

5. Environmental Analysis

5.9 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the Town of Yucca Valley (Town) from implementation of the Yucca Valley General Plan Update (proposed project). This section is based on the proposed land use plan, described in detail in Chapter 3, *Project Description*, and shown in Figure 3-5, *Proposed Land Use Plan*. The proposed goals and policies have been evaluated to determine their consistency with other relevant sections of the General Plan. In addition, compatibility of the proposed land use changes with the existing land uses in the surrounding area is discussed in this section. The proposed project is also evaluated for consistency with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Airport Comprehensive Land Use Plan (ACLUP) for Yucca Valley Airport.

Land use impacts can be either direct or indirect. Direct impacts result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. 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 topical sections of this DEIR.

5.9.1 Environmental Setting

5.9.1.1 Regulatory Setting

State, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the Yucca Valley General Plan Update are summarized below.

State

State Planning Law and California Complete Streets Act

State planning law (California Government Code Section 65300) requires every city in California to adopt a comprehensive, long-term general plan for physical development of the city and its sphere of influence. 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 citywide vision. State law requires that a general plan address seven elements or topics (land use, circulation, housing, conservation, open space, noise, and safety), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the state planning law (as provided California Government Code Section 65300) should be examined to determine if there are environmental issues within the community that the general plan should address, including but not limited to hazards and flooding.

Additionally, on September 30, 2008, Assembly Bill 1358 (AB 1358), the California Complete Streets Act, was signed into law and became 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.

The proposed project's consistency with state planning law and the California Complete Streets Act is provided in the analysis for Impact 5.10-2, and the Town's Circulation Plan (as shown in Figure 5.15-14, *Roadway Classifications*, and identified in Section 5.14, *Transportation and Traffic*) provides for safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the roadways.



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Regional

Southern California Association of Governments

SCAG is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG 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. As the southern California region's MPO, SCAG cooperates with the Southern California Air Quality Management District (SCAQMD), the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives. The plans most applicable to the proposed project are discussed below.

The Yucca Valley General Plan Update is considered a project of regionwide significance pursuant to the criteria outlined in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the California Environmental Quality Act (CEQA) Guidelines. Therefore, this section addresses the proposed project's consistency with the applicable SCAG regional planning guidelines and policies.

Regional Transportation Plan/Sustainable Communities Strategy

On April 4, 2012, SCAG adopted the 2012–2035 RTP/SCS: Towards a Sustainable Future. SCAG has placed greater emphasis than ever before on sustainability and integrated planning in the 2012–2035 RTP/SCS. The 2012–2035 RTP/SCS vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability. The 2012–2035 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play, and how they will move around (SCAG 2012a). The proposed project's consistency with the applicable RTP/SCS goals is analyzed in detail in Table 5.9-1.

Compass Growth Vision

In 2004, SCAG adopted the Compass Growth Vision (CGV), which is a response, supported by a regional consensus, to the land use and transportation challenges facing southern California. SCAG developed the CGV in an effort to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole. The CGV is a framework that helps local jurisdictions address growth management cooperatively and also helps coordinate regional land use and transportation planning.

In conjunction with the CGV, SCAG also adopted the Compass Blueprint 2% Strategy, which is the part of the 2004 regional growth forecast policy that attempts to reduce emissions and increase mobility through strategic land use changes. The 2% Strategy is a guideline for how and where the CGV for southern California's future can be implemented toward improving measures of mobility, livability, prosperity, and sustainability for local neighborhoods and their residents. Through extensive public participation and land use and transportation modeling and analysis, the program has resulted in a plan that identifies strategic growth opportunity areas (2% Strategy Opportunity Areas). These opportunity areas are roughly 2 percent of the land area in the southern California region. These are the areas where the 2% Strategy will help cities and counties reap the maximum benefits from regional planning implemented in cooperation and partnership with the local community. Goals for the 2% Strategy Opportunity Areas include locating new housing near existing jobs and new jobs near existing housing, encouraging infill development, promoting development with a mix of uses, creating walkable communities, providing a mix of housing types, and focusing development in urban areas. The Town is not within a designated

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Compass 2% Strategy Opportunity Area (SCAG 2012b). Therefore, the proposed project is not required to address the project's consistency with the advisory Compass Growth Vision policies.

Local

Airport Comprehensive Land Use Plan for Yucca Valley Airport

Yucca Valley Airport is a privately owned public use airport leased and operated by the Yucca Valley Airport District. The airport is classified a general aviation, basic utility facility and is used for aircraft storage, maintenance, use, and training. San Bernardino County adopted the Airport Comprehensive Land Use Plan (ACLUP) for the Yucca Valley Airport in 1992. The ACLUP is a land use compatibility plan that is intended to protect the public from adverse effects of aircraft noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and ensure that no structures or activities adversely affect navigable space. The ACLUP identifies standards for development in the airport's planning area based on noise contours, safety zones, and building heights.

