

**DRAFT**  
**LAND USE ASSESSMENT**  
**FOR THE**  
**SoCalGas**  
**NORTH-SOUTH PROJECT**  
**RIVERSIDE AND SAN BERNARDINO COUNTIES, CALIFORNIA**

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**July 2015**

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## APPENDICES

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## 1.0 **INTRODUCTION**

The purpose of this Land Use Impact Assessment is to describe the relevant existing conditions and the potential land use impacts of the SoCalGas North-South Project (Proposed Project) and what measures may be taken, if warranted, to mitigate, minimize, or avoid such impacts.

The Proposed Project is located in San Bernardino and Riverside Counties, California (Exhibit 1). The pipeline would be largely located within existing SoCalGas right-of-way or public right-of-way; however, Proposed Project construction would require temporary access roads, staging areas, and work areas that may extend beyond the existing right-of-way. To accommodate construction activities, an area larger than the actual footprint of the pipeline has been assessed. This area includes temporary work space needed for the maneuvering of equipment and is identified as the Preliminary Design Construction Corridor (PDCC). The construction staging areas are locations that would be used for the temporary lay-down of materials and storage of equipment being used as part of the construction activities. The construction staging areas are adjacent to the PDCC. A multi-sheet exhibit depicting the Proposed Project alignment and key features of the Proposed Project is provided in Appendix A.

The report is divided into the following eight sections:

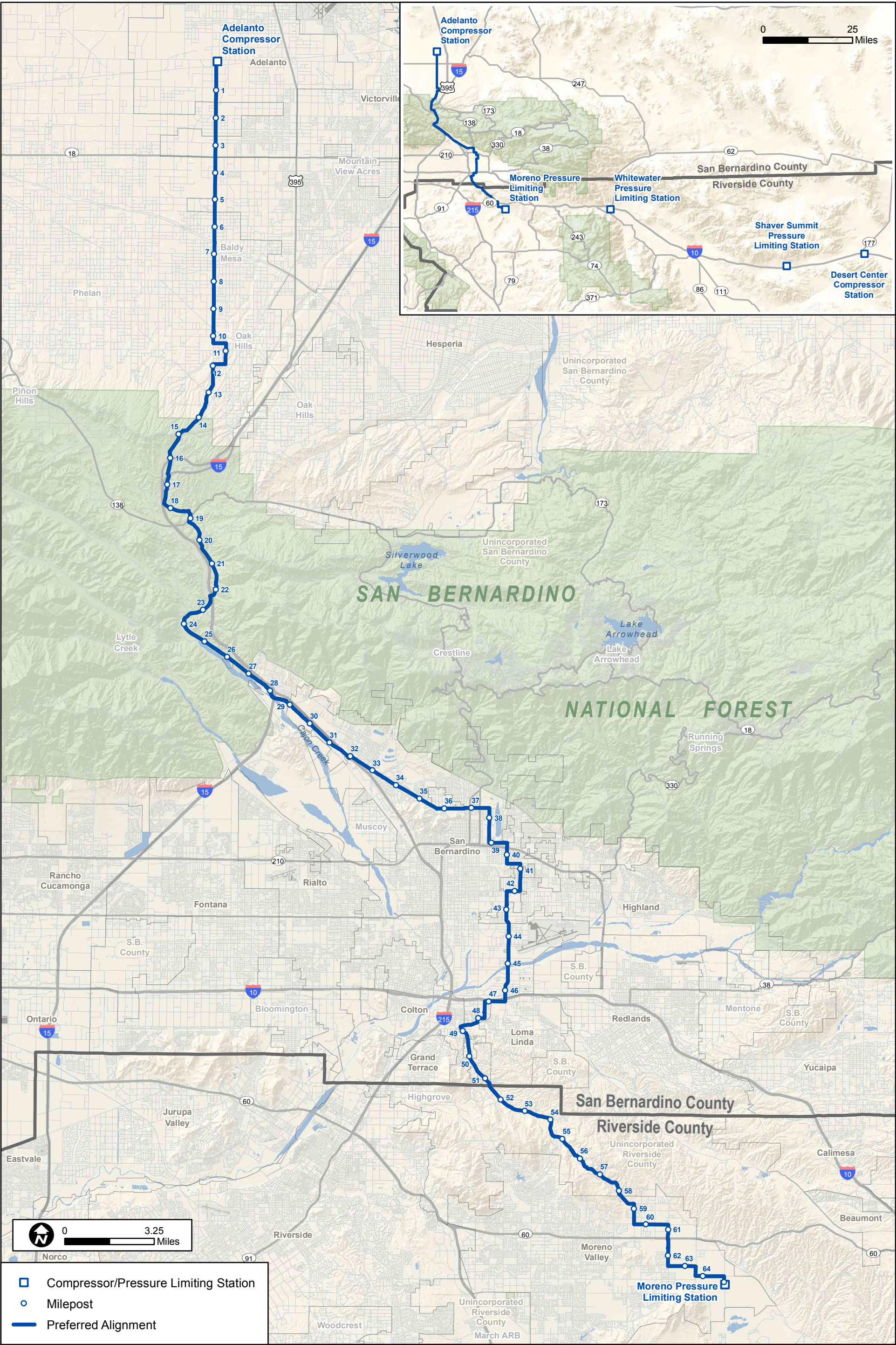
- **Section 1** - Introduction.
- **Section 2** - Summary description of the Proposed Project.
- **Section 3** - Overview of the environmental setting, including existing land uses, planned land uses, and community serving facilities in proximity of the proposed alignment.
- **Section 4** - Overview of the applicable regulations, plans, and policies.
- **Section 5** - Significance criteria that have been used for assessing the potential for land impacts and an overview of the method used to assess impacts.
- **Section 6** - Impact analysis.
- **Section 7** - Applicant proposed mitigation and minimization measures that would reduce and/or avoid potential land use impacts.
- **Section 8** - References used to prepare this report.

The California Public Utilities Commission (CPUC) has primary state jurisdiction over the Proposed Project by virtue of its discretionary approval authority over construction, operation, and maintenance of public utility facilities. Because local governments generally do not have discretionary authority over CPUC jurisdictional projects, such projects are generally exempt from local land use and zoning regulations and permitting. However, as part of the California Environmental Quality Act (CEQA) impact analysis, SoCalGas considered applicable local and State land use plans and policies. The San Bernardino National Forest<sup>1</sup> (SBNF) has primary jurisdiction over the Proposed Project for land within the forest. SoCalGas considered the federal land use plans and policies relative to federal land as part of its environmental impact analysis pursuant to NEPA. CEQA and NEPA require that federal and state agencies evaluate the potential environmental consequences of discretionary activities prior to carrying out or approving such projects.

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<sup>1</sup> The SBNF is part of the U.S. Forest Service (Forest Service or USFS) within the U.S. Department of Agriculture (USDA). The Forest Service manages 154 national forests and 20 grasslands within 44 states and Puerto Rico.





North-South Project

**Exhibit 1**  
**Regional Location Map**



## 2.0 PROJECT DESCRIPTION

The primary components of the Proposed Project include the construction and installation of a 36-inch-diameter natural gas transmission pipeline and the rebuilding of the Adelanto Compressor Station. The pipeline will be primarily constructed and installed within existing public and private rights-of-way. The Proposed Project also includes installation of additional pressure-limiting equipment at the Moreno, Whitewater, and Shaver Summit Pressure Limiting Stations and upgrades to the existing pressure-limiting equipment at the Desert Center Compressor Station.

The approximate 65-mile-long Proposed Project alignment begins at the Adelanto Compressor Station in the City of Adelanto and proceeds in a southerly direction through unincorporated San Bernardino County and the City of Victorville. The alignment then runs along Interstate 15 (I-15) through the Cajon Pass and the SBNF and terminates at the Moreno Pressure Limiting Station in the city of Moreno Valley.

## 3.0 ENVIRONMENTAL SETTING

The Proposed Project originates in the City of Adelanto in the southern portion of the Mojave Desert and extends for approximately 65 miles to the south and east. The Proposed Project traverses multiple jurisdictions, including cities, counties, and federal lands with various land use and zoning designations. Exhibit 1 presents an overview of the alignment, depicting the boundaries of the jurisdictions the proposed pipeline traverses. Table 1 summarizes the length of pipeline located within each jurisdiction.

**TABLE 1  
JURISDICTIONS ALONG PIPELINE ROUTE**

<b>Jurisdiction</b>	<b>Length (miles)<sup>a</sup></b>
Adelanto	2.2
Colton	2.2
Highland <sup>b</sup>	0.0
Loma Linda	0.8
Moreno Valley	6.8
San Bernardino	14.7
Victorville	2.0
Unincorporated Riverside County	6.9
Unincorporated San Bernardino County <sup>c</sup>	29.4
<b>Total</b>	<b>65.0</b>
<sup>a</sup> Miles are approximate and rounded to the nearest tenth of a mile. <sup>b</sup> The Proposed Project is within the city of Highland for approximately 0.04 mile which, when rounded to the nearest tenth of a mile, is less than 0.1 mile. <sup>c</sup> Within unincorporated San Bernardino county, the limits of the San Bernardino National Forest (SBNF) extend approximately 13 miles; however, due to private holdings within the SBNF only about 10.2 miles is under the jurisdiction of the U.S. Forest Service.	

To facilitate the evaluation of the Proposed Project, the discussion of the pipeline alignment has been divided into four segments. The segments are based on existing land use characteristics or jurisdiction. Segment 1 encompasses the portion of the alignment that traverses the high desert area in San Bernardino County; Segment 2 traverses the SBNF; Segment 3 is within the metropolitan San Bernardino area; and Segment 4 is the portion of the alignment in Riverside County. There is also a discussion of the additional Proposed Project components (i.e., the pressure limiting stations and compressor station). The total estimated acreage where construction activities could occur as a result of the Proposed Project by jurisdiction is shown in Table 2.

**TABLE 2**  
**ESTIMATED ACRES WHERE CONSTRUCTION ACTIVITIES COULD OCCUR**  
**AS A RESULT OF THE PROPOSED PROJECT BY JURISDICTION**

Jurisdiction	Permanent			Temporary				Grand Total
	Compressor Station	Valve Vault	Totals	Compressor Station	PDCC	Staging Area	Total	
Segment 1								
Adelanto	6.3		6.3		39.9		39.8	46.2
Victorville					28.3	7.2	35.5	35.5
Unincorporated San Bernardino County		0.2	0.2		146.6	28.4	175.0	175.2
Segment 2								
Unincorporated San Bernardino county					36.4	8.4	44.8	44.8
USFS jurisdiction		0.5	0.5		181.2	3.3	184.5	185.0
Segment 3								
San Bernardino		0.1	0.1		219.5	41.0	260.5	260.6
Highland		0.1	0.1		6.2	1.2	7.4	7.5
Loma Linda					6.5	2.3	8.8	8.8
Colton					28.9	5.7	34.6	34.6
Unincorporated San Bernardino County		0.1	0.1		17.9	2.6	20.5	20.6
Segment 4								
Moreno Valley	1.0	0.1	1.1		83.7	32.5	116.2	117.3
Unincorporated Riverside County	5.0	0.2	5.2	15.9	93.2	6.5	115.6	120.8
Grand Total	12.3	1.3	13.6	15.9	888.3	139.2	1043.2	1,056.9
PDCC: Preliminary Design Construction Corridor; USFS: U.S. Forest Service <b>Bold font</b> are totals by jurisdiction for the permanent and temporary impact categories. Note: Miles are approximate and rounded to the nearest tenth of a mile.								



A description of the land use characteristics of each segment is provided below. The existing setting provides land use and community information that extends beyond the analyzed impact limits of the Proposed Project. This allows the reader to better understand the greater context in which the Proposed Project would be constructed and establishes the baseline for assessing potential land use impacts.

An examination of land use patterns in a given area can effectively convey the general form of its structure, including where its residents live, work, and play. The Proposed Project extends through large areas that are either undeveloped or sparsely developed. Therefore, a discussion of planned future uses is also provided. The applicable General Plan Land Use Element is used to discuss anticipated future land uses. The Land Use Element serves as a local jurisdiction's blueprint for future development and identifies specific planning areas or places of unique interest. Though future development may be anticipated based on local General Plans, there is no guarantee that uses will be developed as planned and there is no known timeframe for the development. Applicable General Plan policies are discussed in Section 4 of this report.

### **3.1 SEGMENT 1**

#### **3.1.1 Jurisdictional Setting**

Segment 1 is an approximate 14-mile segment extending from the Adelanto Compressor Station to the SBNF boundary traversing the Cities of Adelanto and Victorville, as well as a portion of unincorporated San Bernardino County. Adjacent communities within the unincorporated portion of San Bernardino County include Baldy Mesa, Phelan, and Oak Hill.

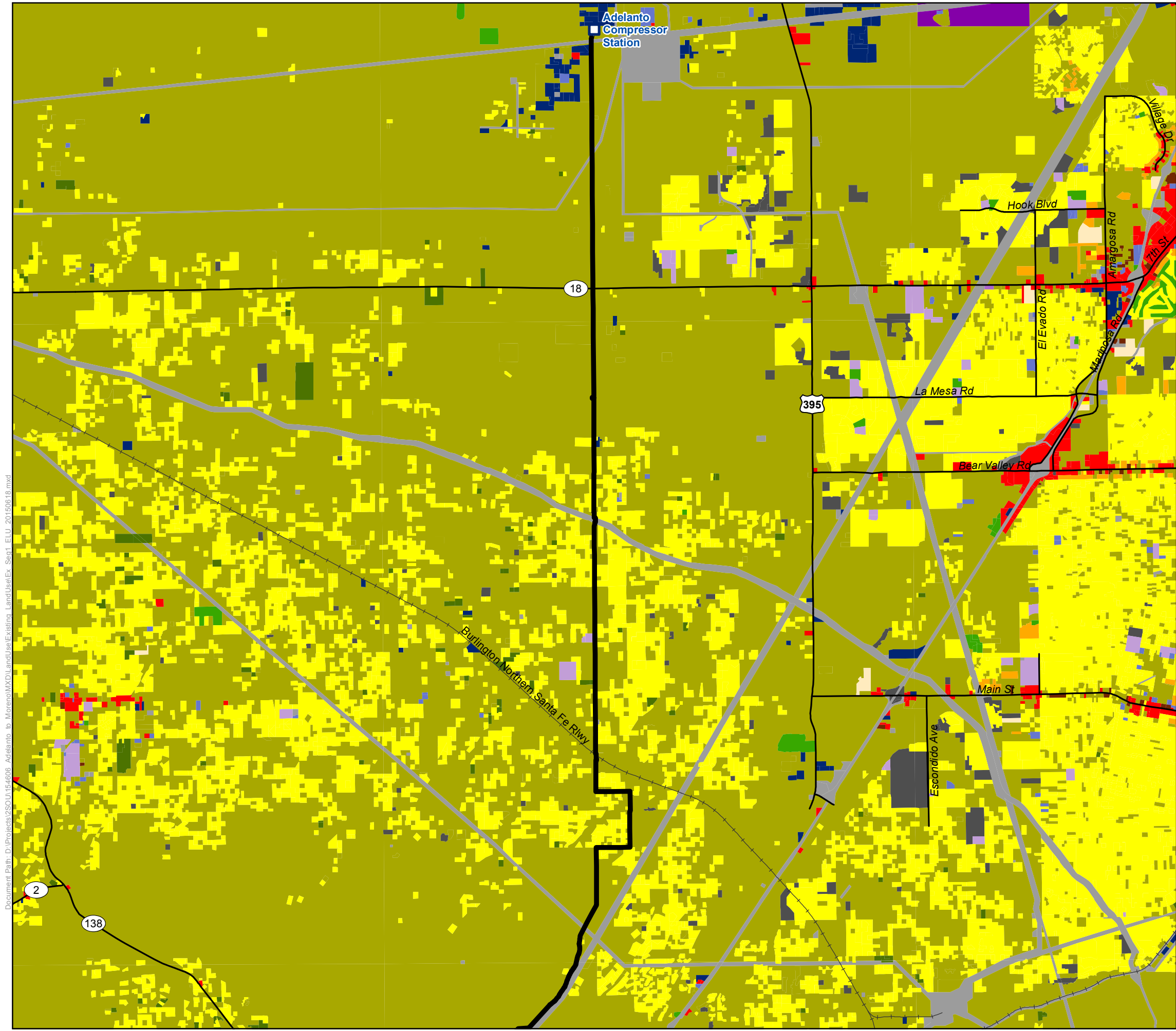
Incorporated in 1970, the City of Adelanto has a land area of 53 square miles and a population of approximately 32,200 and 8,834 housing units. The largest employer in the City is the Adelanto School District. Other major employers include General Atomics and Northwest Pipes (Adelanto 2015).

