

CEQA Environmental Checklist

PROJECT DESCRIPTION AND BACKGROUND

Project Title:	Conditional Use Permit, CUP 03-11 Specific Plan, S 01-11 Environmental Assessment , EA 01-11 Senior Housing Project
Lead agency name and address:	Town of Yucca Valley 58928 Business Center Yucca Valley, CA 92284
Contact person and phone number:	Robert Kirschmann, Associate Planner 760- 369-6575 ext 328 RKirschmann@yucca-valley.org
Project Location:	Northwest corner of Dumosa Avenue and Twentynine Palms Highway, Yucca Valley, CA APN: 595-371-11 and southern portion of 595-361-21
Project sponsor's name and address:	National Community Renaissance of California 9065 Haven Ave Ste 100 Rancho Cucamonga, CA 91730
General plan description:	General Commercial (CG)
Zoning:	General Commercial (CG)
Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)	<p>The applicant requests approval of a Conditional Use Permit and Specific Plan to allow the construction of a 75 unit, three (3) story Affordable Senior (Age-Restricted) Housing Project. The project will consist of 74 units of 650 square foot, one (1) bedroom apartments and one (1) unit of 750 square foot two (2) bedroom, 4,199 square feet of common area, 3,924 of community and leasing area, 275 square feet of laundry area, 31,132square feet of total interior common area, corridors, stairwells and balconies and approximately 4,446 square feet of carport. The total building square footage is approximately 87,482 square feet. The site includes 26 covered parking stalls and 22 uncovered parking stalls. The project will include onsite retention, on site sewage treatment, landscaping, parking, and may include amenities such as a clubhouse, pool/spa, gazebo, etc.</p> <p>Primary access to the site will be from Dumosa Avenue. Emergency access will be provided through the alley to the projects west. The project may include vacating all or a portion of Antelope Trail along the projects northern boundary. Pedestrian access from the site will be available to Town Hall, Community Services, Library, Museum and Senior Center.</p> <p>Public improvements include the reconstruction and realignment of Dumosa Avenue, and may include the widening of SR 62, with additional travel lanes, curb, gutter, sidewalk, parkway landscaping, utility relocation and utility</p>

	<p>undergrounding, and may include the construction of a traffic signal at the intersection of SR 62 and Dumosa Avenue. Public improvements may also include the construction of sidewalks, pathways, landscaping and ancillary improvements connecting the project site to Town Hall, the Library, the Hi Desert Nature Museum, the Senior Center, the Community Center Buildings, as well as to the Desert Hills Plaza, located east of the project site across Dumosa Avenue. The project also includes the relocation of the existing monument sign and supporting utilities to the east side of Dumosa Avenue. On site retention facilities will be constructed to capture incremental increase in storm water run-off, and these improvements may be constructed on site, or may be constructed on other areas of the Community Center project, subject to all necessary agreements between the Town, the Redevelopment Agency, and the project proponent. The extension of utilities to the site and on the site will be necessary, including natural gas, electricity, cable television, fire services, telephone, and associated improvements. Public transit system improvements may be constructed as a part of the project, either on-site or in close proximity to the project site, including their potential location on public roads, the Community Center property, or on the project site itself. The project will be designed to accommodate roof-top photovoltaic panels, and the pv system may be installed in the first or subsequent phases of the project.</p> <p>The Yucca Valley Redevelopment Agency has entered into an Exclusive Negotiating Agreement with the project proponent for the potential Agency financial participation in the construction of affordable housing units on the project site, consistent with the Agency's 5-Year Implementation Plan and the adopted Project Area #1 Plan. The Redevelopment Agency may consider the allocation of low and moderate income funds (20% set a side funds) as well as additional Agency funds to facilitate the construction of affordable housing units and necessary supporting infrastructure that must be constructed to support the project and mitigate project impacts, in accordance with State Redevelopment law and CEQA.</p>
<p>Surrounding land uses and setting; briefly describe the project's surroundings:</p>	<p>North: Public-Quasi Public (P-QP), Town Community Center including, Town Hall, Community Services, Library, Museum, Senior Center, Sheriff facility, and recreation fields South: Neighborhood Commercial (CN) and General Commercial (CG) Existing shopping center and financial institutions including Stater Bros., Wells Fargo, Bank of America, etc (across Twentynine Palms Highway). West: General Commercial (CG) Super 8 Motel and restaurants including Carrows and Sizzlers and Multi-family Residential (RM-10) with existing single family residences. East: Commercial Neighborhood (CN), existing shopping center including Food for Less, La Casita Mexican</p>

	Restaurant and Carl's Jr.
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	High Desert Water District, Regional Water Quality Control Board, Cal-Trans, San Bernardino County Fire Department, San Bernardino County Environmental Health

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 3 for additional information.

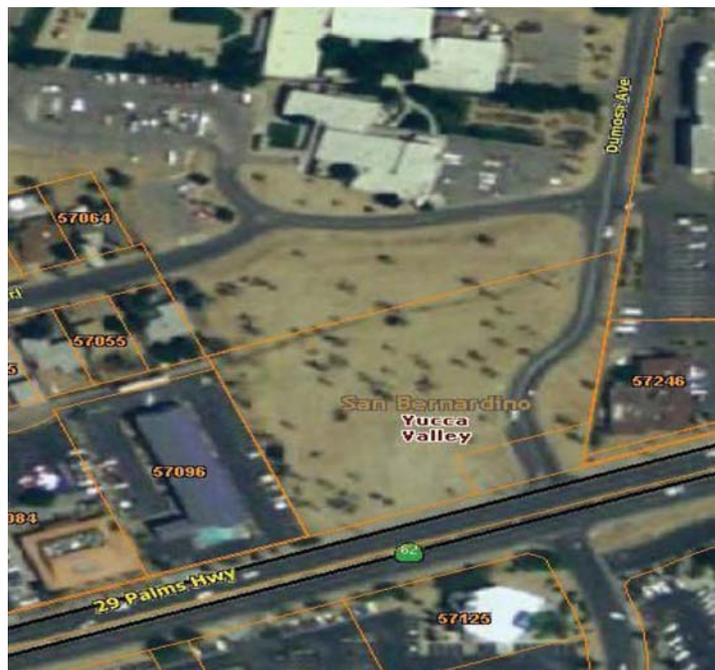
<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and Hazardous Materials	<input type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required

Signature:	Date:
Printed Name: Robert Kirschmann	For: Town of Yucca Valley



Elevations



Twentynine Palms Highway Elevation



Antelope Trail Elevation



Dumosa Avenue Elevation

CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

I. a)-c) The proposed project is located in the center of Town, approximately ¼ miles west of Twentynine Palms Highway (State Route 62) and Old Woman Springs Road (State Route 247). The site is surrounded by development on all four sides. Directly to the north of the site is the Community Center Complex. Existing uses at the Community Center include: Town Hall, Community Services, San Bernardino County Library, Hi Desert Nature Museum, Sheriff Sub station, Senior Center, recreational fields and an on site transit pick up and drop off. The project site has been graded up to four times a year since incorporation to eliminate weeds and fire potential. No natural vegetation occurs with the exception of Joshua Trees. These plants will be required to be relocated in accordance with Ordinance 140, Native Plants. The impact of the project is expected to be less than significant

d) The construction of the project will generate additional light, primarily from automobile headlights, architectural lighting and landscaping lighting. This light increase will be limited through the Town's restrictions associated with Ordinance 90, Outdoor Lighting. The car headlights will be temporary and sporadic, and will not have a significant impact.

The proposed project site, which is infill development, is currently vacant and surrounded by development on three sides, and bounded by State Route 62 on the

southern boundary. Development and land use patterns in proximity to the project site include commercial, residential, and governmental (public) development. Southern California Edison overhead utility lines containing 115KV, 66KV, 33KV, as well as subsidiary utilities owned and operated by Verizon and Time Warner Cable are located on the southern boundary of the project site. A high pressure gas main owned and operated by the Gas Company is also located along the southern boundary of the project site. Existing development surrounding the site has been constructed over the past 4 decades, beginning in the early 1970's. Single story development with structures ranging from 17' feet in height to approximately 30' in height, as well as multi-story commercial development in close proximity to the southern project boundary, represent the historical development pattern within a ½ mile radius of the project site.

While the project site is vacant/undeveloped at this time, the site is graded several times throughout the year for weed control purposes. Additionally, the site has also been graded to control water run off that the site receives from commercial development to the west, including from the Super 8 motel and Sizzler Restaurant parking lots and associated site improvements. These drainage improvements include annual maintenance grading activities in order to ensure continued water conveyance across the site. Outlet improvements consisting of concrete and rip-rap rock convey the nuisance flows from the project site onto Dumosa. The proposed project site has also contained no less than two monument signs providing identification for the community center facilities, including externally illuminated monument signs constructed by the County of San Bernardino prior to the Town's incorporation, and the more recently constructed electronic copy message board monument sign constructed by the Town of Yucca Valley. Joshua Trees exist on the project site, while no rock outcroppings or other similar features are present on the project site.

The proposed project would result in the development of approximately 87,482 square feet of multi-family, affordable, age restricted residential development, containing up to 75 housing units contained in two separate buildings, and ancillary on-site improvements including covered and uncovered parking, landscaping, lighting, hardscape improvements, on-site water retention, and amenities that may include outdoor gazebo or patio areas, a swimming pool, jacuzzis, gardening or greenhouse gardening structures, signage, etc.

The proposed project is designed to blend in height with existing development, through the use of incremental height changes ranging from single to three story construction. Architectural design represents a blended desert western theme with stone enhancements throughout the exterior of the structure, significant building articulation, and building placement throughout the project site. The architectural design, site design and building placement are consistent with the General Plan and the Development Code, and support and implement sustainable development strategies, combining residential and commercial development in close proximity to each other, reducing vehicle miles traveled, providing living and employment opportunities in close proximity to each other, and in reducing typical southern California urban sprawl.

The development of the site will be an enhancement of existing development patterns and development styles.

A-1 The project shall comply with Ordinance 90, Outdoor Lighting.

A-2 Prior to construction of the project, the applicant shall meet with Town staff to review the landscaping, architectural, and lighting plans for the project prior to final approval of the plans by the Town. The Town shall consider input received from the residents relative to the type and location of planting and other screening materials to the extent practical.

A-3 The final project submitted to the Town’s Building and Safety Department shall be in substantial conformance to the adopted Commercial Design Guidelines.

Level of Significance after Mitigation Measures: Less than Significant

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

conversion of forest land to non-forest use?

II. a-e) The surrounding areas, as well as this site to varying degrees, have been used for urban/suburban development for many years. Surrounding areas consist of commercial uses along SR 62, government uses along Antelope Trail and Dumosa Avenue and related improvements. There are no Prime Farmlands, Unique Farmland or Farmland of Statewide Importance in proximity to the project site, or within the Town of Yucca Valley, and as such, there are no impacts to these resources. There are no state or federally designated forests in close proximity to the project site or within the Town of Yucca Valley. The proposed project area is not zoned for agricultural use nor is there any Williamson Act contract in effect. The proposed project would occur on partially developed land and would not affect land zoned for agricultural use. Development of the project would not result in the premature conversion of other lands designed as farmland to non-agricultural uses as there are no active farmland uses in the vicinity of the project.

Level of Significance: Less than Significant

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III. a)-e) An Air Quality Assessment was prepared for this project by Impact Sciences, Inc in April 2011. The report was a study of the potential impacts the proposed project may have on the local and regional air quality during the construction and after project completion. The report also addresses the effects that this project could have on Greenhouse Gases (discussed later in this report). It was determined that the construction emissions from the proposed project will not exceed MDAQMD thresholds of significance with the implementation of two mitigation measures. The following analysis and discussion are from the report:

a) Threshold: Conflict with or obstruct implementation of the applicable air quality plan

According to the MDAQMD CEQA and Federal Conformity Guidelines, a project is non-conforming if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with all applicable MDAQMD rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s). Conformity with growth forecasts can be established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast. The proposed project is covered under the MDAQMD 2008 Federal 8-Hour Ozone Attainment Plan ("Attainment Plan"). The Attainment Plan based its assumptions on growth forecasts contained in the SCAG 2008 Regional Transportation Plan ("2008 RTP") population growth projections.¹ The SCAG's 2008 RTP projected a population of 23,415 people for Yucca Valley in 2010 and a population projection of 26,514 people in 2015. The California Department of Finance estimated a population of 21,292 people residing in Yucca Valley in 2010.² The proposed project, using default CalEEMod assumptions, would house 215 people.³ This added to the estimated 21,292 residents of Yucca Valley would result in a population of 21,507, which would not exceed the SCAG's 2010 and 2011 projections. Therefore, the proposed project would not conflict with or obstruct implementation of MDAQMD air quality plans. The proposed project would have a less than significant impact with respect to this criterion.

Mitigation Measures: No mitigation measures are recommended.

Level of Significance after Mitigation Measures: Less than significant impact.

b) Threshold: Violate any air quality standard or contribute substantially to an existing or projected air quality violation

Air quality within the project area is regulated by MDAQMD. Construction activities have the potential to cause short-term significant impacts with respect to air quality standards. According to MDAQMD, a project's construction emissions are considered to cause a significant impact to air quality if they would exceed the MDAQMD thresholds of significance for the criteria pollutants (VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}). The construction emissions associated with the proposed project were estimated using the CalEEMod emissions estimator model. CalEEMod is a program that calculates air emissions from land use sources and incorporates the CARB's EMFAC2007 model for on-road vehicle emissions and the OFFROAD2007 model for off-road vehicle emissions. The model also incorporates factors specific to the Basin and the MDAQMD, such as VOC content in architectural coating and vehicle fleet mixes. During project construction, the model can analyze emissions that occur during different phases, such as building construction

1 Southern California Association of Governments, *2008 Regional Transportation Plan – Growth Projections by City*, (2008).

2 California Department of Finance, *E-4 Population Estimates for Cities, Counties and State, 2001-2010, with 2000 Benchmark*, (2010).

3 The default rate is 2.87 persons per dwelling unit. The Senior Housing project would likely house fewer than this number. Therefore, this analysis is generally conservative and impacts would likely be less than what is reported in this document.

and architectural coating.

Site-specific or project-specific data were used in the CalEEMod model where available. The project Applicant provided the estimated construction schedule. The number and types of construction equipment, vendor trips (e.g., transport of building materials), and worker trips were based on values provided in the CalEEMod model. The existing project site is vacant; therefore demolition would not occur during development. In addition, grading amounts were based on default values provided in the CalEEMod model. In order to account for dust suppression in the CalEEMod model, it was assumed that the project contractor would comply with MDAQMD Rules 403 and 403.2 by applying water a minimum of twice daily for dust suppression. The emission reduction percentage association with Rule 403 dust suppression was based on data from the MDAQMD. **Table 7, Estimated Construction Emissions**, shows the construction emissions that would occur from the proposed project.