Prior to the passage of Senate Bill 443 (enacted and effective June 30, 1993), Section 21670 of the California Public Utilities Code required the establishment of an Airport Land Use Commission (ALUC) in every county in which an airport served by a scheduled airline is located. ALUC's are authorized under state law to assist local agencies in ensuring compatible land uses in the vicinity of airports and have primary responsibility for preparation, adoption and amendment of the established airport land use plans. Primary areas of concern for ALUC are noise, safety hazards, and airport operational integrity. Under a Joint Powers Agreement (JPA), San Bernardino County had established the East, West, and Mountain/Desert Airport Land Use Commissions (ALUC), which oversaw land use decisions of the various airports in the county, including the Yucca Valley Airport. In October of 1993, the San Bernardino County Board of Supervisor, by adoption of Resolution No. 93-295, withdrew from the JPA, which established these three ALUCs. Assembly Bill No. 2831 (effective January 1, 1995) amended Section 21670 of the California Public Utilities Code to provide an alternative procedure to the requirement for the establishment of an ALUC, which allows local jurisdictions to make land use decisions for areas within the land use plan of a public use airport. In April of 1995, the Town Council of the Town of Yucca Valley, by adoption of Resolution No. 95-18, determined that the Town's Community Development Department would be the agency responsible for the preparation, adoption, and amendment of the ACLUP.

As shown in Figure 3-2, *Townwide Aerial*, the Yucca Valley Airport is in the central portion of the Town. Portions of the Town fall within the safety compatibility and noise contour zones of the airport. The proposed project's consistency with the ACLUP is provided in the analysis for Impact 5.10-2.

Town Yucca Valley

Current General Plan and Land Use Designations

The current Town of Yucca Valley General Plan was adopted on December 14, 1995, and contains 22 elements organized into four broad issue areas, which are outlined in Chapter 3, *Project Description*. The current General Plan provides the basis for land use designations in the Town. Table 3-1, *Current General Plan Land Use Designations*, provides acreage statistics for land uses under the current General Plan.

Existing Zoning

The Town of Yucca Valley Development Code (Municipal Code, Title 9), which is currently being updated, provides the basis for current zoning in the Town. The Town's Official Zoning District Map contains 29 zoning districts: 15 residential, 10 commercial, 1 industrial, 3 public use (including public facilities and open space), and 1 overlay zone (Highway Environs Overlay).



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5.9.1.2 Existing Setting

The Town is near the southern boundary of the central portion of San Bernardino County, approximately 30 miles north of downtown Palm Springs in neighboring Riverside County (see Figure 3-1, *Regional Location*). As shown in Figure 3-1, the Town is surrounded by portions of unincorporated 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 is adjacent to Joshua Tree National Park. State Route 62 (SR-62) traverses the Town from east to west, and State Route 247 (SR-247) crosses the northern half of the Town from north to south.

Existing Land Uses

The Town encompasses approximately 25,000 acres (or 39 square miles). As shown in Table 4-1, *Existing Land Use Summary*, and Figure 3-3, *Existing Land Use*, the vast majority of Town land is either single-family land uses (24.8 percent) or vacant (65.4 percent). This is due to the Town's low density residential character and isolated, high desert location. The Town's abundant vacant land generally consists of undeveloped desert saltbrush scrub, Joshua tree woodland, and pinyon-juniper woodland. The majority of roadways in the less developed portions of the Town are unimproved (i.e., dirt roads).

The most extensively developed area of Yucca Valley lies along SR-62, which generally coincides with the axis of the central valley. With a few exceptions, existing commercial and industrial uses are generally within one-half mile of the SR-62 corridor and concentrated in the Old Town and Mid-Town areas (see Figure 3-2, *Townwide Aerial*). Development near the highway is predominantly commercial with a few multifamily residential units. Single family homes comprise most of the remaining development away from SR-62, with the highest concentration of homes spreading across the valley floor and up the gently sloping alluvial fans. Scattered rural and semirural residential development has spread out into hilly areas to the north and south. More than half of the Town's area is still undeveloped, however, including many of the steeper hills and ridgelines. The mountains that border the Town on the south are dedicated to open space and recreation as part of Joshua Tree National Park and Big Morongo Canyon Preserve.

Existing Surrounding Land Uses

The Town is largely surrounded by undeveloped areas of the Mojave Desert. As shown in Figure 3-2, *Townwide Aerial*, the Town is bordered by a mixture of undeveloped and low density residential areas to the north and east, including the unincorporated communities of Pioneertown and Joshua Tree; Joshua Tree National Park to the south; and undeveloped areas to the west.

5.9.2 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.

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5.9.3 Environmental Impacts

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

IMPACT 5.10-1: IMPLEMENTATION OF THE GENERAL PLAN UPDATE WOULD NOT DIVIDE AN ESTABLISHED COMMUNITY. [THRESHOLD LU-1]

Impact Analysis: As shown in Table 4-1, *Existing Land Use Summary*, and Figure 3-3, *Existing Land Use*, the vast majority of land in the Town is either single-family land uses (24.8 percent) or vacant (65.4 percent). This is due to the Town's low density residential character and isolated, high desert location.

The General Plan Update is intended to shape development within the Town for at least the next 20 years. The changes in existing land use designations (see Figure 3-4, *Current Land Use Plan*) that would occur with implementation of the General Plan Update land use plan (see Figure 3-5, *Proposed Land Use Plan*) would not result in the physical division of an established community. As shown in Figures 3-4 and 3-5, proposed land use designations would generally remain similar. For example, existing rural residential land uses in the Town would remain, and the land use designations of these areas would also remain. Additionally, the majority of the existing low, medium, and medium-high density residential land use designations within the Town boundary would remain the same under the proposed General Plan Update land use plan.