Victorville was incorporated in 1962. The City is approximately 74 square miles with a population of approximately 121,000 (Victorville 2015a, 2015b). The largest employer in the City is the Southern California Logistics Airport. Other major employers include Victor Valley College, Desert Valley Hospital, and Verizon (Victorville 2009).

Formed in 1853, San Bernardino County is the largest county by area and fifth-largest county by population in California. San Bernardino County is 20,105 square miles in area, of which approximately 2,970 square miles are under County jurisdiction. The unincorporated areas of the County are home to 295,233 people, or approximately 14 percent of the County's total population. A total of 133,118 housing units are located in the unincorporated areas of the County. The largest job sectors in the County are education, transportation, and professional. In addition to 24 incorporated cities, the County has a large number of unincorporated communities and two federally recognized Native American Reservations. Due to the expansive size of the County, for planning purposes, the County is divided into three regions: Desert Planning Region, Mountain Planning Region, and Valley Planning Region. Segment 1 is located within the "Desert Planning Region", which is the largest of the three planning regions. This region contains about 93 percent (18,735 square miles) of the land in San Bernardino County.

#### **3.1.2 Existing Land Uses**

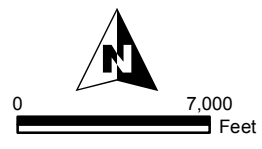
The study area in Segment 1 is sparsely developed with large expanses of undeveloped land. Exhibit 2 provides an overview of the existing land uses in Segment 1. The Adelanto Compressor Station is an approximate 3.2-acre site located generally 0.1 mile east of the intersection of Koala Road and Rancho Road in the City of Adelanto. Uses in proximity to the Adelanto Compressor



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- Compressor/Pressure Limiting Station
- Preferred Alignment
- Existing Land Use Type**
- Agriculture
- Commercial and Services
- Education
- Facilities
- General Office
- Industrial
- Military Installations
- Mixed Commercial and Industrial
- Mixed Residential
- Mobile Homes and Trailer Parks
- Multi-Family Residential
- Open Space and Recreation
- Single Family Residential
- Transportation, Communications, and Utilities
- Under Construction
- Vacant

Source: SCAG 2005



**Exhibit 2**  
**Existing Land Use**  
**Segment 1**

North-South Project

Station include an industrial park (north of Rancho Road) that has the following businesses: General Atomics, Duffy Electric Boats, McElroy Metals, and MK Magnetics, Inc. The Adelanto Detention Facility East is located approximately 0.5 mile to the northeast of the Adelanto Compressor Station (north of Rancho Road). This facility is a privately operated federal facility under contract with the U.S. Immigration and Customs Enforcement (ICE) to house federal immigration detainees.

The Adelanto Compressor Station is located in a predominantly rural area with scattered industrial uses to the north and south. Uses include a solar farm, several industrial buildings and the Adelanto Residential Airpark (a private airport, approximately 1.5 miles from the Compressor Station) to the south, vacant land to the west and the Los Angeles Department of Water and Power (LADWP) Converter Station/Adelanto Switching Station and the High Desert Detention Center (a facility operated by the San Bernardino Sheriff's Department) to the east. Adelanto High School, located at Mojave Drive and Joshua Road, is approximately 0.5 mile east of the pipeline alignment and two miles south of the Adelanto Compressor Station. These uses are generally between Mile Posts 0 and 2.

The proposed pipeline would extend south from the Adelanto Compressor Station for a distance of approximately 10.3 miles. The pipeline would extend through undeveloped land zoned by the City of Adelanto as Manufacturing/Industrial (M/I) approximately 0.1 mile east of Koala Road for a distance of slightly less than one mile. At this point (Holly Road or approximately Mile Post 0.9), Koala Road is aligned to the east and the pipeline would be located within the road right-of-way. The pipeline continues southerly and crosses State Route (SR) 18/Palmdale Road, at which point Koala Road is renamed Baldy Mesa Road (approximately Mile Post 3.4).

About seven miles south of the Adelanto Compressor Station, the pipeline enters the unincorporated community of Baldy Mesa, characterized by low and very-low density residential uses, and zoned by the City of Victorville and Very Low Density Residential and Low Density Residential. The pipeline crosses the California Aqueduct adjacent to the bridge crossing of Baldy Mesa Road at approximately MP 6.6. San Bernardino County Fire Station 16 (Baldy Mesa Station) is located approximately 0.3 mile east of the pipeline alignment at Mile Post 6.3.

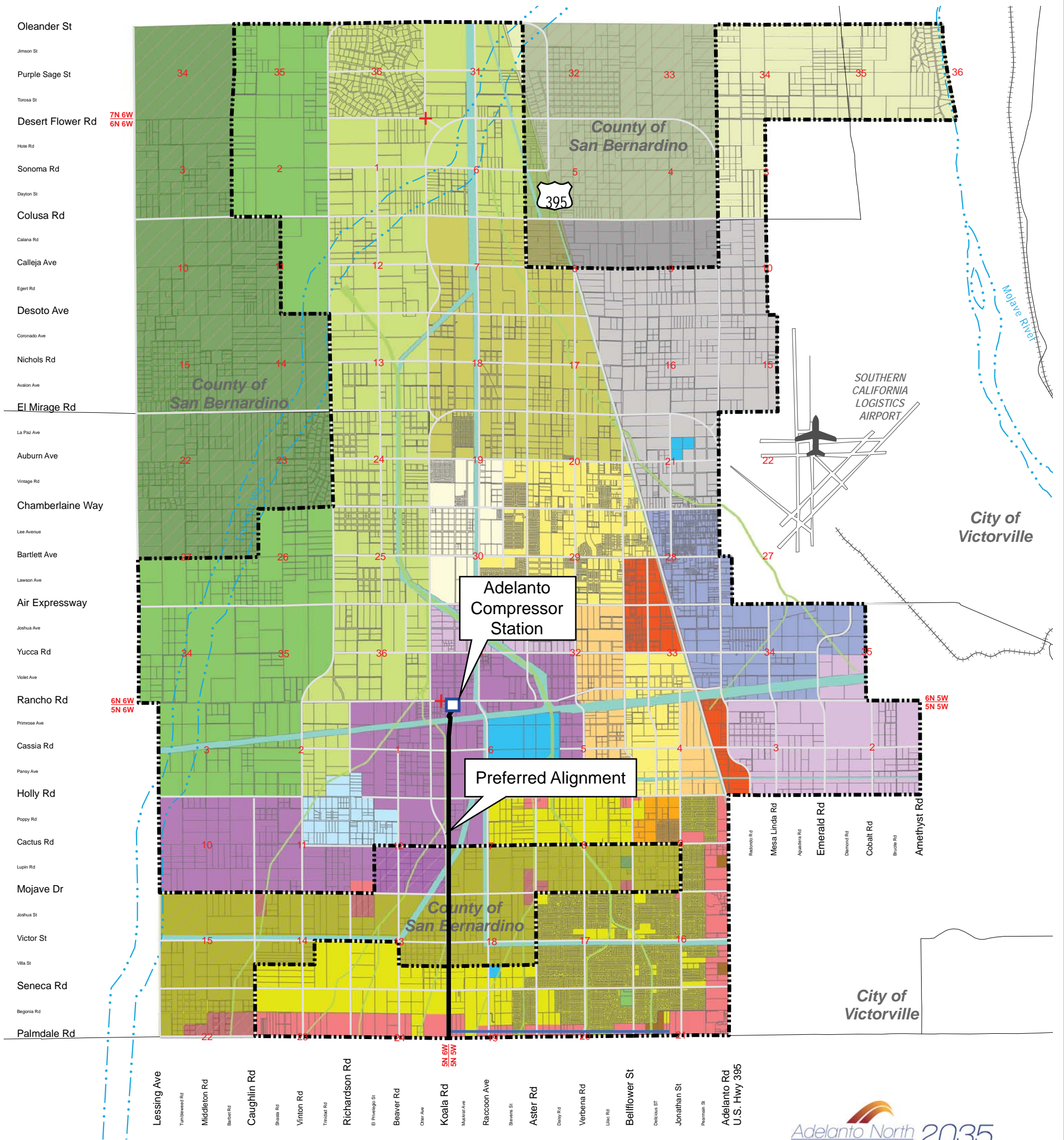
In the community of Oak Hills (around Mile Post 10.2), the alignment assumes an easterly path and extends along Joshua Street for a distance of approximately 0.5 mile. It then turns to the south on Braceo Street for a distance of 0.75 mile before turning to the west along Mesquite Street for about 0.5 mile before returning to the Baldy Mesa Road right-of-way. This area is characterized by large lot-single family homes. South of the Oak Hills Community, the alignment roughly parallels Baldy Mesa Road and Landover Road, traversing undeveloped land before entering the SBNF. South of Mesquite Street, both Baldy Mesa Road and Landover Road are unpaved roads.

### **3.1.3 Planned Land Uses**

As previously indicated, Segment 1 of the pipeline traverses the Cities of Adelanto and Victorville, as well as a portion of unincorporated San Bernardino County. Based on the local General Plans, planned land uses in this area are predominately residential with some manufacturing/industrial, commercial, and mixed-use development. This area provides opportunities for development consistent with the general plan designations due to the generally sparse development in the area.

The Adelanto Compressor Station and slightly more than two miles of the pipeline alignment are within the City of Adelanto within existing public right-of-way (i.e., Koala Road). The City of Adelanto has a combined General Plan Land Use and Zoning Map with 20 different land use and zoning districts, which reflect the planned land uses for the City. As shown in Exhibit 3, the Proposed Project would traverse lands designated for Manufacturing/Industrial (MI); Single





LAND USE AND ZONING DISTRICTS

- |  |   |                                    |
|--|---|------------------------------------|
| Desert Living (DL-9) (1 du/9 ac)                   | Medium Density Residential (R-M12) (5 - 12 du/ac) | Airport Park (AP)                  |
| Desert Living (DL-5) (1 du/5 ac)                   | High Density Residential (R3-30) (Max. 30 du/ac)  | Airport Development District (ADD) |
| Desert Living (DL-2.5) (1 du/2.5 ac)               | Mixed Use (MU) (12 - 18 du/ac)                    | Public Utilities (PU)              |
| Single Family Residential (R-S1) (.41 - 1 du/acre) | General Commercial (C)                            | Open Space (OS)                    |
| Single Family Residential (R1) (Max. 4 du/ac)      | Manufacturing/Industrial (MI)                     | Greenbelt Corridor Drainage (GCD)  |
| Single Family Residential (R-S5) (1.1 - 5 du/ac)   | Light Manufacturing (LM)                          | Greenbelt Corridor Easement (GCE)  |
| Medium Density Residential (R3-8) (Max. 8 du/ac)   | Business Park (BP)                                | Sphere of Influence                |
|  |   | City Boundary                      |



City of Adelanto  
General Plan Zoning Map (1994 General Plan Update)  
& (2014 North Adelanto Sustainable Community Program)  
Adelanto Geographical Information Systems  
11600 Air Expressway  
Adelanto, CA 92301  
Zoning Layer Updated: October 30, 2014  
Parcel Lines Updated: December 15, 2014  
<http://ci.adelanto.ca.us>



North-South Project

Exhibit 3  
City of Adelanto  
General Plan Land Use and Zoning Map

(Rev: 06-18-2015 LEW) R:\Projects\SOU\_SoCalGas\3SOU000401\Graphics\LandUse\Ex3\_AdelantoGPLU\_20150618.pdf

Family Residential (R-S5) with a density of 1.1 to 5 dwelling units per acre; and General Commercial (C).

Slightly less than two miles of pipeline alignment would be located in the City of Victorville within public right-of-way (i.e., Baldy Mesa Road<sup>2</sup>). The City of Victorville General Plan Land Use Policy and Zoning Map identifies 13 land use designations. As shown in Exhibit 4, the Proposed Project traverses land designated for Commercial, Low Density Residential (5 dwelling units per acre), Specific Plan (Parkview Specific Plan), and Office Professional. Additionally, the unincorporated community of Baldy Mesa is shown on the City of Victorville General Plan Land Use Policy and Zoning Map because it is within the City's sphere of influence.<sup>3</sup> The General Plan Land Use Policy and Zoning Map identifies Mixed Use, and Very Low Density Residential (2 dwelling units per acre) within this sphere of influence. The majority of the land adjacent to the Proposed Project in the City of Victorville is currently undeveloped and zoned Very Low Density Residential or Low Density Residential. As discussed above in Section 3.1.2, Existing Land Uses, the main uses within this area are predominately low density and very low density residential uses.

Exhibit 5 depicts the desert portion of the County of San Bernardino land use map. The County has combined the General Plan land use designations and zoning classifications to ensure consistency between the County's General Plan and its Zoning Code. The County of San Bernardino has 19 land use zones. The land use designations in unincorporated San Bernardino County adjacent to the alignment include residential, urban mixed use, miscellaneous industrial and general commercial. It should be noted that most of the alignment would be within public right-of-way (i.e., local streets).

### **3.1.4 Community Facilities**

Community facilities are uses, both private and public, that fulfill a social function or provide services to the population of a community. These include schools, health-care facilities, safety facilities (i.e., police, fire, and rescue), religious facilities, parks and recreational facilities, and cultural facilities, such as libraries and museums. Community facilities within one mile of the Proposed Project alignment are discussed herein.

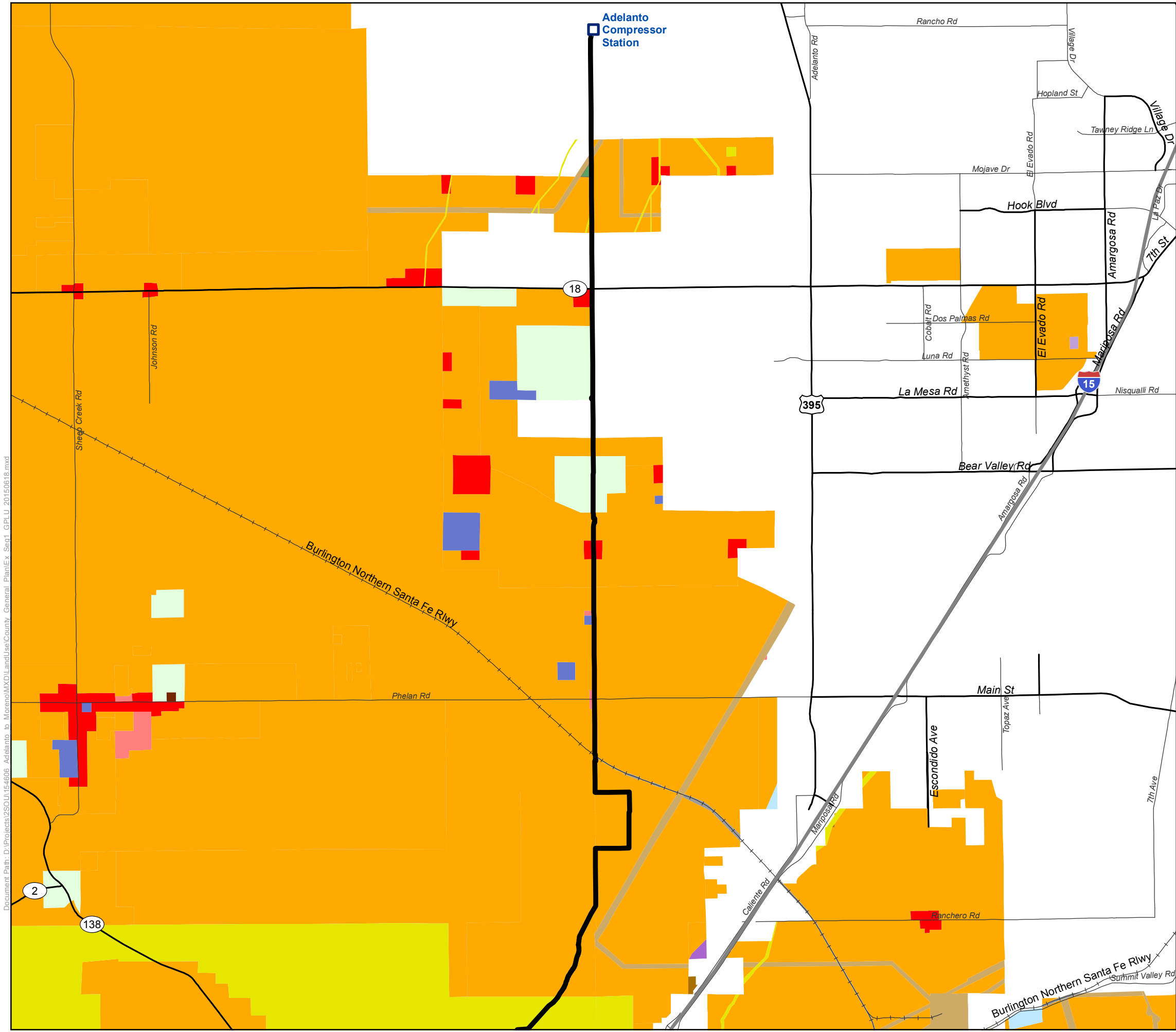
Within Segment 1 there are five schools and one fire station within one mile of the Proposed Project alignment. Additionally, the YMCA of the East Valley is located on the Baldy Mesa Elementary School campus. These uses and their distance from the Proposed Project alignment are listed in Table 3 and depicted in Exhibit 6.

