

## 5. Environmental Analysis

### 5.10 LAND USE AND PLANNING

This section of the draft program environmental impact report (PEIR) evaluates the potential impacts to land use in unincorporated San Bernardino County from implementation of the proposed Countywide Plan (proposed Project).

Land use impacts can be either direct or indirect. Direct impacts result from land use plan or policy incompatibilities, divisions of communities, or conflict with other land use plans, including habitat conservation plans. This PEIR section focuses on direct land use impacts. The Proposed Countywide Plan is evaluated for consistency with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this PEIR.

The analysis in this section is based in part on the following technical memorandum:

- *San Bernardino Countywide Plan Land Use Background Report*, PlaceWorks, March 10, 2017.

A complete copy of this technical memorandum is included in the Appendix I of this PEIR.

#### 5.10.1 Environmental Setting

##### 5.10.1.1 REGULATORY BACKGROUND

State and regional laws, regulations, plans, or guidelines that are potentially applicable to the proposed Countywide Plan are summarized below. Although San Bernardino is the largest county in the nation, the County of San Bernardino has governing and land use authority over only 1,578,438 acres (approximately 12 percent of total land). The County does not have governing or land use authority over incorporated cities or towns, state lands, federal lands, or tribal lands. Jurisdictional areas are shown in Chapter 3, Figure 3-3, *County Jurisdictional Authority*.

#### State

##### *State Planning Law*

State planning law (California Government Code Section 65300) requires every county in California to adopt a comprehensive, long-term general plan for physical development of the county. A general plan should consist of an integrated and internally consistent set of goals and policies that are grouped by topic into a set of elements and are guided by a countywide vision. State law requires that a general plan address nine elements or topics (land use, circulation, housing, conservation, open space, noise, safety, climate adaptation and resiliency, and environmental justice), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the state planning law should be examined to determine if there are environmental issues within the county that a general plan should address. If adopted, the proposed Policy Plan will serve as the County's General Plan replacing the previously adopted 2007 General Plan.

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#### *California Advisory Handbook for Community and Military Compatibility Planning*

Senate Bill 1468 (Knight, 2002) revised Government Code Section 65302, requiring local governments to consider impacts to military operations in the general plan. The Governor's Office of Planning and Research released a guide for city and county governments to comply with SB 1468. When designating land uses on or adjacent to military facilities or underneath designated military airspace, a general plan should consider the impact of new growth on military readiness activities carried out on military bases, installations, and operating and training areas. Senate Bill 1462 (Kuehl, 2004) introduced a requirement for planning agencies to consider proposed actions that lay within 1,000 feet of a military installation, within special use airspace, or beneath a low-level flight path.

#### *California Complete Streets Act*

On September 30, 2008, Assembly Bill 1358 (AB 1358), the California Complete Streets Act, was signed into law, becoming effective January 1, 2011. AB 1358 places the planning, designing, and building of complete streets into the larger planning framework of the general plan by requiring jurisdictions to amend their circulation elements to plan for multimodal transportation networks.

### **Regional**

#### *Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy*

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties and the federally recognized metropolitan planning organization for this region. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. It is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. The proposed Countywide Plan is considered a project of region-wide significance pursuant to the criteria outlined in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the CEQA Guidelines. Therefore, this section of the Draft PEIR addresses the Countywide Plan's consistency with the applicable SCAG regional planning guidelines and policies.

On April 7, 2016, SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future (RTP/SCS). The 2016–2040 RTP/SCS vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability. The 2016–2040 RTP/SCS provides a blueprint to achieve sustainable growth and high quality of life for residents by providing more choices for where they will live, work, and play and how they travel (SCAG 2016). The proposed Countywide Plan's consistency with the applicable RTP/SCS goals is analyzed in detail in Table 5.10-3.

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### *High Quality Transit Areas*

With the adoption of the 2016–2040 RTP/SCS, SCAG has designated high quality transit areas (HQTAs). An HQTA is generally a walkable area within a half mile of a well-serviced transit stop or a transit corridor with a service frequency of 15 minutes or less during peak commute hours. All HQTAs in unincorporated San Bernardino County are in the Valley Region. A portion of the Bloomington community planning area, generally north of I-10, is in an HQTA. No other community planning areas are within an HQTA. A portion of the following cities’ spheres of influence are within HQTAs: Colton, Fontana, Montclair, Rialto, and San Bernardino.

### *Airport Land Use Compatibility Plans*

According to the California Department of Transportation, an Airport Land Use Compatibility Plan (ALUCP) guides the “orderly growth of an airport and the area surrounding the airport within the jurisdiction of the Airport Land Use Commission, excluding existing land uses. Its primary function is to safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general” (Caltrans n.d.). An ALUCP contains policies that promote safety and compatibility between airports and their surrounding communities. In addition to the identification of land use compatibility issues, an ALUCP identifies notification/disclosure areas around each airport.

Land uses within airport planning areas are required to conform to safety, height, and noise restrictions. Future development potential on unincorporated lands in proximity to several airports could be subject such requirements. Pursuant to California Public Utilities Code Section 21676, local governments are required to submit all general plan and zoning amendments that occur in the airport land use compatibility planning areas for consistency review by the appropriate airport land use commission. Table 5.10-1 describes many of the civilian airports throughout San Bernardino County.

**Table 5.10-1 Airports in San Bernardino County**

Airport	IATA Airport Code	Type of Airport	Location	ALUCP Year
<b>Valley</b>				
Cable	CCB	Privately owned, public use, general aviation	Upland	2014
Chino	CNO	County-operated, public use, general aviation	Chino	1991
Ontario International	ONT	Ontario International Airport Authority-owned (joint powers of City of Ontario and County of San Bernardino), public use, general and cargo aviation	Ontario	2011
Redlands Municipal	L12	Redlands-owned, public use, general aviation	Redlands	2003
San Bernardino International	SBC	San Bernardino International Airport Authority-owned (includes County of San Bernardino), public use, general and cargo aviation	City of San Bernardino	2010
<b>Mountain</b>				
Big Bear City	RBF	City of Big Bear Lake-owned, public use, general aviation	Unincorporated	1992
<b>North Desert</b>				
Apple Valley	APV	County-operated, public use, general aviation	Apple Valley	1995
Baker	None	County-operated, public use, general aviation	Unincorporated	1992

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**Table 5.10-1 Airports in San Bernardino County**

Airport	IATA Airport Code	Type of Airport	Location	ALUCP Year
Barstow-Daggett	DAG	County-operated, public use, general aviation	Unincorporated	1992
Chemehuevi Valley	None	Tribe-owned, public use, general aviation	Chemehuevi Indian Reservation	N/A
El Mirage Field Adelanto	None	Private use	Unincorporated	N/A
Hesperia	None	Privately owned, public use, general aviation	Hesperia	1991
Needles	EED	County-operated, public use, general aviation	Needles	1991
Southern California Logistics	VCV	Southern California Logistics Airport Authority-owned, public use, general and cargo aviation	Victorville	2008
Sun Hill Ranch	None	Private use	Unincorporated	1992
<b>East Desert</b>				
Twentynine Palms	TNP	County-operated, public use, general aviation	Unincorporated	1992
Yucca Valley	None	Yucca Valley Airport District-owned, public use, general aviation	Yucca Valley	1992

Source: City of Upland 2014; County of San Bernardino 2018; Ontario International Airport Authority 2011; San Bernardino International Airport Authority 2010.