Some changes to existing residential land use designations would occur in certain areas of the Town. However, the changes involve mostly swapping one residential land use designation for another. For example, two areas in the western portion of the Town currently designated rural residential would be changed to hillside residential. However, the proposed land use changes would not divide an established community because the areas that would undergo changes to the land use designations are for the most part vacant land or consist of existing residences. In turn, the change in land use designations would help create a sense of community and attractive communities for local citizens and visitors.

Additionally, the change in land use designations (e.g., rural residential to hillside residential) would still permit residential land uses, although at different density levels than are currently permitted (depending on the land use designation proposed). Development in the Town would also be guided by policies outlined in the General Plan Update and specific development standards outlined in the City's ordinances. City enforcement of the policies and development standards help ensure the compatibility of land uses. Furthermore, as outlined in Chapter 3, *Project Description*, one of the goals of the General Plan Update is to maintain the community's safe and established residential neighborhoods.

The General Plan Update also contains policies that encourage the preservation or enhancement of the existing residential communities through development of compatible uses that would enhance the existing character of the Town. For example, the land use element and housing element outline specific policies for neighborhood identify and preservation and for compatibility that would reduce the amount of conflict between contrasting land uses (see housing element policy H4-1, land use element policies LU 1-2, LU 1-7, LU1-12, LU 1-19, LU 1-23, LU 2-3, LU 2-6, LU 2-10, and LU 2-11, and open space and conservation element policy OSC 1-5 at the end of this section). Implementation of the pertinent policies of the General Plan Update would help ensure the development of cohesive communities, while maintaining the features that make each neighborhood unique.



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IMPACT 5.10-2: IMPLEMENTATION OF THE GENERAL PLAN UPDATE WOULD NOT CONFLICT WITH APPLICABLE PLANS ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT. [THRESHOLD LU-2]

Impact Analysis: The proposed project is an update to the Yucca Valley General Plan. The General Plan Update is intended to shape development within the Town for at least the next 20 years.

Following is an analysis of the proposed project's consistency with the applicable state, regional and local laws, regulations, plans, and guidelines.

State Planning Law and California Complete Streets Act Consistency

The General Plan Update has been prepared in accordance with state planning law, as provided in California Government Code Section 65300. The General Plan Update is meant to be a framework for guiding planning and development in the Town for at least the next 20 years and can be thought of as the blueprint for the Town's growth and development. The update is comprehensive both in its geography and subject matter. It addresses the entire territory within the Town's boundary and also addresses the full spectrum of issues associated with management of the Town.

The General Plan Update is consistent with California Government Code Section 65302 because it addresses the seven required elements. More specifically, the General Plan Update involves a revision to the land use map and all 22 existing elements. The update would reorganized the current General Plan into the following elements: Land Use, Circulation, Safety, Noise, Open Space and Conservation, and Housing.

The General Plan Update also includes forecasts of long-term conditions and outlines development goals and policies; exhibits and diagrams; and objectives, principles, standards, and plan proposals throughout the various elements of the General Plan Update. The proposed land use plan and the goals and policies in the General Plan Update strive to preserve and ensure land use compatibility throughout the Town. Additionally, the General Plan Update is consistent with AB 1358 because Complete Streets is one of the key components in the Circulation Element of the General Plan Update. Refer to Section 5.14, *Transportation and Traffic*, for a detailed discussion of the proposed project's consistency with AB 1358.

Furthermore, each of the specific and applicable requirements in state planning law (California Government Code Section 65300) have been examined to determine if there are environmental issues within the community that the General Plan Update should address, including but not limited to hazards and flooding. These environmental issues (air quality, hazards, flooding, traffic, etc.) are addressed in their respective elements of the General Plan Update and in their respective topical sections in Chapter 5, *Environmental Analysis*, of this DEIR.

Airport Comprehensive Land Use Plan Consistency

Airport operations and their accompanying noise and safety hazards require careful land use planning on adjacent and nearby lands to protect the residential and business communities of Yucca Valley from the potential hazards that could be created by airport operations. As shown in Figure 3-2, *Townwide Aerial*, the Yucca Valley Airport is in the central portion of the Town, and portions of the Town fall within the safety compatibility and noise contour zones of the airport.

Airport safety hazards include hazards posed to aircraft and hazards posed by aircraft to people and property on the ground. With proper land use planning, aircraft safety risks can be reduced, primarily by avoiding incompatible land uses. As shown in Figure 3-4, *Current Land Use Plan*, the areas nearest to the airport consist of a mix of industrial, commercial, public/quasi-public, and rural, low-, and medium-density residential land use designations. Under the proposed General Plan Update, the land uses designations of these areas would remain the same for the most part.

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Only minor changes to land use designations of a few areas would occur: for example, swapping one residential land use for another or changing industrial land use to commercial. Additionally, new or more intense development in the areas surrounding the airport is not anticipated, since a good portion of the area is already developed with a mix of residential, commercial, and industrial uses, as shown in Figure 3-3, *Existing Land Uses*. New or more intense development is also not anticipated since the land use designations of the vacant sites surrounding the airport would remain the same for the most part. Therefore, the proposed project would not place greater numbers of people in proximity to the airport.