<sup>2</sup> Koala Road in the City of Adelanto becomes Baldy Mesa Road in the City of Victorville.

<sup>3</sup> A sphere of influence is a planning tool to designate the future boundary and service area of a city or special district. The spheres of influence are developed by the region's Local Agency Formation Commission.







- Compressor/Pressure Limiting Station
- Preferred Alignment
- Land Use Type**
  - Agriculture
  - Cemetery
  - General Commercial
  - General Industrial
  - Institutions/Government
  - K-12 Schools
  - Light Industrial
  - Military
  - Miscellaneous Commercial
  - Miscellaneous Industrial
  - Office
  - Open Non-Developed
  - Other Retail/Service
  - Parks
  - Regional Commercial
  - Residential
  - Transportation
  - Urban Mixed
  - Utilities

Source: SANBAG 2013



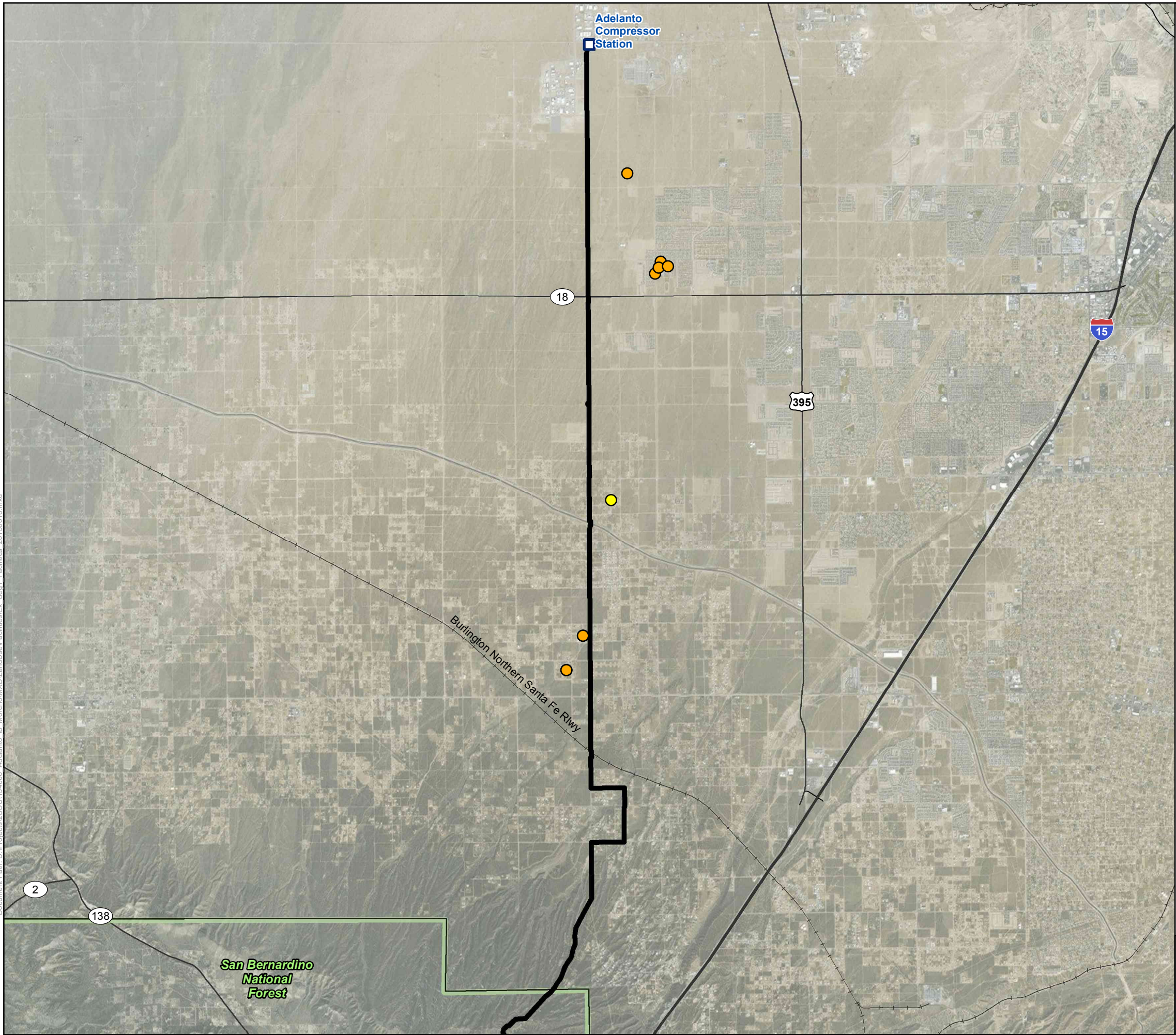
**Exhibit 5**  
**Unincorporated County of**  
**San Bernardino Land Use Map**  
**Segment 1**

North-South Project

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- Public Facility or Service
- School
- Compressor/Pressure Limiting Station
- Preferred Alignment
- San Bernardino National Forest

Source: ESRI 2010



**Exhibit 6**  
**Community Facilities in the**  
**Vicinity of Segment 1**

North-South Project



**TABLE 3  
COMMUNITY FACILITIES IN THE VICINITY OF SEGMENT 1**

<b>Facility</b>	<b>Address</b>	<b>Distance from the Proposed Project Alignment*</b>
<b>Schools</b>		
Adelanto High School	15620 Joshua Rd, Adelanto	0.5 mile east
Columbia Middle School	14409 Aster Rd, Adelanto	1.0 mile east
Theodore Vick Elementary School	10575 Seneca Rd, Adelanto	1.0 mile east
Baldy Mesa Elementary School and YMCA	10376 Baldy Mesa Rd, Phelan	Adjacent to the road right-of-way
Quail Valley Middle School	10058 Arrowhead Rd, Phelan	0.2 mile west
<b>Public Services and Facilities</b>		
San Bernardino County Fire Station 16	11855 E St, Victorville	0.3 mile east
* Distances from the Proposed Project alignment are approximate and rounded to the nearest tenth of a mile.		

### 3.2 SEGMENT 2

#### 3.2.1 Jurisdictional Setting

Segment 2 is located within the SBNF. The SBNF is a federally managed forest encompassing 665,753 acres. The SBNF consists of two main geographic regions which are managed as two separate divisions: the San Bernardino Mountains division located on the easternmost of the Transverse Ranges and the San Jacinto and Santa Rosa Mountains division located on the northernmost of the Peninsular Ranges. The divisions are managed by Ranger Districts. The Proposed Project is located in the San Bernardino Mountains division, under the Front Country Ranger District.

#### Forest Service Strategic Plan

The mission of the USFS is to “[s]ustain the health, diversity, and productivity of the Nation’s forests and grasslands to meet the needs of present and future generations”. The USFS measures its progress towards achieving national forest goals in its Forest Service Strategic Plan. The most recent available Forest Service Strategic Plan was prepared for Fiscal Year (FY) 2007–2012. The Plan lists Goals, Objectives, Performance Measures, and Means and Strategies to achieve them. Forest Service Strategic Plan FY 2007–2012 established seven goals that apply to all forests within the nation:

1. Restore, Sustain, and Enhance the Nation’s Forests and Grasslands.
2. Provide and Sustain Benefits to the American People.
3. Conserve Open Space.
4. Sustain and Enhance Outdoor Recreation Opportunities.
5. Maintain Basic Management Capabilities of the Forest Service.
6. Engage Urban America With Forest Service Programs.
7. Provide Science-Based Applications and Tools for Sustainable Natural Resources Management.

There are five wilderness areas in the SBNF: San Gorgonio, Cucamonga, San Jacinto, Santa Rosa, and Bighorn Mountain. However, the Proposed Project alignment is located outside any designated wilderness areas. It is also outside any National Monuments (i.e., SBNF West and Central, Southern California Land Management Plan Amendment, Inventoried Roadless Areas

Map). Additionally, the SBNF has five active cattle grazing allotments; however, the Proposed Project alignment is outside these grazing areas.

### **Land Management Plan**

The National Forest Management Act of 1976 (NFMA) required all national forests to prepare land management plans that govern the management, organization, and public use of the forest. The United States Department of Agriculture (USDA) prepared the Land Management Plan (LMP) for California in 2006, which consists of three components: Part 1, Vision; Part 2, National Forest Strategy, which includes forest specific-strategies; and Part 3, Design Criteria for the Southern California National Forest. Part 1 sets forest goals and desired conditions for all resources present in each California forest. The goals are linked to national forest priority goals and the management challenges identified in each forest. Part 2 is considered the LMP, and is specific to each national forest in the state. The San Bernardino National Forest Land Management Plan (SBNF LMP; 2006) is the primary guiding document for natural resource management activities within SBNF; it establishes management standards and guidelines for the SBNF. It describes: resource management practices; levels of resource production and management; and the availability and suitability of lands for resource management. The SBNF LMP establishes land use zones, recreational opportunity spectrum, special areas, and other designated uses and suitable areas. Based on the established designations and opportunities it provides for users, the SBNF LMP establishes forest goals and objectives. Part 3 is the Design Criteria and is also specific to each forest; it includes standards for vegetation and wildlife management, aesthetics, geography, and cultural resources and heritage.

The NFMA, together with its implementing regulations, requires that all actions authorized to occur in the SBNF must be in conformance with the SBNF LMP.

The LMP designates approximately 18,200 acres as Recommended Wilderness and approximately 10,000 acres as Back Country Non-Motorized. The LMP also allows for fire break buffers around communities to reduce the threat of wild fires. The SBNF LMP also designates approximately 171,168 acres of Inventoried Roadless Areas (IRA), including 7,540 acres are within the Cajon IRA, which a small portion of alignment runs through.

### ***Section 368 of Energy Policy Act- West-wide Utility Corridors***

Pursuant to Section 368 of the Energy Policy Act of 2005, Congress directed the U.S. Department of Defense, the USDA, and the U.S. Department of the Interior to designate energy corridors for oil, gas, and hydrogen pipelines and electricity transmission and distribution facilities on federal lands. The energy corridors were to be developed on public lands to concentrate the effects of utility lines in manageable locations. The Secretaries of each Department were also directed to perform an environmental review required to complete and finalize the designation process of Section 368 corridors, and to incorporate them in their respective land use plans. The *Designation of Energy Corridors on Federal Lands Programmatic Environmental Impact Statement* (EIS) (DOE 2008) assesses the environmental impacts associated with designating numerous West-Wide Energy Corridors (WWECs) in the 11 western States. Based on this EIS, the USFS issued a Record of Decision on January 14, 2009, which amended 38 Forest Service LMPs and designated approximately 990 miles of Section 368 corridors on National Forest System lands in 10 states.

The WWECs can serve a designated joint-use function to allow placement of a variety of energy-related infrastructure uses. The joint-use corridors typically contain power lines, transcontinental fiber-optic communication cables, and trans-state gas pipelines, which provide utility companies with access across the states to meet present and future energy needs. The WWECs under Section 368 are typically 3,500-foot-wide corridors that support future transport of energy for oil,

gas, and hydrogen pipelines and electricity transmission and distribution facilities on federal lands such as forest lands. One federal utility corridor was designated in the SBNF: WWEC 108-267. The designed parameters of the WWEC 108-267 in the EIS are multimodal energy corridor, 2,100–7,000 feet wide, and 11.3 miles long. During the EIS process, the WWEC 108-267 was specifically redesigned per a request from USFS to avoid encroaching into IRAs and to provide more right-of-way capacity. The majority of Segment 2 of the Proposed Project pipeline alignment runs in this designated utility corridor WWEC 108-267, otherwise known as the I-15 Cajon Pass Corridor under the LMP. Approximately 166 acres (70 percent) of the pipeline alignment are located within this energy corridor and approximately 64 acres (30 percent) are located outside of this energy corridor. The portion of the WWEC 108-267 that runs in Segment 2 and utilities currently present within this corridor are shown on Exhibit 7.

