

Town of Yucca Valley

YUCCA TRAIL WIDENING AND INDIO AVENUE PAVING AND REALIGNMENT PROJECT

October 2026 | EIR Addendum



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for Town of Yucca Valley

Prepared for:

Town of Yucca Valley

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PROJECT INFORMATION

Project Title: Yucca Trail Widening and Indio Avenue Paving and Realignment Project

Lead Agency Name and Address:

Town of Yucca Valley
58928 Business Center Drive
Yucca Valley, CA 92284

Contact Person and Phone Number:

Jared Jerome
(760) 369-6579 ext. 317

Project Location: Town of Yucca Valley

Project Sponsor's Name and Address:

Town of Yucca Valley
58928 Business Center Drive
Yucca Valley, CA 92284

General Plan Designation: Not Applicable (N/A) – Public right-of-way

Zoning: N/A – Public right-of-way

Description of Project:

The proposed project involves widening Yucca Trail from Palomar Avenue to La Contenta Road (approximately 1.1 miles) within a 100-foot-wide right-of-way. The existing two-lane roadway would be converted into a four-lane divided arterial with landscaped medians, curb, gutter, sidewalk, street lighting, bike and parking lanes, and new signing and striping. Concrete headwalls would be installed at drainage crossings to improve stormwater conveyance. Intersections with Palomar, Avalon, Camarilla, Del Monte, Hermosa, Indio, and La Contenta Avenues would be repaved to provide smooth transitions.

The proposed project would pave and realign Indio Avenue within a 70-foot right-of-way. North of Sunnyslope Drive, pavement would be extended to SR-62 (approximately 0.5 mile), and at the southern end, Indio Avenue would be realigned about 150 feet west to match the alignment

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south of Yucca Trail. Improvements would include two travel lanes, shoulders, curb and gutter, drainage facilities, signage, and striping.

Surrounding Land Uses and Setting:

On the west end of Yucca Trail, residential homes are located to the north, south, and west. In the central portion of the project site near Indio Avenue, the Joshua Tree Distilling Company is located to the north, while residential homes and the Valley Community Chapel are located to the south. On the east end of Yucca Trail, La Contenta Middle School and Black Rock High School are located to the north. Along Indio Avenue (north of Yucca Trail), surrounding land uses are varied. Near the southern end at the Yucca Trail intersection, the Joshua Tree Distilling Company is located within the nearby Business Center area, and the Town of Yucca Valley Building and Safety Department is immediately north of this area. Burtec Waste Industries is located east of Indio Avenue near its intersection with Sunnyslope Drive. At the northern end of Indio Avenue, a shopping center is located to the west, which includes Home Depot, Marshall's, and Walmart. All other land along Indio Avenue consists primarily of undeveloped parcels.

Other Public Agencies Whose Approval Is Required (e.g., Permits, Financing Approval, or Participating Agreement):

- **Colorado River Basin Regional Water Quality Control Board** – National Pollutant Discharge Elimination System (NPDES) Construction General Permit; coverage under the Municipal Separate Storm Sewer System (MS4) Permit; and other stormwater-related approvals as applicable.
- **Mojave Desert Air Quality Management District (MDAQMD)** – Rule 201: Permit to Construct (for temporary construction emissions sources, if applicable).
- **San Bernardino County Flood Control District** – Review and approval of drainage improvements affecting regional stormwater facilities.
- **California Department of Transportation (Caltrans)** – Encroachment Permit for work within the State highway right-of-way, including improvements in the vicinity of SR-62.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Because the CEQA clearance document is not a Negative Declaration, a Mitigated Negative Declaration, or an Environmental Impact Report, the proposed project is not subject to Assembly Bill (AB) 52's tribal notice and consultation process. Additionally, the proposed project does not include any amendments to the General Plan, and the proposed project is not within an area governed by a Specific Plan. Therefore, the proposed project is not subject to Senate Bill (SB) 18.

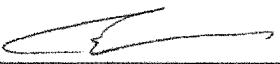
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Section 3, *Environmental Analysis*, of this document summarizes the environmental impact conclusions of the Certified EIR and concludes that the proposed project meets the conditions described in CEQA Guidelines Section 15164 for preparation of an Addendum.

DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ 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.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ 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.
- ☒ 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

9/3/2026
Date

ENVIRONMENTAL CHECKLIST

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1. INTRODUCTION

1.1 BACKGROUND, PURPOSE, AND SCOPE

This document is an addendum to the Town of Yucca Valley's (Town) General Plan Update Certified Environmental Impact Report (EIR), State Clearinghouse No. 2012111021 (herein referred to as the "approved project"). The Addendum has been prepared to evaluate the proposed Yucca Trail Widening and Indio Avenue Paving and Realignment Project.

In January 2014, the Town certified a Program EIR for the General Plan Update (Certified EIR or 2014 Certified EIR), which evaluated the environmental impacts associated with implementation of updated land use, circulation, safety, noise, open space and conservation, and housing elements (Yucca Valley 2014). The updated Land Use Element established overall development capacity for the Town and serves as a policy guide for determining the appropriate physical development and character of the Town. The Certified EIR identified significant and unavoidable impacts associated with land use changes in the town related to air quality, greenhouse gas emissions, noise, transportation, and biological resources (cumulative habitat loss).

The Town's 2014 General Plan Update includes a Circulation Element that identifies a long-range vision for the Town's transportation network, including planned roadway improvements intended to accommodate future growth and improve traffic flow, safety, and multi-modal connectivity throughout Yucca Valley. Specifically, the Circulation Element designates Yucca Trail as an arterial roadway (Arterial – 4 Lane Divided) and identifies it as a future Class II bike lane corridor, reflecting the General Plan's multi-modal transportation goals for the area. Similarly, the Circulation Element identifies Indio Avenue as an Industrial roadway (Industrial – 2 Lanes with Striped Median). Policy C 1-23 of the General Plan further reinforces these objectives by encouraging coordination with future development at the intersection of Yucca Trail, Palomar Avenue, La Contenta Road, and Juarez Drive to implement appropriate roadway, bicycle, and pedestrian connectivity based on proposed land uses. As such, the proposed project directly implements the circulation system improvements and multi-modal connectivity goals identified in the General Plan. The proposed project; therefore, constitutes a subsequent action undertaken in furtherance of the 2014 General Plan Update and is appropriately evaluated through this Addendum to the Certified EIR.

The purpose of this Addendum is to determine whether the proposed project would result in new significant environmental impacts, substantially increase the severity of previously identified significant impacts, or otherwise trigger the need for further environmental review under the California Environmental Quality Act (CEQA). Because the proposed project involves

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the widening of Yucca Trail and the paving and realignment of Indio Avenue, this Addendum focuses on potential environmental impacts related to the following resource areas: air quality, biological resources, cultural resources, energy, greenhouse gas emissions, hazards, and hazardous materials, hydrology and water quality, noise, transportation/traffic, and tribal cultural resources.

Accordingly, this Addendum utilizes a focused CEQA Guidelines checklist addressing these environmental issue areas. The checklist is provided in Section 3, Environmental Analysis, which evaluates each topic under the following subheadings:

- Summary of Impacts Identified in the Approved Project
- Impacts Associated with the Proposed Project (including environmental checklist)
- Adopted Mitigation Measures Applicable to the Proposed Project

1.2 ENVIRONMENTAL PROCEDURES

Pursuant to CEQA and the State CEQA Guidelines, this Addendum focuses on whether implementation of the proposed project would require major revisions to the Certified EIR due to the potential for new significant environmental effects or a substantial increase in the severity of previously identified significant effects, pursuant to State CEQA Guidelines Section 15162.

Pursuant to Public Resources Code Section 21166 and Section 15162 of the State CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent or supplemental EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

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- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

A supplement to an EIR (supplemental EIR), which is narrower in scope than a subsequent EIR, may be prepared if any of the above criteria apply, but “only minor changes or additions would be necessary to make the previous EIR adequately apply to the project in the changed situation” (CEQA Guidelines Section 15163(a)). In the absence of the need to prepare either a subsequent or supplemental EIR, an addendum to a previously certified EIR may be prepared. Section 15164 states:

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency’s findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence. (CEQA Guidelines § 15164)

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This Addendum to the previously Certified EIR was prepared because evaluation of the proposed project demonstrates that none of the circumstances requiring a subsequent or supplemental EIR are met. As demonstrated in Section 4, *Findings*, of this Addendum, the proposed project would not result in impacts that differ from the approved project, and it would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in CEQA Guidelines Section 15162. The proposed project would not alter the physical development assumptions, land use designations, or growth projections evaluated in the 2014 Certified EIR.

The proposed project is consistent with the 2014 Certified EIR and would not require changes to the approved project. This Addendum demonstrates that no substantial changes are proposed to the approved project or have occurred in the development area evaluated by the 2014 Certified EIR that would require major revisions to the 2014 Certified EIR or substantially increase the severity of previously identified significant effects (see CEQA Guidelines Section 15162[a][1]). Therefore, the impacts of the proposed project are within the levels and types of environmental impacts disclosed in the 2014 Certified EIR.

As substantiated in Section 3, *Environmental Analysis*, of this Addendum, the proposed project would not result in new significant impacts or substantially increase the severity of the impacts of the approved project due to substantial changes in circumstances since the certification of the EIR (see CEQA Guidelines Section 15162[a][2]).

In addition, no information that was not known and could not have been known at the time the Certified EIR was certified has been revealed that shows new or substantially more severe significant impacts would result (see CEQA Guidelines Section 15162[a][3]). There are no new or considerably different mitigation measures that would substantially reduce one or more significant impacts of the approved project but that are not adopted.

Because this Addendum does not identify new or substantially more severe significant impacts, circulation for public review and comment is not necessary (CEQA Guidelines Section 15164[c]). However, the Town has considered this Addendum together with the previously Certified EIR prior to adoption of the proposed project, pursuant to CEQA Guidelines Section 15164(d).

1.3 PRIOR ENVIRONMENTAL DOCUMENTATION

1.3.1 Town of Yucca Valley General Plan Update EIR

The Town certified the General Plan Update EIR (State Clearinghouse No. 2012111021) on July 16, 2014 (Yucca Valley 2014a). The Certified EIR is a program-level environmental document that evaluated the potential environmental impacts associated with implementation of the 2014 General Plan Update, including town-wide development assumptions and policy-level

1. INTRODUCTION

actions related to land use, conservation, open space, and resource protection. The Certified EIR evaluated potentially significant impacts across CEQA topic areas including air quality, biological resources, cultural resources, greenhouse gas emissions, noise, and transportation/traffic, among others, and identified mitigation measures to reduce impacts where feasible.

The Certified EIR determined that the following impacts could be reduced to a less-than-significant level with implementation of adopted mitigation measures:

■ Air Quality

- **Impact 5.2-5:** Placement of new sensitive receptors near major sources of toxic air contaminants in the Town of Yucca Valley could expose people to substantial pollutant concentrations.

■ Biological Resources

- **Impact 5.3-1:** Development pursuant to the General Plan Update could impact sensitive plant and animal species known to occur in and/or near the Town of Yucca Valley.
- **Impact 5.3-3:** Development pursuant to the General Plan Update could result in the loss of riparian habitat.
- **Impact 5.3-4:** Buildout of the proposed General Plan Update could impact waters and wetlands under the jurisdiction of the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and the Colorado River Basin Regional Water Quality Control Board.
- **Impact 5.3-5:** Development pursuant to the proposed General Plan Update could impact wildlife movement in wildlife linkages identified in regional wildlife connectivity studies and designated as wildlife corridor evaluation areas by the Town.
- **Impact 5.3-6:** Buildout of the General Plan Update could impact migratory birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code.
- **Impact 5.3-7:** Projects developed pursuant to the proposed General Plan Update could impact plants protected by the Town's plant protection and management ordinance.
- **Impact 5.3-8:** Buildout of the proposed General Plan Update would include development within open space resource areas and could impact biological resources in those areas.
- **Impact 5.3-9:** Implementation of the General Plan Update would not conflict with a habitat conservation plan or natural community conservation plan.

■ Cultural Resources/Paleontological Resources

- **Impact 5.4-1:** Future development accommodated by the General Plan Update could impact historic resources.
- **Impact 5.4-2:** Future development accommodated by the General Plan Update could impact known or unknown archaeological and/or paleontological resources.

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However, the Certified EIR identified the following significant and unavoidable impacts:

■ Air Quality

- **Impact 5.2-1:** Development associated with buildout of the General Plan Update would generate more growth than the existing General Plan and would therefore be inconsistent with the Mojave Desert Air Quality Management District's air quality management plans.
- **Impact 5.2-2:** Construction activities associated with buildout of the General Plan Update would generate criteria air pollutant emissions that exceed Mojave Desert Air Quality Management District regional significance thresholds and contribute to ozone and particulate matter nonattainment in the Mojave Desert Air Basin.
- **Impact 5.2-3:** Buildout of the proposed land use plan would generate additional vehicle trips and area sources of criteria air pollutant emissions that exceed Mojave Desert Air Quality Management District regional significance thresholds and contribute to ozone and particulate matter nonattainment in the Mojave Desert Air Basin.
- **Impact 5.2-4:** Buildout of the General Plan Update could result in new sources of criteria air pollutants and/or toxic air contaminants near existing or planned sensitive receptors.

■ Biological Resources

- **Impact 5.3-2:** Buildout of the General Plan Update would impact habitat types inhabited by sensitive species.

■ Greenhouse Gas Emissions

- **Impact 5.6-1:** Buildout of the Town of Yucca Valley pursuant to the maximum development allowed under the General Plan Update land use designations would generate a substantial increase in greenhouse gas emissions over existing conditions.

■ Noise

- **Impact 5.10-1:** Buildout of the proposed land use plan would increase traffic on local roadways and State Routes 62 and 247, substantially increasing the existing noise environment.
- **Impact 5.10-6:** Construction activities associated with buildout of land uses and projects under the General Plan Update would substantially elevate noise levels in the vicinity of noise-sensitive land uses.
- **Impact 5.10-7:** Buildout of individual land uses and projects under the General Plan Update could expose sensitive uses to strong groundborne vibration.

■ Transportation/Traffic

- **Impact 5.14-2:** Future development accommodated by the General Plan Update would conflict with the applicable congestion management program.

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The Certified EIR remains the primary environmental document for implementation of the Town's General Plan. This Addendum specifically evaluates the proposed widening of Yucca Trail and the paving and realignment of Indio Avenue to determine whether the proposed project would result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects compared to the Certified EIR. In accordance with CEQA Guidelines Section 15164, this Addendum concludes that the proposed project does not meet the criteria for preparation of a subsequent or supplemental EIR. This Addendum relies on the analysis and mitigation measures contained in the Certified EIR and confirms that the proposed project would not result in any new significant environmental effects or substantially more severe impacts than those previously identified.

1.3.2 Environmental Topics Considered

Consistent with CEQA Guidelines Sections 15162 and 15164, this Addendum focuses on environmental issue areas that have the potential to result in new significant impacts or a substantial increase in the severity of impacts previously evaluated in the Certified EIR. The proposed project consists of roadway widening and realignment improvements that were contemplated by the Town of Yucca Valley General Plan Update and Certified EIR. Based on a review of the proposed project, the Certified EIR, technical studies prepared for the project, and the current environmental setting, the following environmental issue areas were carried forward for evaluation in this Addendum:

- Air Quality
- Biological Resources
- Cultural Resources (including Paleontological Resources)
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials (including wildfire-related considerations)
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

The environmental topics listed below were not carried forward because the proposed project would not result in new significant environmental effects or substantially increase the severity of impacts previously analyzed in the Certified EIR.

Aesthetics. The proposed project consists of roadway improvements within existing and planned transportation corridors and would not introduce visually prominent structures, substantially alter scenic vistas, damage scenic resources, or create substantial new sources of light or glare beyond those previously contemplated by the Certified EIR.

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Agriculture and Forestry Resources. The project site is located within an urbanized area of Yucca Valley and does not include Important Farmland, agricultural operations, forest land, timberland, or timber production activities. The proposed project would not convert agricultural or forestry resources to non-agricultural uses.

Geology and Soils. The proposed project would not expose people or structures to substantial geologic or seismic hazards beyond those previously analyzed in the Certified EIR. Compliance with applicable building, grading, and engineering standards would address geologic and soil-related hazards. Paleontological resources are addressed within the Cultural Resources section of this Addendum.

Mineral Resources. The project site is not located within a regionally significant mineral resource area, and the proposed project would not result in the loss of availability of known mineral resources.

Population and Housing. The proposed project would not induce substantial population growth, displace existing housing, or displace substantial numbers of people. The project consists of transportation infrastructure improvements and does not include residential development.

Public Services. The proposed project would not generate demand for new or physically altered public facilities beyond that anticipated in the Certified EIR. The project would improve transportation infrastructure and support existing public services, including emergency response.

Recreation. The proposed project would not increase the use of existing parks or recreational facilities or require construction of new recreational facilities.

Utilities and Service Systems. The Utilities and Service Systems section of Appendix G primarily addresses utility demands and service needs associated with new development projects. The proposed project consists of roadway widening, paving, drainage, and associated infrastructure improvements and would not generate new residential, commercial, industrial, institutional, or mixed-use development. Therefore, the proposed project would not create substantial new demand for water supplies, wastewater treatment capacity, electrical service, natural gas service, telecommunications facilities, or solid waste disposal services. However, implementation of the proposed project may require relocation, protection, or modification of existing utilities and construction of storm drainage improvements. Accordingly, only Threshold (a), which addresses the potential environmental effects associated with the relocation or construction of utility infrastructure is applicable and is evaluated in Section 3.12 below.

Wildfire. Potential wildfire-related issues associated with roadway construction and operation are addressed in the Hazards and Hazardous Materials section of this Addendum. The proposed project is a roadway project to improve circulation along Yucca Trail and Indio Avenue, and it does not introduce new residents or buildings.

2. PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The project site is in the central-eastern portion of the Town of Yucca Valley in San Bernardino County, California (see Figure 1, *Regional Location*). Specifically, the improvements are proposed for a 22.85-acre area within two public rights-of-way—Yucca Trail between Palomar Avenue and La Contenta Road, and Indio Avenue between Yucca Trail and State Route 62 (SR-62).

The Town is bordered by unincorporated areas of San Bernardino County and is near the City of Twentynine Palms and the unincorporated communities of Morongo Valley and Joshua Tree. The southern boundary of Yucca Valley adjoins Joshua Tree National Park. Major transportation routes in the area include SR-62, which traverses the town from east to west, and State Route 247 (SR-247), which extends north from SR-62 through the center of the town. SR-62 is adjacent to the northern end of the project site along Indio Avenue, and SR-247 is approximately two miles west of the project site. Regional access to the project site is provided by SR-247 and SR-62 (see Figure 1 and Figure 2, *Local Vicinity*).

2.2 ENVIRONMENTAL SETTING

2.2.1 Local Setting

The project site is within the public rights-of-way of Yucca Trail and Indio Avenue. The total area of the project site is 22.85 acres—14.5 acres along Yucca Trail and 8.35 acres along Indio Avenue. Figure 3, *Aerial Photograph*, shows the area encompassing both rights-of way.

- **Yucca Trail.** The Yucca Trail roadway segment between Palomar Avenue and La Contenta Road is approximately 25 feet wide with two travel lanes. The Yucca Trail segment is paved and does not include sidewalks. There are some segments with gutters along the southern portion of the roadway segment, generally between Palomar Avenue and Indio Avenue. Sparse scrub vegetation grows along the roadway edges, and several desert dry wash channels transect Yucca Trail. Topography is generally flat. Traffic control along this segment currently consists of a four-way signalized intersection at Yucca Trail and Palomar Avenue at the west end of the project site. Several intersecting side streets have stop signs where they intersect with Yucca Trail, including Avalon Avenue, Camarilla Avenue, Del Monte Avenue, Hermosa Avenue, and Indio Avenue. However, Yucca Trail itself is not stop controlled at these locations.

2. PROJECT DESCRIPTION

- **Indio Avenue.** Indio Avenue is paved in two segments: between Yucca Trail and approximately 400 feet north of Bus Center Drive, and for approximately 400 feet south of Sunnyslope Drive. Where paved, the roadway segment is approximately 25 feet wide. Between these paved segments, Indio Avenue is an unpaved dirt road. North of Sunnyslope Drive, the roadway does not currently exist. Several dry wash channels transect the northern portion of the future Indio Avenue roadway segment, north of Sunnyslope Drive. The intersection of Indio Avenue and Sunnyslope Drive is configured as a T-intersection and is stop-controlled on the Indio Avenue approach, where Indio Avenue terminates at Sunnyslope Drive.

UTILITIES

The project site consists of existing roadways; no existing water and sewer connections are needed to serve the project site. Existing utilities are located within the Yucca Trail and Indio Avenue rights-of-way, including existing sewer infrastructure beneath portions of Yucca Trail and Indio Avenue extending to Business Center Drive. The proposed project would be designed to avoid utility relocations to the extent feasible. However, because the precise location and depth of existing utilities have not yet been fully confirmed, limited utility relocation, adjustment, protection, or replacement may be required during construction following subsurface utility investigations and coordination with utility providers.

WATER AND SEWER

The project site consists of existing roadways; no existing water and sewer connections are needed to serve the project site.

DRAINAGE

The project site does not include formal storm drainage infrastructure such as storm drains or drainage inlets. Yucca Trail has no curbs or gutters along the majority of the roadway. Some segments of the southern side of Yucca Trail have curbs and gutters, generally adjacent to existing residential development. The majority of Indio Avenue has no curbs or gutters, but the eastern side of the paved segments have curbs, gutters, and sidewalks. Neither corridor has storm drain inlets. Stormwater along both corridors drains via sheet flow off the paved roadway surfaces into adjacent unpaved areas and natural dry wash channels that transect the corridors.

ELECTRICITY AND NATURAL GAS

There are no streetlights within the project site. Electricity used to power the existing four-way signalized intersection at Yucca Trail and Palomar Avenue is currently provided by Southern California Edison (SCE). Because the project site consists of existing roadways, no natural gas pipelines are needed to serve the site.

2.2.2 Existing General Plan and Zoning

The project site is public rights-of-way and therefore does not have a zoning or General Plan designation. The Town's General Plan Circulation Element, Figure C-1, Roadway Classifications at General Plan Buildout, identifies the functional roadway classifications for roadways at buildout.

- **Yucca Trail.** The circulation element designates Yucca Trail as an "Arterial: 4 Lanes Divided." The circulation element describes arterial roadways as paved roadways that are designed to move large volumes of traffic and provide a high level of mobility between major residential, employment, and activity centers. Arterial roadways also provide regional mobility, connecting different portions of the region to each other through the Town of Yucca Valley. Additionally, circulation element Figure C-2, Bicycle Facilities, identifies Yucca Trail as a future Class II bike lane corridor, reflecting the General Plan's multimodal transportation goals for the area.
- **Indio Avenue.** The circulation element identifies Indio Avenue as "Industrial: 2 Lanes with Stripped Median." Collector roadways are paved roadways intended to collect traffic from local roadways and convey it to arterial roadways and highways, and they may or may not include Class II bicycle lanes. Industrial roadways function similarly to collector roadways, but they are designed to serve industrial areas; accordingly, they are typically paved and designed to accommodate larger vehicles and wider turning radii.

2.2.3 Surrounding Land Use

YUCCA TRAIL

As shown on Figure 3, residential uses are to the north, south, and west of the west end of Yucca Trail. A multi-tenant commercial and industrial complex and daycare and educational uses are near the northeast corner of Yucca Trail and Indio Avenue intersection. The complex includes the Joshua Tree Distilling Company, automotive restoration, storage, and other light industrial uses. Residential uses, Valley Community Chapel and associated preschool facilities, and Good Shepherd Lutheran Church are located south and southeast of the Yucca Trail and Indio Avenue intersection. La Contenta Middle School and Black Rock High School are approximately 670 feet north of the la Contenta and Yucca Trail intersection, on the east end of project site.

Surrounding parcels have General Plan land use designations of Rural Residential (RR-0.5), Low Density Residential (LDR), Commercial (C), and Industrial (I). Zoning designations include Residential, Single-Family (RS-2); Residential, Single-Family (RS-5); Neighborhood Commercial (C-N); and Industrial (I).

2. PROJECT DESCRIPTION

INDIO AVENUE

As shown on Figure 3, surrounding land uses along Indio Avenue (north of Yucca Trail) are varied. Near the southern end of Indio Avenue at Yucca Trail, the Joshua Tree Distilling Company is located within a larger multi-tenant commercial and industrial complex that also includes automotive restoration, storage, and other light industrial uses within the nearby Business Center area. Immediately north of this area is the Town of Yucca Valley Public Works Yard, which also houses Community Development Department functions, including planning and building and safety services. Burrtec Waste Industries is east of Indio Avenue near its intersection with Sunnyslope Drive, and the Hi-Desert Water District wastewater treatment facility is located north of Sunnyslope Drive in this area. At the northern end of Indio Avenue, commercial uses west of the roadway include a shopping center containing Home Depot, Marshalls, and Walmart. Other surrounding land along Indio Avenue consists primarily of undeveloped parcels.

Surrounding parcels have General Plan land use designations of Industrial (I), Public/Quasi-Public (P/QP), and Commercial (C). Zoning designations in the vicinity include Industrial (I), Public/Quasi-Public (P/QP), and General Commercial (C-G).

2.3 DESCRIPTION OF THE PROPOSED PROJECT

The Town of Yucca Valley is proposing to widen Yucca Trail to convert the current two-lane roadway into a four-lane divided arterial with a 100-foot right-of-way (ROW), as designated in the circulation element, Figure C-1, Roadway Classifications at General Plan Buildout. Additionally, the Town would construct Indio Avenue from State Route 62 (SR-62) to Yucca Trail as a two-lane roadway with a 70-foot ROW. The Indio Avenue component also includes realigning Indio Avenue approximately 150 feet west of the current alignment between Sunnyslope Drive and Yucca Trail. Overall, the proposed improvements are intended to enhance roadway capacity, circulation, and safety throughout the project site and surrounding area, in accordance with the current General Plan.

2.3.1 Yucca Trail Widening

As shown on Figure 4, *Yucca Trail Conceptual Site Plan*, the proposed project includes widening Yucca Trail from Palomar Avenue to La Contenta Road to its ultimate 100-foot ROW, a distance of approximately 1.1 miles (5,808 linear feet). The existing two-lane roadway would be converted into a four-lane divided arterial with landscaped median islands. The proposed project also includes shifting the Indio Avenue at Yucca Trail intersection approximately 150 feet west to match the alignment of Indio Avenue south of Yucca Trail. Planned improvements include construction of curb, gutter, and sidewalk on both sides of the roadway; bicycle and parking lanes; and medians with landscaping. Signing and striping would be provided throughout the length of the project. The project also includes the installation of concrete

2. PROJECT DESCRIPTION

headwalls at multiple drainage crossings to improve stormwater conveyance and reduce erosion.