The ACLUP also outlines land use review criteria and development standards related to noise, overflight, safety, and air space protection to help reduce the potential impacts on land uses surrounding the airport. For example, certain development actions (e.g., amendments to the general plan, rezoning applications, conditional use permits, and major variances) for properties within the boundaries of the airport land use plan require formal review by ALUC (SBCPD 1992). Per the discussion provided above in Section 5.9.1.1, *Regulatory Setting*, the Town Council of the Town of Yucca Valley, by adoption of Resolution No. 95-18 in April of 1995, determined that the Town's Community Development Department would be the agency responsible for the preparation, adoption, and amendment of the ACLUP. Therefore, the Community Development Department would have review authority of development proposals within the ACLUP and not ALUC. Additionally, as outlined in the ACLUP, all proposed projects that fall within the airport land use plan are subject to a number of development standards, including but not limited to:

- The proposed structures and the normal mature height of any vegetation shall not exceed the height limitations provided by Federal Aviation Regulations, Part 77, Objects Affecting Navigable Airspace.
- Development of residential or other sensitive land uses shall require interior noise exposure levels of 45 dBA CNEL or less with windows and doors closed. Interior noise levels of retail commercial, banks, and restaurants shall be 50 dBA CNEL and industrial uses shall be 55 dBA CNEL.
- The proposed use or structure shall not reflect glare, emit electronic interference or produce smoke that would endanger aircraft operations.
- The proposed use does not involve the storage or dispensing of volatile or otherwise hazardous substances that would endanger aircraft operations.
- The proposed use or structure complies with the policies of the Yucca Valley General Plan and the standards of the Yucca Valley Development Code.



Consistency with the ACLUP development standards and review by ALUC (if required) is ensured through the Town's development review process for individual project proposals.

Policies are also provided in the General Plan Update (land use element policies LU 3-1 and LU 3-2), which are designed to minimize public exposure to risks associated with airport operations and to minimize the siting of land uses near airports that might interfere with airport operations.

SCAG 2012–2035 RTP/SCS Consistency

Table 5.9-1 provides an assessment of the proposed project's relationship to pertinent 2012–2035 SCAG RTP/SCS goals. The analysis in Table 5.9-1 concludes that the proposed project would be consistent with the applicable RTP/SCS goals. Therefore, implementation of the proposed project would not result in significant land use impacts related to relevant RTP/SCS goals. Related policies and implementation actions in column 3 of the table are provided in Section 5.10.4, *Relevant General Plan Policies and Implementation Actions*.

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Table 5.9-1

**SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy
Goals Consistency Analysis**

| Goals | Project Compliance | Sample Related General Plan Update Policies and Implementation Actions |
|---|---|--|
| <p>RTP/SCS G1: Align the plan investments and policies with improving regional economic development and competitiveness.</p> | <p>Not Applicable: This is not a project-specific goal and is therefore not applicable.</p> | <p>Not applicable</p> |
| <p>RTP/SCS G2: Maximize mobility and accessibility for all people and goods in the region.</p> | <p>Consistent: The transportation networks in Yucca Valley 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 regional and local plans and programs would be used to guide development and maintenance of transportation networks in the Town, including but not limited to:</p> <ul style="list-style-type: none"> • San Bernardino Associated Governments Congestion Management Program • Town of Yucca Valley and County of San Bernardino Traffic Impact Analysis Guidelines • Caltrans Traffic Impact Studies Guidelines • Caltrans Highway Capacity Manual • SCAG's 2012–2035 RTP/SCS <p>Additionally, the Town is required by the California Government Code to coordinate its circulation element with regional transportation plans, including the RTP/SCS. The circulation element is a comprehensive transportation management strategy that addresses infrastructure capacity.</p> <p>The housing, land use, open space and conservation, and circulation elements of the General Plan Update contain policies that provide specific guidance on how to improve mobility in the Town</p> | <p>Policies H1-2, H2-1, LU 2-4, OSC 3-1, OSC 3-2, C 1-7 through C-1-13</p> <p>Actions OSC 11, OSC 12, C-5 through C-13</p> |

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Table 5.9-1
SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy
Goals Consistency Analysis

| Goals | Project Compliance | Sample Related General Plan Update Policies and Implementation Actions |
|---|---|---|
| | Refer to Section 5.14, <i>Transportation and Traffic</i> , which addresses local and regional transportation, traffic, circulation, and mobility in more detail. | |
| RTP/SCS G3: Ensure travel safety and reliability for all people and goods in the region. | Consistent: All modes of public and commercial transit throughout the Town would be required to follow safety standards set by corresponding state, regional, and local regulatory documents. For example, pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., Town of Yucca Valley, County of San Bernardino) and regional (e.g., SANBAG, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans mentioned in the analysis for RTP/SCS Goal G2. The land use, open space and conservation, and circulation elements of the General Plan Update provide guidance and policies that promote the safe movement of people and goods, with importance placed on pedestrian as well as vehicular. | Policies LU 3-2, OSC 3-2, OSC 10-3, C 1-6, C 1-15 through C 1-18, C 1-24 Actions OSC 11, C-15 through C-18 |
| RTP/SCS G4: Preserve and ensure a sustainable regional transportation system. | Consistent: All new roadway developments and improvements to the Town's existing transportation networks must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the needs for improving future traffic capacities. This is ensured through the Town's development review and permitting process. Additionally, the regional plans mentioned in the analysis for | Policies LU 3-2, C 1-6, C 1-10 through C 1-18 Actions C-4, C-9 through C-13, C-15 through C-18 |