### **3.2.2 Existing Land Uses**

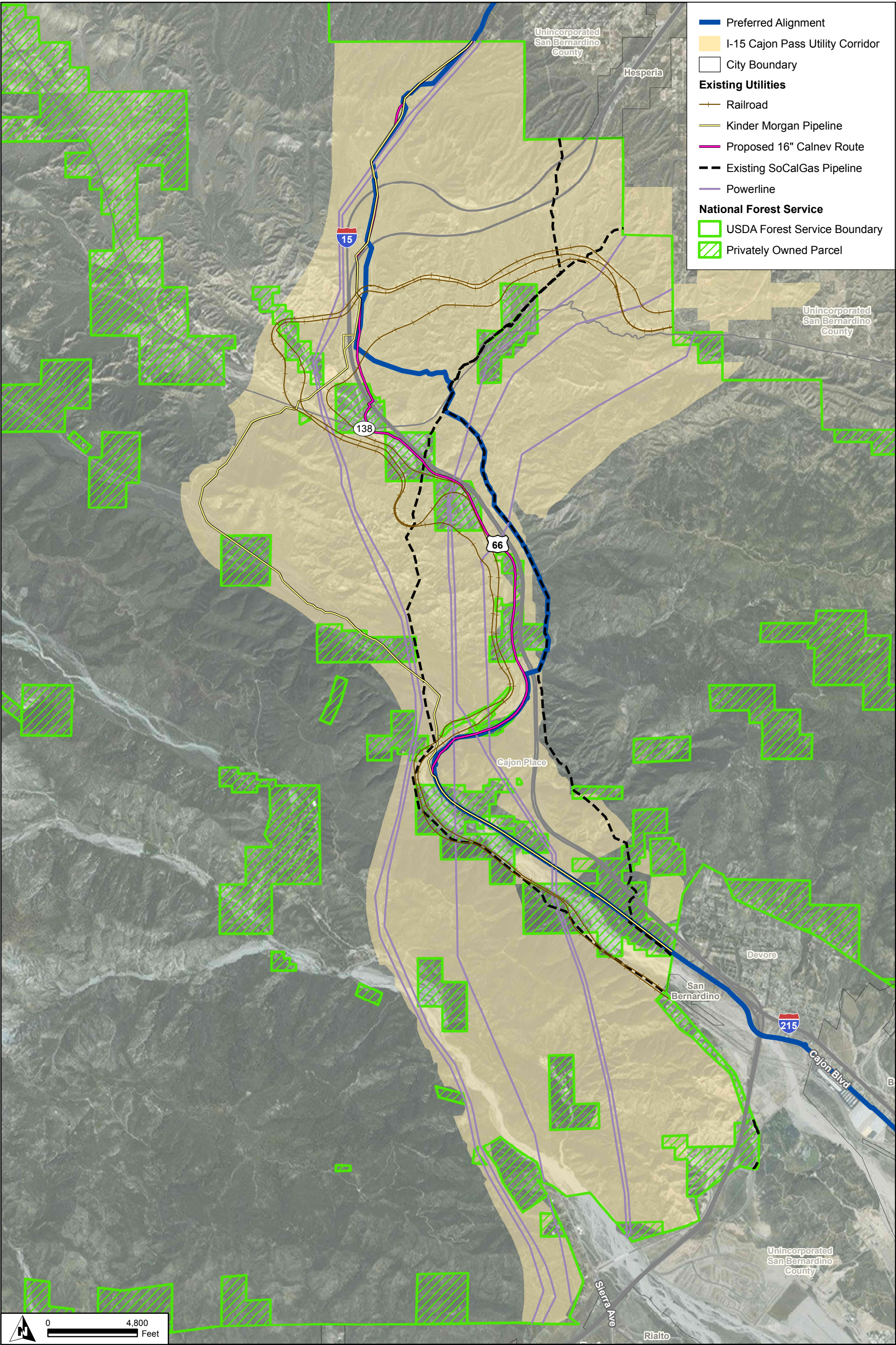
Segment 2 of the Proposed Project alignment is approximately 13 miles long and runs through the designated boundary of the SBNF; it extends from approximately Mile Post 14 (just south of the community of Phelan) to Mile Post 27 (just north of the community of Devore). The Proposed Project alignment runs parallel to Baldy Mesa Road, which is an unpaved road. The Proposed Project alignment is then located in a forest unpaved road (i.e., Forest Route 3N24) and runs through the top of the mountain ridges and parallel to Baldy Mesa Road. Between Mile Post 16.1 and Mile Post 17.8, it runs along Santa Fe Road. In this area, the Proposed Project alignment crosses I-15 twice: first at approximately Mile Post 16 and again at approximately Mile Post 16.6. The Proposed Project alignment then continues south on the east side of I-15. At Mile Post 17.1 and Mile Post 17.8, the Proposed Project pipeline crosses beneath the BNSF Railway tracks. The Proposed Project alignment then continues along mountain ridge tops and a variety of unnamed forest roads until approximately Mile Post 22.3. In this area, the Proposed Project alignment crosses several transportation, recreation, and geographical features, including SR-138 at Mile Post 18.9, Rim of the World Scenic Byway at Mile Post 19, Pacific Crest Trail at Mile Post 19.4, Cleghorn Road at Mile Post 20.4, and Cajon Wash, a tributary to Lytle Creek at Mile Post 21.1. In the vicinity of Swarthout Canyon Road (at approximately Mile Post 22.3) the Proposed Project alignment again crosses beneath I-15 and joins Cajon Boulevard (historic U.S. Route 66) and continues south on the west side of I-15. Between Mile Post 22.4 and Mile Post 27 the pipeline runs along Lytle Creek through the Cajon Pass. Segment 2 of the Proposed Project alignment terminates near the community of Devore.

As shown in the Exhibit 7 the WWEC 108-267 contains several major utility lines. SoCalGas has three 36-inch diameter natural gas transmission lines (1185, 4000, and 4002). Three high voltage Southern California Edison (SCE) 500 kV powerlines are located in the utility corridor. In addition, the California Nevada (Calnev) pipeline system in the corridor consists of 8 inch and 14 inch pipelines. The 8-inch pipeline transports exclusively commercial jet fuel, and the 14-inch pipeline transports gasoline, diesel, military jet fuel, and, when the 8-inch pipeline is full, commercial jet fuel. A new 16-inch Calnev pipeline is proposed in the corridor to transfer multi-products service: gasoline, diesel fuel, and military jet fuel. Two railroad lines operated by Burlington Northern and Santa Fe (BNSF) Railway and Union Pacific Railroad are also located in the utility corridor WWEC 168-267. I-15 freeway runs north-south through the corridor alignment and SR-138 traverses the corridor in northeast to southwest direction.

### **3.2.3 Planned Land Uses**

As discussed above, the SBNF LMP establishes Land Use Zones, Recreational Land Uses, Special Areas, and other designated uses and suitable areas.





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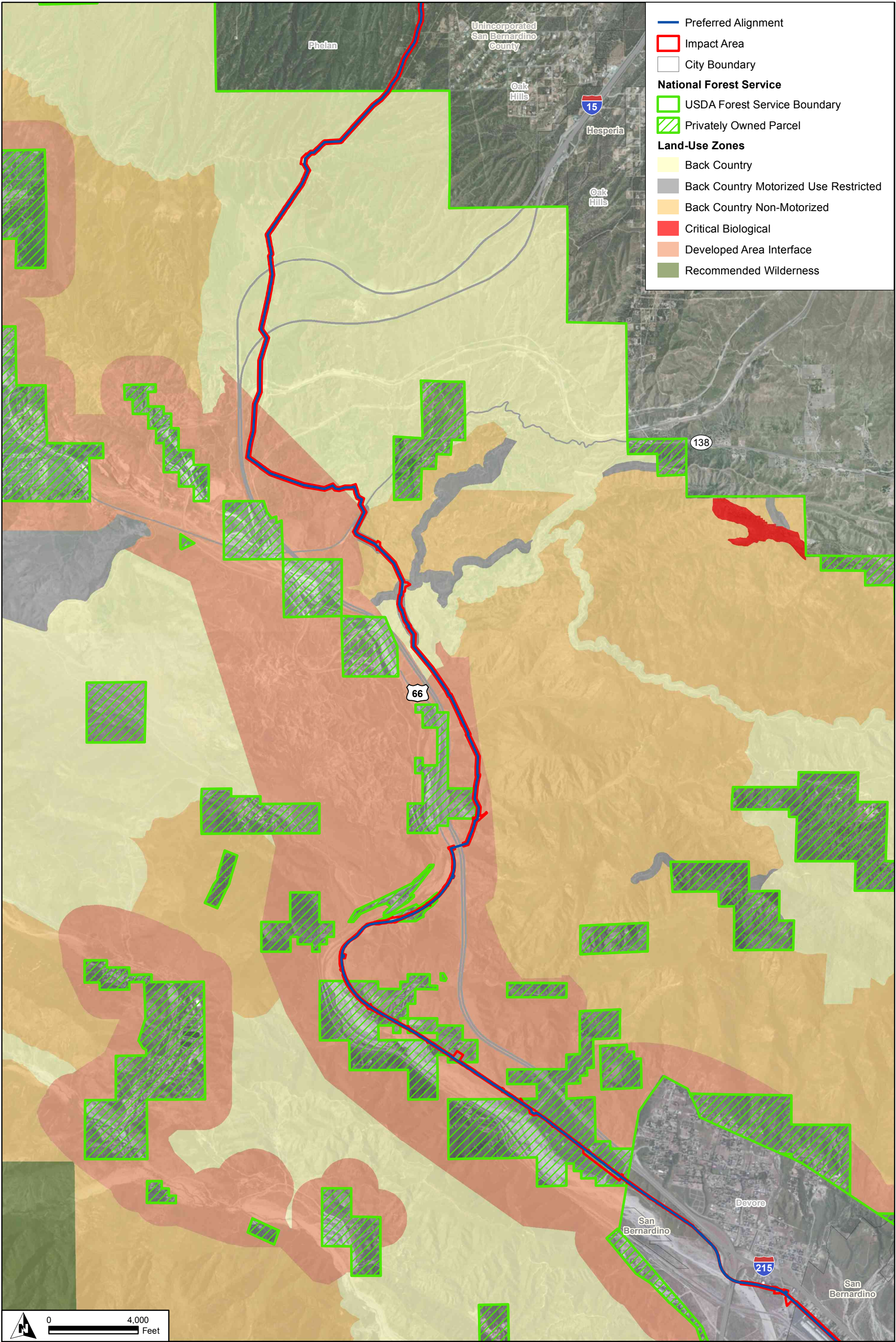


## Land Use Zones

The SBNF LMP designates six Land Use Zones within the jurisdiction of the SBNF and compatible activities, which are called “suitable uses”. The Land Use Zones are defined by the SBNF LMP as “an on-the-ground manifestation of the desired conditions and are the primary tools used to describe the strategic direction, including the management intent and suitable uses for areas of the national forest where the zone is used.” (SBNF LMP 2006) The suitable uses are allowed in each Land Use Zones in order to achieve the goals and designations of the Land Use Plan. Exhibit 8 depicts the SBNF Land Use Zones. As shown on Exhibit 8, Segment 2 runs through the following four land use zones: Back Country, Back Country Motorized Use Restricted, Back Country Non-Motorized, and Developed Area Interface. Each of the land use zones has associated Recreation Opportunity Spectrum (ROS) objectives. The SBNF LMP designates five ROS objectives, which are described separately, below the land use zones.

- **Back Country.** This designation encompasses 172,950 acres (26 percent) of the SBNF. This land use zone includes areas of the national forest that are generally undeveloped with very few roads. The Back Country zone is characterized by remote recreational opportunities and remote administrative facilities. The level of human disturbance and presence of infrastructure is generally low to moderate. The associated ROS objectives that are assigned to this zone are Semi-Primitive Motorized and some small amounts of Roaded Natural (see below for definitions). This zone is also characterized by a network of roads, some of which may be closed to public access and some of which are designated for the Off Highway Vehicle (OHV) system. The Back Country zone designation allows for a variety of suitable uses, including recreational activities such as camping, hiking, biking, authorized motorized uses such as OHV use, major utility corridors in designated areas, and road construction and reconstruction. The land uses that are identified as suitable are then subject to design criteria.
- **Back Country Motorized Use Restricted.** This designation encompasses 37,148 acres (5.6 percent) of the SBNF. This zone includes areas of the national forest that are generally undeveloped with few roads. Few recreational facilities are present in this zone, but some may occur in remote locations. The zone is managed for non-motorized (mechanized, equestrian, and pedestrian) public access and is not suitable for OHV use. Motorized use is restricted to administrative purposes—which includes Forest Service, other agency, or tribal government needs—as well as access to private land or authorized special uses. The associated ROS objectives are Semi-Primitive Motorized and Semi-Primitive Non-Motorized (see below for definitions). This zone allows a range of low intensity land uses by exception including special commercial uses that are low intensity and major utility corridors in designated areas; however, the main goal is to retain the natural character of the zone and to limit the level and type of development. Some roads may be constructed and maintained, but the intent of this zone is to manage it for no increase or a very low level of increase in system development. The Back Country Motorized Use Restricted designation allows for some suitable uses, including recreational activities such as camping, hiking, biking, hunting and fishing, low intensity land uses, authorized motorized uses, major utility corridors in designated areas, and road construction and reconstruction (only for authorized use).
- **Back Country Non-Motorized.** This designation encompasses 238,157 acres (35.8 percent) of the SBNF. This zone generally includes areas of the national forest that are undeveloped with very few or no roads. This zone is characterized by low level of human use and infrastructure. The zone is managed for a range of non-motorized uses that include mechanized, equestrian, and pedestrian public access. Some administrative access (usually for community protection) is allowed for emergency situations. The associated ROS objective is Semi-Primitive Non-Motorized (see below for definitions).





- Preferred Alignment
- Impact Area
- City Boundary
- National Forest Service**
- USDA Forest Service Boundary
- Privately Owned Parcel
- Land-Use Zones**
- Back Country
- Back Country Motorized Use Restricted
- Back Country Non-Motorized
- Critical Biological
- Developed Area Interface
- Recommended Wilderness

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Source: ESRI World Imagery  
Southern California Gas Company 2014  
USFS 2015

North South Project

**Exhibit 8**  
**San Bernardino National Forest**  
**Land-Use Zones**



Designated OHV use is not suitable in this zone, and no designated OHV routes are located in this zone. While a range of non-motorized public uses is generally allowed, the intent of this zone is to retain the undeveloped character and natural appearance of this zone and to limit the level of development to a low level. The Back Country Non-Motorized Use designation allows for very limited uses (e.g., regulated areas for hunting and fishing, grazing in designated areas, community protection areas, and by exception, special commercial uses that are low intensity). The Back Country Non-Motorized designation does not authorize any vehicle access other than by exception, major utility corridors, or road construction and reconstruction.

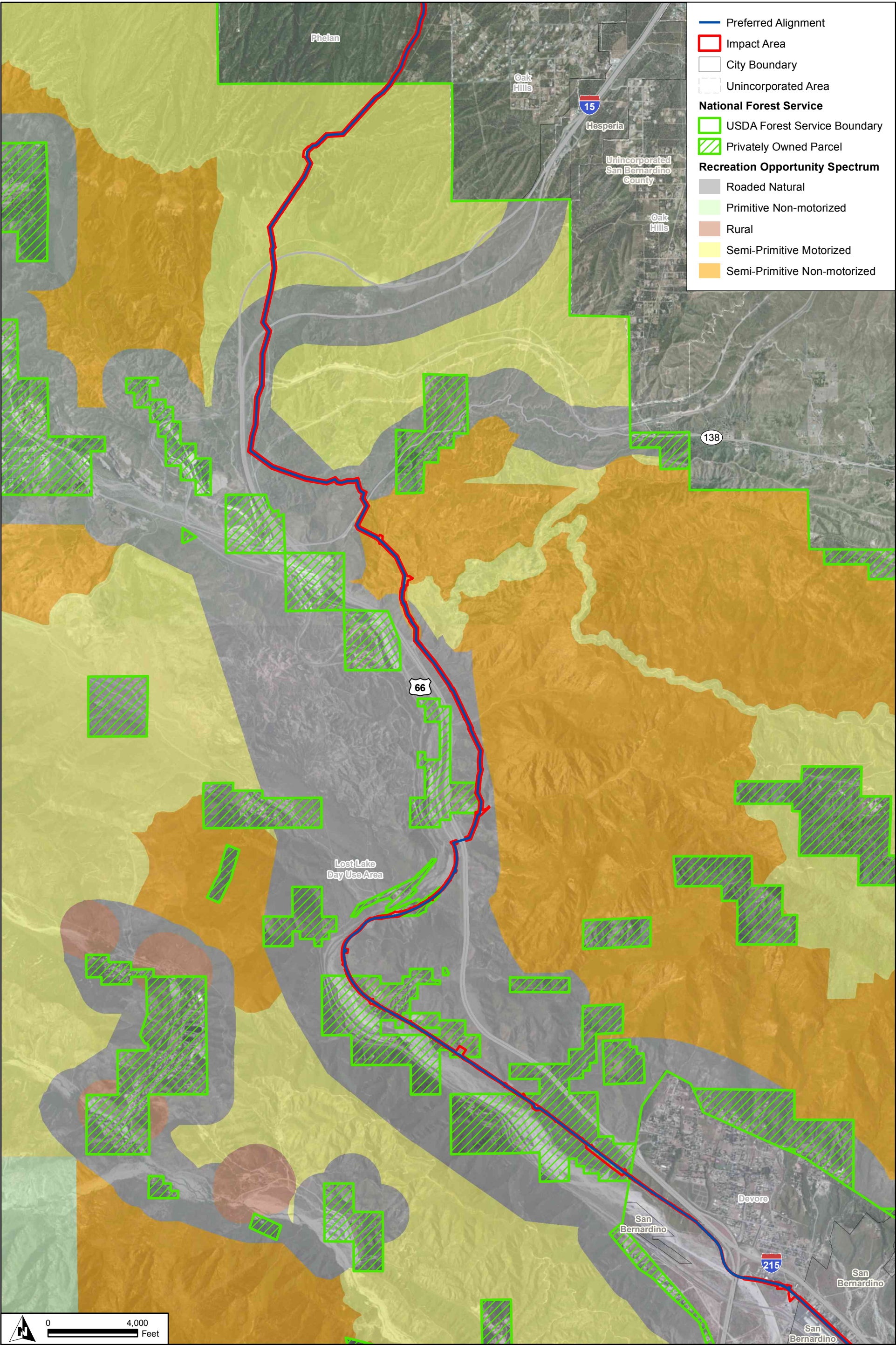
- Developed Area Interface.** This designation encompasses 58,472 acres (8.8 percent) of the SBNF. This zone includes areas adjacent to communities or concentrated use areas and developed sites with more scattered or isolated community infrastructure. The level of human disturbance and infrastructure is higher than in other zones. The associated ROS objectives for Developed Area Interface are Rural and Roaded Natural. Only Roaded Natural is present in the Proposed Project area (see below for definition). The Developed Area Interface zone allows for a variety of suitable uses, including non-recreational special uses, low intensity land uses, major utility corridors, road construction and reconstruction, renewable energy resources. The land uses that are identified as suitable are then subject to design criteria.