**Table 7
Estimated Construction Emissions**

Construction Year	Maximum Emissions in Pounds per Day ¹					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
2012	8.86	66.77	43.42	0.07	6.85	5.34
2013	215.85	60.68	49.09	0.08	5.84	4.49
MDAQMD Threshold:	137	137	548	137	82	82
Exceeds Threshold?	YES	NO	NO	NO	NO	NO

Source: Impact Sciences, Inc.

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

¹ PM10 and PM2.5 fugitive dust emissions incorporate watering as a control measure.

As shown in **Table 7**, construction emissions would exceed MDAQMD's threshold of significance for VOC during architectural coating. Therefore construction of the proposed project would have a significant impact on air quality of the region. Mitigation Measure **MM AQ-1**, described below, would be implemented, which would reduce VOC emissions from architectural coating applications to less than significant.

Operational emissions would be generated by both stationary and mobile sources as a result of normal day-to-day activities on the project site after occupation. Stationary emissions would be generated by the consumption of natural gas for space and water heating devices (including residential use water heater and boilers). Mobile emissions would be generated by the motor

- 4 Institute of Transportation Engineers (ITE), *8th Edition Trip Generation Report*, (2008). The ITE trip rate for senior adult housing-attached is 3.48 trips per dwelling unit.
- 5 Southern California Association of Governments, *2008 Regional Transportation Plan – Growth Projections by City*, (2008).
- 6 California Department of Finance, *E-4 Population Estimates for Cities, Counties and State, 2001-2010, with 2000 Benchmark*, (2010).
- 7 California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*, (2005) 8-9.
- 8 California Department of Transportation, "Traffic Counts," <http://traffic-counts.dot.ca.gov/>. 2011.
- 9 Sacramento Metropolitan Air Quality Management District, "Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways," <http://www.airquality.org/ceqa/SLUMajorRoadway/SLURecommendedProtocol2.2-Mar2009.pdf>. 2009.

vehicles traveling to and from the project site.

The project would construct a 75 unit senior housing project, resulting in new vehicle trips to and from the site. According to MDAQMD, a project's operational emissions are considered to cause a significant impact to air quality in the region if they would exceed the MDAQMD thresholds of significance for the criteria pollutants. The operational emissions associated with the proposed project were estimated using the CalEEMod model. CalEEMod can estimate mobile and area source emissions associated with land uses specific to a given operational year and location. The proposed project would be operational in 2013; therefore, 2013 was used to estimate operational emissions. Default trip generation rates from the Institute of Transportation Engineers 8th Edition Trip Generation Report were used to estimate motor vehicle emissions.⁴ **Table 8, Estimated Operational Emissions**, shows the pollutant emissions associated with the proposed residential land use on the project site.

As shown in **Table 8**, operational emissions associated with implementation of the proposed project would not exceed the MDAQMD thresholds for significance for any pollutant. Projects that generate emissions below the thresholds of significance would not be considered to contribute a substantial amount of air pollutant to regional air quality. Therefore, operational emissions associated with the proposed project would be considered a less than significant impact.

Table 8
Estimated Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	VOC	NO_x	CO	SO_x	PM10	PM2.5
Summertime Emissions¹						
Operational (Mobile) Sources	2.45	13.90	23.16	0.03	2.97	0.50
Area Sources	43.87	0.78	64.88	0.06	8.53	8.53
Energy (Natural Gas)	0.05	0.43	0.36	0.00	0.03	0.03
Summertime Emissions Total	46.37	15.11	88.40	0.09	11.53	9.06
MDAQMD Threshold	137	137	548	137	82	82
Exceeds Threshold?	NO	NO	NO	NO	NO	NO
Wintertime Emissions²						
Operational (Mobile) Sources	2.34	14.11	21.46	0.02	2.98	0.51
Area Sources	43.87	0.78	64.88	0.06	8.53	8.53
Energy (Natural Gas)	0.05	0.43	0.36	0.00	0.03	0.03
Wintertime Emissions Total	46.26	15.35	86.70	0.08	11.54	9.07
MDAQMD Threshold	137	137	548	137	82	82
Exceeds Threshold?	NO	NO	NO	NO	NO	NO

Source: Impact Sciences, Inc.

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

¹ Summertime Emissions" are representative of the conditions that may occur during the ozone season (May 1 to October 31).

² Wintertime Emissions" are representative of the conditions that may occur during the balance of the year (November 1 to April 30).

Mitigation Measures: The following mitigation measure is required to be implemented during

project construction:

AQ-1 *The proposed project shall utilize low-VOC architectural coating and paint for all exterior and interior applications. The VOC content for all architectural coatings and paint shall be limited to a weighted average of 150 grams of VOC per liter or less.*

Level of Significance after Mitigation Measures: *The emissions calculations assumed a default VOC content of 250 grams of per VOC per liter. The use of low-VOC architectural coatings and paint limited to 150 grams of VOC per liter or less would reduce the maximum daily VOC emissions to approximately 133.6 pounds per day, which is less than the MDAQMD threshold of significance. Therefore, impacts would be mitigated to less than significant with the implementation of MM AQ-1.*

c) Threshold: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)

The MDAQMD classifies cumulative impacts as direct and indirect project emissions. If a project related air quality impact is individually less than significant, the impacts of reasonably anticipated future activities, probably future projects, and past projects are included based on similar air quality impacts, transport considerations and geographic location. Currently the MDAQMD's approach towards assessing cumulative impacts is based on the fact that the MDAQMD Attainment Plan forecasts attainment of ambient air quality standards in accordance with the requirements of the California CAA, which takes into account the SCAG's forecasted future regional growth. Therefore, if all projects are individually consistent with the growth assumptions within the MDAQMD's Attainment Plan, then the future development would not impede the attainment of ambient air quality standards. As discussed above, the SCAG's 2008 RTP projected a population of 23,415 people for Yucca Valley in 2010 and a population projection of 26,514 people in 2015.⁵ The California Department of Finance estimated a population of 21,292 people residing in Yucca Valley in 2010.⁶ The proposed project, using default CalEEMod assumptions, would house 215 people. This added to the estimated 21,292 residents of Yucca Valley would result in a population of 21,507, which would not exceed the SCAG's 2010 and 2011 projections. Therefore, the proposed project would not conflict with or obstruct implementation of MDAQMD air quality plans. The proposed project would have a less than significant impact with respect to this criterion.

Mitigation Measures: *No mitigation measures are recommended.*

Level of Significance after Mitigation Measures: *Less than significant impact.*

d) Threshold: Expose sensitive receptors to substantial pollutant concentrations

Sensitive receptors are defined as persons who could potentially remain at a location for a specific length of time (e.g., 1 hour, 8 hours, or 24 hours) depending on the pollutant being analyzed. Residences, hospitals, and convalescent facilities are considered as sensitive receptors. Commercial and industrial facilities and other land uses may be considered sensitive receptors if it is possible that an individual could remain in a particular location for the aforementioned lengths of time.

The proposed residential project is located to the north of and at the corner of California State Route 62 (Twentynine Palms Highway) and Dumosa Avenue in the town of Yucca Valley, California. Surrounding land uses include residential and commercial land uses to the west, and commercial land uses to the north, east and south of the project site. Regional access to the proposed project site is provided by the Twentynine Palms Highway. The Twentynine Palms

Highway is the major east-west route traveled by heavy-duty diesel-fueled vehicles, as well as other motor vehicles. CARB has determined that health effects are generally elevated near heavily traveled roadways. The primary pollutant of concern near freeways and heavily traveled roadways is diesel particulate matter (DPM) since it is identified by the State of California as a toxic air contaminant (TAC) based on its potential to cause cancer, premature death, and other health problems.

The CARB Air Quality and Land Use Handbook recommends lead agencies, where possible, avoid locating new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. CARB based this recommendation on 2002 studies of impacts along the San Diego (I-405) Freeway and the Long Beach (I-710) Freeway. These studies, cited by CARB in its Air Quality and Land Use Handbook, found a substantial reduction in pollutant concentrations, relative exposure, and health risk beyond 300 feet from I-405 and I-710.⁷

According to data from the California Department of Transportation (CalTrans), State Route 62 (also known as the Twentynine Palms Highway) in Yucca Valley, near the intersection with State Route 247, had approximately 1,682 annual average daily truck trips in 2009.⁸ As a comparison, the I-405 Freeway near the Route 2 Junction at Santa Monica Boulevard had 9,528 annual average daily truck trips and the I-710 Freeway in Long Beach near Del Amo Boulevard had 23,295 annual average daily truck trips in 2009. This suggests that State Route 62, which has a much lower number of diesel-fueled truck trips than either I-405 and I-710, would result in less severe health impacts than CARB analyzed in its Air Quality and Land Use Handbook. Additionally, according to data from CalTrans, State Route 62 had approximately 28,500 annual average daily vehicle trips (automobiles and trucks) in 2009, which is much less than the 100,000 screening level for urban roads and the 50,000 screening level for rural roads. However, the proposed project proximity would pose some risk to on-site residents. Therefore, the project is considered to have a potentially significant impact with respect to this criterion and mitigation measures are recommended.

Mitigation Measures: The following mitigation measure is required to be incorporated as part of the project design.

- AQ-2** Development of the proposed project shall include the following features that minimize the health impacts associated with its proximity to State Route 62. These measures include, but are not limited to:⁹
- a. Installing passive electrostatic, or similarly effective, in-door air filtering systems;
 - b. Changing the location of building air intakes to minimize exposure to roadway TACs;
 - c. Ensuring that windows nearest to the freeway or major roadway do not open to reduce particulate matter exposure; and
 - d. Planting pollution-absorbing trees and vegetation between the roadway and buildings.

Level of Significance after Mitigation Measures: Incorporation of the above mitigation measure would reduce impacts to less than significant.

Threshold: Create objectionable odors affecting a substantial number of people

Land uses primarily associated with odorous emissions include waste transfer and recycling stations, wastewater treatment plants, landfills, composting operations, petroleum operations, food and byproduct processes, factories, and agricultural activities, such as livestock operations. The

proposed project does not consist of these types of land uses. The residential land use associated with the proposed project is not expected to be a source of persistent odors. Construction of the project is temporary and is not expected to cause an odor nuisance. Refuse associated with operation of the proposed project will be disposed of in accordance with applicable regulations. In addition, the project is not located downwind and in close proximity to these sources of odors. Therefore, it is not anticipated the project residents would be adversely affected by off-site odorous emissions. Consequently, no significant impacts from odors are anticipated from the proposed project.

Mitigation Measures: *No mitigation measures are recommended.*

Level of Significance after Mitigation Measures: *Less than significant impact.*

In addition to the two mitigation measures identified in the Air Quality Analysis the following mitigation measures shall also be applied to the project:

AQ-3 The project shall comply with all MDAQMD rules and regulations including 402 and 403.

In order to comply with the MDAQMD rules and regulations the Applicant shall implement the following dust control conditions applicable to the site as recommended by Rules 402 and 403:

AQ-4 The applicant shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.

- a.) The applicant shall ensure that all watering of the site or other soil stabilization method shall be employed on an ongoing basis after the initiation of any grading activity on the site at least 2 times per day. Portions of the site that are actively being graded shall be watered regularly to ensure a crust is formed on the ground surface, and shall be watered at the end of each workday.
- b.) The applicant shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.
- c.) The applicant shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.
- d.) The applicant shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.
- e.) Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code (CVC) Section 23114
- f.) Pavement or other appropriate materials, as approved by the Town Engineer shall be utilized at all construction access roads for a minimum of 100 feet from the main road.
- g.) Control traffic speeds within the property to 15mph or less.

During the construction portion of the project it is possible that exhaust emissions from construction vehicles and equipment, as well as fugitive dust from these vehicles traveling could increase NO_x and PM₁₀ levels. The following mitigation measures shall be implemented to reduce the impacts:

AQ-4 To reduce emissions all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.

AQ-5 The applicant shall utilize (to the extent possible) pre-coated building materials and coating transfer or spray equipment with high transfer efficiency, such as high volume, low pressure (HVLP) spray method or manual coatings application such as a paint brush, hand roller, trowel, dauber, rag, or sponge.

AQ-6 (expansion of AQ-1 from the Air Quality Analysis) The contractor shall utilize water-based or low VOC coating per MDAQMD Rule 1113. The following measures may also be implemented:

- a) Use Super-Compliant VOC paints whenever possible.
- b) If feasible, avoid painting during peak smog season: July, August, September
- c) Recycle leftover paint. Take any left over paint to a household hazardous waste center; do not mix leftover water-based and oil-based.
- d) Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
- e) For water-based paints, clean up with water only. Whenever possible, do not rinse the clean up water down the drain or pour it directly into the ground or the storm drain. Set aside the can of clean up water and take it to the hazardous waste center (www.cleanup.org)
- f) Recycle the empty can
- g) Look for non-solvent containing stripping products
- h) Use compliant Low VOC cleaning solvents to clean paint application equipment
- i) Keep all paint and solvent laden rags in sealed containers to prevent VOC emissions

AQ-7 The applicant shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site power generation.

AQ-8 The applicant shall ensure that construction personnel are informed of ride sharing and transit opportunities.

AQ-9 All buildings on the site shall conform to energy use guidelines in Title 24 of the California Administrative Code as updated to reduce energy consumption and reduce Greenhouse gas emissions.

AQ-10 The applicant shall maintain and effectively utilize and schedule on-site equipment and delivery trucks in order to minimize exhaust emissions from truck idling.

AQ-11 The applicant shall prepare and submit a Town of Yucca Valley Dust control plan in conjunction with the submittal of the grading plans.

Level of Significance after Mitigation Measures: Less than Significant

IV. BIOLOGICAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Joshua Tree Survey Report	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

April 2011)

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (Joshua Tree Survey Report April 2011) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Site visit, USGS maps) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (Site visit, USGS maps) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (General Plan IV-1, Ordinance 140) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Site Visit, General Plan) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

IV. a)-f) A Joshua Tree Survey Report was prepared for the project in April of 2011. The report noted that the site has been brushed and cleared of most vegetation except for Joshua Trees. The survey located 77 Joshua Trees onsite and 2 "offsite". The report proposes to remove 49 Joshua Trees and one of the "offsite" trees. Twentynine Joshua Trees and 26 pups are proposed to be transplanted back onsite. It is anticipated that the entire site will be graded for the project resulting in disturbance to most, if not all Joshua Trees. The majority of the plants that occur onsite are large, mature specimen trees. Due to the size it will be difficult to relocate many of the trees, but every effort will be made to transplant all eligible plants back into the site landscaping.