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Table 5.9-1
SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy
Goals Consistency Analysis

| Goals | Project Compliance | Sample Related General Plan Update Policies and Implementation Actions |
|---|--|---|
| | <p>RTP/SCS Goal G2 would be applicable to the design and development of the regional roadway network.</p> <p>The land use and circulation elements of the General Plan Update encourage regional coordination of transportation issues and provide guidance and policies that help preserve and ensure a sustainable regional transportation system.</p> | |
| <p>RTP/SCS G5: Maximize the productivity of our transportation system.</p> | <p>Consistent: The local and regional transportation system would be improved and maintained to maximize efficiency and productivity. The Town's Public Works/Engineering Department oversees the improvement and maintenance of all aspects of the Town's public rights-of-way on an as-needed basis.</p> <p>The Town also strives to maximize productivity of the region's public transportation system (i.e., bus) for residents, visitors, and workers coming into and out of Yucca Valley. The Town is served by a number of public transit routes provided by Morongo Basin Transit Authority. Additionally, as shown in Figure 5.14-7, <i>Future Bicycle Facilities</i>, many areas of the Town would be served by future bicycle routes and trails.</p> <p>The housing, land use, open space and conservation, and circulation elements of the General Plan Update contain guidance and policies to improve the Town's transportation system.</p> | <p>Policies H2-1, LU 2-4, OSC 3-1, OSC 3-2, OSC 9-6, C 1-1 through C 1-6</p> <p>Actions OSC 11, OSC 12, C-1 through C-4</p> |

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Table 5.9-1
SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy
Goals Consistency Analysis

| Goals | Project Compliance | Sample Related General Plan Update Policies and Implementation Actions |
|---|--|---|
| <p>RTP/SCS G6: 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>Consistent: The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development would be encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. For example, individual development projects within the Town are required to comply with the provisions of the 2008 Building and Energy Efficiency Standards and the 2010 Green Building Standards Code (CALGreen). Compliance with these provisions and others would be ensured through the Town’s development review and building plan check process. The Town also strives to maximize the protection of the environment and improvement of air quality by encouraging and improving the use of the region’s public transportation system (i.e., bus, bicycle) for residents, visitors, and workers coming into and out of Yucca Valley. The Town is served by a number of public transit routes provided by Morongo Basin Transit Authority. Additionally, as shown in Figure 5.14-7, <i>Future Bicycle Facilities</i>, many areas of the Town would be served by future bicycle routes and trails.</p> <p>Further, the close proximity of existing and future housing units in the Town and in surrounding communities and region to employment, commercial, and mixed uses envisioned by the General Plan Update would reduce vehicle trips, and thereby reduce air quality and</p> | <p>Policies H2-1, H2-5, LU 2-4, OSC 1-5, OSC 3-1, OSC 3-2, OSC 9-1 through 9-3, OSDC 9-6 through 9-19, OSC 10-3, OSC 10-4, C 1-7 through C-1-13</p> <p>Actions OSC 11, OSC 12, OSC 36, OSC 39, OSC 40, OSC 45, OSC 46, C-5 through C-13</p> |



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Table 5.9-1

**SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy
Goals Consistency Analysis**

| Goals | Project Compliance | Sample Related General Plan Update Policies and Implementation Actions |
|--|---|---|
| | <p>traffic impacts and greenhouse gas emissions. As also outlined in Chapter 3, <i>Project Description</i>, one of the goals of the General Plan Update is to adopt and implement a circulation network based on mobility demands and land use patterns, with a variety of mobility options to reduce vehicle miles traveled and minimize greenhouse gas emissions.</p> <p>The conservation and open space, circulation, and land use elements of the General Plan Update contain guidance and policies to improve and protect the region's air quality and environment and promote energy efficiency.</p> | |
| <p>RTP/SCS G7: Actively encourage and create incentives for energy efficiency, where possible.</p> | <p>Not Applicable: This is not a project-specific policy and is therefore not applicable.</p> | <p>Not applicable</p> |
| <p>RTP/SCS G8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.</p> | <p>Consistent: See response to RTP/SCS Goal G6.</p> | <p>Policies listed under RTP/SCS Goal G6 apply to this goal.</p> |
| <p>RTP/SCS G9: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p> | <p>Consistent: See response to RTP/SCS Goal G3. Additionally, the Town would monitor existing and newly constructed roadways and transit routes (as needed) to determine the adequacy and safety of these systems. Other local and regional agencies (i.e., Caltrans, SANBAG, and Morongo Basin Transit Authority) would work with the Town to manage these systems. Security situations involving roadways and evacuations would be addressed in the Town's emergency management plans (e.g., Yucca Valley Hazards Mitigation Plan) developed in accordance with the state and federal mandated emergency management regulations.</p> | <p>Policies LU 3-2, S 6-10, S 7-4, S 7-5 C 1-23, C 1-24, C 2-1 through Policy C2-5</p> <p>Actions S 35, and C-21 through C-25</p> |

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**Table 5.9-1
SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy
Goals Consistency Analysis**

| Goals | Project Compliance | Sample Related General Plan Update Policies and Implementation Actions |
|--------------|---|---|
| | The land use, safety, and circulation elements of the General Plan Update contain guidance and policies for a safe and efficient transportation system. | |

Source: 2012–2035 SCAG Regional Transportation Plan/Sustainable Communities Strategy.

