignored, and there is another incident. Town Attorney Laymon added the additional costs for attorney fees involved at least 3 animal control cases, where two involved court cases. The complaints were filed against the Town, putting it in a position to have to defend itself in court.

Council Member Rowe asked questions regarding the policy guidance discussion during the last budget workshop where the Council gave direction to remove the proposed \$250,000 from the 13/14 budget for road maintenance. Administrative Services Director Yakimow advised that due to the number of priorities, the direction at that time was to remove that amount until there was a better picture of the budget available.

Council Member Huntington questioned if the Low/Mod backfill funds were put into a special fund or the General Fund. Administrative Services Director Yakimow advised they go into the General Fund but are recorded separately for tracking purposes.

Mayor Abel commenting with regard to the elimination of the \$250,000 for road maintenance noted that after Council has a better picture funding can be placed back into the budget at a later date. Administrative Services Director Yakimow commented it is staff's intent to come back to budget workshops with a comprehensive package so that Council can make the changes they wish.

Council Member Huntington moved to receive and file the Mid-year Budget Report and adopt Resolution No. 13-07, amending the FY 2012-13 general and special revenue funds budget. Council Member Rowe seconded. Motion carried 4-0.

## PUBLIC COMMENT

**Charles McHenry**, Yucca Valley, spoke in opposition to a 30 year time frame for the proposed  $\frac{1}{4}$  cent portion of a possible tax for roads, advising he would be in favor of 10 years.

**Cynthia Kraemer**, Yucca Valley, advised of work being done by the Move Yucca Valley Forward group and the need for a  $\frac{3}{4}$  cent tax for 30 years for sewer and roads.

**Cooki Bilsborough**, Joshua Tree, commented about rumors in the community regarding Town Manager pay, where Council Members live and the need for districts.

**Jennifer Collins**, Yucca Valley, commented that Yucca Valley needs a revenue source, noting Move Yucca Valley forward is continuing to meet with both the opposition and proponents of a tax measure to find a solution. They have been spreading the word by creating a website, and going out into community to invite people to join them. She requested that Council assist by placing a measure on the ballot.

**Bob Leone**, Yucca Valley, spoke in favor of a  $\frac{1}{2}$  % tax for sewer but in opposition to any addition for roads.

**Bill Neeb**, Indio, noted he is a property owner in Yucca Valley and thanked the Council for their willingness to move forward with a sewer tax proposal.

**Margo Sturges**, Yucca Valley, commented regarding the remaining funds after construction of Essig Park, election costs, reserve drawdown, and the need for signatures to place a tax measure on the ballot.

## STAFF REPORTS AND COMMENTS

Town Manager Nuaimi explained the annual flow of funds that come into the community, noting that it is typical for the Town to receive  $\frac{1}{3}$  of its revenue in the first half of the fiscal year and the balance of funding in the second half. With regard to comments on revenue measures, he advised he has presented a comprehensive road maintenance strategy which demonstrates that without a dedicated revenue stream the Town could not sustain the roads, and suggested that the analysis shows the Town needs a  $\frac{1}{4}$  % sales tax going towards roads on an on-going basis. With regard to comments that there is only a need for a revenue stream for

the sewer, which will bring economic growth, he stated growth will happen but not instantaneously, adding the sewer won't be constructed until 2016. Also, a successful high end restaurant will generate \$20,000 to \$30,000 in sales tax and it would take 20-30 restaurants to generate the same funding as a ¼ % sales tax. There is no cure all or quick fix, but if we don't build the sewer, we know what the impacts are on the community. He invited the public to review the presentations, staff reports, analysis and set up a meeting with him to discuss the issues. He noted if the community says that it does not want to fix the roads, that is a policy call.

Town Manager Nuaimi wished Community Services Director Schooler well on his 25<sup>th</sup> wedding anniversary.

Mayor Abel commented it is painful to see cuts such as the pool and concerts, but if there is no revenue, we have to deal with the budget we are handed. Those two times had to come to the Council's attention earlier than some of the other items. Council may also have to cut the road maintenance budget, or let roads completely go. A lot of previous council members have been up here at the dais and the Town of Yucca Valley has always had challenges. He noted Yucca Valley is a very small community, and none of the Council Members are isolated from any portion of the community. It is painful to have to say there is no money for a program, but something has to give, and we need to make sure that we do something that is going to help the community as a whole. We are going to have to pay for a sewer and don't want the citizens of Yucca Valley burdened with that by themselves. We need to have revenue to go toward roads and sewer. Council has to make tough decisions and he is hoping citizens will come together, step up, trust Council and keep us accountable on how we spend the money.

## MAYOR AND COUNCIL MEMBER REPORTS AND COMMENTS

### 13. Council Member Rowe

Congratulated Samuel Clinger on his accomplishment of achieving Eagle Scout

Advised she has been sworn in as San Bernardino County LAFCO alternate City representative

### 14. Council Member Huntington

Congratulated Samuel Clinger on his Eagle Scout status.

Noted that the road backlog we have doesn't even address dirt roads in the community. They will also have to be addressed at some point.

Wished all the candidates the best of luck.

**15. Mayor Pro Tem Lombardo**

Commended Samuel Clinger for achieving Eagle Scout, adding the community is better for his service.

**16. Mayor Abel**

Expressed congratulations to all those running for Town Council, noting it is nice to see everyone on that ballot. Whoever is elected will join us on Council and work with us as a team.

Advised that the Town is still trying to get some kind of funding or revenue, and trying to find ways to save the Concerts in the Park and pool program.

Congratulated Davis Nuaimi and the Etiwanda High School basketball team for their win.

Advised the Ad hoc Committee met regarding the Brehm Park project.

Advised of a budget workshop on Saturday, April 6<sup>th</sup>, 2013 from 9:00 a.m. to 11:00 a.m.

**ANNOUNCEMENTS**

Next Town Council Meeting, Tuesday, March 19, 2013, 6:00 p.m.

**ADJOURNMENT**

There being no further business the meeting was adjourned at 7:16 p.m.

Respectfully submitted,

Jamie Anderson, MMC  
Town Clerk

**YUCCA VALLEY TOWN COUNCIL WORKSHOP  
FEBRUARY 19, 2013**

Mayor Abel called the meeting to order at 5:03 p.m.

COUNCIL MEMBERS PRESENT: Council Member Huntington, Lombardo, Rowe, and Mayor Abel

**DEPARTMENT REPORTS**

**Baseline Budget**

Administrative Services Director Yakimow gave a PowerPoint presentation advising the baseline budget assumptions include existing service and programming levels, transfers to infrastructure are not reflected, 3% sales tax growth rate, 2% property tax growth rate, no provision for election expense, Public Safety increase of 5%, and SA allocation continues, leaving a baseline deficit of \$388,000. Continued expenditure growth outpacing revenue growth is an ongoing concern. Additional budgetary requirements include public infrastructure maintenance, Brehm Park maintenance, PERS Retirement cost increases and OPEB contributions, making the potential deficit \$1,023,000.

Council Member Rowe questioned if the baseline budget assumes that the Council will take from reserves to balance the budget. Administrative Services Director Yakimow explained, and noted it is staff's assumption to always bring a balanced budget plan to the Council.

Council Member Huntington questioned if it would take an additional \$100,000 on top of the 2% initially in the baseline budget to fully fund the OPEB on an annual basis. Administrative Services Director Yakimow Stated that is correct.

Town Manager Nuaimi advised the organization will be faced with difficult situations, noting that deficit spending erodes reserves quickly and doesn't resolve all things that need to be resolved.

Town Manager Nuaimi advised that there are two near term decisions that need to be made before hiring and training aquatics staff, and booking talent for summer concerts.

## Summer Community Services Activity Impacts

Currently there is a \$50,000 cost to maintain and program the community pool. The town has historically supported the high school swim program, non-profit use, and the Town's aquatics program. Staff has evaluated various scenarios to reduce the cost to the town. Scenario 1 is no usage -- simply maintaining the asset for the community but no human contact. Scenario 2 allows use by the Yucca Valley High School swim team and facility rental, but no Town programming, and Scenario 3 is modified Town programming to reduce services, increase fees, and reduce the subsidy

Mayor Abel commented that the Town does not want to make a drastic move by getting rid of the pool altogether, noting there is a need to consider other scenarios. He questioned if the swim program has agreed to a new rate, and if they have been able to pay their bills. Community Services Director Schooler stated they are current on their bill from last year, however, they did get a reduction in that fee, which they are not going to get this year.

Council discussed the various scenarios.

**Christie Vrooman**, Yucca Valley, expressed concern regarding safety and the need for children's swimming lessons.

**Margo Sturges**, Yucca Valley, commented in opposition to the possibility of the Town rescinding the pool lease with the School District.

**Ramon Mendoza**, Yucca Valley, recommended removing all turf grass leaving funding for other things.

**Jake Frank**, Yucca Valley High School Swim Team Captain, expressed the team's willingness to pay more for use of the pool this year.

**Richard Harlan**, Yucca Valley, questioned where the School Board is, noting this affects them also.

Mayor Abel advised that the School Board is having a board meeting this evening, and the swim team coach had a personal matter come up that prevented attendance. He noted that previously the School District made the statement that they do not want to fund the pool and bring it up to standards. It was the Town that saved the program and pool by investing in it.

Town Manager Nuaimi commented there is not a single program the Town provides that we don't believe is of importance. Every program we provide is valuable. This will be a difficult process as we move forward. The reason this particular issue is being addressed tonight is, if we are going to have an aquatics program, we have to start recruiting our aquatics staff and training them. He added the importance of the

relationship between the Town and school District is going to get more elevated as the budget gets tighter. The Town is always the facility of choice if the District runs into problems, so there has to be a meeting of minds to see how to balance this.

Mayor Abel questioned if there is any possibility of increasing programming later if additional funding becomes available. Town Manager Nuaimi advised that anything short of eliminating the program completely and handing the pool back to the District allows that flexibility, noting that currently we can rent the pool out for \$40 per hour.

Council Member Huntington stated opposition to Scenario 1 recommended some kind of hybrid between Scenarios 2 and 3 with some programming.

Council Member Lombardo stated he is encouraged to hear that the swim team is willing to pay more, noting if we are going to keep the program, the people using it are going to have to pay more. Without a revenue stream the Town cannot provide the things they have been providing.

Mayor Abel stated he is leaning toward a Scenario 1.5 where we honor the commitment to the swim program, and if other funding becomes available add to programming.

Council Member Rowe moved, and Council Member Lombardo seconded to allow the swim team to use the pool for their program then continue to maintain the pool but with no programming, and bringing a new proposal back if new funding becomes available. Council agreed.

### **Summer Concert Series**

Town Manager Nuaimi advised the summer concert series costs about \$2,000 per concert, with a total Town subsidy of \$20,000 towards the series.

Council questioned the level of outside funding we would be seeking, and whether or not this would be an opportunity to have an outside promoter bring in talent, charging a nominal fee to attend.

**Ellin Loveless**, Yucca Valley, requested Council consider putting another revenue measure on the ballot to be able to provide services.

**Margo Sturges**, Yucca Valley, spoke in opposition to discontinuing the concerts stating it is important to the community and is tradition.

**Ramon Mendoza**, Yucca Valley, agreed with charging admission for the concerts.

**Sarann Graham**, Yucca Valley, recommended holding off for 30-45 days, and placing something in the newspaper. Perhaps an organization would want to fund and put this on. She also recommended charging vendors and getting more sponsors.

Mayor Abel recommended perhaps cutting the number concerts to save money.

Council Member Rowe noted that she and Council Member Huntington are on the ad-hoc committee with Supervisor Ramos and recommended cutting funding and speaking to him regarding county assistance.

Council Member Lombardo moved and Council Member Rowe seconded to defund the summer music festival. Council agreed.

Mayor Abel suggested if we are unable to secure such funding we could look at other possibilities.

**Cynthia Kraemer**, Yucca Valley, stated due to feared cuts there has been a diverse group of people meeting to try to figure out how to avoid budget cuts this year. There were about 25 citizens coming together for the common good. We want to preserve water quality, support the sewer, and maintain our quality of life. She requested the Council partner with them by putting a sales tax measure on the November 2013 ballot with ½ cent for sewer and ¼ cent for roads for 30 years.

Mayor Abel recessed the meeting at 6:20 p.m. and reconvened at 7:48 p.m.

### **Comprehensive Road Maintenance Financing Strategy**

Town Manager Nuaimi gave a PowerPoint presentation noting that during the strategic planning session the Council said this year the Town should consider a “do no harm” scenario which is \$250,000 general fund dollars dedicated for roads. He added that the consensus was that the sewer project should repair the roads in Phase I if they are getting sales tax funding.

Policy Questions for Council consideration include:

- 1) Should Town Council predicate support for ½ % sales tax measure dedicated to sewer based upon the project making road improvements in Phase I?
- 2) Should we bond against Measure I funds to deliver one-time repairs in Phase 3 and beyond?
- 3) Should the Town commit RDA bonds to fix roads in Phase 1 not impacted by sewer?
- 4) Should town bring forward special tax to provide both sewer and roads dedicated funds in Fall of 2013?
- 5) Should the Town commit general funds in current and future budget cycles with or without an additional revenue measure?

**Sarann Graham**, Yucca Valley, commented regarding the difficult decisions to be made for use of less revenue. She encouraged Council to put a tax initiative on the ballot.

**Margo Sturges**, Yucca Valley, commented regarding the need for more information.

**Jennifer Collins**, Yucca Valley, commented a proposed sales tax initiative that has been brought forward addresses a majority of Measure U opposition. Noting they will work hard for the Town if Council puts an initiative on the November ballot.

Policy No. 1: Council agreed that if the sewer project impacts a Town-maintained road, the sewer project should make the necessary improvements to that road to maintain a slurry or cape seal condition.

Policy No. 2: Measure I bonding, if there is a tax measure dedicated to the roads? Council Member Rowe stated she is inclined to say yes with more information. Mayor Abel stated he is not in favor until there is a sales tax measure.

Policy No. 3: Use of RDA bonds of under \$1,000,000 for roads in Phase 1 not touched at the sewer project. Council Member Rowe stated maybe. Mayor Abel stated it depends on the type of roads. Council Member Huntington questioned the harm if Council does not put in the \$250,000 general fund dollars for the “do no harm” scenario. Town Manager Nuaimi stated he did not think RDA bonds would be available this year but maybe in future years. He questioned if Council would be willing to use RDA bond proceeds if they were needed to fill the gap for a comprehensive solution in future years. Council agreed.

Policy No. 4: Should the Town take the lead in pursuing a dedicated funding solution, and if so should it be done in fall of 2013? Council Member Lombardo stated yes. Council Member Rowe stated maybe but probably not, however, she would support an initiative brought forth from the Community. Mayor Abel advised he would be willing to look at a measure in November if it addressed the Town’s needs as well as assisting the citizens. Council Member Huntington advised he is inclined to support that at this point. Town Manager Nuaimi advised dollars will be included in this year’s budget for election expenses, and recommended encouraging the Move Yucca Forward group to continue their outreach.

Policy No. 5: use of general funds in amount of \$250,000. Council Member Rowe stated yes. Mayor Abel and Council Members Huntington and Lombardo agreed not to place the funds in this year’s budget.

There being no further business, Mayor Abel adjourned the meeting at 8:33 p.m.

**TOWN COUNCIL STAFF REPORT**

**To:** Honorable Mayor & Town Council  
**From:** Jamie Anderson, Town Clerk  
**Date:** March 14, 2013  
**For Council Meeting:** March 19, 2013

**Subject:** Certification of March 5, 2013 Election Results

**Prior Council Review:** None

**Recommendation:** Adopt the Resolution confirming and certifying the March 5, 2013 election results

**Summary:** Following elections, the County Registrar of Voters must certify the votes prior to finalization. Once certification has occurred, local agencies accept the Registrar's actions.

**Order of Procedure:**

- Department Report**
- Request Staff Report
- Request Public Comment
- Council Questions of Staff
- Council Discussion
- Motion/Second
- Discussion on Motion
- Call the Question

**Discussion:** Following local election certification, the County Registrar of Voters forwards the results to local agencies to accept. The Registrar of Voters has 28 days from the date of the election to certify the results and forward the information to the cities. Those official results are attached to this staff report.

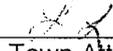
Candidates received the following votes:

**Yucca Valley - Town Council**  
 11/11 100.00%

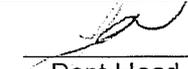
	<b>Vote Count</b>	<b>Percent</b>
<b>ROBERT "BOB" LEONE</b>	<b>1,425</b>	<b>46.55%</b>
MICHAEL HILDEBRAND	621	20.29%
CLAUDE SHORT	98	3.20%
JENNIFER COLLINS	917	29.96%
Total	3,061	100.00%

Reviewed By:

  
 Town Manager

  
 Town Attorney

  
 Mgmt Services

  
 Dept Head

- |                                             |                                           |                                                       |                                         |
|---------------------------------------------|-------------------------------------------|-------------------------------------------------------|-----------------------------------------|
| <input type="checkbox"/> Department Report  | <input type="checkbox"/> Ordinance Action | <input checked="" type="checkbox"/> Resolution Action | <input type="checkbox"/> Public Hearing |
| <input checked="" type="checkbox"/> Consent | <input type="checkbox"/> Minute Action    | <input type="checkbox"/> Receive and File             | <input type="checkbox"/> Study Session  |

**Alternatives:** No alternative action is recommended.

**Fiscal impact:** None

**Attachments:** Resolution  
March 5, 2013 Certified Election Results

RESOLUTION NO. 13-

A RESOLUTION OF THE TOWN COUNCIL OF THE  
TOWN OF YUCCA VALLEY, CALIFORNIA,  
CONFIRMING AND CERTIFYING THE MARCH 5,  
2013 SPECIAL ELECTION RESULTS

WHEREAS, the Town Council has duly consolidated the Town Council elections with the statewide or county elections; and

WHEREAS, the consolidated special election was duly conducted on March 5, 2013, and the County Registrar of Voters has canvassed the results as required by Section 15300 et. seq. of the California Elections Code; and

WHEREAS, the Town Council must now certify the results of the election and canvass as set out herein.

NOW, THEREFORE, BE IT RESOLVED, that the Town Council hereby confirms and certifies as follows:

SECTION 1.

The following person is declared as Town Council Member for the remainder of a term to commence March 19, 2013:

Robert "Bob" Leone

SECTION 2.

A statement of the results of the election is attached as Exhibit "A", and the results as set out herein are hereby certified.

APPROVED AND ADOPTED this 19<sup>th</sup> day of March, 2013.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
TOWN CLERK



County of San Bernardino  
Community Services Group  
**Elections Office of the  
Registrar of Voters**

777 East Rialto Avenue  
San Bernardino, CA 92415  
Phone (909) 387-8300  
Fax (909) 387-2022  
www.sbcountyelections.com

Michael J. Scarpello  
Registrar of Voters

March 14, 2013

Jamie Anderson  
Town of Yucca Valley  
57090 Twentynine Palms Highway  
Yucca Valley, CA 92284

Re: March 5, 2013 Special Municipal Election

Dear Jamie:

As required by California Elections Code §10260 et seq, election results have been certified and are being forwarded to you as the Election Official for the Town of Yucca Valley.

Enclosed you will find the Statement of Certification along with the Certified Election Results consisting of:

- The Statement of Vote that lists election results by precinct
- The Summary Report of the election results

If you have any questions, please contact our office at (909) 387-8300.

Sincerely,

Michael J. Scarpello  
Registrar of Voters



County of San Bernardino  
 Community Services Group  
**Elections Office of the  
 Registrar of Voters**

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Michael J. Scarpello  
 Registrar of Voters

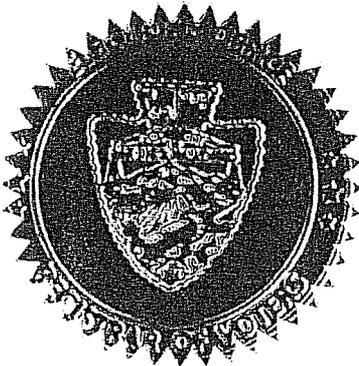
**STATEMENT OF CERTIFICATION OF ELECTION RESULTS  
 MARCH 5, 2013 SPECIAL MUNICIPAL ELECTION  
 TOWN OF YUCCA VALLEY**

STATE OF CALIFORNIA )  
 )  
 ) SS,  
 COUNTY OF SAN BERNARDINO )

I, Michael J. Scarpello, San Bernardino County Registrar of Voters, do hereby certify that pursuant to the provisions of the California Elections Code §10262, I did canvass the returns of the votes cast in the Special Municipal Election, held March 5, 2013, in San Bernardino County and that the *Certified Election Results*, to which this Statement of Certification is attached, shows the total number of votes cast in San Bernardino County and that the totals as shown are full, true and correct for each elective office and/or measure.

Witness my hand and official seal this 8th day of March 2013.

Michael J. Scarpello  
 Registrar of Voters



SAN BERNARDINO COUNTY Statement of Vote  
SPECIAL MUNICIPAL ELECTION

March 5, 2013

100004		YUCCA VALLEY - TOWN COUNCIL												
	Registration	Ballots Cast	Turnout (%)		ROBERT "BOB" LEONE	MICHAEL HILDEBRAND	CLAUDE SHORT	JENNIFER COLLINS						
YUV0265 265	839	0	0.00		0	0	0	0						
YUV0265 - Vote by Mail	839	318	37.90		156	57	11	92						
YUV0266 266	1171	0	0.00		0	0	0	0						
YUV0266 - Vote by Mail	1171	313	26.73		156	61	8	83						
YUV0267 267	17	0	0.00		0	0	0	0						
YUV0267 - Vote by Mail	17	7	41.18		7	0	0	0						
YUV0268 268	1033	0	0.00		0	0	0	0						
YUV0268 - Vote by Mail	1033	355	34.37		164	68	6	113						
YUV0269 269	0	0	0.00		0	0	0	0						
YUV0269 - Vote by Mail	0	0	0.00		0	0	0	0						
YUV0270 270	51	0	0.00		0	0	0	0						
YUV0270 - Vote by Mail	51	17	33.33		11	2	0	4						
YUV0271 271	1556	0	0.00		0	0	0	0						
YUV0271 - Vote by Mail	1556	506	32.52		285	84	16	115						
YUV0272 272	1350	0	0.00		0	0	0	0						
YUV0272 - Vote by Mail	1350	338	25.04		157	67	19	91						
YUV0273 273	42	0	0.00		0	0	0	0						
YUV0273 - Vote by Mail	42	14	33.33		1	4	0	7						
YUV0274 274	1910	0	0.00		0	0	0	0						
YUV0274 - Vote by Mail	1910	694	36.34		276	163	18	235						
YUV0275 275	1755	0	0.00		0	0	0	0						
YUV0275 - Vote by Mail	1755	529	30.14		212	115	20	177						
Precincl Totals	9724	0	0.00		0	0	0	0						
Vote by Mail Totals	9724	3091	31.79		1425	621	98	917						
Grand Totals	9724	3091	31.79		1425	621	98	917						
CALIFORNIA	9724	3091	31.79		1425	621	98	917						
San Bernardino County	9724	3091	31.79		1425	621	98	917						
State Bd of Equal 4	9724	3091	31.79		1425	621	98	917						
Congressional District 8	9724	3091	31.79		1425	621	98	917						
Senatorial District 16	9724	3091	31.79		1425	621	98	917						
Assembly District 42	9724	3091	31.79		1425	621	98	917						
Supervisory District 3	9724	3091	31.79		1425	621	98	917						
Town of Yucca Valley	9724	3091	31.79		1425	621	98	917						

**TOWN COUNCIL STAFF REPORT**

**To:** Honorable Mayor & Town Council  
**From:** Richard Boswell, Chief of Police/Sheriff's Captain  
**Date:** March 15, 2013  
**For Council Meeting:** March 19, 2013

**Subject:** FY 2012/2013 OHV Grant, Resolution

**Prior Council Review:** None

**Recommendation:** Approve a governing body resolution for the FY 2012/2013 OHV grant application.

**Order of Procedure:**

- Department Report**
- Request Staff Report
- Request Public Comment
- Council Questions of Staff
- Council Discussion
- Motion/Second
- Discussion on Motion
- Call the Question (Consent Agenda Item)

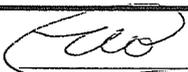
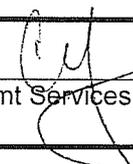
**Discussion:** The Town Police Department has for several years received an OHV enforcement grant from the California State Parks OHMVR Division that funds OHV enforcement officers for the Town of Yucca Valley and surrounding areas. The Town Police Department is again requesting grant funding to continue with OHV enforcement and education efforts. Yucca Valley Police Department will continue to serve as the lead agency under this grant. In order to apply for the grant, the local legislative body must adopt a resolution authorizing the filing of the grant application.

**Alternatives:** Not approve the grant request. OHV funding from The FY 2011/2012 grant will run out on June 30, 2013.

**Fiscal impact:** The anticipated request will be for \$50,000. Based on historical funding levels provided through this grant, it is likely that the award will be in the \$10,000 - \$15,000 level. The Town's funding requirement will be provided through in-kind (man hour) contributions.

**Attachments:** Resolution

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Reviewed By:	 Town Manager	 Town Attorney	 Mgmt Services	RB Dept Head
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<input checked="" type="checkbox"/> Department Report	<input type="checkbox"/> Ordinance Action	<input checked="" type="checkbox"/> Resolution Action	<input type="checkbox"/> Public Hearing
<input checked="" type="checkbox"/> Consent	<input type="checkbox"/> Minute Action	<input type="checkbox"/> Receive and File	<input type="checkbox"/> Study Session

RESOLUTION NO. 13-

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF  
YUCCA VALLEY, CALIFORNIA, APPROVING THE APPLICANT  
TO APPLY FOR GRANT FUNDS FOR THE STATE OF  
CALIFORNIA, DEPARTMENT OF PARKS AND RECREATION, OFF-  
HIGHWAY VEHICLE GRANT FUNDS

WHEREAS, the People of the State of California have enacted the Off-Highway Motor Vehicle Recreation Act of 2003, which provides funds to the State of California and its political subdivisions for Operation and Maintenance, Restoration, Law Enforcement, and Education and Safety for off highway vehicle recreation; and

WHEREAS, the Off-Highway Motor Vehicle Recreation Division with the California Department of Parks and Recreation has been delegated the responsibility to administer the program; and

WHEREAS, procedures established by the California Department of Parks and Recreation require the Applicant's Governing Body to certify by resolution the approval of the Application to apply for Off-Highway Motor Vehicle Grant funds; and

WHEREAS, this Project appears on, or is in conformance with this jurisdiction's adopted general or master plan and is compatible with the land use plans of those jurisdictions immediately surrounding the project.

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Yucca Valley hereby:

1. Approves the filing of an Application for an Off-Highway Vehicle Grant or Cooperative Agreement; and
2. Certifies that this agency understands its legal obligations to the State upon approval of the Grant; and
3. Certifies that this agency understands the California Public Resources Code requirement that Acquisition and Development Projects be maintained to specific conservation standards; and
4. Certifies that the Project will be well-maintained during its useful life; and
5. Certifies that this agency will implement the Project with diligence once funds are available and the Applicant has reviewed, understands, and agrees with the Project Agreement; and
6. Certifies that this agency will provide the required matching funds; and
7. Certifies that the public and adjacent property owners have been notified of this Project (as applicable); and
8. Appoints the Project Director as agent to conduct all negotiations, execute and submit all documents including, but not limited to applications, agreements, amendments, payment requests and so on, which may be necessary for completion of the project.

APPROVED AND ADOPTED this 19<sup>th</sup> day of March, 2013.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
TOWN CLERK

**TOWN COUNCIL STAFF REPORT**

**To:** Honorable Mayor & Town Council  
**From:** Shane R. Stueckle, Deputy Town Manager  
Alex Qishta, Project Engineer  
**Date:** March 11, 2013  
**For Council Meeting:** March 19, 2013

**Subject:** Cost-Distribution Agreement between Caltrans and the Town of Yucca Valley  
Traffic Signal and Lighting Permit No. 08-11-6-SN-0078  
SR 62 at Inca Trail

**Prior Council Review:** There has been no prior review of this item.

**Recommendation:** That the Town Council approves the Cost Distribution Agreement for traffic signals and safety lighting, Permit No 08-11-6-SN-0078, between the Town of Yucca Valley and Caltrans for the SR 62 at Inca Trail traffic signal, and authorizes the Town Manager to sign the Agreement.

**Executive Summary:** The Town of Yucca Valley entered into an agreement with Caltrans in 1993 for sharing costs of maintenance and electrical charges for traffic signals on SR 62. As signals are constructed within Caltrans rights of way, additional agreements are necessary for each individual signal. Under all traffic signal agreements between the Town and Caltrans, the Town is responsible for utility charges, and Caltrans is responsible for the ongoing operation, maintenance and repair needs and requirements.

**Order of Procedure:**

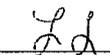
- Request Staff Report
- Request Public Comment
- Council Discussion/Questions of Staff
- Motion/Second
- Discussion on Motion
- Call the Question (Roll Call Vote, Consent Agenda)

**Discussion:** With construction of the traffic signal at SR 62 and Inca Trail, Caltrans has requested that the Town approve the Cost Distribution Agreement for Traffic Signals and Lighting.

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Reviewed By:

  
Town Manager

  
Town Attorney

  
Mgmt Services

SRS  
Dept Head

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Department Report  
 Consent

Ordinance Action  
 Minute Action

Resolution Action  
 Receive and File

Public Hearing  
 Study Session

Under all traffic signal agreements between the Town and Caltrans, the Town is responsible for utility charges, and Caltrans is responsible for the ongoing operation, maintenance and repair needs and requirements, with two exceptions.

Maintenance and repair supplies for internally illuminated street name signs and all maintenance, repair and replacement of emergency vehicle preemption equipment are the responsibility of the Town. Internally illuminated street name signs are not being used in this project. Emergency vehicle preemption equipment will be installed on this signal and will be an ongoing maintenance obligation of the Town.

**Alternatives:** Staff recommends no alternative action. This is a standard agreement and procedure implemented by Caltrans for the installation of new traffic signals within Caltrans rights of way.

**Fiscal impact:** There are no General Fund impacts created by the recommended action. Electrical charges are estimated at approximately \$600 annually. These operating costs are paid through revenues generated by Community Facilities District No.11-1, Annexation Area Number 2, Improvement Area Number 3.

**Attachments:** Caltrans Cost Distributing Agreement for Traffic Signals and Lighting for SR 62 and Inca Trail Signal Light

**Cost Distribution Agreement for Traffic Signals and Lighting**  
**Permit No 08-11-6-SN-0078**

**Project Location: Route 62 at Inca Trail, Town of Yucca Valley**

Traffic signals and safety lighting will be installed on Route 62 at Inca Trail. Town and State agree to cost distribution stated below.

Maintenance and Electrical Energy Costs

Commencing upon construction and continuing until determined otherwise by mutual agreement, Town of Yucca Valley agrees to pay for 100% of the ongoing electrical energy costs for the traffic signals and safety lighting at the intersection.

Caltrans will own, maintain and operate the traffic signal and lighting systems and pay 100% of the maintenance and operating costs.

Maintenance, Repair and Replacement of Emergency Vehicle Preemption System

If installed, all costs for the maintenance, repair and replacement of Emergency Vehicle Preemption Systems are the responsibility of Town of Yucca Valley.

When necessary for repair or replacement, Caltrans will test, remove and reinstall Preemption Systems upon notification by Town.

Maintenance and Materials for Internally Illuminated Street Name Signs

If installed, Town of Yucca Valley agrees to purchase all materials for installation and ongoing maintenance of the internally illuminated street name signs, including signs, sign panels and all hardware.

Caltrans agrees to maintain the internally illuminated street name signs. Caltrans will notify Town of Yucca Valley when materials are required for repair and maintenance of the signs.

At any time Town of Yucca Valley wishes to terminate this agreement, the signs will be replaced with signs of reflective sheeting.

Cost Distribution Agreement  
Route 62 at Church Street  
Page 2

Approved by:

Town of Yucca Valley  
Agency

Caltrans  
Agency

\_\_\_\_\_  
Signature                      Date

\_\_\_\_\_  
Signature                      Date

\_\_\_\_\_  
Title

\_\_\_\_\_  
Maintenance Manager

**Return one signed copy to:**

**Caltrans Electrical Maintenance Office  
Attention: Cynthia Ellick  
175 W. Cluster Street  
San Bernardino, CA 92408**



## TOWN COUNCIL STAFF REPORT

**To:** Honorable Mayor & Town Council  
**From:** Curtis Yakimow, Director of Administrative Services  
**Date:** March 12, 2013  
**For** **Council** March 19, 2013  
**Meeting:**

**Subject:** Special Revenue Funds Budget Amendment

**Prior Council Review:** November 1, 2011 authorization of an agreement with San Bernardino County Flood Control District for implementing the Long Canyon Feasibility Study.

**Recommendation:** That the Town Council amend the FY 2012-13 Adopted Budget, and adopt the resolution transferring \$205,000 from Fund 531 – Flood Control to Fund 350 – Development Impact Fees to reflect current project status and meet required timing considerations associated with the collection of exactions.

**Order of Procedure:**

- Request Staff Report
- Request Public Comment
- Council Discussion/Questions of Staff
- Motion/Second
- Discussion on Motion
- Call the Question (Roll Call Vote, Consent Agenda)

**Discussion:** In November 2011, the Town Council authorized an agreement with San Bernardino County Flood Control District to complete the Long Canyon Feasibility Study. This study was necessary to identify if selected project would meet the Cost Benefit Ratio requirement necessary to be eligible for federal construction funding. Through the cooperation of the Army Corps and District, the feasibility study is evaluating the Long Canyon Channel and Basin study area with the objective of identifying the cost-benefit analysis associated with a potential expansion of the basin located on the south side of Joshua Drive, east of Sage. The study is anticipated to be completed and released sometime later this calendar year.

Study Funding

The study was funded with resources in the Town's Flood Control special revenue fund, and consisted of Incorporation Debt Settlement payment, FEMA flood control funds and

Reviewed By:

  
 \_\_\_\_\_  
 Town Manager

  
 \_\_\_\_\_  
 Town Attorney

  
 \_\_\_\_\_  
 Mgmt Services

  
 \_\_\_\_\_  
 Dept Head

Department Report    
  Ordinance Action    
  Resolution Action    
  Public Hearing  
 Consent    
  Minute Action    
  Receive and File    
  Study Session

storm drain related development impact fees. The final required contribution from the Town to the study was \$104,750 in October of 2012. Accordingly, all of the identified funding was not needed for this study, leaving a balance of \$274,000 in the fund. Of this amount, \$205,000 represents unspent storm drain development impact fees.

### Timing Considerations

Since 2005, the Town has implemented some form of a Development Impact Fee program to mitigate the impact of new development within the Town of Yucca Valley. These fees are collected and applied to the various categories defined in the Town's adopted Development Impact Fee study. Part of the requirement of a defensible fee program is to expend the funds in a timely manner in accordance with the authorizing ordinance. Unless certain findings are made, fees collected are to be expended in a five-year timeframe. Given the projected timeline of any future extension of this project, it is unlikely that the Town will be in a position to move forward with this project in the foreseeable future. Accordingly, the Town will not expend the development impact fee portion of the identified funding structure in a reasonable timeframe, and these funds should be returned to the Town's Development Impact Fee special revenue fund for proper accounting and expenditure.

**Alternatives:** Staff recommends no alternative action.

**Fiscal impact:** The recommended action will transfer \$205,000 from Fund 531 – Flood Control to Fund 350 – Development Impact Fees.

**Attachments:** Budget Resolution

**RESOLUTION NO. 13-**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF YUCCA VALLEY, CALIFORNIA, AMENDING THE FISCAL YEAR 2012-13 ADOPTED BUDGET.**

**WHEREAS**, the Town of Yucca Valley adopts an annual operating and special revenue budget; and

**WHEREAS**, from time to time it is necessary to amend the budget based upon changing circumstances which materially affect the projected revenues, expenditures or transfers of the Town; and

**WHEREAS**, programs and projects are expanded or contracted as funding become available or as the needs of such programs or projects differ materially from that originally encompassed by the adopted budget plan.

