DEVELOPMENT PLAN

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CHAPTER 3: DEVELOPMENT PLAN

This chapter summarizes the vision, the preferred land use plan, the streetscape/community design, and the associated infrastructure improvements necessary to accommodate the future build-out of the Old Town Yucca Valley Specific Plan.

3.1 Land Use

The land use plan for the Old Town Yucca Valley Specific Plan provides for the development of four planning districts: the Old Town Mixed-use District, Old Town Commercial/Residential District, Old Town Industrial/Commercial District, and the Old Town Highway Commercial District. An additional overlay district, the Highway Environs Overlay, provides additional development requirements for those areas that may be affected by the potential realignment of SR-62 and require additional discretionary review. Exhibit 3-1*, Proposed Land Use Map,* depicts the boundaries of the planning districts and potential realignment of SR-62 within the project area; Table 3-1, *Land Use Plan Buildout Summary,* provides a statistical breakdown of each district.

As shown in Table 3-1, the Specific Plan will allow a maximum of 1,116 residential units and up to 2,900,604 square feet for a variety of uses, from commercial/retail and office uses, to civic. The net change between the Specific Plan and the existing *Town of Yucca Valley General Plan* would be an increase of 1,089 dwelling units and a reduction in commercial/retail/industrial uses of 478,435 square feet.

Following is a description of the planning districts.

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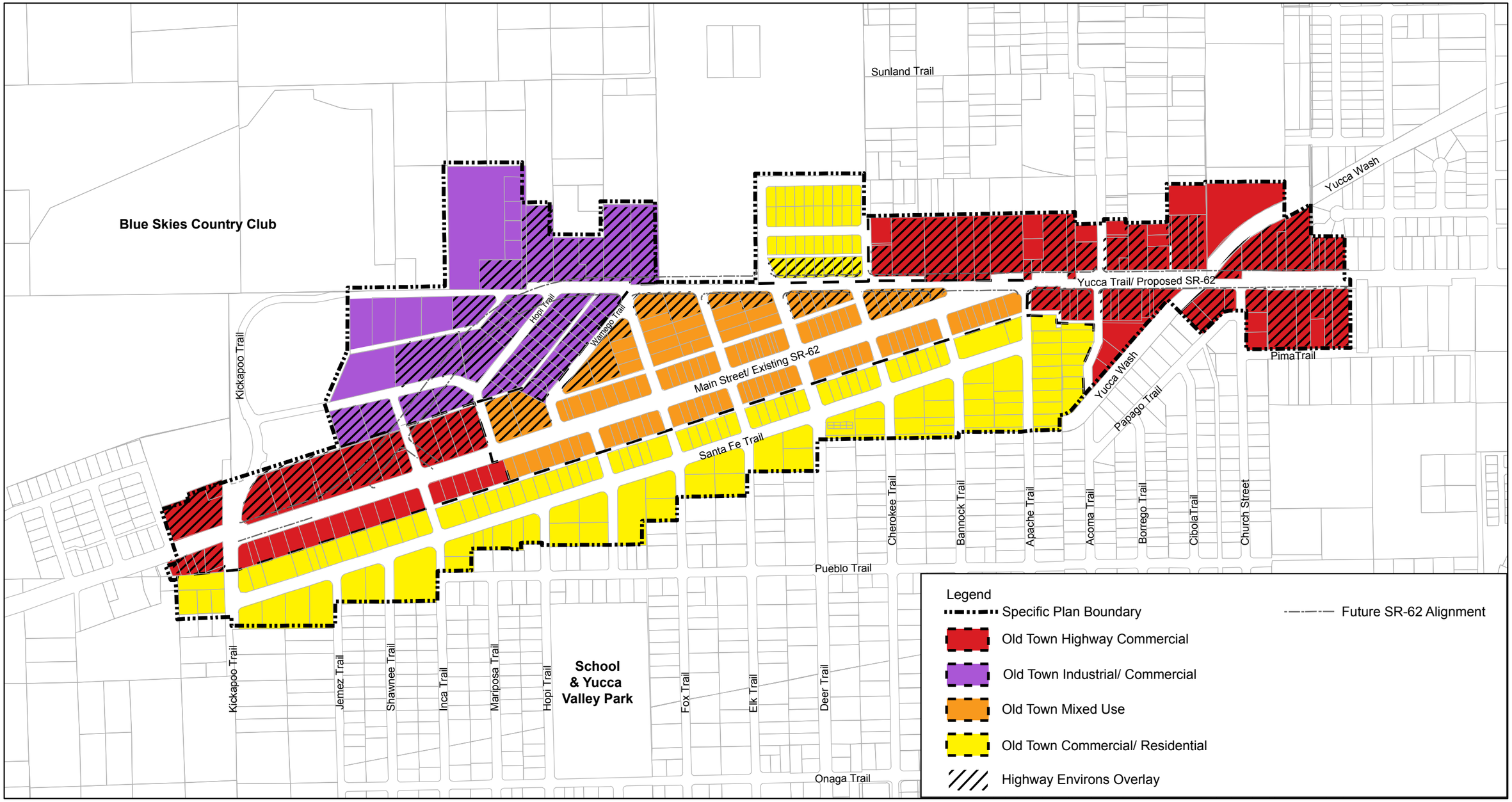

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Old Town Yucca Valley Specific Plan

Proposed Land Use Map

Exhibit 3-1

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Table 3-1
Land Use Plan Buildout Summary and Change from Existing General Plan