Notes: The 2010 San Bernardino International Airport Authority document referenced is an "Airport Layout Plan Narrative Report."

IATA = International Air Transport Association

### Habitat Conservation Plans

There are several habitat conservation plans (HCPs) and multiple species habitat conservation plans (MSHCPs) in various portions of the county. Some do not overlap with County land use jurisdiction, but these HCPs may result in additional requirements prior to completing a project that overlaps an HCP area. The following HCPs include lands in the county and are described in Section 5.4, *Biological Resources*:

- West Mojave Plan
- North Fontana Interim MSHCP Policy
- City of Colton West Valley HCP
- Town of Apple Valley MSHCP
- Upper Santa Ana River HCP
- Upper Santa Ana River Wash HCP
- Desert Renewable Energy Conservation Plan
- Lower Colorado River Multi-Species Conservation Program

### County

#### County of San Bernardino Development Code

The County of San Bernardino Development Code implements the goals and policies of the 2007 General Plan by regulating land use within unincorporated areas of the county. The County's Development Code (Title

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8 of the County Code of Ordinances) provides the basis for current zoning designations and development regulations in unincorporated areas.

### *Unincorporated County Specific and Area Plans*

A specific plan is a zoning document that provides development guidelines and polices for a defined area, subject to Government Code Sections 65450 et seq. There are several specific plans and one area plan in unincorporated San Bernardino County, listed below. The Proposed Plan does not change the land use, zoning, or other standards allowed under any adopted specific plans or area plan.

- Agua Mansa Specific Plan
- East Valley Area Plan
- Glen Helen Specific Plan
- Hacienda at Fairview Valley Specific Plan
- Kaiser Specific Plan
- Valley Corridor Specific Plan

### *Regional Housing Needs Assessment*

SCAG's Regional Housing Needs Assessment (RHNA) provides an allocation of the existing and future housing needs by jurisdiction, including unincorporated counties. The RHNA is used for land use planning; developing local housing programs; prioritizing local resource allocation; addressing identified existing housing deficiencies; and accommodating future housing needs resulting from population, employment, and household growth. The 5th cycle RHNA was addressed by the 2013–2021 County of San Bernardino Housing Element, which was certified by the State Department of Housing and Community Development and adopted by the County of San Bernardino in 2014. The 6th cycle RHNA is expected to be distributed in late 2020 and will be addressed by the 2021–2029 Housing Element.

### **5.10.1.2 EXISTING CONDITIONS**

#### **Existing Land Uses**

San Bernardino County is in southern California, bordered by Inyo County to the north, Orange and Riverside counties to the south, the states of Arizona and Nevada to the east, and Kern and Los Angeles counties to the west (see Figure 3-1, *Regional Location*). San Bernardino County is the largest county in the nation; encompassing 12,867,405 acres. The county is defined primarily by its four geographical subregions—the Valley, Mountain, North Desert, and East Desert (see Figures 3-2, *County Subregions*). For the county as a whole, most acreage is undeveloped (95 percent), followed by single-family residential (1.2 percent), rural residential (1 percent), transportation (0.8 percent), and industrial (0.8 percent). In the unincorporated areas, the most common land use is undeveloped (96 percent), followed by rural residential (1 percent), industrial (0.6 percent), and transportation, communications, and utilities (0.6 percent).

Table 5.10-2 provides existing uses by region in unincorporated areas only. See Chapter 4, Table 4-1, for acreage of existing uses in the county, including incorporated cities and towns, by region.

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**Table 5.10-2 Existing Land Uses in the Unincorporated County by Region (Acres)**

Existing Land Use	Valley	Mountain	North Desert	East Desert	Total
Agriculture/Ranches	2,639	827	33,054	2,208	38,728
Commercial and Services	780	2,975	1,391	84	5,230
Education	350	265	1,281	56	1,953
General Office	-	-	-	-	-
Industrial	3,900	1,046	37,693	28,918	71,557
Military Installations	-	-	62,598	4,288	66,885
Mixed Commercial and Industrial	1	-	6	-	7
Mixed Residential	1	-	4	-	5
Mixed Residential and Commercial	-	-	-	-	0
Mobile Homes and Trailer Parks	197	74	332	79	682
Multi-Family Residential	186	94	532	74	886
Open Space and Recreation	91	3,128	4,596	796	8,611
Public/Quasi-Public Facilities	1,122	651	975	186	2,934
Rural Residential	859	5,311	72,516	39,078	117,763
Single Family Residential	9,918	11,077	18,232	2,032	41,259
Transportation, Communications, and Utilities	5,126	4,149	59,107	3,175	71,557
Under Construction <sup>1</sup>	113	28	14	3	158
Water	10	5,163	450	1	5,624
Right-of-Way <sup>2</sup>	63	837	2,665	538	4,103
Undeveloped <sup>3</sup>	16,737	492,402	9,347,533	1,968,657	11,825,329
<b>Total</b>	<b>42,095</b>	<b>528,027</b>	<b>9,642,978</b>	<b>2,050,172</b>	<b>12,263,271</b>

Source: San Bernardino County Transportation Authority, Existing Land Use, 2014.

<sup>1</sup> This land use includes construction projects for a variety of land uses. The projects are mainly single family residential, multi-family residential, education, and industrial uses.

<sup>2</sup> Only parcelized rights-of-way are included.

<sup>3</sup> Undeveloped includes some federally administered lands that may host mining, timbering, or other activities that are not tracked at a parcel level.

### Valley Region

The Valley Region is the most populated and urbanized in the county. About 85 percent of the region is in cities. Nonetheless, when including both incorporated and unincorporated areas, the most widespread existing land use in the Valley Region is undeveloped (30 percent), followed by single-family residential (27 percent), then transportation, communications, and utilities (10 percent), and industrial (10 percent). When only considering unincorporated lands, the Valley Region is 40 percent undeveloped, 24 percent single-family residential, 9 percent industrial, and 12 percent transportation, communications and utilities.

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### *Mountain Region*

The Mountain Region is dominated by federally managed public lands, including the San Bernardino National Forest, Angeles National Forest, and Sand to Snow National Monument. Approximately 7 percent of the region is developed, and less than 1 percent is within a city. When including incorporated lands, the Mountain Region is 93 percent undeveloped, 2.5 percent single-family residential, 1 percent rural residential, and 1 percent water. The remaining 2.5 percent is a mixture of commercial and services, transportation, communications and utilities, open space and recreational, agricultural, industrial, educational, and public facility uses. Undeveloped comprises 93 percent of unincorporated lands in the Mountain region, followed by single-family residential (2 percent), rural residential (1 percent), and water (1 percent).