**NOW THEREFORE THE TOWN COUNCIL OF THE TOWN OF YUCCA VALLEY RESOLVES AS FOLLOWS.**

**Section 1.** Amend the Fiscal Year 2012-13 Special Revenue Fund budgets as identified in Exhibit A.

APPROVED AND ADOPTED THIS 19<sup>th</sup> day of March 2013.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
TOWN CLERK

**Town of Yucca Valley**  
**FY 2012-13 Adopted Budget**  
**Special Revenue Funds**

**EXHIBIT A**

**350 - Development Impact Fees**

	Actual 2010-2011	Adopted 2011-12	Actual 2011-12	Amended 2012-13
<b>RECEIPTS</b>				
	<b>10SFR</b>	<b>10SFR</b>		<b>51F/8 SD/TM</b>
Single Family Residential	\$ 36,400	\$ 30,600	\$ 41,600	\$ 85,640
Multi-Family Residential	-	-	-	-
Commercial	7,340	-	-	886,000
Office	-	-	-	-
Interest	2,355	-	2,001	-
<b>TOTAL RECEIPTS</b>	<b>46,095</b>	<b>30,600</b>	<b>43,601</b>	<b>971,640</b>
<b>EXPENDITURES</b>				
Operating Supplies				
Indirect Cost	875	-	872	1,000
<b>TOTAL EXPENDITURES</b>	<b>875</b>	<b>0</b>	<b>872</b>	<b>1,000</b>
<b>CAPITAL OUTLAY</b>				
Work in Progress	-	-	-	300,000
<b>TOTAL CAPITAL OUTLAY</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>
<b>OPERATING TRANSFERS IN (OUT)</b>				
Transfer IN - Fund 531	-	-	-	205,000
Transfer OUT - Fund 551	-	-	(399,000)	-
Transfer OUT - Fund 531	-	-	-	-
<b>TOTAL OPERATING TRANSFERS IN(OUT)</b>	<b>0</b>	<b>0</b>	<b>(399,000)</b>	<b>205,000</b>
<b>INCREASE (DECREASE) IN FUND BALANCE</b>	<b>45,220</b>	<b>30,600</b>	<b>(356,271)</b>	<b>875,640</b>
<b>BEGINNING FUND BALANCE</b>	<b>\$ 477,127</b>	<b>\$ 522,347</b>	<b>\$ 522,347</b>	<b>\$ 166,076</b>
<b>ENDING FUND BALANCE</b>	<b>\$ 522,347</b>	<b>\$ 552,947</b>	<b>\$ 166,076</b>	<b>\$ 1,041,716</b>

**Work in Progress Detail**

Project	Account	Actual 2010-2011	Adopted 2011-12	Actual 2011-12	Adopted 2012-13
Sr. Housing Project		-	-	-	300,000
		<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>

**Town of Yucca Valley**  
**FY 2012-13 Adopted Budget**  
**Special Revenue Funds**

	Actual 2010-2011	Adopted 2011-12	Actual 2011-12	Amended 2012-13
<b>531 - Flood Control</b>				
<b>RECEIPTS</b>				
Interest	\$ 1,805	\$ -	\$ 1,042	\$ 600
<b>TOTAL RECEIPTS</b>	<b>1,805</b>	<b>-</b>	<b>1,042</b>	<b>600</b>
<b>EXPENDITURES</b>				
	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>CAPITAL OUTLAY</b>				
Work in Progress	23	375,097	-	104,750
<b>TOTAL CAPITAL OUTLAY</b>	<b>23</b>	<b>375,097</b>	<b>-</b>	<b>104,750</b>
<b>OPERATING TRANSFERS IN (OUT)</b>				
Transfer OUT - Fund 350	-	-	-	(205,000)
Transfer IN - Fund 545	-	-	-	-
<b>TOTAL OPERATING TRANSFERS IN (OUT)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(205,000)</b>
<b>INCREASE (DECREASE) IN FUND BALANCE</b>				
	1,782	(375,097)	1,042	(309,150)
<b>BEGINNING FUND BALANCE</b>				
	376,490	378,272	378,272	379,314
<b>ENDING FUND BALANCE</b>				
	\$ 378,272	\$ 3,175	\$ 379,314	\$ 70,164

**Work in Progress Detail**

Project	Account	Actual 2010-2011	Adopted 2011-12	Actual 2011-12	Adopted 2012-13
Army Corp Prj Study Match	531 00-00 8310 8355	23	375,097	-	104,750
		23	375,097	-	104,750

**TOWN COUNCIL STAFF REPORT**

**To:** Honorable Mayor and Town Council  
**From:** Shane R. Stueckle, Deputy Town Manager  
Alex Qishta, Project Engineer  
**Date:** March 11, 2013  
**For Council Meeting:** March 19, 2013

**Subject:** Cooperative Agreement No. 08-1560  
Caltrans and the Town of Yucca  
PLHD, Public Lands Highway Discretionary Fund (PLHD)  
SR-62, Apache Trail to Palm Avenue Project

**Prior Council Review:** There has been no prior Town Council review of this Cooperative Agreement. On March 5, 2013, the Town entered into a project funding agreement with San Bernardino County Transportation Authority for the construction of the SR-62, Apache Trail to Palm Avenue Project, which identified the necessity for the Town to coordinate with Caltrans for obtaining the SLPP funds.

**Recommendation:** That the Town Council approves the Cooperative Agreement, No. 08-1560, and authorizes the Town Manager to sign and execute the Cooperative Agreement.

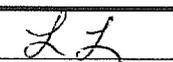
**Executive Summary:** Caltrans Local Assistance administers the allocation and expenditure of federal and state transportation funds. Cooperative agreements between Caltrans and the participating entity are the standard agreements used for agencies to access federal and state transportation funds. Town Council action is required to approve the Agreement.

On March 5, 2013, the California Transportation Commission approved the State Local Partnership Program (SLPP) Funds for the construction of this Project. The Plans and Specifications are 100% complete and Caltrans have approved the plans.

**Order of Procedure:**

- Request Staff Report
- Request Public Comment
- Council Discussion/Questions of Staff
- Motion/Second
- Discussion on Motion
- Call the Question (Roll Call Vote, Consent Agenda)

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Reviewed By:	 Town Manager	 Town Attorney	 Mgmt Services	SRS Dept Head
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<input checked="" type="checkbox"/> Department Report	<input type="checkbox"/> Ordinance Action	<input type="checkbox"/> Resolution Action	<input type="checkbox"/> Public Hearing
<input checked="" type="checkbox"/> Consent	<input checked="" type="checkbox"/> Minute Action	<input type="checkbox"/> Policy Direction	<input type="checkbox"/> Study Session

**Discussion:** The PLHD project will deliver the construction of curb, gutter, sidewalks, street lights and raised median islands on SR 62, between Apache and Palm Avenue. The project also includes the construction of a traffic signal at SR 62 and Church Street as well as traffic signal modifications at SR 62 and Acoma/Mohawk Trail.

On September 5, 2012, SANBAG Board of Directors approved the allocation of \$135,000 in Major Local Highways Program (MLHP) funds and \$723,120 in Proposition 1B SLPP funds to the PLHD project. While SANBAG disperses the MLHP funds, Caltrans disperses the SLPP funds. These funds are available on a reimbursement basis only.

The Agreement defines the authority and requirements for the Town to receive reimbursement of SLPP funds for the construction of the project.

**Alternatives:** No alternative actions are recommended.

**Fiscal impact:** There are no General Fund fiscal impacts caused by the recommended action. As identified with adoption of the amended 2012/2013 fiscal year budget, the Town is seeking financial participation from the San Bernardino Associated Governments, including MLHP and SLPP funds, to complete the funding structure for this project.

**Attachment:** Agreement No.08-1560

08- SBd-62-10.76/11.38  
EA: 0L690  
Project Number: 080000429  
District Agreement No. 08-1560

**COOPERATIVE AGREEMENT**  
**(Authority to Reimburse)**

This Agreement, effective on \_\_\_\_\_, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

TOWN OF YUCCA VALLEY, a body politic and municipal corporation of the State of California, referred to as "TOWN."

For the purpose of this Agreement, the term PARTNERS collectively refers to CALTRANS and TOWN (all signatory parties to this Agreement). The term PARTNER refers to any one of those signatory parties individually.

**RECITALS**

1. CALTRANS and TOWN, collectively referred to as PARTNERS, are authorized to enter into a cooperative agreement for improvements to the State Highway System (SHS) per Streets and Highways Code sections 114 and 130.
2. This Agreement shall have no force or effect unless and until TOWN has obtained an Encroachment Permit from STATE to install three segments of raised landscape medians, street lighting where gaps exist, sidewalks, curb and gutter, Americans with Disabilities Act compliant ramps, traffic signal at Church Street and traffic signal modifications at Acoma/Mohawk Trail, on State Route 62, in the Town of Yucca Valley between Apache Trail and Palm Avenue, referred to as PROJECT, and follows the standard CALTRANS encroachment permit process in order to complete the PROJECT.
3. CALTRANS will reimburse TOWN \$723,120 from State Local Partnership Program (SLPP) funds required for PROJECT.
4. PARTNERS now define in this Agreement the terms and conditions for reimbursement.

## DEFINITIONS

**PARTNERS** – The term that collectively references all of the signatory agencies to this Agreement. This term only describes the relationship between these agencies to work together to achieve a mutually beneficial goal. It is not used in the traditional legal sense in which one partner's individual actions legally bind the other partners.

## SCOPE

5. TOWN is responsible to complete all work for PROJECT.
6. All work within State Right of Way will occur through the standard CALTRANS encroachment permit process.
7. PARTNERS agree that CALTRANS will administer all state and federal subvention funds for PROJECT.

## COST

8. TOWN will invoice CALTRANS for an initial deposit of \$100,000 after execution of this agreement and 30 working days prior to the commencement of PROJECT expenditures.
9. Thereafter, TOWN will submit to CALTRANS monthly invoices for the prior month's actual expenditures.
10. After PARTNERS agree that all work for PROJECT is complete, TOWN will submit a final accounting for all costs. Based on the final accounting, TOWN will refund or invoice as necessary in order to satisfy the financial commitment of this Agreement.
11. PARTNERS agree that the total amount of funds paid out to TOWN will not exceed \$723,120.
12. CALTRANS will pay TOWN within 30 calendar days of receipt of invoices.

## GENERAL CONDITIONS

13. All obligations of CALTRANS under the terms of this agreement are subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.
14. Neither TOWN nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS or under this Agreement. It is understood and

agreed that, CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless TOWN and all of its officers and employees from all claims, suits, or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under this Agreement.

15. Neither CALTRANS nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by TOWN and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon TOWN or under this Agreement. It is understood and agreed that, TOWN, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of its officers and employees from all claims, suits, or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by TOWN and/or its agents under this Agreement.
16. If CALTRANS pays TOWN for any costs later determined to be unallowable, TOWN will reimburse those funds to CALTRANS.
17. If work is done under contract (not completed by a TOWN's own employees) and is governed by the California Labor Code's definitions of a "public work" (section 1720(a)(a)), TOWN will conform to sections 1720-1815 of the California Labor Code and all applicable regulations and coverage determinations issued by the Director of Industrial Relations.
18. This Agreement is intended to be PARTNERS' final expression and supersedes all prior oral understanding pertaining to PROJECT.
19. Unless otherwise documented in a maintenance agreement, TOWN will maintain all the improvements.
20. This Agreement will terminate upon PROJECT completion by the TOWN. However, all indemnification, audit and maintenance articles will remain in effect until terminated or modified in writing by mutual agreement.

**SIGNATURES**

PARTNERS declare that:

1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into this agreement.
3. The people signing this agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

TOWN OF YUCCA VALLEY

By: \_\_\_\_\_  
Basem E. Muallem, P.E.  
District Director

By: \_\_\_\_\_  
Mark Nuaimi  
Town Manager

By: \_\_\_\_\_  
Lisa Pacheco  
District Budget Manager



**TOWN COUNCIL STAFF REPORT**

**To:** Honorable Mayor & Town Council  
**From:** Curtis Yakimow, Administrative Services Director  
**Date:** March 12, 2013  
**For Council Meeting:** March 19, 2013  
**Subject:** Warrant Register: March 19, 2013

**Recommendation:**

Ratify the Warrant Register total of \$ 405,769.45 for checks dated March 7, 2013. Ratify the Payroll Register total of \$ 148,713.45 for checks dated March 1, 2013.

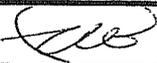
**Order of Procedure:**

- Department Report
- Request Staff Report
- Request Public Comment
- Council Discussion
- Motion/Second
- Discussion on Motion
- Call the Question (Roll Call)

**Attachments:**

Payroll Register No. 36 dated March 1, 2013 total of \$ 148,713.45  
Warrant Register No. 41 dated March 7, 2013 total of \$ 405,769.45

Reviewed By:

  
Town Manager

  
Admin. Services

  
Town Attorney

  
Finance

Department Report  
 Consent

Ordinance Action  
 Minute Action

Resolution Action  
 Receive and File

Public Hearing  
 Study Session

**TOWN OF YUCCA VALLEY**  
**PAYROLL REGISTER # 36**  
**CHECK DATE - March 01, 2013**

Fund Distribution Breakdown

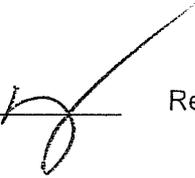
**Fund Distribution**

General Fund	\$131,513.85
Gas Tax Fund	10,644.14
Successor Agency	6,555.46 **
	<hr/>

<b>Grand Total Payroll</b>	<b>\$148,713.45</b>
	<hr/> <hr/>

**\*\*This is not an obligation of the Town of Yucca Valley.**

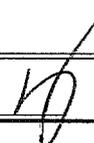
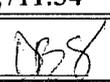
Prepared by P/R & Financial Specialist:



Reviewed by H/R & Risk Mgr.:



**Town of Yucca Valley**  
**Payroll Net Pay & Net Liability Breakdown**  
Pay Period 36 - Paid 03/01/2013  
(February 09, 2013 - February 22, 2013)  
Checks: 4619 - 4628

	Employee	Employer	Total
<b><u>Net Employee Pay</u></b>			
Payroll Checks	\$3,889.62		\$3,889.62
Direct Deposit	73,608.69	-	73,608.69
Sub-total	77,498.31		77,498.31
<b><u>Employee Tax Withholding</u></b>			
Federal	13,070.86		13,070.86
Medicare	1,455.22	1,455.24	2,910.46
SDI - EE	-	-	-
State	4,126.95		4,126.95
Sub-total	18,653.03	1,455.24	20,108.27
<b><u>Employee Benefit &amp; Other Withholding</u></b>			
Health Benefit Account Credit	-	-	-
Deferred Compensation	2,480.62	1,175.51	3,656.13
PERS Survivor Benefit	43.00		43.00
Health Café Plan	2,177.70	13,373.93	15,551.63
American Fidelity Pre-Tax	148.86		148.86
American Fidelity After-Tax	97.40		97.40
American Fidelity-FSA	686.20		686.20
PERS EE - Contribution 7%	1,039.49		1,039.49
PERS EE - Contribution 8%	6,397.94		6,397.94
PERS Retirement - Employer	-	1,165.14	1,165.14
PERS Retirement - Employer	-	14,863.90	14,863.90
Wage Garnishment - Employee	488.79		488.79
Life & Disability Insurance		1,082.21	1,082.21
Unemployment Insurance		1,791.45	1,791.45
Workers' Compensation		4,094.73	4,094.73
Sub-total	13,560.00	37,546.87	51,106.87
<b>Gross Payroll</b>	<b>\$109,711.34</b>	<b>\$39,002.11</b>	<b>148,713.45</b>
Prepared by P/R & Financial Specialist: 	Reviewed by H/R & Risk Mgr.: 		

**WARRANT REGISTER # 41  
CHECK DATE - MARCH 7, 2013**

**FUND DISTRIBUTION BREAKDOWN**

Checks # 42253 to # 42346 are valid

GENERAL FUND # 001	\$386,726.13
CENTRAL SUPPLIES FUND # 100	\$3,450.78
CUP DEPOSITS FUND # 200	\$3,166.56
COPS-SLESF FUND # 509	\$202.81
AB2928-TCRP FUND # 513	\$3,290.10
GAS TAX FUND # 515	\$5,160.51
MEASURE I 2010-2040 FUND # 524	\$104.26
PUBLIC LANDS FEDERAL GRANT FUND # 527	\$184.90
CMAQ FUND # 542	\$2,000.00
TOWN HOUSING FUND # 632	\$1,250.00
CAPITAL PROJECTS RESERVE FUND # 800	\$233.40
<b>GRAND TOTAL</b>	<b><u><u>\$405,769.45</u></u></b>

Prepared by Shirlene Doten, Accounting Technician II  Reviewed by Sharon Cisneros, Senior Accountant   
Approved by Curtis Yakimow, Administrative Services Director 

**Town of Yucca Valley**  
**Warrant Registration**  
**March 7, 2013**

<b>Fund</b>	<b>Check #</b>	<b>Vendor</b>	<b>Description</b>	<b>Amount</b>
001	GENERAL FUND			
	42253	Ace Alternators	Animal Control Vehicle	\$274.75
	42254	Action Pumping, Inc.	Septic Line Pumping & Svs.	305.00
	42257	Aleshire & Wynder, LLC	January 2013 Professional Svs.	12,636.20
	42258	Ruth Alkire	Contract Instructor	51.80
	42259	Alsco/American Linen, Inc.	Facilities Supplies & Uniforms	167.62
	42260	Arrowhead Mountain Water	Office Supplies	105.53
	42261	AT & T Mobility	Cell Phone Service	300.83
	42262	Ayers Distributing Co.	Recreation Event Expense	544.00
	42263	Boys & Girls Club	Community Contract 04-06/13	10,750.00
	42264	Becarbcomliant	Vehicle Maintenance	450.00
	42265	Cheyenne Bonnell	Contract Instructor	118.80
	42266	Carol Boyer	Contract Instructor	61.60
	42267	Jeff Brady	Sports Referee	30.00
	42268	Debra Breidenbach-Sterling	Seminar Travel Expense	68.93
	42269	Builders Supply-Yucca Valley	Parks Maintenance Supplies	15.07
	42270	Beverly Burkitt	Contract Instructor	12.60
	42271	C & S Electric	Facilities Maintenance	76.01
	42272	C & S Electric	Facilities Maintenance	92.00
	42273	Dennis Cavins	Sports Referee	147.00
	42274	Charles Abbott & Assoc, Inc.	Plan Check Services	12,064.73
	42275	Chevron & Texaco Card Services	Vehicle Fuel	115.50
	42276	City of Twentynine Palms	All Star Tournament Entry Fees	1,400.00
	42277	Community Action Partnership	Building Permit Refund	60.80
	42278	Companion Animal Clinic	Veterinary Services	397.45
	42280	Americo Demeo	Sports Referee	66.00
	42281	Desert Pacific Exterminators	Exterminator Services	251.00
	42283	Desert Hot Springs Animal Clinic	Veterinary Professional Svs.	584.82
	42284	Ed Escalante	Sports Referee	45.00
	42285	Farmer Bros. Co.	Office Supplies	210.13
	42287	Catherine Fletcher	Contract Instructor	33.60
	42288	Brad Foxworthy	Contract Instructor	36.40
	42289	Fred's Tires	Fleet Tire Services	227.19
	42290	G & K Propane	Shelter Propane	488.02
	42293	Geo Central	Museum Shop Merchandise	295.75
	42294	Graphic Penguin	Web Site Maintenance	460.00
	42295	Joy Groves	Contract Instructor	607.60
	42296	Hajoca Corporation	Plumbing Supplies	327.00
	42297	HdL Hinderliter, DeLlamas & Assoc.	Audit Services-Sales Tax	1,158.92
	42298	Hi-Desert Water	Water Service	1,635.46
	42299	Hi-Desert Publishing	Public Hearing Notice Ad	50.00
	42300	JLT Transportation	Parks Washed Plaster Sand	550.00
	42301	Susan Jordan	Contract Instructor	448.00
	42303	Knorr Systems, Inc.	YVHS Pool Maintenance	738.34
	42304	Dave Luse	Contract Instructor	30.80
	42305	Magic T-Shirts	Museum Shop Merchandise	161.08
	42306	Deborah S. Mallants	Temporary Employment Svs.	1,591.34
	42307	Justin Mc Gowen	Sports Referee	75.00
	42309	MSA	Membership Renewal	60.00

**Town of Yucca Valley**  
**Warrant Registration**  
**March 7, 2013**

<b>Fund</b>	<b>Check #</b>	<b>Vendor</b>	<b>Description</b>	<b>Amount</b>
	42310	Morongo Unified School District	YVHS Pool Utilities	906.11
	42311	Michael Myers	Sports Referee	30.00
	42312	Sierra Oakes	Contract Instructor	35.00
	42313	Oasis Office Supply	Office Supplies	371.04
	42314	Ole's Alignment & Brake	Vehicle Maintenance	65.00
	42316	Public Agency Retirement Services	12/12 Trust Administrator Svs.	300.00
	42317	Petty Cash-Linda Wright	Animal Shelter Misc Supplies	73.81
	42318	Premier Pet Products, LLC	Adopted Animal Supplies	882.31
	42319	Pro Video	Town Council Taping	200.00
	42321	Rosenow Spevacek Grp., Inc.	S.A.Consulting	70.00
	42322	Linda Sande	Contract Instructor	115.50
	42323	SBCO - Information Services	01/13 Radio Access	1,997.40
	42324	SBCO Sheriff's Dept	03/13 Professional Services	288,911.00
	42325	Office of the County Recorder	Additional Filing Fees	15.00
	42326	SCE	Electric Service	751.19
	42327	Beverly Schmuckle	Contract Instructor	165.20
	42328	So. Cal. Gas Co.	Natural Gas Service	4,237.79
	42329	Southwest Networks, Inc.	Guardian IT Backup Service	1,350.00
	42330	Sterling Codifiers, Inc.	Professional Services	365.00
	42331	The Planning Center	General Plan Update Svs.	25,682.54
	42332	Time Warner Cable	Cable Service	94.15
	42334	Trophy Express	Recreation Program Expense	1,390.23
	42335	Vagabond Welding Supply	Animal Control Safety Equip.	810.00
	42336	Verizon	Phone Service	3,607.63
	42339	Walmart Community	Shelter Pet Food	924.10
	42341	Phillip Williams	Animal License Refund	61.00
	42342	Woods Auto Repair	Fleet Vehicle Repair & Smog	928.67
	42343	Elizabeth (Betty) Wulf	Contract Instructor	102.20
	42344	Yucca Valley Quick Lube	Fleet Maintenance	74.83
	42345	Yucca Valley NAPA Auto Parts, Inc.	Vehicle Maintenance	36.49
	42346	Zee Medical, Inc.	Safety Equipment	60.41
	EFT	The Home Depot	Maintenance Supplies	796.24
	EFT	First Bankcard	Meetings & Operating Supplies	938.62
<b>Total 001 GENERAL FUND</b>				<b>\$386,726.13</b>
100 INTERNAL SERVICE FUND				
	42282	Desert Images Office Equipment, Inc	Com Dev Fax Machine Maintenance	\$300.00
	42292	GE Capital Corporation	Com Dev Copier Lease	1,933.08
	42313	Oasis Office Supply	Copy Paper	955.74
	42338	Valley Independent	Window Envelope Printing	261.96
<b>Total 100 INTERNAL SERVICE FUND</b>				<b>\$3,450.78</b>
200 DEPOSITS FUND				
	42308	Curtis McGrew	Deposit Account Refund	\$381.56
	42286	FedEx	Delivery Service	35.00
	42302	K. Dennis Klingelhofer	Engineering Services	2,750.00
<b>Total 200 DEPOSITS FUND</b>				<b>\$3,166.56</b>

**Town of Yucca Valley**  
**Warrant Registration**  
**March 7, 2013**

<b>Fund</b>	<b>Check #</b>	<b>Vendor</b>	<b>Description</b>	<b>Amount</b>
509 COPS-SLESF FUND				
	42291	Galls/Inland Uniform	Sheriff's Officer Safety Equip.	\$47.40
	42333	Time Warner Cable	Paradise Park Sub-Station Cable	117.40
	42337	Verizon Wireless	Sheriff's Office Phone Svs.	38.01
<b>Total 509 COPS-SLESF FUND</b>				<b>\$202.81</b>
513 AB2928-TCRP FUND				
	42315	Overland Pacific & Cutler, Inc.	TCRP ROW Project Svs.	\$2,709.50
	42286	FedEx	Delivery Service	85.60
	42340	Willdan Associates	TCRP Project Services	495.00
<b>Total 513 AB2928-TCRP FUND</b>				<b>\$3,290.10</b>
515 GAS TAX				
	42253	Ace Alternators	Streets Equipment Maintenance	\$891.07
	42259	AlSCO/American Linen, Inc.	Streets Uniform Service	79.05
	42264	Becarbcomliant	Vehicle Maintenance	570.00
	42279	Crafco, Inc.	Asphalt Supplies	2,773.44
	42320	RDO Equipment Co.	Streets Vehicle Maintenance	56.67
	42326	SCE	Electric Service	56.91
	42342	Woods Auto Repair	Vehicle Maintenance	538.46
	42345	Yucca Valley NAPA Auto Parts, Inc.	Streets Maintenance Supplies	194.91
<b>Total 515 GAS TAX FUND</b>				<b>\$5,160.51</b>
524 MEASURE I - 2010-2040 FUND				
	42326	SCE	Electric Service	\$104.26
<b>Total 524 MEASURE I - 2010-2040 FUND</b>				<b>\$104.26</b>
527 PUBLIC LANDS FEDERAL GRANT FUND				
	42286	FedEx	Delivery Service	\$184.90
<b>Total 527 PUBLIC LANDS FEDERAL GRANT FUND</b>				<b>\$184.90</b>
542 CMAQ FUND				
	42256	Albert Grover & Assoc.	Hwy Signal Synchronization	\$2,000.00
<b>Total 542 CMAQ FUND</b>				<b>\$2,000.00</b>
632 TOWN HOUSING FUND				
	42255	Affordable Housing Group, Inc.	AHDP Compliance Fee	\$1,250.00
<b>Total 632 TOWN HOUSING FUND</b>				<b>\$1,250.00</b>
800 CAPITAL PROJECTS RESERVE FUND				
	42257	Aleshire & Wynder, LLC	January 2013 Professional Svs.	\$233.40
<b>Total 800 CAPITAL PROJECTS RESERVE FUND</b>				<b>\$233.40</b>
***	<b>Report Total</b>			<b>\$405,769.45</b>

**TOWN COUNCIL STAFF REPORT**

**To:** Honorable Mayor & Town Council  
**From:** Jamie Anderson, Town Clerk  
**Date:** March 12, 2013  
**For Council Meeting:** March 19, 2013

**Subject:** Proposed League of California Cities Bylaw Amendment

**Prior Council Review:** None

**Recommendation:** Review proposed League of California Cities Bylaw Amendment and direct staff to forward the Council's vote to the League.

**Summary:** At its February meeting, the League's Board of Directors approved submitting two amendments to the League's bylaws to the membership regarding requirements for resolutions presented to the General Assembly, and the voting threshold for League Board approval to take a position on statewide ballot measures.

**Order of Procedure:**

**Department Report**

- Request Staff Report
- Request Public Comment
- Council Questions of Staff
- Council Discussion
- Motion/Second
- Discussion on Motion
- Call the Question (Voice vote)

**Discussion:** The League of California Cities Board of Directors has approved submitting two amendments to the League's bylaws to the membership. The amendments would amend the Bylaws to provide that:

1. Resolutions submitted to the League for presentation to the General Assembly must be concurred in by at least five or more cities or by city officials from at least five or more cities.
2. The League Board may take a position on a statewide ballot measure by a 2/3<sup>rd</sup> vote of those Directors present.

The Board's purpose in submitting the first proposed amendment is to encourage members to seek concurrence of other cities and city officials that the subject of a

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Reviewed By:

  
Town Manager

  
Town Attorney

  
Mgmt Services

  
Dept Head

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<input checked="" type="checkbox"/> Department Report	<input type="checkbox"/> Ordinance Action	<input type="checkbox"/> Resolution Action	<input type="checkbox"/> Public Hearing
<input type="checkbox"/> Consent	<input checked="" type="checkbox"/> Minute Action	<input type="checkbox"/> Receive and File	<input type="checkbox"/> Study Session

proposed resolution is a substantial one and of broad interest and importance to cities.

The purpose of the second proposed amendment is to ensure that when the Board considers a position on possibly controversial statewide ballot measures, the Board's ultimate decision represents a board consensus of the Directors. Currently the Board may take positions with a simple majority vote.

**Alternatives:** Vote yes or no on the bylaw amendments

**Fiscal impact:** None

**Attachments:** League Memo  
Proposed League Resolution  
Ballot on Bylaws Amendments  
November 15-16 League Minutes  
League Staff Report  
Bylaws Articles VI and XI

March 5, 2013

To: League Membership  
From: Chris McKenzie, Executive Director  
Re: Proposed Amendments to League Bylaws

At its February meeting, the League's Board of Directors approved submitting two amendments to the League's Bylaws to the membership. The proposed amendments would amend the Bylaws to provide that:

1. Resolutions submitted to the League for presentation to the General Assembly must be concurred in by at least five or more cities or by city officials from at least five or more cities.
2. The League Board may take a position on a statewide ballot measure by a 2/3<sup>rd</sup> vote of those Directors present. Currently, the Board may take positions with a simple majority vote.

The Board's purpose in submitting the first proposed amendment is to encourage members to seek concurrence of other cities and city officials that the subject of a proposed resolution is a substantial one and of broad interest and importance to cities. The Board's purpose in submitting the second proposed amendment is to ensure that when the Board considers a position on possibly controversial statewide ballot measures, the Board's ultimate decision represents a broad consensus of the Directors.

The language of the proposed amendments is provided in the attached Resolution. To be approved, the Bylaws require each amendment must receive a 2/3<sup>rd</sup> vote of those members voting. To consult the League's Bylaws: go to [www.cacities.org](http://www.cacities.org). The link is at the bottom of the page.

As provided in the League's Bylaws, the Board of Directors is submitting these amendments to the membership for approval by mail ballot. Please return the enclosed ballot, signed by an authorized city official, **by April 19, 2013**.

Ballots may be submitted by email to: [ballots@cacities.org](mailto:ballots@cacities.org).

By mail to:

**League of California Cities**  
**Attn: Ballots**  
**1400 K Street, 4<sup>th</sup> Floor**  
**Sacramento, CA 95814**

Or by fax to: (916) 658-8240

Thank you for your attention to this important matter concerning the League's governance. If you have questions, please direct them to Patrick Whitnell, General Counsel at [pwhitnell@cacities.org](mailto:pwhitnell@cacities.org).

## **PROPOSED RESOLUTION RELATING TO LEAGUE BYLAWS AMENDMENTS**

WHEREAS, the League of California Cities is a nonprofit mutual benefit corporation under California law and, as such, is governed by corporate bylaws; and

WHEREAS, the League's Board of Directors periodically reviews the League's bylaws for issues of clarity, practicality, compliance with current laws, and responsiveness to membership interests; and

WHEREAS, the League Board of Directors at its February 7-8, 2013 meeting approved submitting the following amendments to the League's bylaws to the League's membership by mailed ballot:

1. Article VI, section 2 of the League's bylaws is amended to read as follows:

"Resolutions may originate from city officials, city councils, regional divisions, functional departments, policy committees, or the League Board or by being included in a petition signed by designated voting delegates of ten percent of the number of Member Cities. Except for petitioned resolutions, all other resolutions must be submitted to the League with documentation that at least five or more cities, or city officials from at least five or more cities, have concurred in the resolution."

2. A new Article VII, section 16 is added to the League's bylaws to read as follows:

"Section 16: Positions on Statewide Ballot Measures.

Notwithstanding any other provision of these bylaws, the League Board may take a position on a statewide ballot measure by a 2/3<sup>rd</sup> vote of those Directors present."

Now, therefore, be it

RESOLVED, that the League Board of Directors at its April 24-25, 2013 meeting in Sacramento, California, after a canvass of mailed ballots, has determined that the above amendments to the League bylaws have been approved by a 2/3<sup>rd</sup> vote of those Member Cities voting. These amendments shall take effect 60 days after the approval of this resolution.

///////

## Ballot on Bylaws Amendments

City of \_\_\_\_\_

Does your city vote to approve the amendment of article VI, section 2 of the League's bylaws relating to submission of resolutions to the League's General Assembly as set forth in the Proposed Resolution and incorporated by reference in this ballot?

- Yes
- No

Does your city vote to approve the addition of article VII, section 16 to the League's bylaws relating to the League Board vote threshold for taking positions on statewide ballot measures as set forth in the Proposed Resolution and incorporated by reference in this ballot?

- Yes
- No

Ballot returned by:

\_\_\_\_\_ City Official Name

\_\_\_\_\_ City Official Title

Please return this ballot by **April 19, 2013** to:

League of California Cities  
Attn: Ballots  
1400 K Street, 4<sup>th</sup> Floor  
Sacramento, CA 95814

or by email to: [ballots@cacities.org](mailto:ballots@cacities.org)

or by fax to: (916) 658-8240

Thanks in advance for your participation in this important decision.

3. **Continue Pension and Other Post-Employment Benefits (OPEB) Reform.** Continue and expand upon recent efforts at pension and OPEB reform to ensure the long-term affordability and responsiveness of public services for city residents.
4. **Implement an Effective League Branding Strategy.** Develop and implement a marketing and branding strategy that effectively communicates the League's identity along with the unique benefits that city officials, our partners and the public can expect from the League, its products and services.

Approved. Adopted.

## EDUCATION AND CONFERENCES

### Upcoming Workshops and Conferences

Education Director Tracy Petrillo reported that registration numbers for League conferences is starting to rise. She also reported that the Finance Officers' conference is now a two-day event and that the planning commissioners' conference has been rebranded the 2013 Planning Commissioners' Academy.

### Annual Conference

The 2012 Annual Conference had 1,729 attendees in San Diego.

The 2013 Annual Conference will be held in Sacramento and then moves to Los Angeles in 2014 and San Jose in 2015.

### Webinar Summary 2012

Petrillo gave an update on the League's increased use of webinars to reach city officials with important information and learning without having to travel. In 2012:

- 14 Education and Advocacy Webinars held
- 162 Companies Connected
- 1,592 Cities Connected
- 1,754 Total Connected Listening Sites

## ORGANIZATIONAL AGENDA

### General Governance Issues

Director Ron Loveridge and Director Randon Lane at the July 2012 board of directors meeting requested League staff to review and report on general governance issues and then report back during the November board meeting. At their request, staff examined:

- The vote of the board required to take action on an upcoming statewide ballot measure; and
- The number of city officials or cities required to initiate a resolution for consideration at the League General Assembly during the Annual Conference.

The question raised on the first issue is whether the board should adopt a policy requiring a higher vote threshold before the League adopts a position on a statewide ballot measure; and should this

**League of California Cities  
Board of Directors Meeting  
November 15-16, 2012  
Sacramento, CA**

requirement also apply to policy committees. The current policy is a simple majority of those present at the meeting for both bodies.

It was Moved and Seconded that the for the board of directors to take a position on a statewide ballot measure, the position must be approved by two-thirds of board members present at the vote and for policy committees, a simple majority of those present must approve. Approved. Adopted.

The second question pertains to the threshold necessary to initiate resolutions at the League General Assembly. the League's highest policy making body, the General Assembly, which consists of one voting delegate from each member city. Under the League bylaws, such resolutions may originate from "city official, city councils, regional divisions, functional departments, policy committees, or the League Board or be being included in a petition signed by designated voting delegates of ten percent of the number of Member Cities."

It was Moved and Seconded that the board approve the staff recommendation that the board initiate a proposed bylaw amendment in 2013 to require that a minimum of five or more cities or city officials from five or more cities be required to originate a proposed General Assembly resolution. Approved. Adopted.

### **Review and Approval of 2013 Budget**

Director of Administrative Services Dan Harrison presented the League's 2013 Budget because Finance Committee Chair Tony Ferrara was unable to be present on Friday, Nov. 15 for the discussion. The Finance Committee met on Thursday, Nov. 8, 2012 to review the proposed budget. Harrison thanked the members of the committee:

- Tony Ferrara, chair
- Bill Bogaard
- Jose Cisneros
- Mike Kasperzak
- Bill Marble
- Kathy Miller
- Ken Pulskamp
- Sepi Richardson
- Darrin Hernandez

It was Moved and Seconded that the Officers and Directors approve the 2013 League Budget with the following recommendations as well as an analysis of the potential costs of the Branding priority, which will be presented to the board at its February meeting. Approved. Adopted.

The following actions were approved in the above motion:

1. **2013 League Budget.** Approval of the proposed 2013 budget, including no dues increase. The 2013 dues schedule, the same as 2008, 2009, 2010, 2011 and 2012, is contained in Appendix A.
2. **2013 Salary Ranges.** Approval of the following actions pertaining to salary ranges:
  - A. No cost-of-living or market adjustments to salary ranges.

**League of California Cities  
Board of Directors Meeting  
November 15-16, 2012  
Sacramento, CA**

## Proposed League Bylaw Amendments

### Background

At its November 2012 meeting, the Board of Directors approved two amendments to the bylaws:

1. Resolutions submitted to the League for presentation to the General Assembly must be concurred in by at least five or more cities or by city officials from at least five or more cities.
2. The League Board may take a position on a statewide ballot measure by a 2/3<sup>rd</sup> vote of those Directors present.

### Discussion

1. Resolution Process: Resolutions may originate from city officials, city councils, regional divisions, functional departments, or the League Board. Resolutions may also originate by being included in a petition signed by 10% of the designated voting delegates at the Annual Conference. (Bylaws, Art. VI, sec. 2) The bylaws amendment would change the process for non-petitioned resolutions by adding a requirement that at least five cities or city officials from five cities concur in the resolution.
2. Board Voting Requirement: The bylaws provide that a majority vote of approval by those voting is necessary for a decision, except as otherwise provided in the bylaws. (Art. XI, sec. 3) The bylaws amendment would add a new section that would provide that a 2/3<sup>rd</sup> vote of those Board members present is needed to take a position on a statewide ballot measure.

### Bylaws Amendment Process

The League's bylaws may be amended in one of two ways: by the General Assembly (Bylaws, art. XVII) or by mail ballot (Bylaws, art. XI, sec. 5.) Either method requires approval by a 2/3<sup>rd</sup> vote of those voting. The mail ballot process was last used to amend the bylaws to establish the grassroots network program. The mail ballot process requires that ballots with explanatory materials be mailed to each Member City. Cities are given at least 45 days to cast their votes. Ballots are then tabulated by a three-member committee of Board members appointed by the League President, which then reports the results to the Board. The Board then canvasses the vote and announces the result. If approved, the amendments take effect 60 days afterwards. If used, the mail ballot process would allow for the resolution process amendment to be used for resolutions submitted to the General Assembly at the 2013 Annual Conference.

### Recommendation:

1. Approve the Bylaw Amendment language attached to this staff report.
2. Authorize League staff to use the mail ballot process.

3. Direct League staff to submit the proposed amendments to the Administrative Services policy committees for review and recommendation.
4. Direct staff to agendize the amendments and the Administrative Services policy committee recommendation for the Board's April 2013 meeting.

Submitted by: Patrick Whitnell, Legal Counsel

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(effective November 16, 2010)

**Section 4: Notice of Meetings.**

(a) **General.** Notice shall be given to all Member Cities of the time and place of all regular and special meetings by faxing or mailing a written notice at least fifteen days prior to each meeting, or by publishing a notice of the meeting at least two weeks prior to the meeting in an official publication of the League; provided, however, that failure to receive such notice does not invalidate any proceedings at such meeting.

(b) **Special Notice Requirements for Special Meetings.** Any notice of the calling of a special meeting shall specify the purpose of the special meeting in such detail to enable Member Cities to determine whether they should attend. In the event a special meeting is requested by five percent or more of the Member Cities, the notice shall also set forth the text of any proposed resolution(s).