District and Land Use Type(s)	Specific Plan Buildout		Specific Plan Buildout Net Change from General Plan	
	Dwelling Units	Square Feet	Dwelling Units	Square Feet
OLD TOWN MIXED-USE				
Commercial/Retail – up to 1.00 FAR Residential – up to 40 du/ac	465	759,317	465	550,505
OLD TOWN HIGHWAY COMMERCIAL				
Commercial/Retail – up to 0.35 FAR Residential – none	0	889,684	(16)	(304,760)
OLD TOWN COMMERCIAL/ RESIDENTIAL				
Commercial/Retail – up to 0.40 FAR Residential – up to 24 du/ac	413	699,769	402	(413,773)
OLD TOWN INDUSTRIAL/ COMMERCIAL				
Industrial/Commercial – up to 0.40 FAR Residential – up to 30 du/ac	238	551,834	238	(310,407)
TOTALS	1,116	2,900,604	1,089	(478,435)

FAR = floor-to-area ratio; du = dwelling unit(s); ac = acre(s)
Highway Environs Overlay District identifies only those areas that require additional discretionary review by the Town of Yucca Valley relative to the realignment of SR-62.

3.1.1 Old Town Mixed-Use

The Old Town Mixed-use District is the core downtown district of the Specific Plan, with the potential for development of 759,317 square feet of commercial retail uses (at a maximum floor-to-area ratio [FAR] of 1.00) and 465 residential units (at a maximum of 40 dwelling units [du] per acre [ac]).

General features include:

- Establishes Core Downtown Area
- Establishes compact, vertical mixed-use development
- Mixes complimentary uses: higher-intensity residential, commercial and smaller-scale retail development
- Expands housing opportunities
- Provides street-oriented, pedestrian-oriented development
- Enhances streetscape

3.1.2 Old Town Highway Commercial

The Highway Commercial District serves as the primary eastern and western gateways to the Old Town Specific Plan and provides SR-62-oriented commercial development with the potential for 889,684 square feet of commercial and retail uses (FAR of 0.35).

General features include:

- Enhances streetscape
- Caters to the local and regional markets
- Provides a wide range of retail sales, business, and personal services
- Orients primarily to the automobile customer

3.1.3 Old Town Commercial/Residential

The Downtown Commercial/Residential District provides a complementary mix of commercial and residential development with the potential for development of 699,769 square feet of commercial retail uses (maximum FAR of 0.40) and 413 residential units (maximum of 24 du/ac).

General features include:

- Buffers Old Town Mixed-use District from residential areas
- Offers development that respects adjacent residential development
- Provides street-oriented, pedestrian-oriented development
- Mixes commercial, office and residential uses
- Enhances streetscape

3.1.4 Old Town Industrial/Commercial

The State Route 62 (SR-62) Industrial District provides a variety of industrial/commercial and residential uses near SR-62 with the potential for development of 551,834 square feet of industrial/commercial uses (maximum FAR of 0.40) and 238 residential units (maximum of 30 du/ac).

General features include:

- Mixes light industrial, flex-tech, small-scale manufacturing, service commercial, and limited live-work residential development uses
- Serves as a primary node for local commercial activity
- Enhances streetscape

3.1.5 Highway Environs Overlay

The Highway Environs Overlay District provides a heightened level of discretionary review for development proposals in areas where land use regulations may be changed, depending on the future realignment of SR-62. This district ensures that future development proposals are not adversely affected by the potential future realignment of SR-62.

3.2 Community Facilities

The Old Town Yucca Valley Specific Plan provides the Town an opportunity to develop a variety of public facilities to enhance the Old Town area and provide a centralized community meeting place. Some of the public facilities envisioned within the general vicinity of the "Main Street" are a new town hall and library, a cultural center, a museum, governmental service facilities, and a public square.

3.3 Circulation Plan

The Specific Plan's *Circulation Plan*, Exhibit 3.2, includes a semi-grid system of roadways, emphasizing community and regional linkages to the Old Town area and addressing the potential realignment of SR-62. A "Main Street" is proposed (within the existing SR-62 alignment) that extends through the center of the Old Town. The "Main Street" design incorporates an enhanced gateway from SR-62 and traffic-calming measures to reduce traffic speeds, enhance pedestrian safety, and promote walkability of the area. In addition, many of the alleys adjacent to the "Main Street" are designed with pedestrian shoulders to be more pedestrian-friendly, and to enhance alternative connections. The Circulation Plan also identifies the potential SR-62 realignment location and conceptual Gateway lane configurations, currently being studied by Caltrans District 8.

As a component of this project, a comprehensive traffic assessment was conducted to identify existing conditions and to forecast future conditions, based upon the proposed SR-62 Realignment. Refer to Exhibit 3-2, *Circulation Map*, and Exhibits 3-3A and 3-3B, *Street Cross-Sections.*

3.3.1 Linkages

Linkages (both local and regional) to the Old Town area are critical to its overall vibrancy. Developing a logical system of linkages and connections to and between the Old Town area and other areas of the Town of Yucca Valley for bicyclists, pedestrians, and automobiles will contribute to the Old Town revitalization; at the core of this issue are the potential SR-62 Realignment and the local street system. The Circulation Plan articulates the envisioned network of roadways to optimize connections, identify gateways, and develop alternatives for moving around Old Town. With the SR-62 Realignment, a more pedestrian-friendly "Main Street" environment would evolve through the center of the Old Town, enhancing community pedestrian and bicycle linkages. By working toward an interconnected system of well-designed, attractive streets that balances the needs of pedestrians, bicyclists, and automobiles, the vitality of Old Town will ultimately be enhanced.

3.3.2 Roadway Network

As described in this subsection, the roadway network includes a variety of cross-sections to encourage a more pedestrian-friendly environment.