### *North Desert Region*

The North Desert region includes large swaths of federally administered lands, including the Mojave National Preserve, the southern end of Death Valley National Park, portions of the Mojave Desert, and several military installations. Approximately 2 percent of the region is developed. Overall, the most common land use is undeveloped (96 percent) followed by military installations (1 percent), rural residential (1 percent) single-family residential (1 percent), and transportation, communications and utilities (1 percent) . In unincorporated areas the most common land use in the North Desert region is undeveloped (97 percent), followed by rural residential (0.8 percent), military installations (0.6 percent), and transportation, communications, and utilities (0.6 percent).

### *East Desert Region*

The East Desert region is characterized by vacant land and very low intensity uses. Approximately 4 percent of the region is developed. The most common uses are undeveloped (95 percent), rural residential (2 percent), and industrial (1 percent). Similarly, when considering only unincorporated areas, the most common land uses are also undeveloped (96 percent), rural residential (2 percent), and industrial (1 percent).

### **Adopted General Plan Land Use Designations**

The currently adopted General Plan land use designations reflect the County of San Bernardino’s existing one-map system, in which one set of designations serves as both general plan and zoning. Adopted land use designations are shown in Table 5.10-3.

**Table 5-10.3 Adopted Land Use Designations**

Land Use Designation	Land Use Designation
Agriculture (10/20/40/80/160-acre minimums)	General Commercial
Rural Living (10/20/40-acre minimum)	Highway Commercial
Rural Living (5-acre minimum)	Neighborhood Commercial
Rural Living (2.5-acre minimum)	Office Commercial
Single Residential (1-acre minimum)	Rural Commercial

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**Table 5-10.3 Adopted Land Use Designations**

Land Use Designation	Land Use Designation
Single Residential (10,000-square foot minimum)	Service Commercial
Single Residential (14,000-square foot minimum)	Floodway
Single Residential (20,000-square foot minimum)	Community Industrial
Single Residential	Regional Industrial
Multiple Residential	Institutional
Special Development	Open Space
Specific Plan	Resource Conservation

Source: County of San Bernardino 2007 General Plan.

### 5.10.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- LU-1 Physically divide an established community.
- LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

### 5.10.3 Regulatory Requirements and General Plan Policies

#### 5.10.3.1 REGULATORY REQUIREMENTS

- RR LU-1 **The County of San Bernardino Development Code:** The County's Development Code (Title 8 of the County Code of Ordinances) provides the basis for current zoning designations and development regulations in unincorporated areas.

#### 5.10.3.2 POLICY PLAN

The following are relevant policies of the Countywide Plan that are designed to reduce potential adverse impacts related to land use by addressing development patterns and use compatibility. Adopted and proposed land uses are shown in the Figure LU-1 (A-E) Land Use Map in the Draft Land Use Element of the Countywide Plan

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- Policy LU-1.1**      **Growth.** We support growth and development that is fiscally sustainable for the County. We accommodate growth in the unincorporated county when it benefits existing communities, provides a regional housing option for rural lifestyles, or supports the regional economy.
- Policy LU-1.2**      **Infill development.** We prefer new development to take place on existing vacant and underutilized lots where public services and infrastructure are available.
- Policy LU-1.3**      **Fiscal sustainability.** When determining fiscal impacts, we consider initial capital investments, long-term operations and maintenance, desired levels of service for public facilities and services, capital reserves for replacement, and impacts to existing uses in incorporated and unincorporated areas.
- Policy LU-2.1**      **Compatibility with existing uses.** We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so as to not hinder the viability and continuity of existing conforming nonresidential development.
- Policy LU-2.2**      **Compatibility with planned uses.** We require that new residential development is located, scaled, buffered, and designed to minimize negative impacts both on and from adjacent areas designated for nonresidential land uses.
- Policy LU-2.3**      **Compatibility with natural environment.** We require that new development is located, scaled, buffered, and designed for compatibility with the surrounding natural environment and biodiversity.
- Policy LU-2.4**      **Land Use Map consistency.** We consider proposed development that is consistent with the Land Use Map (i.e., it does not require a change in Land Use Category), to be generally compatible and consistent with surrounding land uses and a community's identity. Additional site, building, and landscape design treatment, per other policies in the Policy Plan and development standards in the Development Code, may be required to maximize compatibility with surrounding land uses and community identity.
- Policy LU-2.6**      **Coordination with adjacent entities.** We require that new and amended development projects notify and coordinate with adjacent local, state, and federal entities to maximize land use compatibility, inform future planning and implementation, and realize mutually beneficial outcomes.
- Policy LU-2.7**      **Countywide jobs-housing balance.** We prioritize growth that furthers a countywide balance of jobs and housing to reduce vehicle miles traveled, increase job opportunities and household income, and improve quality of life. We also strive for growth that furthers a balance of jobs and housing in the North Desert region and the Valley region.

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- Policy LU-2.8**      **Rural lifestyle in the Mountain/Desert regions.** We intend that new residential development in the unincorporated Mountain and Desert regions offer a lower intensity lifestyle that complements the suburban and urban densities in incorporated cities and towns to provide a range of lifestyle options. Master planned communities in unincorporated Mountain/Desert regions may provide a broader range of lifestyles and densities.
- Policy LU-2.9**      **Suburban lifestyles in the Valley region.** We intend that new residential development in the unincorporated Valley region offer a suburban lifestyle that is similar to that of adjacent cities.
- Policy LU-2.11**     **Office and industrial development in the Mountain/Desert regions.** We allow new office and industrial uses in unincorporated Mountain/Desert regions in order to meet the service, employment, and support needs of the unincorporated areas.
- Policy LU-2.12**     **Office and industrial development in the Valley region.** We encourage office and industrial uses in the unincorporated Valley region in order to promote a countywide jobs-housing balance.
- Policy LU-3.1**      **Annexation of unincorporated areas.** We support the annexation of unincorporated areas when it will result in a more effective and efficient provision of public services and a net fiscal benefit to the County.
- Policy LU-3.2**      **Annexations with planned incompatible land uses.** We oppose annexations when future planned land uses for the proposed annexation area would be incompatible with the remaining adjacent unincorporated lands.
- Policy LU-4.1**      **Context-sensitive design in the Mountain/Desert regions.** We require new development to employ site and building design techniques and use building materials that reflect the natural mountain or desert environment and preserve scenic resources.
- Policy LU-4.5**      **Community identity.** We require that new development be consistent with and reinforce the physical and historical character and identity of our unincorporated communities, as described in Table LU-3 and in the values section of Community Action Guides. In addition, we consider the aspirations section of Community Action Guides in our review of new development.