**Section 5: Parliamentarian.**

The League President shall appoint a Parliamentarian to resolve procedural issues at the League's General Assembly and in Resolutions Committee meetings.

**Section 6: Credentials.**

Designated voting delegates must register with the Credentials Committee. The League President shall appoint a three-person Credentials Committee no later than the first day of the General Assembly. In case of dispute, this committee determines the right of a member to participate.

**Article VI: Resolutions**

**Section 1: Role and Scope of Resolutions.**

Resolutions adopted by the League's General Assembly and such League Board policies as are not inconsistent with such resolutions constitute League policy. All resolutions shall be germane to city issues.

**Section 2: Origination.**

Resolutions may originate from city officials, city councils, regional divisions<sup>6</sup>, functional departments<sup>7</sup>, policy committees, or the League Board or by being included in a petition signed by designated voting delegates of ten percent of the number of Member Cities.

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<sup>6</sup> "Regional divisions" are defined in Article IX of these bylaws.

<sup>7</sup> "Functional departments" are defined in Article X of these bylaws.

**Section 3: Resolutions Committee for Annual Conference Resolutions.**

**(a) Resolutions Committee Composition.** The League President establishes a Resolutions Committee sixty days prior to each Annual Conference, which committee shall consist of:

- (i) One elected official from each regional division, appointed by the regional division;
- (ii) One elected official from each policy committee, appointed by the policy committee;
- (iii) One member from each functional department, appointed by the department; and
- (iv) Up to ten additional members (at least five of whom are elected officials) as the League President deems necessary to achieve geographic and population balance, as well as recognize the multiplicity of city functions not represented by the other appointments, including, but not limited to, the perspectives of board and commission members as well as professional staff.

**(b) Presidential Appointments.** In the event a regional division, policy committee or functional department does not make its appointment to the Resolutions Committee, the League President may make the appointment on the regional division's, policy committee's or functional department's behalf.

**(c) Chair.** The League President shall also appoint to the Resolutions Committee a committee chair and vice chair.

**(d) Minimum Committee Size and Composition.** In the event the full committee is not in attendance at the Annual Conference, the League President shall appoint a sufficient number of city officials in attendance to achieve a total of thirty. No less than two-thirds of the members of the Resolutions Committee shall be elected officials.

**(e) Committee Consideration of Proposed Resolutions.** Except for resolutions of courtesy, commendation, appreciation or condolence, no resolution expressing the opinion or policy of the League on any question may be considered or discussed by the League's General Assembly, unless it has been first submitted to, and reported on, by the Resolutions Committee.

**Section 4: Procedure for Resolution Review for the Annual Conference.**

**(a) Timing.** Except for petitioned resolutions, all resolutions shall be submitted to the Resolutions Committee, at the League's headquarters, not later than sixty days prior to the opening session of the League's Annual Conference.

**(b) Referral to Policy Committees.**

**(i) Review and Recommendations.** Except for resolutions of courtesy, commendation, appreciation or condolence, all resolutions submitted to the Resolutions Committee shall be referred by the League President to an appropriate policy committee for review and recommendation prior to the opening general session of the Annual Conference.

**(ii) Report to Resolutions Committee.** Policy committees shall report their recommendations on such resolutions to the Resolutions Committee. The inability of a policy committee to make a recommendation on any resolution does not preclude the Resolutions Committee from acting upon it.

**Section 5: Resolutions Proposed by Petition for the Annual Conference.**

**(a) Presentation by Voting Delegate.** A designated voting delegate of a city may present by petition a resolution to the League President for consideration by the Resolutions Committee and the General Assembly at the Annual Conference. These resolutions are known as "petitioned resolutions."

**(b) Contents.** The petition shall contain the specific language of the resolution and a statement requesting consideration by the League's General Assembly.

**(c) Signature Requirements.** The petition shall be signed by designated voting delegates registered with the Credentials Committee who represent ten percent of the number of Member Cities.

**(d) Time Limit for Presentation.** The signed petition shall be presented to the League President no later than twenty-four hours prior to the time set for convening the League's General Assembly.

**(e) *Parliamentarian* Review.** If the League President finds that the petition has been signed by designated voting delegates of ten percent of the number of Member Cities, the petition shall be reviewed by the Parliamentarian for form and substance. The Parliamentarian's report shall then be presented to the chair of the Resolutions Committee. Among the issues that may be addressed by the Parliamentarian's report is whether the resolution should be disqualified as being either

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(effective November 16, 2010)

(i) Non-germane to city issues or

(ii) Identical or substantially similar in substance to a resolution already under consideration

**(f) Disqualification.** The Resolutions Committee may disqualify a petitioned resolution as either being

(i) Non-germane to city issues or

(ii) Identical or substantially similar to a resolution already under consideration.

**(g) Consideration by General Assembly.** The petitioned resolution and the action of the Resolutions Committee will be considered by the League's General Assembly following consideration of other resolutions.

**(h) Availability of List of Voting Delegates.** A list of voting delegates shall be made available during the Annual Conference to any designated voting delegate upon request.

**Section 6. Special Meeting Resolution Procedures.**

**(a) Germane-ness.** All resolutions must be germane to the meeting purpose specified in the special meeting notice.

**(b) Opportunity for Member Review.** All resolutions to be proposed during the General Assembly shall be available for membership review by electronic (for example, by posting on the League's website) or other means at least 24 hours prior to the beginning of the special meeting.

**(c) Parliamentarian Review.** The Parliamentarian shall review all proposed resolutions for form and substance. The Parliamentarian's report shall be presented to the General Assembly.

**Section 7: Full Debate.**

The opportunity for full and free debate on each resolution brought before the General Assembly shall occur prior to consideration of a resolution.

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(effective November 16, 2010)

**Section 5: Department Bylaws.**

Functional departments may adopt their own bylaws. Such bylaws may not conflict with the League's bylaws. In the event of a conflict between a department's bylaws and League bylaws, the League's bylaws will prevail; the League's bylaws also prevail when the department does not have bylaws or the department's bylaws are silent.

**Article XI: Voting**

**Section 1: Quorum.**

- (a) **In General.** A majority of the members of the League's Board, functional department, regional division, committee or other kind of subsidiary body constitutes a quorum for the purpose of making decisions.<sup>24</sup>
- (b) **General Assembly.** The presence, at the General Assembly, of credentialed voting delegates (or alternates) representing a majority of Member Cities, constitutes a quorum.<sup>25</sup>
- (c) **Failure to Achieve Quorum.** In the event that a body other than the League Board of directors lacks a quorum, all votes taken by that body will be advisory to the League Board, which shall be advised that a quorum was not present. In the event that the League's Board is unable to achieve a quorum, the League Board will adjourn until such time as a quorum can be achieved.

**Section 2: Voting Methods.**

- (a) **General Assembly.** All voting in meetings of the General Assembly of the League, its regional divisions, functional departments, committees and other kinds of subsidiary bodies is by voice vote.
- (b) **Alternative Methods.** If the presiding official cannot determine the outcome of the voice vote or three or more Member Cities request, an alternative method of voting may be used. An alternative voting method may be by any means (show of hands, written ballot, display of voting cards, etc.) which allows the presiding official to accurately determine the outcome of the vote.
- (c) **Roll Call Vote.** A roll call may be demanded by representatives of ten percent or more of the voting body.<sup>26</sup>

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<sup>24</sup> See Cal. Corp. Code § 7511(a)(8) (noting that a board meeting may continue to transact business after a quorum is lost as long as items approved receive a majority of the quorum, unless a higher approval threshold exists for approval of a certain type of action).

<sup>25</sup> See Cal. Corp. Code § 7512(c) (noting that a membership meeting may continue to transact business after a quorum is lost as long as items approved receive a majority of the quorum, unless a higher approval threshold exists for approval of a certain type of action—for example, bylaws approval).

<sup>26</sup> For the League's General Assembly, the "voting body" is all delegates registered with the Credentials Committee.

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(effective November 16, 2010)

**(d) Voting Cards.** A voting card will be issued to each Member City's designated voting delegate upon presentation of evidence of the delegate's designation by the Member City.

**(e) Proxy Voting.** Proxy voting is not allowed.

**Section 3: Vote Threshold.**

Except as otherwise provided in these bylaws (see, for example, Article XVI, section 2), a majority vote of approval of those voting is necessary for decision.

**Section 4: One City One Vote.**

Except as otherwise provided in a functional department's or a regional division's bylaws, the representatives of each Member City present and in good standing collectively cast one vote.<sup>27</sup> A majority of the votes cast is necessary for a decision.

**Section 5: Mail Balloting.**

In addition to voting at League meetings, the League may solicit member input by mail ballot.

**(a) Mailing.**<sup>28</sup> The question(s) to be voted upon, along with explanatory materials and a ballot, shall be mailed by first class mail to each Member City for consideration and action.

**b) Time Frame for Action.** Member Cities shall have at least 45 days to cast their vote. Ballots shall be cast by returning the Member City's ballot to the League's principal office in Sacramento.

**(c) Ballot Tabulation and Results Announcement.** The League President will appoint a counting committee of three board members to count the votes cast by mail ballot. The counting committee will submit its count to the League Board, which shall canvass the vote and announce the results.

**(d) Functional Departments and Regional Divisions.** Departments and divisions may also use mail balloting under procedures specified in their respective department and division bylaws.

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<sup>27</sup> For purposes of the General Assembly (see articles V and VI), the mechanism through which city officials do this is the designated voting delegate.

<sup>28</sup> The Administrative Services Committee recommends the League also include notice of the upcoming ballot in a variety of League communications to alert Member Cities to make inquiry in the event a city's ballot is lost in the mail.

**TOWN COUNCIL STAFF REPORT**

**To:** Honorable Mayor & Town Council  
**From:** Jamie Anderson, Town Clerk  
**Date:** March 15, 2013  
**For Council Meeting:** March 19, 2013

**Subject:** Town Council Ad-Hoc Committee Assignments

**Prior Council Review:** None for this particular action

**Executive Summary:** Council Members represent the Town of Yucca Valley on various regional Boards, Joint Powers Authorities (JPAs), and Ad-Hoc committees with local agencies. Currently, there is one vacancy on the ad-hoc committee examining Sewer Financing that needs to be filled.

**Recommendation:** Appoint a second representative to sit on the Sewer Financing Ad-Hoc committee, joining Councilwoman Rowe.

**Order of Procedure:**

1. Request Staff Report
2. Request Public Comment
3. Council Discussion/Questions of Staff
4. Motion/Second
5. Discussion on Motion
6. Call the Question (Voice Vote)

**Discussion:** From time to time, the Town Council has established ad-hoc committees to address specific issues facing the community. A council ad-hoc committee was established to deal with the issue of sewer financing. This ad-hoc committee has met previously with a counterpart committee from the Hi-Desert Water District (HDWD).

Given the failure of Measure U, there remains a need to identify potential funding solutions for the wastewater treatment system. Town and HDWD staff believe near-term conversations are required to identify alternatives for moving forward.

**Alternatives:** Council could decide to not appoint another committee member or to disband the sewer financing ad-hoc committee altogether.

**Fiscal impact:** None

**Attachments:** None

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Reviewed By:

  
Town Manager

  
Town Attorney

  
Mgmt Services

  
Dept Head

---

Department Report  
 Consent

Ordinance Action  
 Minute Action

Resolution Action  
 Receive and File

Public Hearing  
 Study Session



**TOWN COUNCIL STAFF REPORT**

**To:** Honorable Mayor & Town Council  
**From:** Curtis Yakimow, Director of Administrative Services  
Sharon Cisneros, Senior Accountant  
**Date:** March 11, 2013  
**For Council Meeting:** March 19, 2013

**Subject: Fiscal Year 2011-12 Single Audit Report on Federal Awards**

**Prior Council Review:** In the Staff Report presented at the December 18, 2012 Council meeting regarding the Comprehensive Annual Financial Report, the requirement for the Single Audit for the Town for the FY2011-12 Fiscal year was disclosed.

**Recommendation: Receive and File the FY 2011-12 Single Audit Report on Federal Awards**

**Order of Procedure:**

- Request Staff Report
- Request Public Comment
- Council Discussion/Questions of Staff
- Motion/Second
- Discussion on Motion
- Roll Call Vote

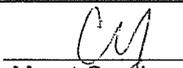
**Discussion:** The Single Audit Act and Office of Management and Budget (OMB) Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*, requires non-federal entities that expend equal to or in excess of \$500,000 in a fiscal year in federal awards (grants) to have an audit performed in accordance with the Single Audit Act. Single Audit reporting packages are due nine months after the entity's fiscal year end.

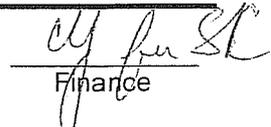
For the FY 2011-12, the Town of Yucca Valley expended greater than \$500,000 in federal funds and therefore required an audit of the Fiscal Year 2011-12 expenditures of Federal Awards. The audit was conducted by Rogers, Anderson, Malody and Scott, LLP, a firm of independent CPAs appointed by and reporting to the Town Council. The purpose of the audit is to state an opinion with regards to the accuracy of the Town's financial statements and in doing so, perform tests of compliance with certain provisions of laws, regulations, contracts, and grant agreements.

Reviewed By:

  
Town Manager

  
Town Attorney

  
Mgmt Services

  
Finance

- |                                                       |                                           |                                                      |                                         |
|-------------------------------------------------------|-------------------------------------------|------------------------------------------------------|-----------------------------------------|
| <input checked="" type="checkbox"/> Department Report | <input type="checkbox"/> Ordinance Action | <input type="checkbox"/> Resolution Action           | <input type="checkbox"/> Public Hearing |
| <input type="checkbox"/> Consent                      | <input type="checkbox"/> Minute Action    | <input checked="" type="checkbox"/> Receive and File | <input type="checkbox"/> Study Item     |

The following table identifies the projects and fiscal year expenditures subject to the Single Audit requirement:

<b>Federal Program</b>	<b>Total Expenditures</b>
Safe Routes to School	9,209.55
HUD EDI Spec Proj	139,283.00
HUD Park Funds	121,961.83
Community Development Block Grant	208,880.46
Energy Efficiency and Conservation Block Grant	95,948.11
Local Law Enforcement Services Account	500.00
Homeland Security Grant Funding	14,560.00
Supplemental Law Enforcement Funds	83,635.05
Congestion Mitigation and Air Quality Funding	18,110.00
<b>Total Federal Expenditures</b>	<b>\$ 692,088.00</b>

After completing their audit of the Town's records, Rogers, Anderson, Malody and Scott, LLP has issued a Single Audit opinion that states:

*"..the Town complied, in all material respects, with the compliance requirements ...that could have a direct material effect on its major federal program for the year ended June 30, 2012.*

The auditors also consider the Town's internal control over compliance and the opinion states:

*"..did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses"*

This is a result of Council's sound fiscal policies, procedures, and financial management at the Town of Yucca Valley. Staff anticipates the completion of a Single Audit report for the next four to six years as the Town's federally funded projects move forward.

**Alternatives:** None.

**Fiscal impact:** While there is no direct fiscal impact, receiving an unqualified audit opinion and compliance with Federal Grant requirements is an indicator to external parties such as Federal granting agencies of the Town's financial policies and practices, and assist the Town in meeting its eligibility requirements for continued receipt of awarded grant funds.

**Attachments:**

Fiscal Year 2011-12 Single Audit Report on Federal Awards (under separate cover)

**Town of Yucca Valley  
Yucca Valley, California**

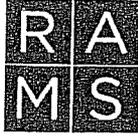
**Single Audit Report on Federal Awards**

**Year Ended June 30, 2012**

**Town of Yucca Valley  
Single Audit Report on Federal Awards  
Year Ended June 30, 2012**

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ROGERS, ANDERSON, MALODY & SCOTT, LLP  
 CERTIFIED PUBLIC ACCOUNTANTS, SINCE 1948

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 San Bernardino, CA 92408  
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**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND  
 ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF  
 FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH  
 GOVERNMENT AUDITING STANDARDS**

**PARTNERS**

Brenda L. Odle, CPA, MST  
 Terry P. Shea, CPA  
 Kirk A. Franks, CPA  
 Matthew B. Wilson, CPA, MSA  
 Scott W. Manno, CPA  
 Leena Shanbhag, CPA, MST  
 Jay H. Zercher, CPA (Retired)  
 Phillip H. Waller, CPA (Retired)

To the Honorable Mayor and Town Council  
 Town of Yucca Valley  
 Yucca Valley, California

**MANAGERS / STAFF**

Nancy O'Rafferty, CPA, MBA  
 Bradford A. Welebir, CPA, MBA  
 Jenny Liu, CPA, MST  
 Katie L. Millsom, CPA  
 Papa Matar Thiaw, CPA, MBA  
 Maya S. Ivanova, CPA, MBA  
 William C. Clayton, CPA  
 Peter E. Murray, CPA  
 Genivive Schwarzkopf, CPA  
 Megan Hackney, CPA  
 Seong-Hyea Lee, CPA, MBA  
 Charles De Simoni, CPA

We have audited the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Town of Yucca Valley (the Town), as of and for the year ended June 30, 2012, which collectively comprise the Town's basic financial statements and have issued our report thereon dated November 21, 2012. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States.

***Internal Control Over Financial Reporting***

Management of the Town is responsible for establishing and maintaining effective internal control over financial reporting. In planning and performing our audit, we considered the Town's internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Town's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of the Town's internal control over financial reporting.

*A deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis.

**MEMBERS**

American Institute of  
 Certified Public Accountants

*PCPS The AICPA Alliance  
 for CPA Firms*

*Governmental Audit  
 Quality Center*

California Society of  
 Certified Public Accountants

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be deficiencies, significant deficiencies, or material weaknesses. We did not identify any deficiencies in internal control over financial reporting that we consider to be a material weaknesses, as defined above.

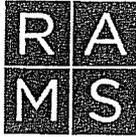
### ***Compliance and Other Matters***

As part of obtaining reasonable assurance about whether the Town's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

This report is intended solely for the information and use of management, the Town Council, others within the entity, and federal awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

*Rogers Anderson Maloney & Scott, LLP*

December 7, 2012



ROGERS, ANDERSON, MALODY & SCOTT, LLP  
CERTIFIED PUBLIC ACCOUNTANTS, SINCE 1948

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**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH  
REQUIREMENTS THAT COULD HAVE A DIRECT AND MATERIAL  
EFFECT ON EACH MAJOR PROGRAM AND ON INTERNAL CONTROL  
OVER COMPLIANCE IN ACCORDANCE WITH OMB CIRCULAR A-133**

**PARTNERS**

Brenda L. Odle, CPA, MST  
Terry P. Shea, CPA  
Kirk A. Franks, CPA  
Matthew B. Wilson, CPA, MSA  
Scott W. Manne, CPA  
Leena Shanbhag, CPA, MST  
Jay H. Zercher, CPA (Retired)  
Phillip H. Waller, CPA (Retired)

The Honorable Mayor and Town Council  
Town of Yucca Valley  
Yucca Valley, California

**MANAGERS / STAFF**

Nancy O'Rafferty, CPA, MBA  
Bradford A. Welebir, CPA, MBA  
Jenny Liu, CPA, MST  
Katie L. Millsom, CPA  
Papa Matar Thiaw, CPA, MBA  
Maya S. Ivanova, CPA, MBA  
William C. Clayton, CPA  
Peter E. Murray, CPA  
Genivive Schwarzkopf, CPA  
Megan Hackney, CPA  
Seong-Hyea Lee, CPA, MBA  
Charles De Simon, CPA

**Compliance**

We have audited the Town of Yucca Valley's (the Town) compliance with the types of compliance requirements described in the *OMB Circular A-133 Compliance Supplement* that could have a direct and material effect on each of the Town's major federal programs for the year ended June 30, 2012. The Town's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs. Compliance with the requirements of laws, regulations, contracts, and grants applicable to each of its major federal programs is the responsibility of the Town's management. Our responsibility is to express an opinion on the Town's compliance based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Town's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination of the Town's compliance with those requirements.

In our opinion, the Town complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended June 30, 2012.

**MEMBERS**

American Institute of  
Certified Public Accountants

*#CPS The AICPA Alliance  
for CPA Firms*

*Governmental Audit  
Quality Center*

California Society of  
Certified Public Accountants

### ***Internal Control Over Compliance***

Management of the Town is responsible for establishing and maintaining effective internal control over compliance with the requirements of laws, regulations, contracts, and grants applicable to federal programs. In planning and performing our audit, we considered the Town's internal control over compliance with the requirements that could have a direct and material effect on a major federal program to determine the auditing procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with OMB Circular A-133, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Town's internal control over compliance.

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be deficiencies, significant deficiencies, or material weaknesses. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above.

### ***Schedule of Expenditures of Federal Awards***

We have audited the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Town as of and for the year ended June 30, 2012, and have issued our report thereon dated November 21, 2012, which contained an unqualified opinion on those financial statements. Our audit was performed for the purpose of forming our opinions on the financial statements taken as a whole. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the U.S. Office of Management and Budget OMB Circular A-133 *Audits of States, Local Governments, and Non-Profit Organizations*, and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the financial statements as a whole.

This report is intended solely for the information and use of management, the Town Council, others within the entity, federal awarding agencies, and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

*Rogers Anderson Matlock & Scott, LLP*

February 4, 2013 (except for the Schedule of Expenditures of Federal Awards, as to which the date is November 21, 2012.)

**Town of Yucca Valley  
Schedule of Expenditures of Federal Awards  
Year Ended June 30, 2012**

Federal Grantor/ Pass-through Grantor/Program Title	Federal CFDA Number	Pass-through Entity Identifying Number	Federal Expenditures
<b>Major Programs:</b>			
<b>U.S. Department of Housing and Urban Development</b>			
Pass-through from San Bernardino County			
Community Development Block Grant	14.218	123-36117/3615	\$ 126,386
Community Development Block Grant	14.218	123-35102/3280	39,364
Community Development Block Grant	14.218	123-32111/2916	26,094
Community Development Block Grant-ARRA	14.253-ARRA	123-35A11/3358	<u>17,036</u>
Total U.S. Department of Housing and Urban Development			<u>208,880</u>
<b>U.S. Department of Transportation</b>			
Pass-through from California Department of Transportation			
Highway Planning and Construction - ARRA	20.205-ARRA	PHL04-5466(015)	121,962
Highway Planning and Construction - ARRA	20.205-ARRA	CMLN-5466(019)	18,110
Highway Planning and Construction - ARRA	20.205-ARRA	SRTSLNI-5466(016)	<u>9,210</u>
Total U.S. Department of Transportation			<u>149,282</u>
<b>Total Major Programs</b>			<u>358,162</u>
<b>Nonmajor Programs:</b>			
<b>U.S. Department of Housing and Urban Development</b>			
Pass-through from San Bernardino County			
Economic Development Initiative Special Project	14.251	B-05-SP-CA-0136	75,935
Economic Development Initiative Special Project	14.251	B-05-SP-CA-0379	59,923
Economic Development Initiative Special Project	14.251	B-05-SP-CA-0409	<u>3,425</u>
Total U.S. Department of Housing and Urban Development			<u>139,283</u>

See accompanying notes to schedule of expenditures of federal awards

**Town of Yucca Valley**  
**Schedule of Expenditures of Federal Awards**  
**Year Ended June 30, 2012 (continued)**

Federal Grantor/ Pass-through Grantor/Program Title	Federal CFDA Number	Pass-through Entity Identifying Number	Federal Expenditures
<b>U.S. Department of Justice</b>			
Pass-through from San Bernardino County			
Public Safety Partnership and Community Policing Grants	16.710	ATX11COPS-C15	\$ 83,635
Public Safety Partnership and Community Policing Grants	16.710	ATX12COPS-J16	<u>500</u>
Total U.S. Department of Justice			<u>84,135</u>
<b>U.S. Department of Energy</b>			
Pass-through from the State of California			
Energy Efficiency and Conservation Block Program -ARRA	81.128-ARRA	CDBG 09 029	<u>95,948</u>
Total U.S. Department of Energy			<u>95,948</u>
<b>U.S. Department of Homeland Security</b>			
Pass-through from San Bernardino County			
Emergency Management Performance Grants	97.042	HSGP-2011	<u>14,560</u>
Total U.S. Department of Homeland Security			<u>14,560</u>
<b>Total Nonmajor Programs</b>			<u>333,926</u>
<b>Total Expenditures of Federal Awards</b>			<u><u>\$ 692,088</u></u>

See accompanying notes to schedule of expenditures of federal awards

**Town of Yucca Valley**  
**Notes to the Schedule of Expenditures of Federal Awards**  
**Year Ended June 30, 2012**

**1. Summary of Significant Accounting Policies Applicable to the Schedule of Expenditures of Federal Awards**

(a) *Scope of Presentation*

The accompanying schedule presents only the expenditures incurred by the Town of Yucca Valley that are reimbursable under federal programs of federal awards. For the purposes of this schedule, federal awards include both federal awards received directly from a federal agency, as well as federal funds received indirectly by the Town from a non-federal agency or other organization. Only the portion of program expenditures reimbursable with such federal funds are reported in the accompanying schedule. Program expenditures in excess of the maximum federal reimbursement authorized or the portion of the program expenditures that were funded with state, local or other non-federal funds are excluded from the accompanying schedule.

(b) *Basis of Accounting*

Funds received under the various grant programs have been recorded within the general fund and special revenue funds of the Town. The Town utilizes the modified accrual method of accounting for the general fund and special revenue funds. The accompanying Schedule of Expenditures of Federal Awards (Schedule) is presented in accordance with the requirements of Office of Management and Budget (OMB) Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Therefore, some amounts presented in the Schedule may differ from amounts presented in, or used in, the preparation of the Town's basic financial statements.

(c) *Subrecipients*

The Town of Yucca Valley did not subaward any federal awards to subrecipients in the year under audit.

**Town of Yucca Valley**  
**Schedule of Findings and Questioned Costs**  
**Year Ended June 30, 2012**

**I. SUMMARY OF AUDITOR'S RESULTS**

***Financial Statements***

Type of auditor's report issued: *unqualified*

Internal control over financial reporting:

Material weakness identified?	_____	Yes	_____ X _____	No
Significant deficiencies identified that are not considered to be material weaknesses?	_____	Yes	_____ X _____	None reported
Noncompliance material to financial statements noted?	_____	Yes	_____ X _____	No

***Federal Awards***

Internal control over major programs:

Material weakness identified?	_____	Yes	_____ X _____	No
Significant deficiencies identified that are not considered to be material weaknesses?	_____	Yes	_____ X _____	None reported

Type of auditor's report issued on compliance for major programs: *unqualified*

Any audit findings disclosed that are required to be reported in accordance with section 510 (a) of OMB Circular A-133?	_____	Yes	_____ X _____	No
-------------------------------------------------------------------------------------------------------------------------	-------	-----	---------------	----

Identification of major programs:

<u>CFDA Number</u>	<u>Name of Federal Program</u>
14.218	Community Development Block Grants/Entitlement Grants
14.253-ARRA	Community Development Block Grants/Entitlement Grants-ARRA
20.205-ARRA	Highway Planning and Construction (Federal-Aid Programs)-ARRA

Dollar threshold used to distinguish between type A and type B programs:	<u>\$ 300,000</u>
--------------------------------------------------------------------------	-------------------

Auditee qualified as low-risk auditee?	_____	Yes	_____ X _____	No
----------------------------------------	-------	-----	---------------	----

**Town of Yucca Valley  
Schedule of Findings and Questioned Costs  
Year Ended June 30, 2012**

**II. FINDING – FINANCIAL STATEMENT AUDIT**

No matters to report.

**III. FEDERAL AWARD FINDINGS AND QUESTIONED COSTS**

No matters to report.

**Town of Yucca Valley  
Summary Schedule of Prior Audit Findings  
Year Ended June 30, 2012**

**CURRENT STATUS OF PRIOR YEAR FINDINGS:**

No prior year findings to report.

## TOWN COUNCIL STAFF REPORT

**To:** Honorable Mayor & Town Council  
**From:** Shane R. Stueckle, Deputy Town Manager  
**Date:** March 14, 2013  
**For Council Meeting:** March 19, 2013

**Subject:** Southern California Association of Governments (SCAG)  
Compass Blueprint Demonstration Project  
Mid-Town Master Land Use Vision and Mobility Plan

**Prior Council Review:** On October 5, 2010, the Town Council authorized the submittal of a grant application to the Southern California Association of Governments (SCAG) Compass Blueprint Demonstration Project program.

**Recommendation:** That the Town Council receive and file the Compass Blueprint, Mid-Town Master Land use Vision and Mobility Plan.

**Executive Summary:** For this cycle of the Compass Blueprint program, the intent is to promote sustainable development through the use of numerous land use planning tools, with a focus on achieving reductions in vehicle miles traveled (VMT) and in the resulting greenhouse gas (GHG) emissions.

Tied to the Town's General Plan Update, the Mid-Town area was identified to provide a more in depth land use analysis than provided through a general plan update process. With the intent of achieving reductions in VMTs and greenhouse gas emissions, the primary objectives were to identify conceptual land use options that include increased housing densities, alternatives for mixed use development, to evaluation vehicle and pedestrian circulation alternatives between the Community Center, commercial, public transit, recreation and education activity centers.

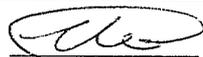
On October 4, 2011, SCAG identified that all applications during this cycle would receive program funding. Following SCAG's selection of consultants for the Town's project, the planning process was initiated on June 19<sup>th</sup>, 2012.

**Order of Procedure:**

- Request Staff Report
- Request Public Comment
- Council Discussion/Questions of Staff
- Motion/Second
- Discussion on Motion
- Call the Question (Voice Vote)

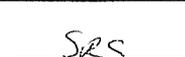
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Reviewed By:

  
Town Manager

  
Town Attorney

  
Mgmt Services

  
Dept Head

---

<input checked="" type="checkbox"/> Department Report	<input type="checkbox"/> Ordinance Action	<input type="checkbox"/> Resolution Action	<input type="checkbox"/> Public Hearing
<input type="checkbox"/> Consent	<input checked="" type="checkbox"/> Minute Action	<input checked="" type="checkbox"/> Receive and File	<input type="checkbox"/> Study Session

**Discussion:** The Southern California Association of Governments (SCAG) provides grant funding to selected agencies for demonstration projects which will promote sustainable development patterns, including the following criteria.

- Integration of land use and transportation planning and efficiency of infrastructure use;
- Mix of housing densities and types, including affordable house;
- Cooperation with other local governments and transportation commissions;
- Coordination with project stakeholders through an advisory group;  
Development planned within or adjacent to existing developed or underutilized area, with conservation of open space and agricultural lands;
- The degree of including the emerging fields of sustainability such as carbon footprint modeling, climate change mitigation, public health, storm water management, green building and other similar efforts.

The Mid-Town area contains approximately 568 acres. Boundaries of the Mid-Town area are Sage Avenue on the west, Onaga Trail on the south, Joshua View on the east, and Crestview on the north.



The Plan is structured and addresses the following.

- Land Use Vision
- Development Opportunities
- Mobility, Access and Circulation
- Financing Methods and Alternatives
- Value Capture and Housing Affordability
- Economic Implementation Strategy

Throughout this process, continuous evaluation with the General Plan Update land use plan, goals, policies, and implementation actions was implemented to ensure consistency between the two projects. The resulting Mid-Town Master Land Use Vision and Mobility Plan provides the Town with the opportunity to address these land planning issues in more refined detail through specific plans and infrastructure planning efforts.

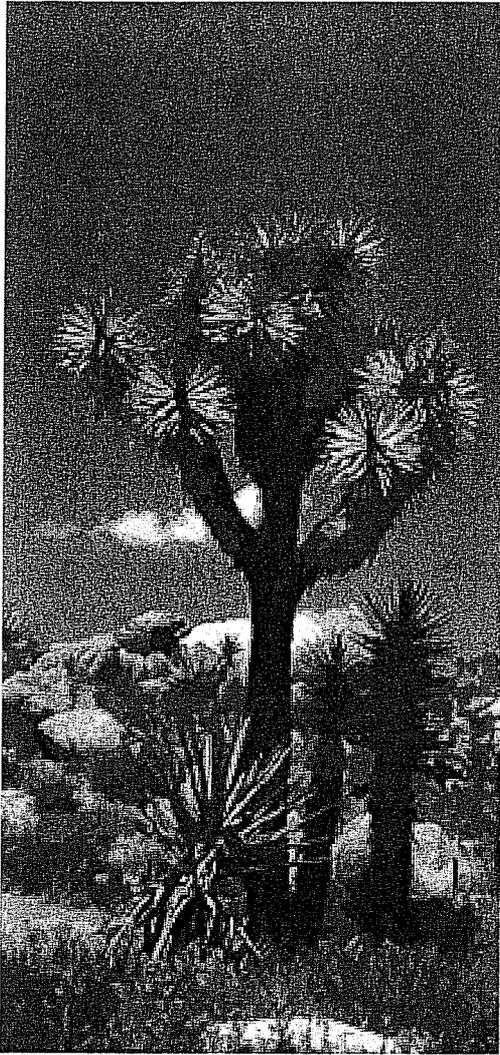
Public outreach was an important component of this project. Stakeholder interviews, community workshops, and distribution of information through the Town's web page were important public participation efforts that are essential when evaluating and planning for land use, mobility, and economic development opportunities with a community.

Representatives from the Arroyo Group, SCAG's consultant selected to prepare the Plan, will be providing a presentation to the Town Council including discussions on opportunity areas, critical framework elements, underutilized lands, streetscape improvements, mobility constraints and opportunities, and associated planning outcomes.

**Alternatives:** Staff recommends no alternative action.

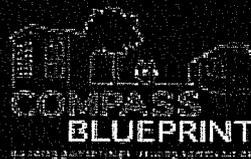
**Fiscal impact:** The Mid-Town Master Land Use Vision and Mobility Plan was funded by SCAG.

**Attachments:** Mid-Town Master Land Use Vision and Mobility Plan



# Yucca Valley MID-TOWN MASTER LAND USE VISION AND MOBILITY PLAN

REFINED DRAFT - MARCH 2013



*The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.*

This is a project for the Town of Yucca Valley with funding provided by the Southern California Association of Governments' (SCAG) Compass Blueprint Program. Compass Blueprint assists Southern California cities and other organizations in evaluating planning options and stimulating development consistent with the region's goals. Compass Blueprint tools support visioning efforts, infill analyses, economic and policy analyses, and marketing and communication programs.

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) through the U.S. Department of Transportation (DOT) in accordance with the provisions under the Metropolitan Planning Program as set forth in Section 104(f) of Title 23 of the U.S. Code.

The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG, DOT or the State of California. This report does not constitute a standard, specification or regulation. SCAG shall not be responsible for the Town's future use or adaptation of the report."

# Yucca Valley

## MID-TOWN MASTER LAND USE VISION AND MOBILITY PLAN



---

Refined Draft - March 2013

Prepared by



The Arroyo Group  
Stanley R. Hoffman Associates  
Iteris, Inc.



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# Introduction

## A. Background and Objectives

The Town of Yucca Valley is embarking on an important period of growth and development, having commenced a General Plan Update in October 2011. As part of this update, three Focus Areas were identified that have great potential for change and implementation. One of these Focus Areas is Mid-Town, which warrants more detailed recommendations than those provided at a General Plan level. Therefore, the Town Council initiated the preparation of a focused plan and implementation strategies for this area, which will provide the tools to develop and redevelop the core commercial area of the Town.

The primary objectives of this Plan are to identify conceptual land use options that could include increased housing densities and mixed uses, as well as explore pedestrian linkages between public transit, the Government Center and major recreation, commercial, and education nodes of activity.

An equally important objective is to implement design practices, such as Complete Streets, to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and public transport users of all ages and abilities, particularly along Twentynine Palms Highway, which acts as a barrier between the northern and southern portions of the Mid-Town area. As stated in the Yucca Valley Community Profile (November 2011), "Yucca Valley's corridors are a vital component of the town's economic stability, and therefore, great care should be taken to ensure the streetscapes, signage, and other architectural details support the quality image that the community desires to convey. These corridors constitute a significant opportunity for the community to further enhance its image and maintain a strong economic presence in the basin."