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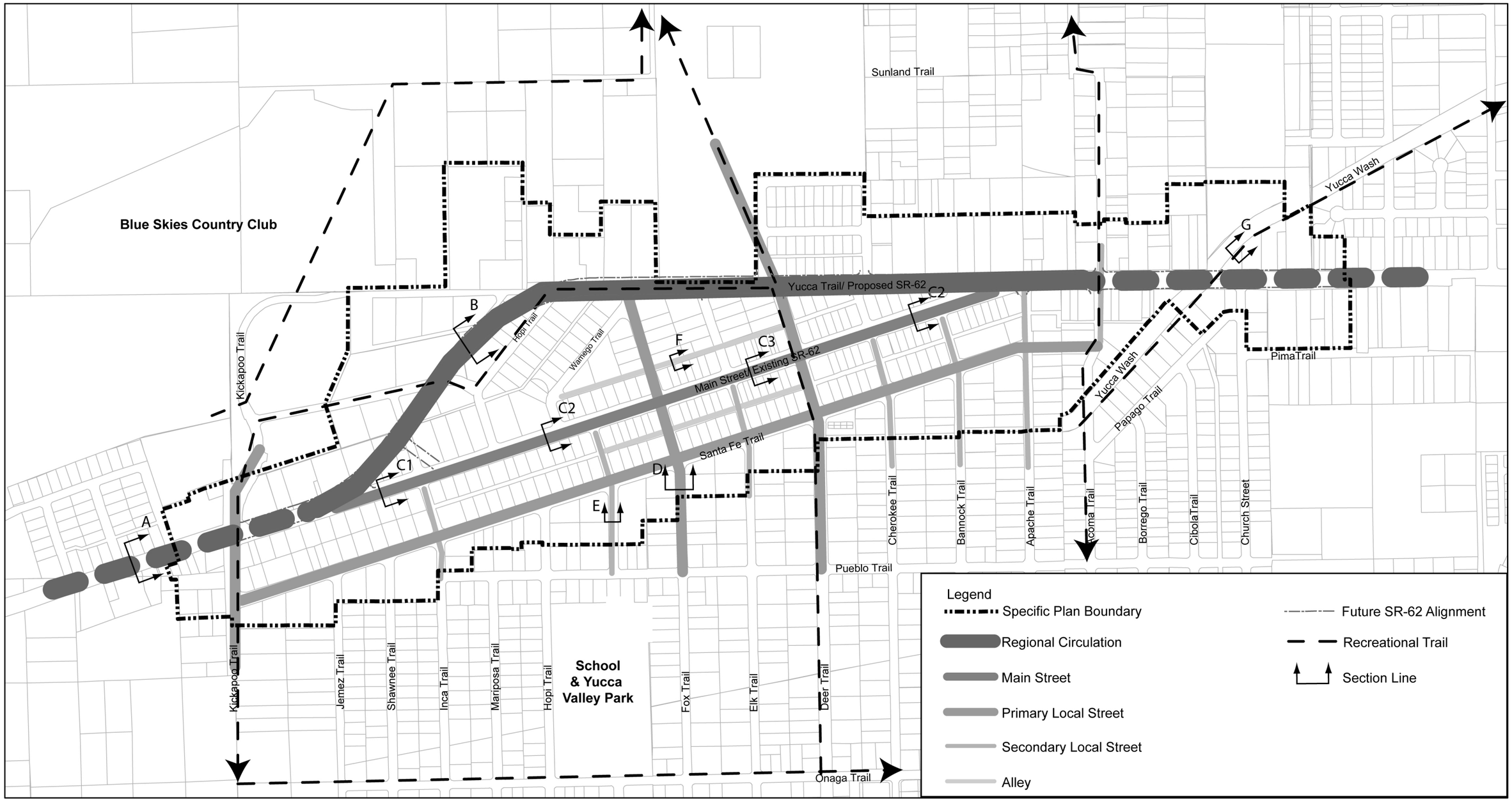

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Old Town Yucca Valley Specific Plan

Circulation Map

Exhibit 3-2

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Proposed SR-62/Yucca Trail

Proposed SR-62/Yucca Trail is identified in the General Plan as a 6-lane divided highway. The SR-62 ultimate right-of-way (ROW) is 134 feet, including a 12-foot median with three travel lanes each DIRECTION, an 8-foot bike/emergency lane adjacent to the curb, and 5-foot sidewalks. The portion of SR-62 west of Kickapoo Trail and a portion east of Apache Trail, within the Specific Plan area, will be designed with 5-foot sidewalks, while the proposed SR-62 Realignment portion of SR-62 will have a wider sidewalk. The specific SR-62/Yucca Trail alignment and design alternatives will be determined through future studies by Caltrans District 8 in cooperation with the Town of Yucca Valley.

Gateway access points are proposed for access between SR-62 and the "Main Street," and are conceptually depicted below. At the Western Gateway, an eastbound, one-way travel lane will connect to the proposed "Main Street" west of Inca Trail, while a westbound lane from the "Main Street" to SR-62 will be located north of Inca Trail. Refer to Cross-Sections A and B. The Eastern Gateway will include the extension of "Main Street" from Bannock Trail east to SR-62, with one inbound lane and two outbound lanes.

Additional discussion of the proposed SR-62 Realignment is in Section 3.3.3.

Western Gateway

Eastern Gateway

"Main Street" (110' ROW)

Main Street is designed to promote pedestrian activity by narrowing the ROW and providing on-street storefront parking. The Main Street is proposed as a 110-foot ROW within the existing roadway alignment from the Western Gateway to Bannock Trail, where it is proposed to be realigned to transition north to SR-62, creating the Eastern Gateway. Main Street at the Eastern Gateway cross-section includes a one-way travel lane, 8-foot parking lanes, and a 35-foot sidewalk and public plaza area on both sides of the road (Section C-1). In the vicinity of Inca Trail, Main Street transitions to two-way travel lanes separated by a 12-foot left-turn lane, with 8-foot parallel parking areas and 27-foot sidewalks on both sides (Section C-2). Farther east, Main Street transitions to 20-foot angled parking and 15-foot sidewalks (Section C-3), then transitions back to 8-foot parallel parking areas and 27-foot sidewalks on both sides (Section C-2) in the vicinity of Cherokee Trail.

