

## **Section 2.0**

### **Executive Summary**

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## **2.0 EXECUTIVE SUMMARY**

### **2.1 PROJECT SUMMARY**

Regionally, the Old Town Yucca Valley Specific Plan Area (SPA) is located near the western end of Yucca Valley, within San Bernardino County, California. The SPA includes approximately 250 acres along State Route 62 (SR-62), between Yucca Trail to the north, just beyond Santa Fe Trail to the south, Church Street to the east, and Kickapoo Trail to the west.

The Town of Yucca Valley has identified the need to improve the economic vitality and livability of the Old Town area by establishing a comprehensive strategy to attract and expand economic activity and commerce. The purpose of the Old Town Yucca Valley Specific Plan is to identify key opportunities to enhance the Town's overall economic base and the historic Old Town area.

The Specific Plan serves as a planning and regulatory link between the *Town of Yucca Valley General Plan* and individual, project-level development within the Project area. The Specific Plan provides area-specific land use regulations and development guidelines. The Specific Plan provides a comprehensive set of plans, guidelines, and regulatory standards in addition to administrative and implementation provisions within the land use districts. It applies to residential, commercial, office, mixed-use, and light industrial uses. Upon adoption by the Town, the Specific Plan will provide the legal development requirements for the Project area.

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 areas that may be affected by the potential realignment of SR-62.

The Specific Plan would allow a maximum of 1,115 residential units and up to 2,900,604 square feet of a variety of uses, including commercial/retail, industrial/commercial, office, and civic. This would represent an increase of 1,088 dwelling units and a decrease of 478,435 square feet of commercial/retail/industrial uses from the existing *Town of Yucca Valley General Plan*. The Specific Plan provides the Town with the opportunity to develop 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.

The Circulation Plan proposes a semi-grid system of roadways, emphasizing community and regional linkages to the Old Town area and addresses 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 the "walkability" of the area.



## 2.2 ENVIRONMENTAL ISSUES AND MITIGATION

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5.1	<b>TRAFFIC AND CIRCULATION</b>  Traffic Generation – Long-Term Impact (2030)  Project implementation would cause a significant increase in traffic for 2030 horizon year when compared to the existing traffic capacity of the street system and would exceed an established LOS standard.	<p>TRA-1 Future development projects shall contribute towards the cost of necessary study area improvements on a fair share or “pro-rata” basis by paying development impact fees and/or additional fair share contributions towards improvements not included in the adopted fee program; refer to <u>Table 5.1-6, 2030 Roadway Improvements</u>, and <u>Table 5.1-7, Project Fair Share Contribution</u>.</p> <p>TRA-2 On-site improvements and improvements within the SPA shall be implemented by future development projects to ensure adequate circulation within the Project itself, as illustrated on <u>Exhibit 5.1-27, Project Circulation Recommendations</u>, and <u>Exhibit 3-8, Street Cross-Sections</u>, and shall include the following:</p> <ul style="list-style-type: none"><li>◆ Construct a realigned SR-62 along Yucca Trail at its ultimate width as a 6-Lane Divided Highway in conjunction with the proposed Project.</li><li>◆ Reconstruct Main Street to provide a pedestrian-friendly local street per Specific Plan cross-sections.</li><li>◆ Signal coordination shall be considered for signalized intersections less than 0.25-mile apart. Additional analysis shall be completed in conjunction with actual construction of traffic signals and related improvements.</li><li>◆ Construct Santa Fe Trail through the SPA at its ultimate section width as a 4-Lane Collector in conjunction with the proposed Project.</li></ul>	Following implementation of all mitigation measures (i.e., all recommended improvements), traffic and circulation impacts would be reduced to a less than significant level.



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**5.2 AIR QUALITY**

**Short-Term Air Quality Impacts**

Short-term construction activities associated with the proposed project could result in significant air pollutant emissions impacts.

- AQ-1 During clearing, grading, earth-moving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified by the MDAQMD, including but not limited to MDAQMD Rule 401, Visible Emissions, and Rule 403, Fugitive Dust:
- ◆ On-site vehicle speed shall be limited to 15 miles per hour;
  - ◆ All on-site construction roads with vehicle traffic shall be watered periodically;
  - ◆ Streets adjacent to the Project's reach shall be swept as needed to remove silt that may have accumulated from construction activities so as to prevent excessive amounts of dust;
  - ◆ All material excavated or graded shall be sufficiently watered to

Despite compliance with mitigation measures, emissions during construction would remain above MDAQMD thresholds.