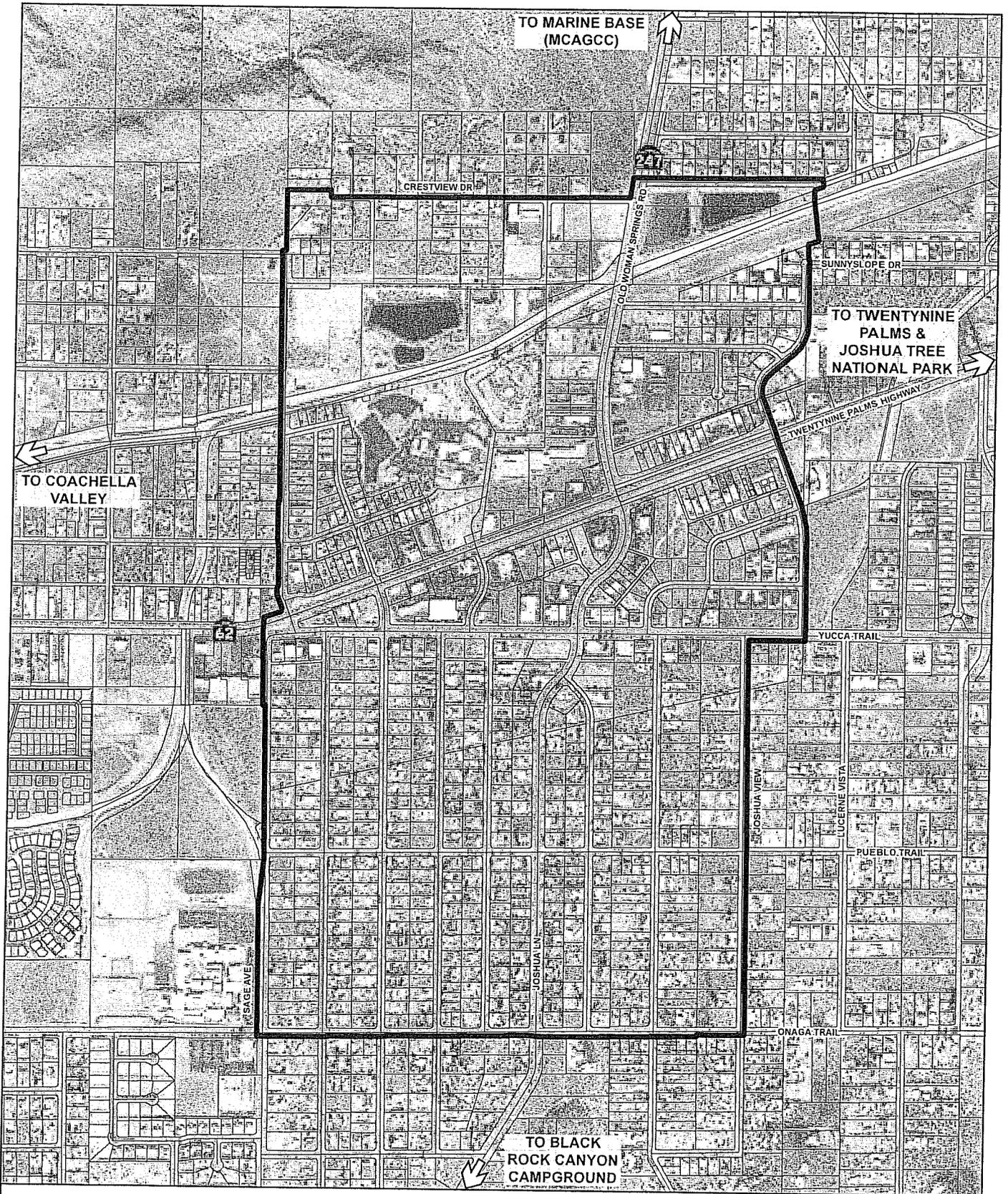
A final objective of this Plan is to identify potential partnerships and implementation strategies among and between public and private entities for jointly developing programs and/or policies directed at improving livability and mobility with the Mid-Town area and to facilitate realization of the recommendations of the Plan.

## **B. Mid-Town Study Area**

The Mid-Town area is approximately 568 acres in size and is illustrated in Figure 1-1. It is located in the center of the Town of Yucca Valley, and is generally bounded by Sage Avenue on the west, Joshua View on the east, Onaga Trail on the south, and Crestview Drive on the north. The Mid-Town area is anchored by the intersection of two state highways - State Route 62 (Twentynine Palms Highway) and State Route 247 (Old Woman Springs Road). This intersection is the highest traffic volume intersection in the Morongo Basin and a focal point of the community. These highways provide the only regional transportation linkages to and from the Morongo Basin, and Twentynine Palms Highway is the gateway to Joshua Tree National Park. In addition, the majority of the Town's non-residential uses are located along Twentynine Palms Highway, thereby contributing significantly to the Town's overall image and character. Twentynine Palms Highway exhibits the right-of-way and auto-oriented character that is typical of state highways and major arterials.

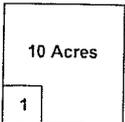
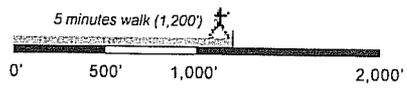
## **C. Compass Blueprint Program's Guiding Principles**

The Mid-Town Master Land Use Vision and Mobility Plan is being funded by the Southern California Association of Governments' (SCAG) Compass Blueprint Program. Compass Blueprint assists Southern California cities and other organizations in evaluating planning options and stimulating development consistent with the region's goals through the integration of land use planning and transportation investment decision-making. Compass Blueprint tools support visioning efforts, infill analyses, economic and policy analyses, and marketing and communication programs. A focus of Compass Blueprint Demonstration Projects is the coordination with the region's Senate Bill 375 and Sustainable Communities



**Figure 1-1: Project Area**

 Mid-Town Study Area



Strategy (SCS) development efforts. The Compass Blueprint Programs Guiding Principles are as follows:

**Principle #1 - Improve mobility for all residents**

- Encourage transportation investments and land use decisions that are mutually supportive.
- Locate new housing near existing jobs and new jobs near existing housing.
- Encourage transit-oriented development.
- Promote a variety of travel choices.

**Principle #2 - Foster livability in all communities**

- Promote infill development and redevelopment to revitalize existing communities.
- Promote developments that provide a mix of uses.
- Promote “people-scaled” pedestrian-friendly communities.
- Support the preservation of stable, single family neighborhoods.

**Principle #3 - Enable prosperity for all people**

- Provide a variety of housing types in each community to meet the housing needs of all income levels.
- Support educational opportunities that promote balanced growth.
- Ensure environmental justice regardless of race, ethnicity or income class.
- Support local and state fiscal policies that encourage balanced growth.
- Encourage civic engagement.

**Principle #4 - Promote sustainability for future generations**

- Preserve rural, agricultural, recreational and environmentally sensitive areas
- Focus development in urban centers and existing cities.
- Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution, and significantly reduce waste.
- Utilize “green” development techniques.

---

## D. Community Participation

The Yucca Valley Mid-Town Master Land Use Vision and Mobility Plan was prepared with significant community outreach and participation. Input was obtained through public workshops, where property owners, businesses, residents, and interested parties provided input to the Town staff and consultant team through group discussion and feedback on the topics and direction of the Plan. Two public workshops were held at milestone stages of the project, and are described in detail below.

In addition, stakeholder interviews were conducted at the beginning of the project with representatives from key stakeholders and agencies including the Morongo Unified School District, Morongo Basin Transit Authority, County Economic Development, Hi-Desert Medical Center, Marine Corps Air Ground Combat Center, San Bernardino Associated Government (SANBAG), and Copper Mountain College. These interviews generated significant dialogue and provided valuable direction during the preparation of the Plan.

### Community Workshop #1

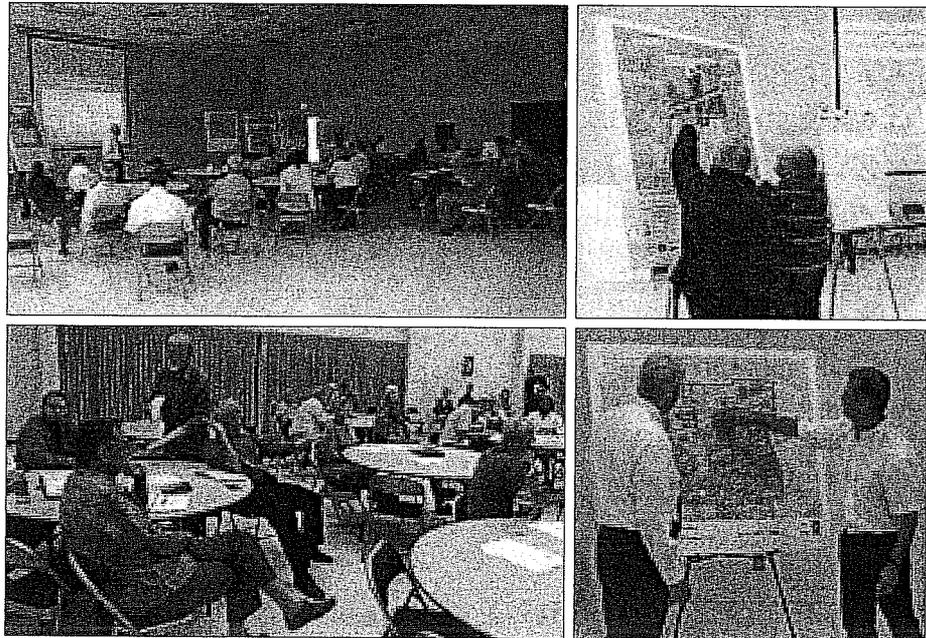
The first public workshop for the Mid-Town Specific Plan was held on October 4, 2012 at the Yucca Valley Community Center. The purpose of the first workshop was to listen to the issues, goals and visions expressed by the workshop participants to help shape the future of the Mid-Town area. The consultant team presented demographics and market information, as well as existing data regarding land use, circulation and streetscape conditions. Initial opportunities and constraints for the area were also presented to initiate discussion about how to plan for its future.

During the group discussion, the primary issues and ideas expressed by the stakeholders were focused the following topics:

- Enhancing Yucca Valley (along with the other Morongo Basing communities) as a “gateway” to Joshua Tree National Park;
- Improving the streetscape and pedestrian circulation in Mid-Town;
- Bringing more density and mixed use to Mid-Town, while also providing density incentives to developers;
- Relocating the Visitors Center to Mid-Town, but keeping it on SR-62;
- Improving bicycle circulation;
- Further analyzing the Outerhighways and their benefits and problems;

- Providing a regional park in the Mid-Town; there was significant interest in creating a passive park with walking paths around the retention basin north of the Government Center.

Stakeholders and community member provided significant input to the future vision for the Mid-Town area at two public workshops held during the planning process. ▶



## Community Workshop #2

As a result of the input received at the first workshop, the next phase of the project was to prepare the Draft Mid-Town Land Use Vision and Mobility Plan for public review. The second public workshop was held on February 7, 2013 at the Yucca Valley Community Center. At this workshop, the consultant team presented the key concepts in the Plan, including recommendations for major opportunity areas, open space, and mobility improvements, as well as economic implementation strategies.

Following the presentation, the workshop participants held an open discussion. Overall, there was strong support for the major recommendations in the Plan, including fostering pedestrian-friendly mixed use development consistent with the General Plan update, so long as growth in Mid-Town happens in a way that is compatible with the character of Yucca Valley. It was also noted by several participants that as private sector improvements are made, there should be overall coordination with Caltrans and the Hi-Desert Water District with regard to timing

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and improvements to ensure that sewer, road and streetscape improvements are implemented as efficiently as possible.

## **E. Supporting Documents**

Several documents were prepared as background information during the analysis phase and support the recommendations of this Plan. These supporting documents are listed below and are available at the Town of Yucca Valley Community Development Department:

- *Stakeholder and Agency Interview Notes* (prepared by The Arroyo Group, August 2012)
- *Existing Conditions Review and Identification of Opportunities and Constraints* (prepared by The Arroyo Group, August 2012)
- *Existing Mobility Conditions Memorandum* (prepared by Iteris, August 2012)
- *Market Potential Analysis* (prepared by Stanley R. Hoffman Associates, August 2012)
- *Projected Fiscal Impacts of Development Alternatives* (prepared by Stanley R. Hoffman Associates, October 2012)
- *Community Workshop #1 Outreach and Presentation Materials* (prepared by The Arroyo Group Team, October 2012)



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### **A. Regional Context**

The Town of Yucca Valley is located approximately 25 miles northeast of Palm Springs in San Bernardino County (Figure 2-1). Twentynine Palms Highway links the Town to Interstate 10 and the Coachella Valley and west to the Inland Empire. Old Woman Springs Road (SR 247) connects with Twentynine Palms Highway in the center of town, the location of the Mid-Town study area, providing access to Barstow and the Victor Valley and Interstate 15 via SR 18. Nearby communities include the community of Joshua Tree and the City of Twentynine Palms to the east, the community of Morongo Valley to the southwest, and the communities of Pioneertown and Yucca Mesa to the north. The San Bernardino Mountains lie to the west. The Marine Corps Air Ground Combat Center (MCAGCC) is located north of the City of Twentynine Palms.

Joshua Tree National Park lies immediately south and southeast of Yucca Valley. Declared a U.S. National Park in 1994 when the U.S. Congress passed the California Desert Protection Act (Public Law 103-433), it had previously been a U.S. National Monument since 1936. It covers a land area of approximately one million acres. The Park is named for the Joshua tree (*Yucca brevifolia*) forests native to the park and includes two distinct desert systems, the Mojave Desert and the Colorado Desert, which occur at different elevations within the Park and have profoundly contrasting appearances. Yucca Valley is one of the four gateway communities to the National Park. With approximately 1.3 million visitors visiting Joshua Tree National Park each year, there is opportunity to better capture visitors passing through Yucca Valley and create a desirable destination that complements a trip to the National Park.

The Coachella Valley lies further south, below the Little San Bernardino Mountains. Cities in the Coachella Valley include Desert Hot Springs, Palm Springs, Cathedral

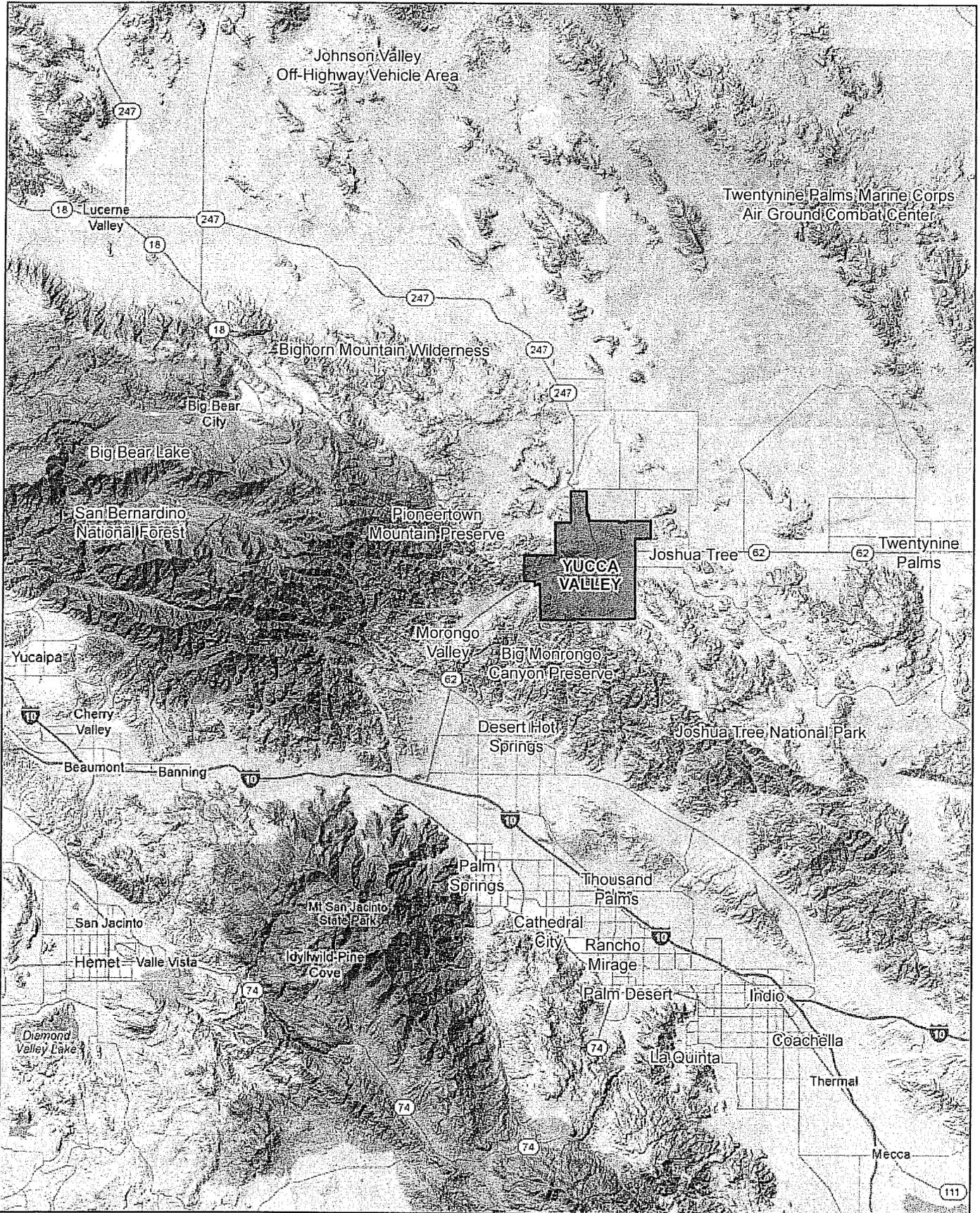


Figure 2-1: Regional Context

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City, Rancho Mirage, Palm Desert, La Quinta, Indian Wells, Coachella, and Indio. A large number of Yucca Valley residents go “down the hill” to the Coachella Valley for greater dining, retailing and entertainment options than what is available in the Morongo Basin. There is opportunity for the Mid-Town area to provide greater options to local residents, as well the potential to integrate Yucca Valley’s visitor-related economic activity with Coachella Valley’s visitor activity.

## **B. Existing Land Use**

Existing land uses in the Mid-Town area are varied and include a high concentration of core government, transportation, recreation, and education services. It is also the prime commercial retail, service and employment base within the Town. Table 2-1 identifies existing land use in the study area.

As it contains Town Hall and the Community Center Complex (Government Center), Mid-Town is the civic and cultural heart of the community. Other public/quasi-public community facilities and services located in Mid-Town include the Hi-Desert Nature Museum, San Bernardino County Public Library-Yucca Valley Branch, Yucca Valley Senior Center, Morongo Basin Transit Authority Transfer Facility, United States Post Office, and San Bernardino County Sheriff’s office substation. In addition, there are several major financial institutions as well as commercial and service oriented businesses, including grocery stores, restaurants (both chain and locally-owned), and motels. In addition, while not yet developed, a 75-unit senior-housing project is proposed to be constructed on the vacant site just south of the Government Center on Twentynine Palms Highway and Dumosa Avenue.

Yucca Valley High School is located just outside the study area boundary to the west on Sage Avenue, but is important for the synergy it creates with the retailing, government and civic uses in Mid-Town. In addition, the Yucca Valley Boys and Girls Club, Tri-Valley Little League Facility, and Brehm Youth Sports Park Facility, which is currently under construction, are located west of study area on Little League Drive and Palm Avenue. They also interface with the Mid-Town area and improved linkages should be made between the facilities and the Government and Community Center complex.

Community amenities, such as schools, grocery stores, and civic and cultural buildings are vital to the Mid-Town area and the Town should capitalize on the concentration of these amenities in the study area, enhance connections to them,

and build on the synergy of new mixed use projects. These elements can enhance neighborhoods, create identity and strengthen the sense of community.

Single-family residential uses surround the government and commercial core to north and south. In the area between Sunnyslope Drive and Crestview Drive, the area is a mix of vacant land and single family homes. The area between Yucca Trail and Onaga Trail to the south, however, is a well-established single-family residential neighborhood. There is also some multiple family housing located closer in to the commercial core.

While the Mid-Town area is considered the “downtown” of Yucca Valley, approximately 17% of the area (in net acres) is vacant and many properties are underutilized. Approximately 80% of the land within the study area is in private ownership.

**Table 2-1: Existing Land Use in the Mid-Town Area**

Existing Land Use	Total Area in SF	Land Area (acres)	Percentage of Specific Plan Area
Airports	971,588	22.30	3.93%
Communication Facilities	71,528	1.64	0.29%
Educational Institutions	171,557	3.94	0.69%
Fire Station	26,635	0.61	0.11%
General Office Use	591,238	13.57	2.39%
Government Offices	943,885	21.67	3.82%
Hotels and Motels	52,295	1.20	0.21%
Improved Flood Waterways	740,053	16.99	2.99%
Local Parks and Recreation	2,400	0.06	0.01%
Manufacturing	35,641	0.82	0.14%
Manufacturing, Assesmbly and Industrial Services	74,645	1.71	0.30%
Multi Family Residential	1,037,224	23.81	4.19%
Other Commercial	330,738	7.59	1.34%
Park and Ride	44,639	1.02	0.18%
Public Facilities	348,289	8.00	1.41%
Retail Stores and Commercial Services	1,941,952	44.58	7.85%
Single Family Residential	8,415,810	193.20	34.02%
Vacant	3,451,675	79.24	13.95%
Water Storage Facilities	522,018	11.98	2.11%
Wholesaling and Warehousing	140,917	3.24	0.57%
<b>Total Net Acres</b>	<b>19,914,726</b>	<b>457.18</b>	<b>80.51%</b>
Right of Way	193,733	110.70	19.49%
<b>TOTAL GROSS ACRES</b>	<b>38,808,511</b>	<b>567.88</b>	<b>100.00%</b>

Source: Town of Yucca Valley GIS Data

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## C. General Plan Land Use Designations

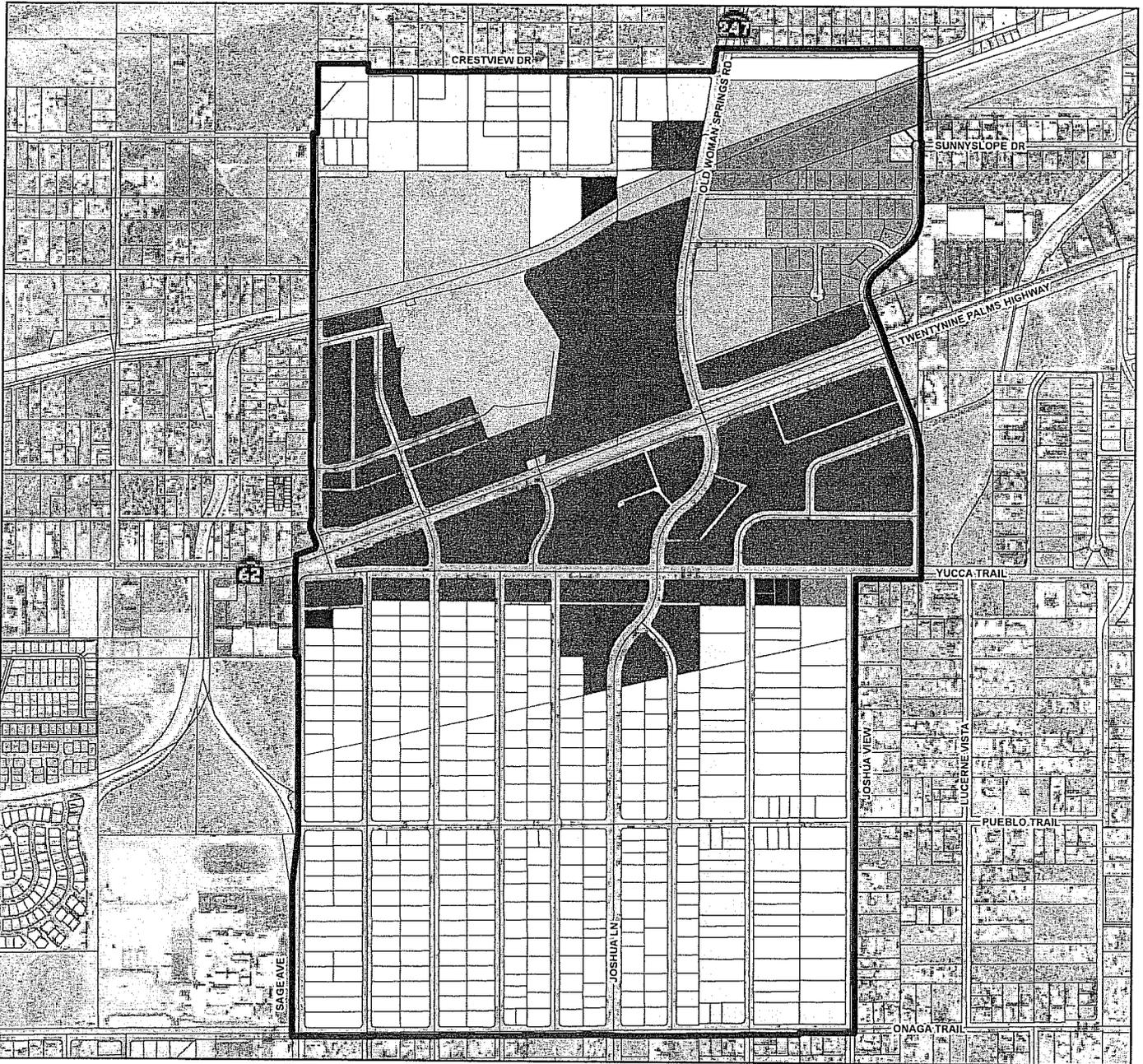
The Town of Yucca Valley is currently undergoing an update to its General Plan. A major focus of the General Plan Update is to incorporate Mixed Use land use designations at appropriate locations in the Town. As such, a large portion of the Mid-Town area, primarily located around Twentynine Palms Highway and Old Woman Springs Road, is being designated Mixed Use (MU). Per the General Plan land use map and land use designation descriptions (approved by the Town Council on June 26, 2012), the Mixed Use designation is intended for a mix of uses including commercial, professional office, recreational, and high density residential. Its purpose is "to allow highly integrated commercial, residential and office uses that facilitate pedestrian access and walkability." The areas designated Mixed Use will allow for the greatest change in the Mid-Town area.

Other General Plan designations in the Mid-Town area include Public/Quasi-Public, Industrial, Airport, Commercial, Medium Density Residential, Medium High Density Residential, Low Density Residential, and Rural Residential. These are illustrated in Figure 2-2.

## D. Opportunities for Mid-Town

The following opportunities and issues were identified during the planning process for the Mid-Town area:

- Mid-Town is already the cultural and civic heart of the Town because of the well-established Government and Community Center complex. The character and design of Mid-Town should focus on enhancing its civic status and importance in the community. There is opportunity to bring in more residents to provide more day/night time activity for current and future retail. There is also potential to create additional open space and/or public gathering space throughout Mid-Town, as well as pedestrian linkages to and from nearby retail, business, and residential uses. The momentum created by new development in this area, such as the new senior housing project immediately south of Town Hall, should be continued with new projects and streetscape design. Connections to this important civic node should be established and enhanced to ensure access from adjacent neighborhoods.

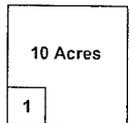
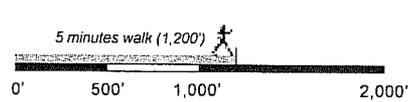


**Figure 2-2: General Plan Land Use Designations**

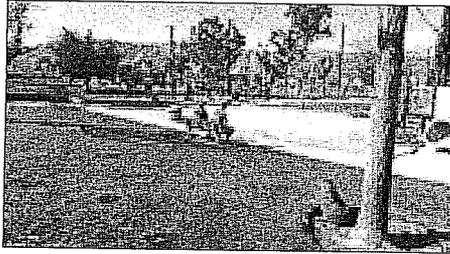
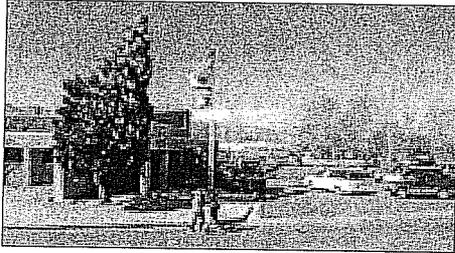
 Mid-Town Study Area

**General Plan Designations**

-  Rural Residential (RR-1) 0-1 du/ac
-  Rural Residential (RR-0.5) 1-2 du/ac
-  Low Density Residential (LDR) 2.0-5.0 du/ac
-  Medium Density Residential (MDR) 5.1-8.0 du/ac
-  Medium High Density Res. (MHDR) 8.1-14.0 du/ac
-  Mixed Use (MU)
-  Commercial (C)
-  Public/Quasi-Public (P/QP)
-  Industrial (I)
-  Airport (A)

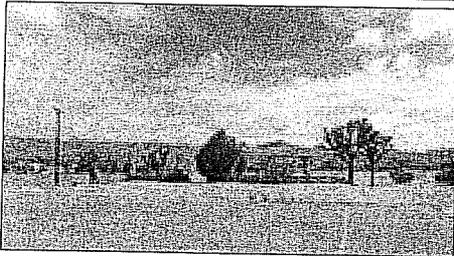
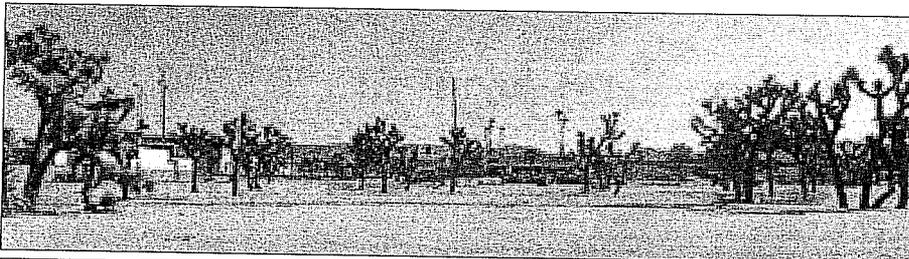


Source: Town of Yucca Valley General Plan Update



▲ The Government and Community Center is the civic and cultural heart of the community. The character and design of Mid-Town should focus on enhancing its civic status and importance in the community.

- There are numerous vacant and underutilized properties in Mid-Town, many of them contiguous, which allow opportunities for unified projects, rather than piecemeal development, the previous norm in the Mid-Town area. There are also a significant number of large parking lots, as well as potentially unused right-of-way. Parking lots and vacant parcels oftentimes represent opportunity sites for new development that can serve as catalyst projects in the revitalization of an area. Developing larger, unified projects can reinforce mixed use synergy, increasing housing choices with higher densities, and offer the possibility for meaningful public open space areas within projects.



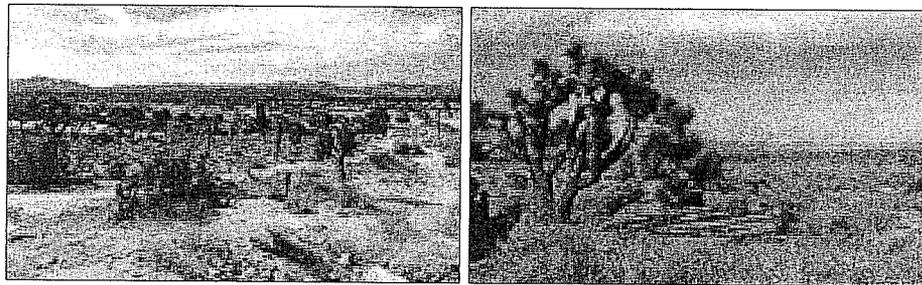
▲ Vacant and underutilized parcels provide opportunities for higher intensity development that will enhance the activity within Mid-Town. However, because the parcels are under different ownerships, development incentives may need to be provided to encourage parcel assembly for larger, unified projects.

- Mid-Town's location along Twentynine Palms Highway can be a positive attribute. There are high volumes of through traffic, particularly from visitors to Joshua Tree National Park and traffic related to the Marine Corps Air Ground Combat Center (Marine Base). There is a major opportunity to capture this traffic with well-planned and aesthetically pleasing development and open spaces. Ideally, a sensitive, optimal mix of land uses, landscape, and public gathering spaces

will draw travelers from the highway to shop, dine and recreate in the future development of the Mid-Town area.

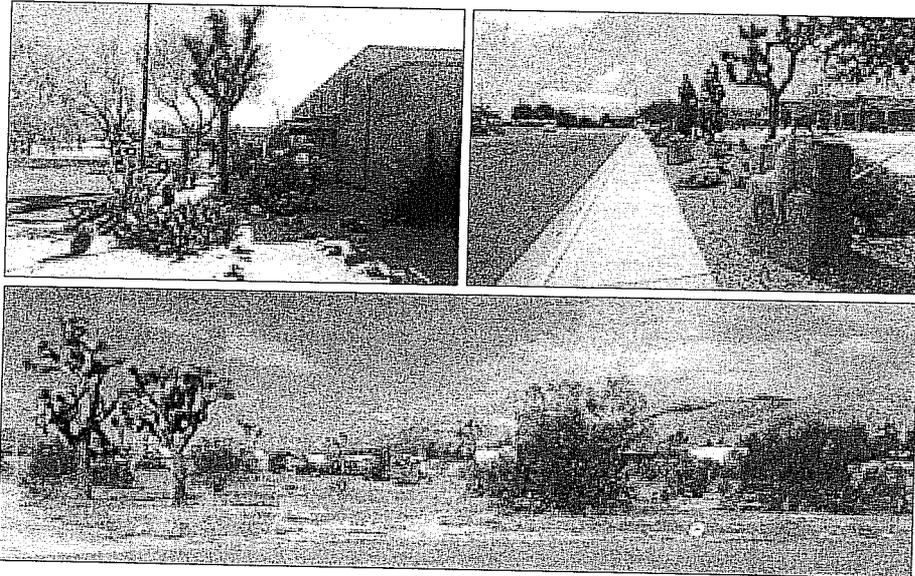
- There are many examples of “gateway” towns into National Parks, including Springdale, Utah (adjacent to Zion National Park, and Three Sisters, California (adjacent to Sequoia National Park), which are destinations in themselves and complement and enhance a visitor’s trip to the adjacent National Park by providing a “local” and pleasing experience. There is currently discussion among the Morongo Basin Economic Consortium about enhancing and branding all of the Morongo Basin communities as “gateway” communities to Joshua Tree National Park. Improvements to Mid-Town can build upon this effort to attract visitors to stop in the Mid-Town area on the way to the National Park.
- There is currently no unique identity for the Mid-Town area that distinguishes it from the rest of the Morongo Basin. With the potential for a significant amount of new development in a mixed use setting, there is an opportunity to create a strong identity for the area through landscape and open space design features, as well as public art. Yucca Valley’s dramatic physical setting and topography inspire design elements that build upon the characteristics of the High Desert environment.

Yucca Valley’s natural landscape and beautiful high desert setting should be enhanced and featured in all new development and public improvements. Building upon the natural context offers great potential for creating a strong identity and sense of place.



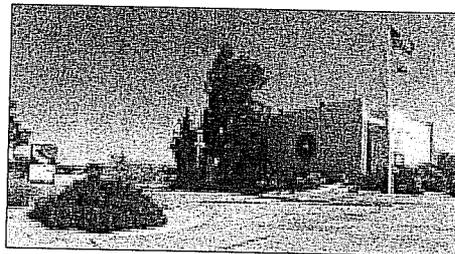
- In addition, there is little distinctive streetscape along Twentynine Palms Highway throughout Yucca Valley. Distinctive streetscape improvements along both highways, as well as along Dumosa Avenue into the Government Center, will give Mid-Town identity and help create a destination.
- There is the opportunity to embrace a very low water use plant palette that reflects Mid-Town’s high desert location and provides a climate-appropriate and beautiful landscape. It will be important to sensitively introduce landscaping that is complementary to the prevalent Joshua Trees and in keeping with the

high desert context. In addition, new development should be sited and clustered to protect and minimize the impact on the native Joshua Trees.



Several sites in Mid-Town, including the Hi-Desert Nature Museum and Yucca Valley Transit Center, use low water landscaping and public art features to create a visually appealing environment that is in keeping with the high desert setting. Similar improvements should be encouraged throughout Mid-Town in the both the public and private realm.

- There are multiple connection potentials to residential uses, public facilities, and employment areas both within and adjacent to the planning area which can reinforce both the livability of residential areas and the viability and vibrancy of retail functions. Linkages between Mid-Town and Brehm Park, which is being constructed near the Little League facility to the west of Mid-Town, should be explored. In addition, a pedestrian connection across Old Woman Springs Road to the Industrial-designated land should be made to foster walkability between this future employment area and the government/retailing areas of Mid-Town.
- With the many vacant and underutilized parcels in the Mid-Town, there is opportunity to relocate the California Welcome Center and Chamber of Commerce, both of which are housed in the same building to the west of Mid-Town. This would create further synergy between visitors passing through Yucca Valley and the cultural, retailing and dining opportunities to be located in Mid-Town.



If relocated, the California Welcome Center could be ideally situated in the heart of Mid-Town.

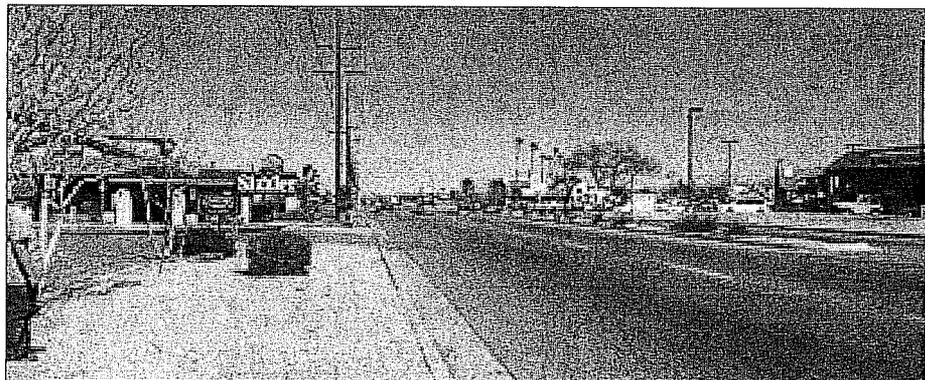
- The convergence of Twentynine Palms Highway with Old Woman Springs Road in the center of Mid-Town creates a significant street intersection and reinforces Mid-Town as the focal point of the community. This intersection presents an opportunity for an interesting and memorable gateway element or public art feature for Mid-Town.

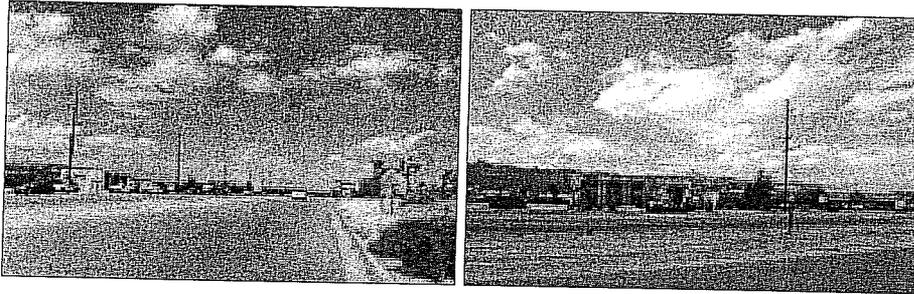
## E. Issues and Constraints

- While there are several areas of contiguous vacant parcels, they are generally owned by multiple owners, and not under single ownership. This can make parcel assembly for larger projects challenging as there can be difficulties in creating consensus for the future of the area. The Town should provide development incentives to encourage lot consolidation. With such incentives, the ownership pattern may provide opportunities for multiple property owners to share ideas and information, thereby potentially reducing individual cost and effort. There are also potential benefits in joint development and/or developing complementary projects.
- Twentynine Palms Highway creates a significant physical, psychological, and visual barrier between the north and south sides of Mid-Town. The frontage roads (Twentynine Palms Outerhighways, North and South) further exacerbate the problem. There is a need to reconceptualize the Highway right-of-way to be more attractive and provide for pedestrians, bicycles and transit, as well as better link the north and south sides with design and streetscape elements. Improved landscaping and streetscape amenities in the parkways that separate the main highway from the outerhighways are needed.