IMPACT 5.10-3: IMPLEMENTATION OF THE GENERAL PLAN UPDATE WOULD NOT CONFLICT WITH A HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN. [THRESHOLD LU-3]

Impact Analysis: The Town is not currently a participating agency in the West Mojave Plan, an interagency habitat conservation plan (HCP) that is being prepared by the Bureau of Land Management in collaboration with federal and state agencies. Additionally, the Town is not in the plan area of any other existing or planned HCP or natural community conservation plan (NCCP). Therefore, implementation of the General Plan Update would not conflict with the West Mojave Plan or any other HCP or NCCP.



5.9.4 Relevant General Plan Policies and Implementation Actions

The following are relevant policies and implementation actions of the General Plan Update that are designed to reduce potential land use and planning impacts of future development in the Town. Policy and action number references are provided in parentheses.

Circulation Element

Circulation Element Policies

- C 1-1 Utilize constraints based planning process to evaluate future transportation improvements.
- C 1-2 Pursue funding, including updating the transportation impact mitigation fee program, to assist in implementing the transportation system by expanding its roadway capacity, pedestrian sidewalk facilities, bicycle facilities, and trail facilities.
- C 1-3 Strive to maintain vehicle level of service (LOS) D on all roadways within the Town. Utilize the roadway capacities, as identified in [the Yucca Valley General Plan] Table 4-1, to evaluate roadway operations.
- C 1-4 Maintain protected intersections and roadways where vehicle capacity will remain less than the service goal as outlined in [the Yucca Valley General Plan] Table 4-1.
- C 1-5 Prioritize low-cost transportation enhancements, such as signal timing improvements, to maximize the Town's return on infrastructure investment related to the efficiency of the transportation system.

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- C 1-6 Protect right of ways for SR-62 and SR-247, major arterials, collectors, residential streets, and for all other planned infrastructure as shown on the figures above.
- C 1-7 Encourage development designs that integrate multiple modes of access including pedestrian, bicycle, and public transportation.
- C 1-8 Apply complete street strategies that accommodate pedestrian, bicycle, transit modes whenever practicable and feasible.
- C 1-9 Require sidewalk improvements concurrent with new development where commercial and school uses are planned and where residential densities exceed two units per acre, or as required by the Planning Commission.
- C 1-10 Encourage MBTA to provide enhanced bus service to employment areas outside of the Town, such as the Coachella Valley or other nearby areas in the County of San Bernardino.
- C 1-11 Encourage MBTA to work with area religious facilities or other sites where underutilized parking or hours of operation could provide opportunities for implementing shared park-and-ride facilities.
- C 1-12 Encourage MBTA to implement regional transportation solutions that reduce vehicle miles traveled and greenhouse gas emissions.
- C 1-13 Work with new development to implement MBTA's Transit Guidelines in Project Development (MBTA, 2005) as appropriate.
- C 1-14 Encourage employers to support Transportation Demand Management techniques, such as bus transit passes or other measures that reduce the reliance of the single occupant vehicle.
- C 1-15 Design designated truck routes such that the pavement, roadway width, and curb return radii support anticipated heavy vehicle use.
- C 1-16 Support and work with Caltrans to coordinate signals along SR-62 and SR-247 in Town.
- C 1-17 Ensure funding is available to implement and maintain signal coordination.
- C 1-18 Maintain truck route designations to support heavy vehicle use and connections to the Yucca Valley Airport as noted on Figure C-4.
- C 1-19 Require traffic calming techniques in residential neighborhoods and in Special Policy Areas to slow and manage traffic volumes as deemed appropriate by the Town Engineer.
- C 1-20 Require future development to pave roadways that will serve 500 or more daily trips as noted in [the Yucca Valley General Plan] Table 4-1 unless paving of that facility is considered infeasible by the Town, there is no funding for the improvement, or when the majority of the residents on that facility desire it to be unpaved.
- C 1-21 Pursue funding to pave unpaved roadways where the traffic volume exceeds 500 daily trips unless paving of that facility is infeasible or when the majority of the residents on that facility desire it to be unpaved.

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- C 1-22 Minimize dust emissions on existing and new unpaved roads where traffic volumes exceed 500 daily trips.
- C 1-23 Work with future development between Yucca Trail, Palomar Avenue, La Contenta Road and Juarez Drive to implement appropriate roadway, bicycle, and pedestrian connectivity based on the proposed land uses.
- C 1-24 Work with the park service to the south of Town to appropriately provide connectivity to the Town's roadway network.
- C 2-1 Work with utility providers in the planning, designing and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.
- C 2-2 Work with utility providers to increase service capacity as demand increases.
- C 2-3 Coordinate public infrastructure improvements through the Town's Capital Improvement Program.
- C 2-4 Encourage the shared use of right-of-way, transmission corridors, and other appropriate measures to minimize the visual impact of utilities infrastructure throughout Town.
- C 2-5 Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.

Circulation Element Implementation Actions

- C 1 Prioritize and implement the changes to the roadway classifications in Town consistent with the Roadway Classification Map (General Plan Figure C-1) and the 2013 Traffic Study for inclusion in the Town's Capital Improvement Program.
- C 2 Review and revise the street and traffic impact mitigation fee program.
- C 3 Develop and maintain a list of the Town's protected intersections and roadways where:
- Acquiring the right-of-way is not feasible;
 - The segment is in the Old Town Specific Plan area where maintaining vehicle levels of service would not be consistent with the goals and policies of that plan;
 - The improvements would negatively impact the environment;
 - The improvements would negatively impact other community values or policies; and / or
 - Other physical or fiscal factors limit the implementation of the proposed mitigation measure.
- C 4 Apply for regional, state, and federal grant funding to improve the Town's circulation infrastructure.