Streetlights, fitted with light-emitting diode (LED) bulbs, would be installed along Yucca Trail as part of the proposed improvements. Electrical service for the proposed streetlights would be provided by Southern California Edison (SCE).

Seven existing paved roadways that connect to Yucca Trail within the project area—Palomar Avenue, Avalon Avenue, Camarilla Avenue, Del Monte Avenue, Hermosa Avenue, Indio Avenue, and La Contenta Road—would be repaved at their intersections to provide smooth transitions to the widened roadway. The proposed Indio Avenue/Yucca Trail intersection would operate as a two-way stop-controlled intersection, with stop control on Indio Avenue and free-flow traffic maintained along Yucca Trail.

2.3.2 Indio Avenue Paving and Realignment

As shown on Figure 5, *Indio Avenue Conceptual Site Plan*, the proposed project includes paving and realigning Indio Avenue to its ultimate 70-foot ROW. North of Sunnyslope Drive, pavement would be extended to connect with SR-62, a distance of approximately 0.5 mile. Improvements would include two travel lanes (one in each direction), shoulders, sidewalks, curb and gutter, drainage facilities, signing, and striping.

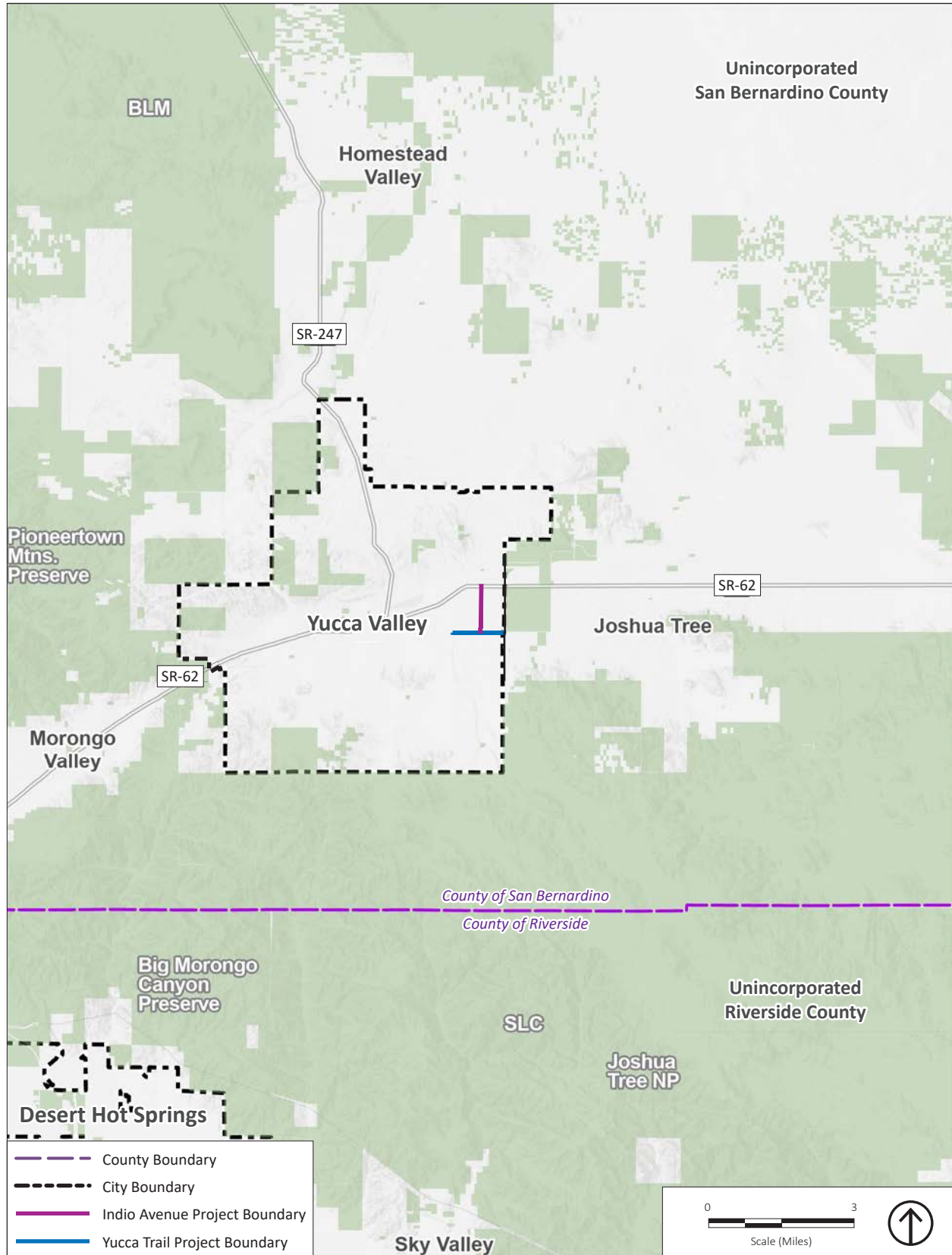
The proposed Indio Avenue improvements include drainage facilities to maintain stormwater conveyance where the roadway alignment crosses existing dry wash channels. Drainage improvements would include installation of concrete headwalls and wingwalls associated with culvert crossings. No retention basins are proposed as part of the proposed project. Existing drainage patterns would be maintained to the extent feasible.

The proposed traffic control configuration at the Indio Avenue/SR-62 connection would consist of stop-control signage, subject to final review and approval by Caltrans during final engineering design. Improvements within the SR-62 right-of-way would require a Caltrans Encroachment Permit.

2. PROJECT DESCRIPTION

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YUCCA TRAIL WIDENING AND INDIO AVENUE PAVING AND REALIGNMENT PROJECT
TOWN OF YUCCA VALLEY



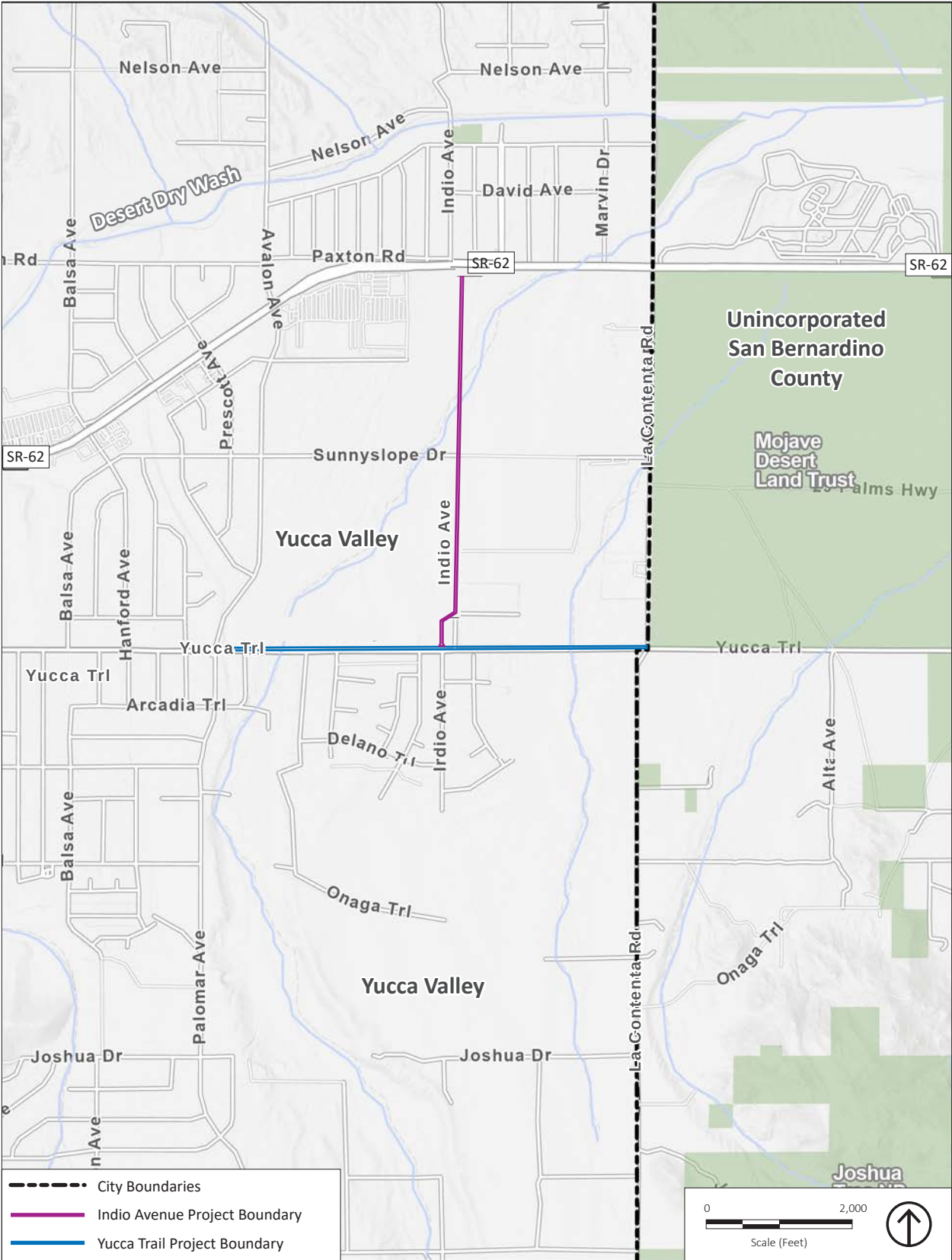
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Figure 1
Regional Location

2. PROJECT DESCRIPTION

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YUCCA TRAIL WIDENING AND INDIO AVENUE PAVING AND REALIGNMENT PROJECT
TOWN OF YUCCA VALLEY



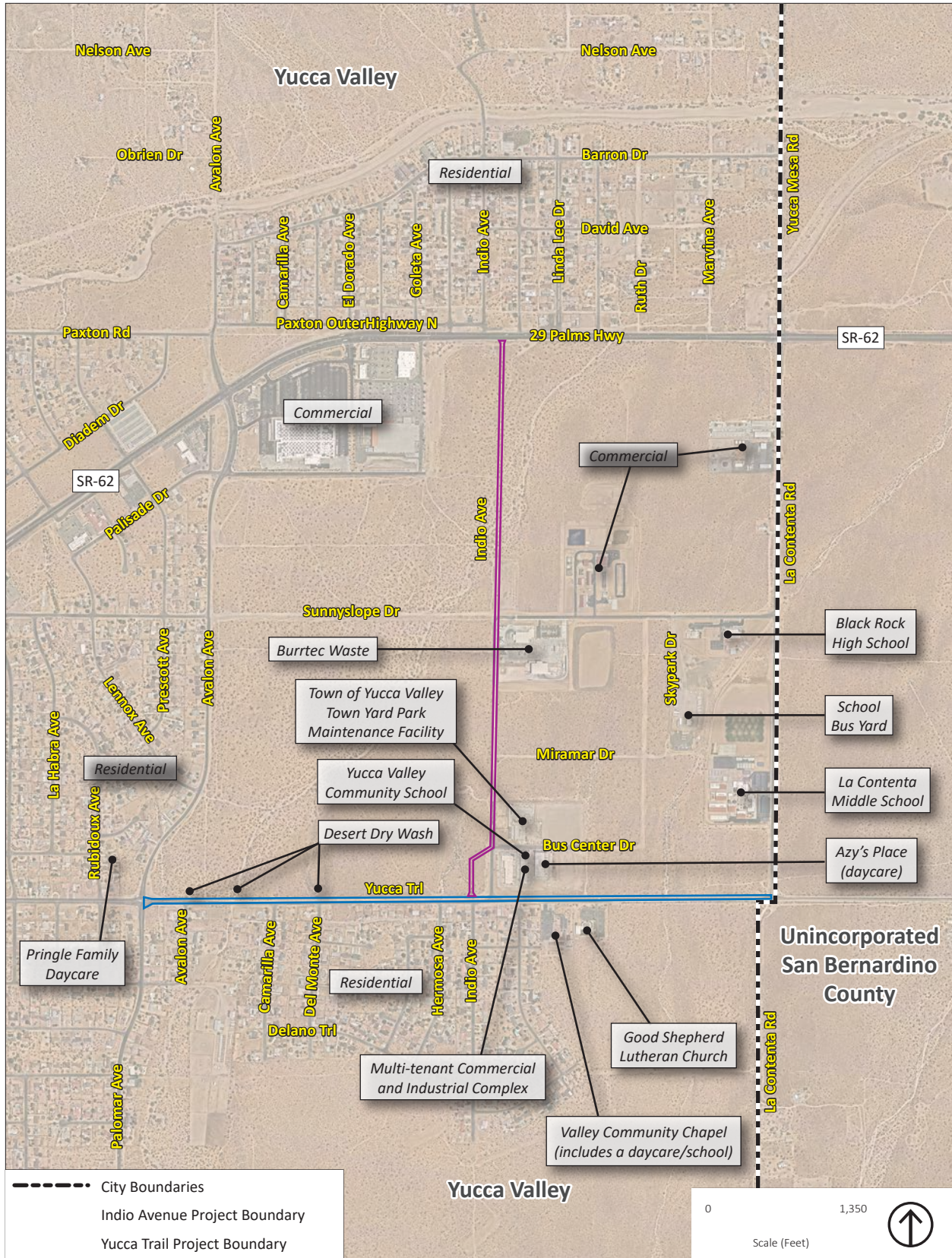
Source: Generated using GIS Pro 2025

Figure 2
Local Vicinity

2. PROJECT DESCRIPTION

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YUCCA TRAIL WIDENING AND INDIO AVENUE PAVING AND REALIGNMENT PROJECT
TOWN OF YUCCA VALLEY



Source: Nearmap 2025

Figure 3
Aerial Photograph

2. PROJECT DESCRIPTION

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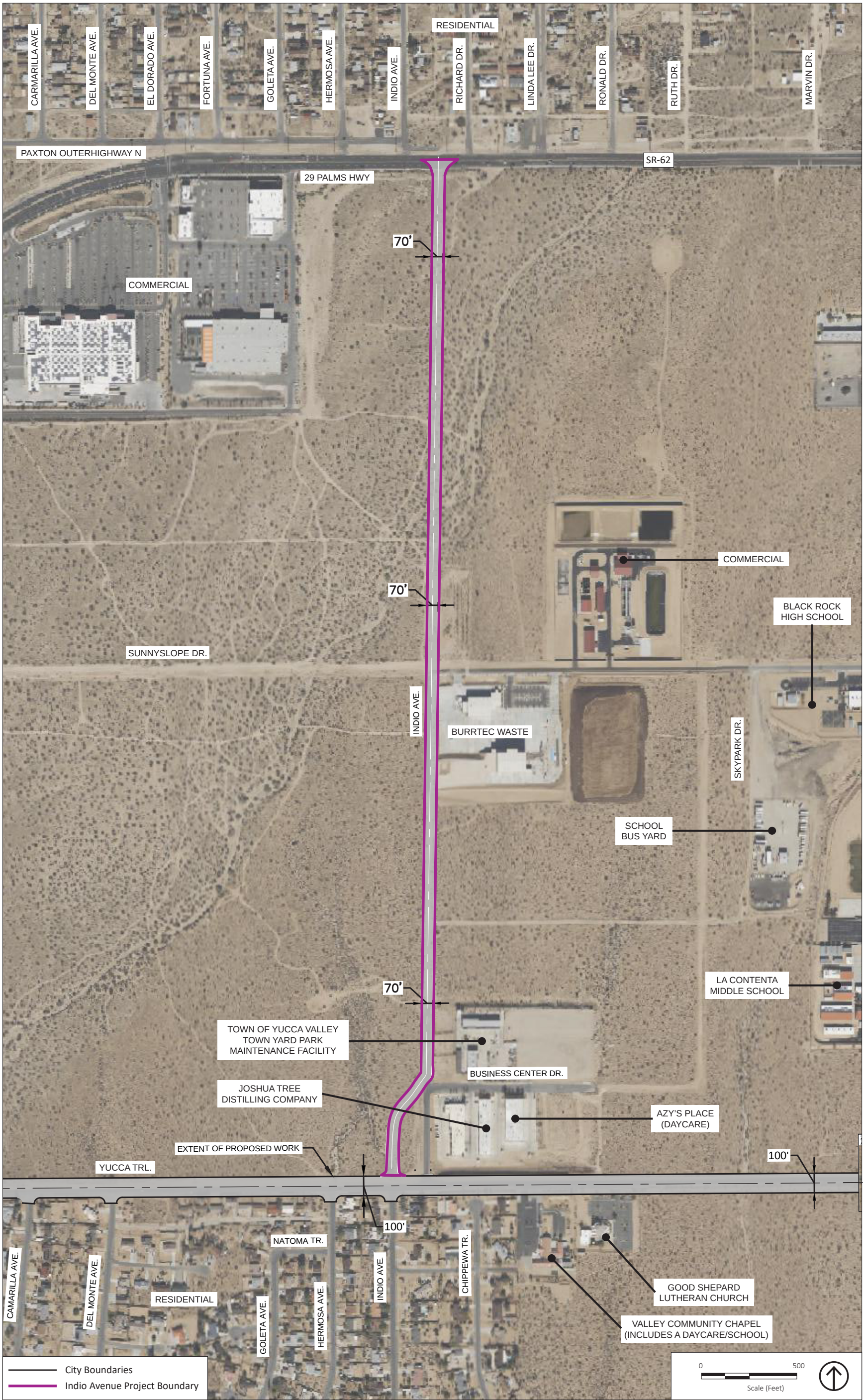


Source: Yucca Valley 2025

Figure 4
Yucca Trail Conceptual Site Plan

2. PROJECT DESCRIPTION

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Source: Yucca Valley 2025

Figure 5
Indio Avenue Conceptual Site Plan

2. PROJECT DESCRIPTION

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2.3.3 Grading and Construction Activities

The total disturbance area for all proposed improvements is 22.85 acres. Construction would include vegetation removal, excavation and grading, demolition of existing pavement and curbs, installation of new roadway base and pavement, utility adjustments, and final surfacing. The proposed project would balance cut and fill soils onsite. The project contractor would be required to prepare an erosion control plan incorporating standard best management practices to minimize soil erosion and sedimentation during grading and construction activities.

Construction activities are anticipated to occur primarily within existing public rights-of-way. However, limited temporary construction work may be required in localized areas outside of the roadway easement depending on final engineering design and construction staging needs.

A Traffic Control Plan would be submitted for review and approval prior to issuance of applicable encroachment permits. The Traffic Control Plan would ensure that construction activities would not substantially impede traffic flow or create unsafe conditions for motorists, bicyclists, or pedestrians along Yucca Trail and Indio Avenue during construction.

2.3.4 Construction Phasing

The proposed project would be constructed in two phases:

- **Yucca Trail.** Construction of the Yucca Trail improvements is anticipated to begin in July 2027 and would continue over approximately six months in the first phase.
- **Indio Avenue.** Construction of the Indio Avenue improvements is anticipated to begin in 2035 and would continue over approximately six months in the second phase.

Construction equipment would include, but not be limited to, tractors, loaders, skid steers, backhoes, excavators, graders, asphalt pavers, rollers/compactors, and generators. Standard best management practices would be implemented to control dust, manage stormwater, and reduce noise during construction.

2.3.5 Discretionary Actions and Approvals

A discretionary action is an action by a government agency that involves judgment in deciding whether to approve a project. For the proposed project, the Town is the lead agency under the California Environmental Quality Act (CEQA) and has principal approval authority over the project.

2. PROJECT DESCRIPTION

This Addendum to the Town of Yucca Valley General Plan Update Environmental Impact Report (EIR) has been prepared pursuant to CEQA Guidelines Section 15164 to evaluate the proposed project and confirm that the project would not result in new or substantially more severe environmental impacts than those identified in the certified EIR.

The anticipated discretionary actions required for this proposed project are listed in Table 2-1, *Actions Required*.

Table 2-1 Actions Required

Lead Agency	Action
Town of Yucca Valley	▪ Approval of the proposed project ▪ Adoption of the Addendum to the Town of Yucca Valley General Plan Update EIR, pursuant to CEQA Guidelines Section 15164; and ▪ Approval of the Mitigation Monitoring and Reporting Program (MMRP), ensuring implementation of the applicable mitigation measures identified in the certified EIR.
Responsible Agencies	Action
California Department of Transportation (Caltrans), District 8	▪ Approval of an Encroachment Permit for connection of Indio Avenue to SR-62.
California Department of Fish and Wildlife (CDFW)	▪ Approval of Incidental Take Permits (ITP).

The Town of Yucca Valley must consider the information in this Addendum together with the certified Town of Yucca Valley General Plan Update EIR before approving the project. The Addendum provides environmental review for the whole of the action, including planning, grading, construction, and operation of roadway and circulation improvements along Yucca Trail and Indio Avenue.

2.4 OTHER RELATED PROJECTS

In addition to the Town's proposed roadway improvements, San Bernardino County is planning a project in the immediate vicinity of the Yucca Trail and La Contenta Road intersection. The county project involves construction of a roundabout adjacent to the eastern end of the proposed project site (see Figure 4). This roundabout project is a change in circumstances since the Town's original planning efforts relating to the Town's earlier planning and design efforts for the proposed project. However, it is a separate project under county jurisdiction and subject to its own environmental review and approvals. No further analysis of the county's project is warranted in this Addendum; however, it is treated as a cumulative project for transportation modeling purposes.

3. ENVIRONMENTAL ANALYSIS

The section summarizes the conclusions of the Certified EIR and discusses three conditions pursuant to CEQA Guidelines Section 15162 for impacts to Air Quality, Biological Resources, Cultural Resources (including Paleontological Resources), Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation, and Tribal Cultural Resources for preparation of an Addendum:

- **Condition 1**, 15162(a)(1–2). Whether or not the proposed project represents a substantial change that will require major revisions to the Certified EIR due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- **Condition 2**, 15162(a)(3)(A–B). Whether or not substantial changes in the circumstances under which the proposed project is being undertaken will require major revisions to the Certified EIR due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- **Condition 3**, 15162(a)(3)(C–D). If new information shows that the proposed project would have one or more new significant effects; that significant effects would be substantially more severe than previously described; that mitigation measures or alternatives previously found not to be feasible would be feasible and substantially reduce impacts, but project proponents decline to adopt them; or that new or previously rejected mitigation measures or alternatives would be feasible and would substantially reduce one or more project impacts, but project proponents decline to adopt them.

If none of the above conditions are met, the analysis identifies where impacts of the proposed project would not require major revisions to the Certified EIR or substantially increase the severity of previously identified significant effects that would trigger the need to prepare a subsequent or supplemental EIR under Sections 15162(a) and 15163(a).

Mitigation measures referenced are from the Certified EIR and are modified as appropriate in Section 3.1.2, *Adopted Certified EIR Mitigation Measures Applicable to the Proposed Project*.

3. ENVIRONMENTAL ANALYSIS

3.1 AIR QUALITY

3.1.1 Summary of Impacts Identified in the Approved Project

The Certified EIR concluded that buildout of development accommodated by the General Plan Update would result in several air quality impacts:

- **Consistency with the Air Quality Management Plan.** The General Plan Update would be inconsistent with the AQMP and would contribute to existing ozone and particulate matter nonattainment conditions. No feasible mitigation measures were identified to reduce the magnitude of growth-related emissions, and this impact was determined to be significant and unavoidable.
- **Construction Emissions.** Construction activities associated with future development accommodated by the General Plan Update would generate short-term emissions of criteria air pollutants from construction equipment operation, soil disturbance, paving, and coating activities. Due to the scale and extent of construction activity associated with theoretical buildout, construction emissions would likely exceed the Mojave Desert Air Quality Management District (MDAQMD) regional significance thresholds and contribute to ozone and particulate matter nonattainment in the Mojave Desert Air Basin. Although regulatory requirements and General Plan policies would reduce emissions to the extent feasible, these construction-related air quality impacts were determined to be significant and unavoidable.
- **Operational Emissions.** Operational emissions associated with increased vehicle trips and area sources from full General Plan buildout would exceed MDAQMD regional significance thresholds for criteria air pollutants, with the exception of sulfur oxides. Exceedances of volatile organic compounds and nitrogen oxides would contribute to ozone formation, while exceedances of nitrogen oxides and particulate matter would contribute to particulate matter nonattainment. Despite implementation of applicable General Plan policies and implementation actions, these long-term operational air quality impacts were determined to be significant and unavoidable.
- **Localized Emissions.** The General Plan Update could result in new sources of criteria air pollutant emissions and toxic air contaminants (TACs) located near existing or planned sensitive receptors. While TACs from permitted stationary sources would be subject to MDAQMD review, localized concentrations of criteria air pollutants could exceed applicable thresholds due to the scale and distribution of future development. Because the program-level analysis could not determine the precise location and phasing of future projects, these localized air quality impacts were determined to be significant and unavoidable.

3. ENVIRONMENTAL ANALYSIS

- **Air Quality Compatibility.** Implementation of General Plan policies and mitigation measures would reduce potential health risks from siting new sensitive land uses near sources of air pollution to less than significant levels. However, this is no longer considered an environmental impact under CEQA pursuant to the *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369.
- **Odors.** Buildout of the General Plan Update would not expose a substantial number of people to objectionable odors. Compliance with MDAQMD Rule 402 (Nuisance), land use separation policies, and odor control requirements would ensure that odor-related impacts would be less than significant.

3.1.2 Impacts Associated with the Proposed Project

The analysis in this section is based on information provided in Appendix A, *Air Quality, Greenhouse Gas Emissions, and Energy*, of this Initial Study.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O₃), carbon monoxide (CO), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The Mojave Desert Air Basin (MDAB), which is managed by the Mojave Desert Air Quality Management District (MDAQMD), is designated as nonattainment for O₃ and PM₁₀ under the California and National AAQS and nonattainment for PM_{2.5} under the California AAQS (CARB 2023).

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

Would the project:

Environmental Issues:	Level of Impact in Certified EIR	Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
a) Conflict with or obstruct implementation of the applicable air quality plan?	SU	Yes

3. ENVIRONMENTAL ANALYSIS

Environmental Issues:	Level of Impact in Certified EIR	Proposed Project Meets the Conditions for an Addendum <i>CEQA Guidelines Section 15164</i>
b) 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?	SU	Yes
c) Expose sensitive receptors to substantial pollutant concentrations?	SU	Yes
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	LTS	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the air quality management plan (AQMP). It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration at an early enough stage to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to clean air goals in the AQMP.

The emissions forecast by MDAQMD are based in part on the demographic projections provided by the Southern California Association of Governments (SCAG). Regional population, housing, and employment projections developed by SCAG are based in part on the local jurisdictions' general plan land use designations. These projections form the foundation for the emissions inventory of the AQMPs. These demographic trends are incorporated into the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy, compiled by SCAG to determine priority transportation projects in the SCAG region. Projects that are consistent with the local general plan are considered consistent with the air quality–related regional plan. Typically, only new or amended general plan elements, specific plans, and major projects that have the potential to affect the regional population and employment forecasts need to undergo a consistency review.