Twentynine Palms Highway is the "window" into the community as it runs the length of the Town.

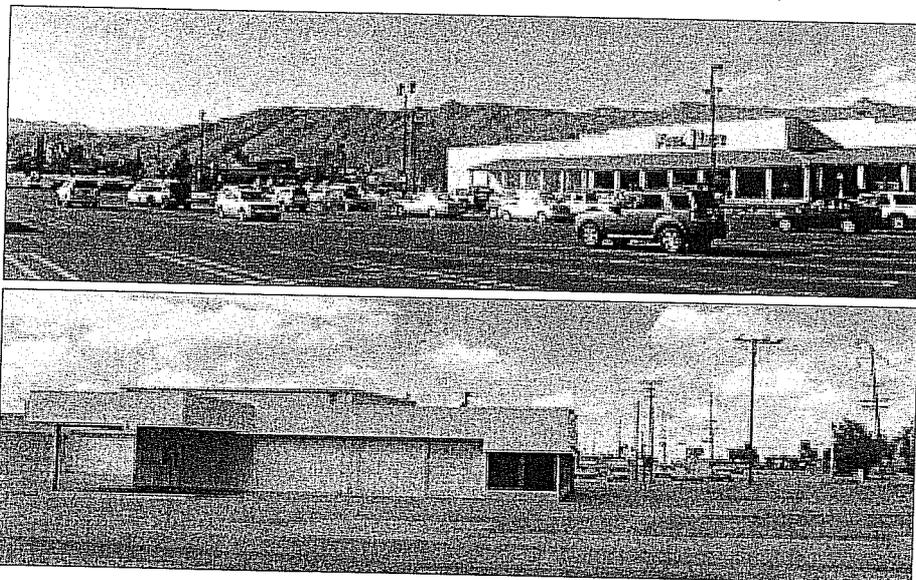
Currently, it creates a major barrier between the north and south sides of Mid-Town and presents no sense of place. With uniform streetscape and pedestrian improvements, the highway can contribute greatly to Mid-Town's identity and become part of a pedestrian circulation system within Mid-Town.





The north and south outerhighways further contribute to the impression that Twentynine Palms Highway is a barrier. Improved landscaping, pedestrian improvements and streetscape amenities in the parkways that separate the main highway from the outerhighways are needed.

- Irregular block size and street grid configuration in the Mid-Town area are also significant inhibitors to safe and efficient pedestrian crossings and circulation.
- There is a poor building edge along most of the streets in Mid-Town due to the prominence of parking lots, vacant land, changing scale of the buildings, and various street patterns. A weak building edge can negatively affect the quality of the pedestrian experience. Opportunities to enhance the pedestrian edges, either along a street or a plaza, should be maximized to encourage pedestrian activity in the Mid-Town area.

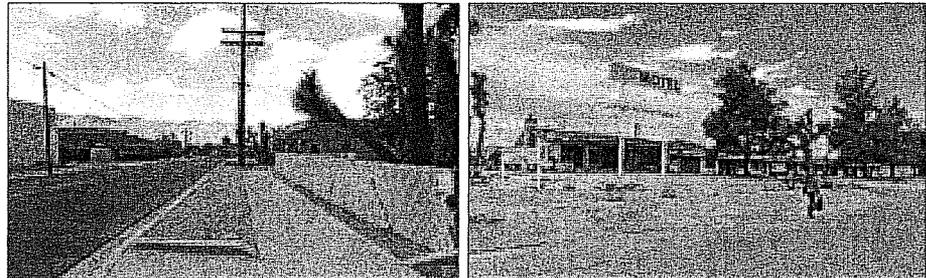


Building frontages disrupted by driveways and parking lots create an inconsistent pedestrian edge and detract from a sense of place.

- The variety in the built environment (varied building setbacks and scales, numerous vacant parcels), results in discontinuity and fragmentation of the area, especially as it is viewed from Twentynine Palms Highway. In addition, there is no uniformity of the streetscape infrastructure (sidewalks, landscaping,

etc.]. This contributes to a lack of identity and no real sense of place. There are opportunities to design new development creatively to provide a sense of place, while keeping with the diverse nature of the area and highway.

Inconsistent sidewalk amenities throughout Mid-Town make for an inhospitable pedestrian environment. ▶



- There is currently a lack of sewer infrastructure available to attract new development. However, the Hi-Desert Water District is working on conjunction with the California Regional Water Quality Control Board in the development and construction of a wastewater treatment and water reclamation facility and associated pipelines from each property to the main facility. The first phase of the sewer project, which includes the Mid-Town area is expected to start in 2014 and completed by 2016. This is crucial to attracting new development to Mid-Town, particularly industry and businesses.

# Land Use Vision

## A. Design Framework

This chapter presents the overall framework for the long-term development potential of the Mid-Town area, including public and private realm improvements. The overarching strategy is to transform Mid-Town into a vital and vibrant destination that serves local residents, employees and visitors. A crucial component of this transformation is to reconceptualize Twentynine Palms Highway as a street that serves multiple functions, rather than acting solely as a highway thoroughfare. This strategy calls for intensification of land uses and prioritization of public improvements to create a distinctive and enriching environment around Twentynine Palms Highway. Mid-Town has the potential to become a destination within the Morongo Basin – a place that provides a multitude of opportunities for living, working and community life.

The Framework Plan (Figure 3-1) identifies the key strategy elements for successfully improving Mid-Town, as well as many of the existing features which shape the nature of the planning area. These elements are identified below and discussed in greater detail in the following sections of the Plan.

## B. Land Use Vision

The land use vision for Mid-Town builds directly upon the Yucca Valley General Plan. A major focus of the General Plan is to incorporate Mixed Use land use designations at appropriate locations in the Town. As such, a large portion of the Mid-Town area, primarily located around Twentynine Palms Highway and Old Woman Springs Road, is being designated Mixed Use (MU), which will allow for the greatest change in the Mid-Town area. In a broad sense, a mixed use project can constitute an area, a site, or a single building, which blends a combination of residential, commercial, cultural, or institutional uses. However, the whole development's links to, and position in, its

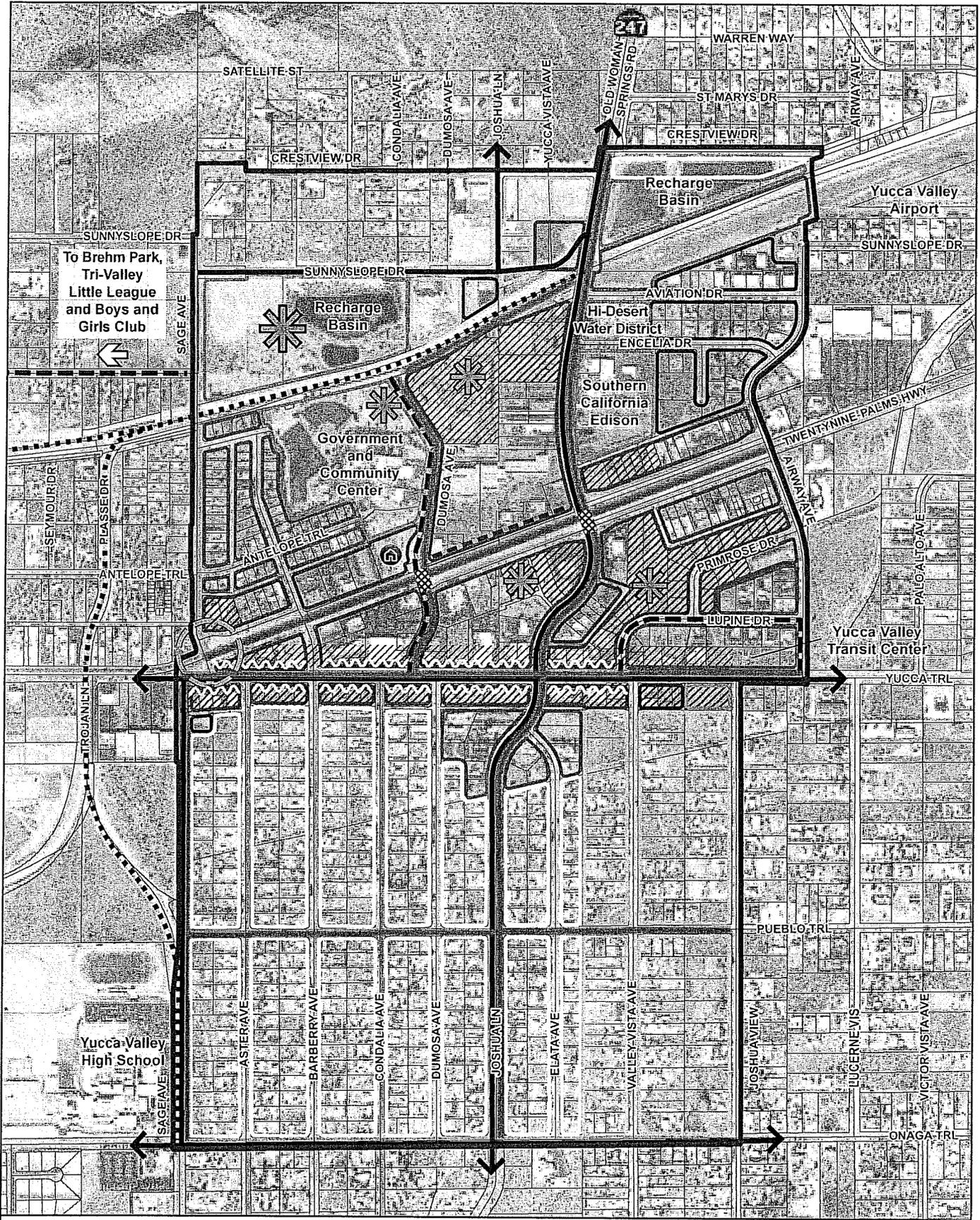
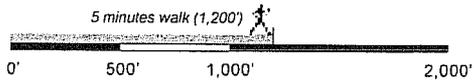


Figure 3-1: Framework Plan



## Key Framework Plan Elements

- 
**Opportunity Areas** – These are the prime opportunity sites for infill development or full scale redevelopment based on factors such as the number and size of contiguous vacant properties, and number and size of contiguous underutilized properties and/or underutilized parking lots or right-of-ways.
  - 
**Future Senior Housing** – The approved 75-unit senior housing project on the corner of Dumosa Avenue and Twentynine Palms Highway will complement a mixed use environment in Mid-Town.
  - 
**Active Pedestrian Edge** – A strong building edge should occur in new development along Yucca Trail to help create a “Main Street” feel along this mixed use/commercial street.
  - 
**New Open Space** – New open spaces areas should be located in the Mid-Town area to increase pedestrian activity and improve destination appeal. New open spaces could be “green” park areas, plazas, or courtyards, depending on the exact location and development context.
  - 
**Streetscape Improvements** – Streetscape improvements, such as sidewalks, pedestrian paths, improved landscaping and street trees, support a safe and attractive pedestrian-friendly environment. Streetscape enhancements along Twentynine Palms Highway are particularly important to reduce the perceived width of the highway and provide identity for the Mid-Town area. New and enhanced sidewalks and pedestrian paths that provide continuous circulation between community facilities, the transit center, and within and between new mixed use and retail developments will help make the area more walkable for pedestrians.
  - 
**Intersection Improvements** – New and improved crosswalks will provide greater visibility while enhancing safety, accessibility and connectivity for pedestrians. In addition, a new signal at Twentynine Palms Highway and Dumosa Avenue will improve vehicular circulation to and from the Government Center. See Chapter 4: Mobility.
  - 
**Entryway** – Prominent new development, signage, landscaping and public art at the Twentynine Palms Highway, Sage Avenue, Yucca Trail intersection can highlight this important intersection and announce entry to Mid-Town.
  - 
**Bicycle Connections** – New Class II Bikeways on key streets in Mid-Town, per the Parks and Recreation Master Plan Update, will greatly enhance bicycle circulation in the area. In addition, a Class II Bikeway should be implemented along Little League Drive to connect Mid-Town to the recreational facilities to the west. A Class I Bikeway is also recommended along the drainage channel for recreational purposes and to connect to Yucca Valley High School. See Chapter 4: Mobility.
  - 
**Restoration of North Outerhighway** – The restoration of the North Outerhighway between Dumosa Avenue and Old Woman Springs Road will provide continuity of character along Twentynine Palms Highway, reduce driveways directly on the highway, and provide opportunity for increased landscape along the highway. See Chapter 4: Mobility.
- General Plan Designations** – General Plan Land Use Designations are predominantly Mixed Use in the heart of Mid-Town to create a vibrant, walkable, downtown area.

	Rural Residential (RR-1)		Mixed Use (MU)
	Rural Residential (RR-0.5)		Commercial (C)
	Low Density Residential (LDR)		Public/Quasi-Public (P/QP)
	Medium Density Residential (MDR)		Industrial (I)
	Medium High Density Res. (MHDR)		Airport (A)

community are as important as the mix itself; the functions of mixed use development must be physically and functionally integrated and provide pedestrian connections.

The land use vision is also based upon the economic and market findings presented in the *Market Potential Analysis* (prepared by Stanley R. Hoffman Associates, August 2012). Mid-Town is well positioned to absorb new higher density residential and retail development, however, strategically locating and designing those developments will be key to the success of the area. In particular, several opportunity areas have been identified and are described in Section D of this chapter.

New development throughout the Mid-Town area should include a mix of residential, retail, office, flex, and civic uses. Residential uses should be located throughout the Mid-Town area to help create a 24-hour environment and stimulate the retail economy in Mid-Town. Single-family residential uses should remain focused in the existing neighborhoods that lie in the northern and southern portion of the planning area, while new higher density residential uses should increase in the areas closer to the heart of Mid-Town, proximate to the Yucca Valley Transit Center, the Government and Community Center, and the employment and retailing uses in Mid-Town. New attached residential development, both stand-alone and within a mixed use setting, will foster greater housing choices in Yucca Valley and support a wide range of residents of different ages, family sizes, and income levels. Building prototypes, such as townhomes, rowhouses, condominiums, apartments, and live/work units, can provide opportunities for home ownership and flexibility so the area can adapt over time and respond to changes in the market.

New mixed-use and commercial development should be targeted in the Mixed Use designated areas that front Twentynine Palms Highway, Yucca Trail, and Old Woman Springs Road. New commercial space is likely to be retail, professional office, flex space, and live/work units within mixed use buildings and sites. In addition, new light industrial and flex space should be intensified in the Industrial designated area immediately south of the Yucca Valley Airport. This provides synergy with the adjacent utility service providers along Old Woman Springs Road, and is compatible with and supportive of the airport. New civic uses should be concentrated around the existing hub of like uses at the Government and Community Center on Dumosa Avenue.

When planning for new projects in Mid-Town, it will be important to preserve flexibility for land owners so they can respond to evolving market conditions. This is a significant benefit of having the Mixed Use General Plan designation in a large portion of Mid-Town, which offers greater flexibility than single use zoning. In addition, new

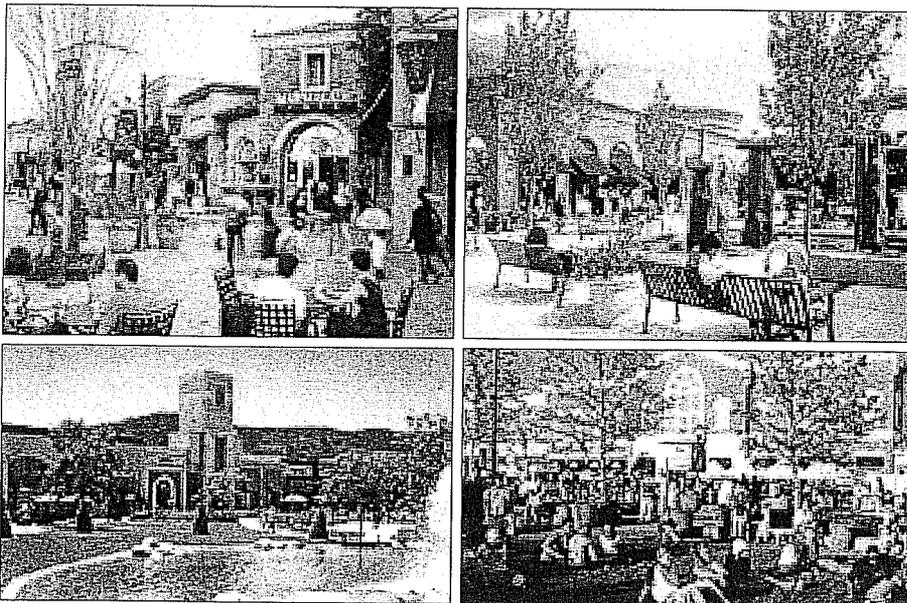
development projects should consider including flex spaces that can work as retail, office, or even live/work space, where feasible. This flexibility will allow land owners to maximize the value of their project and encourage ongoing economic development.

## C. Open Space

### Plazas and Courtyards

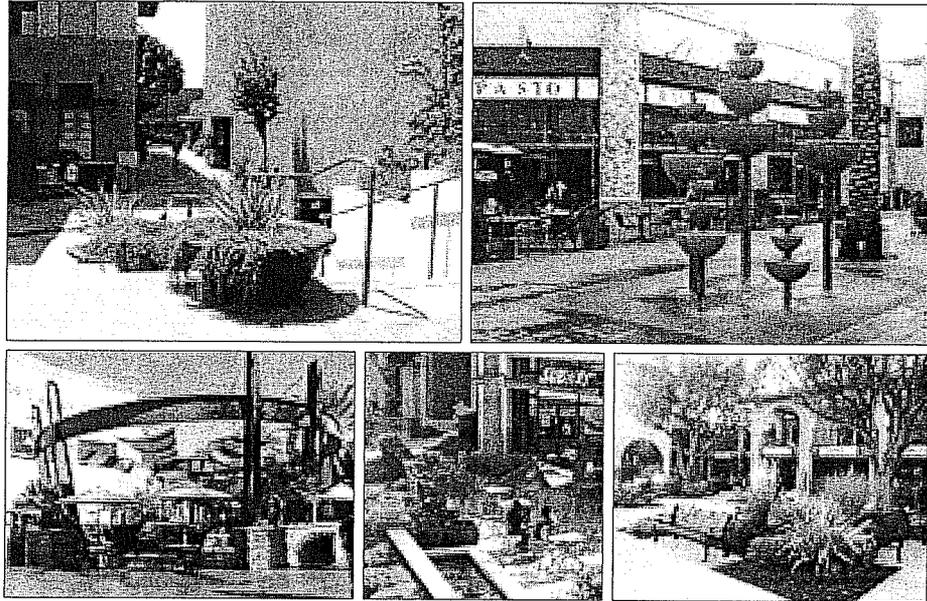
To support and foster a mixed use setting in Mid-Town, significant new open space should be located in the Mid-Town area to serve Yucca Valley residents and the numerous visitors that pass through Town to explore Joshua Tree National Park. New open spaces and plazas will increase pedestrian activity and improve destination appeal. Open spaces may consist of parks, plazas, courtyards, green spaces, as well as pathways and sidewalks that run along streets or through developments.

New open spaces should include privately-owned plazas and courtyards in new retail, residential, commercial and mixed use settings. Small gathering spaces and places should be created within new developments to complement the existing open space in Mid-Town and to provide informal and small scale open space opportunities, including outdoor dining. There is also additional vacant land in the northeast corner of the Government and Community Center site to expand the existing recreation and open space already present there.



Based on the high value the community places on open space, the integration of plazas and courtyards within commercial and mixed use development is recommended.

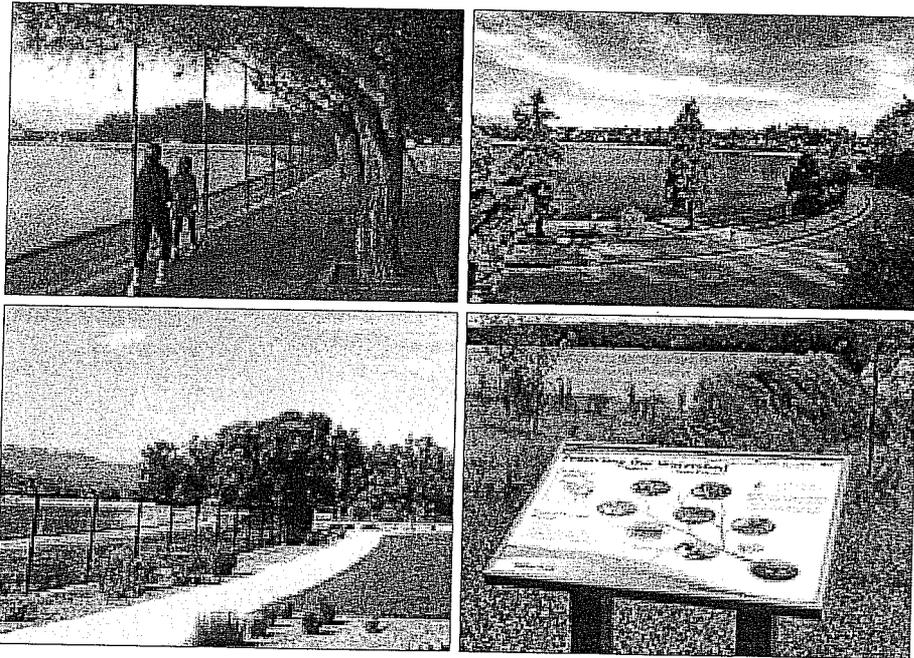
Plazas, courtyards and pedestrian gathering areas function as "oases" or "outdoor rooms" in mixed use and commercial developments.



## Regional Park

There is also an opportunity to create a Town park or regional park on underutilized parcels in the northwest portion of Mid-Town. These sites are the Town-owned property on Sage Avenue, which is currently being used for BMX biking, and the adjacent land surrounding the Hi-Desert Water District reservoir. There are many examples of cities and water districts working together to provide passive recreational space around a reservoir, making it an aesthetic amenity for the community. The reservoir could become a focal point of the community by evolving into a regional recreational resource. The space around the reservoir could be improved by creating a walking and jogging path and including other passive recreational areas or features, such as a dog park, pocket park, green space for picnicking, etc. This open space could be combined with the adjacent Town-owned site to create a large park serving the Morongo Basin, and creating a destination within Mid-Town.

As the recharge basin is part of the Town water supply system, there is also opportunity to provide education about water quality, projects, and their impacts on the community. An educational component to a park surrounding the reservoir could explore educational topics regarding watersheds, wildlife, native plants, natural habitats and the impacts of land use.



The vacant land around the reservoir on Sunnyslope Drive could become an open space amenity by creating a walking and jogging path that surrounds the reservoir, as well as including other passive recreational areas or features, such as a dog park, pocket park, green space for picnicking, etc.

## Connections to Existing Recreational Facilities

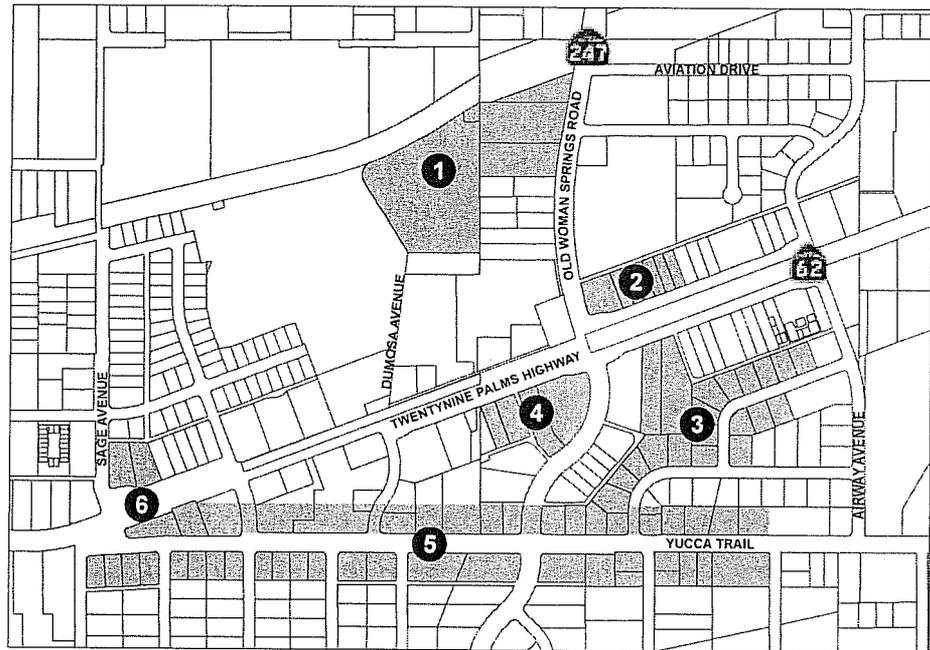
Finally, improved linkages should be made to the future Brehm Park and existing Tri-Valley Little League/Boys and Girls Club sites on Little League Drive. They are located less than half a mile west from the Government and Community Center in Mid-Town. These recreational facilities are great resources for the Town and should be easily accessible from Mid-Town.

## D. Opportunity Areas

Several areas designated Mixed Use contain contiguous properties that are vacant or under-utilized. These areas have been identified as prime opportunity sites for infill development or full scale redevelopment, and should be prioritized and marketed by the Town as catalytic sites for new development in Mid-Town. These areas are identified in Figure 3-2 and described in more detail below.<sup>1</sup>

Two factors were used to determine under-utilized areas in Mid-Town. First, non-residential parcels were selected where the land value to total value ratio was

<sup>1</sup> The Opportunity Areas are numbered for the purposes of identification only, and are not intended to imply prioritization.

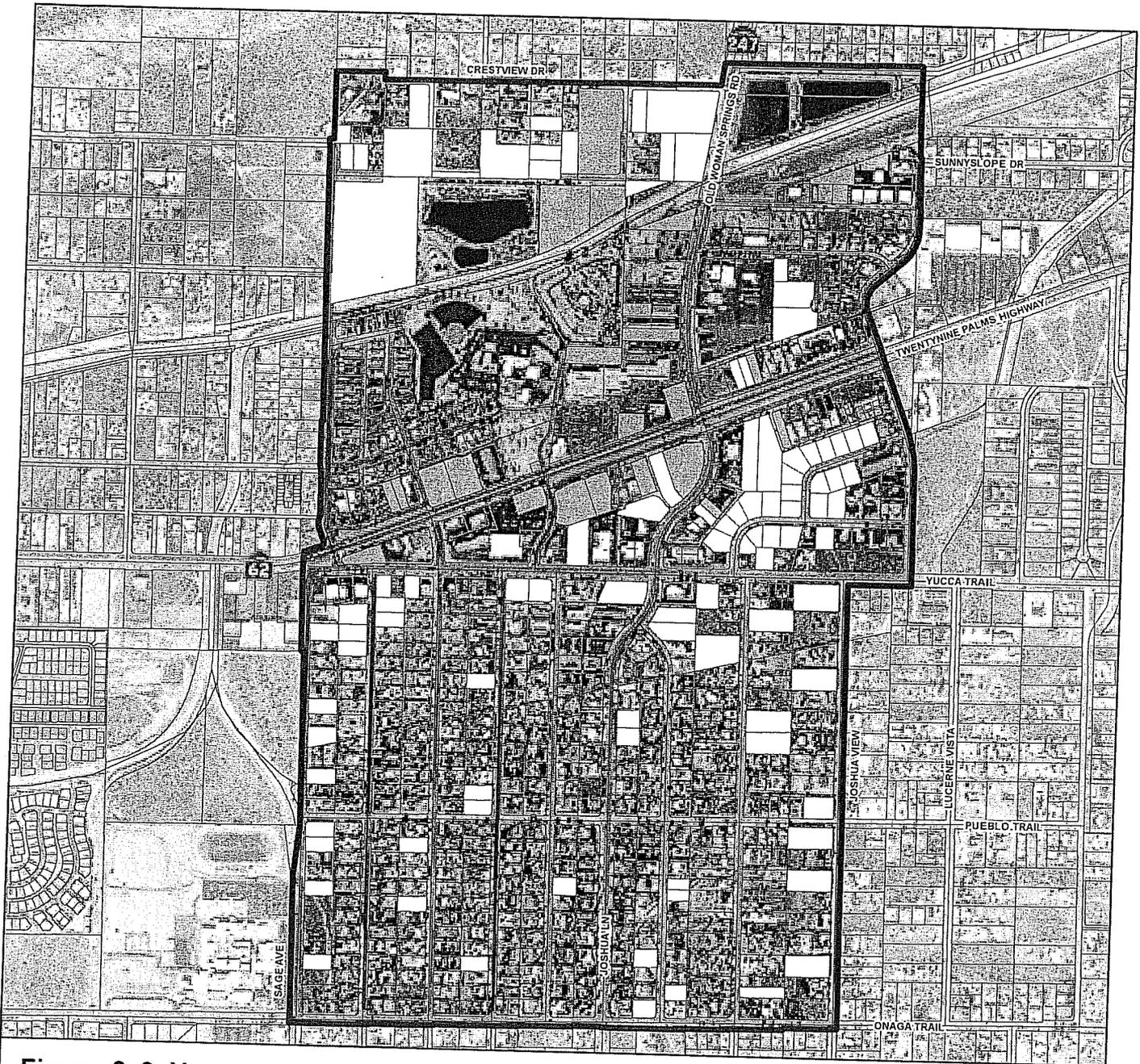


**Figure 3-2: Opportunity Areas**

greater than 0.40, including vacant parcels. As land value becomes a greater share of the total value, the parcel is considered to potentially be a prime candidate for increased development or redevelopment.

The second measure of land under-utilization in the Mid-Town area is when non-residential parcels have a Floor Area Ratio (FAR) of less than 0.20. The floor area ratio is a measure of the gross building square footage over the total site acreage. Under current development standards, FARs are typically above 0.20 unless the use has need for a great deal of outdoor storage, such as some large home improvement or heavy industrial uses – neither of which is permitted in the Mixed Use designation under the updated General Plan. Parcels identified as under-utilized are identified in Figure 3-3.

Given the fact that every opportunity area is comprised of many parcels under various ownerships, the Town should provide land use and economic incentives to consolidate vacant and under-utilized parcels into efficient sizes for development. Incentives could be provided as development intensity bonuses (increased allowable FAR and/or dwelling units per acre), or financial incentives, including reduced permit fees or waivers, or shortened approval procedure timeline.

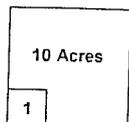
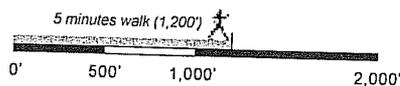


**Figure 3-3: Vacant and Underutilized Parcels**

-  Mid-Town Study Area
-  Vacant
-  Underutilized\*

\*Underutilized parcels are defined as non-residential parcels with a Floor Area Ratio (FAR) of less than 0.20 and/or where the land value to total value ratio is greater than 0.40.

Source: Stanley R. Hoffman Associates, Inc.  
CoreLogic, Assessor Data, June 2012 ESRI ArcMap

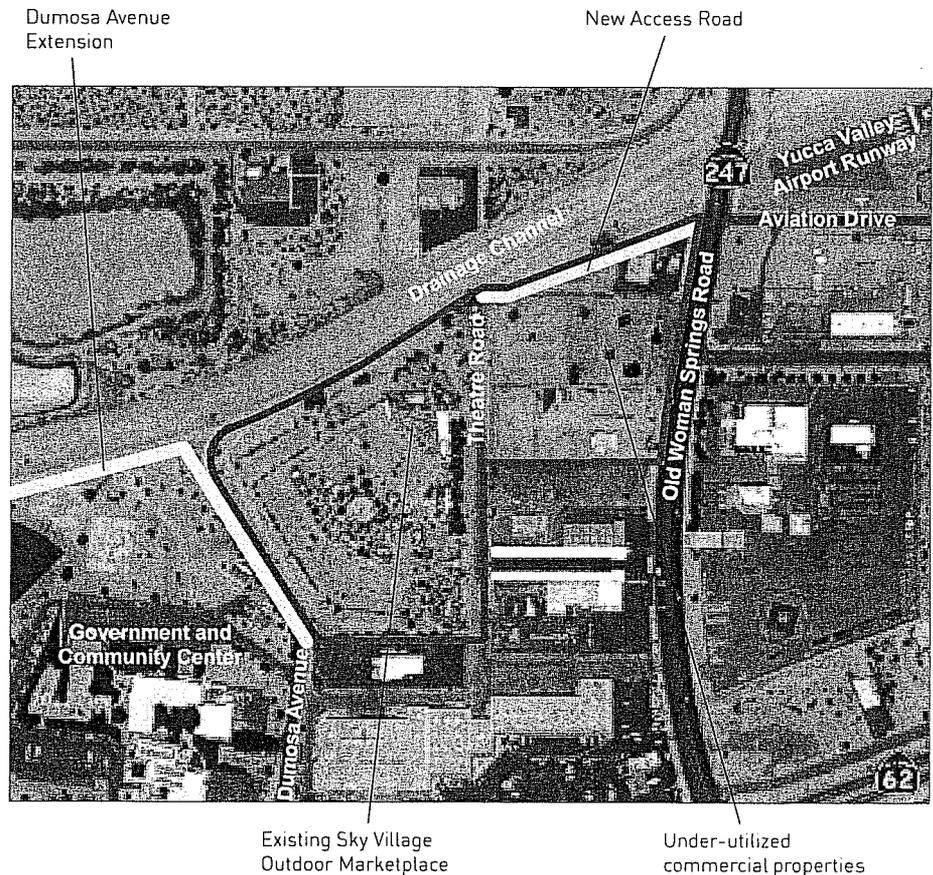


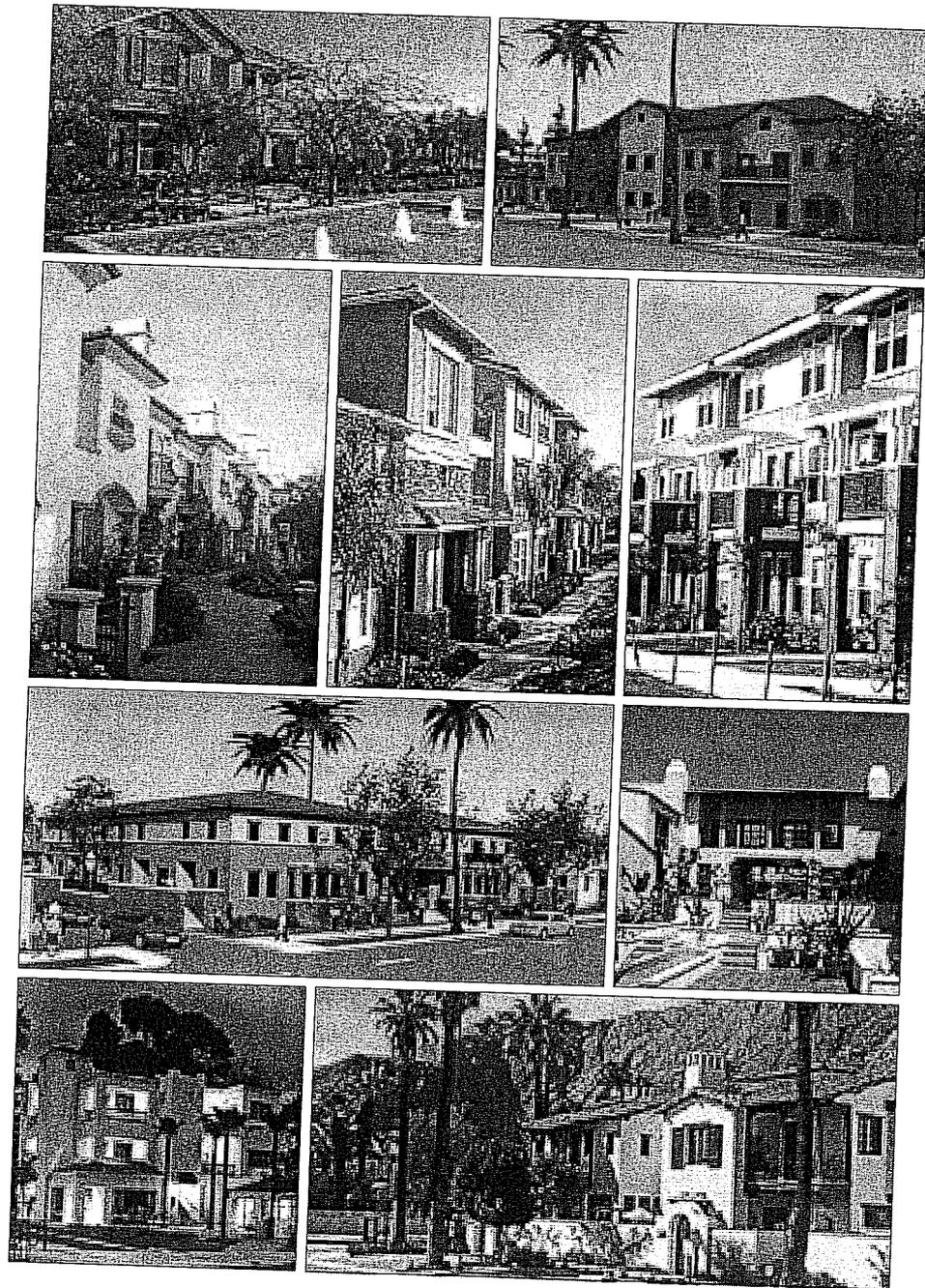
## Opportunity Area #1

The majority of this area contains underutilized properties and nearly half of the site is one parcel, making lot assembly less difficult and providing the potential for a larger, unified project to occur, even if only a portion of the site redevelops. Given the site's location off of Twentynine Palms Highway and its immediate adjacency to the Community Center, it would be a good location for a large multi-family development or mixed use project. Revitalized commercial uses would be appropriate along Old Woman Springs Road. Given its proximity to the Yucca Valley Airport runway, new development should be located in the southern two-thirds of the site, with parking or open space in the northern portion to avoid any impact from the flight path.