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- C 5 Provide signs and improve trails, bicycle, equestrian, and pedestrian connections consistent with the Town Trails Master Plan and Park and Recreation Master Plan based on available funding.
- C 6 Close gaps in the existing sidewalk network and provide sidewalks adjacent to schools consistent with the Future Sidewalks Map (Figure 4-3 of the 2013 Transportation Study).
- C 7 Update the Park and Recreation Master Plan to include bicycle and pedestrian facilities that are complementary to the connectivity and trails planning identified in the Town's Trails Master Plan.
- C 8 Apply for funding opportunities to improve pedestrian facilities near schools (such as Safe-Routes-To-School (SR2S) funding).
- C 9 Work with MBTA to plan and provide enhanced bus service to employment areas outside of the Town.
- C 10 Coordinate with MBTA and religious facilities to discuss expanding opportunities for implementing park-and-ride facilities.
- C 11 Consult with MBTA for bus stop placement and design.
- C 12 Consult with MBTA on street design to ensure the street accommodates access for a variety of transit options.
- C 13 Work with MBTA to create a program to expand ridership in Yucca Valley.
- C 14 Establish right-of-way landscaping, signage, and lighting requirements and guidelines to provide an attractive, user-friendly, and safe environment for all users.
- C 15 Update the Truck Routes Map as needed.
- C 16 Work with Marine Corps Air Ground Combat Center Twentynine Palms to notify residents of traffic impacts due to Marine caravans.
- C 17 Coordinate with the Yucca Valley Airport District to provide appropriate level of supporting transportation infrastructure connecting to the Yucca Valley Airport.
- C 18 Work with CalTrans to pursue funding for and implement low-cost transportation improvements such as traffic signal coordination where applicable.
- C 19 Pursue funding to pave unpaved roadways where the traffic volume exceeds 500 daily trips.
- C 20 Update the development code to require the application of non-toxic soil binder annually to minimize dust emissions on existing and new unpaved roads where traffic volumes exceed 500 daily trips if paving is not feasible.
- C 21 Establish a timeframe and parameters for paving unpaved roadways, consistent with implementation action C 19.
- C 22 Reevaluate traffic volumes through the annual Traffic Census Program.

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- C 23 Amend the Development Code to require that all new maintenance areas and utility substations and similar facilities are integrated with surrounding land uses, appropriately buffered, and aesthetically pleasing through the use of design and landscaping.
- C 24 Coordinate with utility providers such as Southern California Edison to identify and estimate future demand and corresponding facilities required to serve projected local and regional growth.
- C 25 Evaluate and prioritize public infrastructure improvements for inclusion in the Town's Capital Improvement Program.

Housing Element

Housing Element Policies

- H 2-2 Encourage new development and rehabilitation efforts to maximize energy efficiency through architectural and landscape design and the use of renewable resources and conservation.

Housing Element Programs

- H 1-2 Adopt the Corridor Residential Overlay, Mixed Use-Town Center, and Mixed Use-Civic Center land use designations in the General Plan and development standards in the Development Code to encourage and facilitate housing types up to 25 dwelling units per acre.
- H 2-1 Concentrate higher density residential development opportunities in proximity to public transit, public facilities, the first phase of wastewater service, and commercial uses. This will create an accessible and convenient living environment for seniors, persons with disabilities, and lower income families.
- H 2-5 Encourage the use of LEED design principles and other energy efficiency programs to lower energy costs for residents in the long term. Applicants shall be encouraged to use LEED principles in their designs during the pre-application meeting and application review process.
- H 4-1 Facilitate the preservation of any deed-restricted affordable housing units by notifying the San Bernardino County Housing Authority and other qualified entities. The Town will be responsible for monitoring at-risk projects on an ongoing basis and will provide relevant information to tenants and the community as needed.



Land Use Element

Land Use Element Policies

- LU 1-2 Require that adjacent land uses and development types complement one another.
- LU 1-7 Preserve and enhance the distinctiveness, character and livability of residential neighborhoods.
- LU 1-12 Preserve the desert character of existing low density residential areas to the greatest extent possible.
- LU 1-19 Encourage the relocation of industrial operations that are not compatible with adjacent uses to areas that are conducive to such operations.

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- LU 1-23 Adequately buffer or otherwise ensure compatibility between commercial and industrial uses and residential areas.
- LU 2-2 Permit a mixture of compatible land uses on a single site or within a single development project in a vertical or horizontal configuration.
- LU 2-3 Provide flexible development standards implemented through a Specific Plan or new Development Code standards for mixed use that ensure compatibility between allowable uses on-site and with adjacent uses.
- LU 2-4 Encourage the inclusion of pedestrian linkages and public amenities to promote walking on site and within clustered development.
- LU 2-6 Require appropriate transitions between residential uses south of Skyline Ranch Road and industrial to ensure compatibility. Transitions could include special landscaping, lighting, fencing treatments and screening of outdoor storage areas.
- LU 2-7 Facilitate the development of master planned industrial and business park uses.
- LU 2-10 Require adequate buffering between the wastewater treatment plant and adjacent uses.
- LU 2-11 Require adequate buffering for residential uses immediately to the west and south of the East Side Special Policy Area.
- LU 2-12 Explore the possibility to integrate recreational opportunities into new development that could serve dually as buffers and new amenities for businesses in the SPA and residents in adjacent neighborhoods.
- LU 2-18 Encourage lot consolidation and master planning for multiple parcels.
- LU 3-1 Allow compatible and supportive land uses around the Yucca Valley Airport as determined in the Airport Comprehensive Land Use Plan.
- LU 3-2 Limit building heights in select areas according to the Avigation Easement map and standards provided in the Airport Compatibility Land Use Plan.