3. ENVIRONMENTAL ANALYSIS

The roadway extension project would not affect housing, employment, or population projections within the Town or region. Additionally, as demonstrated below in Section 3.1.2(b), the construction emissions that would result from the proposed project would be below the MDAQMD's applicable significance thresholds and there would be no change in operational emissions compared to that of the approved project. Therefore, the proposed project would not affect the regional emissions inventory or conflict with strategies in the applicable AQMP, and impacts would be less than significant.

As a result, the proposed project would not result in any new or more severe significant impacts than those identified in the Certified EIR with respect to consistency with the MDAQMD's AQMP. Consequently, the proposed project would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Sections 15162(a) and 15163(a).

- b) 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?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The following describes project-related impacts from regional short-term construction activities and regional long-term operation of the Yucca Trail and Indio Avenue, which are collectively referred to as the proposed project.

Regional Short-Term Construction Impacts

Construction activities associated with the proposed project would generate air pollutants. These emissions would primarily be exhaust from off-road diesel-powered construction equipment; 2) dust generated by demolition and ground-disturbing activities; and 3) exhaust from on-road vehicles.

Methodology

Construction of the proposed project would consist of demolition, site preparation, grading, paving, and architectural coating activities. Proposed improvements include widening of Yucca Trail; construction of Indio Avenue; and repaving of intersections with Palamar, Avalon, Camarilla, Del Monte, Hermosa, Indio, and La Contenta Avenues to provide smooth transitions. The proposed improvements would involve the demolition of up to 4.1 acres of existing roadway and the construction of up to 22.85 acres of new roadway, sidewalks, and curb and gutters. It is assumed all demolished pavement is hauled off-site and new road base is imported for all expanded road surfaces, or an estimated 18.75 acres of expanded ground coverage for road base. This analysis assumes approximately 2,650 tons of demolished asphalt material is hauled off-site during the demolition construction activities and approximately 39,800 cubic yards of new road base is hauled on-site during the grading construction activities prior to the

3. ENVIRONMENTAL ANALYSIS

commencement of paving. In the absence of project-specific construction information, CalEEMod default values for hauling distances, construction activity durations, and construction equipment use are used in the emissions modeling.

Improvements for each roadway segment are expected to occur over approximately five months. While the Yucca Trail improvements are anticipated for August through December 2027 and the Indio Avenue improvements are anticipated for August through December 2035.

Construction Emissions

As shown in Table 3-1, *Yucca Trail Regional Construction Emissions*, and Table 3-2, *Indio Avenue Regional Construction Emissions*, construction activities associated with the Yucca Trail and Indio Avenue, respectively, would not exceed the MDAQMD regional significance thresholds. Therefore, construction impacts would be **less than significant**.

As a result, the proposed project would not result in any new or more severe significant impacts than those identified in the Certified EIR with respect to regional construction emissions. Consequently, the proposed project would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Sections 15162(a) and 15163(a).

Table 3-1 Yucca Trail Regional Construction Emissions

Construction Phase	Pollutants ¹					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Daily Emissions Analysis						
Demolition	2	22	20	<1	5	1
Site Preparation	3	29	30	<1	11	4
Grading	3	34	30	<1	11	3
Paving	2	7	11	<1	<1	<1
Coating	9	1	1	<1	<1	<1
Maximum Daily Emissions (lbs/day)	9	34	30	<1	11	4
MDAQMD Regional Construction Threshold	137	137	548	137	82	65
Significant?	No	No	No	No	No	No
Annual Emissions Analysis						
Annual Emissions (tons)	<1	1	1	<1	<1	<1
MDAQMD Regional Construction Threshold	25	25	100	25	15	12
Significant?	No	No	No	No	No	No

Source: CalEEMod, Version 2022.1; Appendix A. Maximum Daily summer and winter.

1. Includes implementation of Mitigation Measure 2-1 for watering exposed areas 3 times daily.

3. ENVIRONMENTAL ANALYSIS

Table 3-2 Indio Avenue Regional Construction Emissions

Construction Phase	Pollutants ¹					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Daily Emissions Analysis						
Demolition	2	20	19	<1	3	1
Site Preparation	3	28	29	<1	11	4
Grading	2	19	19	<1	7	2
Paving	1	7	11	<1	<1	<1
Coating	4	1	1	<1	<1	<1
Maximum Daily Emissions (lbs/day)	4	28	29	<1	11	4
MDAQMD Regional Construction Threshold	137	137	548	137	82	65
Significant?	No	No	No	No	No	No
Annual Emissions Analysis						
Annual Emissions (tons)	<1	1	1	<1	<1	<1
MDAQMD Regional Construction Threshold	25	25	100	25	15	12
Significant?	No	No	No	No	No	No

Source: CalEEMod, Version 2022.1; Appendix A. Maximum Daily summer and winter. This analysis assumes the Indio Avenue improvements start immediately following the completion of the Yucca Trail improvements, for a total duration of 10 contiguous months to provide a conservative analysis of the Indio Avenue construction emissions. Assuming an earlier construction schedule conservatively captures potential emissions generated during construction activities because equipment and vehicle fuel efficiencies and emission controls improve over time with new model years and increasingly stringent regulations for manufacturers and fleet operators.

1. Includes implementation of Mitigation Measure 2-1 for watering exposed areas 3 times daily.

Long-Term Operational Impacts

Long-term air pollutant emissions are typically generated by area sources (e.g., landscape fuel use, aerosols, architectural coatings, and asphalt pavement), energy use (natural gas), and mobile sources (i.e., on-road vehicles). The proposed project would not involve any new buildings that could require energy consumption (e.g., electricity, natural gas) or generate new vehicle trips. As identified in Appendix E, the proposed project would not induce additional VMT beyond what was evaluated in the Certified EIR. While the proposed project would involve expanded roadway surfaces that would require periodic reapplication of coating and therefore would increase long-term operational emissions for VOCs beyond existing conditions, this increase in emissions would be nominal and not result in a substantial increase which may result in an exceedance of MDAQMD significance thresholds nor would it result in emissions above that are associated with the approved project. As a result, impacts to the regional air quality associated with operation of the proposed project would be less than significant.

3. ENVIRONMENTAL ANALYSIS

As a result, the proposed project would not result in any new or more severe significant impacts than those identified in the Certified EIR with respect to regional operational emissions. Consequently, the proposed project would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Sections 15162(a) and 15163(a).

c) Expose sensitive receptors to substantial pollutant concentrations?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project could expose sensitive receptors to elevated pollutant concentrations if it causes or significantly contributes to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction Health Risk

Toxic Air Contaminants

Health risk assessments are based on risk accumulated over a 70-year lifetime. Given the short-term nature of the proposed construction activities (approximately 10 months), the proposed project would not result in a long-term substantial source of toxic air contaminant (TAC) emissions. In addition, the proposed project's emissions would not exceed MDAQMD significance thresholds for criteria pollutants or applicable AAQAs during construction, as shown in Table 3-1. While these thresholds and standards are not directly associated with potential health risks, health risk impacts are influenced by the product of the quantity and concentration of pollutants generated and the duration of off-site sensitive receptors' exposure to those pollutants. Because construction of the proposed project would be temporary and emissions would not exceed the MDAQMD significance thresholds, the proposed project would not generate substantial emissions during construction. Accordingly, project-related TAC emission generation during construction are not anticipated to be substantial; therefore, health risk impacts to nearby sensitive receptors during project construction would be less than significant.

As a result, the proposed project would not result in any new or more severe significant impacts than those identified in the Certified EIR with respect to exposing sensitive receptors to substantial pollutant concentrations during construction. Consequently, the proposed project would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Sections 15162(a) and 15163(a).

Operational Health Risk

Toxic Air Contaminants

The types of land uses that typically generate substantial quantities of criteria air pollutants and TACs include industrial (e.g., stationary sources) and warehousing (e.g., truck-intensive) land uses. As previously noted, the proposed project would involve operation of up to 22.85 acres of new roadway, sidewalks, and curbs and gutters. The proposed project would not involve any new buildings that could require energy consumption (e.g., electricity, natural gas), require operation of stationary equipment, or generate new vehicle trips. While the proposed project would involve expanded roadway surfaces that would require periodic reapplication of coating and therefore would increase long-term operational emissions for VOCs beyond existing conditions, this increase in emissions would be nominal and not result in a substantial increase which may result in an exceedance of MDAQMD significance thresholds. Thus, the type of land use proposed under the proposed project would not generate criteria air pollutants or TACs that could expose sensitive receptors to substantial pollutant concentrations. Accordingly, health risk impacts to nearby sensitive receptors during project operation would be less than significant.

Carbon Monoxide Hotspots

Vehicle congestion has the potential to create pockets of CO called hotspots. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles are backed up and idle for longer periods and are subject to reduced speeds. These pockets could exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. As previously noted, the proposed project would not generate new vehicle trips above that evaluated in the Certified EIR (see Appendix E). As a result, the proposed project would not cause or contribute to potential CO hotspot generation, and this impact would be less than significant.

As a result, the proposed project would not result in any new or more severe significant impacts than those identified in the Certified EIR with respect to exposing sensitive receptors to substantial pollutant concentrations during operation. Consequently, the proposed project would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Sections 15162(a) and 15163(a).

3. ENVIRONMENTAL ANALYSIS

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR identified that the approved project would result in temporary and minimal localized odors during construction and operation-related activities. However, with implementation of General Plan policies, odor impacts associated with the approved project would be less than significant.

Construction Odors

During construction activities, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent in nature. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any sensitive receptors off-site, they would be diluted to well below any level of air quality concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials. Therefore, impacts associated with construction-generated odors are considered less than significant.

As a result, the proposed project would not result in any new or more severe significant impacts than those identified in the Certified EIR with respect to generating emissions, such as odors, that could affect a substantial number of people during construction. Consequently, the proposed project would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Sections 15162(a) and 15163(a).

Operational Odors

Odors from the types of land uses that could generate objectionable odors are regulated under MDAQMD Rule 402, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Industrial land uses, including agricultural uses, are the primary types of land uses that have the potential to generate objectionable odors. As previously noted, the proposed project would involve operation of up to 22.85 acres of new roadway, sidewalks, and curbs and gutters. The

proposed project would not involve any new buildings that could require energy consumption (e.g., electricity, natural gas), require operation of stationary equipment (e.g., generators), or generate new vehicle trips. However, the proposed expanded roadways would require periodic reapplication of coatings for traffic striping and signage, which would generate short-term off-gassing odors during those periodic reapplication activities. Nonetheless, architectural coating odors would be confined to the immediate vicinity of the project site. By the time such emissions reach any sensitive receptors off-site, they would be diluted to well below any level of air quality concern. Therefore, impacts associated with operation-generated odors are considered less than significant.

As a result, the proposed project would not result in any new or more severe significant impacts than those identified in the Certified EIR with respect to generating emissions, such as odors, that could affect a substantial number of people during operation. Consequently, the proposed project would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Sections 15162(a) and 15163(a).

3.1.3 Adopted Mitigation Measures Applicable to the Proposed Project

The Certified EIR identified Mitigation Measures 2-1, 2-2, and 2-3 to address potential air quality impacts associated with future development accommodated by the General Plan Update. These mitigation measures were taken directly from the Certified EIR and are incorporated as part of the proposed project. Applicable mitigation measures have also been incorporated into the proposed project's MMRP. Any modifications to the mitigation measures from the Certified EIR are shown as ~~striketrough~~ for deleted text and underline for new, inserted text.

Mitigation Measure 2-1 remains applicable to the proposed project and has been incorporated into the proposed project's MMRP. Of these, Mitigation Measure 2-1 remains applicable to the proposed project because it would involve grading, excavation, paving, and other ground-disturbing activities that could generate construction-related air pollutant emissions, including fugitive dust. Mitigation Measure 2-1 provides a framework for implementing project-level construction emission control measures, if required, to reduce air pollutant emissions during construction activities consistent with Mojave Desert Air Quality Management District requirements. Mitigation Measure 2-1 has been modified to consider existing conditions of the project site and to identify specific construction activities where these control measures should be implemented. Mitigation Measures 2-2 and 2-3 are not applicable to the proposed project because they specifically apply to new industrial or warehousing land uses and the siting of new sensitive receptors near major sources of toxic air contaminants. The proposed project does not include new industrial or warehousing uses, does not propose new sensitive land uses, and

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does not involve discretionary land use approvals that would trigger health risk assessment requirements.

The Certified EIR Mitigation Measure 2-1 is reproduced below.

2-1 ~~If, during subsequent project-level environmental review, construction-related criteria air pollutants are determined to have the potential to exceed the~~ To minimize construction-related air quality impacts and ensure compliance with Mojave Desert Air Quality Management District (MDAQMD) adopted thresholds of significance, the Town of Yucca Valley Public Works Planning Department shall require that applicants for new development projects incorporate mitigation measures as identified in the CEQA document prepared for the project to reduce air pollutant emissions during construction activities. Mitigation measures that may be identified during the environmental review include but are not limited to: shall implement the following construction-phase air quality best management practices throughout all phases of project construction:

- Fugitive Dust Control
 - Water all active construction areas, including grading, trenching, roadway excavation, and unpaved surfaces, at least three times daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency shall be implemented when may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should shall be used whenever possible.
 - Cover all trucks hauling soil, sand, aggregate, asphalt grindings, and or other loose materials, or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
 - ~~Pave, apply~~ Apply water three times daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all to unpaved access roads, temporary detours, staging areas, parking areas, and staging equipment storage areas, at construction sites as needed to control fugitive dust.
 - Sweep daily (with water sweepers using reclaimed water if possible), or as often as needed, all paved access roads, staging areas, parking areas, and staging areas adjacent public streets, to remove tracked dirt and debris at the construction site to control dust.
 - ~~Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.~~
 - ~~Hydroseed or apply non-toxic soil stabilizers to inactive construction areas~~ Stabilize inactive construction areas through hydroseeding or application of non-toxic soil binders.

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- Enclose, cover, or water three times daily, or apply non-toxic soil binders to exposed stockpiles of soil, aggregate, or construction materials ~~(dirt, sand, etc.)~~.

~~2-2 New industrial or warehousing land uses that: 1) have the potential to generate 40 or more diesel trucks per day and 2) are located within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the Town of Yucca Valley Planning Department prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the Mojave Desert Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06) or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that best available control technologies for toxics (T-BACTs) are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed project.~~

~~2-3 Applicants for sensitive land uses within the following distances as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, from these facilities:~~

- ~~Industrial facilities within 1000 feet~~
- ~~Distribution centers (40 or more trucks per day) within 1,000 feet~~
- ~~Major transportation projects (50,000 or more vehicles per day) within 1,000 feet~~
- ~~Dry cleaners using perchloroethylene within 500 feet~~
- ~~Gasoline dispensing facilities within 300 feet shall submit a health risk assessment (HRA) to the Town of Yucca Valley prior to future discretionary project approval.~~

~~The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the Mojave Desert Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 6 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06) or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:~~

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- ~~■ Air intakes located away from high volume roadways and/or truck loading zones.~~
- ~~■ Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters.~~

~~Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the Town and shall be verified by the Town's Planning Department.~~

3.2 BIOLOGICAL RESOURCES

3.2.1 Summary of Impacts Identified in the Approved Project

The Certified EIR evaluated the potential effects of development accommodated by the General Plan Update on biological resources within the Town of Yucca Valley, including sensitive plant and animal species, habitats that support sensitive species, riparian habitats, jurisdictional waters and wetlands, wildlife movement corridors, migratory birds, locally protected plants, and open space conservation areas.

- **Sensitive Species.** Buildout of the General Plan Update would convert substantial areas of vacant and natural land to developed uses, which could impact special-status plant and animal species known or expected to occur in the Town. However, Mitigation Measures 3-1 through 3-4 would reduce impacts to less than significant levels on a project-by-project basis.
- **Sensitive Habitat.** Long-term buildout would result in the loss of habitats that support sensitive species, including desert scrub, woodland, and chaparral communities. Although impacts to sensitive habitats would be mitigated at the project level through agency consultation and habitat replacement or conservation, the Certified EIR concluded that cumulative habitat loss associated with full buildout of the General Plan Update would remain significant and unavoidable due to the absence of a regional habitat conservation plan covering the Morongo Basin.
- **Aquatic Resources.** Development accommodated by the General Plan Update could also result in impacts to riparian habitats and waters and wetlands jurisdictional to the U.S. Army Corps of Engineers, the California Department of Fish and Wildlife (CDFW), and the Colorado River Basin Regional Water Quality Control Board (RWQCB). The Certified EIR determined that these impacts would be potentially significant without mitigation, but implementation of Mitigation Measures 3-5 and 3-6, including jurisdictional delineations and required permits and authorizations, would reduce impacts to less than significant levels.

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- **Wildlife Movement.** The Certified EIR concluded that development within designated Wildlife Corridor Evaluation Areas (WCEAs) could interfere with wildlife movement and migration. While impacts were considered potentially significant in the absence of mitigation, implementation of Mitigation Measure 3-7, requiring habitat connectivity evaluations and design measures to minimize disruption, would reduce impacts to less than significant levels.
- **Migratory Species.** Vegetation removal associated with development could affect nesting and foraging habitat for bird species protected under the Migratory Bird Treaty Act and the California Fish and Game Code. These impacts were considered potentially significant without mitigation. Implementation of Mitigation Measure 3-8, including pre-construction nesting bird surveys and avoidance of active nests, would reduce impacts to less than significant levels.
- **Consistency with Local Ordinances.** Development could impact plants protected under the Town's Plant Protection and Management Ordinance, including Joshua trees and other locally important desert species. Impacts were considered potentially significant without mitigation but would be reduced to less than significant through implementation of Mitigation Measures 3-1 through 3-4 and compliance with applicable local and state regulations.
- **Consistency with OSRAs.** Development within designated Open Space Resource Areas (OSRAs) was also found to be potentially significant in the absence of mitigation due to impacts on biological resources. Implementation of Mitigation Measures 3-1 through 3-4 and 3-7 would reduce these impacts to less than significant levels.
- **Consistency with an HCP or NCCP.** Finally, the Certified EIR concluded that implementation of the General Plan Update would not conflict with any adopted Habitat Conservation Plan or Natural Community Conservation Plan, and impacts related to this threshold were found to be less than significant.

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3.2.2 Impacts Associated with the Proposed Project

The analysis in this section is based on the following technical reports: Appendix B and Appendix C.

Would the project:

Environmental Issues	Level of Impact in Certified EIR	Proposed Project Meets the Conditions for an Addendum <i>CEQA Guidelines Section 15164</i>
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 Wildlife or U.S. Fish and Wildlife Service?	LTS/M	Yes
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 Wildlife or U.S. Fish and Wildlife Service?	LTS/M	Yes
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	LTS/M	Yes
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?	LTS/M	Yes
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	LTS/M	Yes
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?	LTS	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

- 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 Wildlife or U.S. Fish and Wildlife Service?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Sensitive Species

A biological resources assessment consisting of a literature and database review and field reconnaissance survey was conducted for the project site and surrounding area. The review identified 12 sensitive wildlife species and 12 sensitive plant species with potential to occur within five miles of the project site. No special-status wildlife species were observed during the field survey. Eight plant species protected under the Town of Yucca Valley Native Plant Ordinance and the California Desert Native Plants Act, including western Joshua tree, were observed within the project site.

Sensitive Wildlife Species

Several sensitive wildlife species have moderate to high potential to occur within the project area based on the presence of suitable habitat and recent regional records, including southern California legless lizard, coast horned lizard, LeConte's thrasher, and Crotch's bumble bee. Western yellow bats have moderate potential to occur. Construction activities could result in direct or indirect impacts to wildlife through habitat disturbance, displacement, and potential mortality of low-mobility species. This is consistent with impacts identified in the Certified EIR.

Sensitive Plant Species

The General Biological Resources Assessment and Endangered Species Report identified four special-status plant species with potential to occur within the project area, including pinyon rockcress (*Boechema dispar*), Pioneertown linanthus (*Linanthus bernardinus*), Little San Bernardino Mountains linanthus (*Linanthus maculatus* ssp. *maculatus*), and Latimer's woodland-gilia (*Saltugilia latimeri*). The project area contains Joshua Tree Woodland, Desert Dry Wash, Disturbed Habitat, and Urban/Developed land cover types, and project implementation would result in permanent and temporary disturbance of these vegetation communities.

Mitigation Measure 3-1, as modified, requires focused botanical surveys for special-status plant species with potential to occur within the project site. Surveys are required to be conducted by a qualified biologist or botanist during the appropriate blooming or identification period and in accordance with applicable survey protocols. If special-status plants are identified within or adjacent to areas that could be affected by construction, the measure would require avoidance to the maximum extent feasible and, where complete avoidance is infeasible, appropriate

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minimization and/or compensatory mitigation. Mitigation Measure 3-1 further requires focused rare plant surveys for the four special-status plant species identified as having potential to occur, conducted during the combined March through June blooming period, with results submitted to the Town prior to initiation of site preparation activities. Consistent with this requirement, a focused special-status plant survey was conducted on March 30, 2026, in accordance with California Department of Fish and Wildlife survey protocols. The survey targeted the four special-status plant species with potential to occur within the project survey area identified above: pinyon rockcress (*Boechnera dispar*), Pioneertown linanthus (*Linanthus bernardinus*), Little San Bernardino Mountains linanthus (*Linanthus maculatus* ssp. *maculatus*), and Latimer's woodland-gilia (*Saltugilia latimeri*). The survey included 100 percent pedestrian coverage of the approximately 30.35-acre survey area encompassing the project right-of-way and surrounding buffer areas. No federal- or state-listed special-status plant species, California Rare Plant Rank (CRPR) 1 or 2 species, or other CDFW-designated rare plant species were observed within the survey area. Construction activities could result in vegetation removal and disturbance of common native plant species; however, no impacts to special-status plant species are anticipated. This conclusion is consistent with the findings of the focused rare plant survey and the broader impact analysis contained in the Certified EIR. Mitigation Measure 3-1, as modified, remains applicable to the proposed project and has been incorporated into the project's Mitigation Monitoring and Reporting Program. Consistent with Mitigation Measure 3-1(A), if construction activities are not initiated promptly following completion of the focused surveys, additional preconstruction special-status plant surveys would be required. With implementation of Mitigation Measure 3-1, impacts to special-status plant species would be less than significant with mitigation incorporated.

Summary

Mitigation Measures 3-1, 3-2, 3-3, and 3-4, as modified for project-level application, apply to the proposed project because sensitive biological resources are documented to be present or to have a high or moderate potential to occur within the project site. As modified, these measures are mandatory rather than contingent. Mitigation Measure 3-1 requires focused botanical surveys for each special-status plant species with potential to occur, conducted during the appropriate blooming or identification period and reported to the Town before construction begins; Mitigation Measure 3-2 requires construction limits to be flagged, with the flagging verified by a qualified biologist before construction activities are implemented; Mitigation Measure 3-3 requires a project-specific contractor environmental awareness training program addressing the specific resources documented on and adjacent to the site; and Mitigation Measure 3-4 requires a qualified biological monitor, approved by the Town, to conduct periodic inspection of construction activities within sensitive habitat areas with authority to halt work if avoidance measures are not being properly implemented. In addition, compliance with applicable State and local regulations governing protected plant species would further reduce the potential for adverse effects.

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Based on the absence of special-status species observed during the general biological field survey and the March 2026 focused special-status plant survey, the limited and transient nature of any potential wildlife use, and compliance with applicable regulatory protections, including implementation of Mitigation Measures 3-1 through 3-4 where applicable, the proposed project would not result in substantial adverse effects on special-status species. Accordingly, impacts would be less than significant with mitigation incorporated.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

- 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 Wildlife or U.S. Fish and Wildlife Service?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Sensitive Habitat

The proposed project would permanently impact 0.28-acre of Desert Dry Wash, 5.35 acres of Disturbed Habitat, 8.20 acres of Joshua Tree Woodland, and 8.52 acres of Urban/Developed habitat. Additionally, the proposed project would temporarily impact 0.35 acre of Desert Dry Wash, 2.94 acres of Disturbed Habitat, 16.22 acres of Joshua Tree Woodland, and 6.82 acres of Urban/Developed. The permanent loss of approximately 8.20 acres and temporary loss of 16.22 acres of Joshua Tree Woodland habitat are potentially significant impacts of the project. Joshua Tree Woodland is identified by the California Department of Fish and Wildlife as a sensitive natural community (Yucca brevifolia Alliance, ranked G4 S3 on CDFW's California Sensitive Natural Communities list).

These impacts are of the same nature as, and no greater in severity than, the habitat conversion impacts evaluated in the Certified EIR. Mitigation Measures 3-1, 3-2, 3-3, and 3-4, as modified, remain applicable to the proposed project and are mandatory. Mitigation Measure 3-1 requires a western Joshua tree inventory and census by a qualified desert native plant specialist prior to ground-disturbing activities to identify all western Joshua trees that could be directly or indirectly affected and to determine applicable avoidance, minimization, relocation, permitting, and mitigation requirements. Mitigation Measures 3-2, 3-3, and 3-4 require, respectively, verification and flagging of construction limits, contractor environmental awareness training, and biological monitoring with authority to halt work as necessary to avoid or minimize impacts to biological resources.

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Aquatic Habitat

Mitigation Measures 3-5 and 3-6 apply to the proposed project. Because the General Biological Resources Assessment mapped desert dry wash features within the project area and concluded those features are most likely jurisdictional to the California Department of Fish and Wildlife and the Colorado River Basin Regional Water Quality Control Board, Mitigation Measure 3-5 as modified requires that an aquatic resources delineation be completed prior to the start of ground-disturbing activities within or adjacent to potentially jurisdictional aquatic resources. The delineation must map the resources present and identify the extent of project-related impacts, and the measure imposes a performance standard requiring avoidance to the maximum extent feasible and minimization of unavoidable impacts. Where impacts cannot be avoided, Mitigation Measure 3-6 requires that all applicable regulatory permits and authorizations be obtained, and agency-required avoidance, minimization, and compensatory mitigation implemented, before any activity affecting jurisdictional aquatic resources occurs.

Summary

The project site does not contain riparian habitat. Joshua Tree Woodland, which the California Department of Fish and Wildlife identifies as a sensitive natural community (*Yucca brevifolia* Alliance, ranked G4 S3), and desert dry wash features are present within the project area. These resources are addressed through Mitigation Measures 3-1 through 3-6, the Town's Native Plant Ordinance, Western Joshua Tree Conservation Act requirements, and jurisdictional waters regulations discussed under the relevant thresholds.

The project would result in the permanent loss of approximately 8.20 acres and temporary disturbance of approximately 16.22 acres of Joshua Tree Woodland within and adjacent to an existing roadway corridor in a developed setting. This disturbance represents a small portion of the habitat conversion evaluated in the Certified EIR and would not result in a new or substantially more severe impact than previously identified.