Currently, the access to the Sky Village Outdoor Marketplace site is limited, as it is only accessible via Theater Road. Although, Theater Road is a paved road with direct access from SR-247, this access facility is more of an alley rather than a standard street. When the site is redeveloped, it is recommended that alternate direct access be provided to the site via the extension of Aviation Drive along the channel, joining the north south roadway, Theater Road [see Chapter 4: Mobility].

The majority of Opportunity Area #1 contains underutilized commercial properties and reasonably large parcels, which would facilitate redevelopment of the site to a unified mixed use or multi-family development project.



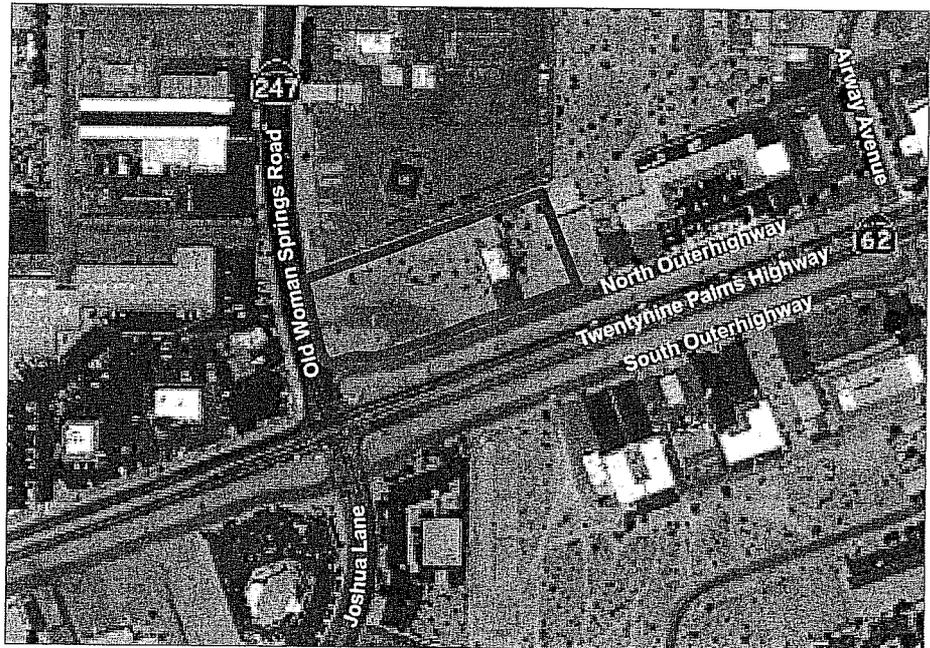


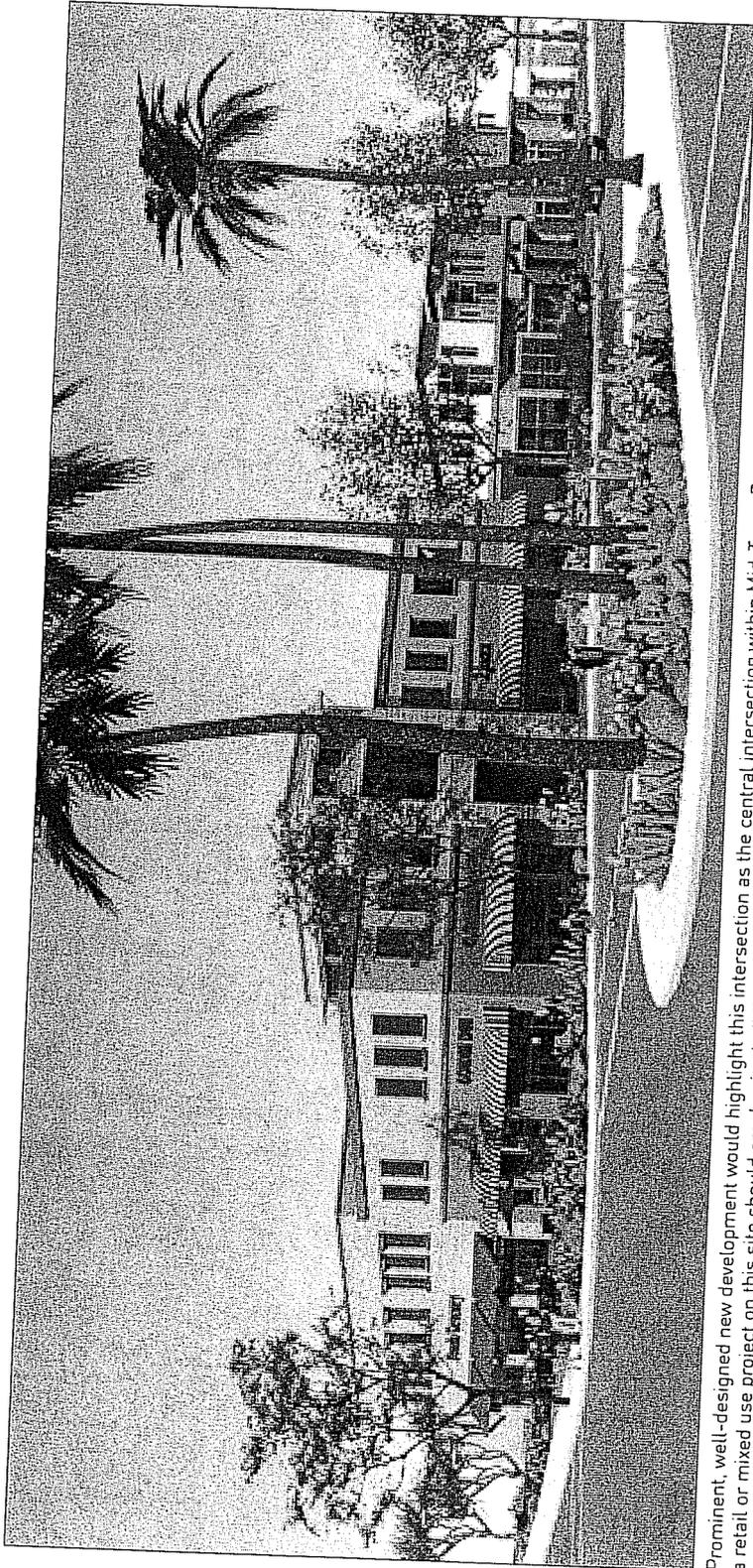
Multi-family residential projects at densities up to 25 dwelling units per acre, per the General Plan, would be appropriate on this large mixed use site. Potential housing types include townhomes, rowhouses, stacked flats, and live/work lofts.

## Opportunity Area #2

This site is comprised of several contiguous vacant and underutilized properties, and is significant due to its prime location on the northeast corner of Twentynine Palms Highway and Old Woman Springs Road, the only regional transportation routes through Yucca Valley. This high visibility and highly travelled intersection anchors the Mid-Town area. Prominent, well-designed new development would highlight this intersection as the central intersection within Mid-Town. Due to the high traffic volumes along both highways, a retail or mixed use project is envisioned for this site, with emphasis on building design with a prominent corner feature, signage, landscape, and public art elements that enhance the heart of Mid-Town.

The intersection of Twentynine Palms Highway and Old Woman Springs Road currently contributes little to the pedestrian environment, or to the sense that one has reached the heart of Mid-Town.

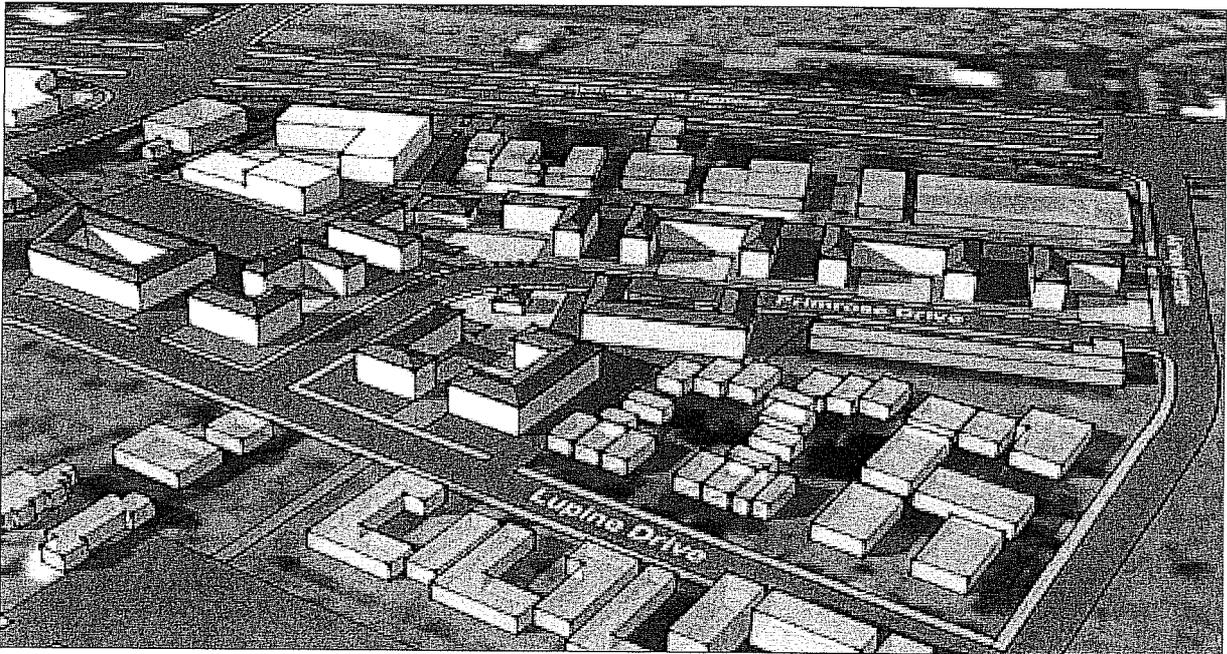




Prominent, well-designed new development would highlight this intersection as the central intersection within Mid-Town. Due to the high traffic volumes along both highways, a retail or mixed use project on this site should emphasize building design with a prominent corner feature, signage, landscape, and public art elements that enhance the heart of Mid-Town. This illustrative diagram depicts one of many potential scenarios for how this area could be developed given the recommendations of this Plan and is in no way binding.

### Opportunity Area #3

This area contains numerous contiguous vacant parcels, as well as several underutilized parcels. Similar to Opportunity Area #2, it fronts the Twentynine Palms Highway/Old Woman Springs Road intersection. New development and improvements on this site will greatly contribute to the overall character of Mid-Town. This site is also proximate to the Yucca Valley Transit Center to the south, making it an ideal location for higher density residential uses. There are several commercial businesses fronting Twentynine Palms Highway and Old Woman Springs Road that could act as a buffer between the highway and the new residential development. In a horizontal mixed use project, retail uses should front the highways, with residential uses located to the south, closer to the Transit Center.

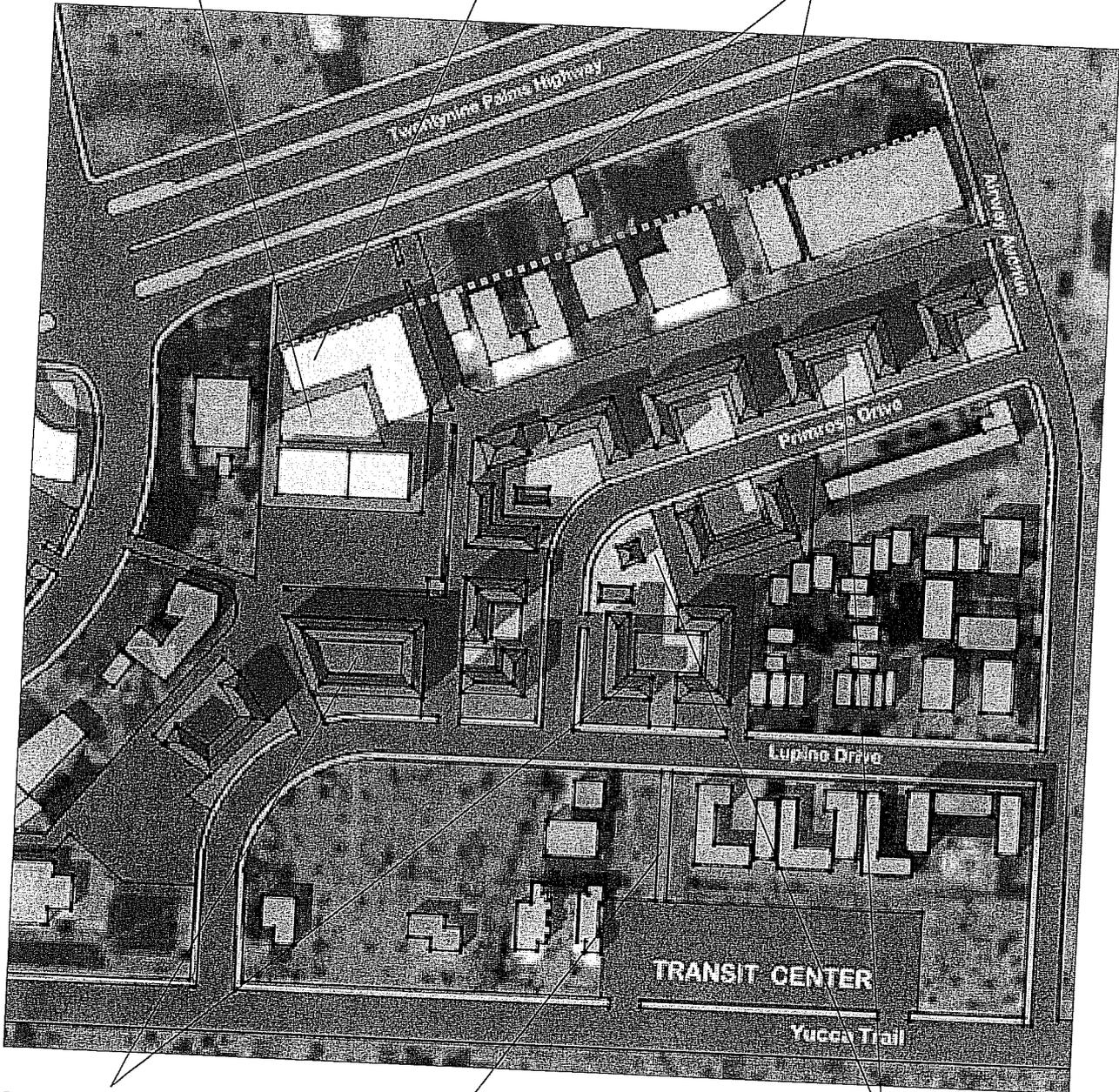


This massing model shows a horizontal mixed use project with commercial uses fronting Twentynine Palms Highway and multi-family residential uses along Primrose Drive. This conceptual model assumes there will be land assembly and the development of a larger, unified project. This illustrative diagram depicts one of many potential scenarios for how this area could be developed given the recommendations of this Plan and is in no way binding.

Creating privately developed but publicly accessible spaces make a welcoming environment.

An infill commercial project along the Twentynine Palms Highway frontage completes the block.

Maintaining the same setback as the existing development creates continuity.



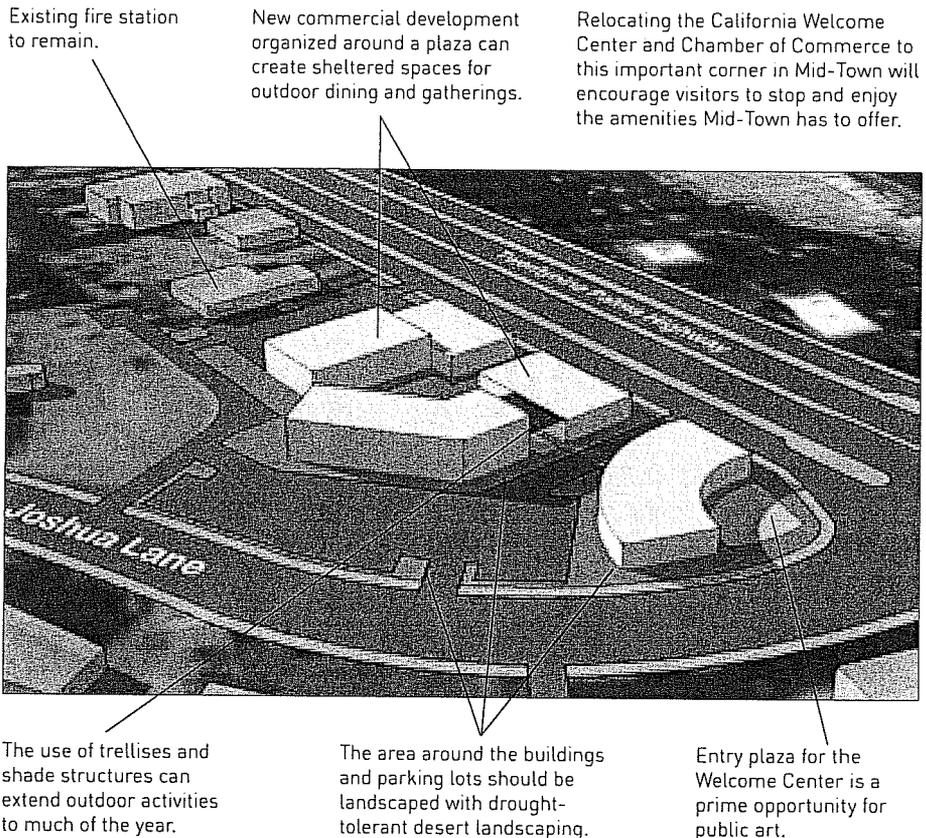
Residential uses are in close proximity to the Transit Center.

A pedestrian pathway from Lupine Drive to the Transit Center will increase this neighborhood's access to transit.

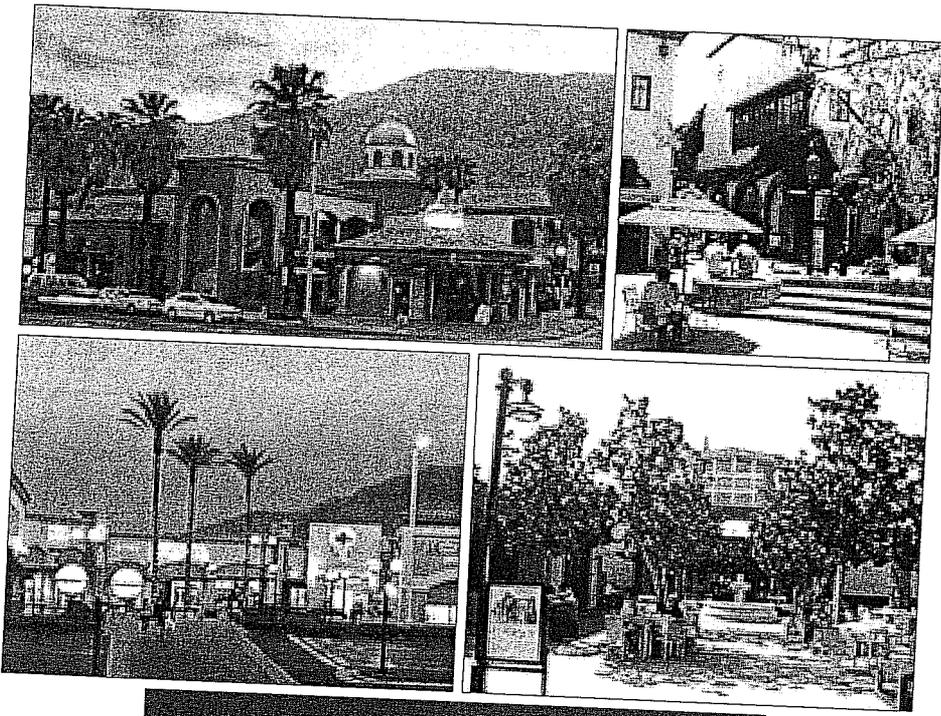
Common open space amenities for multifamily residential development create a continuous pattern along Primrose Drive, adding to a neighborhood feel.

## Opportunity Area #4

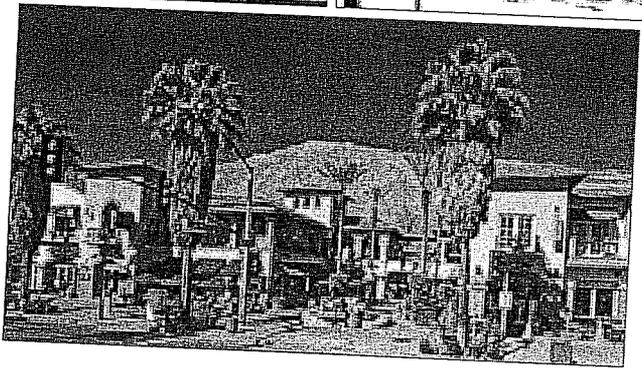
This area is comprised almost equally of vacant, underutilized and developed parcels. Because this site is centrally located in Mid-Town, it is well suited to infill commercial development. This site would also be an ideal location for the relocation of the California Welcome Center and Chamber of Commerce, currently located outside the Mid-Town area to the west. With frontage on Twentynine Palms Highway, the Welcome Center would draw visitors passing through Yucca Valley into the Mid-Town area. Nearby restaurant and retail uses would help attract passing visitors to stay in Mid-Town area to dine and shop.



With its central location in Mid-Town and frontage on Twentynine Palms Highway, Opportunity Area #4 would be well-suited for new commercial retail development. This illustrative diagram depicts one of many potential scenarios for how this area could be developed given the recommendations of this Plan and is in no way binding.



◀ An integrated development that combines the relocated California Welcome Center/Chamber of Commerce with retail and restaurants uses would encourage visitors to shop and eat in Mid-Town.

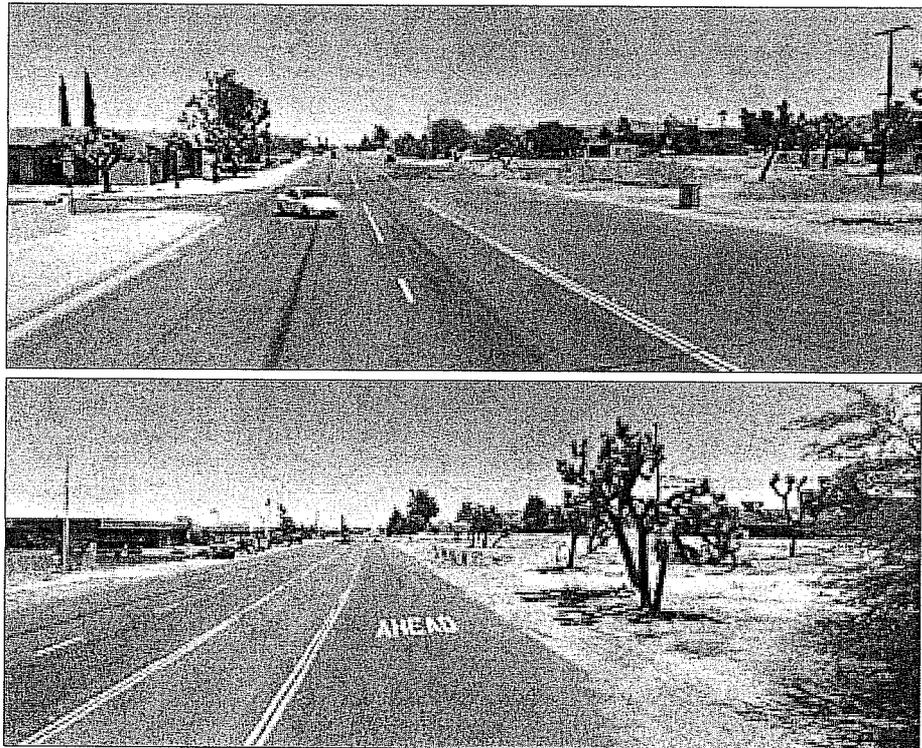


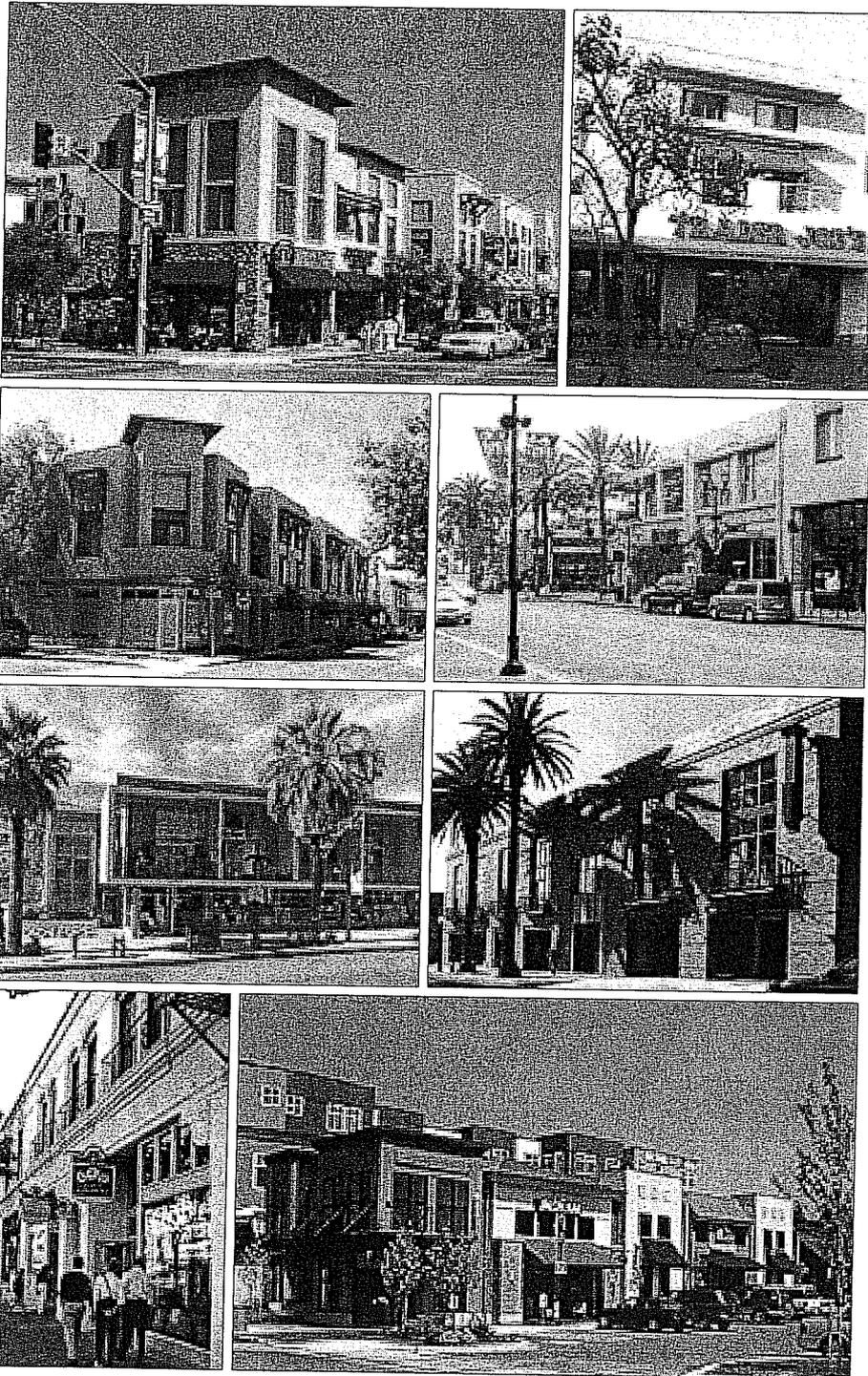
◀ The provision of outdoor dining in Mid-Town will add interest and vitality to the area and contribute to the pedestrian experience.

## Opportunity Area #5

The entire length of Yucca Trail through Mid-Town is considered an opportunity area for infill development. Yucca Trail is a four lane roadway with the Mixed Use designation along both sides of the road, and a single family residential neighborhood to the south. There are multiple vacant parcels along both sides of Yucca Trail. With the addition of consistent streetscape improvements and sidewalks, as well as infill development in the form of small-scale retail, restaurants, offices, and mixed use buildings, Yucca Trail could become a corridor with a "Main Street" ambience and pleasant pedestrian experience. New development should maintain relatively small front setbacks, bringing the building edge closer to the sidewalk, to facilitate pedestrian activity along Yucca Trail.

A large number of vacant sites along Yucca Trail provide an opportunity for infill mixed use development.





◀ The multiple vacant parcels along Yucca Trail allow for small-scale infill mixed use projects that will create a walkable character and "Main Street" feel with buildings located close to the sidewalk edge in a compact setting.

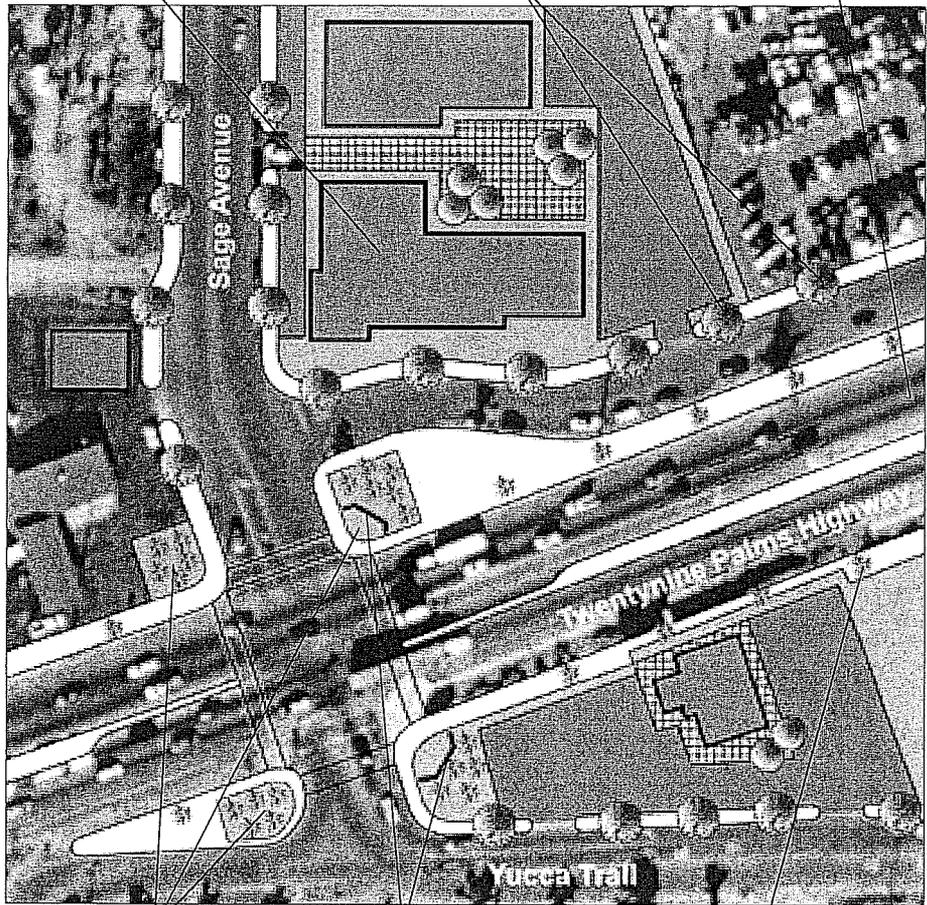
## Opportunity Area #6

This site is located at the western edge of Mid-Town and anchors the intersection of Twentynine Palms Highway, Yucca Trail, and Sage Avenue. This intersection is highly visible and signals the entry into Mid-Town. The view of this intersection from the highway is predominantly of pavement, with a small frontage road on the north side (North Outerhighway), and a parking lot that fronts the intersection on the south side. These provide a negative visual impact in an area that should be a significant entry gateway welcoming visitors to Mid-Town. Prominent, well-designed new development would highlight the entryway to Mid-Town. This would be an ideal location for a retail or mixed use project on both sides of the highway, with emphasis on building design with a prominent corner feature, signage, landscape, and public art elements that announce the entry to Mid-Town.

New development closer to the intersection creates a visual impact as one enters Mid-Town.

Canopy trees along sidewalks provide shade and add definition to the 222-foot right-of-way

Right-of-way shown after proposed widening.



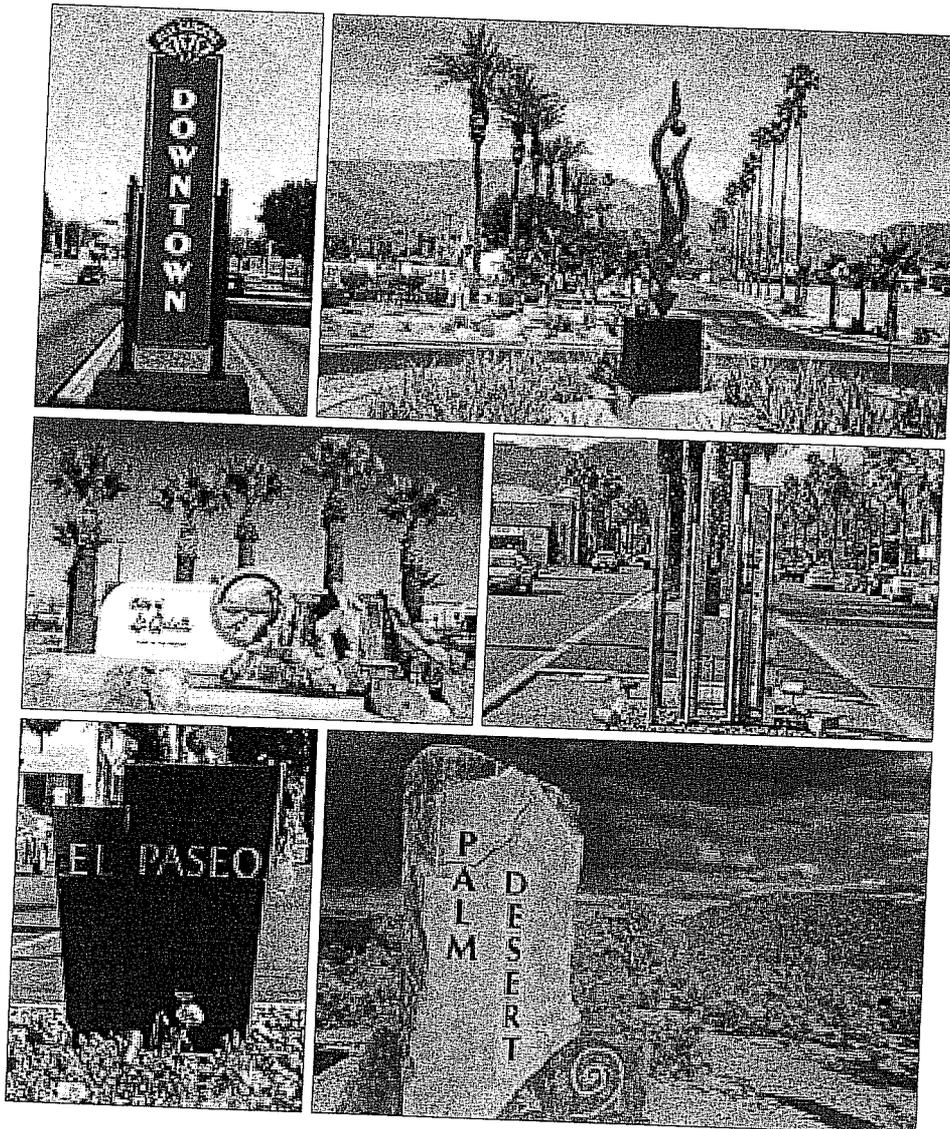
Create landscaped areas in the Outerhighway Islands (or private property) to create gateways.

Gateways to Mid-Town

Palm trees along Twentynine Palms Highway create a distinctive skyline in Mid-Town.

The intersection of Twentynine Palms Highway, Sage Avenue and Yucca Trail is highly visible and the entry to Mid-Town from the west. New retail or mixed use development should anchor this intersection, with public realm improvements in the medians to improve the visual appearance.

This illustrative diagram depicts one of many potential scenarios for how this area could be developed given the recommendations of this Plan and is in no way binding.



▲ The intersection of Twentynine Palms Highway, Sage Avenue and Yucca Trail presents the opportunity for an interesting and memorable gateway element that could include increased landscaping, monument signage and/or public art.

## E. Land Use Recommendations

To achieve the land use vision and maximize development opportunities in Mid-Town, the following are recommendations for development standards and evaluation of General Plan designations.

1. While the new Mixed Use Designation in the updated General Plan will open up development opportunities in Mid-Town by providing more flexibility in response to market demand, the General Plan requirement for all new development in this designation to require the preparation of a Specific Plan may be too burdensome on developers. The Town should consider initiating a Specific Plan for the entire Mid-Town area. A Specific Plan will address how Mid-Town would be developed over the next 20-30 years and set out measurable goals for development. A Specific Plan will set forth the development regulations and design standards for this area, thereby allowing mixed use development by right, or with a lower level of discretionary review. A Specific Plan will also require a Program Environmental Impact Report, which would lower individual applicant's environmental review and allow for a more efficient development review process, thereby encouraging new development.
2. Given the fact that opportunity areas in Mid-Town are comprised of many parcels under various ownerships, the Town should provide land use and economic incentives to consolidate vacant and under-utilized parcels into efficient sizes for development. Incentives could be provided as development intensity bonuses (increased allowable FAR and/or dwelling units per acre), or financial incentives, including reduced permit fees or waivers, or shortened approval procedure timeline.
3. One such tool used to foster land assembly is Graduated Density Zoning (GDZ), where development potential is increased as parcel size increases. If the cutoff points for development levels are structured correctly, they can also result in certain public amenities being provided by the developer. The Town should consider implementing Graduated Density Zoning (GDZ) through the Town's Development Code update or a Specific Plan for Mid-Town.
4. New design standards and guidelines should be developed for Mid-Town that more specifically address architectural and site planning issues, such as building articulation, massing, and modulation. Other issues such as site

landscaping requirements, parking lot landscaping, materials and colors, etc. should also be addressed to create a more visually attractive Mid-Town.