The report also made mention of an area of drainage originating from the developments and alley way to the west. The drainage is entirely surface run off from the Hotel, restaurants and alley. This drainage exits the alley and travels east across the site to Dumosa Avenue. The report notes that the site may fall under the jurisdiction of the U.S. Army Corps of Engineers or the California Department of Fish and Game. Since the site has been cleared up to four (4) times a year since incorporation, the drainage is from urban run-off, there are no washes or blue line streams in the vicinity, and as the site is completely surrounded by development a jurisdictional delineation is not required. There are no waters of the US present on the project site.

As stated above, the site is completely surrounded by development and brushed up to for times a year. Therefore it is extremely unlikely that any tortoises occur on the site, nor any could migrate onto the site.

As a threatened species, there can be no "take" of the species, and permitting is required from both the US Fish and Wildlife Service and the California Department of Fish and Game in order to assure that impacts to the species are adequately mitigated. In the unlikely event that a tortoise is located on the site a mitigation measure is included that requires all construction activities to cease and the appropriate Agencies consulted.

The proposed project site, which is infill development, is currently vacant and surrounded by development on three sides, and bounded by State Route 62 on the southern boundary. Development and land use patterns in proximity to the project site include commercial, residential, and governmental (public) development. Southern California Edison overhead utility lines containing 115KV, 66KV, 33KV, as well as subsidiary utilities owned and operated by Verizon and Time Warner Cable are located on the southern boundary of the project site. A high pressure gas main owned and operated by the Gas Company is also located along the southern boundary of the project site. Existing development surrounding the site has been developed over the past 4 decades, beginning in the early 1970's. Single story development with structures ranging from 17' feet in height to approximately 30' in height, as well as multi-story commercial development in close proximity to the southern project boundary, represent the historical development pattern within a ½ mile radius of the project site.

While the project site is vacant/undeveloped at this time, the site is graded several times throughout the year for weed control purposes. Additionally, the site has also been graded to control water run off that the site receives from commercial development to the west, including from the Super 8 motel and Sizzler Restaurant parking lots and associated site improvements. These drainage improvements include annual maintenance grading activities in order to ensure continued water conveyance across the site. Outlet improvements consisting of concrete and rip-rap rock improvements convey the nuisance flows from the project site onto Dumosa. The proposed project site has also contained no less than two monument signs providing identification for the community center facilities, including externally illuminated monument signs constructed by the County of San Bernardino prior to the Town's incorporation, and the more recently constructed electronic copy message board monument sign constructed by the Town of Yucca Valley. Joshua Trees exist on the project site, while no rock outcroppings or other similar features are present on the project site.

The project site is located in an urbanized area of the Town. As indicated in the Joshua Tree Survey Report onsite vegetation is limited to Joshua trees. Due to the highly urbanized nature of the surrounding area and the State Highway that carries approximately 30,000 vehicles trips daily on the southern boundary of the project site, no endangered, threatened or rare plant or wildlife species, or sensitive habitats are known to occupy the project site. No riparian habitat or other sensitive natural habitats exist on the property. Grading and site development would not result in potential impacts to wetlands or other jurisdictional waters. There are no natural water sources, water courses, or associated wetland habitat on the project site. Implementation of the proposed project would not affect wetland habitat.

Habitat fragmentation occurs when a proposed action results in a single habitat being divided into two or more areas, such that the division isolates the two new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or from one habitat type to another. An example is the fragmentation of habitats within and around

clustered residential development. Habitat fragmentation may occur when a portion of one or more habitats is converted into another habitat as when scrub habitats are converted into annual grassland habitat because of frequent burning.

The project site has been graded numerous time on an annual basis for weed control, has been developed with utility installations, monument sign installations, and drainage and flood water conveyance systems. Surrounding development includes intense commercial, residential and governmental land use activities. Due to the disturbed condition of the project site, the nature of adjacent development, and the intervening presence of roadways and infrastructure, development of the proposed project will not result in significant habitat fragmentation or substantially affect established wildlife corridors or wildlife movement. Therefore no impacts associated with this issue would occur and no mitigation is required.

The General Plan contains several policies and objectives related to biological resources, but they are not applicable to this site due to activities which have occurred on this site as well as to surrounding lands. The Town does have a Native Plant Protection Ordinance which shall be implemented for the development of the project site.

As previously indicated, the site is void of natural habitats and wildlife species. Because the site is graded numerous times annually and is located in a highly urbanized area, project implementation would not be affected by or subject to any provisions of any known resource conservation plans. Therefore no impacts associated with this issue would occur and no mitigation is required.

BR-1 The project proponent shall comply with the Town’s Native Plant Management Ordinance 140, which includes the protection in place and transplanting on and off site.

BR-2 Should a tortoise be located on the property all construction activities shall immediately cease and the appropriate agencies consulted.

Level of Significance after Mitigation Measures: Less than Significant

V. CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. a)-d) There are no known or documented national or State historic resources that have been

designated as landmarks or points of interest on or in the immediate vicinity of the project. The Town's General Plan states it will review and address issues related to cultural resources as set forth in the California Environmental Quality Act. No structure development has occurred on the project site. The proposed project site, which is infill development, is currently vacant and surrounded by development on three sides, and bounded by State Route 62 on the southern boundary. Development and land use patterns in proximity to the project site include commercial, residential, and governmental (public) development. Southern California Edison overhead utility lines containing 115KV, 66KV, 33KV, as well as subsidiary utilities owned and operated by Verizon and Time Warner Cable are located on the southern boundary of the project site. A high pressure gas main owned and operated by The Gas Company is also located along the southern boundary of the project site. Existing development surrounding the site has been developed over the past 4 decades, beginning in the early 1970's. Single story development with structures ranging from 17' feet in height to approximately 30' in height, as well as multi-story commercial development in close proximity to the southern project boundary, represent the historical development pattern within a ½ mile radius of the project site.

While the project site is vacant/undeveloped at this time, the site is graded several times throughout the year for weed control purposes. Additionally, the site has also been graded to control water run off that the site receives from commercial development to the west, including from the Super 8 motel and Sizzler Restaurant parking lots and associated site improvements. These drainage improvements include annual maintenance grading activities in order to ensure continued water conveyance across the site. Outlet improvements consisting of concrete and rip-rap rock improvements convey the nuisance flows from the project site onto Dumosa. The proposed project site has also contained no less than two monument signs providing identification for the community center facilities, including externally illuminated monument signs constructed by the County of San Bernardino prior to the Town's incorporation, and the more recently constructed electronic copy message board monument sign constructed by the Town of Yucca Valley. Joshua Trees exist on the project site, while no rock outcroppings or other similar features are present on the project site.

Considering the ongoing ground disturbances that have occurred on the project site, the potential for encountering intact and significant subsurface archaeological or paleontological features or artifact deposits on the subject property is anticipated to be low, especially for prehistoric archaeological remains. The Town is not a repository of significant paleontologic resources due to soil types and the high percentage of rock in local soils. Should human remains be found during the excavation and grading of the site, the contractor is required by State law to contact law enforcement authorities, who will determine the best course of action in relation to the remains.

CUL-1 In the event that cultural and/or paleontological resources are discovered during demolition and construction activities, construction shall be halted in the work area until a professional archaeologist and/or paleontologist has been retained and has the opportunity to investigate the resource and assess its significance. Any such resource uncovered during the course of project-related grading or construction shall be recorded and/or removed per standard archaeological or paleontological practices and/or applicable City and/or state regulations.

Level of Significance after Mitigation Measures: Less than Significant

VI. GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? (Alquist Priolo Map)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking? (General Plan pg. V-9)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction? (General Plan pg. V-9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides? (General Plan exhibit V-9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?(General Plan pg. V-9)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (General Plan pg. V-9)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (General Plan exhibit V-2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? (General Plan exhibit V-2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI. a i-iv) The proposed project is not located in an Alquist-Priolo Earthquake Fault Zone. The nearest fault zone (Burnt Mountain Fault) is located approximately 925 feet east of the project site. As a result, the site, as with the rest of the Town, is expected to experience strong seismic ground shaking during a seismic event.

The Town's General Plan EIR discusses the earthquakes located within the Town as follows:

The Town is located within a very seismicity active area subject to ground shaking, originating from several active faults, including the San Andreas Fault System located approximately 9 miles to the southwest. Major faults within the Planning Area include; the Pinto Mountain, Johnson Valley, Burnt Mountain, and the Eureka Peak faults.

As evidenced by the Landers earthquake and other seismic activity occurring in the ECSZ (Landers earthquake: June 28, 1992, magnitude 7.6 on the Richter Scale), the Planning Area may be particularly susceptible to strong ground shaking and significant earthquake damage. This is especially true if a moderate to large earthquake were to occur along one of the faults located within the study area. Although an earthquake on the San Andres fault, to the southwest of Town, is likely to occur in the relative near future, its impact on the Town of Yucca Valley would possibly be less than the damage caused by the Magnitude 7.5 Landers earthquake. Given the likelihood of another major earthquake occurring in this region, the Town government, residents and emergency relief organizations are well advised to develop and implement policies and programs designed to reduce the risk posed by seismic hazards.

Seismic-related liquefaction or ground failure is possible, but consider to be low in the Yucca Valley due to the depth of groundwater.

The Town's building department implements the provisions of the Uniform Building Code associated with seismic areas, and will implement those standards when the apartments are constructed. These standards are designed to mitigate potential impacts associated with seismic ground shaking to less than significant levels.

b) The Town implements the requirements of the NPDES, including the implementation of Best Management Practices to contain soil erosion. A Town of Yucca Valley Erosion and Sediment Control Plan is required to be submitted in conjunction with the grading plans. These practices will be required for this project, including the preparation of a Storm Water Pollution Protection Plan (SWPPP), prior to the issuance of grading permits. These standards assure that the impacts associated with water erosion will be reduced to less than significant levels.

c-d) The site is flat with no significant topographical features surrounding the site. The project site is not located in an area subject to liquefaction, due to the depth the groundwater and soil types in the area. The General Plan EIR discusses the depth of groundwater and impact on subsidence:

Ground surface effects related to subsidence are generally restricted to structures sensitive to slight changes in elevations such as canals, sewers and drainages. Ground subsidence can disrupt canal or drainage systems and cause localized flooding. The Town currently extracts ground water for domestic use from the valley's local aquifer. Static ground water levels have dropped from about 290 feet below ground surface in the 1950's (Bader and Moyle), to a present day (1993) average depth of approximately 400 feet. Although ground subsidence as a result of ground water withdrawal has not been documented in the Planning Area, continued depletion of the underlying aquifer could result in ground subsidence unless efforts are made to stop over drafting of the basin, and the water supply of the aquifer is replenished. Construction of the two proposed recharge basins is expected to increase the water levels in the basin.

Expansive soils are not considered a problem in the Yucca Valley area, as there is a minimal amount of clay in the soils. The General Plan EIR further discusses this:

Directly related to the phenomenon of ground subsidence and another contributing factor thereof are the soils physical characteristics. Soil characteristics that can lead to subsidence are categorized into what is collectively termed collapsible and expansive soils. Low density soils may collapse and settle as a result of static or seismic loading and hydro compaction. Hydro compaction of near the surface, poorly consolidated soils is a common problem in arid regions. This phenomenon is typically associated with granular, sandy soils deposited by wind or river processes. Hydro compaction occurs when significant amounts of water infiltrate into the soil, softening, weakening and/or dissolving the clay, salts, or other cementing agent binding the sand grains together, causing a general collapse of the soil. Most disoriented cases of hydro compaction have been associated with landscaping or crop irrigation, leaking septic tanks, and grading activities that result in poor drainage of the land.

Sediments in the Yucca Valley area that could be susceptible to hydro compaction include the recent and older alluvial deposits and conglomerates. Increased development in the area, with resultant increase in landscaping and/or over-irrigation could result in hydro compaction in localized areas. Soil collapse can result in significant damage to foundations and structures.

Expansive soils are soils with a significant amount of clay particles that have the ability to give up or take on water. When these soils swell, the change in volume exerts tremendous pressures on loads, such as buildings, that are placed on them. In the Yucca Valley area, expansive soils are not considered a hazard because of the relatively minor amount of clay present in the soils.

The General Plan EIR summarizes the local conditions as follows:

Soils

Based on the classification and nature of the soils within the Planning Area, it is anticipated that the deposits of alluvial soils within the Town may be susceptible to consolidation and hydro compaction. In areas proposed for development site-specific studies need to be conducted to evaluate the settlement potential of these soils.

Seismicity

The most significant seismic hazard that could impact the Town is strong ground shaking. Strong ground shaking will result from a seismic event occurring along the Pinto Mountain, Johnson Valley, Burnt Mountain, Eureka Peak faults or the San Andreas fault is expected ground shaking motion could be damaging to low to mid-rise buildings. Although it is not possible to prevent earthquakes from occurring, their destructive effects can be minimized by enforcing building and fire codes, and retrofitting or rehabilitating weak structures. Ground rupture, as well as ground acceleration, is a significant potential impact to the already developed areas in Town. These faults are considered seismically active and are believed to be capable of producing large earthquakes and strong ground shaking. Therefore, the project site may be affected by very strong ground shaking resulting from major earthquakes. Potential ground motions of the Planning Area resulting from earthquakes on these, and other faults, have been considered in the seismic design criteria, discussed below. An average repeatable ground acceleration of 0.43g (g = accelerating effect of gravity) may be expected to affect the planning area within the economic lifetime of any future planned development. Those portions of the Uniform Building Code (UBC) which address seismic design requirements are based upon criteria limited to fulfilling life safety concepts. According to the Structural Engineer's Association of California, structures designed in accordance

with the 1991 ICBO (Uniform Building Code) should be able to resist major earthquakes without structures collapsing, although structural damage could occur. Based on UBC acceptance of some structural damage without collapse, development within the planning area may be designed in accordance with the seismic requirements presented in the UBC.

Four faults, or fault segments located within the Planning Area are designated as Alquist-Priolo Special Studies Zones, see Exhibit III-5. The Johnson Valley, Burnt Mountain, and Eureka Peak faults were designated Special Study Zones after the Landers earthquake. The Pinto Mountain fault, which had been zoned prior to the Landers earthquake, experienced minor secondary movement during the Landers event. All development planned within the Special Studies zones will have to meet the guidelines recommended in the Alquist-Priolo Act.