Mitigation Measures 3-1 through 3-4, as modified, would require a pre-construction western Joshua tree inventory and census, avoidance and minimization measures, relocation where avoidance is infeasible, applicable take authorization, and payment of mitigation fees prior to construction. Mitigation Measures 3-5 and 3-6 would address potential impacts to desert dry wash features.

With implementation of these measures, the proposed project would not result in substantial adverse effects on riparian habitat or other sensitive natural communities, and impacts would be less than significant with mitigation incorporated.

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Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

- c) **Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Eleven potentially jurisdictional desert dry wash channels were mapped within the project area. No wetlands or vernal pools were observed during the field survey. Based on site conditions, the desert dry wash channels are anticipated to be jurisdictional under CDFW and RWQCB, subject to confirmation through a formal delineation. The Certified EIR evaluated impacts to jurisdictional waters and established mitigation measures requiring delineation, regulatory agency consultation, and permitting.

Consistent with Mitigation Measure 3-5 as modified, an aquatic resources delineation prepared in accordance with the 1987 US Army Corps of Engineers Wetland Delineation Manual and the Arid West Regional Supplement would be completed prior to the start of ground-disturbing activities within or adjacent to the mapped channels, to confirm the extent and jurisdictional status of waters and wetlands and to identify the extent of project-related impacts. The measure requires avoidance of jurisdictional aquatic resources to the maximum extent feasible and minimization of any impacts that cannot be avoided. Consistent with Mitigation Measure 3-6, permits and authorizations would be obtained from applicable agencies for impacts to jurisdictional waters, as required, including implementation of agency-required avoidance and minimization measures and mitigation for unavoidable impacts.

Based on the absence of wetlands or vernal pools, the limited and episodic nature of the dry wash features, and compliance with applicable regulatory protections, including implementation of Mitigation Measures 3-5 and 3-6 where applicable, the proposed project would not result in substantial adverse effects on state or federally protected wetlands. Accordingly, impacts would be less than significant with mitigation incorporated.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

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- 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?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The General Biological Resources Assessment and Endangered Species Report documents that the project site and surrounding area consist of a highly disturbed and fragmented landscape characterized by existing roadway corridors, adjacent development, and disturbed habitat. Although regional wildlife connectivity is constrained by surrounding development and roadway infrastructure, the eastern end of the Yucca Trail segment is partially located within the Joshua Tree – Twentynine Palms linkage, a designated Wildlife Corridor Evaluation Area (WCEA). No wildlife nursery sites were identified within the project area.

The Certified EIR concluded that development within designated Wildlife Corridor Evaluation Areas (WCEAs) and Open Space Resource Areas (OSRAs) could interfere with wildlife movement in the absence of mitigation and identified Mitigation Measure 3-7 to address corridor-related impacts. As documented in the General Biological Resources Assessment and Endangered Species Report, the eastern end of the Yucca Trail segment is partially located within a designated WCEA; the project site is not located within an OSRA. Mitigation Measure 3-7 is therefore triggered and applies to the proposed project. As required by Mitigation Measure 3-7, a habitat connectivity evaluation would be prepared and incorporated into the project's biological report, and project design features that reduce potential impacts and maintain functionality as habitat and for wildlife movement would be incorporated into the project to the extent practicable.

With respect to wildlife nursery sites (including active bird nests), the Certified EIR identified potential impacts to birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code and required implementation of Mitigation Measure 3-8. This measure requires a pre-construction nesting bird survey of all suitable nesting habitat that may be affected by active construction during the general avian breeding season (February 1 through August 31), conducted no more than seven days before construction begins, and requires that construction be halted if an active nest is detected within the project area or a 300-foot buffer until the young have fledged, a qualified biologist determines the nest is inactive, or agency-approved measures are implemented. Because project construction would remove vegetation capable of providing nesting habitat and could occur during the breeding season, Mitigation Measure 3-8 applies to the proposed project.

The project site is located within an existing roadway corridor surrounded by development and roadway infrastructure. The General Biological Resources Assessment and Endangered Species Report identifies the eastern end of the Yucca Trail segment as partially within the Joshua Tree – Twentynine Palms WCEA and identifies no wildlife nursery sites within the project area. In

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addition, the project would widen and pave an existing roadway alignment and would not create a new barrier to wildlife movement or sever an existing movement corridor. Mitigation Measure 3-7 would require a habitat connectivity evaluation and incorporation of project design features that maintain habitat function and wildlife movement within the WCEA. Mitigation Measure 3-8 would also require pre-construction nesting bird surveys and avoidance of active nests during construction. Therefore, the proposed project would not substantially interfere with the movement of native resident or migratory wildlife species or impede the use of native wildlife nursery sites, and impacts would be less than significant with mitigation incorporated.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The General Biological Resources Assessment and Endangered Species Report identifies multiple plant species protected under the Town of Yucca Valley Native Plant Ordinance and the California Desert Native Plants Act within the project area, including Joshua tree, Mojave yucca, silver cholla, branched pencil cholla, Engelmann's hedgehog cactus, creosote, blue paloverde, and beavertail cactus. Joshua trees are also subject to the Western Joshua Tree Conservation Act (WJTCA). Removal, relocation, or disturbance of these protected plant species is regulated by the Town and State and requires compliance with applicable permitting, avoidance, minimization, relocation, and mitigation fee requirements.

Consistent with the Certified EIR's approach for locally protected plants, Mitigation Measures 3-1 through 3-4 remain applicable and would ensure biological resources are evaluated and documented by a qualified biologist, sensitive resources are identified/mapped and construction limits are delineated to avoid impacts where feasible, avoidance and minimization measures are reinforced through worker training, and monitoring is conducted where warranted. In addition, Mitigation Measure 3-1, as modified, establishes requirements for addressing potential impacts to western Joshua trees. Prior to ground-disturbing activities, a qualified desert native plant specialist would conduct an inventory and census of western Joshua trees within the project area. Trees would be avoided to the maximum extent practicable, and avoidance and minimization measures would be implemented consistent with Appendix D of the *Western Joshua Tree Conservation Plan*, including restrictions on ground disturbance near trees that would remain in place. Where avoidance is not feasible, affected

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trees would be relocated in accordance with the relocation guidelines in Appendix E of the Plan. For western Joshua trees that would be removed or relocated, the Town would obtain the applicable take authorization and require payment of mitigation fees into the Western Joshua Tree Mitigation Fund prior to construction. These requirements would ensure that potential impacts to western Joshua trees are avoided, minimized, and mitigated in accordance with applicable requirements.

Based on compliance with the Town's Native Plant Ordinance, the California Desert Native Plants Act, and the Western Joshua Tree Conservation Act, and implementation of Mitigation Measures 3-1 through 3-4, as applicable, the proposed project would not conflict with local policies or ordinances protecting biological resources. Mitigation Measure 3-1, as modified, would require a western Joshua tree inventory and census, avoidance and minimization measures, relocation where avoidance is infeasible, applicable take authorization, and payment of required mitigation fees prior to construction. Accordingly, impacts would be less than significant with mitigation incorporated.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

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?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

No adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved regional habitat conservation plan covers the Morongo Basin, and the project site is accordingly not located within any such plan area. Consistent with the conclusions of the Certified EIR, the proposed project would not conflict with the provisions of any adopted HCP, NCCP, or other approved habitat conservation plan.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

3.2.3 Adopted Mitigation Measures Applicable to the Proposed Project

The Certified EIR identified Mitigation Measures 3-1 through 3-8 to address potential biological resources impacts associated with future development accommodated by the General Plan Update. As discussed below, Mitigation Measures 3-1 through 3-8 remain applicable to the proposed project and have been incorporated into the proposed project's MMRP. Mitigation Measures 3-1 through 3-8 have been modified to address project-level impacts and, where applicable, to establish project-specific survey, avoidance, minimization, and mitigation requirements prior to construction. Mitigation Measure 3-7 also applies to the proposed project because the eastern end of the Yucca Trail segment is partially located within a designated Wildlife Corridor Evaluation Area, and it has been incorporated into the proposed project's MMRP. Any modifications to the mitigation measures from the Certified EIR are shown as ~~striketrough~~ for deleted text and underline for new, inserted text.

Mitigation Measures 3-1, 3-2, 3-3, 3-4, and 3-8 remain applicable to the proposed project because construction would involve grading, excavation, vegetation removal, and other ground-disturbing activities that could affect sensitive biological resources or nesting migratory birds. Mitigation Measure 3-1 requires preparation of a biological resources survey by a qualified biologist. The General Biological Resources Assessment and Endangered Species Report prepared for the proposed project satisfies the general biological resources assessment component of Mitigation Measure 3-1 and identifies special-status species and habitats with potential to occur within the project site. Mitigation Measure 3-1 has also been modified to require focused botanical surveys for potentially occurring special-status plant species and a Western Joshua tree inventory and census prior to construction, together with applicable avoidance, minimization, relocation, permitting, and mitigation requirements based on the results of those surveys. The focused botanical survey required by Mitigation Measure 3-1 was conducted on March 30, 2026, during the appropriate blooming period, and documented no special-status plant species within the survey area. If special-status plants are identified within or adjacent to areas that could be affected by construction, the measure requires avoidance to the maximum extent feasible and, where complete avoidance is infeasible, appropriate minimization and/or compensatory mitigation sufficient to reduce impacts to a less-than-significant level. Mitigation Measure 3-1 has also been modified to add Part C, Rare Plants, which requires focused rare plant surveys during the combined March through June blooming period for Little San Bernardino Mountains linanthus, Pioneertown linanthus, Latimer's woodland-gilia, and pinyon rockcress; submittal of the survey results to the Town prior to initiation of site preparation activities; and coordination with CDFW where impacts to identified occurrences would be unavoidable. The focused rare plant survey required by Part C was completed on March 30, 2026, and is documented in the Focused Special-Status Plant Survey provided in Appendix C. Because no special-status plant occurrences were identified within the

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survey area, CDFW coordination and compensatory mitigation are not required at this time. Part C remains in the project's Mitigation Monitoring and Reporting Program, and additional preconstruction surveys would be conducted if required prior to initiation of site preparation activities.

Mitigation Measure 3-1 also requires a Western Joshua tree inventory and census prior to ground-disturbing activities. Based on the results of the inventory and census, applicable avoidance, minimization, relocation, take authorization, and mitigation requirements would be implemented. Western Joshua trees would be avoided to the maximum extent practicable, and where avoidance is infeasible, relocation and/or removal would be conducted in accordance with the Western Joshua Tree Conservation Act and the Western Joshua Tree Conservation Plan, including payment of applicable mitigation fees prior to construction.

Mitigation Measures 3-2, 3-3, and 3-4 require construction-area flagging to protect sensitive biological resources, contractor environmental awareness training, and biological monitoring, respectively, and Mitigation Measure 3-8 requires performance of pre-construction nesting bird surveys during the avian breeding season. Mitigation Measures 3-5 and 3-6 remain applicable to the proposed project to the extent the project would affect jurisdictional aquatic resources. The General Biological Resources Assessment mapped desert dry wash features within the project area and concluded that these features are most likely jurisdictional under the purview of the California Department of Fish and Wildlife and the applicable Regional Water Quality Control Board. As modified, Mitigation Measure 3-5 requires completion of an aquatic resources delineation prior to ground-disturbing activities within or adjacent to potentially jurisdictional aquatic resources. The delineation would identify and map aquatic resources and determine the extent of project-related impacts, if any. The measure requires avoidance of jurisdictional aquatic resources to the maximum extent feasible and minimization of unavoidable impacts. Where impacts cannot be avoided, applicable permits, authorizations, and compensatory mitigation would be implemented pursuant to Mitigation Measure 3-6 prior to activities affecting jurisdictional aquatic resources.

Mitigation Measure 3-7 applies to development within designated Wildlife Corridor Evaluation Areas (WCEAs) and/or Open Space Resource Areas (OSRAs). As documented in the General Biological Resources Assessment and Endangered Species Report, the eastern end of the Yucca Trail segment is partially located within the Joshua Tree – Twentynine Palms WCEA. Mitigation Measure 3-7 is therefore triggered, remains applicable to the proposed project, and has been incorporated into the proposed project's MMRP. Mitigation Measure 3-7 has been modified to delete the two provisions addressing low density zoning standards and clustering of development, which apply to private land development and have no application to roadway improvements within an existing public right-of-way.

The Certified EIR Mitigation Measures 3-1 through 3-8 are reproduced below.

Sensitive Species and Habitat

3-1 **A. Discretionary Projects:** The Town of Yucca Valley shall ~~require applicants for future discretionary development projects subject to CEQA that disturb undeveloped land to~~ prepare a biological resources survey. The biological resources survey shall be conducted by a qualified biologist. The biological resources survey shall include, but not be limited to:

- Analysis of available literature and biological databases, such as the California Natural Diversity Database, and known western Joshua tree occurrence data to determine sensitive biological resources that have been reported historically from the proposed development project vicinity.
- Review of current land use and land ownership within the proposed development project vicinity.
- Assessment and mapping of vegetation communities present within the proposed development project vicinity.
- Evaluation of potential local and regional wildlife movement corridors.
- General assessment of potential jurisdictional areas, including wetlands and riparian habitats.
 - a) If the proposed development project site supports vegetation communities that may provide habitat for special status plant or wildlife species, a focused habitat assessment shall be conducted by a qualified biologist to determine the potential for special status plant and/or animal species to occur within or adjacent to the proposed development project area. As documented in the General Biological Resources Assessment and Endangered Species Report, suitable habitat for certain special-status wildlife and plant species occurs within the project site.
 - b) If one or more special status species has the potential to occur within the proposed development project area, focused species surveys shall be conducted to determine the presence/absence of these species to adequately evaluate potential direct and/or indirect impacts to these species. For special-status plant species determined to have potential to occur within the project site, focused botanical surveys shall be conducted by a qualified biologist or botanist during the appropriate blooming and/or identification period when the potentially occurring special-status plant species are readily identifiable. The focused botanical surveys shall be conducted in accordance with applicable California Department of Fish and Wildlife and/or California Native Plant Society survey protocols. The results of the focused botanical surveys shall be documented in a separate focused special-status plant survey report and submitted to the Town prior to the start of construction activities. If special-status plant species are identified within or adjacent to areas that would be directly or indirectly affected

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by construction, the Town shall require avoidance of the special-status plant occurrence to the maximum extent feasible. Where complete avoidance is not feasible, appropriate minimization and/or compensatory mitigation shall be implemented, as determined by a qualified biologist or botanist in coordination with the Town and applicable regulatory agencies, as necessary, to reduce impacts to special-status plant species to a less-than-significant level. Because several special-status species have high or moderate potential to occur within the project site, focused surveys shall be conducted where required by applicable state or federal law prior to construction activities.

- c) If construction activities are not initiated immediately after focused surveys have been completed, additional preconstruction special status species surveys may be required, in accordance with the California Endangered Species Act, ~~and~~ Federal Endangered Species Act, and Western Joshua Tree Conservation Act, to assure impacts are avoided or minimized to the extent feasible. If preconstruction activities are required, a qualified biologist will perform these surveys as required for each special status species that is known to occur or has a potential to occur within or adjacent to the proposed development project area.

The results of the biological survey shall be presented in a biological resources survey letter report (for proposed development projects with no significant impacts) or biological resources technical report (for proposed development projects with significant impacts that require mitigation to reduce the impacts to below a level of significance) and submitted to the Town's Planning Department.

~~B. Single Family, Accessory Structure, and Public Works Projects~~ Western Joshua Tree (WJT) Census. ~~The Town of Yucca Valley shall require applicants for a single family residential project, accessory structure, or public works projects identified in Chapter 9.56 of the Town's Development Code that require relocating or removing a western Joshua tree to prepare a census of western Joshua trees on the project site~~ ensure that, prior to the start of ground-disturbing activities, a qualified desert native plant specialist conducts an inventory and census of western Joshua trees within the project site and areas that could be directly or indirectly affected by project construction. The inventory and census shall identify all western Joshua trees within these areas and shall provide the information necessary to determine applicable avoidance, minimization, relocation, removal, permitting, and mitigation requirements. The census shall count all western Joshua trees on the project site and classify them by size class. The results of the western Joshua tree inventory and census shall be submitted to the Town prior to the start of ground-disturbing activities. The census shall be submitted to the Town's Community Development Department and include the following:

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- The name of the desert native plant specialist who conducted the census and the employer of the desert native plant specialist.
- The name of the desert native plant specialist who will relocate western Joshua trees, if applicable, and the employer of the desert native plant specialist.
- The date of the census.
- The date or dates of the proposed relocation of western Joshua trees, if applicable.
- A map of the project site that depicts the location of the ~~proposed single-family residence, accessory structure, or public works project~~ proposed project improvements and disturbance limits; the number and location of all western Joshua trees on the project site; and the proposed placement of each relocated western Joshua tree.
- Photographs of each western Joshua tree on the project site, including a visual representation of the scale of the height of each tree.
- Aerial imagery of the site in sufficient detail to identify the property and the western Joshua trees that are on the site and are a part of the application submitted.
- Narrative written descriptions of each western Joshua tree—its diameter, height, existing health condition, and any other information deemed necessary.

Based on the results of the western Joshua tree inventory and census, the Town shall implement the following avoidance, minimization, relocation, permitting, and mitigation requirements, as applicable.

Avoidance. If ~~the a~~ western Joshua tree is identified within or adjacent to the proposed development project area, the ~~project proponent~~ Town of Yucca Valley ~~of single-family, accessory structure, or public works project~~ shall avoid ~~species~~ western Joshua trees on the project site to the maximum extent practicable. Avoidance and minimization measures shall be implemented consistently with the Avoidance and Minimization Best Management Practices and Guidelines in Appendix D of the *Western Joshua Tree Conservation Plan*.

Minimization. The ~~project proponent~~ Town of Yucca Valley shall avoid all ground-disturbing activities within 10 feet of any western Joshua tree that will not be relocated or removed, if those activities will disturb the soil to a depth of greater than 12 inches. Minimization measures shall be implemented consistently with the Avoidance and Minimization Best Management Practices and Guidelines in Appendix D of the *Western Joshua Tree Conservation Plan*.

Relocation. To the maximum extent feasible, the ~~project proponent~~ Town of Yucca Valley ~~of single-family, accessory structure, or public works projects~~ shall relocate all western Joshua trees that cannot be avoided to another location on the project site. The ~~project~~

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~~project-proponent~~ Town of Yucca Valley shall ensure that relocation of western Joshua trees satisfies the following requirements:

- All western Joshua tree relocations shall be completed by a desert native plant specialist.
- All western Joshua trees to be relocated shall be placed at least 25 feet from any existing or proposed structure or improvement and at least 10 feet from any other western Joshua tree.
- Within 30 days of completing the relocation, the ~~project-proponent~~ Town of Yucca Valley shall provide the participating agency with a map of the project site indicating where each western Joshua tree was relocated.
- All relocation activities shall follow the Western Joshua Tree Relocation Guidelines and Protocols provided in Appendix E of the *Western Joshua Tree Conservation Plan*.

Mitigation for Removal and Relocation of Western Joshua Trees. For western Joshua trees that are removed and/or relocated, the Town of Yucca Valley shall require ~~applicants to obtain a take permit for the western Joshua tree as authorized pursuant to Section 2084 of the Fish and Game Code and approved by the California Fish and Game Commission in accordance with the Western Joshua Tree Conservation Act (Fish and Game Code Sections 1927.3 or 1927.4). Prior to applications being presented to the Planning Commission~~ the start of construction, the project-proponent Town of Yucca Valley shall pay mitigation fees for deposit into the Western Joshua Tree Mitigation Fund in accordance with the requirements in Section 9.56.120, Mitigation Fees, of the Development Code to mitigate impacts to the western Joshua trees.

C. Rare Plants. Consistent with MM 3-1(A), impacts to rare plant species, including Little San Bernardino Mountains linanthus, Pioneertown linanthus, Latimer's woodland-gilia, and pinyon rockcress, require focused rare plant surveys during the combined blooming period (March through June), which spans the blooming periods reported for these species in the General Biological Resources Assessment and Endangered Species Report. The survey shall be performed according to the CNPS Botanical Survey Guidelines (CNPS 2001) and results shall be submitted to the Town Project Planner for acceptability prior to initiation of any site preparation activities. If any of these, or other special-status species, are found within the proposed project impact area and Project-related impacts to the individuals are unavoidable, then coordination with CDFW may need to occur to identify additional biological monitoring, seed salvage, and non-disturbance buffers established around plant locations.

- 3-2 ~~If sensitive biological resources are identified within or adjacent to the proposed development project area, as outlined in the biological resources survey letter report/biological resources technical report or census~~ Because sensitive biological

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resources are present or have high potential to occur within the project site, as documented in the General Biological Resources Assessment and Endangered Species Report, the construction limits shall be clearly flagged to ensure impacts to sensitive biological resources are avoided or minimized, to the extent feasible. Prior to implementing construction activities, the Town of Yucca Valley shall ~~require applicants to~~ contract with a qualified biologist to verify that the flagging clearly delineates the construction limits and sensitive resources to be avoided.

3-3 ~~If sensitive biological resources are known to occur within or adjacent to the proposed development project area, as outlined in the biological resources survey letter report/biological resources technical report or census~~ Because sensitive biological resources are present or have high potential to occur within the project site, as documented in the General Biological Resources Assessment and Endangered Species Report, the Town of Yucca Valley shall ~~require applicants to~~ contract with a qualified biologist to develop and implement a project-specific contractor training program to educate project contractors on the sensitive biological resources within and adjacent to the proposed development project area and measures being implemented to avoid and/or minimize impacts to these species.

3-4 ~~If sensitive biological resources are present within or adjacent to the proposed development project area~~ Because sensitive biological resources are present or have high potential to occur within the project site, as documented in the General Biological Resources Assessment and Endangered Species Report and impacts may result from construction activities, ~~as outlined in the biological resources survey letter report/biological resources technical report or census~~, a qualified biological monitor ~~may~~ shall be required during a portion or all of the construction activities to ensure impacts to the sensitive biological resources are avoided or minimized to the extent feasible. The specific biological monitoring requirements shall be evaluated on a project-by-project basis. The qualified biological monitor shall be approved by the Town on a project-by-project basis based on applicable experience with the sensitive biological resources that may be impacted by the proposed development project activities. Biological monitoring shall include periodic inspection of construction activities within sensitive habitat areas and authority to halt work if avoidance measures are not being properly implemented.

Aquatic Resources

3-5 The Town of Yucca Valley shall ~~require applicants of development projects that have the potential to affect jurisdictional resources, to~~ contract with a qualified biologist to conduct a jurisdictional delineation following the methods outlined in the 1987 US Army Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (2008) to map the

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extent of wetlands and non-wetland waters, determine jurisdiction, and assess potential impacts. The jurisdictional delineation shall be completed prior to the start of ground-disturbing activities within or adjacent to potentially jurisdictional aquatic resources. The results of the delineation shall be presented in an aquatic resources delineation report that identifies and maps aquatic resources within the project area and identifies the extent of project-related impacts, if any. Project activities shall avoid impacts to jurisdictional aquatic resources to the maximum extent feasible. Where impacts cannot be avoided, impacts shall be minimized to the maximum extent feasible, and the Town shall obtain all applicable regulatory permits and authorizations and implement applicable compensatory mitigation in accordance with Mitigation Measure 3-6 prior to activities that would affect jurisdictional aquatic resources. The results of the delineation shall be presented in a wetland delineation letter report and shall be incorporated into the CEQA document(s) required for approval and permitting of the proposed development project.

- 3-6 The Town of Yucca Valley shall ~~require applicants of development projects that have the potential to impact jurisdictional features to~~ obtain permits and authorizations from the US Army Corps of Engineers, California Department of Fish and Wildlife, and/or Colorado River Basin Regional Water Quality Control Board. The agency authorization would include impact avoidance and minimization measures as well as mitigation measures for unavoidable impacts. Specific avoidance, minimization, and mitigation measures for impacts to jurisdictional resources shall be determined through discussions with the regulatory agencies during the proposed development project permitting process and may include monetary contributions to a mitigation bank or habitat creation, restoration, or enhancement.

Wildlife Movement

- 3-7 The Town of Yucca Valley shall require a habitat connectivity evaluation for development projects proposed within a Wildlife Corridor Evaluation Area (WCEA) and/or an Open Space Resource Area (OSRA). The results of the evaluation will be incorporated into the project's biological report required under Mitigation Measure 3-1. The habitat connectivity evaluation shall assess the potential for the project to adversely affect the intended functions of the WCEA and/or OSRA. The evaluation shall also identify project design features that would reduce potential impacts and maintain functionality as habitat and for wildlife movement. To this end, the Town shall incorporate the following measures, to the extent practicable, into projects that would propose development within a WCEA and/or an OSRA:

- ~~Adhere to low density zoning standards~~
- ~~Encourage clustering of development~~

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- Avoid known sensitive biological resources
- Provide shielded lighting adjacent to sensitive habitat areas
- Encourage development plans that maximize wildlife movement
- Provide buffers between development and wetland/riparian areas
- Protect wetland/riparian areas through regulatory agency permitting process
- Encourage wildlife-passable fence designs (e.g., 3-strand barbless wire fence) on property boundaries
- Encourage preservation of native habitat on the undeveloped remainder of developed parcels
- Minimize road/driveway development to help prevent loss of habitat due to roadkill and habitat loss
- Use native, drought-resistant plant species in landscape design
- Require implementation of mitigation measures within an OSRA
- Encourage participation in local/regional recreational trail design efforts

Migratory Birds

- 3-8 The Town of Yucca Valley shall ~~require applicants for new development projects to~~ conduct a pre-construction general nesting bird survey within all suitable nesting habitat that may be impacted by active construction during the general avian breeding season (February 1 through August 31). The pre-construction surveys shall be conducted no more than seven days prior to initiation of construction. If no active avian nests are identified within the proposed development project area or within a 300-foot buffer of the proposed development project area, no further mitigation is necessary. If active nests of bird species covered by the Migratory Bird Treaty Act are detected within the proposed development project area or within a 300-foot buffer of the proposed development project area, construction shall be halted until the young have fledged, until a qualified biologist has determined the nest is inactive, or until appropriate mitigation measures that respond to the specific situation have been developed and implemented in consultation with the regulatory agencies.

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3.3 CULTURAL RESOURCES

3.3.1 Summary of Impacts Identified in the Approved Project

The Certified EIR evaluated potential impacts to historic, archaeological, paleontological,¹ Native American resources, and human remains associated with future development that could be accommodated by the General Plan Update.