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**Table LU-3 Community Character**

Community Category	Key Characteristics and Features
<b>Valley Communities</b> Bloomington, Mentone, Muscoy, San Antonio Heights	<ul style="list-style-type: none"> <li>• A suburban lifestyle characterized by a mix of lot sizes and/or land uses in proximity to urban services and facilities.</li> <li>• Views of canyons and hills within the community planning area (Mentone and San Antonio Heights).</li> <li>• Economic activity that benefits local residents and/or serves the local economy.</li> </ul>
<b>Mountain Communities</b> Angelus Oaks, Bear Valley <sup>1</sup> , Crest Forest <sup>2</sup> , Hilltop <sup>3</sup> , Lake Arrowhead <sup>4</sup> , Lytle Creek, Mt Baldy, Oak Glen, Wrightwood	<ul style="list-style-type: none"> <li>• A rural lifestyle characterized by low density neighborhoods oriented around commercial or recreational nodes, and the prevalence of the forest and mountain landscapes and natural resources.</li> <li>• Abundant views of open spaces, natural features, and dark skies.</li> <li>• Scenic, natural, and recreational features that serve as the foundation of the community's local economy and attract tourists.</li> <li>• Small businesses that serve local residents and visitors, compatible with the natural environment and surrounding uses.</li> </ul>
<b>Rural Desert Communities</b> Baker, El Mirage, Homestead Valley <sup>5</sup> , Lucerne Valley, Morongo Valley, Newberry Springs, Oak Hills, Pioneertown <sup>6</sup> , Phelan/Pinon Hills	<ul style="list-style-type: none"> <li>• A rural lifestyle characterized by the predominance of large lots, limited commercial development, and the prevalence of the desert landscape and natural resources.</li> <li>• Abundant views of open spaces, natural features, and dark skies.</li> <li>• Scenic, natural, and/or recreational features that serve as the foundation of the community's local economy and attract tourists.</li> <li>• Small businesses that serve local residents and visitors, compatible with the natural environment and surrounding uses.</li> <li>• Mining of mineral resources with minimal negative impacts on local residents.</li> </ul>
<b>Desert Village Communities</b> Daggett, Helendale, Joshua Tree, Oro Grande, Yermo	<ul style="list-style-type: none"> <li>• A rural context with clusters of housing in proximity to commercial development and public facilities, and larger lots farther from the commercial core.</li> <li>• Abundant views of open spaces, natural features, and dark skies especially outside of clustered development.</li> <li>• Scenic, natural, and/or recreational features that serve as the foundation of the community's local economy and attract tourists.</li> <li>• Small businesses that serve local residents and visitors, compatible with the natural environment and surrounding uses.</li> <li>• Mining of mineral resources with minimal negative impacts on local residents (Oro Grande and Yermo).</li> </ul>

Notes:

<sup>1</sup> Bear Valley includes: Baldwin Lake, Big Bear City, Erwin Lake, Fawnskin/Northshore, Lake Williams, Moonridge, Sugarloaf.

<sup>2</sup> Crest Forest includes: Cedarpines Park, Crestline, Lake Gregory, Valley of Enchantment.

<sup>3</sup> Hilltop includes: Arrowbear, Green Valley Lake, Running Springs.

<sup>4</sup> Lake Arrowhead includes: Agua Fria, Blue Jay, Cedar Glen, Crest Park, Deer Lodge Park, Lake Arrowhead, Rimforest, Skyforest, Twin Peaks.

<sup>5</sup> Homestead Valley includes: Flamingo Heights, Johnson Valley, Landers, Yucca Mesa.

<sup>6</sup> Pioneertown includes: Gamma Gulch, Pioneertown, Pipes Canyon, Rimrock.

**Policy LU-5.1 Military land use compatibility.** We coordinate with military stakeholders to ensure compatible land uses in areas where military operations on or off installations could affect public health and safety, or where civilian activities could have an impact on current or future military operations. We will coordinate with military stakeholders to resolve existing land use conflicts and protect public safety in the Military Influence Overlay.

**Policy LU-6.1 Residential amendments that increase density in the Desert and Mountain regions.** We discourage policy plan amendments that would permit new development on

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lots smaller than 2.5 acres in the Desert regions and lots smaller than one-half acre in the Mountain region. We approve general plan amendments that would increase residential density only if:

- The proposed change is determined to be compatible in accordance with policies LU-2.1, 2.2, 2.3, and 4.5.
- Adequate infrastructure and services are available concurrently.
- The increase in density would not degrade existing levels of service for fire protection, sheriff, water, or wastewater service in the area.

**Policy LU-6.2** **Large residential development in the Desert and Mountain regions.** We require a specific plan or Planned Development process for proposed residential development in the:

- North or East Desert regions: when the proposed development would include one or more lots that is 2.5 acres or smaller and the overall development would cover 40 or more acres.
- Mountain region: when the proposed development would include one or more lots that is 1 acre or smaller and the overall development would cover 40 or more acres.

**Policy LU-6.3** **Commercial amendments.** We will only approve Land Use Plan amendments that would introduce new commercial areas in the context of a comprehensive Land Use Plan amendment. We may waive this requirement when the proposed amended area abuts an existing or designated commercial area and the amount of land available for new commercial uses falls below 15 percent of the total commercially-designated land in the area.

**Policy LU-6.4** **Industrial amendments near schools and parks.** We approve Land Use Plan amendments for new industrial development only if they are at least one-half mile from an existing or planned public primary or secondary school or public park. We may waive this requirement for obsolete school or park sites or for industrial amendments submitted through a specific plan.

**Policy TM-1.2** **Interjurisdictional roadway consistency.** We promote consistent cross-sections along roads traversing incorporated and unincorporated areas.

**Policy TM-2.1** **Context sensitive approach.** We maintain and periodically update required roadway cross sections that prioritize multi-modal systems inside mobility focus areas (based on community context), and vehicular capacity on roadways outside of mobility focus areas (based on regional context).

**Policy TM-2.2** **Roadway improvements.** We require roadway improvements that reinforce the character of the area, such as curbs and gutters, sidewalks, landscaping, street lighting, and pedestrian and bicycle facilities. We require fewer improvements in rural areas and more

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improvements in urbanized areas, consistent with the Development Code. Additional standards may be required in municipal spheres of influence.

- Policy TM-4.1** **Complete streets network.** We maintain a network of complete streets within mobility focus areas that provide for the mobility of all users of all ages and all abilities, while reflecting the local context.
- Policy TM-4.2** **Complete streets improvements.** We evaluate the feasibility of installing elements of complete street improvements when planning roadway improvements in mobility focus areas, and we require new development to contribute to complete street improvements in mobility focus areas.
- Policy TM-4.7** **Regional bicycle network.** We work with SBCTA and other local agencies to develop and maintain a regional backbone bicycle network.
- Policy TM-4.8** **Local bicycle and pedestrian networks.** We support local bike and pedestrian facilities that serve unincorporated areas, connect to facilities in adjacent incorporated areas, and connect to regional trails. We prioritize bicycle and pedestrian network improvements that provide safe and continuous pedestrian and bicycle access to mobility focus areas, schools, parks, and major transit stops.
- Policy TM-4.9** **Bike and pedestrian safety.** We promote pedestrian and bicyclist safety by providing separated pedestrian and bike crossings when we construct or improve bridges over highways, freeways, rail facilities, and flood control areas. We monitor pedestrian and bicycle traffic accidents and promote safety improvements in unincorporated high-accident areas.
- Policy TM-5.5** **Countywide truck routes.** We support SBCTA's establishment of regional truck routes that efficiently distribute regional truck traffic while minimizing impacts on residents. We support funding through the RTP to build adequate truck route infrastructure.
- Policy TM-5.6** **Unincorporated truck routes.** We may establish local truck routes in unincorporated areas to efficiently funnel truck traffic to freeways while minimizing impacts on residents.
- Policy HZ-3.5** **Hazardous waste facilities.** We do not permit new hazardous waste facilities to be developed in unincorporated environmental justice focus areas.