Liquefaction

Liquefaction is defined as the total or substantial loss of shear strength in saturated, fine grained, sandy soils. It can cause structural distress or failure as a result of excessive settlements, a loss of bearing capacity in the foundation soils, and the buoyant rise of buried structures. Although the liquefaction susceptibility is considered low within the Planning Area, isolated areas could liquefy during an earthquake if the soil and ground water conditions are conducive to failure, for example, loose, unconsolidated, saturated sandy soil. These conditions could develop locally near the proposed water retention, or ground water recharge basins.

Rockfall Landslides and Slope Instability

Areas in the Planning Area that have a moderate to high susceptibility to rock fall and sliding and other slope instability problems are generally limited to mountainous regions north and south of Highway 62, see Exhibit III-6. Slides and/or falls may occur in these areas during a seismic event. Also failure of bluff faces along drainage channels, for example, Lower Covington Flats, could occur during periods of heavy rainfall.

Subsidence

Deposits of alluvium within the Planning Area may be susceptible to consolidation and hydro compaction. In addition, proper groundwater management of the Planning Area and surrounding areas will minimize the potential for ground subsidence from this source, which is currently (1993) determined to be low within the Town.

e) Soils in this area are not typically expansive. Percolation testing will be required prior to the installation of the sewage treatment system. In general, soils in the Town are sandy with minimal clay deposits, and allow adequate percolation for septic systems.

GEO-1 Prior to the issuance of building permits, the project proponent shall demonstrate to the Town that the siting, design and construction of all structures and facilities within the project limits are in accordance with the regulations established in the California Building Code, as well as the recommendations identified in a detailed geotechnical, soils, and foundation evaluation prepared for the project site and approved by the Town.

Level of Significance after Mitigation Measures: Less than Significant

VII. GREENHOUSE GAS EMISSIONS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

II) An Air Quality and Greenhouse Gas Assessment was prepared by Impact Sciences, Inc. in April 2011. The report evaluated the impacts that this project would have on Greenhouse gases. The following information was presented in the report:

Threshold: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment

The proposed project consists of the development of a 75 unit senior housing project on 2.5 acres. Construction activity was modeled based on the construction schedule, equipment types, and activity levels described above under the air quality discussion. The proposed project would result in short-term emissions of GHGs during construction—that is, the emissions would occur only during active construction and would cease after the project was built. The other primary GHGs (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) are typically associated with specific industrial sources and would not be emitted by the proposed project. The emissions of CO₂, CH₄, and N₂O were estimated using the CalEEMod model.

The construction activities required to facilitate buildout of the proposed project would include the use of heavy-duty construction equipment. The vast majority of construction equipment (e.g., backhoes, cranes, rubber-tired loaders, scrapers, and haul trucks) rely on fossil fuels, primarily diesel, as an energy source. The combustion of fossil fuels in construction equipment results in GHG emissions of CO₂ and much smaller amounts of CH₄ and N₂O. Emissions of GHG would also result from the combustion of fossil fuels from haul trucks and vendor trucks delivering materials, and construction worker vehicles commuting, to and from the proposed project site. Typically, light-duty and medium-duty automobiles and trucks would be used for worker trips and heavy-duty trucks would be used from vendor trips. The vast majority of motor vehicles used for worker trips rely on gasoline as an energy source while motor vehicles used for vendor trips rely on diesel as an energy source. The combustion of gasoline in motor vehicles results in GHG emissions of CO₂ and smaller amounts of CH₄ and N₂O. The combustion of diesel in heavy-duty trucks results in GHG emissions of CO₂ and smaller amounts of CH₄ and N₂O. **Table 9, Estimated Construction Greenhouse Gas Emissions**, lists the estimated GHG emissions associated with construction of the proposed project.

**Table 9
Estimated Construction Greenhouse Gas Emissions**

GHG Emissions Source	Emissions (Metric Tons CO₂e/year)
Construction Year 2012	526
Construction Year 2013	109
One-Time Total GHG Emissions	636
Annualized over Project Lifetime	21

Source: Impact Sciences, Inc. Emissions
Totals in table may not appear to add exactly due to rounding.

Unlike federally- and state-regulated criteria pollutants, which predominantly affect local and regional air quality, GHGs tend to remain in the atmosphere for longer periods of time and have global impacts. As previously discussed, the current recommended methodology for evaluating the global warming potential of GHGs is to estimate the climate change impacts of GHGs using the

warming potential of CO₂ over a 100-year period as a baseline. Although GHGs are generated during construction and are accordingly considered one-time emissions, it is important to include construction-related GHG emissions when assessing all of the long-term GHG emissions associated with a project. Therefore, current CEQA practice is to annualize construction-related GHG emissions over a project's lifetime in order to include these emissions as part of a project's annualized lifetime total emissions, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies. A project lifetime has generally been defined as 30 years. In accordance with this methodology, the estimated proposed project's construction GHG emissions have been annualized over a 30-year period and are included in the annualized operational GHG emissions discussed below.

The proposed project would be operational in 2013 and would result in direct annual emissions of GHGs. These emissions, primarily CO₂, CH₄, and N₂O, are the result of fuel combustion from building heating systems and motor vehicles. Building and motor vehicle air conditioning systems may use HFCs (and HCFCs and CFCs to the extent that they have not been completely phased out at later dates); however, these emissions are not quantified since they would only occur through accidental leaks. It is not possible to estimate the frequency of accidental leaks without some level of speculation. It should be noted that CARB is in the process of adopting regulations that would reduce emissions of these refrigerants from stationary refrigeration and air-conditioning systems by requiring persons subject to the rule to reclaim, recover, or recycle refrigerant and to properly repair or replace faulty refrigeration and air conditioning equipment.¹⁰

Direct emissions of GHGs emitted from operation of the proposed project are primarily due to natural gas combustion, hearth (fireplace) emissions, landscaping equipment, and mobile source emissions. Natural gas, hearth, and landscaping equipment GHG emissions were calculated using CalEEMod using default assumptions for a retirement community land use type. Mobile source emissions were calculated using CalEEMod, based on the Institute of Transportation and Engineering 8th Edition trip generation rates.¹¹

The proposed project would also result in indirect GHG emissions due to the electricity demand. The emission factor for CO₂ due to electrical demand from Southern California Edison, the electrical utility that would serve the proposed project. Emission factors for CO₂ are based on CARB's Local Government Operations Protocol.¹² Emission factors for CH₄ and N₂O are based on U.S. EPA values.¹³ The emission factors take into account the current mix of energy sources used to generate electricity and the relative carbon intensities of these sources, and includes natural gas, coal, nuclear, large hydroelectric, and other renewable sources of energy.

Electricity consumption was based on default data found in CalEEMod for a retirement community. In addition to electrical demand, the project would also result in indirect GHG emissions due to water consumption, wastewater treatment, and solid waste generation. GHG emissions from water consumption are due to the electricity needed to convey, treat, and distribute water. The annual electrical demand factors for potable water were obtained from the CEC.¹⁴ The default CalEEMod water consumption was used for the retirement community land use type.

10 California Air Resources Board, "Stationary Equipment Refrigerant Management Program," <http://www.arb.ca.gov/cc/reftrack/reftrack.htm>. 2011. This regulation is an early action measure under AB 32.

11 Institute of Transportation and Engineering (ITE), *8th Edition Trip Generation Rates*, (2008). The ITE trip rate for senior adult housing-attached is 3.48 trips per dwelling unit.

12 California Air Resources Board, *Local Government Operations Protocol for the Quantification and Reporting of Greenhouse Gas Emissions Inventories*, Version 1.1, (2010) 208.

13 U.S. Environmental Protection Agency, "E-Grid," <http://www.epa.gov/cleanenergy/energy-resources/egrid/index.html>. nd.

14 California Energy Commission, *Refining Estimates of Water-Related Energy Use in California, PIER Final Project Report* (CEC-500-2006-118), (2006) 22. Prepared by Navigant Consulting, Inc.

GHG emissions from wastewater are due to the electricity needed to treat wastewater and the treatment process itself, which primarily releases CH₄ into the atmosphere. The CalEEMod default wastewater generation rate was also used. GHG emission factors for wastewater treatment were obtained from the U.S. EPA.¹⁵ GHG emissions from solid waste generation are due to the decomposition of organic material, which releases CH₄ into the atmosphere. The GHG emission factor for solid waste generation was based on IPCC methods for quantifying GHG emissions from solid waste and waste disposal rates were based on Calrecycle data.¹⁶

The annual GHG emissions associated with the operation of the proposed project are provided below in **Table 10, Estimated Operational Greenhouse Gas Emissions**. Modeling calculations are provided in **Appendix A**.

Table 10
Estimated Operational Greenhouse Gas Emissions

GHG Emissions Source	Emissions (Metric Tons CO₂e/year)
Annualized Construction Emissions	21
Operational (Mobile) Sources	526
Area Sources	180
Energy (Electricity and Natural Gas)	190
Waste	8
Water	33
Total Annual Emissions	958
Significance Threshold	3,000
Exceeds Threshold?	NO

Source: Impact Sciences, Inc. Emissions
Totals in table may not appear to add exactly due to rounding.

Direct and indirect operational emissions associated with the proposed project are compared with the SCAQMD's threshold of significance for land use projects, which is 3,000 MTCO₂e per year. As shown in **Table 10**, the proposed project would emit less than 3,000 MTCO₂e and result in a less than significant impact with respect to GHG emissions.

Mitigation Measures: No mitigation measures are recommended.

Level of Significance after Mitigation Measures: Less than significant impact.

Threshold: **Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases**

AB 32 is the State of California's primary GHG emissions regulation, as previously discussed. The MDAQMD has not yet adopted any significance thresholds or plan for GHG emissions in its jurisdiction. As a result guidance from the SCAQMD has been used in this analysis. The SCAQMD GHG significance threshold was designed to ensure compliance with AB 32 emissions reductions requirements in the South Coast air Basin. Therefore if a proposed project emits below the draft significance threshold it can be assumed to comply with AB 32 within the SCAQMD jurisdiction.

15 U.S. Environmental Protection Agency, *Compilation of Air Pollutant Emission Factors*, AP-42, Fifth Edition, Volume I, Chapter 4.3.5, (1998).

16 IPCC, *2006 IPCC Guidelines for National Greenhouse Gas Inventories*. 2006.

For this analysis, the SCAQMD's threshold was applied to this project per discussions with MDAQMD staff. As the project would emit less than 3,000 MTCO₂e of GHG per year, the proposed project would not conflict with the State's ability to achieve the reduction targets under AB 32.

Nonetheless, the proposed project would incorporate GHG control measures that would reduce the project's GHG emissions beyond regulatory requirements. The proposed project would comply with and exceed the Title 24 building standards by 20 percent and would meet the CALGreen Tier 1 Standards. The project would also install cool roofs that meet a Solar Reflective Index (SRI) of at least 64 with a thermal emittance of 0.75.¹⁷ The project would also install Energy Star appliances and dual pane insulated windows. These project control measures would reduce GHG emissions, reduce cooling energy requirements, and reduce its overall contribution to the urban heat island effect. Therefore, the proposed project would not conflict with the State's ability to achieve GHG reductions pursuant to AB 32 and result in a less than significant impact on climate change.

Mitigation Measures: *No mitigation measures are recommended.*

Level of Significance after Mitigation Measures: *Less than significant impact.*

In an effort to ensure that the project will not have an impact on Greenhouse Gas Emissions, the following mitigation measures are hereby incorporated:

GCC-1 To the extent feasible and to the satisfaction of the Town, the following measures should be incorporated into the design and construction of the project:

Construction and Building Materials

- 1) Use locally produced and/or manufactured building materials for at least 10 percent of the construction materials used for the project.
- 2) Recycle/reuse at least 50 percent of the demolished and/or grubbed construction material (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- 3) Use "Green Building Materials," such as those materials that are resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project.

Energy Efficiency Measures

Design all project buildings to meet or exceed the California Building Code's Title 24 energy standard, including, but not limited to, any combination of the following:

- 1) Increase insulation such that heat transfer and thermal bridging is minimized;
- 2) Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption; and
- 3) Incorporate "EnergyStar" or better rated windows, space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.
- 4) Install efficient lighting and lighting control systems. Use daylight as an integral part of the lighting systems in buildings.
- 5) Install light-colored "cool" roofs and cool pavements.
- 6) Install energy-efficient heating and cooling systems, appliances and equipment, and control systems.
- 7) Install solar or light-emitting diodes (LEDs) for outdoor lighting.

17 SRI is defined so that a standard black (solar reflectance of 0.05, thermal emittance of 0.90) is 0 and a standard white (solar reflectance of 0.80, thermal emittance 0.90) is 100.

Water Conservation and Efficiency Measures

Devise a comprehensive water conservation strategy appropriate for the project and its location. The strategy may include the following, plus other innovative measures that may be appropriate:

- 1) Create water-efficient landscapes within the development.
- 2) Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.
- 3) Use reclaimed water for landscape irrigation within the project. Install the infrastructure to deliver and use reclaimed water.
- 4) Design buildings to be water-efficient. Install water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets, and waterless urinals.
- 5) Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff.

Solid Waste Measures

- 1) Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas; and
- 2) Provide employee education about reducing waste and available recycling services.

Level of Significance after Mitigation Measures: Less than Significant

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Application materials)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Application materials)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Application materials, aerial photos)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (San Bernardino County Hazardous Materials Listing, General Plan pageV-33))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (General Plan map, Airport Comprehensive Land Use Plan table 4)
- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (General Plan map)
- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

VII. a) Senior residential units will not transport or store an excess of hazardous materials. The residential zoning designation limits the types of activities that take place on the site. Based upon the existing zoning and proposed use of the site it is not expected that there will be any impact related to the transportation, use, and storage of hazardous materials on the site.