Implementation of the operational mitigation measures would be partially effective in reducing impacts of area source emissions. However, this measure would not substantially reduce the projected increase in emission levels below MDAQMD significance thresholds. Thus, impacts related to regional pollutants (CO, NO<sub>x</sub>, and PM<sub>10</sub>) would be significant and unavoidable. Impacts related to local CO concentrations would be less than significant.

This increase in Project related emissions above General Plan buildout forecasts was not included with the latest MDAQMD Attainment Plan. Therefore, impacts related to consistency with the latest Attainment Plan would be significant and unavoidable.



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prevent excessive amounts of dust. Watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day;

- ◆ All clearing, grading, earth-moving, or excavation activities shall cease during periods of high winds (i.e., greater than 35 miles per hour averaged over one hour) so as to prevent excessive amounts of dust;
- ◆ All material transported on-site or off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust;
- ◆ The area disturbed by clearing, grading, earth-moving, or excavation operations shall be minimized so as to prevent excessive amounts of dust; and
- ◆ These control techniques shall be indicated on Project grading plans. Compliance with this measure shall be subject to periodic site inspections by the Town of Yucca Valley.

AQ-2 All trucks hauling excavated or graded material on-site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4), as amended, regarding the prevention of such material spilling onto public streets.

AQ-3 During construction activities, excessive construction equipment and vehicle exhaust emissions shall be controlled by implementing the following procedures, as specified by the MDAQMD:

- ◆ Properly and routinely maintain all construction equipment, as recommended by manufacturer manuals, to control exhaust emissions;

Cumulative regional operational impacts related to regional emissions would be significant and unavoidable, while cumulative local operational impacts related to CO emissions would be less than significant.

If the Town of Yucca Valley approves the Project, the Town would be required to adopt findings in accordance with Section 15091 of the *CEQA Guidelines* and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the *CEQA Guidelines*.



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- ◆ Shut down equipment when not in use for extended periods of time to reduce emissions associated with idling engines;
- ◆ Encourage ride sharing and use of transit transportation for construction employees commuting to the Project sites;
- ◆ Use electric equipment for construction whenever possible in lieu of fossil fuel-fired equipment; and
- ◆ Curtail construction during periods of high ambient pollutant concentrations; this may include ceasing construction activity during the peak-hour of vehicular traffic on adjacent roadways.

AQ-4 Prior to approval of the Project plans and specifications, the Public Works Director, or his designee, shall confirm that the construction bid packages include a separate "Diesel Fuel Reduction Plan." This plan shall identify the actions to be taken to reduce diesel fuel emissions during construction activities (inclusive of grading and excavation activities). Reductions in diesel fuel emissions can be achieved by measures including, but not limited to, the following: a) use of alternative energy sources, such as compressed natural gas or liquefied petroleum gas, in mobile equipment and vehicles; b) use of "retrofit technology," including diesel particulate traps, on existing diesel engines and vehicles; and c) other appropriate measures. Prior to the issuance of a grading permit, the Diesel Fuel Reduction Plan shall be filed with the Town of Yucca Valley. The Diesel Fuel Reduction Plan shall include the following provisions:

- ◆ All diesel fueled off-road construction equipment shall be California Air Resources Board (CARB) certified or use post-combustion controls that reduce pollutant emissions to the same level as CARB certified



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equipment. CARB certified off-road engines are engines that are three years old or less and comply with lower emission standards. Post-combustion controls are devices that are installed downstream of the engine on the tailpipe to treat the exhaust. These devices are now widely used on construction equipment and are capable of removing over 90 percent of the PM<sub>10</sub>, carbon monoxide, and volatile organic compounds from engine exhaust, depending on the specific device, sulfur content of the fuel, and specific engine. The most common and widely used post-combustion control devices are particulate traps (i.e., soot filters), oxidation catalysts, and combinations thereof.

- ◆ All diesel fueled on-road construction vehicles shall meet the emission standards applicable to the most current year to the greatest extent possible. To achieve this standard, new vehicles shall be used or older vehicles shall use post-combustion controls that reduce pollutant emissions to the greatest extent feasible.
- ◆ The effectiveness of the latest diesel emission controls is highly dependent on the sulfur content of the fuel. Therefore, diesel fuel used by on-road and off-road construction equipment shall be low sulfur (>15 ppm) or other alternative low polluting diesel fuel formulation.