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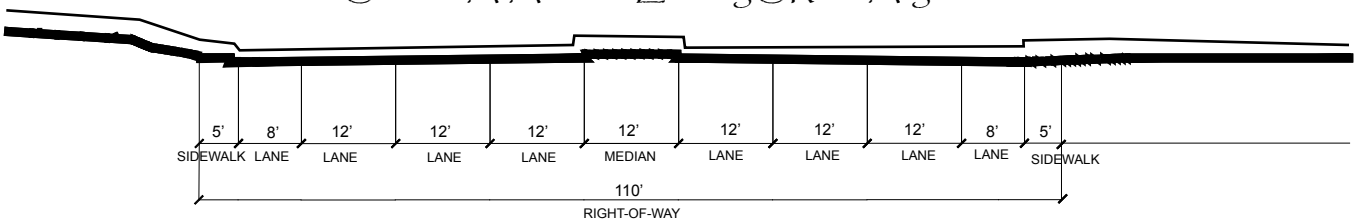
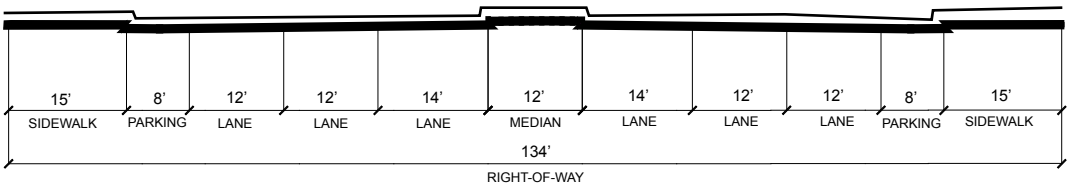
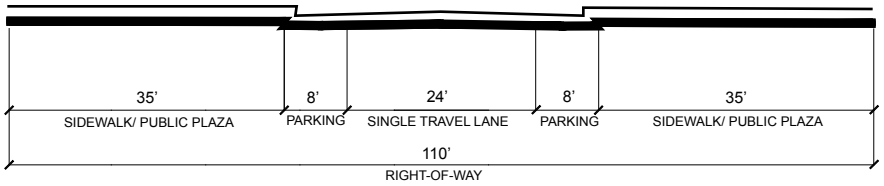
Section A-A Existing SR-62 Alignment



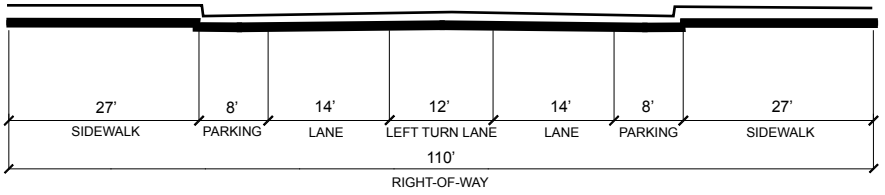
Section B-B Proposed SR-62 Realignment



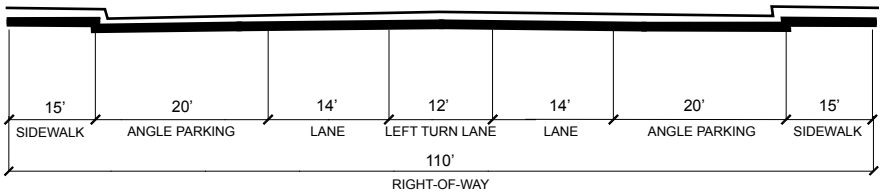
Section C1-C1 Mainstreet (Existing SR-62)



Section C2-C2 Main Street (Existing SR-62)



Section C3-C3 Main Street (Existing SR-62)



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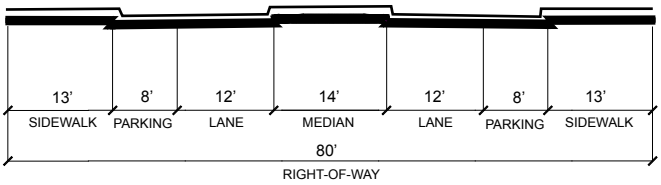
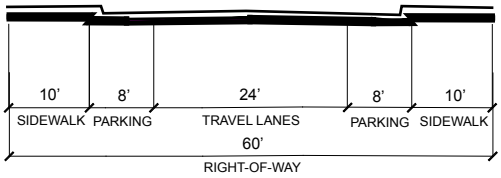
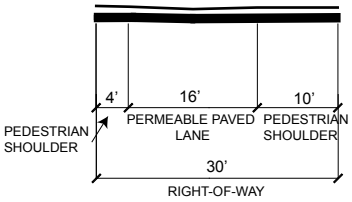
Section D-D Primary Local Streets



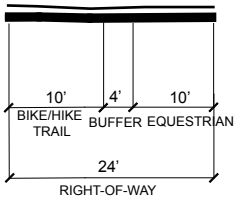
Section E-E Secondary Local Streets



Section F-F Alleys



Section G-G Multi-Use Trail (per General Plan)



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Primary Local Streets (80' ROW)

The primary local streets are Kickapoo Trail, Santa Fe Trail, Fox Trail, Deer Trail, and Pioneer Trail. This cross-section includes an 80-foot ROW, one travel lane in each direction separated by a 14-foot median, with 8-foot parallel parking areas, and 13-foot sidewalks on both sides (Section D).