Exposure to hazardous materials during the construction and operation of the proposed on-site uses could result from the improper handling or use of hazardous substances, transportation accident, or the inadvertent release resulting from an unforeseen event, such as a fire, flood or earthquake. The severity of any such exposure is dependent upon the type, amount and characteristic of the hazardous material involved, the timing, location and nature of the event and the sensitivity of the individual or environment affected. No impacts are identified.

b) As with any type of land use project, any on-site activity involving hazardous substances must adhere to applicable local, state and federal safety standards, ordinances, or regulations. No manufacturing, industrial or other uses utilizing large amounts of hazardous materials will occur within the project site. Typical use of household hazardous materials (fertilizer, solvents, cleaning products, paints, pesticides) would not generally result in the transport, disposal or release of hazardous materials of an amount that would create a significant hazard to the public or the environment. Common household and maintenance materials would be used in varying amounts during the construction and operation of the proposed project. Exposure of construction workers or site occupants to hazardous materials could occur due to improper handling or use of hazardous materials or hazardous wastes during construction or operation of the project, particularly by untrained personnel, transportation accident, environmentally unsound disposal methods, fire, explosion or other emergencies. The types and amounts of hazardous materials would vary according to the nature of the activity. Dues to the size and amount (typically less than

5 gallons per container) in which household hazardous material products are sold or used at retail establishments, any hazardous material spill associated with the household hazardous products sold in retail store such as paint products, solvents, cleaning products, fertilizer, or related substances is likely to be small and easily contained. Therefore, no impacts are identified or anticipated.

c) The proposed project is not located within a quarter mile of an existing or proposed school. The closest existing school to the proposed project site are Yucca Valley High School at Onaga and Sage, approximately ½ miles south of the site. Based upon the data contained in this section, the proposed project does not represent a significant impact or hazard to the High School relative to hazardous materials. Therefore there will be no impact.

d) There are four federally listed hazardous waste sites in the Town of Yucca Valley. Based upon the Department of Toxic Substance Control's (DTSC) Hazardous Waste and Substance Site (Coretese) List, no underground storage tanks, hazardous waste generators, landfills or other potentially hazardous materials sources have been identified within the limits of the proposed project. Therefore there will be no impact.

e-f) The nearest airport to the project site is the public use Yucca Valley Airport, approximately 1/3 mile from the project site. The Yucca Valley Comprehensive Airport Land Use Plan establishes land use review policies for projects proposed within the influence area of the Airport.

The Site is located within Safety Review Area 3 and the Horizontal Surface of the Yucca Valley Airport, Airport Comprehensive Land Use Plan. Table 4 of the Comprehensive Plan states that multi-family residential is normally acceptable within Safety Review area 3. The Yucca Valley Airport District has been included in request for comments on this projects. No comments have been received as of the writing of the Initial Study. There are no private airstrips in the vicinity of the project. The project, as proposed, is a generally acceptable land use and is therefore consistent with the CALUP for the Yucca Valley Airport. Therefore, no impacts are identified or anticipated.

g) The Town of Yucca Valley has an adopted Emergency Preparedness Plan which details planned responses in the event of a natural or man-made disaster. The objective being to coordinate all the facilities and personnel of the Town, county and other jurisdictions into an effective organization capable or responding effectively to any emergency. This plan establishes the emergency organization, assigns tasks, specifies general procedures, and provides for coordination of planning efforts of the various emergency staff and resources. Response plans are identified for specific hazards. Approval of the proposed project and the subsequent construction of the apartment buildings and related improvements will not directly interfere with the Emergency Preparedness Plan or emergency response system.

A meeting was held with Fire Department personnel and modifications were made to the project to ensure adequate access and turning movements for emergency personnel, including the addition of ambulance parking. With these changes it is not anticipated that this project will have an impact.

h) The project is located in the center of Town and completely surrounded by development, therefore people or structures will not be exposed to a significant risk of loss, injury, or death involving a wildland fire. Due to the proximity of developed uses and roadways, the installation of on-site fire protection features including hydrants, sprinklers, and fire access, construction per applicable fire codes, a less than significant impact is anticipated to occur.

HAZ-1 In the event malodorous or discolored soils, liquids, containers, or other materials known or suspected to contain hazardous materials and/or contaminants are encountered during project grading and/or construction, earthmoving activities in the vicinity of said material shall be halted until the extent and nature of the suspect material is determined by qualified personnel and in consultation with appropriate Town staff. The removal and/or disposal of any such contaminants shall be in accordance with all applicable local, State, and Federal standards to the degree that adequate public health and safety standards are maintained, to the satisfaction of the Town.

Level of Significance after Mitigation Measures: Less than Significant

IX. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements? (General Plan pg. V-14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (General Plan EIR pg. III-52)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Application information)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Application materials)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Application materials)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality? (Application materials)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (FIRM Maps, application materials) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (FIRM Maps, application materials) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Application materials, aerial photos, site visit) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow (Application materials, aerial photos, site visit) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VIII. a) The grading and construction phases of the project site would require temporary disturbance of surface soils which could potentially result in erosion and sedimentation on site. Erosion and sedimentation are major visible water quality impacts attributable to construction activities. Any stockpiles and excavated areas on the project site would be susceptible to high rates of erosion from wind and rain and, if not managed properly, could result in increased sedimentation in local drainage ways.

Short-term stormwater pollutant discharges from the project site would be mitigated through compliance with the applicable NPDES permitting process, resulting in a less than significant impact. Permittees must verify compliance with permit requirements by monitoring their effluent, maintaining records, and filing periodic reports. An NPDES permit would generally specify an acceptable level of a pollutant or pollutant parameter in a discharge (for example, a certain level of bacteria). The permittee may choose which technologies to use to achieve that level.

Development of the project site is in excess of one acre; therefore, the proposed project is required to obtain approval under an NPDES General Construction permit. The implementation of NPDES permits ensures that a state's mandatory standards for clean water and the federal minimums are met. Coverage with the permit would prevent sedimentation and soil erosion through implementation of a Storm Water Pollution Prevention Plan (SWPPP) and periodic inspections by RWQCB staff. An SWPPP is a written document that describes the construction operator's activities to comply with the requirements in the NPDES permit. Required elements of an SWPPP include (1) site description addressing the elements and characteristics specific to the project site; (2) descriptions of BMPs for erosion and sediment controls; (3) BMPs for construction waste handling and disposal; (4) implementation of approved local plans; and (5) proposed post-construction controls, including a description of local post-construction erosion and sediment control requirements. The SWPPP is intended to facilitate a process whereby the operator evaluates potential pollutant sources at the site and selects and implements BMPs designed to prevent or control the discharge of pollutants in stormwater runoff.

During the construction period, the proposed project would use a series of BMPs to reduce erosion and sedimentation. These measures may include the use of gravel bags, silt fences, hay bales, check dams, hydroseed, and soil binders. The construction contractor would be required to operate and maintain these controls throughout the duration of onsite construction activities. In

addition, the construction contractor would be required to maintain an inspection log and have the log on site to be reviewed by the Town and representatives of the RWQCB.

HYD-1 Prior to the first issuance of a grading permit by the Town, the project proponent shall file a Notice of Intent (NOI) with the Colorado River Regional Water Quality Control Board to be covered under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of stormwater associated with demolition and construction activities.

HYD-2 Prior to the first issuance of a grading permit by the Town, the project applicant shall submit to and receive approval from the Town of Yucca Valley a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion control plan citing specific measures to control onsite and off-site erosion during the entire grading and construction period. In addition, the SWPPP shall emphasize structural and nonstructural best management practices (BMPs) to control sediment and non-visible discharges from the site. Some of the BMPs to be implemented may include (but shall not be limited to) the following:

- Sediment discharges from the site may be controlled by the following: necessary), and other discharge control devices. The construction and condition of the BMPs would be periodically inspected during construction, and repairs would be made when necessary as required by the SWPPP.
- All materials that have the potential to contribute non-visible pollutants to stormwater must not be placed in drainage ways and must be contained, elevated, and placed in temporary storage containment areas.
- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected in a reasonable manner to eliminate any discharge from the site. Stockpiles would be surrounded by silt fences and covered with plastic tarps.
- The SWPPP would include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance.
- Additional BMPs and erosion control measures would be documented in the SWPPP and utilized if necessary.
- The SWPPP would be kept on site for the entire duration of project construction and will also be available to the local RWQCB for inspection at any time.

HYD-3 The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sediment control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and available for Town inspection. In addition, the Contractor would also be required to maintain an inspection log and have the log on site available for review by the Town of Yucca Valley and the representatives of the Regional Water Quality Control Board.

b) The proposed project would not interfere with groundwater recharge as the project site is not identified as a groundwater recharge area by the Town or the Hi Desert Water District. Since project design features would be sized to accommodate increased flows on site, it is anticipated that the amount of water percolated on site would be similar to existing conditions. Therefore, the proposed project would not interfere with groundwater recharge activities. Impacts associated with this issue are less than significant and no mitigation measure is required.

c-f) The drainage patterns will not be significantly altered as a result of the project. Drainage generally flows from the south to the north east. The incremental run off from the commercial developments to the west flow down the alley and across the site from west to east. After the site has been graded to accommodate the development curbs, gutters, storm drains, and retention basins will be installed to accommodate the drainage. The retention basins will be designed to hold the developments incremental increase plus 10%. This will reduce the flow of water coming from the site to level less than today. Additionally a local Master Plan of Drainage Facility is proposed to be constructed from Twentynine Palms Highway down Dumosa to the concrete channel on the Community Centers north side. The water will then travel down the existing channel into Yucca Creek as they have historically. As stated previously, the amount of flow will be reduced from that seen today by 10%. No increase in water discharge to Yucca Creek is anticipated. A final Hydrology study will be completed in conjunction with the grading plan which the Town Engineer will review and approve.

HYD-4 The following is a selection of BMP's which should be utilized in order of preference:

- 1) BMP's that promote storm water infiltration.
- 2) BMP's that store and beneficially use storm water runoff.
- 3) BMP's that utilize the runoff for other water conservation uses including but not limited to:
 - a) BMP's that incorporate vegetation to promote pollutant removal and runoff volume reduction and to integrate multiple uses; and
 - b) BMP's that percolate runoff through engineered soil and allow it to discharge downstream slowly.

The project, through the following mitigation measure will be required to incorporate a source control and treatment BMP's into the project design

HYD-5 The following source control and BMP measures should be applied as applicable to the project site:

- 1) The incorporation of vegetated swales and landscaped buffer strips throughout the site.
- 2) Development and implementation of a street sweeping and catch basin cleaning program.
- 3) Use of native and/or non-invasive vegetation in landscaped areas.
- 4) Development and implementation of an Integrated Pest Management (IPM) Program for common area landscaping in multifamily residential areas.
- 5) Development and implementation of an educational program that provides information to residents on water quality issues including:
 - a) The use of chemicals (including household type) that should be limited to the property, with no discharge of specified wastes via hosing or other direct discharge to gutters, catch basins, and storm drains;
 - b) The proper handling of material such as fertilizers, pesticides, cleaning solutions, paint products, automotive products, and swimming pool chemicals; and
 - c) The environmental and legal impacts of illegal dumping of harmful substances into storm drains and sewers.

g-i) The site is located in a flood zone X, as mapped by FEMA. These areas are determined to be outside the .2% annual chance flood plain. The closest major watercourse is Yucca Creek,

located to the North of the Community Center approximately 900 feet away from the project site. It is unlikely that the site will experience flooding due to levee failure.

j)Tsunamis are caused by displacement of ocean floor due to seismic activity that causes high waves. Tsunami hazard is not present in the Town due to the elevation and distance from the ocean. Mudflow typically consists of a mixture of soil, rock, and water or air. There is potential for debris flow within the Town of Yucca Valley, particularly in canyon bottoms, stream channels, and areas near the outlets of canyons or channels. However, since the project site is not located near a canyon bottom or stream channels, no impacts associated with this issue are anticipated to occur. Oscillation is induced by earthquakes and can affect harbors, bays, lakes, rivers, and canals. Because the project site is not located adjacent to any enclosed bodies of water and is generally flat with no nearby mountainous areas in the immediate vicinity, no impacts resulting from tsunamis, seiches, or mudflows are anticipated to occur on the project site. No mitigation is required.

Level of Significance after Mitigation Measures: Less than Significant

X. LAND USE AND PLANNING: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? (aerial photo) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b)Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (General Plan Land Use Element) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? (General Plan EIR, pg. III-66) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

IX. a-c) The development of this vacant site includes vacating a portion of Antelope Trail. Access to the surrounding neighborhood and shopping areas will be facilitated using existing onsite circulation at the Community Center as well as the use of Twentynine Palms Highway. The vacation of this portion is necessary to ensure safe pedestrian access between the project and the adjacent Community Center.

The project site is designated as General Commercial. The General Commercial designation allows for multifamily residential (mixed use developments). The General Plan includes the following language for the Purpose of the Mixed Use Commercial:

This designation is intended for a mix of land uses, including commercial, professional office, recreational and high density residential uses in and near the downtown area. Its purpose is to allow highly integrated, commercial uses with residential development that can rely on pedestrian access to commercial services and employment centers, and to create new consumer retail markets in the downtown area. Senior housing and convalescent homes may also be appropriate in these areas. Development in this designation shall require a Specific Plan.

The applicant has submitted a Conditional Use Permit, Specific Plan and Environmental Assessment for review of the project. The project is a mixed use development insofar as it includes the entire Town Hall complex and surrounding commercial district. These facilities include Town Hall, San Bernardino County Library, Hi-Desert Nature Museum, Community Services, and the Senior Center. The parcel is also surrounded by numerous commercial establishments including restaurants, banks, grocery stores and other shopping amenities.

Located in the center of the Town of Yucca Valley, the Yucca Valley Senior Affordable Housing Project offers a central location for those who wish to reside within walking distance of restaurants, food and drug stores, banks, retail, and public facilities. The 2.87 acre site provides an opportunity to include 75 affordable senior housing units that will be made available for rent. Onsite amenities include courtyards, paseos, landscaped open areas, and a recreation room.

The Yucca Valley Senior Affordable Housing Project serves to implement the General Plan land use designation of "General Commercial" and zoning designation of "General Commercial District" for the project area. The General Commercial District allows multifamily residential uses when part of a mixed use combination of parcels, such as with the adjacent civic uses. This Specific Plan establishes the development requirements and design guidelines to be applied to all development within the project area.

The average elevation of the project site is approximately 3,260 feet above mean sea level. The site slopes from the southwest to the northeast with approximately 18 feet difference in elevation from Twentynine Palms Highway to the northeast corner of the site. A small earthen drainage channel, formed by urban runoff from businesses and alleys to the west, travels from west to east mid parcel where water is collected by a concrete culvert. The site is currently vacant land covered with native brush. Joshua trees are the dominant vegetative species. A total of 79 Joshua trees occur on site.

The project site is designated CG, General Commercial. Property to the west and southeast is also designated CG and includes a Super 6 Motel, Sizzler Restaurant, Carrows Restaurant, Bank of America, and the VCA Yucca Valley Animal Hospital Property. To the east and southwest is designated Neighborhood Commercial (CN) and includes a Food 4 Less, Wells Fargo Bank, and Stater Bros Market. RM10 land use designation occurs, with single family residential homes located west of the project along Antelope Trail. Public/Quasi Public (P/QP) uses are located north of the project and include Town Hall, a community center, senior center, museum, and recreational sports fields. As established in the General Plan, when a land use category applied to a parcel is not mapped to include an adjacent street or alley, the category shall be considered to extend to the

centerline of the right of way. Boundaries shown as separated from, parallel, or approximately parallel to any of the features listed above shall be construed to be parallel to such features and at such distances there from as shown on the map.