### 5.10.4 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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#### **Impact 5.10-1: Implementation of the proposed Countywide Plan would not divide an established community. [Threshold LU-1]**

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#### **Land Use Changes**

##### *Future Land Uses*

Overall, the growth forecast and resulting Land Use Plan do not increase development intensity or introduce new land uses in a manner that would divide an established community. The areas of land use intensification occur primarily in the Bloomington community planning area and a future annexation area near Interstate 15 in the Town of Apple Valley sphere of influence. The Bloomington community, through years of public outreach, expressed a desire to transition from a rural community that supports fewer amenities and services to a suburban community that includes more substantial public facilities and amenities. The Town of Apple Valley's 2009 General Plan identified the area near Interstate 15, which is currently sparsely populated, as a future annexation area to be ultimately built out in a master-planned approach that would support a substantial amount of residential, commercial, and industrial uses.

Of concern by many residents is the introduction of utility-oriented renewable energy facilities and other types of industrial development. The Renewable Energy & Conservation Element, adopted in 2017 and amended in February 2019, contains goals and policies that would prohibit utility-oriented renewable energy development in the Rural Living land use district, currently adopted Community Plan areas, and other areas as determined in the Development Code update (RE Policy 4.10). The Countywide Plan is not updating this policy and will incorporate the adopted Renewable Energy & Conservation Element in its entirety. Policy LU-6.4, Industrial Amendments Near Schools and Parks, would prohibit amendments for new industrial development near schools or parks unless processed by a comprehensive specific planning process. Policy HZ-3.5, Hazardous Waste Facilities, prohibits the divisions of unincorporated disadvantaged communities (environmental justice focus areas) that could be caused by the creation of new hazardous waste facilities.

For any new development, the Land Use Element contains requirements for development to be located, scaled, buffered, and designed in a compatible manner through Policies LU-2.1, Compatibility with existing uses, LU-2.2, Compatibility with planned uses, LU-2.3, Compatibility with natural environment, and LU-4.5, Community identity. The emphasis on compatibility also extends to future annexations when future planned land uses would be incompatible with the remaining adjacent unincorporated lands, as directed through Policy LU-3.2, Annexations with planned incompatible land uses.

##### *Mapping Changes and County's Development Code*

The County of San Bernardino's existing one-map system combines general plan land use and zoning designations. Due to the use of land use districts specific to existing community plans, current land use maps must show over 200 distinct land use districts; this results in maps that rely on text which is often only readable at a parcel scale. Implementation of the proposed Countywide Plan would result in the transition from a one-map system to a two-map system for regulating land use. A set of broad land use categories would provide long-term guidance and direction for the overall distribution, intensity, and compatibility of development in the unincorporated county. The proposed colored land use maps would clearly show 11 generalized land use

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categories that can be readily understood at a parcel, community, regional, or countywide scale. The proposed land use categories are described in detail in Table 3-1 in Chapter 3, *Project Description*. Adopted and proposed land uses are shown in the Figure LU-1 (A-E) Land Use Map in the Draft Land Use Element of the Countywide Plan.

Although unincorporated areas administered and/or controlled by state, federal, and tribal governments are generally outside of the County's land use authority, the two-map system will be applied to these areas to convey the long-term land use plans of said entities and provide complete coverage of the unincorporated lands. The land use categories and zoning districts would also directly govern land use if the state, federal, or tribal governments relinquished control over any of these lands in the future.

The Countywide Plan Land Use Element will provide the basis for updating the County's Development Code to include a consistent set of zoning districts. The Development Code update would be a distinct project from the proposed Countywide Plan update, although the land uses would be consistent as required by state law.

#### Streets and Highways

The Countywide Plan does not propose any new airports, railroads, highways, or freeways that might divide an established community. A number of policies, however, provide guidance for new and/or improved roadways. Policies TM-1.2, Interjurisdictional roadway consistency, TM-2.1, Context-sensitive approach, and TM-2.2, Roadway improvements, ensure that new and/or improved roadways reflect the local context and provide for logical and appropriate transitions.

Policies TM-4.1, Complete streets network, and TM-4.2, Complete streets improvements, improve connectivity by supporting active transportation in more densely populated community cores (mobility focus areas), where pedestrians and other mobility users of all ages and abilities would be accommodated safely. New development would be required to contribute to those improvements among others.

Policies TM-4.7, Regional bicycle network, and TM-4.8 Local bicycle and pedestrian networks indicate the County supports local efforts and coordinates with the San Bernardino County Transportation Authority and other agencies to develop and maintain regional bicycle and local pedestrian networks. Furthermore, Policy TM-4.9, Bike and pedestrian safety, directs the County to provide pedestrian and bike crossings separated from automobiles when constructing or improving bridges over highways, freeways, rail facilities, and flood control areas.

Policies TM-5.5, Countywide truck routes, and TM-5.6, Unincorporated truck routes, directs the County to establish local, unincorporated truck routes and coordinate with the San Bernardino County Transportation Authority to establish regional routes, with the intent to prevent commercial and industrial truck traffic from dividing communities.

***Impact before Mitigation:*** Impact 5.10-1 would be less than significant.

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#### **Impact 5.10-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]**

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The proposed Countywide Plan was prepared in accordance with state planning law, California Government Code Section 65300 et seq. The proposed Countywide Plan is an update to the 2007 County of San Bernardino General Plan, intended to guide land use and development in the unincorporated County over the next 20 or more years. The proposed Countywide Plan addresses the nine state-required general plan topics: land use, mobility, housing, conservation, open space, noise, safety, climate adaptation and resiliency, and environmental justice. It reorganizes the 2007 General Plan into four sections that contain numerous elements.

As described in other sections of this Draft PEIR, the proposed Countywide Plan would be consistent with area- and region-wide plans adopted to protect the environment. The proposed Countywide Plan would help facilitate implementation of these plans, including the Air Quality Management Plan and RTP/SCS. The Land Use and Transportation & Mobility elements of the proposed Countywide Plan contain policies that help the County implement AB 1358, the California Complete Streets Act. These include policies related to pedestrian amenities, bicycle infrastructure, transit access, transportation demand management, and transportation needs of special populations. By implementing Complete Streets policies, the County would increase the probability of trips being made by alternative modes of travel (e.g., transit, bicycling, and walking), correspondingly reducing the number of vehicle trips and associated greenhouse gas emissions. An increase in transit trips, bicycling, and walking would thus help the County meet the transportation needs of all residents and visitors while reducing traffic congestion and contributing to the greenhouse gas reduction goals of AB 32, the Global Warming Solutions Act, and SB 375 Sustainable Communities and Climate Protection Act, which are implemented through SCAG's 2016–2040 RTP/SCS. Refer to Section 5.16, *Transportation and Traffic*, for further discussion of the proposed Countywide Plan's consistency.