### ***Recreation Opportunity Spectrum***

The SBNF's Recreation Program promotes and maintains a wide array of environmentally sustainable and quality recreational opportunities to meet the needs of Southern California's diverse population. In 2009, the SBNF recorded 2,443,000 visitors, of which 85,000 were visitors of wilderness areas (USFS 2013b), (Table 38 of the SEIS). The ROS is a classification tool that establishes and monitors the existing and desired recreation opportunities in the forest. In 1982, the Forest Service classified forest service lands into six management class categories defined by forest landscape setting and the possibility for various recreation experiences and activities it affords. Each of the six land use zones of the SBNF LMP has its associated ROS objective or a mixture of objectives. The following six classes are recognized by the SBNF LMP and provide the following recreational experiences (from the most remote to the most publicly accessible): Primitive Non-motorized, Semi-Primitive Non-Motorized, Semi-Primitive Motorized, Roaded Natural, Rural, and Urban. The main differences among the recreational objectives are accessibility, user density, and evidence of park management or human alteration. Exhibit 9 depicts the SBNF ROS designations in the vicinity of the pipeline alignment. As shown on Exhibit 9, Segment 2 of the pipeline alignment runs through three ROS designations: Semi-Primitive Non-Motorized, Semi-Primitive Motorized, and Roaded Natural designations. Exhibit 10 depicts the Recreational Resources Map for the SBNF.

- Semi-Primitive Non-Motorized.** These areas are located 0.5 mile to three miles from existing roads. They are characterized by remote locations; a high degree of unmodified natural habitat; no or very primitive recreational facilities; and low user density. Developed facilities supporting dispersed recreational activities are minimal and are limited to trails and signage. The level of human use and infrastructure is low.
- Semi-Primitive Motorized.** These areas are located within a 0.5 mile from primitive roads. Primitive road means a trail, typically not well marked and at times difficult to find and limited to non-motorized travel. These areas are characterized by relatively remote location, low human alternation, limited primitive recreational facilities, and low user density. Most of the national forest's remote recreational and administrative facilities are found in this zone. The level of human use and infrastructure is generally low to moderate.





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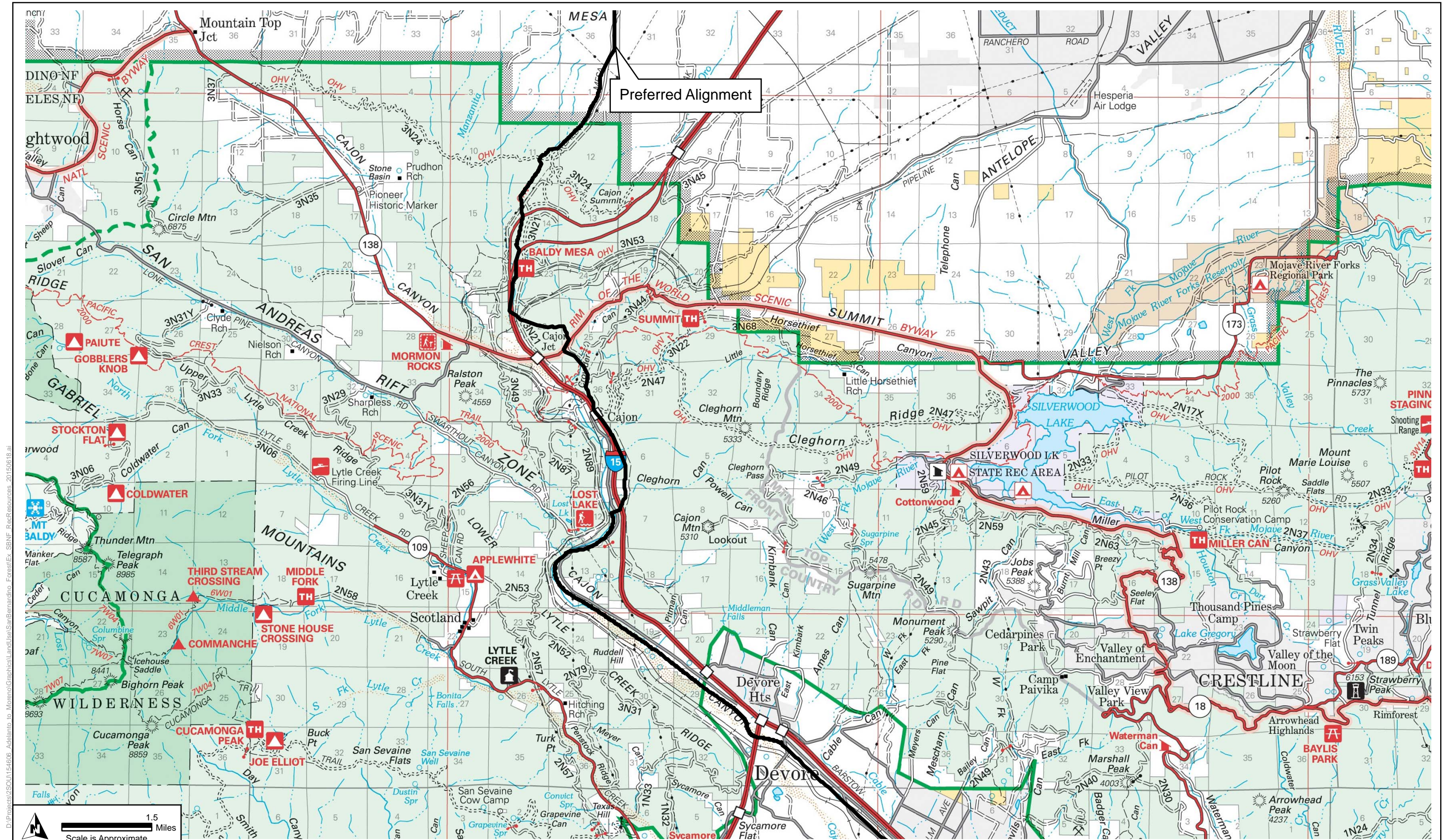


Source: ESRI World Imagery  
Southern California Gas Company 2014  
USFS 2015

North South Project

**Exhibit 9**  
**San Bernardino National Forest**  
**Recreation Opportunity Spectrum**





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Source: USFS 2009

North-South Project

## Exhibit 10

### San Bernardino National Forest Recreation Resources



- **Roaded Natural.** These areas are located within 0.5 mile of roadways that are classified as better than primitive roads. These areas are characterized by moderate degree of unmodified natural habitat, recreational facilities, and a higher level of visitor encounters. A number of highly popular developed recreational facilities, recreation and non-recreation special use facilities, and national forest administrative facilities are included in this zone. The level of development within this zone varies between areas that are highly developed to areas where no development has occurred.

### ***Special Designations***

The Special Area Management Program manages special designation uses and provides for conservation of the unique values and features for which they are protected. SBNF Special Designations act as overlays to the primary Land Use Zones. These Special Designations take precedence over the Land Use Zone if they provide for more restrictive use than Land Use Zones. The Special Designations originate from the SBNF LMP and subsequent plan amendments in 2010 and 2014. The SBNF contains four Special Designation uses: Wilderness; Wild and Scenic Rivers; Special Interest Areas (SIA); and Research Natural Areas (RNA). Two of these designations are present along the Segment 2 of the Proposed Project alignment: the San Andreas SIA and the Cleghorn Canyon RNA.<sup>4</sup>

#### **Special Interest Areas**

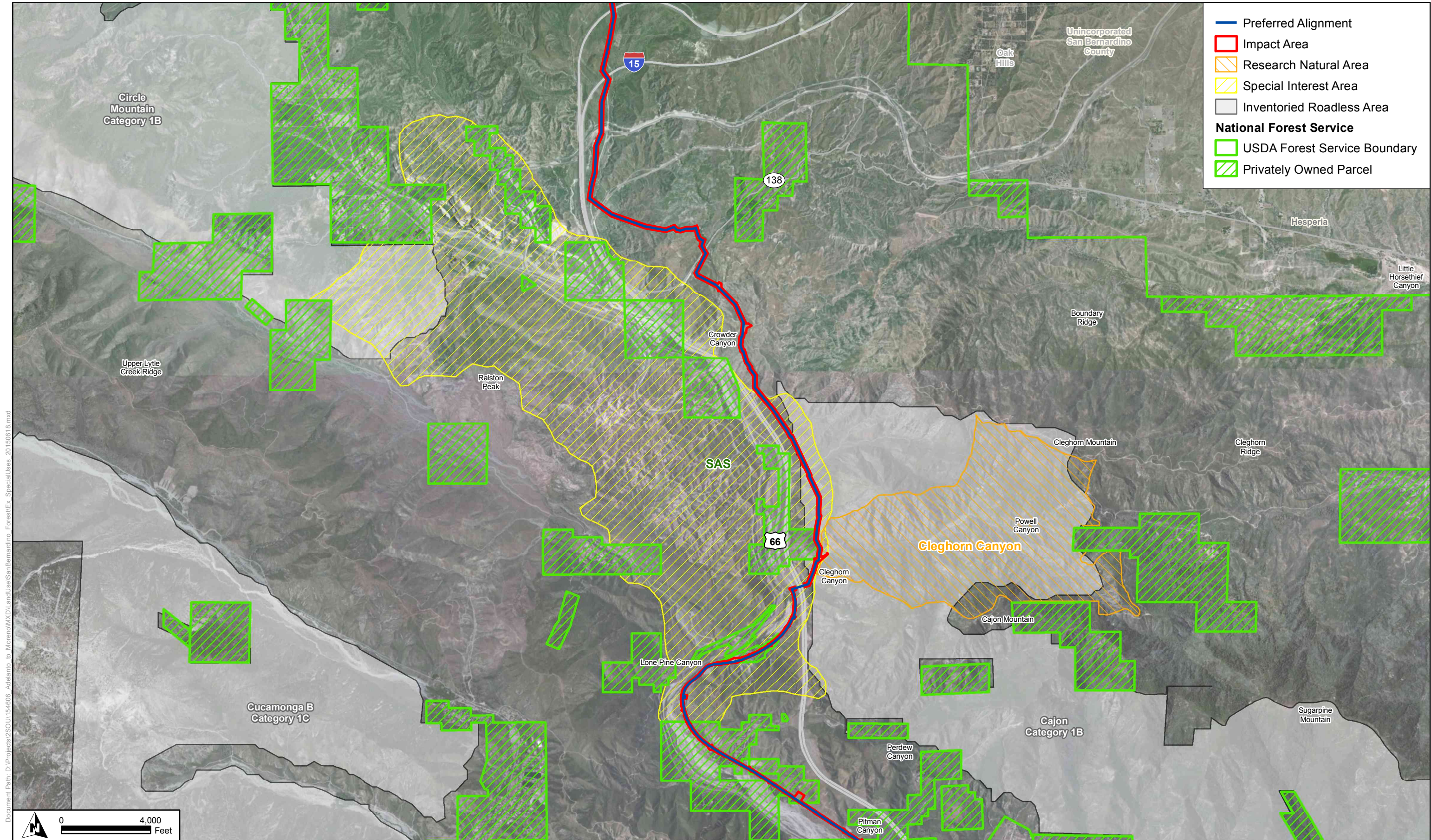
Some areas of the national forests are given formal recognition as SIAs based on their unique or outstanding physical features, natural resources, or social importance. SIAs provide long-term protection and foster public use and enjoyment of areas that provide scenic, historical, geological, botanical, zoological, paleontological, or other special characteristics. Five SIAs are located in the SBNF, including the San Andreas SIA which is bisected by Segment 2 of the Proposed Project alignment. The San Andreas SIA encompasses 4,955 acres and is formally recognized due to its multitude of natural values: cultural and paleontological, geological, botanical, and zoological. This SIA is known for its heritage and paleontological resources, and for being a place where endangered and threatened plant and wildlife species occur. Crowder Canyon, partially located in the San Andreas SIA, is an example of the area that fosters several natural resources; it is a place of a National Archeological District and prime habitat for federally listed as endangered arroyo toad. The goal for the San Andreas SIA is to maintain the quality of the natural resources while continuing to provide opportunities as a transportation and utility corridor. The SIA can be accessed via I-15, which runs through the eastern portion of the SIA, historic U.S. Route 66, and California State Highway SR-138. Exhibit 11 shows the Proposed Project alignment in Segment 2 which runs through the eastern edge of the San Andreas SIA. The Pacific Crest National Scenic trail is one of the recognized features of the SIA.

#### **Research Natural Areas**

RNAs include relatively undisturbed areas in the SBNF that provide a network of ecological reserves designated for research, education, and maintenance of biodiversity. Cleghorn Canyon RNA is located in the Cajon Pass area (east of I-15) and is bisected by Segment 2 of the Proposed Project alignment (Exhibit 11). The Cleghorn Canyon RNA is located between 2,920 feet and 5,280 feet above mean sea level, approximately 3 miles north of the community of Devore. This RNA encompasses 1,662 acres and is essentially roadless. The Cleghorn Canyon RNA was

<sup>4</sup> In addition to these land use zones, the Forest Service has Riparian Conservation Areas (RCAs). These areas are delineated next to water features that require special management practices to support riparian-dependent resources. The Forest Service has developed a Five-Step Project Screening process for RCAs. Because these resources are function-related rather than a land use designation, they are evaluated in the North-South Project Biological Resources Technical Report.



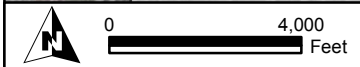


- Preferred Alignment
- Impact Area
- Research Natural Area
- Special Interest Area
- Inventoried Roadless Area

**National Forest Service**

- USDA Forest Service Boundary
- Privately Owned Parcel

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established due to its wildlife and plant habitat and value as a wildlife corridor between San Gabriel and San Bernardino Mountains. The goal of the Cleghorn Canyon RNA is to protect the diverse array of plant communities and wildlife habitat within its area.

### ***Other Designations under the National Forest Strategy***

The SBNF Strategy establishes several other categories of land classifications that fall outside the Land Use Zones and Special Designation Categories described above. These Other Designations serve important functions to the forest system and the Strategy describes their characteristics and assigns long-term goals. Segment 2 of the Proposed Project alignment traverses the following Other Designations: IRAs; National Forest Roads and Trails; and, Designated Utility Corridor and Places.