The Yucca Valley Senior Affordable Housing Specific Plan implements the goals and policies of the Town of Yucca Valley General Plan within the Specific Plan area. The goals and objectives found in the Housing Element support the Town's desire to maximize private and public efforts to provide adequate and affordable housing opportunities to all of its residents. Various housing goals support the development of affordable housing projects to meet the community's need.

Because an adopted specific plan must be consistent with the Town General Plan, all projects that are found to be consistent with this Specific Plan are deemed consistent with the General Plan. The Yucca Valley Senior Affordable Housing Specific Plan works in concert with the Town of Yucca Valley Development Code, but provides additional development standards and guidelines that are customized to achieve the specific vision for the project area. The Town's zoning standards are utilized for certain aspects, such as building setbacks, while the Specific Plan provides other standards that are tailored to the Yucca Valley Senior Affordable Housing project. Development projects and new uses shall be subject to the review procedures, findings and provisions of the Town of Yucca Valley Development Code and the provisions of this Specific Plan. Related and/or subsequent approvals, such as Conditional Use Permits, Site Plan Reviews, and Parcel Maps, must be consistent with both the policies of the Yucca Valley Senior Affordable Housing Specific Plan and the Town's Development Code.

The project area is approximately 2.87 acres in size and is generally bounded by State Highway 62 to the south, Dumosa Avenue to the east, and developed lands on all sides. The General Plan and zoning land use designation for the site is General Commercial (CG), which allows for senior housing. The project site will be developed with 75 senior, affordable housing units. Seventy four (74) of the units will be 1 bedroom units and one (1) unit will be a two bedroom unit. Open space areas will be landscaped pursuant to the landscape concept and approved plant palette, and will serve a variety of functions, including separation and buffering from adjacent uses, providing site beautification, and storm water detention.

Individual unit sizes will be approximately 650 square feet plus 100 square feet of balcony. Based on preliminary plans, the total building area for both proposed building is 87,482 square feet and is comprised of 56,350 square feet dedicated to living units and 31,132 square feet dedicated to common spaces (corridors, stairs, elevators, laundry, trash area, waiting areas and common rooms). The southern, V shaped building totals 54,592 square feet in building area, and the northern, bar shaped building totals 32,890 square feet in building area.

Please note that the building square footage numbers are preliminary and are anticipated to be refined with final project design. In addition, the provided building area numbers do not include any façade articulation, so actual numbers will be greater.

The proposed project site is currently vacant and supported by SR 62, Dumosa Avenue and Antelope Trail. The proposed project is located at the northwest corner of SR 62 and Dumosa Avenue. The division of an established community typically results from the construction of a new feature such as a highway or railway or removal of access to a community. Implementation of the proposed project would result in the development of residential uses, resulting in greater compatibility with adjacent use with the inclusion of residential uses when compared to the existing conditions. Primary access along Dumosa Avenue will be created as a result of the project. Therefore there will be no impacts created that would physically divide a community.

The potential closure of Antelope Trail at the project's northwest corner will result in the redistribution of existing vehicle trips to SR 247 and SR 62. As planned, the project, in either Phase I or subsequent phases, will result in the construction of a traffic signal at SR 62 and Dumosa Avenue. The construction of the traffic signal at SR 62 and Dumosa Avenue will facilitate the safe movement to/from the project site, the community center, and to surrounding land use activities. These proposed improvements are consistent with the Yucca Valley General Plan, which identifies the policy and need for the widening of SR 62 to three travel lanes in each direction, and both Dumosa Avenue and Antelope Trail are classified as local roads. These improvements are consistent with the General Commercial General Plan land use district and associated Development Code Zoning District. The project is also consistent with and implements the goals of SB 375, in promoting and implementing sustainable development projects, through the integration of commercial and residential land use activities, focusing housing densities in proximity to commercial development.

The proposed project is consistent with the Regional Transportation Plan in that the project is required to adhere to the Town of Yucca Valley General Plan. The General Plan contains goals and policies that aim to minimize traffic congestion, provide adequate transportation facilities and required development to pay its share of costs.

The project would not conflict with any applicable adopted habitat conservation plan or natural community conservation plan as there is no plan in place underlying the project site. In the absence of an applicable habitat conservation plan or natural community conservation plan, the project would not result in any conflicts with an adopted habitat conservation plan or natural community conservation plan and no mitigation is required.

The project, as proposed, is consistent with the Yucca Valley General Plan. The following Land Use Element Goals and Policies identify and establish consistency of the proposed project with the General Plan Land Use Element.

GOAL 1

A balanced mix of functionally integrated land uses which meet general social and economic needs of the community through compatible and harmonious land use and zoning designations.

GOAL 2

A well-rounded community of desirable neighborhoods, a strong employment base and a variety of community facilities.

Policy 5

Maximize land use synergies and enhance the character and viability of commercial areas by providing an integrated mix of commercial, office and residential uses.

Program 5.A

Incorporate appropriate land use and development standards into the Development Code that permit and encourage the appropriate integration of residential uses into mixed-use commercial zoning districts.

Program 5.B

Develop and adopt Specific Plans to guide and assure an effective, integrated mix of commercial, office, and residential uses in appropriate commercial uses.

Policy 6

Encourage in-fill development on subdivided lands located adjacent to existing residential areas and utilities to maximize the efficient utilization of land and infrastructure.

Program 6.A

Discourage the discontinuous or leap-frog development of residential subdivisions by requiring full improvement/extension of all intervening roadways and infrastructure to serve new development.

The following Goals and Policies are taken from the General Plan Housing Element, and again, identify and establish consistency between the proposed project and the Yucca Valley General Plan.

GOAL 1

The development of a variety of housing types and prices in the Town of Yucca Valley that will accommodate both existing and future residents within all socio-economic segments of the community.

GOAL 2

The development of affordable housing projects to meet the community's need.

Policy 3

Meet the housing needs of the extremely low, very low, low and moderate income population within the community, regardless of the householder's race, religion, sex, marital status, ancestry, national origin or color.

Program 3.G

The Redevelopment Agency shall establish a program of incentives for the development of housing for extremely low and very low income residents which shall include application fee waivers, plan check fee waivers, and financial assistance with infrastructure improvements, particularly the installation of on-site wastewater treatment facilities. These incentives shall be funded through the Agency's set-aside funds.

Policy 4

Promote and facilitate the use of State and Federal monies for the development and rehabilitation of affordable housing in the community.

Program 4.B

The Redevelopment Agency will develop program(s) for the development of new residential units for very low income households and assign set-aside funds for these units. The program(s) may include leveraging the Town's limited funds by participating in projects through land acquisition; fee waivers and infrastructure support; or partnerships with affordable housing development entities.

Program 4.C

Actively assist qualified developers in preparation of applications for State and Federal housing grants and loans (such as HOME funds and California LMI Tax Credit funds) as they become available. The Town shall process requests for information on zoning, financial assistance programs, or required supporting documentation for these applications within 30 days of receipt. When conditional use permits or development review is required prior to application submittal, the Town shall fast-track such applications to ensure that submittals are not delayed, assuming a timely submittal by the developer.

Policy 8

Facilitate the construction and rehabilitation of renter and owner occupied housing by providing a range of land use and zoning categories throughout the Town.

Program 8.A

Specific Plans shall incorporate a variety of housing types, and shall provide for senior and affordable housing within the project. The requirements shall be included in the Town Development Code.

Program 8.B

Encourage infill development and the expansion of existing homesites wherever possible, to lower the costs of extending infrastructure.

Program 8.C

Ensure that in-fill development occurs in areas with adequate infrastructure development to support build-out of the neighborhood, including streets and water and sewer lines.

Policy 10

Facilitate the development and preservation of senior housing through incentives and assistance programs.

Policy 12

High density, affordable and senior projects shall be located with convenient access to shopping, public transit, and school and park facilities.

Program 12.A

Require developers of affordable and senior housing projects to confer with the public transit agency regarding the provision of service to the project area wherever feasible.

Program 12.B

Ensure that affordable and senior housing projects are located in areas with adequate public improvements, including streets and sidewalks.

The following Goals and Policies are taken from the General Plan Community Design Element, and again, identify and establish consistency between the proposed project and the Yucca Valley General Plan.

Policy 4

Assure that high quality, appropriate, functional and aesthetically pleasing designs are incorporated into multi-family projects, which shall provide safe and well-designed living areas, as well as private and common use areas.

Program 4.A

The Development Code shall include design standards for multi-family development that assure variety of design, the provision of safe and secure common open space, adequate parking and appropriate automobile storage, a comprehensive landscape program, perimeter walls and fencing where appropriate, and neighborhood enhancing design.

Policy 6

Require the use of Specific Plans to implement the "Mixed Use" land use designation, which may include an integrated mix of commercial, residential, institutional, and professional office uses.

Program 6.A

The Specific Plan overlay shall be applied to all lands designated for "Mixed Use" developments, with plans providing linkages with the various uses by an efficient, internal network of pedestrian, bicycle and other non-vehicular transportation. Enhanced entry and other treatments, and balancing the employment and residential components in these developments shall also be characteristic of these developments.

Policy 12

Take every reasonable measure to preserve the value of the community's night sky, establishing maximum lighting levels and permitting fixtures appropriate for the need, use, security, safety and aesthetics.

Program 12.A

Incorporate a lighting standard ordinance which sets specific standards for lighting levels, acceptable types of lighting and fixtures, and location of lighting control in relation to adjoining and nearby properties.

The following Goals and Policies are taken from the General Plan Community Biological Resources Element, and again, identify and establish consistency between the proposed project and the Yucca Valley General Plan

POLICY 3:

All development proposals on vacant lands shall be reviewed and evaluated to assure minimal impacts on existing habitat and wildlife.

Program 3.A

Conduct a thorough assessment of impacts to habitat and/or wildlife associated with proposed development, including requiring the preparation of detailed biological resource surveys and mitigation programs in identified sensitive areas of the Town.

POLICY 4:

Assure that sensitive habitat and wildlife areas, as well as national park and wilderness lands, are appropriately buffered from urban development.

Program 4.A

The General Plan Land Use, Circulation, and Open Space, Mineral, Energy and Conservation Elements shall recognize, reflect and provide an effective buffer between urban-type development and other incompatible uses, and the Joshua Tree National Park and other sensitive wildlife and open space and conservation lands.

POLICY 6:

To the greatest extent practical, the Town shall require developers to salvage native Joshua trees and shrubs for incorporation into project landscaping or transplant trees to other sites.

Program 6.A

Enforcing the Towns Joshua tree removal permit process, also develop and make available information on salvaging and transplanting Joshua trees, and other appropriate native vegetation, and shall provide a list of qualified arborists as part of a program to preserve and extend the Joshua Tree Woodlands community throughout the Town.

POLICY 8:

Developers and others required to submit landscape plans to the Town for approval shall be

required to use native and approved, non-native, drought tolerant plant species which provide or enhance wildlife habitat and serve to extend the local desert environment into the urban design of the Town. Pro-actively encourage and promote an appreciation of sensitive biological resources and the integrated local environment

Program 8.A

Prepare a comprehensive planting materials list, which shall include native and non-native, drought tolerant trees, shrubs and ground-covers, which complement the local environment, provide habitat for local wildlife, and extend the desert into the built environment.

The following Goals and Policies are taken from the General Plan Water Resources Element, and again, identify and establish consistency between the proposed project and the Yucca Valley General Plan

POLICY 1:

Require the use of low water consuming, drought resistant landscape planting as a means of reducing water demand, and shall coordinate with the Hi-Desert Water District to establish a strong education/public relations program to inform residents of a wide range of water saving techniques.

PROGRAM 1.A

Continue implementation of the water conservation oriented landscape ordinance to comply with State Assembly Bill 325 (AB 325), by requiring the use of natural and drought resistant planting materials and irrigation systems.

POLICY 2:

Confer and coordinate with the County Transportation/Flood Control District to enhance groundwater recharge concurrent with flood plain management.

PROGRAM 2.B

Establish regulations and guidelines for the development and maintenance of project-specific on-site retention/detention basins which enhance groundwater recharge and complement regional flood control facilities.

The following Goals and Policies are taken from the General Plan Energy Resources Element, and again, identify and establish consistency between the proposed project and the Yucca Valley General Plan

Policy 1

Develop and implement long-term conservation management policies and standards.

Program 1.A

Implement and enforce California Title 24 building standards to reduce unnecessary energy use in new or substantially remodeled construction. Responsible Agency: Community Development Department;

Policy 2

Support efforts to develop alternative energy technologies which have minimum adverse impacts on the environment.

Program 2.A

Implement and enforce the provisions of the State Solar Rights Act and Solar Shade Control Act to enhance the opportunities for the use of solar energy.

Policy 3

Promote energy conservation in public buildings and vehicles, to include a program of incentives to encourage the use of innovative methods of conserving energy.

Program 3.A

Research the availability of and apply for state and federal funding for demonstration projects on the use of passive and active solar power technologies for public buildings, vehicles and facilities.

Conceptual Grading Plan:

The existing topography of the site could generally be described as a sloped desert landscape. The site naturally drains from a southwest to northeast direction. This grading plan will provide two level building pads for the proposed structures, assure safe and adequate drainage patterns across the project site, and manage the conveyance of storm water run off to appropriate discharge and/or detention facilities. The finish grade would generally drain in a south to north direction. The Grading Plan is designed to follow the requirements of the Town of Yucca Valley development ordinances and must be submitted to the Town for review, approval, and permit issuance prior to the initiation of grading. No impacts associated with land use are expected.

LUP-1 The project shall be consistent with all Town regulations including but not limited to the Development Code, General Plan, Commercial Design Guidelines, Master Plan of Drainage, Yucca Valley Airport Comprehensive Land Use Plan, etc.

Level of Significance after Mitigation Measures: Less than Significant

XI. MINERAL RESOURCES: Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

X. a) &b) The proposed project is within a highly urbanized area of the Town. Based upon the Town’s General Plan, the project site is not designed as containing mineral resources. Therefore, the proposed project would not result in the loss of availability of a known mineral resource. The site is not a locally important mineral resource recover site delineated on a local general plan, specific plan, or other land use plan. No impacts associated with this issue would occur and no mitigation is required.

There are no known significant mineral resources within Town boundaries.