#### **Consistency with SCAG 2016–2040 SCAG RTP/SCS**

The RTP/SCS serves as the planning document for improving the sustainability and transportation system of the region. Table 5.10-3 addresses the proposed Countywide Plan consistency with the goals of the RTP/SCS. Because the Countywide Plan would be served by the existing roadway system and would not make major land use changes, the plan would generally be consistent with the RTP/SCS goals.

A comparison of the Countywide Plan with applicable goals of the 2016-2040 RTP/SCS is provided in Table 5.10-4. The analysis in this table concludes that the Countywide Plan would be consistent with the intent of the 2016-2040 RTP/SCS. Therefore, implementation of the Proposed Countywide Plan would not result in significant land use impacts related to the 2016-2040 RTP/SCS.

Goals in the 2016–2040 SCAG RTP/SCS goals focus on transit, transportation and mobility, and protection of the environmental and health of residents. Consistency with SCAG population growth projections are addressed separately in Section 5.13, *Population and Housing*. A general plan growth forecast typically exceeds the population and housing projections because buildout of the County Policy Plan is not tied to a development timeline, whereas SCAG forecasts are demographic projections based on a time horizon. Therefore, the analysis in Table 5.10-4 focuses on consistency between the proposed Countywide Plan and the broader, policy-oriented goals of the RTP/SCS.

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**Table 5.10-4 Consistency with SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy**

RTP/SCS Goal	Project Consistency Analysis
<p><b>RTP/SCS G1:</b> Align the plan investments and policies with improving regional economic development and competitiveness.</p>	<p><b>Consistent:</b> The proposed County Policy Plan states that the “economy of San Bernardino County is an integrated part of Southern California’s regional economy.” The Plan emphasizes the creation of a skilled and educated labor force to help businesses compete locally and globally. The Plan also fosters the retention and expansion of existing businesses and retain the local and regional economic advantages. Finally, the Plan seeks to support tourism in the county on a regional and national scale.</p> <p>The proposed County Policy Plan aligns these economic development ideas with other investments by encouraging infill development, master planned development, funding infrastructure improvements, improving connectivity, and focusing on land use compatibility and multi-agency coordination. Some examples of this policy direction include LU-1.1 Growth. “We support growth and development that is fiscally sustainable for the County. We accommodate growth in the unincorporated county when it benefits existing communities, provides a regional housing option for rural lifestyles, or supports the regional economy.”</p> <p>Additionally, the Countywide Plan Land Use Element guides how land is used and will be developed over time, acknowledging how land use influences county revenues and costs, and therefore economic development and abilities to make investments in public infrastructure.</p> <p>The following Land Use Element policies, among others, relate to SCAG’s RTP/SCS Goal 1: LU-1.3 Fiscal sustainability, LU-1.6 Tax sharing, LU-2.6 Coordination with adjacent entities, LU-2.7 Countywide jobs-housing balance, and LU-5.7 Economic development opportunities with the military.</p> <p>There are several policies in other elements that would also support the County in improving regional economic development: TM-5.3 High Desert Corridor, ED-1.2 Infrastructure improvements, ED-3.1 Countywide jobs-housing ratio, ED-3.5 Countywide marketing, and ED-3.6 Countywide tourism. The proposed Transportation &amp; Mobility Element describes the expansion of passenger, freight, and aviation services as a vital part of the regional economy.</p>
<p><b>RTP/SCS G2:</b> Maximize mobility and accessibility for all people and goods in the region.</p>	<p><b>Consistent:</b> The Transportation and Mobility Element of the proposed Countywide Plan contains policies that provide specific guidance on how to improve connectivity for people and goods.</p> <p>The County of San Bernardino Department of Public Works, Transportation Division manages the planning, design, operation, maintenance, and improvements of the County Maintained Road System that currently includes approximately 2,500 miles of roadways. Approximately 580 miles of roadways is maintained and funded as part of the Special Districts Department’s Road Maintenance District. The proposed County Policy Plan covers topics including roadway capacity, new transportation options, support for public transit providers, and ensuring safe truck traffic and airport and land use compatibility.</p> <p>The complete streets issues covered include mobility for users of all ages and abilities in more densely populated core areas, transit service, regional bicycle network, local bicycle and pedestrian networks, safety strategies for all users, funding mechanisms, and guidance to continue collaborating with SBCTA, Caltrans, and other agencies.</p> <p>The County is not a public transit provider; however, the County is represented in the San Bernardino County Transportation Authority (SBCTA). The governing body</p>

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**Table 5.10-4 Consistency with SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy**

	<p>of SBCTA consists of one representative from each of the 24 incorporated cities and the five supervisorial districts of the County of San Bernardino. SBCTA is involved in a variety of plans and projects, including pedestrian and cyclist safety, bus and passenger rail improvements, traffic mitigation, and goods movement.</p> <p>The proposed Countywide Plan reflects SCAG's goals related to protecting accessibility and mobility for both people and goods. According to the principles of the Transportation and Mobility Element, "We believe local roadways should be designed to serve projected travel demand and reflect the surrounding environmental and community context. We believe road, freight, and airport design and maintenance are essential for efficient movement of goods and people." The proposed Policy Plan includes efficient goods movement, supporting an intermodal facility in connection with the Southern California Logistics Airport, developing the High Desert Corridor for regional goods movement, airport land use compatibility planning, and establishing Countywide and local truck routes to prevent commercial and industrial traffic from dividing communities.</p> <p>The County is required by the California Government Code to coordinate its Circulation (Transportation and Mobility) Element with regional transportation plans, including SCAG's 2016–2040 RTP/SCS. The Policy Plan's Transportation and Mobility Element is a comprehensive transportation strategy that addresses infrastructure capacity and specific guidance for improving mobility in unincorporated areas.</p> <p>The following policies relate to RTP/SCS Goal 2: TM-1.1 Roadway level of service, TM-1.2 Interjurisdictional roadway consistency, TM-1.8 Emergency access, TM-1.9 New transportation options, TM-2.1 Context sensitive approach, TM-2.2 Roadway improvements, TM-2.5 Context-based features, TM-3.1 VMT reduction, TM-3.2 Trip reduction strategies, TM-3.3 First mile/last mile connectivity, TM 4.1-Complete streets network, TM-4.2 Complete streets improvements, TM-4.3 Funding, TM-4.4 Transit access for residential in unincorporated areas, TM-4.5 Transit access to job centers and tourist destinations, TM-4.6 Transit access to public service, health, and wellness, TM-4.7 Regional bicycle network, TM-4.9 Bike and pedestrian safety, TM-5.1 Efficient goods movement network, TM-5.2 Intermodal facility, TM-5.3 High Desert Corridor, TM-5.5 Countywide truck routes, TM-5.6 Unincorporated truck routes, and TM-6.4 Airport land use compatibility.</p>
<p><b>RTP/SCS G3:</b> Ensure travel safety and reliability for all people and goods in the region</p>	<p><b>Consistent:</b> The Transportation and Mobility Element establishes policies that improve travel safety such as interjurisdictional roadway consistency, emergency access, atypical intersection controls, context-based features (such as snow plowing lanes), first/last mile connectivity, and bike and pedestrian safety.</p> <p>The Transportation and Mobility Element includes numerous policies to ensure travel safety, including the need for consistency between different jurisdictions' street standards (TM-1.2 Interjurisdictional roadway consistency), all-weather treatment for unpaved roads (TM-1.4 Unpaved roadways), improving unpaved roads (TM-1.5, Upgrading unpaved roads), maintaining adequate emergency access networks (TM-1.9, Emergency access), and minimizing vehicle conflict points (TM-2.6, Access control).</p> <p>This also extends to the movement of goods in the region through an emphasis on maintaining an adequate network for goods movement (TM-5.1 Efficient goods movement network), the reduction of conflict points (TM-5.4 Grade separations), and the creation of specific truck routes (TM-5.5 Countywide truck routes and TM-5.6 Unincorporated truck routes). Policies are also provided that focused on</p>