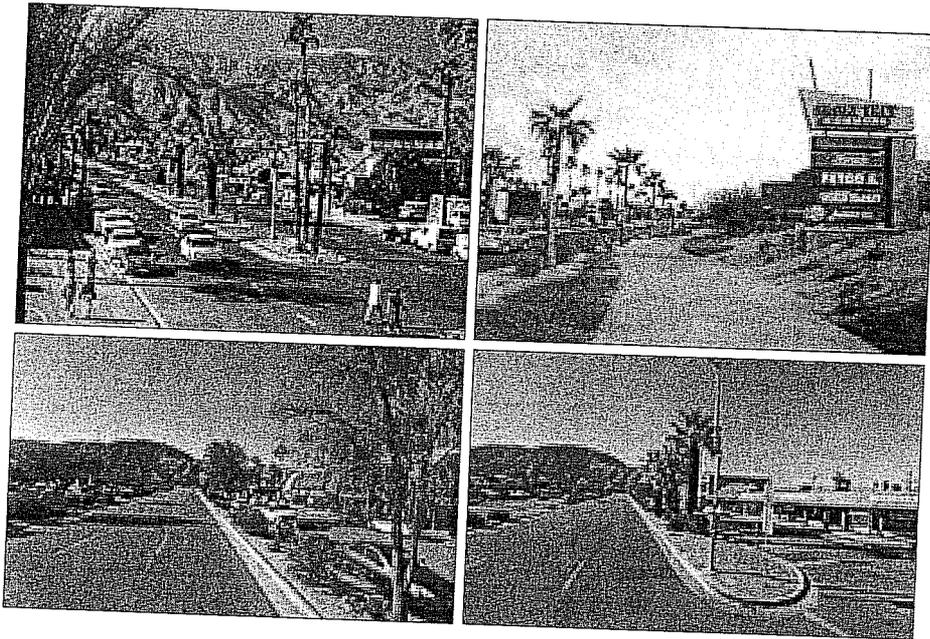
5. Development and design standards for the area should require height variations among buildings within a project to create more visual interest in Mid-Town.
6. Reduced front setbacks should be required along Yucca Trail in order to bring building edges closer to the sidewalk and create a more intimate, pedestrian environment along this street.
7. New commercial and mixed use development in Mid-Town should be required to provide privately developed, but publicly accessible, open space as well as pedestrian connections both within a project and to adjacent uses. These amenities will increase walkability and provide opportunities for visitors and residents alike to linger and frequent local retail establishments and restaurants.
8. Landscaping standards should require greater abundance of landscaping throughout Mid-Town to give an overall impression of an abundant landscape. One such standard could be to require a minimum number of plantings per square foot of landscaped area. High Desert appropriate landscape can be increased to give the appearance of a more "lush" landscape in Mid-Town, which will also enhance its visual appeal.

## F. Streetscape Improvements

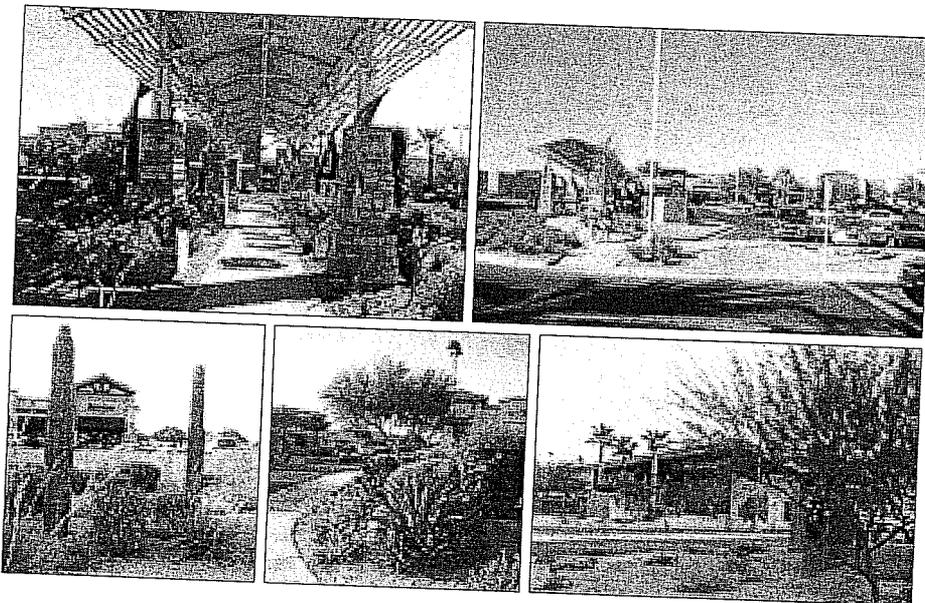
The overall streetscape design intent is to provide a safe and comfortable pedestrian environment throughout Mid-Town. Streetscape treatments are meant to enhance and unify the visual and spatial experience of the driver, transit rider, bicyclist, and the pedestrian, and help provide key linkages between districts. A comfortable experience through the streetscape environment gives the user a sense of direction and a sense of place. A streetscape design plan should be prepared for the Mid-Town area that aims to meet the following objectives:

1. **Create streetscape identity and continuity** – Use landscaping and street trees that are appropriate and fitting in the High Desert environment to create streetscape identity and continuity within Mid-Town. In addition, landscaping along Twentynine Palms Highway should be used to decrease the visual barrier created by the wide expanse of pavement of the highway.

- 
2. **Provide more landscaped areas appropriate to the High Desert setting** - Increase the quantity of plant material along Twentynine Palms Highway and along the other major streets in Mid-Town to give an overall impression of an abundant landscape. Any new landscape treatments should draw from the presence of Joshua Trees and other appropriate High Desert plants within the Town to maintain visual continuity and create a sustainable plant palette. Decomposed granite groundcover in the parkways and medians draws from the desert context while adding a neat and uniform appearance.
  3. **Provide a sky-line tree for visual unity** - Provide a tall tree species, such as a palm, that provides visual interest and unity along Twentynine Palms Highway. The tree species should serve to enhance the view corridor, be suited to the scale of the planned 222-foot right-of-way (including the North and South Outerhighways), and be visible from a distance in all directions.
  4. **Provide informal “clusters” of landscaping** - Adding clusters of desert trees and shrubs, particularly along Twentynine Palms Highway, will greatly add to the overall visual appearance of the area. Clustered trees and shrubs, along with decomposed granite groundcover, all support an informal landscape character suitable to Yucca Valley’s rural desert setting.
  5. **Consider maintenance** - Consider maintenance in the selection of plant species, including those that minimize pruning, have minimal litter, and considered pest free.
  6. **Use “green” strategies where feasible** - Low impact development (LID) and Green Street strategies should be used to preserve and restore the area’s natural hydrology while reducing the cost and environment impacts of traditional storm water infrastructure. LID and Green Streets strategies include the use of vegetated swales and decomposed granite, as well as grading sidewalks to allow stormwater run-off into adjacent unpaved areas, such as planter strips and parkways.



Landscaping in the center medians along the highway and in the medians between the highway and frontage roads will help to reduce the physical, psychological, and visual barrier between the north and south sides of Mid-Town. These examples from Palm Desert and Palm Springs illustrate how Highway 111 and El Paseo, although wide, auto-oriented thoroughfares, have been made more visually attractive and pedestrian friendly with streetscape improvements.



New landscaped open spaces and pedestrian pathways that connect developments, along with streetscape improvements, will encourage pedestrian movement throughout the Mid-Town area.



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## **A. Introduction**

This chapter presents the current setting, planning context and mobility recommendations for the Mid-Town area in the Town of Yucca Valley. The document also includes a list of opportunities and constraints that helped the project team in providing recommendations for the study area.

## **B. Current Setting**

### **Regional Access**

State Route 62 (SR-62) is the primary roadway providing regional accessibility to the Town of Yucca Valley. SR-62 begins at Interstate 10 (I-10) near Whitewater and ends at the Arizona State Line. The route serves the unincorporated communities of Morongo Valley, Joshua Tree and Earp, Town of Yucca Valley, and City of Twentynine Palms. It also provides access to Joshua Tree National Park. It carries significant truck traffic, recreational traffic, as well as military convoys.

Within the Study area, SR-62 is also designated as part of the National Highway System (NHS). Under the NHS, SR-62 is included in the Strategic Highway Corridor Network (STRAHNET) as a connector, which is a vital roadway in the National Defense network.

In addition to SR-62, a second major regional connection is SR-247. It is not designated as a scenic highway, but is designated as a Terminal Access Route in the National Network of Surface Transportation Assistance Act (STAA) for oversized trucks. The route concept for SR-247 is a six-lane conventional highway from SR-62 to Aberdeen Drive.

## Arterial System

The street system in Yucca Valley is comprised of five functional classifications: arterials, collectors, industrial roads, local roads, and rural local roads. Each of these has a hierarchy depending upon number of travel lanes, roadway width, right-of-way and traffic volumes. Figure 4.1 illustrates the General Plan roadway classification of the major roadways in the Mid-Town study area and vicinity. Figure 4.2 illustrates the typical cross sections of each of the classification roadways. Major roadways within the study area include:

**Twentynine Palms Highway (SR-62)** - is designated as a six-lane divided highway within the Mid-Town area. Currently, it is a four-lane divided facility with no parking on either side of the roadway. There are three signalized intersections along SR-62 within Mid-Town: at Sage Avenue, which is at the western border of the study area; at State Route 247 (SR-247); and at Airway Avenue, the eastern border of the study area.

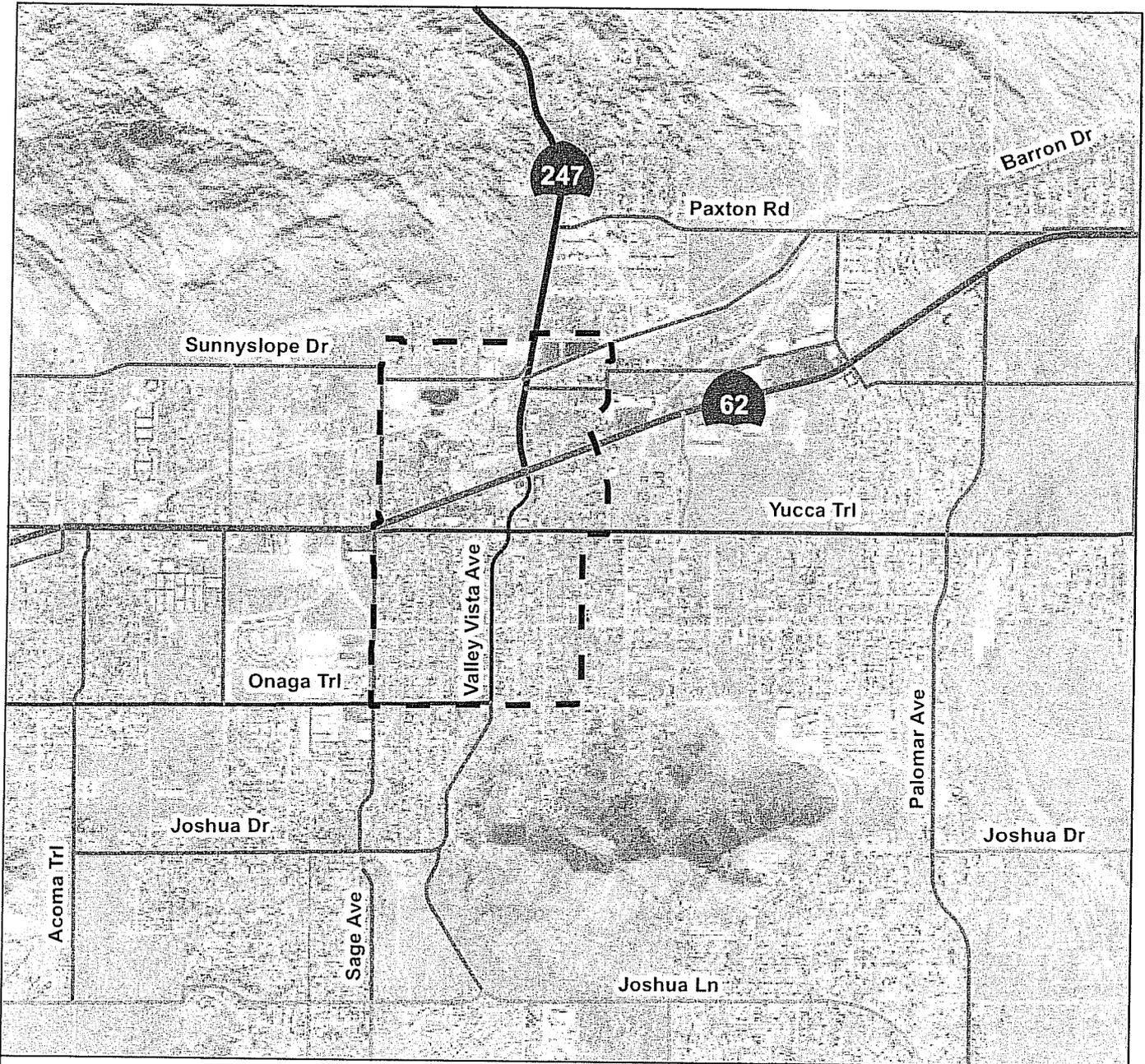
**Old Woman Springs Road (SR-247)** - is designated as a six-lane divided highway within Mid-Town. This designation may change to a four-lane divided highway as part of the ongoing General Plan Update. Within the study area, SR-247 has four lanes just north of SR-62.

**Yucca Trail** - is designated as a four lane arterial roadway within the Mid-Town area. Currently, it is a two-lane roadway with no pedestrian facilities.

**Joshua Lane** - is designated as a four-lane arterial roadway, which becomes SR-247 north of SR-62; on-street parking is prohibited. Currently, between Yucca Trail and Onaga Trail, Joshua lane is an undivided two-lane roadway. It is designated as a Class III bike route between Onaga Trail and Palomar Avenue.

**Onaga Trail** - is designated as a four-lane arterial within the Mid-Town area. Currently, it is a two-lane undivided roadway with on-street parking. Within Mid-Town, the entire stretch of Onaga Trail is designated as a Class III bike route.

**Sage Avenue** - is designated as a four-lane collector roadway, bordering the western boundary of the Mid-Town area and extends from San Andreas Road to Sunnyslope Drive.



**Figure 4-1: General Plan Circulation**

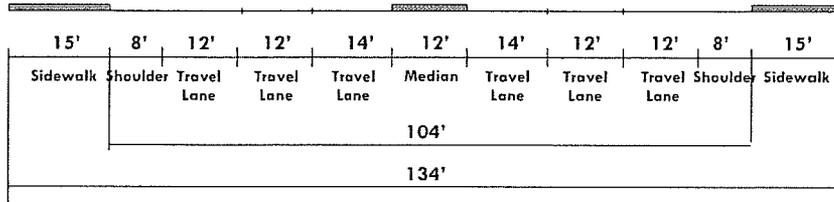
--- Mid-Town Study Area

**Road Classification**

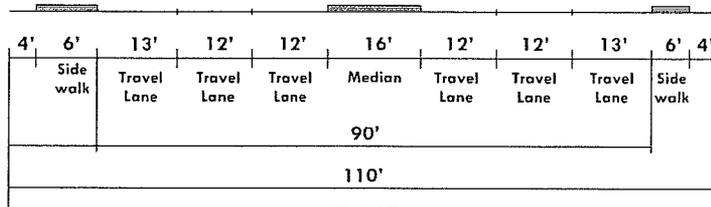
- 6 Lane Highway, Divided (134')
- 6 Lane Highway, Divided (110')
- 4 Lane Arterial, Divided (100')
- 4 Lane Collector (80')
- 4 Lane Collector (66')
- 2 Lane Industrial (70')

5 minutes walk  
(1,200')

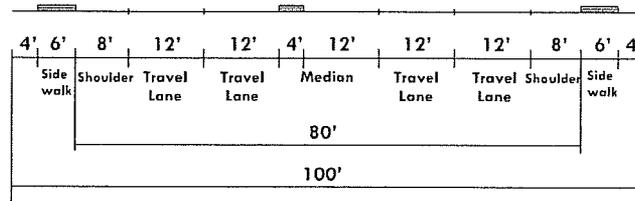




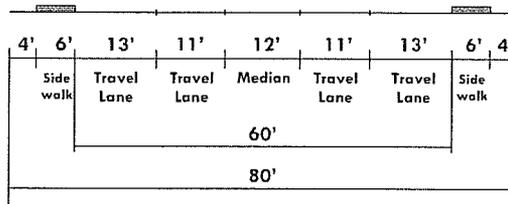
**SR 62  
6 LANE HIGHWAY DIVIDED**



**SR 247  
6 LANE HIGHWAY DIVIDED**



**Yucca Trail, Joshua Lane, Onaga Trail  
ARTERIAL - 4 LANE DIVIDED**



**Sage Avenue  
COLLECTOR - 4 LANES  
(WITH OPTIONAL STRIPED MEDIAN LANE)**

*Source: Town of Yucca Valley General Plan and General Plan Amendment GPA 01-05*

**Figure 4-2: Roadway Cross Section**

## Transit System

The Morongo Basin Transit Authority (MBTA) is the provider of transit service within the Town of Yucca Valley including the mid-town area. All transit routes within Yucca Valley have a transfer point at the Yucca Valley Transit Center near the intersection of Yucca Trail and Airway Avenue.

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The MBTA has five routes which service the Mid-Town area, Route 1, 7A, 7B, 12 and 21. All five routes travel along SR-62 and three of the routes make a loop within the Mid-Town area. Route 1, 7A and 7B have headways of about 1 hour, while Route 12 and 21 have headways of 2 to 3 hours.

### **Non-Motorized System**

Within the Mid-Town area, very limited continuous sidewalks are provided even on major routes such as SR-62, Yucca Trail and Onaga Trail. This is a major existing constraint in the development of a multi-modal circulation system in the Mid-Town area.

The entire Mid-Town area has very limited bicycle facilities to connect to major activity centers within the study area. Although, all three classes of Bike Paths (I, II, III) are available for integration, none of the facilities have been developed. Currently, only Class III bikeways are provided including some segments on Joshua Lane and Onaga Trail.

### **Truck Circulation and Aviation**

Section 12.30.040 of the Yucca Valley Municipal Code establishes and designates the following streets and portions of streets as truck routes within the Mid-Town Area:

1. Airway Avenue from State Route 62 to Yucca Trail;
2. Airway Drive from Aviation Drive to State Route 62;
3. Aviation Drive from State Route 247 to Airway Avenue;
4. SR-247 (Old Woman Springs Road) from SR-62 to the northern City limits.

The chapter of the Municipal Code defines weight restrictions and specifies the ability of trucks to enter areas not designated as truck routes.

The Yucca Valley airport is a privately owned public airport for private aircraft and flight training. However, the closest commercial airport is in Palm Springs with MBTA connection directly into the airport.

### **Existing Traffic Conditions**

Level of Service (LOS) is a measure of transportation system performance based upon the ratio of traffic volume relative to the capacity of the roadway or intersection. Roadway capacity is a factor of the number of travel lanes, the presence of left-turn

pockets, parking, and other specific roadway attributes. The volume-to-capacity ratio (V/C) indicates the overall performance of the roadway or intersection and corresponds to a rating of A through F identifying its level of capacity utilization and relative level of congestion. LOS A represents free-flow traffic with little or no delay whereas LOS F represents a breakdown of traffic flow and a high incidence of delay. Roadways are generally classified in a hierarchical manner, according to the number of vehicle lanes provided. Table 4-1 shows the Town of Yucca Valley roadway capacity of average daily traffic (ADT) based on roadway classification and LOS E.

**Table 4-1: Level of Service Daily Volume Thresholds**

Highway Designation	Number of Lanes	LOS A	LOS B	LOS C	LOS D	LOS E
Collector	2 lanes undivided	900	2,000	6,800	14,100	17,400
Industrial	2 lanes undivided	900	2,000	6,800	14,100	17,400
Arterial	2 lanes undivided	-	-	9,700	17,600	18,700
Arterial	4 lanes undivided	-	-	17,500	27,400	28,900
Arterial	4 lanes divided	-	-	19,200	35,400	37,400

*Source: Existing Conditions Report, Yucca Valley General Plan Update*

The Highway Capacity Manual 2000 (HCM 2000) method is utilized by the Town of Yucca Valley to determine the operating LOS of intersections, which describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on corresponding delays as shown in Table 4-2. The Town of Yucca Valley goal for roadway segment and intersection operation is LOS D or better. Based on this, any intersection or roadway segment operating at LOS E or F is considered deficient.

**Table 4-2: Level of Service Definitions for Intersections**

Level of Service	Signalized Intersection Delay (seconds per vehicle)	Unsignalized Intersection Delay (seconds per vehicle)
A	≤ 10	≤ 10
B	>10 and ≤ 20	>10 and ≤ 15
C	>20 and ≤ 35	>15 and ≤ 25
D	>35 and ≤ 55	>25 and ≤ 35
E	>55 and ≤ 80	>35 and ≤ 50
F	> 80	> 50

Table 4-3 provides a summary of existing Average Daily Traffic (ADT) and LOS for major roadway segments within the Mid-Town area. As can be seen, all major roadway segments within the Mid-Town area currently operate at acceptable (LOS D or better) levels of service.

**Table 4-3: Existing Roadway Segment Level of Service**

Street Name	Classification	Capacity	ADT	LOS D or Better
Joshua Lane (north of Onaga Trail)	2-lane undivided arterial	17,600	4,950	Yes
Joshua Lane (north of Yucca Trail)	2-lane undivided arterial	17,600	7,022	Yes
Onaga Trail (west of Joshua Lane)	2-lane undivided arterial	17,600	3,730	Yes
SR-62 (West of SR-247)	4-lane divided arterial	35,400	28,500	Yes
SR-247 (north of SR-62)	2-lane undivided arterial	17,600	12,000	Yes
Sunnyslope Avenue (west of SR-247)	Collector	14,100	1,680	Yes
Yucca Trail	2-lane undivided arterial	17,600	8,080	Yes
Sage Avenue	Collector	14,100	2,140	Yes

*Source: Existing Conditions Report, Yucca Valley General Plan Update*

## C. Planning Context

### Relation to General Plan Circulation Element

The General Plan Circulation Element is intended to be an overall policy document which governs mobility in the Town of Yucca Valley in general. The Mid-Town area's Mobility Plan is a subset of this plan and includes more details. The team has reviewed the relevant sections of the General Plan's Circulation Element pertaining to the Mid-Town area and has considered all multi-modal elements within the Circulation Element, including roadways, pedestrian and bike facilities into our recommendations as appropriate for consistency purposes.

## D. Planned Improvements

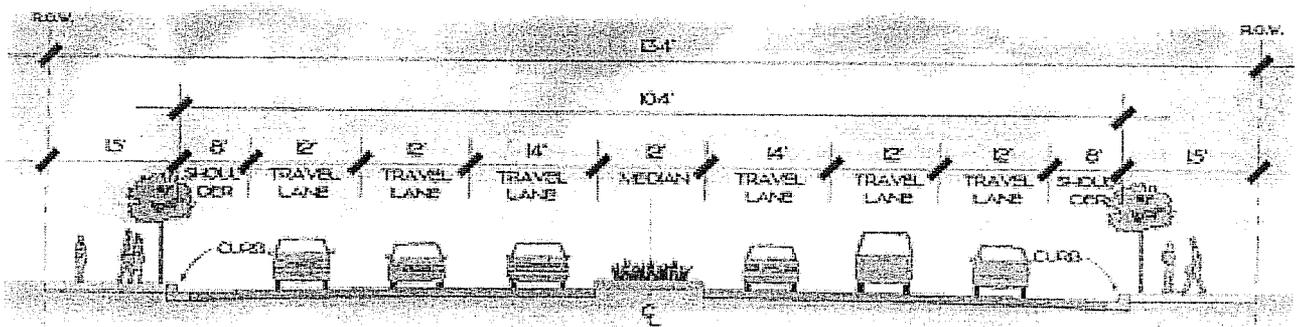
### Intersection Median Improvements at SR-247/SR-62

The Town of Yucca Valley recently completed improvements at the intersection of SR-62 and Old Woman Springs Road/Joshua Lane. The improvements include

traffic signal modifications and the installation of raised median islands. The median improvements include installation of raised median near the intersection on Joshua Lane and SR-247. In addition, the medians on the west leg of the intersection on SR-62 have been extended to the intersection. New raised medians have been constructed on the east leg of the intersection, on SR-62.

### SR-62 Widening Project from Sage Avenue To Airway Avenue

In the addition to the median improvements on SR-62, SR-62 is proposed to be widened to the ultimate right-of-way of 134' from Palm Avenue to Airway Avenue. The project would include roadway widening from four to six lanes, raised medians, curb and gutter, sidewalks, ADA curb ramps, drainage and street lighting improvements. Figure 4-3 shows a cross section of the proposed widening.



Source: Town of Yucca Valley

Figure 4-3: Typical Proposed Roadway Cross Section - Twentynine Palms Highway (SR-62)

### Signalization at Dumosa Avenue and SR-62

Dumosa Avenue, although not a General Plan roadway, is a very important street in the Mid-town area. It provides access to the Yucca Valley Town Council Offices, the High-Desert Natural Museum and the Desert Hills Shopping Center. The Town is proposing to install a traffic signal at the intersection of Dumosa Avenue and SR-62 for better regulation of traffic. This especially pertains to the peak hours when left turning vehicles on southbound Dumosa Avenue create a critical problem with long queues on Dumosa Avenue, as traffic is unable to find gaps on SR-62 due to congested conditions. No plans are available for inclusion in this memorandum.

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## Safe Routes to School Infrastructure on Sage Ave from SR-62 to Onaga Trail

The project will include construction of sidewalks, curb & gutter, handicapped ramps and a pedestrian crossing flashing beacon on Sage Ave at Pueblo Tr. It will also include replacement of speed detector control signs at Yucca Valley Elementary School, at Onaga Elementary School, and at La Contenta Junior High School. A map (from the Town's website) is provided in Appendix A.

## E. Mobility Constraints

Constraints are current problems and issues which serve as limiting factors and restrictions to taking and/or considering certain positive actions and solutions or make implementation of improvements difficult. The following is a brief list of constraints related to transportation and mobility within the Mid-Town project area.

- SR-62 acts as a barrier and divider for the Mid-Town area. This is exacerbated by high vehicle speeds and the presence of trucks and military vehicles which affect pedestrian activity.
- SR-247 high congestion, high traffic areas;
- Lack of north-south bike path connections;
- Infrequent bus service;
- Lack of continuous sidewalks;
- Lack of landscaping, shading and other pedestrian amenities;
- No on-going financing programs by SANBAG, only local pass-through funds from Measure I that have helped build some transportation improvements.

## F. Mobility Opportunities

Opportunities are generally favorable conditions or positive chances that exist or can become available to improve problems through feasible or practical solutions. The following is a brief list of opportunities related to transportation and mobility within the Mid-Town project area.

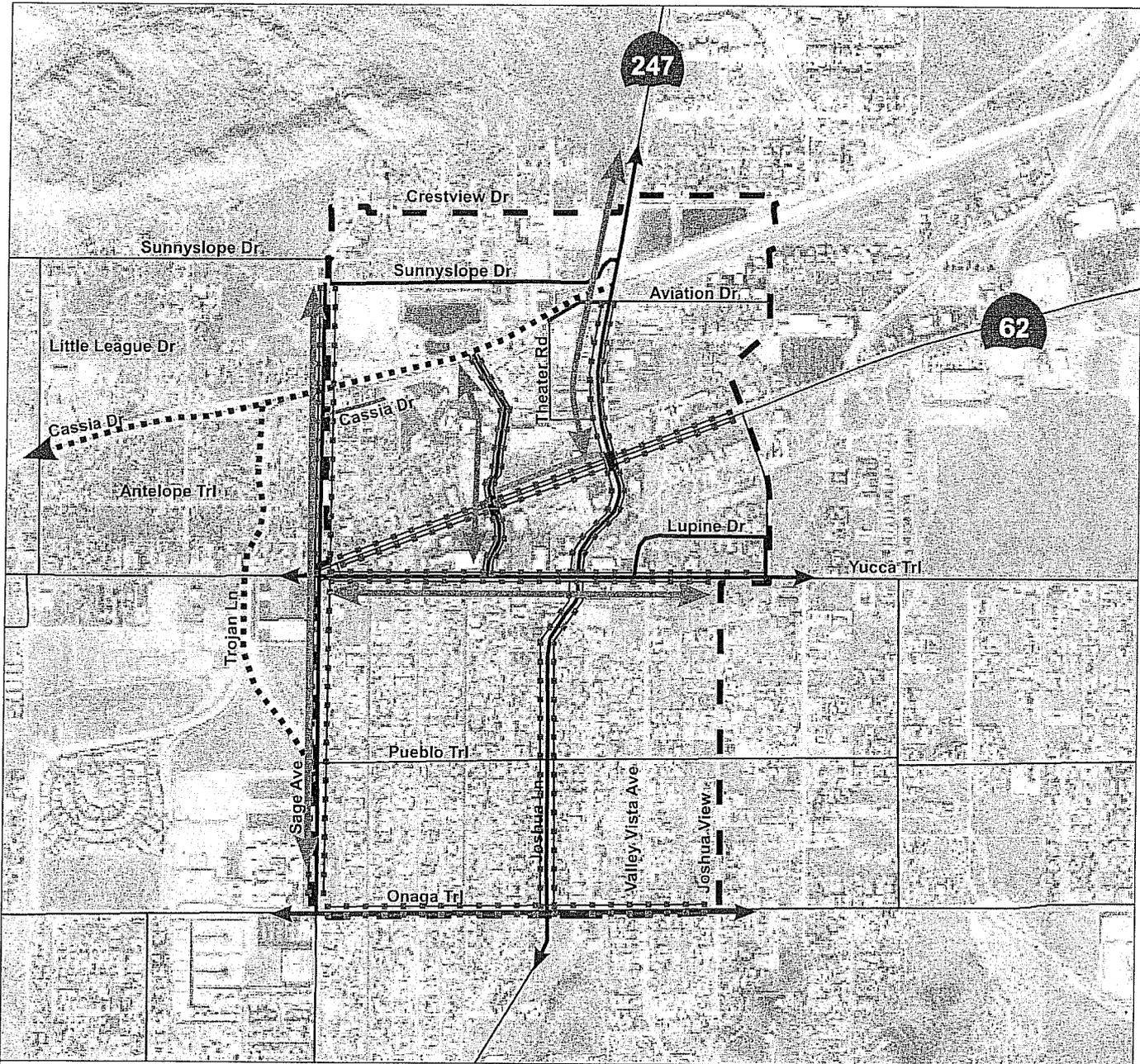
- As mentioned in the constraints, SR-62 acts a barrier between major government centers and offices. Based on the California Complete

Streets Act of 2008, beginning in 2011, any substantive revision to the circulation element of any jurisdiction must have complete streets provisions incorporated. The new law basically directs Caltrans to “fully consider the needs of non-motorized travelers in all programming, planning, maintenance, construction, operations and project development activities and products”. This Act provides an opportunity to the project team to devise ways to incorporate alternatives to vehicular access and encouraging non-motorized traffic such as pedestrians and bicyclists.

- In addition, traffic calming opportunities along SR-62 and SR-247 may also be considered in combination with the multimodal element. Potential traffic calming measures may include roundabouts, additional traffic signals if warranted, better lighting, bulbouts, textured crosswalks, etc.
- Fairly good existing levels of service at intersections and roadway segments within the Mid-Town area;
- Consolidation of driveways along SR-62, better use of existing frontage roads (Outerhighways) and opportunities for completion of frontage roads will help reduce local circuitous travel along SR-62;
- Commercial (central) part of Mid-Town area is entirely within a fairly walkable district (½ mile radius);
- High transit use by students;
- Expansion of shuttle services between major origin-destinations and parking facilities to avoid making short auto trips;
- Opportunities for grid system street connectivity and implementation of the General Plan bikeway system;
- Complete Streets Legislation as guide for master plan of streets;
- Continuation of Measure I improvements and funding.

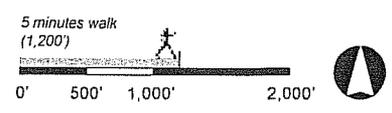
## G. Recommendations

The following sections describe the consultant team’s recommendations regarding the circulation system and mobility plan within the Mid-Town area. These recommendations are based on our evaluation of existing mobility conditions, discussions with the Town Staff, analysis of opportunities and constraints, and comments received at the public workshops held during the planning process. These preliminary recommendations are aimed to work within the context and in support of the developed land use plan and in strong consideration of the Complete Streets Act of 2008. The Town should consider ways to incorporate these recommendations in the General Plan update.



**Figure 4-4: Proposed Mobility Recommendations**

- Mid-Town Study Area
- New Access Roadway
- Dumosa Avenue Extension
- Addition of North Outerhighway
- Streetscape/Sidewalk Improvements
- ◄...► Proposed Class I Bikeway
- ◄==> Proposed Class II Bikeway
- ◄==> Improved Pedestrian Connections
- Pedestrian Intersection Improvements



## **Addition of North Frontage Road (Outerhighway) between Dumosa Avenue and SR-247**

Currently there is no frontage road north of SR-62 between Dumosa Avenue and SR-247, in front of the Desert Hills Shopping Center. Since SR-62 is a State Highway and is the primary roadway providing regional connectivity to the Town, it is essential that driveway access to and from SR-62 be controlled to the extent possible and be limited to controlled intersections where feasible. Currently, there are three driveways from the shopping center with access on SR-62. Although, all the three driveways have only right-in and right-out access, frequent ins and out from the shopping center act as impediment to the traffic on SR-62, especially near the major interaction of SR-247. The addition of a frontage road in this segment (between Dumosa and SR-247) would focus the shopping center traffic and would separate it from the regional traffic on SR-62, also providing congestion relief on these segments of SR-62. In addition, the introduction of the frontage roads would complement the proposed median improvements at the intersection of SR-247/SR-62, limiting and channelizing the traffic to and from the shopping center.

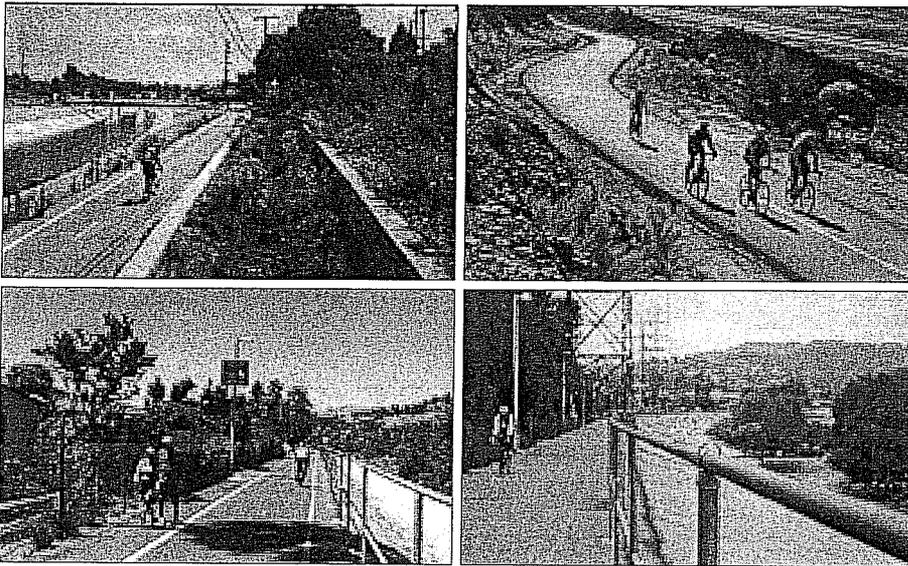
Although, there seems to be some opposition and concern for construction of additional frontage roads, especially from the business owners, the Town should consider a further study and discussion of pros and cons on this recommendation.

Figure 4.4 illustrates the all the recommendations, including the addition of the frontage road, as discussed above.

## **Improved Bike Paths**

The Non-Motorized Transportation Plan (NMTP) developed by San Bernardino Association of Government (SANBAG) in 2001 and updated in 2011 identifies Joshua Lane, Onaga Trail, Sage Avenue and Yucca Trail as possible Class II bikeway facilities in the Mid-Town area of Yucca Valley. The Parks and Recreation Master Plan Update identify additional roadways with Class II bikeway facilities to the four identified under the NMTP. These include SR-247 and Sunnyslope Drive. The recommendations as part of this plan regarding Class II bike paths are consistent with these proposed bike paths.

However, the NMTP and the Parks and Recreation Master Plan did not identify any Class I bike paths. Based on discussions with Town staff and inputs from the public



▲ Many communities have transformed necessary infrastructure into a recreational amenity by creating Class I bikepaths along drainage channels.

at the workshop, it is recommended that a Class I bike path be constructed along the drainage channel (south of Sunnyslope Drive) turning south on Plasse Drive, and running along Trojan lane and Pima Trail to join a Class II bikepath at Sage Avenue. A Class II bikepath is also recommended along Lupine Drive to provide better multimodal interconnectivity to the Transit Center. This plan also recommends a Class II bikepath along SR-247/Joshua Lane connecting east-west streets like Yucca Trail, SR-62 and the proposed Class I bike path along the irrigation channel. Previously referenced Figure 4.4 also illustrates the bike path recommendations.

## Pedestrian Connections

Based on inputs from the public and project site visits, it is very evident that the midtown area is lacking essential pedestrian facilities, including sidewalks. Pedestrian improvements at the intersections of Dumosa Avenue/SR-62 and SR-247/SR-62 are of prime importance, including textures sidewalks and adequate pedestrian crossing timings at the signals. As mentioned earlier, a signal is being proposed at the intersection of Dumosa Avenue/SR-62. The town should incorporate adequate pedestrian facilities in the plans for the intersection and the proposed new signal.