Secondary Local Streets (60' ROW)

Secondary local streets are Inca Trail, Geronimo Trail, Elk Trail, Cherokee Trail, Bannock Trail, Apache Trail, and Acoma Trail. This cross-section includes a 60-foot right-of-way, one travel lane in each direction, 8-foot parallel parking areas, and 10-foot sidewalks on both sides (Section E).

Alleys (30' ROW)

ROW alleys are located behind the Main Street, and are designed to promote pedestrian activity by incorporation of accented pedestrian shoulder paving and enhancement of the alleys by property owners. This cross-section includes a 30-foot ROW, one travel lane, and accented pedestrian paving on both sides of the alley (Section F).

3.3.3 SR-62 Realignment

The Old Town Yucca Valley Specific Plan incorporates the proposed SR-62 realignment to allow east–west traffic to travel around (instead of through) the Town, allowing Old Town Yucca Valley to become more pedestrian-oriented. Just east of Kickapoo Trail, SR-62 would turn northerly and transition to Yucca Trail in the vicinity of Hopi Trail. The ultimate realignment of SR-62 will be determined upon further study by Caltrans and the Town of Yucca Valley; the preferred realignment identified in this Specific Plan is conceptual. As part of the traffic analysis for this Specific Plan and discussions with the community and City Staff, Caltrans Alternative D was selected as the preferred SR-62 realignment alternative.

Analysis of Alternative D and Conclusions

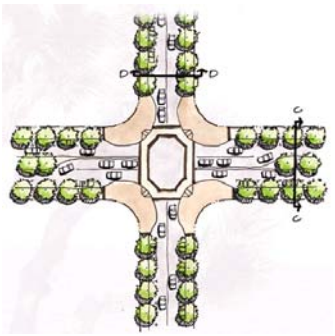
The analysis of the SR-62 realignment alternatives was based on the forecast traffic volumes in the Town of Yucca Valley General Plan Program Circulation Element Traffic Study (Robert Kahn, John Kain and Associates, August 24, 1995), which assumes buildout of the Town of Yucca Valley General Plan. The level of service (LOS), based on the capacity of the average daily traffic (ADT) and the volume-to-capacity (V/C) ratio analysis utilized by the Town, was used to determine the functionality of a roadway segment. The operation goal for a roadway segment for the Town is LOS D or better (on a scale of LOS A to LOS F).

With the implementation of the proposed realignment of SR-62 (Alternative D), the existing alignment of SR-62 between Kickapoo Trail and Apache Trail would change classification to a two-lane divided industrial roadway and be redesignated as "Main Street." Yucca Trail would be classified as a six-lane divided highway and designated as SR-62; Santa Fe Trail would remain classified as a four-lane divided collector.

With the forecast General Plan buildout and incorporation of the proposed SR-62 realignment (Alternative D), all of the study roadway segments are forecast to operate at an acceptable LOS.

3.3.4 Traffic Calming

The Old Town Yucca Specific Plan provides traffic-calming measures in the Circulation Plan that will slow traffic, reduce traffic noise, improve pedestrian safety, and so contribute to safe and walkable streets. Traffic-calming methods have been incorporated in the Main Street design, including mid block and corner bump outs, parallel and perpendicular parking areas, and enhanced intersection paving. Additional traffic-calming measures are encouraged to be utilized throughout the Specific Plan area, such as roundabouts, chokers, and raised medians.



Traffic Calming at Intersection

3.3.5 Pedestrian and Bicycle/Equestrian Trails

The trails system includes a pedestrian-oriented street system encompassing wide sidewalks and public plazas that vary between 15 to 35 feet along Main Street. In addition, 4-foot and 10-foot accent pedestrian shoulders are incorporated along alleys adjacent to Main Street. On-street Class 1 bike paths are proposed to extend along SR-62/Yucca Trail and Santa Fe Trail, connecting the local street network. The proposed Yucca Wash multi-use trail would be a 10-foot decomposed granite trial for equestrian and pedestrian use, ultimately connecting to the regional California Riding and Hiking Trail System.

3.4 Infrastructure Plan

This section describes the infrastructure improvements anticipated to meet the demands of the Land Use Plan. As this Specific Plan is a policy-level plan, note that the timing of all infrastructure improvements identified in this section represent the ultimate buildout conditions of the Old Town Yucca Valley Specific Plan. The Town of Yucca Valley will provide additional infrastructure information as it becomes available. The information referenced here was provided by the Town of Yucca Valley, based on reports available and/or developed during preparation of this Specific Plan. Refer to Appendix D, Support Information.

3.4.1 Domestic Water System

A Yucca Valley Revitalization Project Draft Utility Plan was prepared for the Specific Plan by RBF Consulting, dated September 9, 2005. This plan identifies the existing water demands, and compares the needs based upon buildout of the Specific Plan. The Specific Plan area is located within the 3495W Pressure Zone and is the supply zone that the west side wells pump directly into. The December 2001 High Desert Water District (HDWD) master plan identifies a need for additional water storage within this zone. The HDWD unit water usage factors and water demand factors adopted by other desert agencies are shown in Table 3-2, *HDWD Water Usage Factors*.