AQ-5 The construction contractor shall adhere to MDAQMD District Rule 1113 (Architectural Coatings) to limit volatile organic compounds from architectural coatings. This rule specifies architectural coatings storage, clean up, and labeling requirements.

AQ-6 All building demolition activities shall adhere to MDAQMD District Rule 306 (Demolition and Renovation Project Fees) and Rule



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**Long-Term Operational Impacts**

Development associated with the proposed project would result in significant air emissions impacts.

AQ-7 Proposed development within the Old Town Yucca Valley Specific Plan areas shall include, as a part of construction and building management contracts, the following requirements or measures shown to be equally effective:

- ◆ Use solar or low-emission water heaters in the residential buildings.
- ◆ Provide energy-efficient natural gas heating and cooking equipment.
- ◆ Require that residential landscapers providing services at the common areas of a Project site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use, to the extent that such equipment is reasonably available and competitively priced in San Bernardino County (meaning that the equipment can be easily purchased at stores in San Bernardino County and the cost of the equipment is not more than 20 percent greater than the cost of standard equipment).

Despite compliance with mitigation measures, emissions during construction would remain above MDAQMD thresholds.

Implementation of the operational mitigation measures would be partially effective in reducing impacts of area source emissions. However, this measure would not substantially reduce the projected increase in emission levels below MDAQMD significance thresholds. Thus, impacts related to regional pollutants (CO, NO<sub>x</sub>, and PM<sub>10</sub>) would be significant and unavoidable. Impacts related to local CO concentrations would be less than significant.

This increase in Project related emissions above General Plan buildout forecasts was not included with the latest MDAQMD Attainment Plan. Therefore, impacts related to consistency with the latest Attainment Plan would be significant and unavoidable.

Cumulative regional operational impacts related to regional emissions would be significant and unavoidable, while cumulative local operational impacts related to CO emissions would be less than significant.

If the Town of Yucca Valley approves the Project, the Town would be required to adopt findings in accordance with Section 15091 of the *CEQA Guidelines* and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the *CEQA Guidelines*.

**Conformity With Air Quality Management Plan**

Development associated with the proposed project would be inconsistent with regional plans.

No mitigation measures are recommended.





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	<b>Cumulative Impacts</b>		
	Development associated with the proposed project and related cumulative projects would result in significant air quality impacts.	No mitigation measures are recommended.	<p>Despite compliance with mitigation measures, emissions during construction would remain above MDAQMD thresholds.</p> <p>Implementation of the operational mitigation measures would be partially effective in reducing impacts of area source emissions. However, this measure would not substantially reduce the projected increase in emission levels below MDAQMD significance thresholds. Thus, impacts related to regional pollutants (CO, NO<sub>x</sub>, and PM<sub>10</sub>) would be significant and unavoidable. Impacts related to local CO concentrations would be less than significant.</p> <p>This increase in Project related emissions above General Plan buildout forecasts was not included with the latest MDAQMD Attainment Plan. Therefore, impacts related to consistency with the latest Attainment Plan would be significant and unavoidable.</p> <p>Cumulative regional operational impacts related to regional emissions would be significant and unavoidable, while cumulative local operational impacts related to CO emissions would be less than significant.</p> <p>If the Town of Yucca Valley approves the Project, the Town would be required to adopt findings in accordance with Section 15091 of the <i>CEQA Guidelines</i> and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the <i>CEQA Guidelines</i>.</p>
<b>5.3</b>	<b>HYDROLOGY, DRAINAGE, AND WATER QUALITY</b>		
	<b>Flood Hazards</b>		
	Implementation of the proposed project may place structures within a 100-year flood hazard area (zone a or zone ae), impeding or redirecting flood flows.	No mitigation measures are recommended.	