- **Historical Resources.** Records searches conducted as part of the Paleontological and Cultural Resources Assessment identified five historic resources within the Town and vicinity, including a historic schoolhouse, Warren's Well, Warren's Ranch/Tanks, Desert Christ Park, and State Route 62 (Twentynine Palms Highway). Adoption of the General Plan Update would not directly affect these resources; however, future development facilitated by the General Plan Update could result in impacts to known historic resources or additional structures that may become eligible for listing upon reaching 50 years of age. Therefore, impacts to historical resources were determined to be potentially significant. Implementation of Mitigation Measure 4-1 and applicable General Plan policies would reduce impacts to less-than-significant levels.
- **Archaeological Resources.** Records searches identified nine prehistoric archaeological sites and three historical archaeological sites within the Town. Although adoption of the General Plan Update would not directly affect archaeological resources, future development involving grading or excavation could disturb known or previously unidentified archaeological resources. Therefore, impacts to archaeological resources were determined to be potentially significant. Implementation of Mitigation Measure 4-3 and applicable General Plan policies would reduce impacts to less-than-significant levels.
- **Paleontological Resources.** The Certified EIR identified areas within the Town with very low to moderate paleontological sensitivity, including known fossil occurrences within Quaternary alluvium and other geologic formations. Future development involving excavation in previously undisturbed sediments could disturb previously unidentified paleontological resources. Therefore, impacts to paleontological resources were determined to be potentially significant. Implementation of Mitigation Measure 4-2 and applicable General Plan policies would reduce impacts to less-than-significant levels.
- **Native American and Tribal Cultural Resources.** Although Tribal Cultural Resources were not identified as a separate resource category under CEQA at the time the Certified EIR was prepared, the Cultural Resources analysis evaluated Native American cultural resources and included a Sacred Lands File search and tribal outreach conducted during preparation of the General Plan Update. The Certified EIR concluded that future development involving grading

¹ The Certified EIR evaluated this topic in the cultural resources section, consistent with the Appendix G guidelines at the time.

or excavation could disturb previously identified or previously unknown Native American cultural resources. Implementation of Mitigation Measure 4-3 and applicable General Plan policies would require identification, evaluation, monitoring, protection, and treatment of cultural resources where appropriate and would reduce impacts to less-than-significant levels.

- **Human Remains.** Future development facilitated by the General Plan Update could result in the inadvertent discovery of human remains during ground-disturbing activities. Compliance with applicable State laws, including Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, together with implementation of Mitigation Measure 4-3, would ensure that any discoveries are appropriately managed. Therefore, impacts related to human remains would be less than significant.

3.3.2 Impacts Associated with the Proposed Project

As part of preparation of this Addendum, PlaceWorks requested a search of the Sacred Lands File (SLF) maintained by the Native American Heritage Commission (NAHC) for the project site and the surrounding area. The NAHC responded on June 3, 2026, and reported that the results of the SLF search were negative; no Native American cultural resources were identified within or adjacent to the project site. The NAHC advised that tribes do not always record their sacred sites in the SLF and that an SLF search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the project's geographic area, and provided a list of traditionally and culturally affiliated tribes for the project's geographic area (NAHC 2026).

In addition, PlaceWorks requested a cultural resources records search from the South Central Coastal Information Center (SCCIC), the California Historical Resources Information System repository for San Bernardino County. The SCCIC completed the search on August 27, 2026 (Records Search File No. 28222.14239) for the project site and a one-half-mile radius, and for listed resources within a one-quarter-mile radius, covering the Yucca Valley North, Yucca Valley South, Joshua Tree North, and Joshua Tree South USGS 7.5-minute quadrangles. No archaeological resources and no built-environment resources are recorded within the project area, and no built-environment resources are recorded within the one-half-mile radius. Six archaeological resources are recorded within the one-half-mile radius, none of which are within the project area. No resources within the project area or the one-quarter-mile radius are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Historical Landmarks or California Points of Historical Interest listings, or the California State Built Environment Resources Directory. The SCCIC noted that the absence of recorded resources does not preclude the presence of previously unidentified surface or buried resources and recommended that ground-disturbing activities proceed with caution, with work halted in the vicinity of any discovery until a qualified archaeologist can evaluate the find (SCCIC 2026).

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Would the project:

Environmental Issues	Level of Impact in Certified EIR	Proposed Project Meets the Conditions for an Addendum <i>CEQA Guidelines Section 15164</i>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	LTS/M	Yes
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	LTS/M	Yes
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	LTS/M	Yes
d) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	LTS/M	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;

SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

As discussed in the Certified EIR, the General Plan Update evaluated potential impacts to historic resources associated with future development in the Town of Yucca Valley. Records searches conducted as part of the General Plan Update identified a limited number of known historic resources within the Town and surrounding area; however, the project site is not listed in or eligible for inclusion on the California Register of Historical Resources, the National Register of Historic Places, or any local register of historic resources (OHP 2025, NPS 2025). In addition, the proposed project does not involve demolition, alteration, or reuse of intact extant buildings more than 45 years old. The records search completed by the SCCIC on August 27, 2026, similarly identified no built-environment resources recorded within the project area or the surrounding one-half-mile radius, and no resources within the project area or a one-quarter-mile radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, or other statewide historical resource listings (SCCIC 2026). No impacts would occur and no mitigation measures are warranted with regard to historic resources.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the

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criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. As discussed in the Certified EIR, adoption of the General Plan Update would not directly affect known archaeological resources; however, future development facilitated by the General Plan Update could involve grading or excavation in previously undisturbed areas where archaeological resources may be present. The proposed project consists of roadway widening, realignment, grading, excavation, utility improvements, and drainage improvements within existing and planned transportation corridors. Although portions of the project site have been previously disturbed by roadway construction and other development activities, ground-disturbing activities associated with the proposed project could uncover previously unidentified historic and archaeological resources. The records search completed by the SCCIC on August 27, 2026, identified no archaeological resources recorded within the project area; six archaeological resources are recorded within the surrounding one-half-mile radius. As noted by the SCCIC, the absence of recorded resources within the project area does not preclude the presence of previously unidentified surface or buried archaeological resources, and the SCCIC recommended that work halt in the vicinity of any discovery until a qualified archaeologist can evaluate the find (SCCIC 2026).

However, ground-disturbing activities associated with roadway widening, realignment, grading, excavation, drainage improvements, and utility work could uncover previously unknown archaeological resources or Tribal Cultural Resources. Mitigation Measure 4-3 would ensure that any discoveries are appropriately identified, evaluated, and treated. The measure requires preparation of an archeological and tribal cultural resources mitigation plan by a qualified archaeologist and requires archaeological and Tribal monitoring during ground-disturbing activities, procedures for evaluating and treating discoveries, consultation with affiliated Tribes as appropriate, and preparation of a final mitigation compliance report. The measure also establishes procedures for avoidance and preservation of significant resources where feasible and for appropriate treatment if resources are encountered during construction. With implementation of this mitigation measure and compliance with applicable regulatory requirements, impacts to archaeological and tribal cultural resources would remain less than significant.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the

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criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

California Health and Safety Code, Section 7050.5; CEQA Guidelines, Section 15064.5; and California Public Resources Code, Section 5097.98, mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, California Health and Safety Code, Section 7050.5, requires that if human remains are discovered on a project site, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

As discussed in the Certified EIR, adoption of the General Plan Update would not directly affect known human remains, and no known cemeteries or human remains were identified within the project site during preparation of the General Plan Update. However, because future development facilitated by the General Plan Update could involve grading or excavation in previously undisturbed areas, the Certified EIR acknowledged the potential for inadvertent discovery of previously unknown human remains during ground-disturbing activities.

Potential impacts related to human remains are addressed through compliance with existing State regulations, including the California Health and Safety Code and Public Resources Code, which establish mandatory procedures for halting work, notifying the appropriate authorities, and ensuring respectful treatment and lawful disposition of any discovered remains, including coordination with the County Coroner and, where applicable, the Native American Heritage Commission and Most Likely Descendant. These requirements apply to all ground-disturbing activities regardless of project type and do not require adoption of additional project-specific mitigation. Therefore, impacts related to human remains would be less than significant.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

d) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Construction activities associated with the proposed roadway widening, realignment, grading, excavation, utility installation, and drainage improvements could disturb previously undisturbed native sediments with moderate or higher paleontological sensitivity. Although no unique paleontological resources or geologic features are known to occur within the project site, excavation associated with project construction has the potential to encounter previously unidentified paleontological resources.

Mitigation Measure 4-2 would ensure that any paleontological resources encountered during construction are appropriately identified, evaluated, recovered, documented, and curated. The measure requires preparation of a technical paleontological assessment by a qualified paleontologist and, where paleontological resources are known or reasonably anticipated, implementation of monitoring during grading and other earthmoving activities in sensitive geologic units. The measure also establishes fossil recovery, identification, analysis, curation, and reporting requirements for significant discoveries. Implementation of Mitigation Measure 4-2 would ensure that any previously unidentified paleontological resources are appropriately treated in accordance with current professional standards, reducing potential impacts to a less-than-significant level with mitigation incorporated.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

3.3.3 Adopted Mitigation Measures Applicable to the Proposed Project

The Certified EIR identified Mitigation Measures 4-1, 4-2, and 4-3 to address potential impacts related to historic, archaeological, paleontological, and tribal cultural resources associated with development activities. As discussed below, the following mitigation measures remain applicable to the proposed project and have been incorporated into the proposed project's MMRP. Any modifications to these mitigation measures are shown in ~~strike through~~ for deleted text and underline for new, inserted text.

Mitigation Measure 4-1 is not applicable to the proposed project because the proposed project does not include demolition, alteration, relocation, or reuse of any such historic structures. Mitigation Measure 4-2 has been modified to address project-level impacts. Mitigation Measure

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4-3 has been modified to address recent requests by Native American Tribes affiliated with the Town of Yucca Valley and a new requirement for Tribal Cultural Resources monitoring during ground disturbing activities associated with the proposed project.

~~4-1 Applicants for future development projects with intact extant building(s) more than 45 years old shall provide a historic resource technical study to the Yucca Valley Planning Department. The historic resources technical study shall be prepared by a qualified architectural historian meeting Secretary of the Interior Standards. The study shall evaluate the significance and data potential of the resource in accordance with these standards. If the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 4852), mitigation shall be identified within the technical study that ensures the value of the historic resource is maintained.~~

4-2 ~~Applicants for future development projects that~~ If construction would require excavation greater than five feet below the current ground surface in undisturbed sediments with a moderate or higher fossil yield potential (i.e., paleontological sensitivity), ~~shall provide a technical paleontological assessment to the Town of Yucca Valley Planning Department consisting of a record search, survey, background context, and project-specific recommendations performed by~~ shall retain a qualified paleontologist to prepare a paleontological resources monitoring plan. If resources are known or reasonably anticipated within project excavation areas, the monitoring plan ~~assessment~~ shall include ~~provide a detailed mitigation plan that:~~

- ~~requires monitoring by a qualified paleontological monitor~~ during grading and other earthmoving activities in undisturbed sediments. If after 100 percent of soils to five feet below original grade has been monitored and no paleontological resources have been identified, the project paleontologist may discontinue monitoring;
- ~~provides a fossil recovery and data collection protocol that includes data to be collected;~~
- requires professional identification, radiocarbon ~~dates~~ dating, ~~and~~ or other special studies, as appropriate if resources are discovered;
- ~~requires curation of scientifically significant fossils at an accredited museum repository, such as the San Bernardino County Museum for fossils meeting significance criteria;~~
- ~~and requires preparation of a comprehensive final paleontological mitigation compliance report, including a catalog of collected fossil specimens with museum accession numbers and an appendix containing a letter from the museum stating that it is in possession of the fossils~~ written confirmation from the curating institution.

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- 4-3 ~~Applicants for future development projects in areas of known or inferred archaeological resources, prehistoric or historic, The Town of Yucca Valley shall provide retain a~~ qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards to prepare an archeological and tribal resources mitigation plan technical cultural resources assessment to the Yucca Valley Planning Department. The technical cultural resources assessment shall be performed by a qualified archaeologist and shall include a record search, survey, background context, and project-specific requirements to mitigate impacts, if any are found.

~~If resources are known or reasonably anticipated, the assessment shall provide a detailed~~ The mitigation plan shall include that:

- ~~requires monitoring by a qualified cultural resources monitor during grading and other earthmoving activities in undisturbed sediments. If after 100 percent of soils to five feet below original grade has been monitored and no archeological resources have been identified, the project archeologist may discontinue monitoring;~~
- One Tribal monitoring with a culturally affiliated Tribe (Yuhaaviatam of San Manuel Nation, Morongo Band of Mission Indians, Agua Caliente Band of Cahuilla Indians, or Twenty-nine Palms Band of Mission Indians) to provide monitoring during ground disturbing activities, and if needed, consultation on the discovery and disposition;
- Procedures for the identification, evaluation, treatment, and documentation of archaeological resources and Tribal Cultural Resources encountered during construction activities;
- ~~provides a treatment plan for potential resources that includes data to be collected;~~
- ~~requires professional identification and other special studies as appropriate;~~
- Cessation of work in the vicinity of any discovered archaeological resource or Tribal Cultural Resource until the resource has been evaluated by a qualified archaeologist and, where applicable, in consultation with affiliated Tribes;
- Measures to avoid and preserve significant archaeological resources and Tribal Cultural Resources in place where feasible. Where avoidance is not feasible, the mitigation plan shall establish appropriate treatment measures, including data recovery, documentation, or other measures developed in consultation with the Town and affiliated Tribes, as appropriate;
- Professional identification, analysis, dating, and other special studies, as appropriate;
- ~~requires Curation at an accredited museum of archaeological materials determined eligible for curation at an accredited repository, such as the San Bernardino County Museum for artifacts, meeting significance criteria; and requires a comprehensive final mitigation compliance report, including a catalog of specimens with museum numbers and an appendix containing a letter from the museum stating that it is in~~

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~~possession of the materials.~~ unless otherwise agreed upon through consultation for Tribal Cultural Resources;

3.4 ENERGY

3.4.1 Summary of Impacts Identified in the Approved Project

The Certified EIR did not address energy impacts as an Appendix G checklist topic because it was drafted and adopted before the Natural Resources Agency revised Appendix G of the CEQA Guidelines to add energy as a distinct Appendix G checklist topic consistent with Appendix F of the CEQA Guidelines.

3.4.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Level of Impact in Certified EIR	Proposed Project Meets the Conditions for an Addendum <i>CEQA Guidelines Section 15164</i>
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	N/A	Yes
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	N/A	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;

SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The following discusses the potential energy demands from short-term construction and long-term operational energy consumption associated with the proposed roadway improvements. To determine whether the proposed project would result in a potentially significant impact related to the wasteful, inefficient, or unnecessary consumption of energy resources, energy consumption is evaluated herein against the three energy conservation goals contained in CEQA Guidelines Appendix F: 1) decreasing overall per capita energy consumption; 2) decreasing

reliance on fossil fuels such as coal, natural gas, and oil; and 3) increasing reliance on renewable energy.

Short-Term Construction Impacts

Construction of the proposed project would create temporary increased demands for electricity and vehicle fuels compared to existing conditions and would result in short-term transportation-related energy use. The majority of heavy-duty, off-road construction equipment would be gas- or diesel-powered. However, the use of such equipment would be temporary and would be subject to existing CARB requirements for in-use off-road diesel-fueled fleets. Moreover, to limit wasteful and unnecessary energy consumption, the construction contractors are anticipated to minimize nonessential idling of construction equipment in accordance with 13 CCR Section 2449.

Vehicle energy demand during construction would come from delivery (e.g., vendor) vehicle trips, haul truck trips, and construction worker vehicle trips that would use diesel, gasoline, or electricity. In addition, construction delivery, hauling, and worker vehicle trips would utilize the regional transportation network, including SR-62 and SR-247, which would provide direct access to and from the project site and would avoid circuitous travel patterns that could result in unnecessary fuel consumption. Construction worker vehicles would also be part of the broader passenger vehicle fleet subject to federal fuel economy standards (e.g., Corporate Average Fuel Economy [CAFE] standards). The CAFE standards for passenger cars and light-duty trucks require improved fuel efficiency for new model years. Thus, as the regional passenger vehicle fleet continues to turn over, construction worker commute vehicles would increasingly reflect newer fuel-efficiency standards in future years and, where workers use electric vehicles, would shift transportation energy consumption from gasoline or diesel to electricity.

As a result, the proposed project would not result in any new or more severe significant impacts than those identified in the Certified EIR with respect to construction energy consumption. Consequently, the proposed project would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Sections 15162(a) and 15163(a).

Long-Term Operational Impacts

Operation of the proposed project would generate new demand for electricity with the introduction of new streetlights along Yucca Trail and Indio Avenue. However, the proposed project would not include the introduction of new structures or buildings that would require the use of natural gas.

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Site Infrastructure and Appurtenant Energy Demand

As shown and calculated in Appendix A, operation of the proposed project would generate approximately 24 MWh in new demand for electricity with the introduction of 22 new streetlights along Yucca Trail and Indio Avenue. Compliance with applicable building and energy code requirements would ensure that streetlight electricity consumption would not be wasteful, inefficient, or unnecessary. Moreover, the proposed streetlights would be operative on a fixed schedule to provide vehicular and pedestrian safety during nighttime hours. In addition, impacts associated with electricity use would decrease over time as the project's electricity provider, Southern California Edison (SCE), is required to comply with the state's RPS. As previously described, this program mandates load-serving entities to procure a certain proportion of electricity from RPS-eligible renewable and carbon-free sources and increasing the proportion through the coming years with an ultimate procurement requirement of 100 percent by 2045. The RPS requirements would support use of electricity by the proposed project that is generated from renewable or carbon-free sources. Overall, the proposed project would generally be consistent with the goals outlined in Appendix F of the CEQA Guidelines regarding increasing energy efficiency, decreasing reliance on fossil fuels, and increasing renewable energy sources. Therefore, this impact would be less than significant.

Vehicle Energy Demand

Operation of the proposed project would not generate vehicle trips or subsequent consumption of vehicle energy resources, such as electricity, gasoline, or diesel. As identified in Appendix A, the proposed project would not induce additional VMT beyond what was evaluated in the Certified EIR. Therefore, vehicle energy demand would not increase beyond existing conditions or conflict with the energy conservation goals of CEQA Guidelines Appendix F, and this impact would be less than significant.

As a result, the proposed project would not result in any new or more severe significant impacts than those identified in the Certified EIR with respect to operational energy consumption. Consequently, the proposed project would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Sections 15162(a) and 15163(a).

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Energy Action Plan

The Energy Action Plan was last updated in 2008 and was developed by the California Public Utilities Commission (CPUC), California Energy Commission (CEC), and California Power Authority to create a unified State energy policy framework. It serves as one of the State's

strategies for planning for reliable, affordable, and environmentally responsible energy procurement and supply. The proposed roadway improvement project by its nature would not conflict with the strategies of the Energy Action Plan or introduce significant energy demands that could hinder implementation of the Energy Action Plan strategies. Therefore, the proposed project would be considered consistent with the Energy Action Plan, and this impact would be less than significant.

3.4.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures were adopted as part of the approved project's Certified EIR relating to energy. As discussed above, the proposed project is within the scope of the approved project, and no mitigation measures are warranted.

3.5 GREENHOUSE GAS EMISSIONS

3.5.1 Summary of Impacts Identified in the Approved Project

- **Magnitude of GHG Emissions.** The Certified General Plan EIR determined that buildout of the Town of Yucca Valley would result in a substantial long-term increase in community-wide greenhouse gas (GHG) emissions over existing conditions, resulting in a significant impact.
- **Consistency with GHG Reduction Plans.** The Certified EIR further concluded that the General Plan Update would not conflict with CARB's Scoping Plan or SCAG's RTP/SCS, as future development would comply with State energy efficiency standards, CALGreen requirements, fuel efficiency regulations, renewable energy policies, and water conservation mandates.

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3.5.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Level of Impact in Certified EIR	Proposed Project Meets the Conditions for an Addendum <i>CEQA Guidelines Section 15164</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	SU	Yes
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	LTS	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough GHG emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

To provide a conservative analysis of potential GHG emission impacts related to project construction, total project construction emissions were quantified consistently with the methodology used for the analysis in Section 3.1, *Air Quality*, and are shown in Table 3-3, *Project Construction GHG Emissions*. As shown in Table 3-3, project construction would not exceed the MDAQMD significance threshold for GHG emissions. Therefore, the proposed project's construction impacts related to GHG emissions would be less than significant.

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Table 3-3 Project Construction GHG Emissions

Source	GHG Emissions (MTCO ₂ e)
Yucca Trail Widening (5-month duration)	320
Indio Avenue Construction (5-month duration)	187
Total	507
MDAQMD Bright-Line Threshold	90,719 MTCO₂e/Year
Exceeds Bright-Line Threshold?	No

Source: CalEEMod, Version 2022.1; Appendix A.

Notes: MTons = metric tons; MTCO₂e = metric tons of carbon dioxide equivalent. MDAQMD's annual GHG significance threshold is 100,000 short tons per year, which is equal to 90,719 metric tons.

The proposed project would not involve any new buildings that could require energy consumption (e.g., electricity, natural gas) or generate new vehicle trips. As identified in Appendix A, the proposed project would not induce additional VMT beyond what was evaluated in the Certified EIR. The proposed project would include installation of new streetlights that would consume electricity, which would result in indirect GHG emissions from off-site power generation. The proposed project would generate an estimated 6 metric tons of carbon dioxide-equivalent (MTCO₂e) per year in on-going operation, which would be below the MDAQMD's bright-line threshold of 90,719 MTCO₂e per year.² Therefore, long-term operational GHG emissions from the proposed project would be less than significant.

As a result, the proposed project would not result in any new or more severe significant impacts than those identified in the Certified EIR with respect to generating GHG emissions that may have a significant environmental impact. Consequently, the proposed project would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Sections 15162(a) and 15163(a).

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan and the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A consistency analysis with these plans is presented below.

² Electricity from street lighting is based on SCE's 2024 reported carbon intensity factor of 515 lbs CO₂e per MWh (CEC 2026).

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CARB Scoping Plan

CARB's latest Climate Change Scoping Plan (2022) outlines the State's strategies to reduce GHG emissions in accordance with the targets established under AB 32, SB 32, and AB 1279. The Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

Statewide strategies to reduce GHG emissions in the 2022 Climate Change Scoping Plan include: implementing SB 100, which expands the RPS to 60 percent by 2030; expanding the Low Carbon Fuel Standards (LCFS) to 18 percent by 2030; implementing the Mobile Source Strategy to deploy zero-electric vehicle buses and trucks; implementing the Sustainable Freight Action Plan; implementing the Short-Lived Climate Pollutant Reduction Strategy, which reduces methane and hydrofluorocarbons to 40 percent below 2013 levels by 2030 and black carbon emissions to 50 percent below 2013 levels by 2030; continuing to implement SB 375; creating a post-2020 Cap-and-Trade Program; and developing an Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Statewide strategies to reduce GHG emissions include the low carbon fuel standards, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the CAFE standards, and other early action measures as necessary to ensure the state is on target to achieve the GHG emissions reduction goals of AB 32, SB 32, and AB 1279. The proposed project would comply with these GHG emissions reduction measures, as applicable, because they are statewide strategies. The proposed project would also not generate new vehicle trips and mobile-source GHG emissions or result in the construction and operation of new structures that would require long-term energy consumption. Therefore, the proposed project would not obstruct implementation of the 2022 Scoping Plan, and the impact would be less than significant.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Government's (SCAG) adopted the 2024-2050 RTP/SCS, Connect SoCal 2024, in April 2024. Connect SoCal 2024 is a long-term plan for the Southern California region that details the development, integrated management, and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The plan outlines a forecast development pattern that demonstrates how the region can sustainably accommodate needed housing and job centers with multimodal mobility options. The overarching vision is to expand alternatives to driving, advance the transition to clean-transportation technologies, promote integrated and safe transit networks, and foster transit-oriented development in compact and mixed-use developments. In addition, Connect SoCal is supported by a combination of transportation and

land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements. The projected regional development, when integrated with the proposed regional transportation network in Connect SoCal, would reduce per-capita GHG emissions related to vehicular travel and achieve the GHG reduction per capita targets for the SCAG region.

As previously noted, the proposed project would involve operation of up to 22.85 acres of new roadway, sidewalks, and curb and gutters and would not generate new vehicle trips. Therefore, the proposed project would not obstruct implementation of the 2024-2050 RTP/SCS, and this impact would be less than significant.

As a result, the proposed project would not result in any new or more severe significant impacts than those identified in the Certified EIR with respect to conflicting with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Consequently, the proposed project would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Sections 15162(a) and 15163(a).

3.5.3 Adopted Mitigation Measures Applicable to the Proposed Project

The Certified EIR identified Mitigation Measure 6-1 to address potentially significant and unavoidable GHG emissions associated with long-term, community-wide buildout of the Town of Yucca Valley under the General Plan Update. Any modifications to these mitigation measures are shown in ~~striketrough~~ for deleted text and underline for new, inserted text.

Mitigation Measure 6-1 is no longer applicable to the proposed project because it is a Town-level policy and programmatic mitigation measure intended to reduce community-wide GHG emissions through participation in the San Bernardino Regional Greenhouse Gas Reduction Plan and implementation of energy efficiency and renewable energy measures focused on existing buildings, town facilities, and broad non-project-specific development patterns. The proposed project is a project-level action that does not involve Town-initiated programs, retrofits to existing buildings, Town facility upgrades, or adoption of municipal energy policies, nor does it generate the level of growth or emissions contemplated under full General Plan buildout.

~~6-1 The Town of Yucca Valley shall participate in the San Bernardino Regional Greenhouse Gas Reduction Plan being prepared by the San Bernardino Association of Governments (SANBAG). The Town shall achieve a 15 percent reduction in greenhouse gas emissions from baseline (2008) conditions. The Town shall implement the following local measures, as identified in the preliminary plan:~~

- ~~■ Energy Efficiency for Existing Buildings (Energy 1): The Town shall promote energy efficiency in existing residential buildings and commercial buildings, and remove~~

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~~funding barriers for energy efficiency improvements through one or more of the following actions:~~

- ~~■ Implementing a low income weatherization program,~~
- ~~■ Launching energy efficiency outreach/education campaigns targeted at residents and businesses~~
- ~~■ Promoting the smart grid and funding and schedule scheduling energy efficiency tune-ups~~
- ~~■ Promoting energy efficiency management services for large energy users~~
- ~~■ Solar Installation for New Commercial (Energy 2): The Town shall reduce electricity consumption above and beyond the requirements of AB 1109 by requiring 50 percent of outdoor lighting fixtures for new Town facilities and new non-residential developments use halogen bulbs and 100 percent of traffic signals use light emitting diode (LED) bulbs by 2020.~~
- ~~■ Solar Installation for Existing Housing (Energy 7): The Town shall establish a goal to have 15 percent of existing homes be supplied with solar power.~~

3.6 HAZARDS AND HAZARDOUS MATERIALS

3.6.1 Summary of Impacts Identified in the Approved Project

- **Routine Transport, Use, Storage, and Disposal of Hazardous Materials.** Future construction and operational activities accommodated by the General Plan Update would involve the routine transport, use, storage, and disposal of hazardous materials typical of residential, commercial, and industrial development. Although the amount of hazardous materials handled within the Town would increase with future growth, compliance with existing federal, State, and local regulations, including RCRA, EPCRA, CERCLA, Title 22 of the California Code of Regulations, and applicable Town Code provisions, would minimize the risk of accidental releases or exposure. Accordingly, impacts related to hazardous materials use, transport, and disposal were determined to be less than significant.
- **Hazards Associated with Transportation and Pipeline Infrastructure.** The Certified EIR also identified that hazardous materials are transported through the Town along designated routes, including State Routes 62 and 247, which are permitted to carry hazardous materials. While these routes pose a potential risk for spills, existing transportation regulations, placarding requirements, emergency response protocols, and oversight by agencies such as the California Highway Patrol and local fire departments were found to adequately reduce risk. In addition, although a natural gas transmission pipeline crosses portions of the Town and intersects active fault zones, ongoing pipeline monitoring, maintenance requirements, and compliance with DigAlert procedures would minimize

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potential hazards. Therefore, impacts associated with hazardous materials transportation and pipeline infrastructure were found to be less than significant.