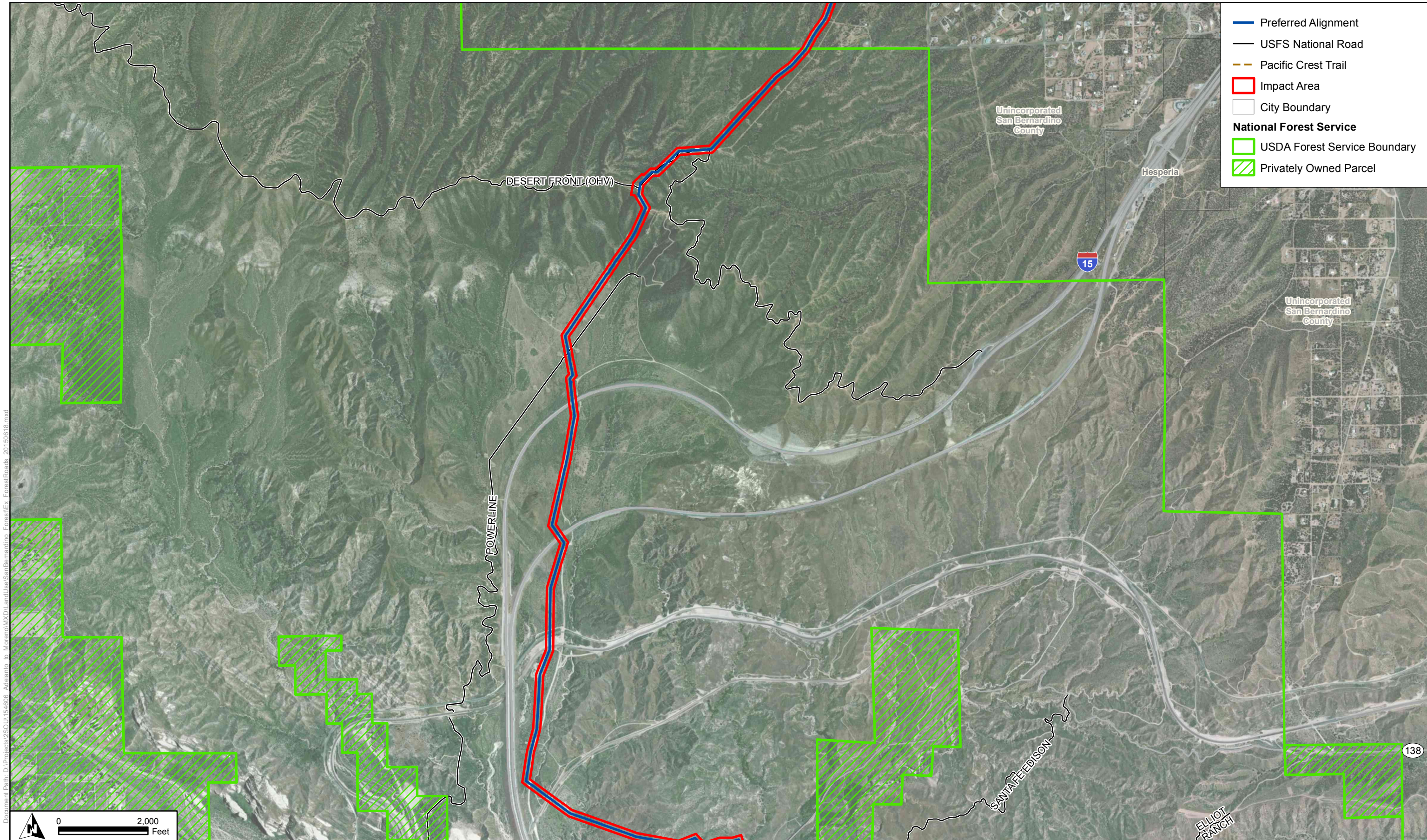
#### **Inventoried Roadless Areas**

The Roadless Area Conservation Rule (2005) provided the most recent definition of IRAs and their boundaries. The IRAs were ultimately refined in the SBNF LMP and its subsequent amendments (USFS 2005a). The final IRA classification reflects land use zoning decisions of the revised SBNF LMP (USFS 2014b). Three categories of IRAs are distinguished in the SBNF LMP: IRA Type 1a, which does not allow road construction and is recommended to remain as wilderness; IRA Type 1b, which does not allow road construction or reconstruction; and IRA Type 1c, which allows road construction or reconstruction. Segment 2 of the Proposed Project alignment runs through a small portion of the Cajon IRA, which has a Type 1b classification, as shown in Exhibit 11. The Cajon IRA encompasses 7,540 acres and is located on the west side of I-15; it extends from approximately Cleghorn Road on the north to Oakie Flat forest unpaved road on the south. It roughly coincides with the Back Country Non-Motorized Land Use Zone and the Cleghorn Canyon RNA.

#### **National Forest Roads and Trails**

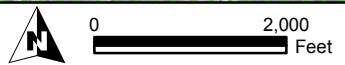
The SBNF Road program focuses on operating and maintaining a variety of paved and unpaved roads and trails in the SBNF. The SBNF road system consists of 1,178 miles of unpaved roads and 56 miles of paved roads. In addition, the SBNF has a network of 535 miles of non-motorized trails and 26 miles of motorized trails for hiking, mountain biking, equestrian use, and off-highway vehicle use. The SBNF roads and trails in the vicinity of the pipeline alignment are shown on Exhibits 12a–c. One of the most recognized and strategic recreational trails in the SBNF is the Pacific Crest Trail, which meanders roughly west to east through the forest. The Pacific Crest Trail is a long-distance scenic hiking and equestrian trail that is closely aligned with the highest portion of the Sierra Nevada and Cascade Mountain Ranges. Due to its national and regional significance, it remains a priority for forest management and maintenance. The Pacific Crest Trail is 2,663 miles long and passes through 24 national forests, 7 national parks and crosses numerous transportation and utility corridors along its alignment. It extends from the border with Mexico on the south to border with Canada on the north. The Pacific Crest Trail runs through the Cajon Pass and extends for nine miles from Silverwood Lake on the east to Cajon Junction at the I-15 corridor. The portion of SR-138 within the SBNF limits is recognized as the “Rim of the World Scenic Byway”. The Byway is a 110-miles-long scenic byway that traverses the rim of the San Bernardino Mountains from the Cajon Pass to San Geronio Pass. This Byway is open year round and can be accessed from SR-18 and SR-138. Other forest roads and trails that are either located in proximity of the Proposed Project alignment or are bisected by the Proposed Project include OHV roads (3N24, 3N21, 2N47) and recreational hiking and equestrian trails (3N44).





- Preferred Alignment
- USFS National Road
- Pacific Crest Trail
- Impact Area
- City Boundary
- National Forest Service**
  - USDA Forest Service Boundary
  - Privately Owned Parcel

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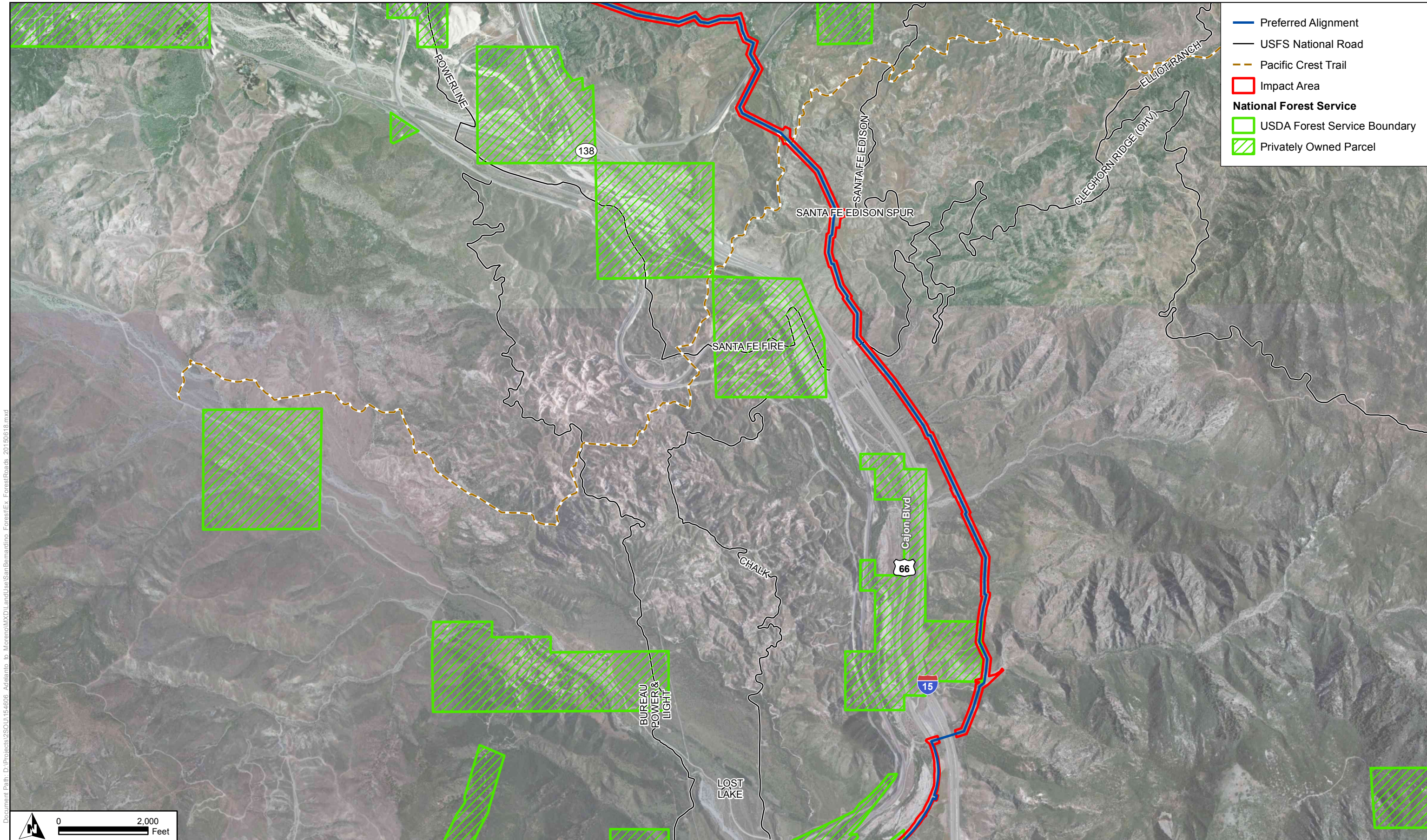


Source: ESRI World Imagery  
Southern California Gas Company 2014  
USFS 2015

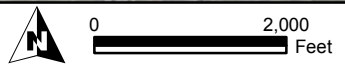
North-South Project

**Exhibit 12a**  
**San Bernardino National Forest**  
**Forest Roads and Trails**





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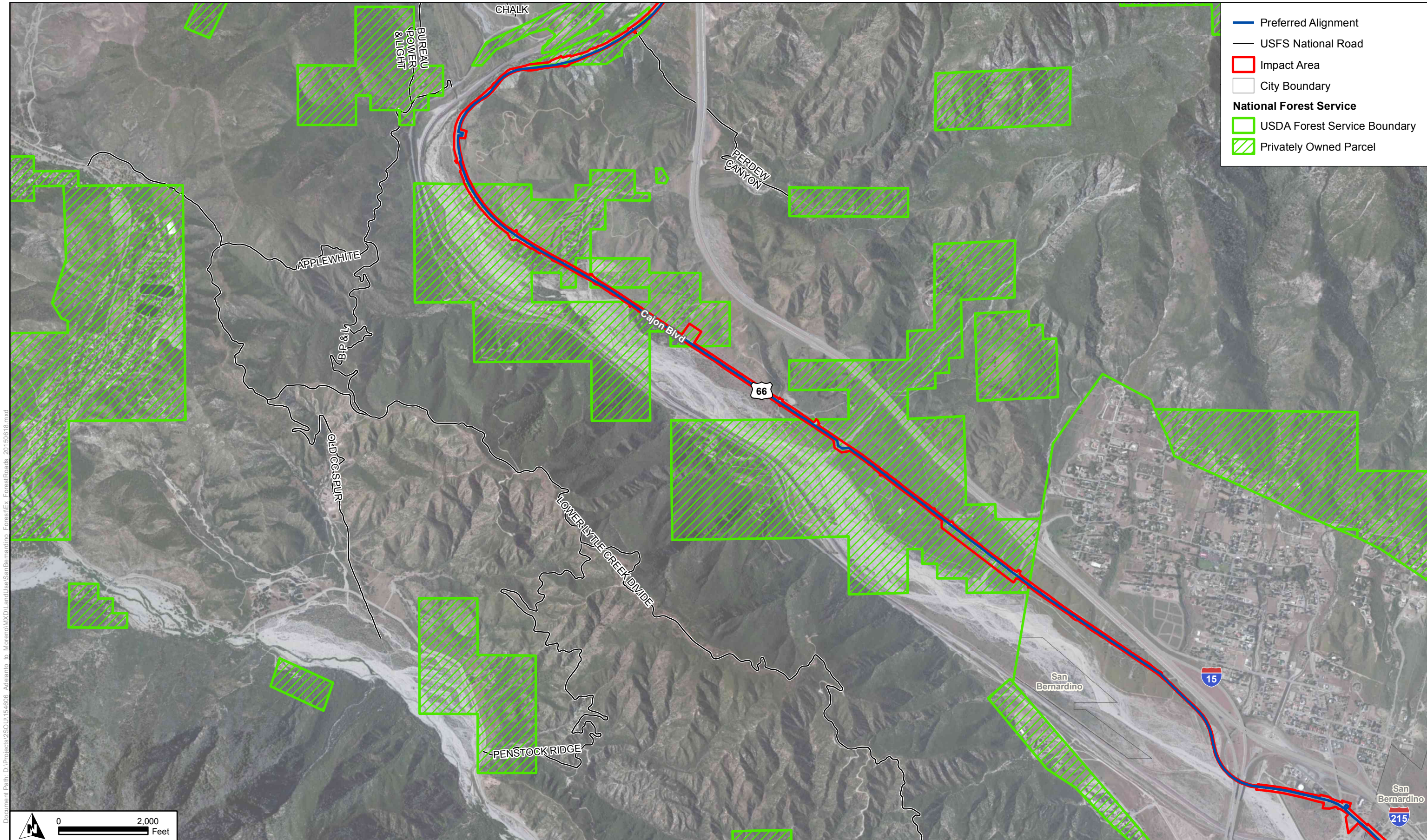


Source: ESRI World Imagery  
Southern California Gas Company 2014  
USFS 2015

North-South Project

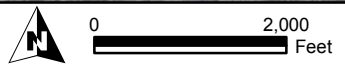
**Exhibit 12b**  
**San Bernardino National Forest**  
**Forest Roads and Trails**





- Preferred Alignment
- USFS National Road
- Impact Area
- City Boundary
- National Forest Service**
- USDA Forest Service Boundary
- Privately Owned Parcel

Document Path: D:\Projects\2SOU\154606\_Adelanto to Moreno\MXD\LandUse\SanBernardino\_ForestEx\_ForestRoads\_20150618.mxd



Source: ESRI World Imagery  
Southern California Gas Company 2014  
USFS 2015

North-South Project

**Exhibit 12c**  
**San Bernardino National Forest**  
**Forest Roads and Trails**



## Designated Utility Corridor and Places

SBNF is divided in the SBNF LMP into a series of geographical units called Places. Each Place is recognized by its own landscape character based on its unique visual, physical, and cultural attributes that gives it identity and “sense of place”. Segment 2 of the Proposed Project alignment runs through the Cajon Place which encompasses 27,040 acres. Cajon Place is accessible via I-15 and SR-138, and a few other forest roads. Cajon Place is recognized as a major transportation gateway into Southern California. Within Cajon Place is the designated I-15 Cajon Pass Energy Corridor, a designated major utility corridor (WVEC 108-267 under Section 368 of the Energy Policy Act). The I-15 Cajon Pass Energy Corridor is approximately 5.6 miles wide and 13 miles long and covers an area of 23,140 acres (12 miles). The I-15 Cajon Pass Energy Corridor includes 19 major uses including railroads, highways, pipelines, fiber optic lines, and electric lines. Cajon Place and the I-15 Cajon Pass Energy Corridor are shown on Exhibit 7. As shown on the exhibit, the majority of the Proposed Project would be located within the designated federal utility corridor.

### **3.2.4 Community Facilities**

Residential development is very limited within proximity to Segment 2 of the Proposed Project, mostly in the Cajon Place; however no community facilities are present within one mile of Section 2 of the Proposed Project alignment. Lost Lake Day Use Area is located 0.5 mile west of the Proposed Project alignment near Swarthout Canyon Road. Lost Lake Day Use Area is a recreational area that was created around a small fault pond and is open for public use. The pond provides high quality wildlife habitat and recreational opportunities (e.g., fishing and picnicking). The Lost Lake Day Use area is shown on Exhibit 9, Recreation Opportunity Spectrum.

## **3.3 SEGMENT 3**

### **3.3.1 Jurisdictional Setting**

Segment 3, an approximate 24-mile segment, traverses a portion of unincorporated San Bernardino County and the Cities of San Bernardino, Highland, Loma Linda, and Colton. San Bernardino County has mapped this region as the “Valley Planning Region”, which is defined as the area south and west of the SBNF Service boundaries. The Valley Planning Region encompasses about 2.5 percent of the County’s land area but supports approximately 75 percent of the County’s population. Most of the Proposed Project alignment in the Valley Planning Region is within incorporated cities.