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	<b>Drainage and Runoff</b>		
	Buildout of the SPA would increase the total impervious area within the Project area, which could result in increased drainage and runoff impacts.	No mitigation measures are recommended.	
	<b>Water Quality – Short-Term Impacts</b>		
	Grading and excavation associated with construction activities in the SPA may impact water quality due to potential sheet erosion of exposed soils and subsequent deposition of particles and pollutants in drainage areas.	HYD-1 Prior to Grading Permit issuance and as part of the compliance with the NPDES requirements, a Notice of Intent shall be prepared for each future development project and submitted to the California State Water Resources Control Board, providing notification and intent to comply with the State of California General Permit.  HYD-2 A Storm Water Pollution Prevention Plan (SWPPP) shall be completed for the construction activities for each future development project. A copy of the SWPPP shall be available and implemented at the construction sites at all times. The SWPPP shall outline the source control and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the maximum extent practicable.	No significant impacts related to hydrology and water quality have been identified following implementation of mitigation measures and/or compliance with applicable standards and policies.
	<b>Water Quality – Long-Term Impacts</b>		
	Implementation of the proposed Specific Plan could result in long-term impacts on the quality of stormwater and urban runoff, subsequently impacting water quality.	HYD-3 A Water Quality Management Plan shall be prepared for each future development project and shall include Nonstructural/Source Control and Structural/Treatment Best Management Practices to conform to the Town's Storm Water standards and National Pollution Discharge Elimination System requirements.	No significant impacts related to hydrology and water quality have been identified following implementation of mitigation measures and/or compliance with applicable standards and policies.
	<b>Cumulative Impacts</b>		
	The proposed Specific Plan, along with other future development, may increase hydrology and drainage impacts in the area. Impacts would be evaluated on a project-by-project basis.	No mitigation measures are recommended.	
<b>5.4</b>	<b>PUBLIC SERVICES AND UTILITIES</b>		
	<b>Fire Protection</b>		
	The proposed project could result in significant physical impacts with respect to fire protection services.	No mitigation measures are recommended.	



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	<b>Police Protection</b>		
	Project implementation could result in significant physical impacts with respect to police protection.	PSU-1 The Town of Yucca Valley shall consult with the Sheriff's Department, on a project-by-project basis, regarding the provision of a satellite police department office in the SPA and potential increased demand for law enforcement and traffic services.	Significant and unavoidable impact after mitigation.
	<b>Schools</b>		
	Project implementation would not result in significant physical impacts on existing school facilities.	PSU-2 For housing tract developments in concentrated areas, the Town of Yucca Valley shall consult with the Morongo Unified School District regarding the establishment of a Community Facilities District.	Significant and unavoidable impact after mitigation.
	<b>Libraries</b>		
	Project implementation would increase the demand for library facilities and would contribute to the existing need for construction of new facilities or alteration of existing facilities.	PSU-3 The Town of Yucca Valley shall consult with the San Bernardino County Library, on a project-by-project basis, regarding the provision of library facility space.	Significant and unavoidable impact after mitigation.
	<b>Roadway Maintenance</b>		
	The usage of area roadways may result in increased maintenance requirements.	No mitigation measures are recommended.	
	<b>Recreation</b>		
	Project implementation would generate a demand for additional park and recreation facilities and may increase the use of existing neighborhood and regional parks or other recreational facilities.	No mitigation measures are recommended.	
	<b>Water</b>		
	Project implementation would increase the demand for water beyond current conditions requiring an increase in future water supply.	PSU-4 Prior to issuance of Grading Permit, future applicants shall consult the HDWD on a project-by-project basis to identify the existing water distribution facilities (pipelines, fire hydrants, etc.) and the necessary upgrades, pursuant to the criteria specified in the 2001 Water Master Plan Update.  PSU-5 Prior to issuance of Certificate of Occupancy and in consultation with HDWD on a project-by-project basis, new fire hydrants shall be installed and/or old hydrants replaced/relocated, in locations that	Significant and unavoidable impact after mitigation.



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cannot be reached by conventional fire department equipment from existing public fire hydrants.

PSU-6 Prior to issuance of Grading Permit and on a project-by-project basis, future applicants shall consult with the HDWD to verify, through computer model simulation, the proposed water system upgrades outlined in Table 3-2, Proposed Water Infrastructure Improvements, and illustrated on Exhibit 3-8, Proposed Water Plan.

PSU-7 Prior to issuance of Grading Permit and during the design phase of each future project, applicants shall conduct a hydraulic analysis in consultation with the HDWD to verify that current-day fire-flow requirements would be met and that the fire-flow pipe diameters work within the operation of the HDWD transmission system as a whole, pursuant to the fire-flow criteria specified in the 2001 Water Master Plan Update.