- **Hazardous Materials Sites.** Portions of the Town include sites with historical hazardous materials use or investigation; however, no sites within the Town are listed on the Cortese List, and all known leaking underground storage tank sites have been remediated and closed. Future development could encounter localized contamination from past land uses, but compliance with State and federal investigation and remediation requirements would ensure hazards are addressed prior to development. As a result, impacts related to hazardous materials sites were determined to be less than significant.
- **Aviation Hazards.** With respect to aviation hazards, the Certified EIR concluded that development under the General Plan Update would remain compatible with the Yucca Valley Airport Land Use Compatibility Plan and would not expose people to excessive airport-related hazards or noise. Military helicopter overflights associated with the Marine Corps Air Ground Combat Center occur intermittently at high altitudes and were not found to pose a significant risk.
- **Emergency Response and Evacuation Plans.** The Certified EIR also found that implementation of the General Plan Update would not interfere with adopted emergency response or evacuation plans, as all future development would be required to comply with the Town's Emergency Operations Plan, Hazard Mitigation Plan, and applicable fire and building codes.
- **Wildfire Hazards.** Portions of the town are located within high and very high fire hazard severity zones. The Certified EIR determined that compliance with the California Building Code, California Fire Code, Town Code vegetation management requirements, and Safety Element policies would minimize wildfire risks. Accordingly, impacts related to wildfire hazards were determined to be less than significant, and no mitigation measures were required.

3.6.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Level of Impact in Certified EIR	Proposed Project Meets the Conditions for an Addendum <i>CEQA Guidelines Section 15164</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	LTS	Yes

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Environmental Issues	Level of Impact in Certified EIR	Proposed Project Meets the Conditions for an Addendum <i>CEQA Guidelines Section 15164</i>
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?	LTS	Yes
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	LTS	Yes
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	LTS	Yes
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 or excessive noise for people residing or working in the project area?	LTS	Yes
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	LTS	Yes
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	LTS	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Construction

Construction of the proposed project would involve the routine use of hazardous materials typical of roadway construction activities. These materials would include fuels, oils, lubricants, hydraulic fluids, asphalt products, concrete additives, paints, and solvents associated with

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construction equipment operation, paving, striping, and minor structural improvements such as drainage headwalls. The use of these materials would be temporary, localized, and limited to the construction period.

All construction-related hazardous materials would be stored, handled, transported, and disposed of in compliance with applicable federal, State, and local regulations, including requirements administered by the California Department of Toxic Substances Control (DTSC), U.S. Environmental Protection Agency (USEPA), California Division of Occupational Safety and Health (Cal/OSHA), California Highway Patrol, and the Town of Yucca Valley. Contractors would be required to implement standard construction best management practices, including proper containment of fuels and fluids, spill prevention measures, employee training, and immediate response and cleanup of any accidental releases in accordance with regulatory requirements.

As identified in the Certified General Plan EIR, compliance with existing hazardous materials regulations and emergency response protocols is effective in minimizing risks associated with routine hazardous materials used during construction. The proposed project would not involve the use of acutely hazardous materials, hazardous waste treatment, or long-term storage of hazardous substances, nor would it introduce new hazardous materials uses into the project area. Accordingly, hazards to the public or the environment arising from the routine transport, use, or disposal of hazardous materials during construction would be less than significant, and no mitigation measures are required.

Operation

The proposed roadway improvements would not introduce new operational sources of hazardous materials, involve the storage or routine handling of hazardous substances, or alter existing hazardous materials transportation routes. Therefore, no operational hazardous materials impacts would occur.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

- 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?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project consists of roadway widening, paving, and associated infrastructure improvements within existing and planned transportation corridors. The project site is generally

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undeveloped or developed with existing roadway and transportation-related improvements. Based on available environmental information, no recognized environmental conditions, hazardous materials sites, or other known sources of contamination have been identified within the project site that would be expected to result in the release of hazardous materials during construction or operation of the proposed project.

Construction activities would involve excavation, grading, and paving; however, these activities would not be expected to encounter contaminated soil, groundwater, or hazardous materials that could create a significant hazard to the public or environment. In the event that previously unknown contaminated materials are encountered during construction, work in the affected area would cease and appropriate measures would be implemented in accordance with applicable local, State, and federal regulations.

Operation of the proposed project would not involve the routine use, transport, or storage of substantial quantities of hazardous materials. Accordingly, the proposed project would not 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.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Yucca Valley Community School and La Contenta Middle School are within 0.25 mile of the project site. Construction activities associated with the proposed project would involve the temporary use of hazardous materials typical of roadway construction, including fuels, lubricants, asphalt materials, concrete additives, paints, and solvents used for equipment operation, paving, and striping. These materials would be used in limited quantities, stored in accordance with applicable regulations, and confined to the construction period.

The proposed project would not involve the use, storage, or handling of acutely hazardous materials, nor would it generate hazardous emissions beyond short-term construction-related exhaust that is addressed under air quality regulations. All hazardous materials used during construction would be subject to applicable federal, State, and local health and safety requirements, including the Resource Conservation and Recovery Act (RCRA), California Hazardous Waste Control Law, Cal/OSHA requirements, and oversight by agencies such as the

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California Department of Toxic Substances Control (DTSC), San Bernardino County Environmental Health Division, and the Regional Water Quality Control Board (RWQCB). Contractors would be required to implement standard best management practices, spill prevention measures, and immediate response procedures in the event of an accidental release.

As identified in the Certified General Plan EIR, compliance with existing regulatory frameworks governing hazardous materials use and handling is effective in minimizing risks to sensitive receptors, including schools. Because the proposed project would not emit hazardous emissions or involve the handling of acutely hazardous materials in a manner that could affect nearby schools, impacts would be less than significant, and no mitigation measures are required.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. A review of current regulatory databases, including the State Water Resources Control Board's GeoTracker and the Department of Toxic Substances Control's EnviroStor systems, confirms that the project site remains absent from the list of hazardous waste facilities, cleanup sites, or active investigations (DTSC 2025; SWRCB 2025). Therefore, no changes in environmental conditions have occurred since certification of the EIR. The project site is not identified as containing hazardous materials contamination, hazardous materials storage, or leaking underground storage tanks, and no nearby sites have the potential to affect the project site. Accordingly, the proposed project would not create a significant hazard to the public or the environment, and no impact would occur. No mitigation measures are required.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

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- 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 or excessive noise for people residing or working in the project area?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project is located within approximately two miles of the Yucca Valley Airport. However, the project corridor is not located within the airport property, runway protection zones, safety review areas, or areas subject to land use restrictions or height limitations established in the Yucca Valley Airport Land Use Compatibility Plan (ALUCP). The proposed project does not involve the introduction of new noise-sensitive land uses, structures, or uses that could interfere with aircraft operations.

Accordingly, the proposed project would not result in airport-related safety hazards or excessive noise for people residing or working in the project site or surrounding area. Impacts related to proximity to a public airport would be less than significant, and no mitigation measures are required.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

- f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Emergency response and evacuation planning for the Town of Yucca Valley is guided by the San Bernardino County Emergency Operations Plan, and the Town's Local Hazard Mitigation Plan, which are implemented in accordance with the Standardized Emergency Management System (SEMS) pursuant to California Code of Regulations, Title 19, Division 2. These plans establish procedures for coordinated response to emergencies and disasters and identify evacuation routes, emergency access requirements, and agency responsibilities.

Construction activities would be temporary and would occur within existing roadway corridors. Based on the nature of the proposed improvements, construction is anticipated to occur in phases with temporary traffic control measures implemented to maintain circulation during construction. Any temporary lane closures or traffic control measures would be coordinated with the Town of Yucca Valley and San Bernardino County Fire Department, as appropriate, and would be required to comply with applicable traffic control standards and permit requirements. Construction activities would not be expected to require long-term roadway closures or

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otherwise substantially impede emergency vehicle access or emergency response routes. Therefore, temporary construction activities would not impair implementation of adopted emergency response or evacuation plans. All construction activities would be conducted in compliance with the Town's permitting and inspection processes and applicable fire and building codes, ensuring that the proposed project does not physically interfere with emergency response operations or evacuation routes. Accordingly, the proposed project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan. Therefore, impacts would be less than significant, and no mitigation measures are required.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. A wildland fire hazard area is typically characterized by areas with limited access, rugged terrain, limited water supply, and combustible vegetation. The project site is located with a moderate Fire Hazard Severity Zone (FHSZ) (CAL FIRE 2026). Portions of the town are also designated as high FHSZs; however, the project site does not encompass these areas.

The proposed project does not include the construction of habitable structures. Construction activities would be temporary and would comply with applicable fire safety requirements, including implementation of standard construction best management practices to reduce fire risk. Construction staging and traffic control would maintain emergency access at all times.

Upon completion, the proposed project would not introduce new residential or structural development in fire hazard areas and would not increase fuel loads. Improvements to roadway width, geometrics, and circulation would enhance emergency vehicle access and evacuation capability, thereby supporting fire response and public safety. In addition, the proposed roadway improvements would increase the extent of paved surfaces within the project corridor, which may provide a localized reduction in wildfire spread potential by creating a break in combustible vegetation. While roadways are not intended to function as primary wildfire containment features, the proposed improvements would not increase wildfire hazards and could provide ancillary fire-management benefits. The proposed project would comply with applicable provisions of the California Fire Code, Town Code requirements related to vegetation management, and San Bernardino County Fire Department standards. Accordingly, the

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proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant, and no mitigation measures are required.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

3.6.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures were adopted as part of the approved project's Certified EIR relating to hazards and hazardous materials. As discussed above, the proposed project is within the scope of the approved project, and no mitigation measures are warranted.

3.7 HYDROLOGY AND WATER QUALITY

3.7.1 Summary of Impacts Identified in the Approved Project

- **Stormwater Discharge.** Buildout of the General Plan Update would increase impervious surfaces throughout the Town of Yucca Valley, resulting in increased surface runoff and higher flows within local drainage systems. However, implementation of the Town's Master Plan of Drainage, along with General Plan policies and development standards requiring on-site stormwater retention and flood control improvements, would ensure that development does not increase on-site or off-site flooding and impacts are less than significant.
- **Groundwater Recharge and Supply.** General Plan buildout would not substantially reduce groundwater recharge. Substantial areas of low-density residential land would remain available for recharge, and the Town's planned wastewater treatment and water reclamation system would offset reductions in septic return flows by recharging treated wastewater into the Warren Valley Groundwater Basin. As a result, impacts related to groundwater recharge and supply were found to be less than significant.
- **Flood Hazards.** Portions of the town are located within mapped 100-year flood hazard areas; however, future development would be required to comply with FEMA requirements, the National Flood Insurance Program, and local floodplain regulations. Habitable structures would be elevated above base flood elevations, and floodways would remain free of encroachment and impacts are less than significant.

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- **Water Quality.** The Certified EIR also evaluated construction- and operation-related water quality impacts. While construction could result in short-term increases in sediment and pollutants, compliance with existing local, state, and federal regulations governing construction site maintenance, erosion control, and stormwater management would minimize impacts. At buildout, the Town would be subject to the Statewide Phase II Small MS4 Permit, requiring implementation of low-impact development, source control, and treatment best management practices to protect water quality. In addition, all projects would be required to comply with Fish and Game Code Section 1602 for activities affecting Waters of the State. With compliance with these regulatory requirements, impacts related to stormwater quality and surface waters were determined to be less than significant.
- **Dam Inundation, Levee Failure, Tank Failures, and Mudflows.** Buildout of the General Plan Update would not expose people or structures to hazards associated with levee failure, failure of detention or debris basins, aboveground water tank failure, or mudflows. Existing and planned drainage facilities would be reviewed and overseen by the California Division of Safety of Dams, water storage tanks are subject to regular inspection and retrofit programs, and geotechnical investigations would be required for development in areas susceptible to slope instability. With implementation of standard conditions and regulatory oversight, hydrology and water quality impacts were determined to be less than significant, and no mitigation measures were required.

3.7.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Level of Impact in Certified EIR	Proposed Project Meets the Conditions for an Addendum <i>CEQA Guidelines Section 15164</i>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	LTS	Yes
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	LTS	Yes

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Environmental Issues	Level of Impact in Certified EIR	Proposed Project Meets the Conditions for an Addendum <i>CEQA Guidelines Section 15164</i>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:		
i) result in substantial erosion or siltation on- or off-site;	LTS	Yes
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	LTS	Yes
iii) 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; or	LTS	Yes
iv) impede or redirect flood flows?	LTS	Yes
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	LTS	Yes
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	LTS	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

CONSTRUCTION

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Construction of the proposed roadway widening and realignment project would involve grading, excavation, paving, and installation of drainage facilities and therefore has the potential to generate sediment and other construction-related pollutants if not properly controlled. As a result, construction activities would be subject to applicable federal, State, and local water quality regulations.

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Because the proposed project would disturb more than one acre, the Town of Yucca Valley would be required to obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) prior to the start of ground-disturbing activities. Coverage under the CGP requires preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which identifies and implements best management practices (BMPs) to minimize erosion, control sediment, manage stockpiles, protect storm drain inlets, properly handle construction materials, and prevent pollutants from entering the storm drain system or receiving waters.

Typical BMPs implemented for roadway construction projects include, but are not limited to, perimeter sediment controls, stabilized construction entrances, inlet protection, erosion control measures during inactive periods, secondary containment for fuels and lubricants, proper waste management practices, and routine site inspections. Compliance with the CGP, implementation of SWPPP BMPs, and adherence to applicable municipal stormwater requirements would ensure that construction activities associated with the proposed project would not violate water quality standards or waste discharge requirements or substantially degrade surface or groundwater quality. Therefore, construction-related impacts would be less than significant, and no mitigation measures are required.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

OPERATION

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Operation of the proposed project would consist of the use and maintenance of improved roadway facilities, including travel lanes, bike lanes, sidewalks, landscaped medians, and associated drainage infrastructure. Stormwater runoff during operation would originate primarily from paved roadway surfaces and landscaped areas and would be conveyed through the Town's existing stormwater drainage system.

The proposed project does not include industrial or high-risk pollutant-generating uses and would not introduce operational sources of stormwater pollutants beyond those typical of roadway facilities evaluated in the Certified EIR. Routine roadway maintenance activities, such as street sweeping, debris removal, and landscape maintenance, would further reduce the potential for pollutants to enter the storm drain system.

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The proposed project would not alter drainage patterns or increase impervious surfaces beyond the type and scale anticipated in the Certified EIR. Compliance with applicable municipal stormwater requirements and standard roadway maintenance practices would ensure that operational runoff does not violate water quality standards or waste discharge requirements or substantially degrade surface or groundwater quality. Therefore, operational impacts would be less than significant, and no mitigation measures are required.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

As discussed in the Certified EIR, implementation of the Yucca Valley General Plan Update would increase impervious surfaces throughout the Town; however, buildout would not substantially reduce groundwater recharge or impede sustainable groundwater management of the Warren Valley Groundwater Basin. The Certified EIR concluded that substantial areas of low-density development would remain available for recharge, natural recharge occurs primarily through ephemeral washes and canyon flows, and planned wastewater treatment and water reclamation facilities would offset reductions in septic return flows by recharging treated wastewater into the groundwater basin. Accordingly, impacts related to groundwater supply and recharge were determined to be less than significant.

The proposed project consists of roadway improvements within existing public rights-of-way. Although the project would result in localized increases in impervious roadway surfaces, it would not introduce new land uses, increase development intensity, or alter the overall land use pattern or groundwater recharge assumptions evaluated in the Certified EIR. The proposed project would not involve groundwater extraction, installation of new wells, or changes to municipal water supply sources, and it would not increase long-term water demand.

Stormwater generated by the proposed roadway improvements would be conveyed through improved drainage facilities consistent with the Town's Master Plan of Drainage and applicable General Plan policies. As evaluated in the Certified EIR, these drainage systems are designed to manage runoff without substantially reducing groundwater recharge or increasing flood hazards. The proposed project would not preclude recharge opportunities identified in the

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General Plan, nor would it interfere with the Town's planned wastewater treatment and groundwater recharge program.

Because the proposed project would not increase groundwater pumping, would not substantially alter natural or planned recharge mechanisms, and would not exceed the development assumptions analyzed in the Certified EIR, it would not substantially decrease groundwater supplies or interfere with groundwater recharge in a manner that would impede sustainable groundwater management of the basin. Impacts would remain less than significant.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) result in a substantial erosion or siltation on- or off-site;

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project would not alter the course of a stream or river. While the proposed project would introduce additional impervious roadway surfaces and involve grading, excavation, and drainage improvements, these activities would occur within areas previously disturbed or designated for transportation infrastructure and would be consistent with the Town's adopted Master Plan of Drainage and stormwater management requirements evaluated in the Certified EIR.

As discussed in the Certified EIR, buildout of the General Plan Update would increase impervious surfaces throughout the Town; however, implementation of the Town's Master Plan of Drainage, General Plan policies, and development standards would ensure that runoff is properly conveyed and that erosion and siltation impacts are avoided. Construction activities associated with future development, including roadway projects, were anticipated to result in short-term increases in sediment and pollutants; however, compliance with existing federal, State, and local regulations governing erosion control and stormwater management would minimize these effects to less-than-significant levels.

Construction of the proposed project would be required to comply with applicable stormwater and erosion control regulations, including coverage under the State Water Resources Control Board's CGP and implementation of best management practices to control erosion, stabilize disturbed soils, manage stockpiles, and prevent sediment from entering drainage facilities.

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These requirements are standard for roadway construction and were assumed in the Certified EIR's evaluation of construction-related water quality effects.

With adherence to these regulatory requirements and consistency with the Town's drainage planning framework, the proposed project would not result in substantial erosion or siltation on- or off-site. Impacts would remain less than significant.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

- ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR determined that buildout of the General Plan Update would increase impervious surfaces throughout the Town of Yucca Valley; however, implementation of the Town's Master Plan of Drainage, General Plan policies, and applicable development standards would ensure that future development does not increase on-site or off-site flooding. Required stormwater conveyance and flood control improvements were found to be adequate to manage increases in runoff associated with General Plan buildout.

The proposed project would occur within existing and planned public rights-of-way and would include installation of curb, gutter, drainage facilities, and related stormwater infrastructure designed in accordance with the Town's adopted drainage standards. The roadways would continue to discharge runoff to the existing public storm drain system, and the proposed project would not modify regional drainage patterns, redirect flood flows, or reduce downstream drainage capacity. The Town's existing stormwater infrastructure is currently adequate to accommodate stormwater runoff from the project site.

While the proposed project would add impervious roadway surfaces, it would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, nor would it provide substantial additional sources of runoff that would result in on- or off-site flooding. Drainage improvements incorporated into the project would ensure that post-project runoff rates and volumes are safely conveyed and managed consistently with the assumptions evaluated in the Certified EIR. Accordingly, the proposed project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Impacts would remain less than significant, and no mitigation measures are required.

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Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

- iii) 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; or**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR determined that implementation of the General Plan Update would increase impervious surfaces throughout the Town of Yucca Valley; however, compliance with the Town's Master Plan of Drainage, General Plan policies, and stormwater design standards would ensure that stormwater drainage systems are adequately sized to accommodate anticipated runoff without exceeding system capacity or degrading water quality.

The proposed project would occur within existing and planned public rights-of-way and would include curb, gutter, drainage facilities, and related stormwater infrastructure designed in accordance with the Town's adopted engineering and drainage standards. The roadway would continue to discharge runoff to the existing public storm drain system, and the project would not modify regional drainage patterns, reduce downstream conveyance capacity, or alter the operation of existing drainage facilities.

While the proposed project would introduce additional impervious roadway surfaces, it would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. The Town's existing stormwater infrastructure is currently adequate to accommodate runoff from the project site. In addition, construction and post-construction activities would be subject to applicable municipal stormwater requirements and the Statewide Phase II Small MS4 permit, which require implementation of best management practices to control sediment, debris, petroleum products, and other pollutants commonly associated with roadway runoff.

With compliance with applicable stormwater regulations and incorporation of standard drainage design features, the proposed project would not introduce substantial additional sources of polluted runoff or exceed stormwater system capacity. Impacts would therefore remain less than significant, and no mitigation measures are required.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the

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criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

iv) impede or redirect flood flows?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, the proposed project site includes portions mapped within Zone A (Special Flood Hazard Area without base flood elevation), Zone X (areas of minimal flood hazard), and Zone D (areas of undetermined flood hazard) (FEMA 2026).

As discussed in the Certified EIR, implementation of the General Plan Update would not impede or redirect flood flows because future development would be required to comply with FEMA regulations, the National Flood Insurance Program (NFIP), and the Town of Yucca Valley's floodplain management and drainage standards. Floodways would remain free of obstruction, and development within flood hazard areas would be designed to maintain flood conveyance capacity.

The proposed project would occur within existing and planned public rights-of-way and would include drainage facilities designed to convey stormwater in accordance with Town engineering standards. The proposed project would not place structures within floodways, construct berms or barriers that would obstruct flood flows, or modify natural or engineered flood conveyance features in a manner that would redirect floodwaters on- or off-site. Improvements would be designed to maintain existing flood flow paths and conveyance capacity.

With compliance with applicable FEMA requirements, NFIP standards, and Town of Yucca Valley drainage and floodplain regulations, the proposed project would not impede or redirect flood flows. Impacts would therefore remain less than significant, and no mitigation measures are required.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project is located inland within the Town of Yucca Valley and is not situated near coastal areas; large, enclosed bodies of water; or steep terrain that could generate tsunami,

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seiche, or mudflow hazards. As a result, the project site is not subject to tsunami- or seiche-related inundation risks.

According to the FEMA Flood Insurance Rate Maps, portions of the proposed project site are located within Zone A (Special Flood Hazard Area without base flood elevation), Zone X (areas of minimal flood hazard), and Zone D (areas of undetermined flood hazard) (FEMA 2026).

The proposed project would occur within existing and planned public rights-of-way and does not include facilities involving the storage, handling, or use of substantial quantities of hazardous or acutely hazardous materials. Construction-related materials such as fuels, lubricants, and oils would be used in limited quantities and handled in compliance with applicable federal, State, and local regulations. Therefore, the project would not introduce substantial sources of pollutants that could be released during a flood or inundation event.

Improvements within mapped flood hazard areas would be designed in compliance with applicable FEMA requirements, National Flood Insurance Program standards, and Town of Yucca Valley floodplain management and drainage regulations. Project grading and drainage improvements would maintain existing flood conveyance capacity and would not create obstructions that could redirect flood flows or increase flood-related pollutant release. Accordingly, the proposed project would not result in the release of pollutants due to flooding, tsunami, or seiche hazards. Impacts would be less than significant, and no mitigation measures are required.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR determined that buildout of the Town of Yucca Valley General Plan would comply with applicable water quality control requirements and groundwater management policies administered by the Colorado River Basin Regional Water Quality Control Board (CRBRWQCB). As discussed in the Certified EIR, construction- and operation-related water quality impacts would be regulated through compliance with the Statewide NPDES permits, including the CGP and the Phase II Small MS4 permit applicable to the Town, as well as through implementation of General Plan policies and municipal stormwater standards.

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The proposed project consists of roadway and associated drainage improvements within existing and planned public rights-of-way. The project would be required to comply with all applicable stormwater management regulations, including preparation and implementation of construction-phase best management practices consistent with the CGP and post-construction stormwater requirements under the Statewide Phase II Small MS4 permit. The project would not introduce land uses that generate substantial new pollutant sources and would not modify drainage patterns in a manner that would conflict with adopted water quality control plans.

In addition, the proposed project would not involve groundwater extraction, installation of wells, or long-term water demand that could affect groundwater supply or interfere with sustainable groundwater management. As noted in the Certified EIR, groundwater recharge and supply impacts associated with General Plan buildout were determined to be less than significant, and the proposed roadway improvements would not alter those assumptions or impede implementation of any adopted groundwater management framework applicable to the Town. Accordingly, the proposed project would not conflict with or obstruct implementation of an applicable water quality control plan or sustainable groundwater management plan. Impacts would remain less than significant.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

3.7.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures were adopted as part of the approved project's Certified EIR relating to hydrology and water quality. As discussed above, the proposed project is within the scope of the approved project, and no mitigation measures are warranted.

3.8 LAND USE AND PLANNING

3.8.1 Summary of Impacts Identified in the Approved Project

- **Physical Division of Communities.** The Certified EIR concluded that implementation of the General Plan Update would not physically divide an established community. The land use designations as part of the approved project generally retained the Town's development pattern and residential character, and changes to land use designations primarily involved

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modifications among compatible residential and commercial land use categories. In addition, implementation of applicable General Plan policies would promote cohesive neighborhoods and compatible development. Therefore, impacts related to the physical division of established communities were determined to be less than significant.

- **Consistency with Applicable Plans, Policies, and Regulations.** The Certified EIR concluded that the General Plan Update was consistent with applicable State planning laws, including Government Code Section 65300 and the California Complete Streets Act, as well as regional planning documents and local land use regulations. The General Plan Update incorporated policies and standards intended to avoid or minimize environmental impacts and would not conflict with applicable plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects. Therefore, impacts related to plan and policy consistency were determined to be less than significant.
- **Habitat Conservation Plans and Natural Community Conservation Plans.** The Certified EIR determined that the Town was not within the boundaries of an adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP) and was not a participating agency in the West Mojave Plan. Accordingly, implementation of the approved project would not conflict with any adopted HCP or NCCP, and impacts were determined to be less than significant.