In addition to pedestrian improvements at the two intersections, sidewalks and streetscape improvements are recommended along SR-62, Dumosa Avenue, SR-247 and Yucca Trail. In addition, north-south streets like Sage Avenue and Joshua

Lane should have sidewalks to not only connect the residential areas to the south with improved pedestrian connections, but also complement the proposed Class II bike paths along these roads.

The Town is already proposing pedestrian improvements along Sage Avenue and is consistent with this study's recommendations. Previously referenced Figure 4.4 illustrates the streetscape/sidewalk recommendations.

### **Transit Center Connections**

Many of the recommendations suggested in the previous sections also focus on and promote better multi-modal connectivity to the Transit Center. The Transit Center is located on the western edge of the mid-town area, just east of Airway Avenue. In summary, the following improvements are recommended for a better Transit Center connectivity:

- A Class II bike path is recommended along Lupine Drive.
- A Class II bike path is recommended along Yucca Trail near the Transit Center
- Improved pedestrian connections and sidewalks on Yucca Trail connecting to Joshua Lane

Many of the uses in and around the Transit Center are proposed for mixed use and higher density residential development as part of the land use plan. Better sidewalks and classified bike paths will encourage residents to walk and bike to the Transit Center increasing multimodal connectivity and reducing overall vehicle miles of traffic by automobiles.

### **Access to Sky Village Outdoor Marketplace Site**

Currently, the access to the Sky Village Outdoor Marketplace site is only via Theater Road. Although, Theater Road is a paved road with direct access from SR-247, this access facility is more of an alley rather than a standard street. As part of this plan and when the site is redeveloped, it is recommended that an alternate direct access be provided to the site. Based on a review of the site and the adjacent roadway system, the most logical location for this new access would be an extension of Aviation Drive along the channel, joining the north south roadway, Theater Road. Previously referenced Figure 4.4 illustrates this new proposed connection.

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## Dumosa Avenue Extension

With the development of the Senior Housing Project just south of the Yucca Valley Town Hall, the current east-west road, Antelope Trail (just west of Dumosa Avenue) will cease to exist. Antelope Trail provides access to the residential properties just south and west of Town Hall. To provide them an alternate access from Dumosa Avenue, it is proposed that Dumosa Avenue be extended north (east of the existing buildings) and looped around the drainage channel to connect to Cassia Drive to the west. This extension will also provide additional access to the community center park on the north side. Previously referenced Figure 4.4 illustrates this new proposed connection.

## Tour Buses

Visitors to the Joshua Tree National Park area frequently travel in large groups on tour buses through Yucca Valley. As a "Gateway" to this recreational and visitor area, there is and will be an increased need to attract and accommodate these visitors within the Mid-Town Area. It is recommended that when future plans are developed for visitor serving facilities, such as restaurants, hotels, and the potential relocation of the California Welcome Center and Chamber of Commerce, appropriate provisions be made for accommodating parking and relevant services for large vehicles including tour buses for maximum convenience and service to visitors.

## H. Conclusions

The above circulation system and mobility recommendations are intended to work in tandem with and complement the recommended land use plan for the Mid-Town area. The overall goal of the recommendations is to facilitate multi-modal mobility and promote non-motorized transportation including enhanced pedestrian and bicycle facilities. The physical improvements including consideration for completion of the Outerhighway, installation of raised medians, traffic signals and improved access roads to various major activity centers, will also be coordinated with the land use plan to improve overall mobility. The complete spectrum of mobility improvements is envisioned to help reduce vehicle trips by shifting them to transit and non-motorized modes, as well as to reduce vehicle miles of travel (VMT) in the future by providing a more efficient and less congested circulation system. All of these strategies in turn will help reduce long-term negative environmental effects from vehicular emissions including Greenhouse Gasses.



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# Potential Financing Methods

## A. Overview

The purpose of the Yucca Valley Mid-Town revitalization plan is to increase the short and long-term economic viability of the Town of Yucca Valley. The plan anticipates that future economic development will necessitate public investment in: 1) capital improvements; and 2) ongoing operations and maintenance. While the exact requirements have not yet been specified, they may include expenditures for:

- Road and sidewalk improvements
- Transit access and linkages
- Landscaping and beautification
- Utility upgrades, including high-speed broadband wireless service
- Streetscape enhancements and signage
- Marketing and promotional materials

The purpose of this chapter is to provide the Town of Yucca Valley with an overview of potential financing methods which can be used to fund these, or similar, capital improvements and the associated operations and maintenance.

Information from the following sources was utilized in the preparation of this chapter:

- Town of Yucca Valley, Two Year Budget, 2009-10 & 2010-11
- *Exactions and Impact Fees in California, 2001 Edition*, by William W. Abbott, Peter M. Detwiler, M. Thomas Jacobson, Margaret Sohagi, and Harriet A. Steiner
- California Local Government Finance Almanac ([www.californiacityfinance.com](http://www.californiacityfinance.com))
- California Property Tax Information ([www.californiataxdata.com](http://www.californiataxdata.com))
- U.S. Department of Housing and Urban Development (HUD)
- California Strategic Growth Plan: Bond Accountability
- California Department of Resources and Recycling (CalRecycle)

- U.S. Department of Transportation
- California Recovery Task Force ([www.recovery.ca.gov](http://www.recovery.ca.gov))

## **B. General Fund Revenue Trends**

The of Town of Yucca Valley's General Fund revenues for fiscal year 2012-2013 are limited. It is not anticipated that General Fund revenues will be available for capital improvements or additional operations and maintenance in the short-term, but over the longer term, it is anticipated that additional sales tax and hotel occupancy tax will increase for the Mid-Town area as commercial development occurs.

## **C. Potential Financing Methods**

A variety of financing methods are available to the Town of Yucca Valley for implementing capital improvements and supporting annual operations and maintenance. These methods include Development Impact Fees (DIFs), Special Benefit Assessments, Landscape Maintenance Districts (LMDs), Mello-Roos Special Taxes, and Business Improvement Districts (BIDs). Other sources of revenues would also include gas tax revenues and countywide sales tax measures for transportation. In addition, grant funds may be available through the federal Community Development Block Grant (CDBG) Program to provide for neighborhood services and revitalization. Also, public-public and public-private partnerships are effective ways in the current constrained economy to leverage limited resources and achieve mutually desired goals. The following section provides an overview of these potential financing methods, their voting or eligibility requirements, and their common uses. A summary of each method is presented in Table 5-1. The methods identified are intended for consideration at this time and have not been recommended or authorized by the Town Council.

## **D. Development Impact Fees (DIFs)**

Development impact fees are monetary payments levied on a private developer to fund the public facilities and services necessary to serve new development. In California, AB 1600 (Mitigation Fee Act), adopted in 1987 and codified as Government Code Section 66000 et seq., formalized the statutory framework that governs impacts fees and established a uniform process for formulating, adopting, collecting, accounting

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for, and protesting certain fees. AB 1600 requires that a reasonable relationship or “nexus” must exist between the amount of the impact fee, its purpose, and the project on which it is imposed. In other words, impact fees must be levied in an amount that is proportionate to the cost of public facilities generated by the new development and cannot be used to fund pre-existing deficiencies.

**Voting Requirements** - Local governments have the authority to impose impact fees by vote of the legislative body. These fees are typically subject to thorough notice and hearing requirements and must meet statewide standards and procedures designed to limit local abuse of discretion.

**Uses** - Impact fees can be used to fund a wide variety of capital improvements necessitated by new development, including roads and signalization, water and sewer facilities, and government buildings and libraries.

## **E. Special Benefit Assessments**

A special benefit assessment is a charge imposed on a particular piece of real property for a local public improvement or service of direct benefit to that property in excess of the benefit received by the general public. The concept underlying a special benefit assessment is that the assessment should be proportionate to the property owner’s benefit. In a special benefit assessment district, all properties that receive a special benefit must be included and are required to pay their proportionate share. A variety of reasonable formulas may be used to calculate each parcel’s proportionate benefit. For example, the cost of sidewalk improvements could be based on each parcel’s frontage along that street, or road improvements could be based on trip generation by land use.

It is important to note that special assessments can only be imposed for special benefits that accrue to property owners over and above the general benefit received by the public at large (the “special benefits” standard). Due to Proposition 218 (Right to Vote on Taxes Act), which was approved by California voters in 1996, any general or community-wide benefit that results from an improvement or service must be segregated out and paid from a different source of funds.

**Voting Requirements** - Proposition 218 also established the voting requirements for special benefit assessment districts. Under Proposition 218, all property owners

have the opportunity to approve or oppose an assessment. Votes are tabulated according to the proportionate financial obligation of the properties (i.e. one "vote" for each dollar of assessment). If the simple majority of the votes favor the assessment, then the special benefit assessment district is authorized. However, if the majority of the votes oppose the assessment, then a majority protest exists and the special benefit assessment district is denied. Once established, special benefit assessment districts are administered by the legislative body of the local municipality and are not separate legal entities.

**Uses** - Special benefit assessments are generally used to fund both capital improvements and ongoing operations and maintenance services. In California, over 20 statutes provide mechanisms for municipalities to levy special assessments to finance capital improvements and operations and maintenance for streets, curbs, storm drains, gutters, sewers, landscaping, and street lights.

## **F. Landscape Maintenance Districts (LMDs)**

A Landscape Maintenance Districts (LMDs) is a special benefit assessment district created to pay for the costs of ongoing maintenance of public landscaping that provide special benefits to parcels within the district. Like other special benefit assessment districts, LMDs must provide special services solely for the benefit of the parcels located within each district, and each affected parcel must pay its proportionate share. Formation of an LMD is governed by the Landscape and Lighting Act of 1972 (codified as Street and Highways Code Section 22500 et seq.).

**Voting Requirements** - Consistent with Proposition 218, which governs the formation of a special benefit assessment district (see Section 2.2, above), the authorization of an LMD is subject to a vote among all property owners within the proposed district, with votes tabulated according to the proportionate financial obligation of the affected properties (i.e. one "vote" for each dollar of assessment). If the simple majority of votes favor the assessment, then the LMD is formed, and all property owners must pay the assessment, including those who opposed its formation.

**Uses** - LMDs can be used to provide a variety of ongoing improvements and services associated with the landscaping within the district. These improvements may include specific in-tract landscaping, such as entryway or median landscaping, or general parkway and perimeter landscaping of common areas adjoining the parcels within

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the district. Examples of landscaping improvements include improving the aesthetic appeal of parcels, as well as measures to improve dust control, erosion resistance, drainage, and flood control. These landscaping improvements are intended to enhance the value of the properties located within the district, and thus confer a special benefit upon each property above the benefit received by the general public.

## G. Mello-Roos Special Taxes

The Mello-Roos Community Facilities Act of 1982 authorized the formation of "Mello-Roos districts," and the imposition of special taxes within these districts. Unlike special benefit assessments, special taxes do not need to meet the "special benefits" standard (discussed above) and can be used to finance regional facilities and services in addition to those within the district. However, Mello-Roos special taxes can only be imposed for specific purposes and cannot be levied to raise revenue for general governmental purposes. Although there is no legal limitation on the amount of the special tax, as a general rule, total property taxes – including the basic one percent levy, assessments, special taxes, and other approved charges – should not exceed two percent of the assessed value of a residential parcel. Consequently, in today's real estate market, one has to pay careful attention to the level of assessments and special taxes, as property values in general have decreased significantly since their recent historical highs. Mello-Roos districts can include specific contiguous or non-contiguous areas within a jurisdiction or they can encompass an entire city or special district.

**Voting Requirements** - In California, Proposition 13 (approved in 1978) requires an affirmative vote of two-thirds of those voting in order to pass a special tax, including Mello-Roos special taxes. In proposed Mello-Roos districts with fewer than 12 registered voters, voting is by landowners, while in proposed districts with 12 or more registered voters, voting is by all registered voters.

**Uses** - Mello-Roos special taxes can be used to finance capital projects and local public infrastructure for new developments, or to fund operations and maintenance for ongoing public services. Under the Mello-Roos Act, local jurisdictions can issue bonds to finance large-scale construction projects, such as new schools or regional flood control facilities, or for public infrastructure in new subdivisions, such as roads and sewers. These bonds are then repaid with revenue generated by the Mello-Roos special taxes levied on the affected parcels. Alternatively, the

revenue generated by Mello-Roos special taxes can be used to provide ongoing public services. Services listed under the Mello-Roos Act include police and fire protection, ambulance and paramedic services, recreation programs, flood protection, park maintenance, storm drainage systems operation and maintenance, and the removal or remediation of hazardous materials.

## **H. Business Improvement Districts (BIDs)**

A Business Improvement District (BID) is a public/private partnership created to perform a variety of services to revitalize and improve commercial neighborhoods. In California, there are two different types of BIDs, one created through assessments on business licenses within the district (including landowners who lease property), and the second created through assessments of property owners alone. BIDs allow business or property owners to collectively pay for services to supplement those provided by the municipality. Assessments must be approved by a majority of business or property owners prior to the formation of the BID and must be directly proportional to the estimated benefit received by each business or property. Typically, assessments are levied annually on County property tax bills and distributed to the BID, which then uses the funds to pay for pre-designated services. BIDs are popular because business and property owners are often more willing to assess themselves if the result directly benefits their business or increases the value of their property.

Two California laws authorize cities, counties, and joint power authorities to establish BIDs and levy assessments on businesses within its boundaries – the Parking and Business Improvement Area Law of 1989 and the Property and Business Improvement District (PBID) Law of 1994. Generally, a property based BID, or PBID, is more popular because of the more active involvement of property owners and their potential benefits in the form of increased land and rent values. Once a BID is formed, a Board of Directors comprised of some combination of property owners, business owners, and government officials is responsible for its governance. Operations are usually handled by a nonprofit organization or quasi-governmental entity. The 1994 Act limits new BIDs to a maximum of ten years of assessments, at which point the BID must be either renewed or disbanded.

**Voting Requirements** - The formation of a BID requires an affirmative vote by a simple majority of business or property owners (depending on the type of BID) within its proposed boundaries. Prior to formation, the types of improvements and

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activities to be financed, as well as each business or property owners' individual assessment, must be specified. Once a BID is formed, all property or business owners within its boundaries must pay their assessment, even if they initially opposed its formation.

**Uses** - BIDs can be created to perform a variety of services and improvements in commercial districts. Services that can be financed include the promotion of tourism or sponsorship of public events as well as ongoing operations and maintenance programs such as street cleaning or tree trimming. Improvements that can be financed include minor parking facilities, street lighting, fountains, parks, benches, and trash receptacles. However, it is difficult to use BIDs to finance large-scale capital projects as they are not allowed to issue bonds. Once established, a BID is limited to the types of services and improvements specified during its formation.

## **I. Community Development Block Grant (CDBG) Program**

Operated by the U.S. Department of Housing and Urban Development (HUD), the Community Development Block Grant (CDBG) Program is a federal program that provides direct annual grants to cities, counties, and states across the country. These grants are intended to revitalize neighborhoods, expand affordable housing and economic opportunities, and/or improve community facilities and services, principally to benefit low- and moderate-income persons or neighborhoods. In 2010, HUD authorized the allocation of approximately \$3.9 billion in CDBG funds, of which nearly \$500 million (12.8 percent) was distributed within California.

**Eligibility** - Block grants are made by formula every year and give grantees the discretion to undertake specific activities. According to HUD, funding is determined by a formula based on need as determined by U.S. Census data released every 10 years.

**Uses** - CDBG funds are designed to permit local governments to pay for a wide variety of infrastructure improvements. CDBG funds can be used for reconstructing or rehabilitating property from housing to shopping centers or to demolish property and clear sites to prepare the land for other uses. Also eligible are the building of public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers and recreational facilities.

## J. Public-Public and Public-Private Partnerships

Public-public and public-private partnerships are an effective way in the current constrained economy to leverage limited resources and achieve mutually desired goals. This section provides a brief overview of potential cooperative agreements between public-public and public-private partnerships.

### Public-Public Partnerships

Potential public-public partnerships between the Town of Yucca Valley and local and regional public agencies are as follows:

- **Town of Yucca Valley Public Works/Engineering Department and Hi-Desert Water District** – Development of water reservoir periphery with trails, viewpoints, and beautification amenities.
- **Town of Yucca Valley and San Bernardino County Regional Parks** – Development and maintenance of regional park facilities and linkages, including connecting walking and/or biking trails.
- **Town of Yucca Valley and Morongo Unified School District** – Development of shared recreational and park facilities, including shared capital and maintenance costs.
- **Town of Yucca Valley and San Bernardino County Economic Development Agency** – Creation of coordinated job opportunity marketing and economic development programs.
- **Town of Yucca Valley and Copper Mountain College** – Connecting graduates of vocational programs such as nursing, automotive repair, and information technology to local businesses.
- **Town of Yucca Valley and Hi-Desert Medical Center** – As the third largest employer in the Morongo Basin, after the school district and the marine base, the medical center offers major employment growth opportunities, as well as satellite medical facilities within Yucca Valley.
- **Town of Yucca Valley and Morongo Basin Transit Authority** – With a transit center in the Mid-Town area and with connections throughout the

basin and to Palm Springs, a well-planned transit system integrated with good land use decisions can facilitate economic development.

- **Town of Yucca Valley, Yucca Valley Chamber of Commerce, and California Welcome Center in Yucca Valley** – Marketing local businesses and major venues, such as Joshua Tree National Park, to visitors.
- **Town of Yucca Valley and Morongo Basin Regional Economic Development Consortium** – Strengthening of job creation and business attraction initiatives, coordinated to benefit all communities within the Morongo Basin.
- **Town of Yucca Valley and U.S. Marine Corps Air Ground Combat Center** – Developing a better understanding of the off-base needs of the military population, and their retail and entertainment demands.
- **Town of Yucca Valley and Caltrans** – Creating traffic calming, beautification, and safety improvement projects and potential funding for State Highway 62 improvements in the Mid-Town area.
- **Town of Yucca Valley and Yucca Valley Airport** – Operated by the Yucca Valley Airport District, this general aviation, public use airport plays a key role in the high desert’s aviation future, and provides economic development opportunities for existing and future businesses in Yucca Valley that benefit from an aviation connection.

## Public-Private Partnerships

Potential public-private partnerships between the Town of Yucca Valley and private sector entities are as follows:

- **Town of Yucca Valley and landowners and/or developers** – Potential public revenue contribution from commercial development in the Town in exchange for the developer construction of certain public facilities.
- **Town of Yucca Valley and real estate brokerage companies** – Collaboration on a real estate market database accessible for potential developers via the Internet.
- **Town of Yucca Valley and business community** – Facilitation of ongoing outreach programs to local business stakeholders to address concerns and ideas, and improve business retention.





**Table 5-1: Summary of Financing Methods**

<b>Program/Action</b>	<b>Lead Responsibility</b>	<b>Support Responsibility</b>	<b>Phasing</b>	<b>Potential Funding Sources</b>
<b>Public Infrastructure</b>				
Landscaping Improvements	City	PBID	short-term	Assessment
Street Improvements/Markings/Signals	City	PBID	short-term	DIF
Underground Fiber Optic Cables	Franchisee	PBID	short-term	Assessment
<b>Operations and Maintenance</b>				
Landscaping and beautification	City	PBID	short-term	Assessment
Street Improvements/Markings/Signals	City	PBID	short-term	Road Fund
Streets and Roads	City	PBID	short-term	Road Fund
<b>Parking Management Plan</b>				
Inventory Existing Parking Spaces	City	PBID	short-term	City contribution
Parking Management Plan	City	PBID	mid-term	PBID & City Contribution
<b>Land Assembly</b>				
Land use/zoning regulations	City	PBID	mid-term	Private Land Owners/Developers
Graduated density zoning	City	PBID	mid-term	Private Land Owners/Developers
<b>Business Improvement District</b>				
Establishing Role of BID	Property Owners	City	short-term	City contribution/ Private contributions
Setting up a Property-BID	Property Owners	City	short-term	Assessments
Marketing Plan	Property Owners	City	mid-term	Assessments
<b>Public-Public &amp; Public-Private Partnerships</b>				
Public-Public Partnerships	City	Other Agencies	ongoing	Joint contributions
Public-Private Partnerships	City	Land owners & Developers	Ongoing	Joint contributions

*Note: Potential development impact fees (DIFs), assessments, and/or City contributions will be established during the implementation phases subject to public, business and property owner input and voting procedures.*

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## **K. Other Selected Public Fund Revenues**

### **Gas Tax**

A tax on fuel used to propel a motor vehicle or aircraft collected by the State and allocated to local jurisdictions. This use of revenue is restricted to the construction, improvement, and maintenance of public streets.

### **Traffic Congestion (1B) Bond**

According to the State of California Bond Accountability website, Proposition 1B authorizes approximately \$2 billion in funds towards the Local Street and Roads, Congestion Relief, and Traffic Safety Account of 2006. These funds, "shall be used for improvements to transportation facilities that will assist in reducing local traffic congestion and further deterioration, improving traffic flows, or increasing traffic safety that may include, but not be limited to, street and highway pavement maintenance, rehabilitation, installation, construction and reconstruction of necessary associated facilities such as drainage and traffic control devices, or the maintenance, rehabilitation, installation, construction and reconstruction of facilities that expand ridership on transit systems, safety projects to reduce fatalities, or as a local match to obtain state or federal transportation funds for similar purposes." The State Legislation allocates the funds by formula as specified in Proposition 1B, with 50 percent to counties and 50 percent to cities. Funds apportioned to cities are based on total population of the city in relation to all cities in the State (minimum \$400,000 to each city).

### **Arterial Financing Fee**

Fee imposed in connection with the approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development. Expenditures allowed in connection with this fee include regional transportation facilities, traffic mitigation, traffic signal, road improvements, street lighting, etc.

### **Rubberized Asphalt Grant**

According to the California Department of Resources Recycling and Recovery (CalRecycle), the Rubberized Asphalt Concrete (RAC) Grant Program is provided "to

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promote markets for recycled-content surfacing products derived from waste tires generated in California and decrease the adverse environmental impacts created by unlawful disposal and stockpiling of waste tires.” Eligible applicants include cities, counties, and qualifying Indian tribes that fund public works projects located in California. The rubber portions of the proposed projects must use 100 percent California waste tires. The maximum grant award per jurisdiction is \$250,000 per program, but not more than a total of \$500,000 per fiscal year.

### **Measure I – San Bernardino County**

According to the San Bernardino Associated Governments (SANBAG), Measure I (approved by voters in November 1989, reauthorized in 2008) created a half-cent sales tax with revenues committed to transportation improvement and traffic management programs through 2040. As part of the measure, revenues generated from each specified subarea within San Bernardino County will be expended on projects of direct benefit to that subarea.

### **Federal TEA 21 Funds**

According to the U.S. Department of Transportation, the Transportation Efficiency Act for the 21st Century (TEA-21) is a federal program that provides funds for investment in highways, transit, intermodal projects, and technologies, improving transportation safety, congestion mitigation and air quality improvement, and expanding job opportunities.

## **L. Parking Management Plan**

As in any downtown revitalization plan, parking management becomes an important component of the local circulation. Well-located parking spaces of sufficient quantity allow for convenient, local shopping and visitor trips. While structured parking is not seen as feasible at the level of densities considered, nevertheless, a good parking management plan can enhance Yucca Valley’s Mid-Town commercial environment.

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## **M. Land Assembly**

Land assembly incentives become important, particularly in a post-redevelopment environment, where encouraging the consolidation of smaller parcels into a larger, developable area results in more efficient development. One such technique is Graduated Density Zoning (GDZ), where development potential incentives are increased as parcel size increases. If the cutoff points for development levels are structured correctly, they can also result in the feasibility of certain public amenities being provided by the developer.



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# Value Capture and Housing Affordability

## A. Overview

The Mid-Town revitalization plan identifies a number of streetscape and circulation elements that are critical to achieving the vision of the Town's first relatively higher density mixed use neighborhood. In order maintain the Town's strong fiscal position; the Mid-Town revitalization plan implementation strategy seeks to balance public and private investment in the streetscape and circulation elements critical to the successful transition of the Mid-Town area.

While mobility and circulation efficiency has always been critical to the success of commercial real estate development<sup>1</sup>, the Town should also explore the potential of implementing value capture strategies on residential development. As envisioned, the Mid-Town area will be the preferred destination for the growing share of future households that prefer more vibrant, walkable communities.

## B. Value Capture and Direct Assessment

Direct assessment is a commonly used value capture strategy, favored by many cities due to their relative ease of implementation. An effective direct assessment program monetizes the benefits of additional development that result from effective public investment, while not overly impairing development feasibility. Direct assessments are typically passed on by the developer to the consumer or end user. If the consumer is unwilling or unable to pay this additional cost, project feasibility is reduced and new development is impaired.

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<sup>1</sup> In favorable market conditions, benefits of efficient circulation and mobility are usually reflected, to some degree, in the form of rent. This can simplify the rationale for implementing a direct assessment program.

As part of our implementation strategy, the impact of a direct assessment program on home affordability in Yucca Valley was tested, based on the Mid-Town market and fiscal analyses previously prepared by Stanley R. Hoffman Associates.

### C. Yucca Valley Household Analysis

The median household income in Yucca Valley is \$44,755, with 75% of the population – or approximately 6,000 households, having income less than \$75,000 per year.

**Table 6-1: Yucca Valley Household Income Analysis**  
[2011 Constant Dollars]

Household Income	# of Households	% of Total	Cumulative
Less than \$10,000	479	6.0%	6.0%
\$10,000 to \$14,999	643	8.1%	14.1%
\$15,000 to \$24,999	1,087	13.7%	27.8%
\$25,000 to \$34,999	829	10.4%	38.2%
\$35,000 to \$49,999	1,228	15.4%	53.6%
\$50,000 to \$74,999	1,739	21.9%	75.5%
\$75,000 to \$99,999	893	11.2%	86.7%
\$100,000 to \$149,999	632	7.9%	94.6%
\$150,000 to \$199,999	401	5.0%	99.7%
\$200,000 or more	26	0.3%	100.0%
<b>Total</b>	<b>7,957</b>	<b>100.0%</b>	

Sources: Stanley R. Hoffman Associates, Inc.  
American Community Survey 5-Year Estimates, 2007-2011

Assuming the income distribution in Yucca Valley remains stable into the future, some assessment of future home affordability can be made based on current data. The threshold home price for those residents making \$75,000 per year or less is approximately \$333,000 per unit, using conservative mortgage financing assumptions.

**Table 6-2: Yucca Valley Home Affordability Analysis**

Household Income	Percent Income to Housing	Affordable Monthly Payments		Affordable Mortgage [1]		Percent Down Payment	Base Home Price	
Less than \$10,000	35%	\$0	- \$292	\$0	- \$41,000	20%	\$0	- \$51,000
\$10,000 to \$14,999	35%	\$292	- \$438	\$41,000	- \$62,000	20%	\$51,000	- \$78,000
\$15,000 to \$24,999	35%	\$438	- \$729	\$62,000	- \$103,000	20%	\$78,000	- \$129,000
\$25,000 to \$34,999	35%	\$729	- \$1,021	\$103,000	- \$145,000	20%	\$129,000	- \$181,000
\$35,000 to \$49,999	35%	\$1,021	- \$1,458	\$145,000	- \$207,000	20%	\$181,000	- \$259,000
\$50,000 to \$74,999	30%	\$1,458	- \$1,875	\$207,000	- \$266,000	20%	\$259,000	- \$333,000
\$75,000 to \$99,999	30%	\$1,875	- \$2,500	\$266,000	- \$354,000	20%	\$333,000	- \$443,000
\$100,000 to \$149,999	25%	\$2,500	- \$3,125	\$354,000	- \$443,000	20%	\$443,000	- \$554,000
\$150,000 to \$199,999	25%	\$3,125	- \$4,167	\$443,000	- \$591,000	20%	\$554,000	- \$739,000
\$200,000 or more	25%	\$4,167	+	\$591,000	+	20%	\$739,000	+

[1] Assumes 85% of affordable Monthly payments available for mortgage payments.  
 Loan is a 30 year fixed mortgage financed at a 6% annual interest rate

## D. Land Use Feasibility – Mid Town Land Use Vision and Mobility Plan Assumptions

The Land Use Vision and Mobility Plan envisions several mixed use development nodes with maximum residential densities of 25 dwelling units per acre, with a total density threshold at a 0.5 floor area ratio. Typical housing types include mixed use (housing and commercial use), townhomes, and multi-family units. Incorporating the envisioned design standards, and using typical assumptions for average unit size, a typical residential unit price might range from \$133,000 to \$293,000.

**Table 6-3: Anticipated Home Price**

Unit Type	Direct Home Cost Only (\$/sf) [1]		Anticipated Home Price [2]	
Mixed Use Condominium (900 sf)	\$94	- \$150	\$133,000	- \$206,000
Urban Townhome (1,200 sf)	\$97	- \$185	\$144,000	- \$259,000
Small - Lot Single Family Home (2,100 sf)	\$100	- \$205	\$156,000	- \$293,000

[1] Source: Marshall Valuation Service

[2] Home price estimated using the return-on-cost method and are not market derived estimates

Using the General Plan’s intended density and design standards, an excellent quality urban townhome is attainable for those with incomes at \$50,000, near the median income of the Town. An entry-level condominium is affordable for households with income of \$25,000 per year, if financing is available. Entry-level single family home affordability begins around \$35,000 in annual household income.

## E. Value Capture Impacts

While value capture mechanisms can help offset public investment, it can have a dampening on demand in all but the most robust real estate markets. For example, a value capture strategy that implements a \$10,000 per unit development impact fee, along with a \$150 per month district assessment (typically a community benefits district), housing affordability drops significantly. Home affordability drops by approximately \$32,000, while the additional \$10,000 in fees gets passed on to the consumer in the form of higher home prices.

**Table 6-4: Value Capture Affordability Impact**

Household Income	Home Affordability - No Value Capture Assessments		Home Affordability - With Value Capture Assessments	
Less than \$10,000	\$0	- \$51,000	\$0	- \$20,000
\$10,000 to \$14,999	\$51,000	- \$78,000	\$20,000	- \$46,000
\$15,000 to \$24,999	\$78,000	- \$129,000	\$46,000	- \$98,000
\$25,000 to \$34,999	\$129,000	- \$181,000	\$98,000	- \$150,000
\$35,000 to \$49,999	\$181,000	- \$259,000	\$150,000	- \$228,000
\$50,000 to \$74,999	\$259,000	- \$333,000	\$228,000	- \$301,000
\$75,000 to \$99,999	\$333,000	- \$443,000	\$301,000	- \$411,000
\$100,000 to \$149,999	\$443,000	- \$554,000	\$411,000	- \$523,000
\$150,000 to \$199,999	\$554,000	- \$739,000	\$523,000	- \$708,000
\$200,000 or more	\$739,000	+	\$708,000	+

Housing affordability in the mid-town area would drop from 72% of households to 62%, meaning approximately 830 of the nearly 8,000 households in Yucca Valley would be unable to purchase a home in the mid-town area. The reduction in housing choice is also significant, with basic, entry-level options now obtainable for those households with approximately \$35,000 in income, while lowering the quality and diversity of housing options for those households in the \$35,000 - \$75,000 income bracket.

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Although affordability can fall when implementing a direct assessment value capture strategy, the strategy does present a tradeoff for the homebuyer: a larger or higher quality home in a typical suburban development, or a smaller home or apartment, with the benefits of increased mobility and the added convenience of a home located close to commercial establishments and public open space. There is mounting evidence that a portion of households are willing to make this type of tradeoff, if given the option.

Value capture strategies can provide a mechanism to offset public investment by monetizing the public benefits that the investment generates. Direct assessment programs are proven tools that can facilitate public investment in the Mid-Town neighborhood. Given the role of residential development in the revitalization of the Mid-Town neighborhood, a successful direct assessment strategy will need to generate meaningful public revenue while maintaining housing affordability and diversity.



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# Economic Implementation Strategy

## A. Introduction

The Yucca Valley Mid-Town Plan identifies a number of public infrastructure improvements, including streetscape and circulation elements that are critical to achieving the vision of Mid-Town becoming an attractive center that attracts residents and visitors not only from the Town of Yucca Valley, but also throughout the Morongo Basin area. In order to improve the city's fiscal position the economic components of the Mid-Town revitalization plan seek to balance public and private investments critical to the successful transition of the area where a mix of residential, commercial, business park and entertainment uses are developed.

Generally, market conditions in the Yucca Valley Mid-Town market area are currently not strong enough to absorb the full cost of any structured parking necessary to achieve relatively higher densities without outside funds or some cost sharing from the public sector. Successful revitalization of the Mid-Town area will rely on a combination of economic development strategies and land use regulations that that will transform this area into a thriving mixed-use, central part of Town.

The implementation measures identified in this strategy are intended to guide Town staff, property owners, developers and decision-makers to ensure that an adequate infrastructure system is in place for future development and to enhance the long-term fiscal and financial viability of the area.

## B. Land Assemblage Opportunities

Typical of many older downtown areas, the Mid-Town area has a diversity of parcel sizes and ownerships with relatively little vacant land or open space available in

its commercial corridors and industrial areas. Much of the revitalization in the commercial zones will require some land assemblage.

Graduated Density Zoning (GDZ), a concept that facilitates the assembly of land by linking density bonuses to land size, is a tool that communities can utilize to incentivize land assemblage and lower assemblage costs. By allowing additional density as parcel size increases, property owners are encouraged to form coalitions to access the additional value derived from medium density use, as opposed to "holding out" to extract additional value from the assemblage process.

### **C. Infrastructure Financing Strategy**

The infrastructure financing strategy is designed to ensure that an adequate infrastructure system is in place for future development in the Mid-Town area:

- Require new development to contribute its fair share of the cost of on- and off-site public infrastructure
- Consider innovative financing mechanisms, including, but not limited to, establishing Community Facilities Districts (CFDs), Special Assessment Districts, Development Impact Fees and participation in a Capital Improvement Program (CIP) to fund necessary public facilities and infrastructure
- Based on capital cost estimates, establish development impact fees for new development's fair share cost of required fire facilities
- Apply for available State, Federal and regional funding sources to finance infrastructure costs
- Parking districts have the potential to serve as a catalyst for revitalization of development in the Mid-Town area

### **D. Economic Implementation Actions**

Implementation of a financing plan ensures that new development will construct facilities to meet the service level specifications identified in the Mid-Town Plan.

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Also, that new development pays its fair share of the public infrastructure and other public facilities required to serve the Mid-Town revitalization plan area. The financing plan will need to be updated periodically as modifications to financing programs, land uses, and cost estimates for infrastructure and public facilities change.

## Implementation Strategy Steps

The following steps, as summarized in Figure 7-1, are specified to facilitate the orderly development of the Mid-Town area:

### a) Administrative

- Form a committee of Town staff, property and business owners
- Initiate a petition to prepare a property based business improvement district
- Identify the responsible agency or entity for each infrastructure or service category

### b) Infrastructure Financing

- Finalize the cost estimates of the infrastructure to be paid by development
- Prepare engineer's report that establish the approved spread of infrastructure costs among approved land uses for development impact fees, subject to Town Council approval
- Establish landscaping and lighting assessments, subject to majority vote

### c) Land Assembly Incentives

- Provide for land use and zoning incentives that encourage private landowners to work cooperatively in assembling smaller parcels of contiguous land into larger, more efficiently developable land, using such techniques as Graduated Density Zoning (GDZ)
- Tailor the GDZ incentives to the current market economics with adjustments as significant changes in the local economy occur

### d) Parking Management Plan

- Prepare a parking management plan that inventories existing parking spaces
- Identify locations where public parking may be effectively introduced into Mid-Town
- Develop a parking management plan that will facilitate the development and maintenance of parking facilities over time

**e) Maintain Fiscal Balance**

- Encourage commercial development in Mid-Town to provide sufficient annual recurring revenues to cover ongoing operations and maintenance to maintain fiscal balance
- Develop fiscal performance indicators that can be easily tracked over time
- If annual recurring fiscal balance is sufficient, consider using some of the net surplus to leverage private sector investment in Mid-town
- Encourage public-public and public-private partnerships

**f) Marketing/Branding Mid-Town**

- In cooperation with Chamber and other Mid-Town stakeholders, develop marketing program for the Mid-Town area
- Hire branding consultant to assist in the Branding/Marketing program for Mid-Town

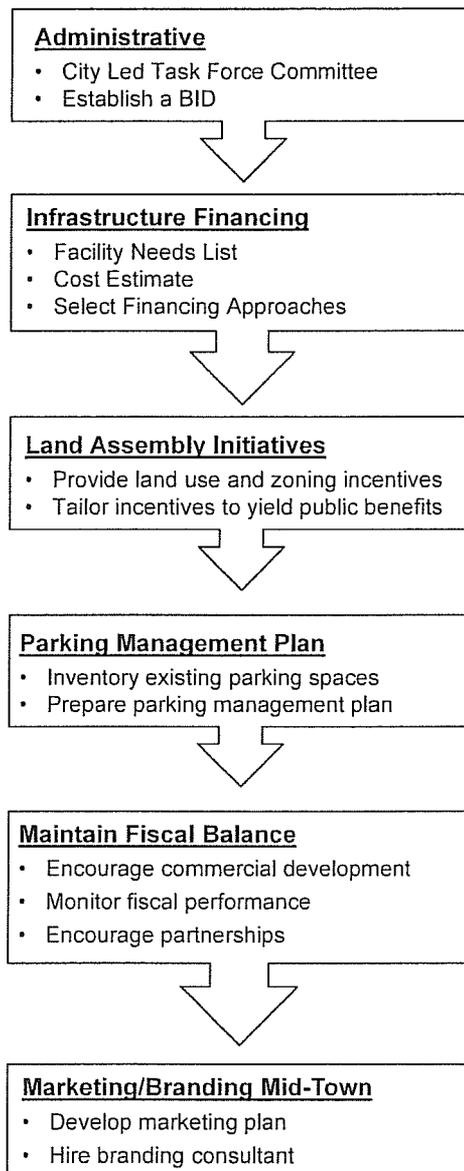


Figure 7-1: Economic Implementation Plan



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