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**Table 5.10-4 Consistency with SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy**

	<p>maintaining a network of local and regional airports (TM-6.1 Local airports and TM-6.3 Regional airports).</p> <p>A focus on non-motorized safety can be found in the Element through policies concerning enhancing mobility in key focus areas (TM-4.1 Complete streets network and TM-4.2 Complete streets improvements), expanding transit access (TM-4.4 Transit access for residents in unincorporated areas; TM-4.5 Transit access to job centers and tourist destinations; and TM-4.6 Transit access to public service, health, and wellness), and improving bicycle and pedestrian safety (TM-4.9 Bike and pedestrian safety, TM-4.10 Shared parking and TM-4.11 Parking areas).</p> <p>Other proposed Countywide Plan elements have transportation and mobility related policies, including collaboration to improve mobility throughout all communities (HW-3.1 Healthy environments), and a focus on new sidewalks and bike trails in environmental justice focus areas (HZ-3.9 Community-driven improvements.). Upon implementation of the proposed Countywide Plan, transportation networks in the county would be designed, developed, and maintained to meet the needs of local and regional transportation and to ensure efficient mobility and accessibility. A number of plans and programs would be used to guide development and maintenance of transportation improvements, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Assembly Bill 1358 (The California Complete Streets Act)</li> <li>• Caltrans Traffic Impact Studies Guidelines and Highway Capacity Manual</li> <li>• San Bernardino County Congestion Management Program</li> <li>• San Bernardino County Transportation Authority Comprehensive Countywide Transportation Plan</li> <li>• San Bernardino County Transportation Authority Long Range Plan</li> <li>• Southern San Bernardino County Transportation Authority Short Range Transit Plan</li> <li>• California Regional Rail Authority Strategic Plan</li> <li>• SCAG's 2016–2040 RTP/SCS</li> </ul>
<p><b>RTP/SCS G4:</b> Preserve and ensure a sustainable regional transportation system.</p>	<p><b>Consistent:</b> In the proposed Countywide Plan, the County describes an effective transportation and mobility network as involving collaborative effort between multiple local and regional agencies. The proposed Land Use Element encourages planning in coordination with local, regional, state, federal, and tribal agencies.</p> <p>The proposed Transportation and Mobility Element emphasizes the importance of strategic planning, partnerships, and funding to maintain a regional transportation system. For example, one of the element's principles is, "We believe the ongoing operations, maintenance of, and reinvestment in the transportation network must be matched with new and on-going funding." Additionally, policies focus on the need for consistency between different jurisdictions' street standards (TM-1.2 Interjurisdictional roadway consistency), coordination with other agencies for planning and funding improvements (TM-1.3 Freeways and highways), and coordination and planning to create local and regional truck routes (TM-5.5 Countywide truck routes and TM-5.6 Unincorporated truck routes).</p> <p>The proposed Transportation and Mobility Element includes policies supporting ways of reducing the number and length of vehicular trips (TM-3.2 Trip reduction strategies); expanding public transit connectivity (TM-3.3 First mile/last mile connectivity); and the use of new transportation options and technologies to minimize the land area needed for roadways, create pedestrian- and bicyclist-</p>

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**Table 5.10-4 Consistency with SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy**

	friendly streets, and reduce vehicle miles traveled (TM-1.9 New transportation options).
<p><b>RTP/SCS G5:</b> Maximize the productivity of our transportation system.</p>	<p><b>Consistent:</b> The proposed Land Use Element encourages infill development, master planning, and improving the jobs-housing balance, all strategies that could improve the productivity of the transportation system.</p> <p>Although the County itself is not a public transportation provider, San Bernardino County is served by a network of public transit routes and facilities provided by several providers such as Amtrak, Metrolink, Morongo Basin Transit Authority, Omnitrans, and Victor Valley Transit Authority. The County coordinates with regional and local providers. For example, the Transportation &amp; Mobility Element includes policies that emphasize partnering on funding active transportation improvements (TM-4.3 Funding), and expanding transit for residents, workers, and visitors (TM-4.4 Transit access for residential in unincorporated areas, TM-4.5 Transit access to job centers and tourist destinations, and TM-4.6 Transit access to public service, health, and wellness).</p> <p>The County Public Works Department's Transportation Division and County Special Districts oversee the construction and maintenance of thousands of miles of roads throughout the County. The proposed Transportation and Mobility Element principles call for an effective transportation and mobility network because it is important for efficient movement of goods and people. Furthermore, policies support ways of reducing the number and length of vehicular trips (TM-3.2 trip reduction strategies); expanding public transit connectivity (TM-3.3 First mile/last mile connectivity); and the use of new transportation options and technologies to minimize the land area needed for roadways, create pedestrian- and bicyclist-friendly streets, and reduce vehicle miles traveled (TM-1.9 New transportation options).</p> <p>Some other related policies include contributions to off-site transportation improvements (TM-1.7 Fair share contributions), the maintenance of systems for goods movement (TM-5.1 Efficient goods movement network, TM-5.5 Countywide truck routes, and TM-5.6 Unincorporated truck routes).</p>
<p><b>RTP/SCS G6:</b> Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).</p>	<p><b>Consistent:</b> The proposed Transportation and Mobility Element promotes strategies for innovative and fiscally and environmentally sustainable modes of travel. See response to RTP/SCS Goal G3 for information on non-motorized and active transportation policies. See response to RTP/SCS Goal G4 for more information on public transportation policies.</p> <p>Other proposed Countywide Plan elements have transportation and mobility related policies, including promoting compact and transit-oriented development to minimize vehicle miles traveled and greenhouse gas emissions (GHG) (NR-1.1 Land Use), striving to meet the 2040 and 2050 GHG reduction targets (NR-1.7 Greenhouse gas reduction targets), collaboration to improve mobility throughout all communities (HW-3.1 Healthy environments), and focusing on new sidewalks and bike trails in environmental justice focus areas (HZ-3.11 Community-desired improvements).</p>
<p><b>RTP/SCS G7:</b> Actively encourage and create incentives for energy efficiency, where possible.</p>	<p>The Renewable Energy and Conservation (REC) Element was adopted in 2017 (EIR State Clearinghouse Number 2005101038), and amended in February 2019 to include focused revisions on limitations to the location of utility-oriented renewable energy facilities. The REC Element sets the goals and policies for energy production and conservation in the unincorporated county.</p> <p>Additional energy-related policies in the proposed Countywide Plan include:</p>