3.8.2 Impacts Associated with the Proposed Project

Would the project result in:

Would the project:	Level of Impact in Certified EIR	Proposed Project Meets the Conditions for an Addendum? <i>CEQA Guidelines Section 15164</i>
a) Physically divide an established community?	LTS	Yes
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	LTS	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;

SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

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a) Would the project physically divide an established community?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project consists of roadway widening and circulation improvements along Yucca Trail between Palomar Avenue and La Contenta Road and paving and realignment improvements along Indio Avenue. The proposed project would be constructed within existing and planned transportation corridors identified in the Town of Yucca Valley General Plan and would not introduce new barriers that would physically divide an established community. Rather, the proposed project would improve roadway connectivity, traffic operations, multimodal circulation, emergency access, and evacuation capabilities within the town. The proposed project would not displace residences, sever existing neighborhoods, or restrict access between adjacent land uses. Accordingly, the proposed project would not physically divide an established community, and impacts would be less than significant.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project implements roadway improvements identified in the Town of Yucca Valley General Plan Circulation Element and is consistent with the transportation network evaluated in the Certified EIR. The proposed project would not alter land use designations, zoning classifications, or development intensities and would not conflict with applicable General Plan policies related to land use, circulation, biological resources, cultural resources, open space conservation, public safety, or environmental protection, beyond what was evaluated in the Certified EIR. In addition, the proposed project would comply with applicable federal, State, and local regulations and would implement the mitigation measures and environmental protection requirements carried forward from the Certified EIR, as applicable. Accordingly, the proposed project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the

criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

3.8.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures were adopted as part of the approved project's Certified EIR relating to land use and planning. As discussed previously, the proposed project is within the scope of the approved project, and no mitigation measures are warranted.

3.9 NOISE

3.9.1 Summary of Impacts Identified in the Approved Project

- **Traffic Noise.** Buildout of the Town of Yucca Valley General Plan Update would increase traffic volumes on local roadways and State Routes 62 and 247, which would incrementally elevate the existing noise environment over time. This impact would remain significant and unavoidable.
- **Airport Noise.** The Aircraft-related noise impacts were determined to be less than significant.
- **Noise Land Use Compatibility.** Implementation of applicable Noise Element policies would require noise-reducing site planning and building design where needed and therefore impacts related to transportation noise exposure for new sensitive receptors were less than significant with policy implementation. However, this is no longer considered an environmental impact under CEQA pursuant to the *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369.
- **Stationary Noise.** Compliance with the Noise Ordinance and implementation of relevant General Plan policies would ensure that stationary-source noise impacts would be less than significant.
- **Construction Noise.** Short-term noise from construction associated with buildout would intermittently elevate noise levels near sensitive receptors due to equipment operation and construction-related haul traffic., and therefore, construction noise was identified as a potentially significant impact. Mitigation Measure 10-1 would reduce construction noise to the extent feasible; however, because mitigation may not be feasible or effective in all cases, this impact would remain significant and unavoidable.

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- **Vibration.** Vibration from transportation sources, stationary industrial activities, and construction were identified as potentially significant, but implementation of Mitigation Measures 10-2 and 10-3 would reduce vibration impacts; therefore, this impact would be reduced to less than significant.

3.9.2 Impacts Associated with the Proposed Project

Would the project result in:

Environmental Issues	Level of Impact in Certified EIR	Proposed Project Meets the Conditions for an Addendum <i>CEQA Guidelines Section 15164</i>
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	SU	Yes
b) Generation of excessive groundborne vibration or groundborne noise levels?	LTS/M	Yes
c) For a project located within the vicinity of a private airstrip or 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?	LTS	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;

SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

Existing Setting

The noise environment in the project site and surrounding area is primarily influenced by traffic noise on Yucca Trail. Neighborhood traffic noise on La Contenta Road also contributes to the typical existing noise environment.

To determine baseline noise levels in the project vicinity, ambient noise monitoring, four short-term (15-minute) and one long-term (24-hour) measurement locations were selected and conducted around the project site. All measurements were conducted between Wednesday March 11 and Thursday March 12, 2026. The short-term sound level meter (Larson Davis LxT) and the long-term sound level meter (Picollo II) used for noise monitoring satisfy American

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National Standards Institute (ANSI) standards for Type 1 and Type 2 instrumentation, respectively. The sound level meters were set to “slow” response and “A” weighting (dBA) and calibrated prior to and after each monitoring period.

Measurements were at least 5 feet above ground and away from reflective surfaces. Temperatures were moderate, approximately 68 degrees Fahrenheit, with wind speeds of up to 10 miles per hour and low humidity. Noise measurement locations are described below and shown on Figure 6, *Approximate Noise Monitoring Locations*.

Short Term Measurements

Four short-term (15-minute) measurement locations were selected and conducted around the project site. All measurements were conducted in the afternoon on Wednesday March 11 and Thursday March 12, 2026. Results are summarized in Table 3-4, *Short-Term Noise Measurements Summary*.

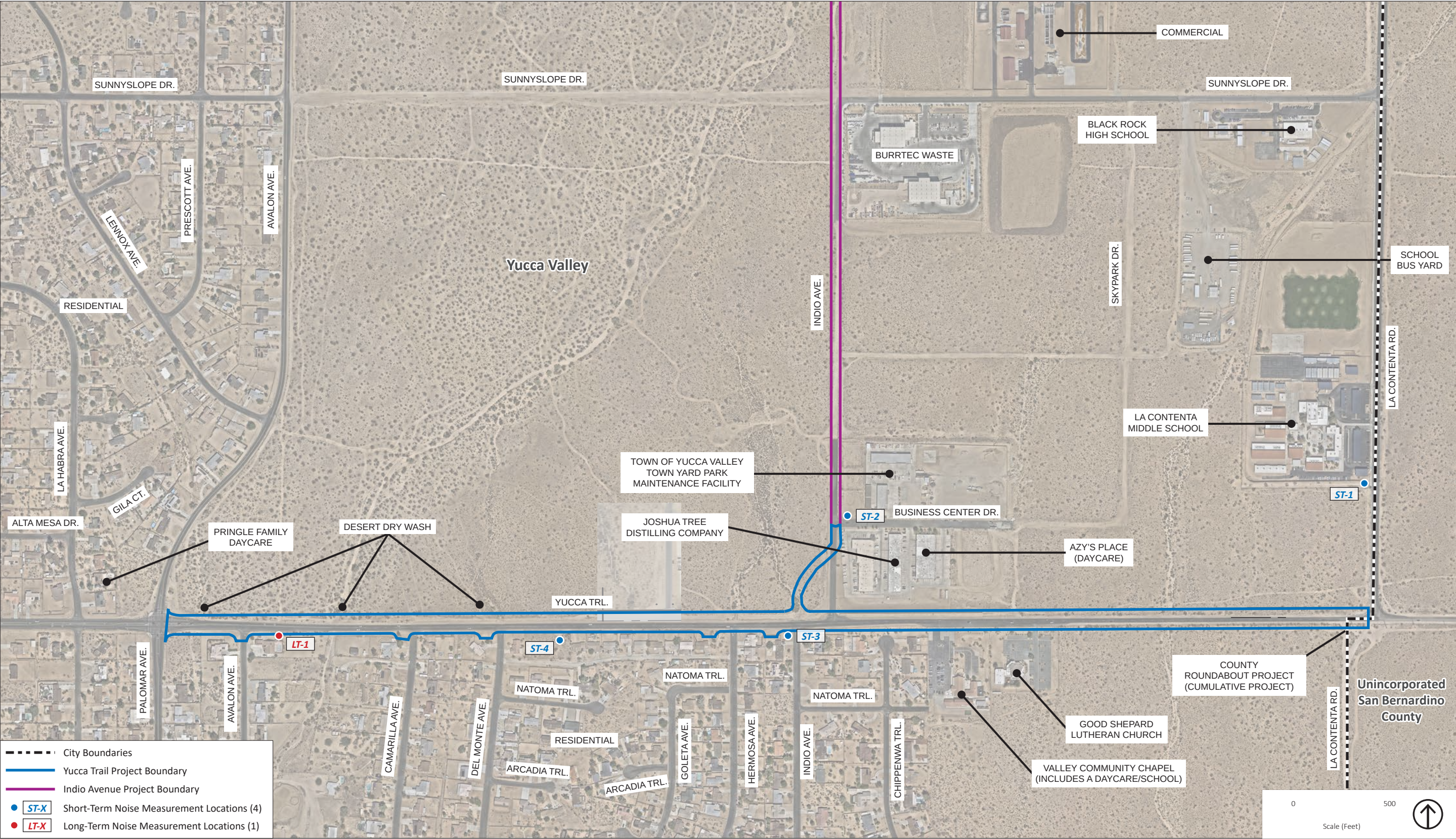
- **Short-Term Location 1 (ST-1)** was conducted on La Contenta Road, at the southeast corner of La Content Middle School, approximately 650 feet north of the Yucca Trail and La Contenta intersection. A 15-minute noise measurement began at 4:47 pm on Thursday, March 12, 2026. The noise environment is characterized by traffic noise on La Contenta Road. Noise levels measured 60.7 dBA Leq and 81.4 dBA Lmax during the measurement period at ST-1.
- **Short-Term Location 2 (ST-2)** was conducted at the northeast corner of the Indio Avenue and Bus Center Drive Intersection, between the Town of Yucca Valley City Hall to the north and a business center to the south. A 15-minute noise measurement began at 3:17 pm on Wednesday, March 11, 2026. The noise environment is characterized primarily by traffic noise on Indio Avenue and Bus Center Drive. Noise levels measured 55.4 dBA Leq and 72.7 dBA Lmax during the measurement period at ST-2.
- **Short-Term Location 3 (ST-3)** was conducted on the southwest corner of the Yucca Trail and Indio Avenue intersection, approximately 25 feet south of Yucca Trail near single-family residential uses along Indio Avenue. A 15-minute noise measurement began at 2:46 pm on Wednesday, March 11, 2026. The noise environment is characterized primarily by traffic noise on Yucca Trail. Noise levels measured 68.8 dBA Leq and 79.9 dBA Lmax during the measurement period at ST-3.
- **Short-Term Location 4 (ST-4)** was conducted on along Yucca Trail approximately 35 feet south of Yucca Trail and 265 feet east of Del Monte Avenue near single-family residential uses along Yucca Trail. A 15-minute noise measurement began at 5:40 pm on Wednesday, March 12, 2026. The noise environment is characterized primarily by traffic noise on Yucca Trail. Noise levels measured 67.4 dBA Leq and 77.9 dBA Lmax during the measurement period at ST-4.

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Table 3-4 Short-Term Noise Measurements Summary

Monitoring Location	Description	Source	Start Time	15-minute Noise Level, dBA							
				L _{eq}	L _{max}	L _{min}	L ₉₀	L ₅₀	L ₂₅	L ₈	L ₂
ST-1	On La Contenta Road adjacent to the La Contenta Middle School southeastern parking lot	Roadway traffic noise along La Contenta Road	4:47 pm	60.7	81.4	39.1	42.1	49.7	56.9	64.4	70.6
ST-2	At northeast corner of intersection of Indio Avenue and Bus Center Drive, between Town of Yucca Valley City Hall and Monterey Business Center	Roadway traffic noise along Indio Avenue and Bus Center Drive	3:17 pm	55.5	72.7	36.5	39.1	43.8	49.3	58.4	65.5
ST-3	At southwest corner of intersection of Indio Avenue and Yucca Trail near single-family residences along Yucca Trail	Roadway traffic noise along Yucca Trail	2:46 pm	68.8	79.9	38.3	49.9	64.8	70.3	73.3	76.2
ST-4	Along Yucca Trail, east of Cel Monte Avenue near single-family residences along Yucca Trail	Roadway traffic noise along Yucca Trail	5:40 pm	67.4	77.9	40.6	49.6	64.0	39.1	72.1	74.2

Source: PlaceWorks. See Appendix D.



Source: Nearmap 2026

Figure 6
Noise Monitoring Locations

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Long-Term Measurements

Long-term ambient noise monitoring was conducted near residential uses in the project area, and on the project site from March 11 to March 12, 2026. One long-term noise meter was mounted adjacent to Yucca Trail next to a single-family home, near the intersection of Yucca Trail and Avalon Avenue. The proposed project site is in a semi-rural residential neighborhood surrounded by single-family homes and undeveloped land. The existing noise environment is characterized primarily by typical residential activities and residential traffic along Yucca Trail. Long-term measurement results are described below and summarized in Table 3-5, *Long-Term Noise Measurement Summary*. Figure 6 shows the long-term (24-hour) noise measurement location. Complete hourly interval noise monitoring data is shown in Appendix D.

- **Long-Term Location 1 (LT-1)** was located at the western end of the project site approximately 20 feet south of Yucca Trail and 160 feet east of Avalon Avenue adjacent to single-family residential uses along Avalon Avenue. A 24-hour noise measurement was conducted from Wednesday, March 11, 2026, to Thursday, March 12, 2026. The noise environment is characterized primarily by vehicle noise along Yucca Trail. The 24-hour noise level measured 70.9 dBA CNEL during the measurement period.

Table 3-5 Long-Term Noise Measurements Summary

Monitoring Location	CNEL, dBA	Time of Day	Averages, dBA			
			Leq	Lmax	L50	L90
LT-1	71.3	Daytime (7 am - 7 pm)	68.8	88.2	62.7	49.1
		Evening (7 pm - 10 pm)	65.6	85.0	54.5	46.1
		Nighttime (10 pm - 7 am)	63.0	83.5	43.7	38.0

Source: PlaceWorks. See Appendix D.

Noise Sensitive Receptors

Noise sensitive residential receptors are located adjacent to the proposed project as a result of the approved project. Single-family residential receptors are located to the south of Yucca Trail and to the west across Palomar Avenue. La Contenta Middle School and Black Rock High School are located to the east along La Contenta Road.

- a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

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Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Noise generated by on-site construction equipment is based on the type of equipment used, its location relative to sensitive receptors, and the timing and duration of noise-generating activities. Each phase of construction involves different types of equipment and has distinct noise characteristics. Noise levels from construction activities are typically generated by the loudest three pieces of equipment. The dominant equipment noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable.

Construction equipment is anticipated to be similar to that of typical projects and includes dozers, excavators, loaders, graders, forklifts, pavers, rollers, and other standard items, as modeled using the Federal Highway Administration's Roadway Construction Noise Model (RCNM). Average noise levels from project-related construction activities are calculated by modeling the three loudest pieces of equipment per activity phase. Equipment for each construction activity is modeled from the edge of the nearest paving areas to the nearest sensitive receptors.

The nearest sensitive receptors under the proposed project would include residential uses, approximately 50 feet to the south adjacent to Yucca Trail during Phase 1 of the various construction activities. Results are summarized in Table 3-6, *Project Related Construction Noise Levels Without Mitigation*, at the nearest receptors. Construction noise levels at a reference distance of 50 feet would range between 82 dBA and 85 dBA Leq throughout the construction period without the implementation of mitigation measures.

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Table 3-6 Project-Related Construction Noise Levels Without Mitigation Measures

Construction Phase	RCNM Reference Noise Level	Noise Levels in dBA Leq			
		Receptor to North	Receptor to East	Receptor to South	Receptor to West
Phase 1: Yucca Trail					
Distance in feet	50	700	300	50	N/A
Linear, Drainage, Utilities & Sub-Grade	85	62	69	85	N/A
Linear, Grading & Excavation	85	62	69	85	N/A
Linear, Grubbing & Land Clearing	83	60	67	83	N/A
Linear, Paving	82	59	66	82	N/A
Exceeds FTA 80 dBA Leq Standard?		No	No	Yes	No
Phase 2: Indio Avenue					
Distance in feet	50	270	2,700	130	1,800
Linear, Drainage, Utilities & Sub-Grade	85	70	50	76	53
Linear, Grading & Excavation	85	70	50	77	54
Linear, Grubbing & Land Clearing	83	68	48	75	52
Linear, Paving	82	67	47	73	51
Exceeds FTA 80 dBA Leq Standard?		No	No	No	No

Source: FHWA's RCNM software.

Notes: Distance measurements were taken using Google Earth (2026) from the area of anticipated construction to the property line of the nearest receptors.

dBA Leq = Energy Average Sound Levels

N/A = not applicable

As shown in Table 3-6, construction noise levels attributable to Yucca Trail would range between 59 dBA and 85 dBA at the nearby sensitive receptors and would exceed the 80 dBA FTA threshold for construction noise at the single-family residential uses to the south. Also shown in Table 3-6, construction noise levels attributable to Indio Avenue would range between 47 dBA and 77 dBA at the nearby receptors and would not exceed the 85 and 90 dBA FTA thresholds for commercial and industrial uses, respectively.

Consistent with the Certified EIR, the proposed project would incorporate Mitigation Measure 10-1 to address potential construction-related noise impacts associated with development activities occurring in close proximity to noise-sensitive receptors. Mitigation Measure 10-1 would require the Town to install temporary sound barriers for construction activities that occur adjacent to occupied noise-sensitive structures, including single-family residential uses south of Yucca Trail. Table 3-7, *Project Related Construction Noise Levels with Mitigation*, summarizes the results with inclusion of mitigation measure 10-1 at the nearest receptors. Construction noise

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levels at sensitive receptors to the south would range between 59 dBA and 79 dBA Leq throughout the construction period with implementation of mitigation measures.

Table 3-7 Project-Related Construction Noise Levels with Mitigation Measures

Construction Phase	RCNM Reference Noise Level	Noise Levels in dBA Leq with Mitigation			
		Receptor to North	Receptor to East	Receptor to South	Receptor to West
Phase 1: Yucca Trail with Mitigation					
Distance in feet	50	700	300	50	N/A
Linear, Drainage, Utilities & Sub-Grade	85	62	69	79	N/A
Linear, Grading & Excavation	85	62	69	79	N/A
Linear, Grubbing & Land Clearing	83	60	67	77	N/A
Linear, Paving	82	59	66	76	N/A
Exceeds FTA 80 dBA Leq Standard?		No	No	No	No

Source: FHWA's RCNM software.

Notes: Distance measurements were taken using Google Earth (2026) from the area of anticipated construction to the property line of the nearest receptors.

dBA Leq = Energy Average Sound Levels

1 Assumes 6 dBA reduction in noise levels for inclusion of 8-foot temporary barrier during construction of Indio Avenue (Mitigation Measure 10-1)

With implementation of Mitigation Measure 10-1, construction noise levels at sensitive receptor property lines would range from approximately 59 dBA to 79 dBA Leq during all phases of construction, with the highest noise levels occurring during grading and excavation activities at the closest receptor locations. Implementation of Mitigation Measure 10-1 would ensure compliance with Federal Transit Administration (FTA) construction noise standards at nearby noise-sensitive receptors. In addition, construction activities would comply with Section 9.34.080 of the Town of Yucca Valley Town Code, which limits construction activities to the hours of 7:00 a.m. to 10:00 p.m. on weekdays and Saturdays. Therefore, construction noise impacts would be less than significant with mitigation incorporated.

The proposed project would not result in any new or more significant impacts than those identified in the Certified EIR. Thus, no new significant impacts or impacts of greater severity than those identified in the Certified EIR would occur, and the level of impact remains unchanged from the Certified EIR. The proposed project would not result in any new or more severe significant impacts than those identified in the Certified EIR. Therefore, the proposed project would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

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Mobile-Source Noise Impacts

A project will normally have a significant effect on the environment related to traffic noise if it substantially increases the ambient traffic noise levels at adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 dBA to 3 dBA under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A significant impact would occur if the following traffic noise increases occur relative to the existing noise environment:

- 1.5 dBA in ambient noise environments of 65 dBA CNEL and higher
- 3 dBA in ambient noise environments of 60 to 64 dBA CNEL
- 5 dBA in ambient noise environments of less than 60 dBA CNEL

The proposed project would widen Yucca Trail to convert the current two-lane roadway into a four-lane divided arterial and construct Indio Avenue from SR-62 to Yucca Trail as a two-lane roadway. Traffic volume data for the new trips on Yucca Trail and Indio Avenue associated with the Project are provided by Fehr & Peers (2026). There is no existing through traffic along Indio Avenue and currently serves commercial uses with access to the northern portion of Indio Avenue from Sunnyslope Drive and the southern portion of Indio Avenue from Yucca Trail. Table 3-8, *Project-Related Increases in Traffic Noise, dBA CNEL at 50 Feet*, shows noise levels along Yucca Trail increase by 1 dBA and an increase of 3 dBA along Indio Avenue under 2050 traffic conditions.³

Table 3-8 Project-Related Increases in Traffic Noise, dBA CNEL at 50 Feet

Roadway	Segment		Average Daily Traffic Noise Levels, dBA CNEL			
	From	To	Existing	2050 No Project	2050 With Project	Project Increase (2050)
Yucca Trail	Palomar Avenue	La Contenta Road	69.7	70.7	70.8	1
Indio Avenue	Yucca Trail	Sunnyslope Drive	--	65.3	65.3	0

Notes: N/A = not applicable.

Source: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) in Appendix D. Based on traffic volumes provided by Fehr & Peers (see Appendix D) and Table C-1 of the General Plan Circulation Element.

³ As noted in the Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol, “increased traffic volumes increase traffic noise, but it takes a doubling of traffic to increase noise levels by only 3 dB” (Caltrans 2013, page 6-5). This relationship between traffic volume and traffic noise is independent of the prediction model used.

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Like the current General Plan, the proposed project involves widening of Yucca Trail from two lanes to four lanes within the planned right-of-way, and realignment and widening of Indio Avenue. There were no traffic noise impacts identified along the Yucca Trail in the Certified EIR. Indio Avenue has yet to be fully built out and there are no existing noise sensitive receptors that would be exposed to project related traffic noise increases. In addition, future uses along Indio Avenue are planned for industrial, which would not be noise sensitive. Future 2035 Yucca Trail traffic noise levels were estimated in the Certified EIR to be 71.1 dBA Ldn at 100 feet, which was not considered a significant increase in traffic noise. Project traffic noise impacts would be less than significant.

The proposed project would not result in any new or more significant impacts than those identified in the Certified EIR. Thus, no new significant impacts or impacts of greater severity than those identified in the Certified EIR would occur, and the level of impact remains unchanged from the Certified EIR. The proposed project would not result in any new or more severe significant impacts than those identified in the Certified EIR. Therefore, the proposed project would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

b) Generation of excessive groundborne vibration or groundborne noise levels?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Construction activities have potential to generate varying degrees of ground vibration, depending on the construction procedures and equipment. The use of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches levels that can cause damage to structures.

The Town of Yucca Valley identifies that no ground vibration shall be allowed that can be felt without the aid of instruments at or beyond the lot line, nor shall any vibration be allowed which produces a particle velocity greater than or equal to 0.2 inches per second (in/sec) peak particle velocity (PPV) measured at or beyond the lot line. Typical construction equipment can generate vibration levels ranging from 0.21 in/sec PPV at 25 feet.

Table 3-9, *Project-Related Construction Vibration Damage Levels, Phase 1: Yucca Trail*, summarizes vibration levels for typical construction equipment at a reference distance of 25 feet and the nearest sensitive receptors during Phase 1: Yucca Trail. During this phase, the nearest off-site receptors would be single-family residential uses to the south, conservatively 50

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feet from the nearest construction impact area. The proposed construction activities would not exceed the 0.2 in/sec PPV standard at the nearest residential receptors adjacent to the proposed project.

Table 3-9 Project-Related Construction Vibration Damage Levels, Phase 1: Yucca Trail

Equipment	Yucca Trail Vibration Levels, PPV (in/sec)			
	Vibration Reference Level at 25 feet	Receptor to North 140	Receptor to East 300	Receptor to South 55
Large Bulldozer	0.089	0.007	0.002	0.027
Small Bulldozer	0.003	0.000	0.000	0.001
Loaded Trucks	0.076	0.006	0.002	0.023
Vibratory Roller (large)	0.210	0.016	0.005	0.064
Vibratory Roller (small)	0.101	0.008	0.002	0.031
Backhoe	0.051	0.004	0.001	0.016
Excavator	0.051	0.004	0.001	0.016
Grader	0.051	0.004	0.001	0.016
Loader	0.051	0.004	0.001	0.016
Paver	0.046	0.003	0.001	0.014
Exceeds 0.2 in/sec PPV Standard?		No	No	No

Source: FTA 2018; Appendix D.

Table 3-10, *Project-Related Construction Vibration Damage Levels, Phase 2: Indio Avenue*, summarizes vibration levels for typical construction equipment at a reference distance of 25 feet and the nearest sensitive receptors during Phase 2: Indio Avenue. During this phase, the nearest off-site receptors would be the Joshua Tree Distilling Company to the west, conservatively 95 feet from the nearest construction impact area, and residential uses to the south, conservatively 130 feet from the nearest construction impact area. The proposed construction activities would not exceed the 0.2 in/sec PPV standard at the nearest residential receptors adjacent to the proposed project.

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Table 3-10 Project-Related Construction Vibration Damage Levels, Phase 2: Indio Avenue

Equipment	Indio Avenue Construction Vibration Levels, PPV (in/sec)				
	Vibration Reference Level at 25 feet	Receptor to North 230	Receptor to East 720	Receptor to South 130	Receptor to West 95
Large Bulldozer	0.089	0.003	0.001	0.008	0.012
Small Bulldozer	0.003	0.000	0.000	0.000	0.000
Loaded Trucks	0.076	0.003	0.000	0.006	0.010
Vibratory Roller (large)	0.210	0.008	0.001	0.018	0.028
Vibratory Roller (small)	0.101	0.004	0.001	0.009	0.014
Backhoe	0.051	0.002	0.000	0.004	0.007
Excavator	0.051	0.002	0.000	0.004	0.007
Grader	0.051	0.002	0.000	0.004	0.007
Loader	0.051	0.002	0.000	0.004	0.007
Paver	0.046	0.002	0.000	0.004	0.006
Exceeds 0.2 in/sec PPV Standard?		No	No	No	No

Source: FTA 2018; Appendix D.

As shown in Tables 3.8-5 and 3.8-6, proposed construction activities would not exceed the 0.2 in/sec PPV standard established by the Town of Yucca Valley. In addition, Section 9.34.090 of the Town's Code exempts temporary construction, maintenance, repair, or demolition activities occurring between 7:00 a.m. and 10:00 p.m. from the Town's vibration standards. Furthermore, consistent with the Certified EIR, the proposed project would prepare a project-specific vibration analysis, which effectively implements Mitigation Measure 10-2. Mitigation Measure 10-2 requires evaluation of vibration-intensive construction activities occurring within 200 feet of sensitive receptors and implementation of additional measures, where necessary, to reduce potential vibration impacts. The vibration analysis effectively implements the intent of Mitigation Measure 10-2 by evaluating potential vibration impacts and confirming that construction-related vibration levels would remain below applicable thresholds. Therefore, construction-related vibration impacts would be less than significant with mitigation incorporated.