Incorporated in 1854, the City of San Bernardino has a population of 211,528 (U.S. Census 2013e). The City is the most populous in San Bernardino County. Covering 60 square miles, the City includes 64,329 housing units (City of San Bernardino 2005a; U.S. Census 2013e). Top employers include California State University, San Bernardino; California Department of Transportation (Caltrans), District 8; and Community Hospital of San Bernardino.

The City of Highland was incorporated in 1987. The City is home to 53,575 residents and covers an area of 18 square miles (U.S. Census 2013b; Highland 2006). There are 16,039 housing units within the City limits (U.S. Census 2013b). The San Manuel Indian Bingo and Casino is a major employer in the City.

Incorporated in 1970, the City of Loma Linda has a population of 23,424 people (U.S. Census 2013c). Loma Linda covers an area of 7.4 square miles and includes 9,624 housing units (Loma Linda 2009; U.S. Census 2013c). The City’s economy is centered around Loma Linda University Medical Center and Jerry L. Pettis Memorial Veterans Medical Center.



Incorporated in 1887, the City of Colton has a population of 52,650 people (U.S. Census 2013a). The City covers an area of 15.3 square miles and contains 16,287 housing units (U.S. Census 2015a, 2013a). Top employers in the City include the Arrowhead Regional Medical Center, Ashley Furniture Industries, and the Colton Joint Unified School District.

### **3.3.2 Existing Land Uses**

Segment 3 is located in the metropolitan San Bernardino area, also known the San Bernardino Valley area. Exhibit 13 depicts the existing land uses in this segment. As the Proposed Project alignment leaves the SBNF, the alignment continues in a southeasterly direction within the Cajon Boulevard (the historic U.S. Route 66) right-of-way from Kenwood Avenue to Kendall Drive (approximately Mile Post 27 to Mile Post 30). The Proposed Project alignment continues for approximately three miles along a south/southeasterly alignment within the Kendall Drive right-of-way to Palm Avenue (Mile Post 30). This segment of the pipeline runs parallel to and west/southwest of I-15 and I-215, and adjacent to and east/northeast of Cajon Wash. The land adjacent to Cajon Boulevard between Kenwood Avenue and the I-15/I-215 interchange is undeveloped. However, on the north side of I-15 at Kenwood Avenue, the area begins transitioning from the open space lands of the SBNF to urban residential uses.

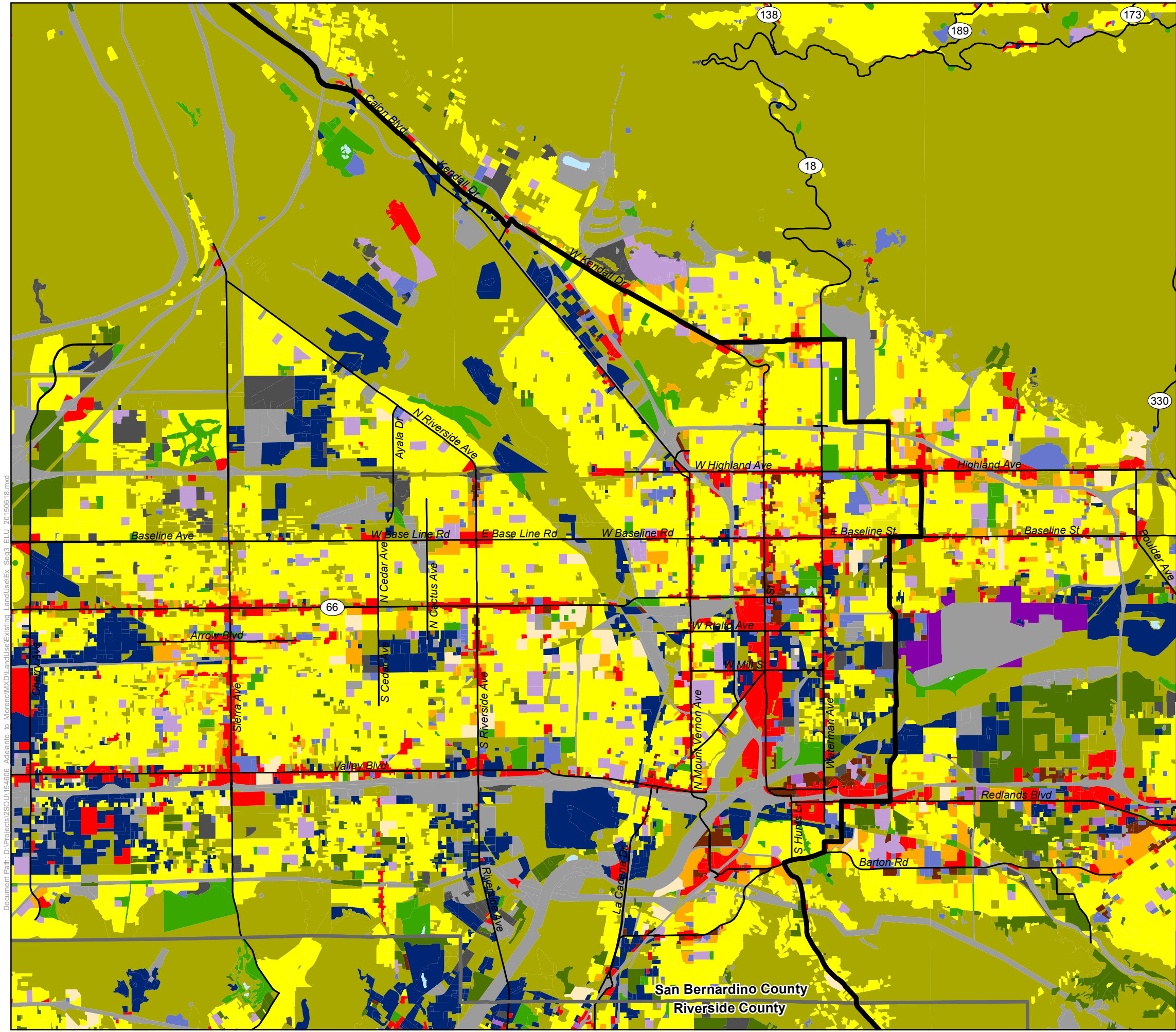
Southeast of the I-15/I-215 interchange, the Proposed Project alignment remains within the Cajon Boulevard right-of-way and runs adjacent to urban uses. Northeast of Cajon Boulevard, land uses are a mix of residential and industrial uses. Southwest of the alignment are several large warehouse buildings. At the Cajon Boulevard/Kendall Drive intersection, the Proposed Project alignment continues in a southeasterly direction within the Kendall Drive right-of-way. The mix of residential and industrial uses continues along Kendall Drive. Additionally, the BNSF Railroad line is located adjacent to Kendall Drive.

Within the Palm Avenue right-of-way, the Proposed Project alignment turns to the north and crosses I-215. Once north of I-215 (a distance of approximately 0.2 mile), the alignment again assumes a southeasterly direction. In this location, Kendall Drive runs north of I-215. The Proposed Project alignment remains within the Kendall Drive right-of-way for approximately 3.7 miles. The adjacent land uses in this section are predominately residential (both single-family and multi-family residences) with some commercial uses and areas of open space interspersed. In this area, the alignment crosses two San Bernardino County flood-control facilities.

At the Kendall Drive/E. 40<sup>th</sup> Street intersection (approximately Mile Post 35.7, the alignment turns to the east and is located within the E. 40<sup>th</sup> Street right-of-way. A mix of land uses is adjacent to this approximate two-mile section. Commercial uses predominate near the Kendall Drive/E. 40<sup>th</sup> Street intersection and the E. 40<sup>th</sup> Street/Waterman Avenue (SR-18) intersection, with residential uses located between the major intersections. A notable feature south of the alignment and east of Kendall Drive is a large retention basin (east of Mile Post 36).

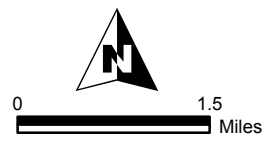
At the intersection of E. 40<sup>th</sup> Street and Valencia Avenue (approximately Mile Post 37.6), the alignment turns to the south and the pipeline is located within the Valencia Avenue right-of-way for approximately 1.3 miles. The adjacent land uses are predominately residential, with the Arrowhead Country Club and golf course located on the west side of the Valencia Avenue.

At Valencia Avenue and Lynwood Drive, the alignment turns to the east for approximately 0.7 mile and the pipeline is located within the Lynwood Drive right-of-way. The adjacent land use is predominately residential with neighborhood commercial use located at the Lynwood Drive/Golden Avenue intersection. At Golden Avenue, the alignment turns to the south and is located within the Golden Avenue right-of-way to the intersection of Highland Avenue, a distance of approximately 0.8 mile. This section crosses I-210 and is predominately adjacent to residential uses with some commercial uses located adjacent to the Golden Avenue/Highland Avenue intersection.



- Preferred Alignment
- Existing Land Use Type**
  - Agriculture
  - Commercial and Services
  - Education
  - Facilities
  - General Office
  - Industrial
  - Military Installations
  - Mixed Commercial and Industrial
  - Mixed Residential
  - Mixed Residential and Commercial
  - Mobile Homes and Trailer Parks
  - Multi-Family Residential
  - Open Space and Recreation
  - Single Family Residential
  - Transportation, Communications, and Utilities
  - Under Construction
  - Unknown
  - Vacant
  - Water

Source: SCAG 2005



**Exhibit 13**  
**Existing Land Use**  
**Segment 3**

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North-South Project

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At Highland Avenue (approximately Mile Post 40.3), the pipeline assumes an easterly alignment within the road right-of-way for approximately 0.5 mile. Land uses in this section are predominately commercial uses. At Del Rosa Avenue, the alignment turns to the south and remains in the road right-of-way for a distance of approximately one mile. Other than at the Del Rosa Avenue intersections at Highland Avenue and Baseline Street, the land use adjacent to Del Rosa Avenue is predominately residential. At Baseline Street, the alignment extends to the west for approximately 0.5 mile within the road right-of-way. Adjacent land uses are predominately commercial.

At Tippecanoe Avenue, the pipeline alignment extends to the south for a distance of approximately four miles within the road right-of-way. This section is adjacent to a variety of land uses. North of Third Street (approximately Mile Post 43.5), the land use is predominately residential with several large industrial/warehouse uses interspersed. South of Third Street, the area becomes more industrial, with some residential and commercial uses interspersed. Tippecanoe Avenue forms the western boundary of Norton Air Force Base. Several big box (Costco and Sam's Club) commercial uses are located north of the I-10 Tippecanoe Avenue/Anderson Street Interchange. Within this section, the pipeline alignment crosses several flood-control facilities, the Santa Ana River (Mile Post 45), the BNSF Railroad (Mile Post 45.7), and I-10 (Mile Post 46.3).

South of I-10, Tippecanoe Avenue changes to Anderson Street. At the Anderson Street/Redlands Boulevard intersection (approximately 280 feet south of the I-10 ramps), the alignment turns to the west and is located within the Redlands Boulevard right-of-way for a distance of approximately 0.8 mile. Land uses along Redlands Boulevard include a mix of commercial and industrial uses, with several undeveloped parcels interspersed. The alignment then crosses the Gage Canal and flood-control facility.

At Gardena Street the alignment turns to the south. The alignment extends within the Gardena Street right-of-way for approximately 0.4 mile, crosses under the Union Pacific rail line, and then crosses through an undeveloped parcel before extending within the Steele Road right-of-way for a distance of approximately 0.2 mile. The adjacent land uses are a mix of residential, commercial, and industrial uses. The campus for the Rock Church and World Outreach Center is located adjacent to the alignment at Gardena Street and the Union Pacific rail line.

The alignment again turns to the west and is located in Wier Road right-of-way for approximately 0.25 mile. Land use on Wier Road is predominately residential with several undeveloped parcels. The alignment again turns south and is located with the Waterman Avenue right-of-way for a distance of approximately 0.2 mile. Uses along Waterman Avenue include commercial and residential uses. At the Waterman Avenue/Washington Street intersection, the alignment assumes a westerly alignment within the Washington Street right-of-way for approximately 0.6 mile. Residential land uses are located on the northerly side of the road, and the Montecito Memorial Park and Mortuary are located on the southern side of the road.

At Reche Canyon Road (Mile Post 48.8), the alignment turns and follows the roadway alignment in a southeasterly direction. In San Bernardino County, the alignment is located within Reche Canyon Road, a two-lane rural road, for approximately 2.5 miles before crossing into Riverside County (Mile Post 51.3). Land uses are predominately residential and open space with a limited amount of neighborhood commercial uses.

### **3.3.3 Planned Land Uses**

As described above, Segment 3 traverses a portion of unincorporated San Bernardino County and the Cities of San Bernardino, Highland, Loma Linda, and Colton. Most of the Proposed Project would be within existing public right-of-way (i.e., local streets). Given the generally developed nature of the land immediately adjacent to this segment, future development would be largely infill in nature.

Exhibit 14 depicts the land use map for the unincorporated portions of San Bernardino County in Segment 3. The land use designations adjacent to the Proposed Project include residential, general commercial, other retail/service, utilities, and open non-developed.

The City of San Bernardino General Plan Land Use Element identifies 33 different land use designations. These designations represent various types or densities of the following land use categories: residential, commercial, industrial, public/quasi-public, and open space. Additionally, general plan overlays are mapped which are: “intended to reflect a particular characteristic of an area and [are] applied ‘over’ an underlying land use designation to provide guidance above and beyond the underlying land use designation”. The overlays are used to designate fire zones, Residential Student Housing (RSH), and for various strategic areas where programs and incentives apply to a specific area. With nearly 15 miles of the Proposed Project located within the City of San Bernardino, the alignment is adjacent to each of the five main land use categories. Exhibit 15 depicts the City of San Bernardino General Plan Land Use map with the alignment highlighted.

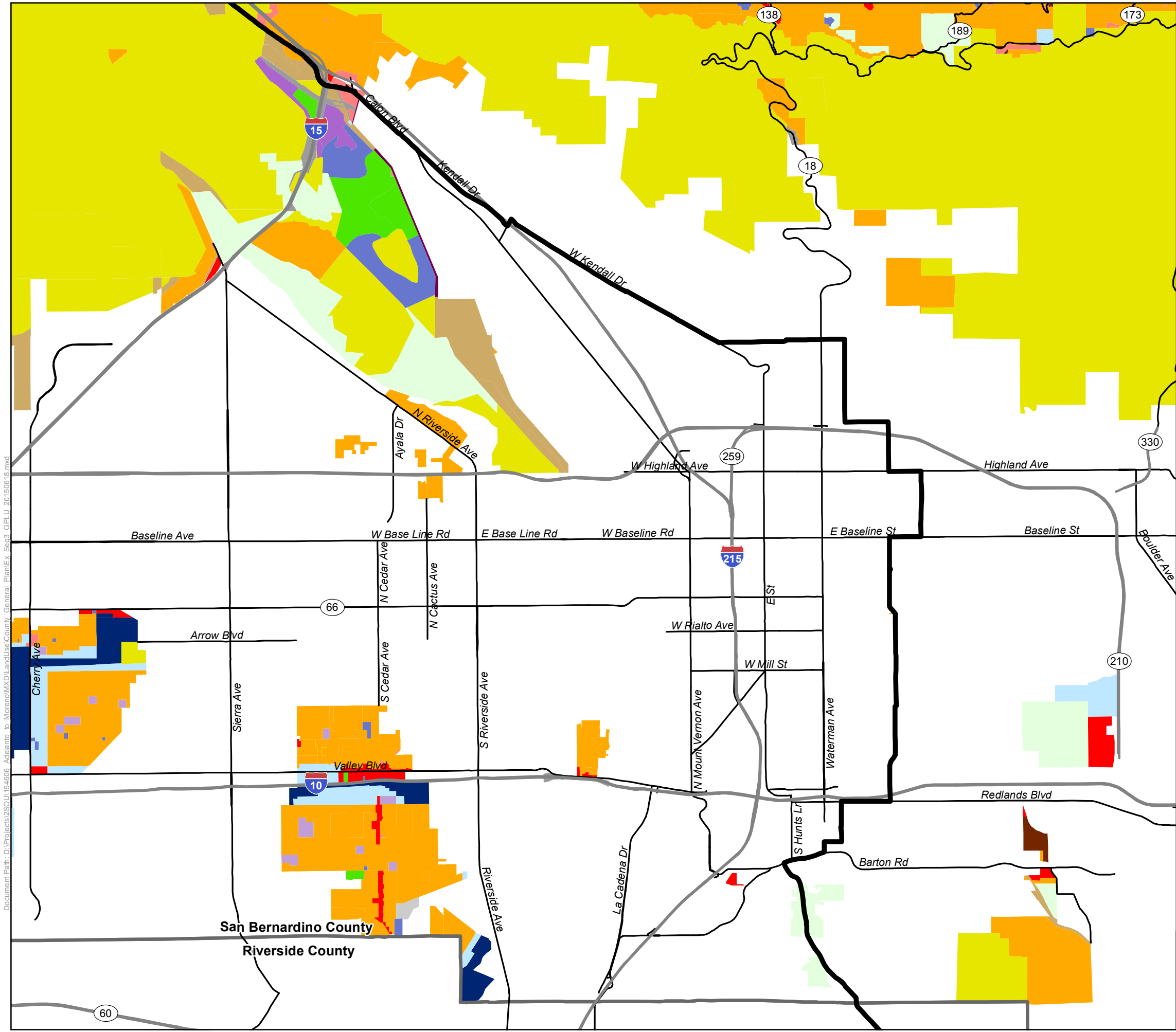
Approximately 0.04 mile of the alignment is located within the City of Highland within existing public right-of-way (i.e., Del Rosa Drive, Baseline Street, and Tippecanoe Avenue). As shown on Exhibit 16, the Highland General Plan Land Use map identifies adjacent land uses in the City of Highland as Low Density Residential (2.1 to 6.0 dwelling units per acre) and Planned Commercial. These land use designations reflect the current development; however, there are infill opportunities, especially in the Planned Commercial designation.