Level of Significance: Less than Significant

XII. NOISE: Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (General Plan pg. V-26)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (General Plan pg V-26, project descriptions)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (General Plan pg. V-26)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (General Plan pg. V-26)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (General Plan Land Use Map, Airport Comprehensive Plan)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (General Plan Land Use Map)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI. a)-f) Construction of the proposed project is expected to require the use of earthmovers, bulldozers, and water and pickup trucks. This equipment would be used on the project site. Based upon current studies, the maximum noise level generated by each scraper on the proposed project site is assumed to be 87 dBA at 50 feet from the scraper. Each bulldozer would also generate 85 dBA at 50 feet. The maximum noise level generated by water and pickup trucks is approximately 86 dBA at 50 feet from these vehicles.

The closest existing residences in the vicinity of the project are detached single family residences at the north west corner of the project site, approximately 25' from the property line. There are no existing intervening structures between these homes and the project site. The closest residence may be subject to short-term, intermittent noise reaching 97 dBA generated by construction activities on the project site.

Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside building and is rarely perceived as a problem outdoors, where the motion may be discernable, but without the effects associated with the shaking of a building, there is less adverse reaction. Bulldozers and other heavy-tracked construction equipment generate approximately 92 VdB of groundborne vibration when measured at 50 feet. This level of groundborne vibration exceeds the threshold of human perception, which is approximately 65 VdB. Every doubling of distance from 50 feet results in the reduction of the vibration level by 6 Vdb; therefore, receptors at 100 and 200 feet from the construction activity may be exposed to groundborne vibration up to 86 and 80 VdB respectively.

The existing home(s) at the north west corner of the site are located approximately 25 feet from the project site that would be exposed to groundborne vibration reaching 96 VdB. Therefore construction on the project site would result in the exposure of persons to excessive groundborne vibration or groundborne noise levels. However, this range of vibration levels would be below the 102 VdB threshold considered to be safe for buildings constructed with current building standards. Additionally, groundborne vibration during construction activity would be temporary and cease upon completion of construction. For these reasons, temporary impacts from the project-related groundborne vibration during construction would be less than significant, and no mitigation is required.

NOI-1 During all site excavation and grading, the general contractor shall require construction equipment, fixed or mobile, to have properly operating and maintained mufflers consistent with manufacturers' standards, to the satisfaction of the Town.

NOI-2 During all construction activities, the project contractor(s) shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site, to the satisfaction of the Town.

NOI-3 During all construction activities, the construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction, to the satisfaction of the Town.

NOI-4 The project will be required to comply with the construction hours specified in the Town's Noise Ordinance. In addition, implementation of the following measures will help assure that potential noise impacts during construction remain at less than significant levels.

The project site is located within Transitional Surface and Safety Review Area 3 of the Yucca Valley Airport. The Airport was included in the request for comments. There are no anticipated impacts associated with the Yucca Valley Airport. The proposed project is consistent with the Yucca Valley Comprehensive Airport Land Use Plan in that residential structures on the proposed project site are deemed normally acceptable in the adopted Plan.

The dominate noise on the site is from traffic along Twentynine Palms Highway. An acoustical analysis was prepared by Davy & Associates, Inc. for the project. This analysis determined that without mitigation measures the southern facing perimeter windows and glass doors, fronting on Twentynine Palms Highway will exceed acceptable noise levels. The following mitigation measures are intended to reduce noise to acceptable levels.

NOI-5 Roof ceiling construction will be roofing on plywood. Batt insulation will be installed in joist spaces. The ceilings will be one layer of gypboard nailed direct.

NOI-6 All exterior walls will be 2x4 studs 16" o.c. with batt insulation in the stud spaces. Exteriors will be exterior plaster or stucco. The interiors will be gypboard.

NOI-7 All south facing perimeter windows and glass doors in the Building closest to Twentynine Palms Highway will be glazed with STC 31 glazing. STC 31 glazing can be provided with either 1/4" laminated glass or a dual pane assembly with a 1/2" airspace. In either case, the glazing supplier should submit a test report documenting the STC 31 rating. The test report should be prepared in an independent, accredited testing laboratory in accordance with ASTM E-90.

NOI-8 All other windows and glass doors may be standard glazing.

NOI-9 All entry doors should be 1-3/4" solid core doors with weather stripping seals on the sides and top. Glazing in entry doors should not be accepted.

Level of Significance after Mitigation Measures: Less than Significant

XIII. POPULATION AND HOUSING: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XII. a)-c) The preliminary 2010 Census figures provide an estimated population of the Town of Yucca Valley of 20,700. The Southern California Association of Governments preliminary Sustainable Communities Strategies plan projects future population in the Town of Yucca Valley of 29,403 in 2020 and 37,485 in 2035.

The extent to which the new jobs created by a project are filled by existing residents is a factor that tends to reduce the growth-inducing effect of a project. The proposed project would create short-term construction jobs during the construction phase. These short-term positions would be filled by workers who, for the most part, would reside in the general project area; therefore, construction of the proposed project would not generate a permanent increase in population within the project area.

Residential development associated with the proposed project would result in the construction of 75 residential units. Utilizing a factor of 2.4 persons per household, the proposed project would generate and increase in population by approximately 180 persons. This estimate is based on an average household size of 2.4 persons per unit or household.

Typically, growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans and land use plans. Significant growth impacts could also occur if the project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. The addition of 180 persons within the Town would result in population growth within the Town; however, this additional population is consistent with the Town, County, and regional growth projections. Thus, while the project would accommodate planned growth in the Town, it would not substantially induce growth beyond what is anticipated and planned.

The jobs created by the development of the proposed project are expected to be filled by persons already living in the community and/or region. New employment opportunities created by the operation of the proposed project would contribute to the improvement of the Town's current and future jobs-to-housing balance. This is consistent with both the SCAG forecasts and the growth forecasts for the Town and is a beneficial impact.

The proposed project site is located within a planned commercial area to which roadways and utility infrastructure would be extended and municipal services provided. Implementation of the proposed project would not result in the removal of existing housing and would not require the construction of replacement housing. No growth-inducing impact would be associated with the development of the proposed project. No mitigation is required.

The proposed project does not contain any existing housing. The site is currently vacant. The proposed project would not displace any existing housing; therefore, the construction of replacement housing elsewhere is not required. There is no impact and no mitigation is required.

The construction of 75 Affordable Senior housing units will not induce substantial growth. The project site is currently vacant, and construction of the units will not displace existing housing or people.

The project is located in the Towns Redevelopment Area, Downtown sub area. The General Plan Housing element, adopted in 2009 states the following:

California Redevelopment Law mandates that 20% of each Redevelopment Area's Tax Increment Financing be allocated, or set-aside, for the development and rehabilitation of low and moderate income housing. State Guidelines determine what qualifies as low and moderate income housing, and can generally be described as housing which, in exchange for favorable financing or other assistance, is available only to qualifying households. In some cases, only a portion of the project must be occupied by low and moderate income families. In others, all units are restricted to low and moderate income households.

State law authorizes the use of redevelopment funds to make sites available for the construction of new housing, to provide subsidies for affordable housing, and to aid in the preservation and upgrading of residential areas.

In addition to providing funds for a wide range of local housing programs, redevelopment enables the Town to issue bonds and otherwise finance housing construction and to acquire land for new housing. Redevelopment agencies also have eminent domain to acquire sites for housing, both within and outside of a project area.

As the Town's set-aside funds have grown, the Agency's ability to assist in the preservation of units, or the construction of new units, becomes possible. The Agency has assigned \$150,000 annually in its Implementation Plan to fund new affordable housing development through 2009. It is expected that similar funds will be assigned in the next Implementation Plan. Specific programs are currently being developed, and will reflect the policies and programs in this Housing Element.

The State Department of Housing and Community Development (HCD) and the Southern California Associate of Governments (SCAG) development Regional Housing Needs Assessment (RHNA) for each counties, city and Town in the State. The following tables and discussions are from the Town's adopted General Plan Housing Element.

2006-2014 Housing Needs

The Department of Housing and Community Development and the Southern California Association of Governments (SCAG) were responsible for developing the Regional Housing Needs Assessment (RHNA) for all communities within SCAG's region. The RHNA was further refined through the San Bernardino Association of Governments, which developed allocations for all San Bernardino municipalities. Table III-19 illustrates the RHNA allocation for the 2006-2014 planning period in Yucca Valley.

**Table III-19
RHNA by Income Category, 2006-2014**

	Units
Extremely Low	280
Very Low Income	280
Low Income	399
Moderate Income	474
Above Moderate Income	1,076
Total Units Needed	2,510

Income Limits

The Department of Housing and Community Development annually issues income limits for each county in the state. In 2008, the income limits, based on household or family size, are:

**Table III-20
Income Limits for San Bernardino County 2008**

# of Persons	Moderate	Low	Very Low	Extremely Low
1	\$52,100	\$37,300	\$23,300	\$14,000
2	\$59,500	\$42,650	\$26,650	\$16,000
3	\$67,000	\$47,950	\$29,950	\$18,000
4	\$74,400	\$53,300	\$33,300	\$20,000
5	\$80,400	\$57,550	\$35,950	\$21,600
6	\$86,300	\$61,850	\$38,650	\$23,200
7	\$92,300	\$66,100	\$41,300	\$24,800
8	\$98,200	\$70,350	\$43,950	\$26,400

Quantified Objectives

Based on the issues identified in this Element, and the Town’s RHNA allocation, the following quantified objectives have been established.

**Table III-21
Quantified Objectives**

Income Category	Extremely Low	Very Low	Low	Moderate	High	Total
New Construction	280	280	399	474	1,076	2,510
Rehabilitation	30	30	60	0	0	120
Conservation	10	10	5	0	0	25

This project is further supported by the Goals, Policies, and Programs contained within the Housing Element as follows:

HOUSING ELEMENT GOALS, POLICIES AND PROGRAMS

GOAL 1

The development of a variety of housing types and prices in the Town of Yucca Valley that will accommodate both existing and future residents within all socio-economic segments of the community.

GOAL 2

The development of affordable housing projects to meet the community’s need.

Policy 3

Meet the housing needs of the extremely low, very low, low and moderate income population within the community, regardless of the householder’s race, religion, sex, marital status, ancestry, national origin or color.

Program 3.A

The Town’s Density Bonus Ordinance shall be updated and maintained current with State requirements.

Responsible Agency: Community Development Department
Schedule: 2008-2009; Ongoing

Program 3.G

The Redevelopment Agency shall establish a program of incentives for the development of housing for extremely low and very low income residents which shall include application fee waivers, plan check fee waivers, and financial assistance with infrastructure improvements, particularly the installation of on-site wastewater treatment facilities. These incentives shall be funded through the Agency's set-aside funds.

Responsible Agency: Community Development Department
Schedule: 2008-2009

Policy 4

Promote and facilitate the use of State and Federal monies for the development and rehabilitation of affordable housing in the community.

Program 4.B

The Redevelopment Agency will develop program(s) for the development of new residential units for very low income households and assign set-aside funds for these units. The program(s) may include leveraging the Town's limited funds by participating in projects through land acquisition; fee waivers and infrastructure support; or partnerships with affordable housing development entities.

Responsible Agency: Redevelopment Agency
Schedule: 2009-2010

Program 4.C

Actively assist qualified developers in preparation of applications for State and Federal housing grants and loans (such as HOME funds and California LMI Tax Credit funds) as they become available. The Town shall process requests for information on zoning, financial assistance programs, or required supporting documentation for these applications within 30 days of receipt. When conditional use permits or development review is required prior to application submittal, the Town shall fast-track such applications to ensure that submittals are not delayed, assuming a timely submittal by the developer.

Responsible Agency: Community Development Department; Redevelopment Agency
Schedule: Ongoing

Policy 8

Facilitate the construction and rehabilitation of renter and owner occupied housing by providing a range of land use and zoning categories throughout the Town.

Program 8.A

Specific Plans shall incorporate a variety of housing types, and shall provide for senior and affordable housing within the project. The requirements shall be included in the Town Development Code.

Responsible Agency: Community Development Department
Schedule: On-going, as Specific Plans are submitted.

Program 8.B

Encourage infill development and the expansion of existing homesites wherever possible, to lower the costs of extending infrastructure.

Responsible Department: Redevelopment Agency
Schedule: Continuous

Program 8.C

Ensure that in-fill development occurs in areas with adequate infrastructure development to support build-out of the neighborhood, including streets and water and sewer lines.

Responsible Department: Community Development Dept.

Schedule: Continuous

Policy 10

Facilitate the development and preservation of senior housing through incentives and assistance programs.

Policy 12

High density, affordable and senior projects shall be located with convenient access to shopping, public transit, and school and park facilities.

Program 12.A

Require developers of affordable and senior housing projects to confer with the public transit agency regarding the provision of service to the project area wherever feasible.

Responsible Agency: Community Development Department

Schedule: Continuous

Program 12.B

Ensure that affordable and senior housing projects are located in areas with adequate public improvements, including streets and sidewalks.

Responsible Agency: Community Development Department

Schedule: Continuous

XIV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XIII. a) Fire protection service to the project site would be provided by the San Bernardino County Fire Department . The nearest fire station to the project site is approximately .25 miles southeast of the project site. Development of the proposed residential uses may incrementally increase the demand for fire protection services. The project is on a vacant infill parcel and is totally surrounded by commercial and residential development.

In its review of new development plans, the County Fire Department evaluates project plans on its ability to provide proper fire protection to the development. Additionally, the proposed project would be designed, constructed, and operated per applicable fire prevention/protection standards established by the Town, County or State. Such requirements may include (but shall not be limited to) provisions for smoke alarms; sprinklers; building and emergency access; adequate emergency notification; and hydrant sizing, pressure, and siting. The development of the proposed uses would not cause fire staffing, facilities, or equipment to operate at a deficient level of service.

Police services to the project area would be provided by the San Bernardino County Sheriff's Department under contract to the Town of Yucca Valley. The nearest police station to the project site is approximately .25 miles north of the project site. Development of the proposed residential uses may result in an incremental increase in demand for police protection services. Potential impacts would take the form of a need for expanded police protection services routinely associated with residential growth.

The Town monitors staffing levels to ensure that adequate police protection continues to be provided as individual development projects are proposed and on an annual basis as part of the Town Council's budgeting process. Therefore, the proposed project would not result in a significant reduction in police response times due to the continual monitoring of police staffing levels by the Town.

The proposed project may increase the local population which may increase the demand for library services within the San Bernardino County Library System. However, the San Bernardino County Library System is funded by property taxes. While an increase in the local population may increase the demand for library services in the area, through the payment of property taxes, impacts to library services resulting from development of the proposed project would be less than significant.

Park facilities in the vicinity of the project site include Community Center Park. The Community Center park is located adjacent to the project site. Amenities at this facility include softball fields, soccer fields, one sand volleyball court, barbecues, and sheltered picnic stations.