Thus, no new significant impacts or impacts of greater severity than those identified in the Certified EIR would occur, and the level of impact remains unchanged from the Certified EIR. The proposed project would not result in any new or more severe significant impacts than those identified in the Certified EIR. Therefore, the proposed project would not trigger the need for

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preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

- c) **For a project located within the vicinity of a private airstrip or 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?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The project site is approximately one mile southeast of Yucca Valley Airport. The project site is located outside the 60 dBA CNEL contours for Yucca Valley Airport. Therefore, implementation of the proposed project would not result in increased exposure of people working at or visiting the project site to aircraft noise. Therefore, no impact would occur.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

3.9.3 Adopted Mitigation Measures Applicable to the Proposed Project

The Certified EIR identified Mitigation Measures 10-1, 10-2, and 10-3 to address potential construction-related and operational noise and vibration impacts associated with development activities occurring in proximity to noise-sensitive receptors. Only Mitigation Measure 10-1 remains applicable to the proposed project and has been incorporated into the proposed project's MMRP. Mitigation Measure 10-1 has been modified to address project-level impacts.

Although the proposed project would involve the use of vibration-intensive construction equipment, such as vibratory rollers or heavy compaction equipment, the project-specific vibration analysis conducted for Yucca Trail and Indio Avenue identified that construction-related vibration levels would remain below applicable thresholds. Therefore, Mitigation Measure 10-2 would not be applicable to the proposed project and has not been incorporated into the proposed project's MMRP. Mitigation Measure 10-3 is not applicable to the proposed project and has been removed from the proposed project's MMRP because it applies specifically to the operation of heavy industrial uses involving vibration-intensive machinery. The proposed project consists of roadway improvements and does not include industrial land uses or long-term operational vibration sources.

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Any modifications to these mitigation measures are shown in ~~striketrough~~ for deleted text and underline for new, inserted text.

10-1 ~~Applicants for new development projects within 500 feet of sensitive receptors. During construction the Town of Yucca Valley shall implement the following best management practices to reduce construction noise levels at nearby sensitive receptors located adjacent to or within 500 feet of construction activities:~~

- Install temporary sound barriers for construction activities that occur adjacent to occupied located near occupied noise-sensitive structures.
- ~~Equip~~ All construction equipment ~~with~~ shall be properly maintained and equipped with manufacturer-recommended mufflers.
- ~~Restrict~~ Construction haul routes ~~and~~ shall be designated to minimize travel through residential streets to the extent feasible, and construction-related traffic shall be routed along arterial roadways where possible.
- ~~Reduce nonessential idling~~ Idling of construction equipment shall be limited to no more than five minutes, except where required for safety or operational purposes.
- Construction activities shall be limited to hours permitted by the Town of Yucca Valley Code, unless an exception is granted by the Town.

~~10-2 Individual projects that involve vibration-intensive construction activities, such as blasting, pile drivers, jack hammers, and vibratory rollers, within 200 feet of sensitive receptors shall be evaluated for potential vibration impacts. A study shall be conducted for individual projects where vibration-intensive impacts may occur. If construction-related vibration is determined to be perceptible at vibration-sensitive uses, additional requirements, such as use of less vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., nonexplosive blasting methods, drilled piles as opposed to pile driving, etc.).~~

~~10-3 Development of heavy industrial projects that involve vibration-intensive machinery or activities occurring near sensitive receptors shall be evaluated for potential vibration impacts. Prior to occupancy permits, or issue of business licenses, a study shall be conducted for individual projects where vibration-intensive impacts may occur. Vibration impacts to nearby receptors shall not exceed the levels for annoyance (in RMS inches/second) as follows: Workshop = 0.032, Office = 0.015, Residential Daytime (7AM-10PM) = 0.008, and Residential Nighttime (10PM to 7 AM) = 0.004.~~

3.10 TRANSPORTATION

3.10.1 Summary of Impacts Identified in the Approved Project

- **Traffic Congestion.** All roadway segments evaluated were forecast to operate within acceptable LOS standards and were determined to be less than significant and no mitigation was required. However, the Town of Yucca Valley has since adopted vehicle miles traveled (VMT) based transportation thresholds in accordance with Senate Bill 743. Therefore, congestion-based thresholds are no longer utilized to evaluate transportation impacts.
- **SBCTA CMP.** Under long-term cumulative conditions, the intersection of SR-62 and SR-247 was projected to operate with delays exceeding the San Bernardino County Transportation Authority (SBCTA) Congestion Management Program (CMP) thresholds during the PM peak hour impacts related to CMP consistency at the SR-62/SR-247 intersection were determined to be significant and unavoidable. However, the Town of Yucca Valley has since adopted vehicle miles traveled (VMT) based transportation thresholds in accordance with Senate Bill 743. Therefore, congestion-based thresholds are no longer utilized to evaluate transportation impacts.
- **Consistency with Alternative Transportation Policies and Plans.** Implementation of the General Plan would support alternative transportation modes and complete streets policies, including improvements to pedestrian, bicycle, and transit networks and impacts were determined to be less than significant.
- **Transportation Hazards and Emergency Access.** Future roadway and intersection improvements would be designed in accordance with the Town's Circulation Element, Caltrans standards, and applicable design guidelines, and therefore conflicting uses, and emergency access and were identified as less than significant impacts.

3.10.2 Impacts Associated with the Proposed Project

The analysis in this section is based on the following technical reports: in Appendix E.

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Would the project:

Environmental Issues	Level of Impact in Certified EIR	Proposed Project Meets the Conditions for an Addendum <i>CEQA Guidelines Section 15164</i>
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	SU	Yes
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	LTS	Yes
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	LTS	Yes
d) Result in inadequate emergency access?	LTS	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;

SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project includes bicycle facilities. The proposed project would not eliminate or reduce planned pedestrian, bicycle, or transit facilities and would improve non-motorized connectivity along the corridor consistent with adopted plans and policies. Therefore, transportation impacts related to consistency with adopted circulation plans and policies would remain less than significant.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

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b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR predated adoption of CEQA Guidelines §15064.3(b) and therefore evaluated transportation impacts using level of service (LOS) rather than vehicle miles traveled (VMT). However, the Certified EIR evaluated both Yucca Trail and Indio Avenue as components of the Town's planned circulation network at General Plan buildout. Yucca Trail was analyzed under its ultimate four-lane arterial configuration, and Indio Avenue was identified as a planned roadway improvement within the circulation system evaluated by the Certified EIR. The proposed project is consistent with the land use and circulation assumptions analyzed in the Certified EIR and does not introduce new development, land uses, or trip-generating capacity beyond what was assumed in the General Plan buildout scenario.

A project-specific VMT Screening Assessment prepared for the proposed project concluded that the proposed project would not result in a significant VMT impact and would not induce additional VMT beyond what was evaluated in the Certified EIR. The proposed project implements planned General Plan roadway improvements and includes multimodal features, such as sidewalks and bicycle facilities, consistent with adopted Complete Streets policies and regional transportation planning goals. No component of the proposed project would introduce new VMT-generating land uses or intensify travel patterns beyond those previously analyzed at the General Plan level.

The proposed project would not introduce new significant VMT impacts or increase the severity of previously identified transportation impacts. Therefore, the proposed project would not conflict with CEQA Guidelines §15064.3(b), and transportation impacts related to VMT would remain less than significant.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR assumed that roadway improvements implemented under the Circulation Element would be designed according to applicable Town and Caltrans design standards, provide appropriate lane configurations, and incorporate safety improvements at intersections and along roadway segments. No hazardous geometric features or incompatible circulation patterns were identified under cumulative buildout conditions.

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The proposed project would implement planned roadway improvements to Yucca Trail, including a widened roadway section, landscaped median, improved drainage features to improve intersection safety and operations. The Town's Public Works/Engineering Department (Department) facilitates roadway and storm drain improvements across the Town. The Department is tasked with improving public safety by maintaining and improving streets and other facilities. The Department would ensure that the proposed project is designed in accordance with Town engineering standards and applicable design guidelines. Where Indio Avenue would meet SR-62, Caltrans would also review improvements to the new Indio Avenue/SR-62 connection. The design and review of the proposed project by the Department along with Caltrans' review would ensure that it would not introduce sharp curves, substandard intersection geometry, or incompatible circulation patterns that could cause an increase in hazards. Further, the proposed project is a roadway project and would not introduce incompatible land uses or vehicle types along the corridor.

Because the proposed project would not introduce hazardous geometric features, alter roadway geometry in a manner that creates new safety conflicts, or introduce incompatible circulation uses beyond those evaluated in the Certified EIR, impacts would remain less than significant.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

d) Result in inadequate emergency access?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR concluded that the Town's circulation network would provide adequate emergency access through planned roadway classifications, appropriate right-of-way widths, multiple access routes, and compliance with Fire Department access standards. Emergency response routes were assumed to remain functional under cumulative buildout conditions.

The proposed project would be served by the same roadway network evaluated in the Certified EIR and would improve emergency access conditions along Yucca Trail by providing additional travel lanes, improved intersection operations at La Contenta Road, and enhanced roadway geometry consistent with Town and Fire Department access standards. The widened roadway would accommodate emergency vehicles and improve maneuverability and response times along the corridor. The proposed project would not remove emergency access routes, restrict roadway connectivity, or introduce physical barriers that would impede emergency response. Construction activities would be subject to applicable traffic control and staging requirements to maintain emergency access during construction.

Because the proposed project would comply with applicable emergency access standards and would not alter the emergency circulation system evaluated in the Certified EIR, impacts related to emergency access would remain less than significant.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

3.10.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures were adopted as part of the approved project's Certified EIR relating to transportation/traffic. Although the Certified EIR identified a significant and unavoidable impact related to CMP consistency, no feasible mitigation measures were identified. As discussed above, the proposed project is within the scope of the approved project, and no mitigation measures are warranted.

3.11 TRIBAL CULTURAL RESOURCES

3.11.1 Summary of Impacts Identified in the Approved Project

At the time of preparation of the Certified EIR, tribal cultural resources was not one of the environmental topics within the CEQA Guidelines Appendix G Environmental Checklist. However, potential impacts to tribal cultural resources were evaluated as part of the Cultural Resources section. The Certified EIR identified the following findings relevant to Tribal Cultural Resources:

- **Native American Cultural Resources.** The Certified EIR concluded that future development facilitated by the General Plan Update could disturb previously identified or previously unknown Native American cultural resources during ground-disturbing activities. A Sacred Lands File search conducted by the Native American Heritage Commission identified no known Native American cultural resources within the study area; however, the NAHC recommended consultation with culturally affiliated tribes and individuals. The Town conducted outreach and consultation efforts pursuant to SB 18 during preparation of the General Plan Update. Although no formal consultation requests were received, the Certified EIR recognized that future development could affect Native American cultural resources and incorporated General Plan policies requiring identification, evaluation, and protection of archaeological, Native American, and other cultural resources during project-level review.

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- **Archaeological and Tribal Cultural Resources.** The Certified EIR concluded that future development facilitated by the General Plan Update could disturb previously identified or previously unknown archaeological resources, Native American cultural resources, and other cultural resources during grading and excavation activities. Mitigation Measure 4-3 requires preparation of a cultural resources assessment, implementation of archaeological and Tribal monitoring where appropriate, evaluation and treatment of discoveries, consultation with affiliated Tribes as appropriate, and preparation of a final mitigation compliance report. With implementation of Mitigation Measure 4-3, impacts to archaeological resources and Tribal Cultural Resources would be reduced to less-than-significant levels.

3.11.2 Impacts Associated with the Proposed Project

Would the Project:

Environmental Issues	Level of Impact in Certified EIR	Proposed Project Meets the Conditions for an Addendum <i>CEQA Guidelines Section 15164</i>
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:		
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	LTS/M	Yes
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	LTS/M	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

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- a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**
 - i) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**
 - ii) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Eligibility for Listing in a Historic Register

As discussed under Impact 3.5(a), the project site is not listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in Public Resources Code (PRC) Section 5020.1(k). The proposed project consists of widening and improving existing public roadways, including Yucca Trail between Palomar Avenue and La Contenta Road and the paving and realignment of Indio Avenue, within established rights-of-way that have been subject to prior disturbance from roadway construction, utility installation, drainage infrastructure, and ongoing vehicular use. The proposed project does not include demolition or alteration of known historic structures, nor have any known tribal cultural resources been identified within the project site. A search of the Sacred Lands File maintained by the NAHC, completed on June 3, 2026, returned negative results for the project site (NAHC 2026). Similarly, the cultural resources records search completed by the SCCIC on August 27, 2026, identified no archaeological or built-environment resources recorded within the project area (SCCIC 2026).

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

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Tribal Cultural Resources

The proposed project is not subject to Senate Bill 18 nor Assembly Bill 52 (AB 52). AB 52 applies when a project has a notice of preparation or a notice of negative declaration or mitigated negative declaration. Therefore, the preparation of an addendum does not require AB 52 noticing. Senate Bill 18 (SB 18) requires tribal consultation when a new General Plan or Specific Plan is proposed or an amendment to a General Plan or Specific Plan is proposed. Since the proposed project does not include a general plan or specific plan amendment, the proposed project is not subject to SB 18.

Although AB 52 and SB 18 consultation are not required for the proposed project, a search of the NAHC Sacred Lands File was requested for the project site as part of preparation of this Addendum. The NAHC responded on June 3, 2026, and reported that the results of the search were negative, indicating that no Native American cultural resources are recorded within the project area. This finding is consistent with the Certified EIR, which likewise reported a negative Sacred Lands File search for the Town. Accordingly, no tribal cultural resources that are listed or eligible for listing in the California Register of Historical Resources or included in a local register of historical resources as defined in PRC Section 5020.1(k), and no resources determined by the Town to be significant pursuant to the criteria in PRC Section 5024.1(c), have been identified within the project site. As noted by the NAHC, however, tribes do not always record their sacred sites in the SLF, and a negative search result does not preclude the presence of previously unknown tribal cultural resources within the project site (NAHC 2026).

Although the project site has been previously disturbed, ground-disturbing activities associated with roadway widening, grading, drainage improvements, median landscaping, sidewalk construction, and intersection improvements could result in the inadvertent discovery of previously unknown tribal cultural resources.

Mitigation Measure 4-3 would ensure that any Tribal Cultural Resources encountered during construction are appropriately identified, evaluated, and treated. The measure requires preparation of a cultural resources assessment by a qualified archaeologist and, where Tribal Cultural Resources are known or reasonably anticipated, implementation of Tribal monitoring during ground-disturbing activities where requested through consultation with a culturally affiliated Tribe or otherwise determined appropriate by the Town. The measure also establishes procedures for the identification, evaluation, treatment, and documentation of Tribal Cultural Resources; consultation with affiliated Tribes as appropriate; and avoidance and preservation of significant resources in place where feasible. If Tribal Cultural Resources are encountered during construction, work in the vicinity of the discovery would cease until the resource has been evaluated and appropriate treatment measures have been developed and implemented.

Implementation of Mitigation Measure 4-3 would ensure that any previously undiscovered tribal cultural encountered during construction are properly identified, evaluated, and treated in accordance with applicable state regulations and professional standards. Therefore, the proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource. Impacts would be less than significant with mitigation incorporated.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

3.11.3 Adopted Mitigation Measures Applicable to the Proposed Project

Applicable mitigation measures have been incorporated into the proposed project's MMRP. The Certified EIR Mitigation Measure 4-3 would apply to the proposed project and is provided in Section 3.3, *Cultural Resources*. Any modifications to these mitigation measures are shown in ~~strike through~~ for deleted text and underline for new, inserted text.

3.12 Utilities and Service Systems

3.12.1 Summary of Impacts Identified in the Approved Project

- **Water Infrastructure and Supply.** The Certified EIR concluded that projected water supplies available from the Hi-Desert Water District (HDWD) would be adequate to accommodate water demand associated with General Plan buildout. Although additional water storage facilities, booster stations, pipelines, and other infrastructure improvements may be required to serve future growth, these facilities would be constructed incrementally as development occurs and would be subject to separate environmental review. Accordingly, impacts related to water supply and water infrastructure were determined to be less than significant.
- **Wastewater Infrastructure.** The Certified EIR determined that wastewater generation associated with General Plan buildout would ultimately require expansion of HDWD wastewater treatment and reclamation facilities beyond currently planned improvements. However, future expansions would be planned and implemented as growth occurs and would be subject to independent environmental review. Therefore, impacts related to wastewater treatment capacity and infrastructure were determined to be less than significant.

3. ENVIRONMENTAL ANALYSIS

- **Stormwater Drainage Facilities.** Buildout of the General Plan Update would increase impervious surfaces and stormwater runoff throughout the Town. However, implementation of the Town's Master Plan of Drainage, payment of development impact fees, compliance with applicable stormwater regulations, and project-level review of drainage improvements would ensure that stormwater infrastructure adequately accommodates anticipated flows. Accordingly, impacts related to stormwater drainage facilities were determined to be less than significant.
- **Solid Waste Facilities.** The Certified EIR determined that existing and planned landfill facilities would be capable of accommodating solid waste generated by General Plan buildout and that future development would comply with applicable federal, state, and local solid waste regulations. Therefore, impacts related to solid waste disposal capacity and regulatory compliance were determined to be less than significant.
- **Electricity, Natural Gas, and Other Utilities.** The Certified EIR concluded that existing and planned utility systems would be capable of accommodating increased demands associated with General Plan buildout. While additional utility infrastructure, such as substations or distribution facilities, may be required in the future, such facilities would be subject to separate planning and environmental review. Therefore, impacts related to electricity, natural gas, and other utility services were determined to be less than significant.

3.12.2 Impacts Associated with the Proposed Project

Would the project:

Would the project:	Level of Impact in Certified EIR	Proposed Project Meets the Conditions for an Addendum? <i>CEQA Guidelines Section 15164</i>
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	LTS	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;

SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

- a) **Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR evaluated utility infrastructure improvements associated with buildout of the General Plan Update, including water, wastewater, storm drainage, electrical, natural gas, and telecommunications facilities. The Certified EIR concluded that utility infrastructure necessary to serve future development associated General Plan buildout would be provided through planned system improvements and project-level infrastructure extensions, and that associated environmental effects would be less than significant.

The proposed project consists of roadway widening and circulation improvements along Yucca Trail and paving and realignment improvements along Indio Avenue. Implementation of the proposed project may require relocation, protection, or modification of existing utilities within the project site and include construction of stormwater drainage improvements along the length of the roadways. These activities do not represent construction of new utility systems or expansion of utility infrastructure beyond that contemplated by the General Plan Update. The proposed project would not require new off-site utility facilities or expanded utility infrastructure that would result in significant environmental effects beyond those previously evaluated in the Certified EIR. Accordingly, the proposed project would not require or result in the relocation or construction of new or expanded utility facilities that would cause significant environmental effects. Impacts would be less than significant.

Consequently, the proposed project would not result in new significant environmental effects or substantially increase the severity of previously identified significant effects and, therefore, would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162(a) and 15163(a).

3.12.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures were adopted as part of the approved project's Certified EIR relating to utilities and service systems. As discussed previously, the proposed project is within the scope of the approved project, and no mitigation measures are warranted.

3. ENVIRONMENTAL ANALYSIS

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As summarized below, and for the reasons described in Section 3, *Environmental Analysis*, of this Addendum, the Town of Yucca Valley has concluded that the proposed project meets the conditions of CEQA Guidelines Section 15164 and that therefore an Addendum to the Certified EIR is the appropriate CEQA document to address the proposed project.

As previously discussed, under CEQA Guidelines Section 15164, an addendum to an EIR or MND may be prepared if only minor technical changes or additions are necessary or none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR or MND have occurred. The following restates the standards set forth in CEQA Guidelines Section 15162 as they relate to the proposed project.

- 1. No substantial changes are proposed in the project which would require major revisions of the previous EIR due to the involvement of new significant environmental effect or a substantial increase in the severity of previously identified significant effect.**

The improvements to Yucca Trails and Indio Avenue would occur within existing and planned public rights-of-way. The Certified EIR evaluated the environmental effects associated with long-term growth and development throughout the town, including circulation system changes, infrastructure improvements, and construction activities that would be required to support planned land uses. While the Certified EIR did not evaluate site-specific impact of the proposed project it analyzed the types of physical improvements and construction-related activities that would reasonably occur as part of implementation of the General Plan, including the Town's Circulation Element, along with their associated environmental impacts. The proposed project would not expand the geographic area of disturbance beyond previously developed or planned roadway corridors.

As demonstrated in this Addendum, the proposed roadway improvements would not result in new significant environmental effects or substantially increase the severity of previously identified impacts. Construction-related impacts related to air quality, noise, biological resources, cultural resources, hydrology and water quality, hazards and hazardous materials, and transportation/traffic would be temporary in nature and consistent with the types of impacts evaluated in the Certified EIR. These impacts would remain less than significant through compliance with applicable federal, State, and local regulations and implementation of standard best management practices for public roadway construction.

At the time the Certified EIR was prepared, certain environmental topics, including energy and greenhouse gas emissions, were not evaluated as separate checklist items under CEQA Guidelines Appendix G. As discussed in this Addendum, these topics have been evaluated

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for the proposed project and would not result in new significant impacts or a substantial increase in the severity of impacts previously identified. As discussed herein, the proposed project would not result in new significant impacts related to these topics or substantially increase the severity of impacts previously identified.

Additionally, as demonstrated in Section 3 of this Addendum, the proposed project would not substantially alter the physical conditions analyzed in the Certified EIR and would continue to comply with applicable mitigation measures, General Plan policies, adopted standards, and regulatory requirements. Therefore, no substantial changes to the project are proposed that would result in new significant effects or a substantial increase in the severity of previously identified significant effects.

2. No substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Since certification of the Town of Yucca Valley General Plan Update EIR, there have been no substantial changes in the environmental or regulatory setting that would alter the conclusions of the prior analysis. The surrounding land uses continue to develop consistently with the General Plan land use designations and circulation framework evaluated in the Certified EIR.

Additionally, certain regulatory requirements applicable to roadway and infrastructure projects have been updated since certification of the Certified EIR. For example, the California State Water Resources Control Board has adopted an updated NPDES Construction Stormwater General Permit (Order WQ 2022-0057-DWQ), which includes revised stormwater pollution prevention, monitoring, and inspection requirements for construction activities disturbing one acre or more. Since certification of the Certified EIR, the State has also enacted the Western Joshua Tree Conservation Act (WJTCA) and advanced implementation of the Western Joshua Tree Conservation Plan. The WJTCA and associated Conservation Plan establish a statewide framework for the protection, management, mitigation, and conservation of western Joshua tree resources, including within the Morongo Basin region and Town of Yucca Valley. The conservation framework includes measures related to avoidance, mitigation, transplantation and relocation, habitat connectivity, and coordination among State and local agencies. Because western Joshua trees are prevalent throughout the Town and surrounding region, these requirements are relevant to future development and infrastructure projects within Yucca Valley. However, the WJTCA and Conservation Plan represent enhanced regulatory protections for biological resources and do not constitute a substantial change in circumstances that would result in new significant environmental effects or a substantial increase in the severity of impacts previously identified in the Certified EIR. In addition, stormwater technical guidance, roadway design standards, and traffic control manuals applicable to public roadway projects

are periodically updated and incorporated into project design and permitting practices. These regulatory updates enhance environmental protection and would not result in new significant environmental effects or a substantial increase in the severity of previously identified impacts compared to those analyzed in the Certified EIR.

Accordingly, no substantial changes in circumstances exist that would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration

The Certified EIR analyzed buildout of the Town's circulation system, including roadway improvements, traffic operations, drainage, utilities, and related environmental effects associated with future transportation infrastructure. The proposed project is consistent with the circulation framework and roadway improvements contemplated in the Certified EIR and does not introduce a new land use or development type that was not previously analyzed.

The proposed project would not expand development beyond the roadway corridors previously planned for improvement, nor would it introduce new operational characteristics, or infrastructure demands that would result in environmental effects fundamentally different from those evaluated in the Certified EIR. Construction- and operation-related impacts were addressed programmatically in the Certified EIR, and the analysis in this Addendum confirms that the proposed project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts.

Additionally, updated analysis in this Addendum confirms that impacts related to energy and greenhouse gas emissions, which were not explicitly addressed under 2014 CEQA Guidelines Appendix G checklist, would be less than significant. Therefore, there is no new information of substantial importance indicating that the proposed project would result in one or more significant effects not discussed in the Certified EIR.

B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

The proposed project would not increase the severity of any previously identified impacts. The proposed project would implement the applicable mitigation measures originally identified in the Certified EIR and referred to throughout this analysis under the heading

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Adopted Mitigation Measures Applicable to the Proposed Project, which remain effective in reducing potential impacts.

The Certified EIR evaluated transportation infrastructure improvements and associated environmental effects at a programmatic level, including impacts resulting from circulation system buildout. The proposed project is consistent with the circulation improvements and roadway capacity enhancements contemplated in the Certified EIR and does not exceed the scale or intensity of transportation improvements previously analyzed.

The proposed project would not introduce new land uses, increase development intensity, or induce growth beyond what was assumed in the Certified EIR. Construction-related effects, such as temporary air quality emissions, noise, and construction disturbance, would be comparable to or less than those evaluated for implementation of roadway and infrastructure improvements under General Plan buildout. Operational impacts would be limited to changes in traffic flow and roadway configuration consistent with the circulation framework evaluated in the Certified EIR.

Therefore, impacts associated with the proposed project would be equal to or less than those evaluated in the Certified EIR, and no significant effects previously examined would be substantially more severe than previously shown.

C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

The Certified EIR analyzed the following alternatives to the approved project:

- No-Project/Existing General Plan Alternative;
- Clustered Development Alternative; and
- Reduced Intensity Alternative

No alternatives previously found to be infeasible would, in fact, be feasible under the proposed project. The proposed project represents a smaller-scale educational component that is consistent with and less intensive than the uses analyzed in the Certified EIR. All relevant mitigation measures from the Certified EIR have been retained or incorporated into the proposed project's MMRP. No previously infeasible mitigation measures have become feasible, and no new or different mitigation measures are required to address new significant impacts, as none have been identified.

Accordingly, no new information of substantial importance indicates that previously infeasible mitigation measures or alternatives would now be feasible or necessary, and the proposed project would not result in new or substantially more severe environmental effects than those previously analyzed.

D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The proposed project would result in environmental impacts that are similar to or less than those of the approved project. As discussed in this Addendum, no new or more severe environmental impacts would occur as a result of the proposed project.

There is no new information of substantial importance indicating that mitigation measures or alternatives considerably different from those analyzed in the Certified EIR would substantially reduce one or more significant environmental effects. The proposed project would implement the applicable mitigation measures originally identified in the Certified EIR and referred to throughout this analysis under the heading, *Adopted Mitigation Measures Applicable to the Proposed Project*.

Mitigation measures or alternatives that were identified in the Certified EIR to address impacts associated with land use development or other project types not included in the proposed project are not applicable and have not been incorporated. The proposed project does not require any new or different mitigation measures beyond those previously adopted, as the nature, scale, and location of development remain consistent with the environmental assumptions of the Certified EIR.

Therefore, no considerably different mitigation measures or alternatives have been identified that would substantially reduce significant effects, and the proposed project would not result in any new or more severe impacts than those previously analyzed.

4. FINDINGS

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