Land Use Element Implementation Actions

- LU 5 Amend the development code to create standards addressing appropriate treatments to buffer industrial and commercial uses from residential and other sensitive uses.
- LU 19 Periodically coordinate with the Yucca Valley Airport District to stay informed of any operational or facility changes that could impact the community.

Open Space and Conservation Element

Open Space and Conservation Element Policies

- OSC 1-4 Offer flexible development standards in exchange for providing open space and trail easements or rights-of-way.
- OSC 1-5 Encourage new development to retain natural open space areas as part of project design to the greatest extent practicable.

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- OSC 2-6 Site and maintain recreational facilities to meet the needs of all segments of the community including use for activities, relaxation and social interaction.
- OSC 3-1 Develop a recreational trail network for hiking, mountain biking and riding that links the Town's parkland, community facilities, and open space areas, and other amenities.
- OSC 3-2 Ensure new development provides adequate pedestrian, equestrian, and bicycle trail facilities to connect to the Town-wide recreational system.
- OSC 9-1 Develop, promote, and implement long-term energy efficiency and demand management policies and standards for Town facilities, vehicles, and new development.
- OSC 9-2 Support the development of renewable energy generation within the Town, provided that significant adverse environmental impacts associated with such development can be successfully mitigated.
- OSC 9-3 Encourage the use of clean and/or renewable alternative energy sources for transportation, heating, and cooling and construction.
- OSC 9-6 Promote use of ride-sharing and mass transit as means of reducing transportation-related energy demand.
- OSC 9-7 Encourage development proposals to participate in state, federal, and/or regional solar rebate and incentive programs.
- OSC 9-8 Encourage new construction provided for in whole or in part with Town funds, to incorporate passive solar design features, such as daylighting and passive solar heating, where feasible.
- OSC 9-9 Promote building design and construction that integrates alternative energy systems, including but not limited to solar, thermal, photovoltaics and other clean energy systems.
- OSC 10-3 Promote the safe and efficient movement of people and materials into and through the Town as a means of reducing the impact of automobiles on local air quality.
- OSC 10-4 Coordinate land use planning efforts to assure that sensitive receptors are reasonably separated from polluting point sources.



Open Space and Conservation Element Implementation Actions

- OSC 11 Promote the development of pedestrian/multi-use/bike paths/lanes as an alternative mode of transportation to vehicular travel.
- OSC 12 Coordinate with local utility purveyors, County Flood Control District and other appropriate parties to include the development of a multi-use trail system within easements and rights-of-way to the greatest extent possible.
- OSC 36 Participate in the regional energy management and conservation efforts and encourage the expanded use of energy efficient and alternative fuels, buses with bike racks, and other system improvements including infrastructure for alternative energy vehicles that enhance overall energy efficiency and conservation.
- OSC 39 Provide informational materials and non-Town incentive program information to residents regarding available alternative energy and energy efficiency programs and rebates.

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- OSC 40 Evaluate the Town's ability to create a program to waive or reduce the permit fees on solar installation projects and promote state, federal, and private rebate programs.
- OSC 45 Establish a goal for solar installations on new and existing homes as well as new commercial/industrial development to be achieved before 2020.
- OSC 46 Pursue partnerships with other governmental entities and with private companies and Southern California Edison to establish incentive programs for renewable energy.

Safety Element

Safety Element Policies

- S 6-10 Coordinate with the San Bernardino County Fire Department and the County Environmental Health Department to assure improved response to, and capability for, handling hazardous materials incidents.
- S 7-4 Update and maintain the Emergency Operations Plan and Hazard Mitigation Plan keeping them current with county, state, and federal requirements, include measures pertaining to man-made and natural hazards such as flood, access, earthquakes, landslides, hazardous materials, evacuation, severe weather and fire.
- S 7-5 Establish emergency evacuation routes and adequate signage.

Safety Element Implementation Actions

- S 35 Maintain the Town of Yucca Valley Hazards Mitigation Plan and update it to include hazardous materials and the emergency evacuation routes with guidance for signage. Continue to make it available to the public at Town Hall and on the Town's website.

5.9.5 Existing Regulations

- Town of Yucca Valley Municipal Code
- State planning law (California Government Code Section 65300)

5.9.6 Level of Significance Before Mitigation

Upon adherence to regulatory requirements and implementation of the General Plan Update policies, the following impacts would be less than significant: 5.10-1, 5.10-2, and 5.10-3.

5.9.7 Mitigation Measures

No significant adverse impacts were identified and no mitigation measures are necessary.

5.9.8 Level of Significance After Mitigation

No significant impacts were identified with regard to land use and planning.

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5.9.9 References

San Bernardino County Planning Department (SBCPD). 1992, February. Airport Comprehensive Land Use Plan, Yucca Valley Airport.

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