This park would offer a variety of walking, hiking, and sightseeing activities for people residing within the project area. The proposed project site plan includes approximately 4,000 +/- square feet for a clubhouse that will help provide some recreational opportunities for project residents, as well as outdoor recreational amenities including the potential for a swimming pool, jacuzzis, outdoor gardening, covered/shaded patio areas, and outdoor patios for the units.

The Town may require the project proponent to pay park fees to offset potential impact relative to the provision of park facilities. Payment of required park fees and/or the construction/dedication of the proposed private open space area would ensure that a less than significant impact to parks or other recreational facilities would occur, and the Redevelopment Agency is anticipated to participate in the payment of the mitigation fees. No additional mitigation is required.

Level of Significance: Less than Significant

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XV. RECREATION:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

XIV. a) & b) The project is intended for senior residents. They will not create a large demand on the local parks. The project is proposing to have private onsite amenities for the residents which may include a recreation room, pool/spa, gazebo, etc.

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The Town may require the project proponent to pay park fees to offset potential impact relative to the provision of park facilities. Payment of required park fees and/or the construction/dedication of the proposed private open space area would ensure that a less than significant impact to parks or other recreational facilities would occur, and the Redevelopment Agency is anticipated to participate in the payment of the mitigation fees. No additional mitigation is required.

Level of Significance: Less than Significant

XVI. TRANSPORTATION/TRAFFIC: Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (General Plan EIR pg III-7) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (No air traffic involved in project) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Site Plan) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? (Site Plan) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Application materials) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XV. a)-g) The proposed project is bounded by Twentynine Palms Highway on the south, Antelope Trail on the north and Dumosa Avenue to the east. Dumosa Avenue will be improved to a modified local street including widening, curbs gutters and sidewalk. Twentynine Palms Highway will provide for dedication for the future 67' half width and improvements may be constructed in the first or subsequent phases. . Antelope Trail is proposed to have a Cul-du-sac with curb, gutter and sidewalk. Traffic can still travel through the Community Center or along Twentynine Palms Highway.

The project may include the construction of a traffic signal at SR 62 and Dumosa Avenue. A traffic signal warrant study has been prepared and the Town/Redevelopment Agency will be requesting authorization for installation of a traffic signal from Caltrans District 8.

According to the Institute of Transportation Engineers (ITE) 7th edition, a "Senior Adult Housing-attached" will generate adjacent street traffic on weekdays, 4-6 PM at .11 trips per unit. Using the rate of .11 Peak hour trips (PHT) per unit (75 units), 8.25 peak hour trips are generated. The Average Daily Trips (ADT) are based on the average rate of 8.25 trips on a weekday per occupied unit (75 units), which means that the proposed project would generate 619 ADT. The General Plan designation for the site is General Commercial (CG). The site could be developed as a "Specialty retail Center" which includes a small strip mall with a variety or retail shops such as apparel, hard goods, professional offices, dance studios, florists, and small restaurants. The ITE estimates average trip generation per 1,000 Gross leasable area at 40.67. The proposed project would reduce the overall trips as the General Plan took into consideration for this location.

The following measure is proposed to help assure that project-related traffic, both short term during construction and long-term after occupancy of the project, are reduced to less than significant

levels:

TRA-1 Prior to the issuance of a grading permit, the developer shall prepare and receive approval of a Construction Staging and Traffic Management Plan (TMP). The plan shall be required to be implemented during all construction and grading activities and to identify contractor contact information and responsibilities; construction hours; material storage and construction trailer locations; hauling schedules and truck/haul routes; all traffic control measures and signs; and delineators to be implemented by the construction contractor through the duration of construction activities associated with the project site, parking, and cleanup. The plan shall also require the construction contractor(s) to implement the following measures during grading and construction:

- 1) Where feasible, configure construction personnel parking onsite to minimize traffic interference along SR 62 and Dumosa Avenue.
- 2) If necessary, clearly identify how and where the necessary temporary parking spaces for the construction personnel would be accommodated.
- 3) Minimize obstruction of through-traffic lanes on SR 62 and provide temporary traffic controls, such as a flag person, during all phases of construction to maintain a smooth traffic flow.
- 4) Schedule construction operations affecting traffic for off-peak hours.
- 5) Coordinate deliveries to reduce the potential of trucks waiting to unload for long periods of time.
- 6) Develop a plan to minimize traffic flow interference from construction activities. (The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service if necessary).

The trip projections indicate the project will contribute traffic during the peak morning and afternoon periods to local intersections, but those trips are insignificant and inconsequential. The small number of peak hour trips is not expected to cause significant impacts to other area intersections

No permanent changes to the design of Twentynine Palms Highway are planned, and adequate sight distances will be assured through the Town's design review process. The project may provide or contribute to a traffic signal at Dumosa and Twentynine Palms Highway and the Redevelopment Agency anticipates financial participation in the signalization project. No increase in hazards due to a design feature of the project is expected, and no mitigation is required.

The Morongo Basin Transit Authority currently operates bus routes along Twentynine Palms Highway in the project area; Implementation of the proposed project may result in permanent modifications to Twentynine Palms Highway adjacent to the project site through roadway widening, although a new project access point will be created on the west side of the intersection of Dumosa at Twentynine Palms Highway. Landscaping and other improvements will be made to the project site consistent Twentynine Palms Highway Master Plan, but these improvements will not have any long-term negative effect upon existing roadway usage by bicycles, buses, or other alternative transportation vehicles. During construction hours, lane closures that could possibly include bike access and sidewalks may occur.

Level of Significance: Less than Significant

XVII. UTILITIES AND SERVICE SYSTEMS:

Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- g) Comply with federal, state, and local statutes and regulations related to solid waste?

XVI. a)-g) Utilities are available at or near the project site. Each utility provider charges connection and service fees which are designed to include the need for additional facilities as growth occurs. All the residents within the site will be required to pay these fees. The Town's solid waste franchisee is responsible for implementing recycling techniques to reduce the impacts to area landfills. Impacts associated with public utilities are expected to be insignificant.

The Town of Yucca Valley is not currently served by a centralized wastewater collection system. The Hi Desert Water District is proceeding with plans and programs for the financing and construction of a phased wastewater collection system. Until such time as a centralized wastewater collection system is implemented in the Town of Yucca Valley, projects must conform to the waste discharge requirements of the California Regional Water Quality Control Board. The Colorado River Region of the State Water Quality Control Board (Board) establishes waste discharge requirements for all projects within the Town of Yucca Valley. If approved, the project will be required to submit a waste discharge report application to the Board for consideration and approval. The project must conform to the standards and requirements of the Board, and as such, no mitigation is required.

Under Section 402 of the Federal Clean Water Act (CWA) the Regional Water Quality Control Board (RWQCB) issues National Pollutant Discharge Elimination System (NPDES) permits to regulate waste discharges to “waters of the U.S.,” which includes rivers, lakes, and their tributary waters. Waste discharges include discharges of stormwater and construction project discharges. Construction of a project resulting in the disturbance of more than one acre requires an NPDES permit. Construction project proponents are also required to prepare a Storm Water Pollution Prevention Plan (SWPPP). Because the project would comply with the waste discharge prohibitions and water quality objectives established by the Board, impacts related to this issue would be reduced to a less than significant level.

The project may result in the construction of stormwater facilities as identified in the Town’s Master Plan of Drainage. These facilities would capture existing storm waters on SR 62 and Dumosa Avenue, and convey those storm waters to the terminus of Dumosa Avenue, connecting to existing facilities. The SR 62 improvements can only be operational with the widening of SR 62, and as such, these improvements may occur in Phase I or subsequent phases of the project. Because these improvements capture existing flows, removing those flows from the public roadways, this will result in an improvement in the elimination of storm waters, reducing existing conditions, and as such, no mitigation is required.

Solid waste services are provided by Burrtec Inc. The closest landfill is located approximately 20 miles north of the Town of Yucca Valley and is the Landers Landfill. The Landers Landfill is owned by San Bernardino County and operated by Burrtec. The Town of Yucca Valley requires mandatory solid waste services and the project will be served by Burrtec. No mitigation measures are required or necessary.

Electrical services are provided by Southern California Edison. Electrical service is available at the site, as there are existing overhead electrical facilities running parallel to SR 62 as well as west of the project site. Services to the site, as required by Town Ordinance, shall be placed underground. No mitigation measures are necessary or required.

Natural gas services are provided to the community by The Gas Company. All adjacent properties are serviced with natural gas, and both high and low pressure gas lines are available to the project site. No mitigation measures are necessary or required.

The Hi-Desert Water District (HDWD, District) serves the Town of Yucca Valley with groundwater from the Warren Valley Basin and Ames/Means Valley Basin.

In 2000, the District submitted the Warren Valley Basin Management Plan along with an addendum to comply with the Urban Water Management Plan provisions at that time. With the implementation of SB 610, and its impact to subsequent UWMP preparation, the District provided supplements to the 2000 Plan. The District then produced its stand-alone Urban Water Management Plan in 2005.

Water Source

The primary source of water supply for the District’s service area is groundwater. The majority of the District’s groundwater water supply is pumped from the Warren Valley Groundwater Basin. This Basin provides 80 percent of the District’s water source while a secondary groundwater Basin known as the Ames/Means Valley Basin, provides the remaining 20 percent of the water source. Refer to the “Groundwater – Basin Description, PWS Pumping, and Sufficiency Analysis” section of this assessment for a description of the Basin. The Warren Valley Basin was adjudicated in 1977 due to the continuous overdraft of this groundwater Basin. Adjudication resulted in the following:

- 1) Laid the foundation for the construction of the 71-mile Morongo Basin Pipeline from the State Water Project (SWP) aqueduct in Hesperia, California to Yucca Valley. Purpose of the pipeline is to import SWP water.
- 2) Development of the Warren Valley Basin Management Plan in 1991. This document has served as a planning foundation for the District for many years.
- 3) Allocated pumping restrictions for all wells located in the Warren Valley Basin. The District also purchases SWP water from Mojave Water Agency (MWA), which is a SWP contractor. Beginning in 1995, the SWP water purchased from MWA has been used to recharge the Warren Valley Basin after many years of overdraft. State Water Project (SWP) water is the largest water source for the Yucca Valley area. SWP water is brought to the area via the Morongo Basin Pipeline (MBP), a \$54 million project consisting of a 71-mile pipeline beginning at the California Aqueduct in Hesperia. The capacity of the pipeline provides for the delivery of excess water when available. In June 1990, the voters approved the financing plan for the Morongo Basin Pipeline by more than a two-thirds vote. In January 1995, the District started importing SWP water through the MBP.

Mojave Water Agency is one of the 29 SWP contractors. It provides wholesale water to the Hi-Desert Water District, Bighorn-Desert View Water Agency, Joshua Basin Water District, and County Service Area No. 70 Improvement Zones W-1 and W-4. MWA Ordinance No. 9, included as Appendix B, establishes the rules and regulations for the sale and delivery of SWP water.

In 1991 when the MWA and HDWD signed the Morongo Basin Pipeline Agreement to allocate the water, MWA had a SWP Table A amount of 50,800 acre-ft/yr. Of this amount, Improvement District M (the designated service area for the MBP) was entitled to one-seventh or a 7,257 acre-ft/yr. Of this amount, the District has a contractual allocation of 59 percent or 4,282 acre-ft/yr. The agreement provides that MWA may deliver additional SWP water to MBP project participants subject to project capacity

The Agreement defines the project peak delivery capacity as 10,900 acre-ft/yr or 15 cubic feet per second (cfs) or 10,860 acre-ft/yr if operated continuously. According to MWA, the addition of a second pumping station along the pipeline has increased this capacity to 22 cfs, which is equivalent to 15,930 acre-ft/yr if operated continuously (MWA, 2006). Based on this capacity, it is possible for MWA to deliver additional SWP water to MBP project participants. Environmental documentation for the MBP project was initially completed in 1991, with documentation for the MBP extension to the Yucca Valley completed in 1993. All necessary permits were obtained by MWA.

Water received from the MBP is recharged into the Warren Valley Basin through two percolation ponds owned and operated by HDWD and located north of the Yucca Valley Airport (HDWD 2005d, DWR 2004). Historically, these basins have had a combined recharge capacity of 5,000 acre-ft/yr. Three additional basins were recently constructed east of Pioneertown Road. These basins will increase the total recharge capacity to 11,000 acre-ft/yr. Environmental documents for these new basins were completed in 2004. Copies of capital outlay programs, permits and regulatory approvals for these recharge projects are on file at HDWD offices.

Imported Water

Current imported supplies are available to the District from MWA through the Morongo Basin Pipeline. While the District's current entitlement to SWP is 4,282 acre-ft/year, actual deliveries vary depending on seasonal climate changes. Deliveries are susceptible to reductions during drought years and, thus, are not completely reliable sources. During drought years when reductions are necessary, all SWP contractors are affected in the same manner since the reductions are spread evenly among them.

According to the Final SWP Delivery Reliability Report published by the California Department of Water Resources (DWR, 2006), future deliveries are expected to range from 5 percent (single dry year) to 100 percent of the contract amount. For the District, this range would be 214 to 4,282 acre-ft/yr. The long-term average (normal water year) delivery is expected to range from 68 percent of amounts under 2005 demand conditions to 77 percent of the ones you and you and I'm a amounts under 2025 demand conditions.

For planning purposes, the District has utilized a long-term average delivery of 77 percent or 3,297 acre ft/yr. This average is used since HDWD has the ability to recharge water at rates exceeding the contracted supply, including surplus supplies, and store that water in the Warren Valley Basin. Since the execution of the Morongo Basin Pipeline agreement in 1995, reductions to the District have not been necessary due to low overall demand for SWP supplies within the MWA service area. However, as demand for SWP water within the MWA service area increases, reductions in SWP deliveries may become more frequent in dry years. Consequently, the value of 3,297 acre-ft/yr is considered to be a conservative estimate of the amount of SWP water available to HDWD. In addition to normal SWP deliveries, MWA has the ability to take delivery of additional SWP supplies typically during wetter years.

Level of Significance: Less than Significant

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of

probable future projects)?

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

XVII. a) The site is located in the center of Town and completely surrounded by development. The site has been brushed up to four (4) times a year since the Town's incorporation. The only vegetation remaining on the site are Joshua Trees and they will be relocated or removed pursuant to Ordinance 140. The relocated trees will be used in the project landscaping.

b) The construction of the multi-family project is consistent with the General Plan, Development Code and will not have considerable cumulative impacts.

c) The proposed project has the potential to adversely affect human beings, due to air quality and noise impacts. Both have been mitigated in this Initial Study to a less than significant level.

The overall project, with mitigation measures is anticipated to have a less than significant impact.