Table 3-2
Water Usage Factors
(High Desert Water District)

Land Use Type	High Desert Water District Duty Factor			Other Southern California Desert Regions*
	Acre Feet per Acre per Year	Gallons per Day per Acre	Gallons per Day per Dwelling Unit	
Rural Residential				
1 du/ac	**0.3**	-	-	**0.75 – 3.36 AF/ac/yr**
1 du/2.5 ac	**0.15**	-	-	**0.75 – 3.36 AF/ac/yr**
1 du/5 ac	**0.08**	-	-	**0.75 – 3.36 AF/ac/yr**
1 du/10, 20, 40 ac	**0.03**	-	-	**0.75 – 2.35 AF/ac/yr**
Residential				
1 du/ac	0.3	268	**268**	**700 - 1500 gpd/du**
2 du/ac	0.69	616	**308**	**700 - 1000 gpd/du**
2.5 du/ac	0.8	715	**286**	**700 - 800 gpd/du**
5 du/ac	1.1	983	**197**	**400 - 540 gpd/du**
Multi-Family	4.85	4330	**216****	**300 - 400 gpd/du**
Industrial/ Commercial	0.26	**232**	-	**1500 - 2000 gpd/ac**

du = dwelling unit(s); ac = acre(s); gpd = gallons per day; AF = acre-feet; yr = year.
* Borrowed from Eastern Municipal Water District and Rancho California Water District guidelines.
** Assuming 20 dwelling units per acre.

The HDWD completed several miles of pipeline upgrades during the 1995-96 Pipeline Improvement Project, including the construction of 22,300 linear feet of replacement pipeline in the District's west side, which will directly benefit the 3495W Pressure Zone and the Specific Plan area; however, several older, and smaller (2-inch, 3-inch, and 4-inch), pipelines are still in operation; some of these still serve fire hydrants, which are sorely insufficient for providing even the lowest of current-day fire-flow requirements. Fire-flow criteria (as provided in the 2001

Water Master Plan Update) and appropriate system pipeline diameters are shown in Table 3-3, *Fire-Flow Pipe Dimensions*.

Table 3-3
Fire-Flow Pipe Dimensions
(High Desert Water District)

Land Use	Minimum Required Fire Flow (gallons per minute)	Minimum Pipe Diameter
Low-Density Residential	1,500	8 inches
Residential	2,000	8 inches (looping)
Commercial/Multi-family Residential	3,000	10 inches (looping)
Industrial	4,000	12 inches (looping)

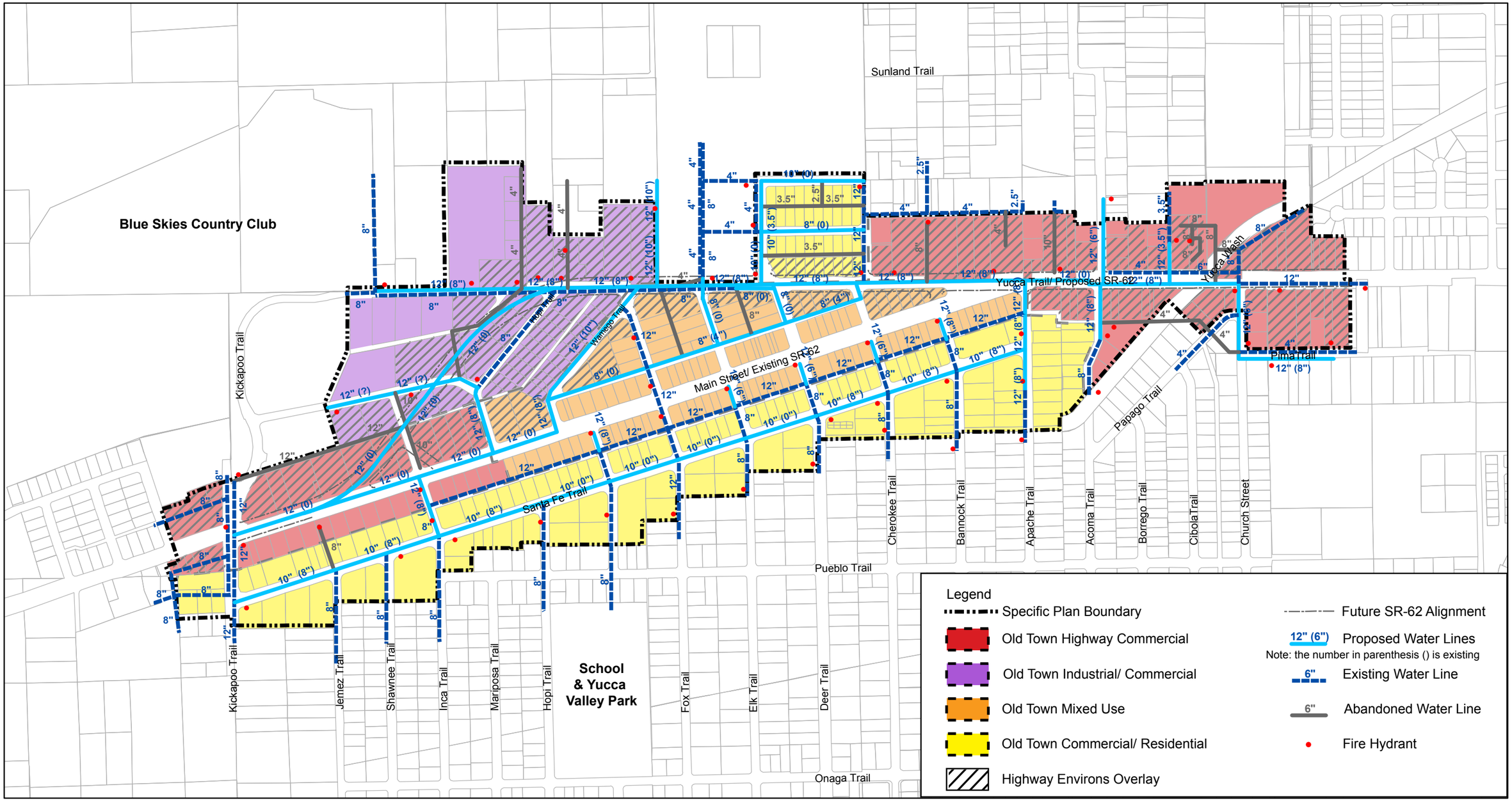
For the purposes of the Water Master Plan Study for the Specific Plan, the pipe diameter given here is based on the typical (and conservative) industry velocity standard of 10 feet per second (fps). This ensures a reasonable unit headloss within the system for maximum ability to provide the fire flows at the minimum residual pressure of 20 pounds per square inch (psi), as dictated by the Uniform Fire Code (UFC). Hydraulic analysis should be performed at the design phase of the project to verify that these pipe diameters work within the operation of the HDWD transmission system as a whole.