PSU-8 Prior to issuance of Grading Permit and on a project-by-project basis, future applicants shall consult with the HDWD to verify the water storage requirements, based on the 2001 Water Master Plan Update.

**Wastewater (Sewer)**

Project implementation would generate additional wastewater beyond current condition.

PSU-9 Prior to Building Permit issuance, new development on vacant parcels, which do not currently have a septic system, shall implement best available technology in the selection and installation of private septic systems, to the satisfaction of the Town of Yucca Valley and the Hi-Desert Water District (HDWD). New development on vacant parcels shall also provide lateral sewer lines to the center-lines of the nearest adjacent roadways. The lateral sewer lines shall be constructed in accordance with Town and District standards and specifications, to the satisfaction of the Town of Yucca Valley.

Significant and unavoidable impact after mitigation.



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PSU-10 Prior to Building Permit issuance, new development or redevelopment on parcels with existing septic systems shall provide evidence to the satisfaction of the Town of Yucca Valley and HDWD that the existing septic system is operating efficiently and that adequate capacity exists to support new/additional development.

PSU-11 Prior to issuance of Certificate of Occupancy, applicants shall provide the Town of Yucca Valley with evidence that the HDWD has reviewed/approved the informational materials regarding the proper maintenance of septic systems that will be distributed to future tenants/residents. Such informational materials shall include, at a minimum, the following provisions:

- ◆ Septic tanks shall be inspected and pumped regularly to remove the solid waste (sludge). At a minimum, septic tanks shall be cleaned every four years.
- ◆ Chemicals and other hazardous wastes shall be kept out of the septic systems. Hazardous chemicals shall not be poured down the drain or flushed down the toilet (e.g. pesticides, paint thinner, household chemicals, solvents, or engine oil).
- ◆ Toilet bowl cleaners, such as the tablets dropped in tanks, shall be "septic system friendly." To prevent the destruction of the bacteria used in septic tanks, cleaners that include chemicals with "benzene" (e.g., dichlorobenzene) or formaldehyde shall be avoided.
- ◆ Chemicals used to clear clogged drains or leach lines (e.g., destroy roots) or any product that has acid in it, shall also be avoided to prevent the destruction of the bacteria.



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<b>Solid Waste</b>	Implementation of the specific plan would increase solid waste generation.	No mitigation measures are recommended.	
	<b>Other Utilities (Electric, Gas, Telephone)</b>		
	Project implementation would result in an increase in the demand for public utilities (electrical, natural gas, telephone, and cable service) beyond existing conditions and may require system expansions.	No mitigation measures are recommended.	
	<b>Cumulative Impacts</b>		
	Cumulative development would increase the demand for public services and increase the consumption rates for public utilities, potentially requiring expansions of the existing systems.	Refer to Mitigation Measures PSU-1 through PSU-11.	<p>Project and cumulative development would result in significant and unavoidable impacts with respect to:</p> <ul style="list-style-type: none"> <li>◆ The available fire flow currently supplied by the HDWD, which is considered inadequate for the Project and cumulative development.</li> <li>◆ The potential for future Project and cumulative development within the SPA to further aggravate the existing contamination of the groundwater supply (with high nitrate levels), which has been caused by discharges from existing septic tanks.</li> </ul> <p>If the Town of Yucca Valley approves the proposed Project, the Town would be required to adopt findings in accordance with <i>CEQA Guidelines</i> Section 15091 and prepare a Statement of Overriding Considerations in accordance with <i>CEQA Guidelines</i> Section 15093.</p>

## 2.3 SUMMARY OF PROJECT ALTERNATIVES

The following is a description of each of the alternatives evaluated in Section 7.0:

### NO PROJECT ALTERNATIVE

The No Project Alternative assumes that the Specific Plan would not be implemented and buildout would be in accordance with the 1995 *General Plan*, as currently approved. With this Alternative, buildout in the area would consist of 27 residential dwelling units and 3,379,039 square feet of commercial uses. Residential densities within the proposed Project propose an increase to 0-24 dwelling units/acre (du/ac),



0-30 du/ac, and 0-40 du/ac, which would result in a buildout of 1,115 residential units and a reduction in commercial uses to approximately 2.9 million square feet. The existing residential, retail, restaurant, office, and industrial uses would remain on-site.