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**Table 5.10-4 Consistency with SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy**

	<ul style="list-style-type: none"> <li>• Policy HZ-1.10 Energy independence. We encourage new residential development to include rooftop solar energy systems and battery storage systems that can provide backup electrical service during temporary power outages.</li> <li>• Policy HZ-1.11 Energy efficiency retrofits. We encourage owners of existing residential and commercial properties to retrofit the walls, doors, windows, ceilings, roofs, ductwork, and other elements of their building envelopes, in order to improve energy efficiency and better protect occupants from extreme temperatures.</li> <li>• Policy NR-1.8 Construction and operations. We invest in County facilities and fleet vehicles to improve energy efficiency and reduce emissions. We encourage County contractors and other builders and developers to use low-emission construction vehicles and equipment to improve air quality and reduce emissions.</li> <li>• Policy NR-1.9 Building design and upgrades. We use the CALGreen Code to meet energy efficiency standards for new buildings and encourage the upgrading of existing buildings to incorporate design elements, building materials, and fixtures that improve environmental sustainability and reduce emissions.</li> </ul>
<p><b>RTP/SCS G8:</b> Encourage land use and growth patterns that facilitate transit and active transportation.</p>	<p><b>Consistent:</b> The Countywide Plan supports a diverse range of land uses, appropriate infrastructure improvements, and a vibrant economic base to ensure the long-term fiscal health and sustainability of the County. Although the unincorporated county is characterized by undeveloped land, federal land ownership, and low density and low intensity development, the proposed Policy Plan encourages infill growth in existing communities and in specific core areas where transportation access and mobility improvements can be maximized.</p> <p>See response to RTP/SCS Goal G3 for information on non-motorized and active transportation policies. See response to RTP/SCS Goal G4 for more information on public transportation policies. Additional land use and growth related policies in the proposed Countywide Plan include:</p> <ul style="list-style-type: none"> <li>• Policy LU-1.2 Infill development. We prefer new development to take place on existing vacant and underutilized lots where public services and infrastructure are available.</li> <li>• Policy LU-2.9 Suburban lifestyles in the Valley region. We intend that new residential development in the unincorporated Valley region offer a suburban lifestyle that is similar to that of adjacent cities.</li> </ul>

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**Table 5.10-4 Consistency with SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy**

<p><b>RTP/SCS G9:</b> Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>	<p><b>Consistent:</b> The County conducts frequent monitoring of existing and newly constructed roadways to determine the adequacy and safety of these systems. Other local and regional agencies (i.e., Caltrans, SCAG) manage the safety of their roadways and fixed transit routes. These agencies communicate with the County. The proposed Personal and Property Protection Element contains policies that speak to aid agreements (PP-4.3 Automatic and mutual aid), planning and education in advance of emergencies (PP-4.1 Emergency management plans, PP-4.4 Emergency shelters and routes, and PP-4.5 Vulnerable populations); operations during emergencies (PP-4.2 Critical and essential facility operation), and recovering from disasters over the short- and long-term (PP-4.6 Recovery).</p> <p>Security situations involving emergency management, including roadways and evacuations, are addressed in the County of San Bernardino Multi-Jurisdictional Hazard Mitigation Plan and the Emergency Operations Plan. These documents were developed in accordance with state and federal mandated emergency management regulations. The Federal Emergency Management Agency approved the Multi-Jurisdictional Hazard Mitigation Plan in July 2017.</p> <p>The proposed Hazards Element also encourages (HZ-1.6 Critical and essential facility location) the development of key facilities to be located outside of hazard areas (such as 100-year flood zones, dam inundation areas, Alquist-Priolo earthquake fault zones, or very high fire severity zones), whenever feasible.</p>
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Source: SCAG 2016.

**Impact before Mitigation:** Impact 5.10-2 would be less than significant.

**Impact 5.10-3: The proposed Countywide Plan would not conflict with an adopted habitat conservation plan. [Threshold LU-3]**

Most development under the Countywide Plan would be focused in the Valley Region. Most population growth due to Countywide Plan buildout would be in the Bloomington CPA in the Valley Region and future master planned communities in the Town of Apple Valley SOI in the North Desert Region.

The Countywide Plan includes Policy NR-5.1, Coordinated habitat planning, which states that the County participates in landscape-scale habitat conservation planning and coordinates with existing or proposed habitat conservation and natural resource management plans. Policy NR-5.7, Development review, entitlement, and mitigation, reiterates the County of San Bernardino's compliance with state and federal regulations regarding protected animal and plant species during future development entitlement procedures, including environmental review. There are no Countywide Plan policies that would result in a negative impact to adopted habitat conservation plans.

As discussed in Section 5.4.1 of this Draft PEIR, several HCPs have been completed or are being planned that include properties in San Bernardino County. Some of these plans are limited to municipal limits or federal lands and do not overlap with County of San Bernardino jurisdiction. HCPs that overlap County jurisdiction may limit development or pose additional requirements or analysis when completing a project that overlaps an

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HCP area. Furthermore, there are several biological resources regulatory requirements that apply to the proposed Countywide Plan. Implementation of the regulatory requirements listed in Section 5.4.3.1 of this Draft PEIR would avoid and/or minimize impacts to biological resources.

Other habitat conservation plans that could include unincorporated San Bernardino County lands have been initiated, but not adopted. For example, Dudek completed a Countywide Habitat Preservation/Conservation Framework Study (Phase 1) for the San Bernardino Associated Governments (SANBAG) in 2015. The Phase 1 Framework Study outlines conservation issues, opportunities, and data gaps associated with habitat conservation in San Bernardino County. The report identified conservation planning subareas, overarching principles, and recommendations to develop a comprehensive approach to habitat preservation and conservation across the incorporated cities, unincorporated areas, and public lands. The second phase of this study is focused on a Regional Conservation Investment Strategy (RCIS).

The proposed Countywide Plan does not approve or otherwise entitle any development project. A site-specific application and analysis for future development proposals would determine potential issues related to adopted habitat conservation plans.

**Impact before Mitigation:** Impact 5.10-3 would be less than significant.

### 5.10.5 Cumulative Impacts

Cumulative projects in the San Bernardino County region would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Similar to the proposed Countywide Plan, cumulative projects in the San Bernardino County region would utilize regional planning documents such as SCAG's RTP/SCS during planning, and the general plans of cities would be consistent with the regional plans, to the extent that they are applicable. Cumulative projects in these jurisdictions would be required to comply with the applicable land use plan or they would not be approved without a general plan amendment.

As discussed above, implementation of the proposed Countywide Plan would not conflict with existing land use plans, policies, or regulations of agencies with jurisdiction over unincorporated lands. Therefore, the proposed Countywide Plan would not contribute to a significant cumulative impact.

### 5.10.6 Level of Significance Before Mitigation

Impacts 5.11-1, 5.11-2, and 5.11-3 would be less than significant.

### 5.10.7 Mitigation Measures

No mitigation measures are required.

### 5.10.8 Level of Significance After Mitigation

Impacts would be less than significant.

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