In 1997, the HDWD began a program to replace old and undersized pipelines. This study assumes that all replacement projects completed to date are incorporated into the 2002 Water System Atlas. Refer to Table 3-4, *Water Pipeline Replacements Completed.*

Table 3-4
Water Pipeline Replacements Completed
(High Desert Water District)

Fiscal Year of Construction	Area	Lineal Footage Installed
2000/ 2001	Jemez Trail and Highland Trail, between Kickapoo Trail and Inca Trail	1,500
2000/ 2001	Inca Trail and Mariposa Trail, between Mariposa and Fox Trail and between Yucca Trail and 29 Palms Highway	2,300
2002/ 2003	Coyote Trail and Apache Trail, north of 29 Palms Highway	3,400

The Specific Plan will result in the buildout of water infrastructure and presents an opportunity to upgrade and ensure the adequacy of fire hydrant coverage. In locations that cannot be reached by conventional fire department equipment from existing public fire hydrants, new fire hydrants may be added and/or old hydrants replaced/relocated as part of the infrastructure upgrades. The proposed water system upgrades require prior verification through computer model simulation. Refer to Table 3-5, *Proposed Water Infrastructure Improvements*, and Exhibit 3-4, *Proposed Water Plan.*



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Old Town Yucca Valley Specific Plan

Proposed Water Plan

Exhibit 3-4

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Table 3-5
Proposed Water Infrastructure Improvements
(High Desert Water District)

	Proposed Improvement	Approximate Length (feet)
1	Replace existing 3.5" steel pipe with 8" PVC pipe	320
2	Replace existing 4" steel pipe with 8" PVC pipe	1,300
3	Replace existing 3.5" steel pipe with 10" PVC pipe	260
4	Replace existing 6" steel/PVC pipe with 10" PVC pipe	1,425
5	Replace existing 8" steel/PVC pipe with 10" PVC pipe	855
6	Replace existing 8" steel/PVC pipe with 12" PVC pipe	5,055
7	Replace existing 10" steel/PVC pipe with 12" PVC pipe	860
8	Replace existing unknown pipe with 12" PVC pipe	700
9	Install new 8" PVC Pipe	4,770
10	Install new 12" PVC Pipe	3,755
11	Abandon 2.5" steel pipe in ROW	160
12	Abandon 3.5" PVC/steel pipe in ROW	700
13	Abandon 4" steel pipe in ROW	2,495
14	Abandon 8" steel pipe in ROW	1,650
15	Abandon 10" steel pipe in ROW	905
16	Abandon 12" ACP pipe in ROW	1,150
17	Abandon "Unknown" PVC pipe in ROW	1,840

PVC = polyvinyl chloride; ROW = right-of-way; ACP =Asbestos Cement Pipe

Storage

The 1995 and 2001 Water Master Plans define water storage requirements due to three separate needs – operational, emergency, and fire. Both the 1995 and 2001 Master Plans discuss the need for additional storage in the 3495W Pressure Zone. The *2001 HDWD Water Master Plan Update* (Section VII) describes additional storage capacity needs based on the 2001 storage capacity of 4.5 million gallons (MG). Projected water demands for the 3495W Pressure Zone (both east and west sides) produce a need for 4.72 MG for 2005, and 5.57 MG for 2020, according to Tables VII-1B and VII-1A of the Update. This represents an additional storage need for the 3495W Zone, as a whole, of approximately 0.2 MG in 2005 and 1.1 MG in 2020. Current storage capacity in the 3495W Zone may be adequate for the additional demands estimated from the Project.

3.4.2 Wastewater System

It is anticipated that private septic systems will continue to be used for wastewater disposal until sufficient development has occurred to extend sewer system infrastructure to Yucca Valley. Septic tank discharges have contaminated some of the groundwater supply with high nitrate levels. The maximum nitrate contaminant level allowed by the Yucca Valley General Plan Water Resources Element is 45 milligrams per liter (mg/L). Tests performed in 1992 showed nitrate measurements ranging between 2.9 and 24.1 mg/L; however, as of this writing, no test results have been provided since then. Therefore, additional well testing is recommended.

The High Desert Water District anticipates constructing a wastewater treatment plant in Yucca Valley, northeast of the Specific Plan area. Future wastewater improvements, including the elimination of private septic systems and the construction of new wastewater collection, treatment, and disposal systems, will require a coordinated effort between the Town of Yucca Valley and the High Desert Water District.

3.4.3 Storm Drainage System

The Town of Yucca Valley Master Plan of Drainage states that most of the stormwater flows from the eastern portion of the area will be conveyed through Yucca Wash; storm flows from the southern portions will be conveyed through street flows within Santa Fe Trail, southwest to the intersection of Inca Trail and Santa Fe Trail. From that intersection, stormwater will be conveyed through a reinforced concrete pipe to the Blue Skies Country Club. Refer to Exhibit 3-5, *Existing and Proposed Drainage Plan.*