### **REDUCED DENSITY ALTERNATIVE A**

The Reduced Density Alternative A reduces the densities within the proposed Specific Plan, which consists 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. The approximately 250-acre Project boundary would remain the same, and residential densities would be reduced to densities permitted by the 1995 *General Plan*. This would include allowing up to 10 du/ac and 14 du/ac, which are classified under Residential Multi-Family R-M-10 and R-M-14, respectively. Currently, the Project area is permitted by the 1995 *General Plan* to develop a maximum of 0-5 du/ac within the Residential Single-Family land use designation (R-S-5) located in two northern sections of the SPA. Residential Rural allows less units per acre and current *General Plan* conditions permit a total of 27 units at buildout. The General Commercial (C-G) and Service Commercial (C-S) land designations do not permit residential development, and any residences currently located within those areas are non-conforming uses. The Mixed-Use Commercial designation (C-MU) is intended to include a mix of land uses, including residential uses in and near the downtown area, in order to allow highly integrated commercial uses with residential development that can rely on pedestrian access to commercial services and employment centers. Implementation of the Reduced Density Alternative A would modify the existing C-G and C-S uses, but is in compliance with the C-MU designation requirement of the Specific Plan.

The Reduced Density Alternative A would result in a greater than 50 percent reduction in residential density in three of the land use districts proposed in the Old Town Yucca Valley Specific Plan. Residential densities are reduced to designations identified within the 1995 *General Plan*, R-M-14 and R-M-10. The Alternative would alter the regulations and guidelines identified in the Old Town Yucca Valley Specific Plan for residential land use, in order to maintain consistency with residential land designations allowed by the 1995 *General Plan*.

This Alternative allows up to 14 du/ac, which is classified in the 1995 *General Plan* as Residential Multi-Family (RMF: R-M-14), for the Old Town Mixed-Use District and the Old Town Industrial/Commercial District. According to the *General Plan*, the purpose of this land designation is to promote planned residential development (PRD) and amenities beyond those expected under conventional development. It is also meant to achieve greater flexibility in design, vary ranges in densities, and encourage well-planned neighborhoods through creative and imaginative planning.

The Old Town Commercial/Residential District would allow for up to 10 du/ac. According to the General Plan, this designation allows for greater diversity of residential development, ranging from single family to apartments. It allows the creation of planned communities and senior housing, where smaller units and higher densities may be appropriate. Duplex and multiplex development is the most common and provides for PRD's comprised of a varying range of residential types, including apartments and condominiums. Mobile home parks or subdivisions with



PRD type development are also allowed. This land use designation would alter the proposed Specific Plan regulations by allowing single-family housing within the approximately 57-acre district. Commercial, industrial, retail, and all other uses would be subject to the requirements outlined within the Old Town Yucca Valley Specific Plan.

Development of this Alternative would result in 446 residential units, including multifamily, live/work spaces, condominiums/townhomes, and mixed-use developments (residential over retail/office). Single-family residential would only be permitted in the Old Town Commercial/Residential District.

### **REDUCED DENSITY ALTERNATIVE B**

The Reduced Density Alternative B maintains the same policy, regulations, and guidelines discussed in the Specific Plan; however, it reduces residential density of the proposed Project to equal that of the lowest allowed residential density (24 du/ac) in the proposed Specific Plan. The Old Town Commercial/Residential allows up to 24 du/ac for residential; therefore, under this Alternative B, residential densities for the Old Town Mixed-Use and Old Town Industrial/Commercial are reduced from up to 40 du/ac and up to 30 du/ac, respectively, to 0-24 du/ac. This Alternative would result in 882 maximum allowed residential units, which is a 234-unit reduction, when compared to the proposed Old Town Yucca Valley Specific Plan. Commercial square footage would remain the same at approximately 2.9 million.

### **ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

The determination of an environmentally superior alternative is based on the consideration of how the alternative fulfills the Project objectives and how the alternative either reduces significant, unavoidable impacts or substantially reduces the impacts to the surrounding environment. In consideration of these factors, the Reduced Density Alternative B would be the Environmentally Superior Alternative to the proposed Project.

The Reduced Density Alternative B would result in reduced development and reduced environmental impacts to public services and utilities. Although some impacts would remain significant and unavoidable, the Reduced Density Alternative B would reduce traffic and circulation, air quality and wastewater impacts. When compared to the proposed Project, the Reduced Density Alternative B would be environmentally superior and most adequately fulfill the Project objectives compared to the other alternatives.