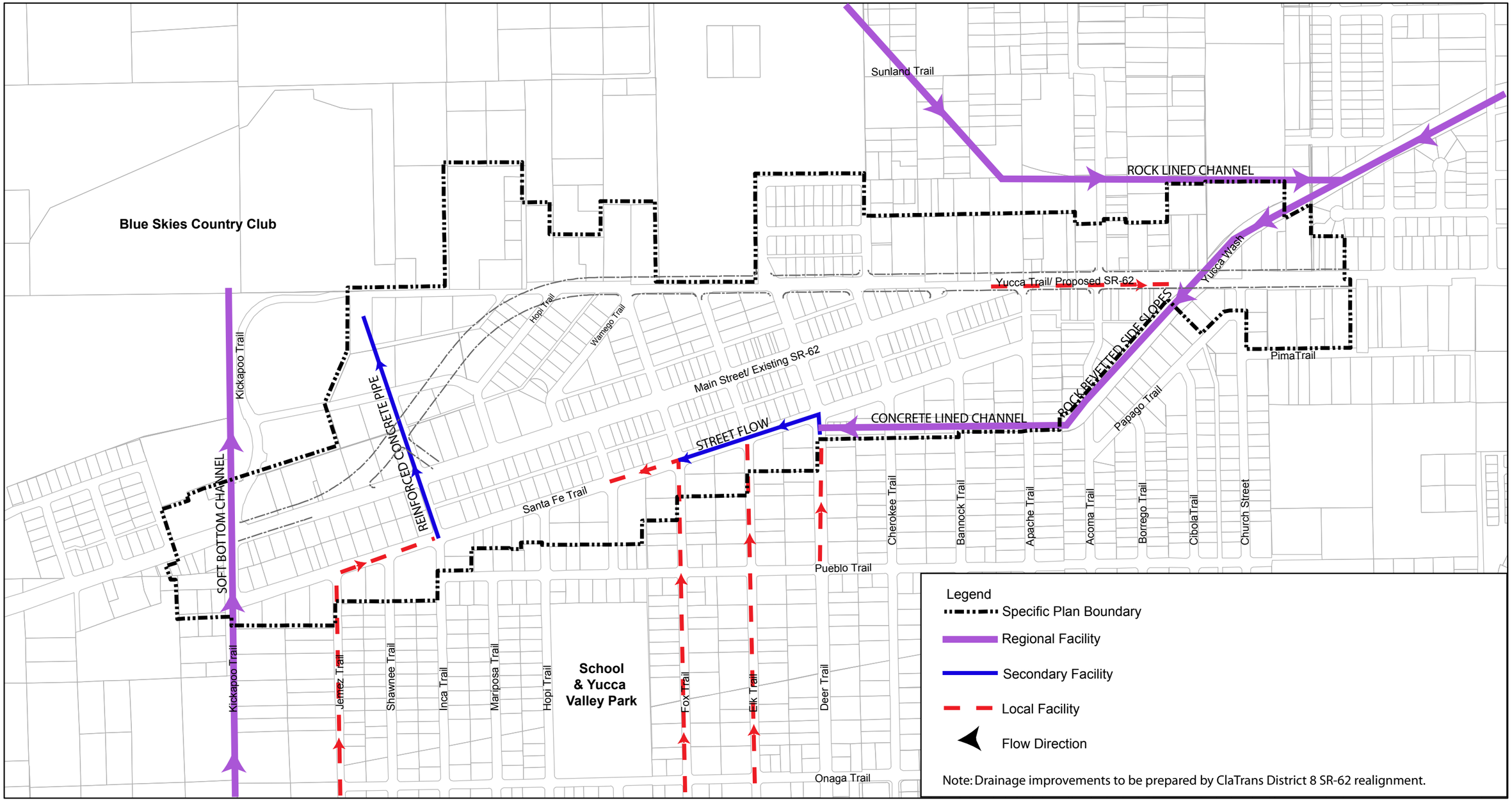
Yucca Wash northeast of Apache Trail is proposed to be constructed of rock-revetted side slopes, and the southwest portion will be a concrete-lined channel. Stormwater flows will be conveyed via curb street systems.

3.5 Public Services

This section describes the public services provided in the Specific Plan area and their ability to meet the new demand in the ultimate buildout conditions of the Old Town Yucca Valley Specific Plan. Information referenced is provided by the Town of Yucca Valley and is based on information available and/or prepared at the time of preparation of this Specific Plan.

3.5.1 Schools

The Morongo Unified School District (MUSD) provides public education to the residents of the Morongo Basin, which includes the Town of Yucca Valley. The public schools in the Specific Plan area are Yucca Valley Elementary School, La Contenta Junior High School, and Yucca Valley High School.



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Old Town Yucca Valley Specific Plan

Existing and Proposed Drainage Plan

Exhibit 3-5

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3.5.2 Fire Protection

The San Bernardino County Fire Department provides fire protection to the Town of Yucca Valley. The Department's Yucca Valley Fire District encompasses 61 square miles and has two fire stations. The closest fire station to the Specific Plan area is Station #121, located at 55201 29 Palms Highway.

3.5.3 Law Enforcement

Police protection is provided by contract with the San Bernardino County Sheriff's Department, located at 6527 White Feather Road in Joshua Tree.

3.5.4 Library

The Yucca Valley Library, a branch of the San Bernardino County Library System, is located at the Community Center Complex. The San Bernardino County Library Master Facility Master Plan expresses the need to expand this library or to move it to a new facility to accommodate the increasing population in Yucca Valley.

3.5.5 Communication Systems

Residential and commercial telephone service is provided by GTE California, headquartered in Thousand Oaks. Century Communication provides cable television.

3.5.6 Electricity

Southern California Edison (SCE) provides electricity in the Specific Plan area. Additional hook-ups are feasible.

3.5.7 Natural Gas

The Southern California Gas Company provides natural gas service to the Specific Plan area. Additional hook-ups are feasible.

3.5.8 Solid Waste

Hi-Desert Disposal provides solid waste collection and disposal services for both businesses and residences. Recycling is provided by Hi-Desert Recycling at a recycling center.

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