As shown on Exhibit 17, less than one mile of the Proposed Project is within the City of Loma Linda. The alignment would be located within the Redlands Boulevard right-of-way and Reche Canyon Road. Redlands Boulevard development is designated for commercial use. Reche Canyon is designated as “South Hills,” which is intended to provide a balance between development and preservation. These land use designations are reflective of the current development with some infill opportunities.

Approximately 2.3 miles of the Proposed Project is located within the City of Colton. The City of Colton General Plan's Land Use Plan, which is depicted in Exhibit 18, identifies the alignment extending through an area designated as “Reche Canyon Specific Plan”. The Specific Plan, which was adopted in 1991, applies to the 2,920-acre Reche Canyon area and incorporates areas within the Cities of Colton and Loma Linda and unincorporated San Bernardino County. Land use designations adjacent to the Proposed Project include high density (maximum 22 dwelling units per acre with a target density of 15 units per acre) at the north end of the canyon transitioning to residential estates (2 dwelling units per acre) as the Proposed Project alignment moves south. The existing land uses are consistent with the planned land use designation with opportunities for infill.

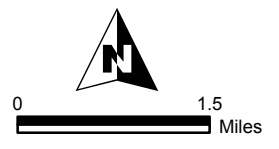
### **3.3.4 Community Facilities**

Within Segment 3, there are 59 schools, 8 public facilities and services, 10 parks, and 46 places of worship within 1 mile of the Proposed Project. These uses and their distance from the Proposed Project alignment are listed in Table 4. Due to the number of facilities, school locations are shown on Exhibit 19a; Exhibit 19b shows the locations of public facilities and services; Exhibit 19c depicts the park locations; and Exhibit 19d shows the locations for the places of worship.



- Preferred Alignment
- Land Use Type**
  - Agriculture
  - Cemetery
  - General Commercial
  - General Industrial
  - Institutions/Government
  - K-12 Schools
  - Light Industrial
  - Military
  - Miscellaneous Commercial
  - Miscellaneous Industrial
  - Office
  - Open Non-Developed
  - Other Retail/Service
  - Parks
  - Regional Commercial
  - Residential
  - Transportation
  - Urban Mixed
  - Utilities

Source: SANBAG 2013



**Exhibit 14**  
**County of San Bernardino**  
**Land Use Map - Segment 3**  
 North-South Project

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General Plan Land Use

RESIDENTIAL

- RE (1 du/ac)
- RL (3.1 du/ac)
- RL-3.5 (3.5 du/ac)
- RS (4.5 du/ac)
- RU (9 du/ac)
- RM (14 du/ac)
- RMH-20 (20 du/ac)
- RMH (24 du/ac)
- RH (36 du/ac)

COMMERCIAL

- CO
- CG-1
- CG-2
- CG-3
- CCS-1
- UBP-2
- UBP-3
- CR-1
- CR-2
- CR-3
- CR-4
- CH

INDUSTRIAL

- OIP
- IL
- IH
- IE
- UBP-1
- CCS-2

PUBLIC/QUASI-PUBLIC

- PFC (Includes CCS-3)
- PF
- RR

OPEN SPACE

- PP
- OS
- PCR

OVERLAYS

- City Boundary
- Specific Plan Boundaries
- RSH
- Hillside Management Overlay & Foothill Fire Zone Overlay A & B

For additional overlays, see Strategic Area Map (Figure LU-5)



The City of  
**SAN BERNARDINO**  
General Plan

Preferred Alignment

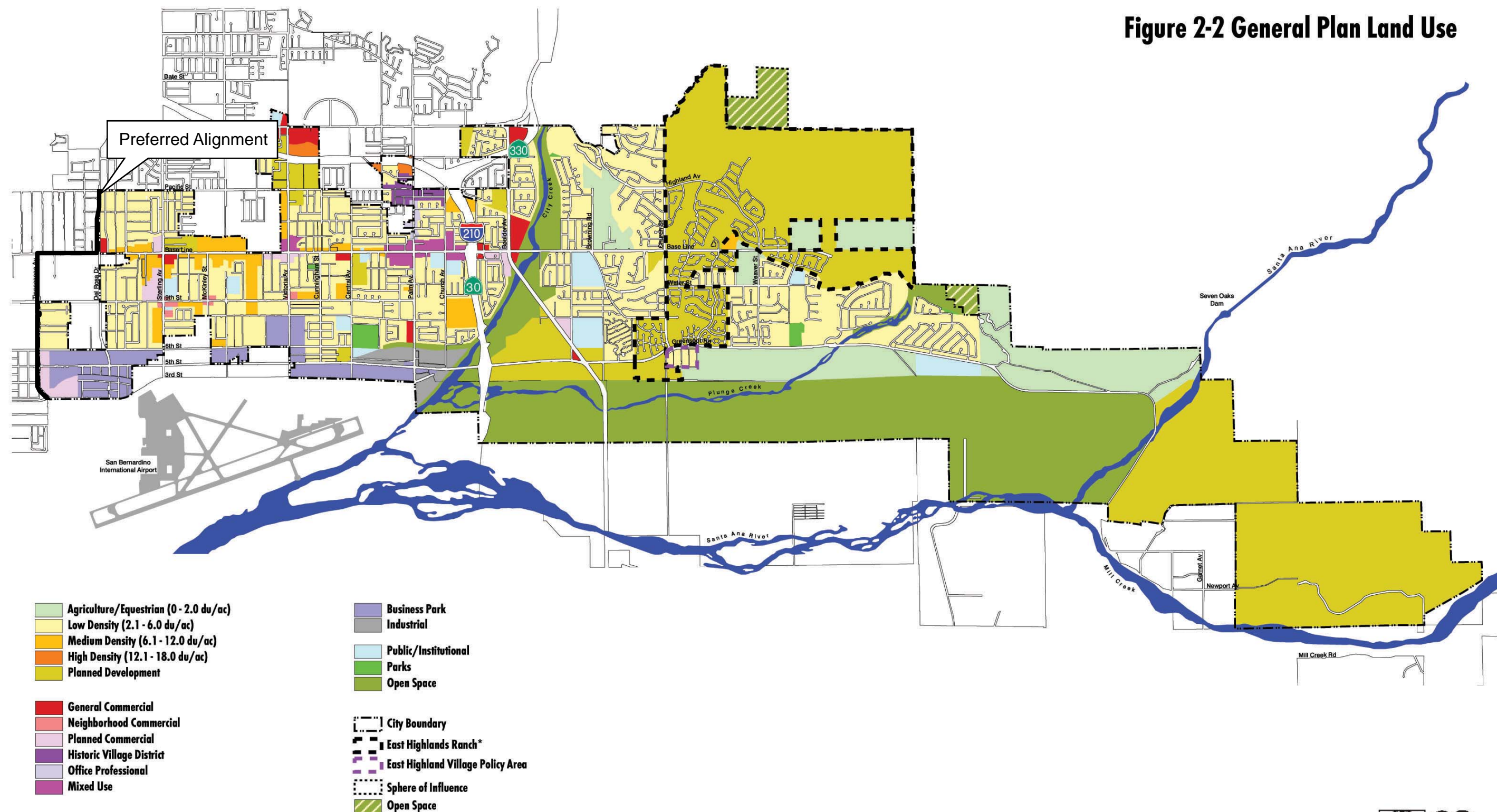


North-South Project

**Exhibit 15**  
**City of San Bernardino**  
**General Plan Land Use**



Figure 2-2 General Plan Land Use



City of Highland General Plan

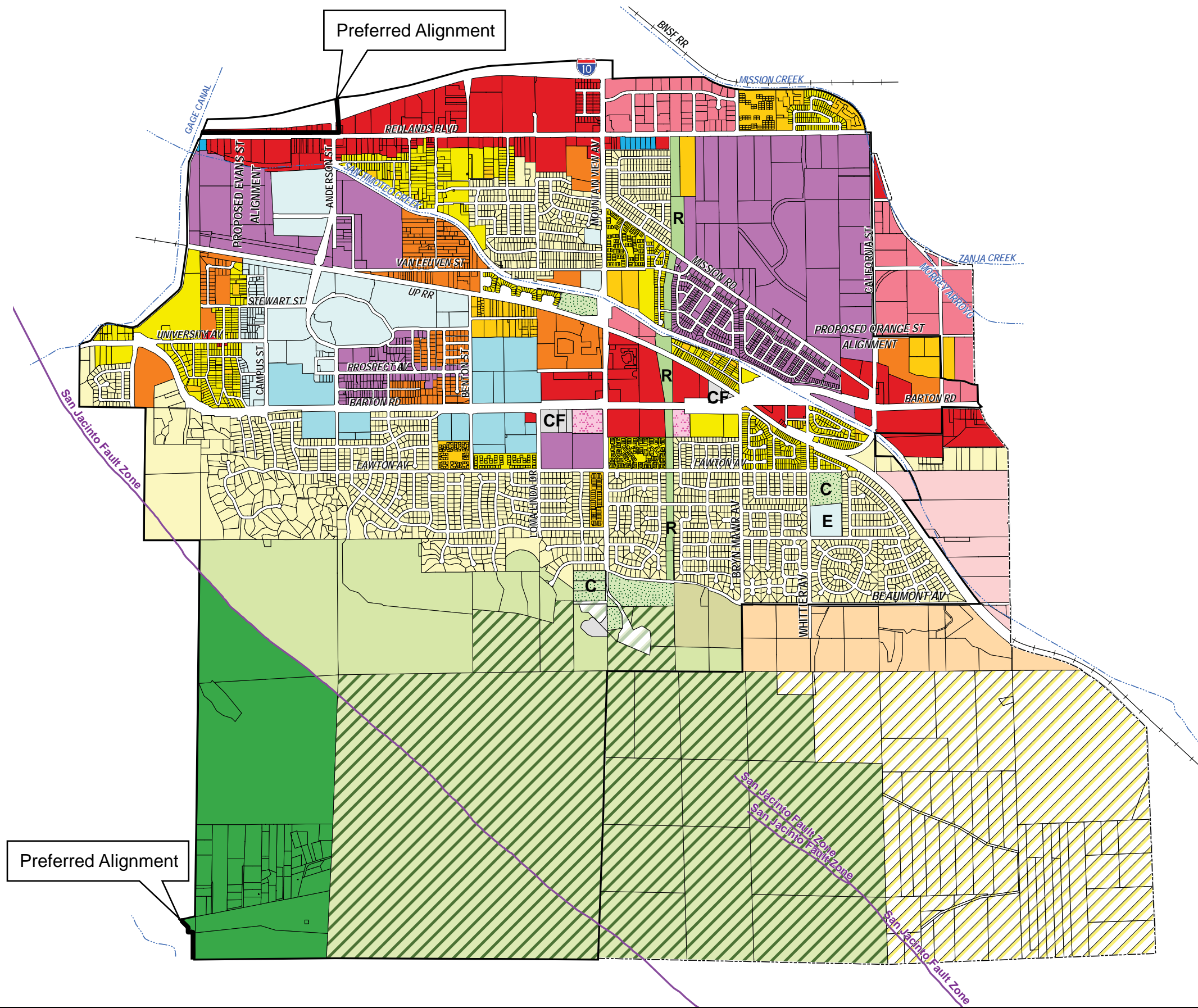


North-South Project

Exhibit 16  
City of Highland  
General Plan Land Use



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- Rural Estate (0 to 1 du/ac)
- Very Low Density Residential (0 to 2 du/ac)\*\*\*
- Low Density Residential (0 to 4 du/ac)
- Medium Density Residential (0 to 9 du/ac)
- High Density Residential (0 to 13 du/ac)
- Very High Density Residential (0 to 20 du/ac)
- Senior Citizen Housing (0 to 25 du/ac)\*\*\*
- South Hills
- South Hills Preserve
- Expanded Hillside Area
- Hillside Conservation Area (0 to 1 du/10 ac)\*
- Low Density Hillside Preservation (0 to 1 du/10 ac)\*\*
- Medium Density Hillside Preservation (0 to 1 du/5 ac)\*\*
- San Timoteo Creek Area
- Commercial
- Business Park
- Office
- Special Planning Area
- Health Care
- Industrial
- City Facilities
- Institutional
- Park
- Public Open Space

#### Public and Quasi Public

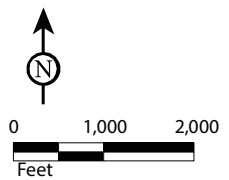
- E Elementary School
- R Riding & Hiking Trails
- C Community Park
- CF Community Facilities

#### Conditions Specified under Measure V

\* Potential bonus of up to 1 du/5 acres when criteria of Hillside Conservation designation are met.

\*\* Potential bonus when specified criteria of Chapter 2A of the General Plan are met.

\*\*\* Future residential land uses not specified on the map.



SOURCE: Parcel Base - City of Loma Linda,  
Thomas Bros. 2001, USGS 2003

L S A

Adopted May 26, 2009



North-South Project

**Exhibit 17**  
**City of Loma Linda**  
**General Plan Land Use**



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North-South Project



# City of Colton

## General Plan – Land Use Plan

### Land Use Designations

- Very Low Density Residential (0.1 - 2.0 DU/AC)
- Low Density Residential (2.1-8.0 DU/AC)
- Medium Density Residential (8.1-16.0 DU/AC)
- High Density Residential (14.1-22.0 DU/AC)
- Neighborhood Commercial
- General Commercial
- Industrial Park
- Light Industrial
- Heavy Industrial
- Mixed Use - Downtown (2.0-30.0 DU/AC; 2.0 FAR)
- Mixed Use - Neighborhood (2.0-8.0 DU/AC; 1.0 FAR)
- Open Space - Recreation
- Open Space - Resource
- Public/Institution
- Railroad/Utility Corridor

### Specific Plans

- Reche Canyon Specific Plan
- West Valley Specific Plan

### Overlay District

- Residential Overlay (Up to 30.0 DU/AC)

### Community Gateways

- Major Gateway
- Minor Gateway

### Public Facilities/Institutions

- Elementary School
- Middle School
- High School
- Cemetery
- Community Center
- City Hall
- Hospital (Private)
- Library
- Landfill
- City Maintenance Yard
- Parks
- Power Plant
- Wastewater Facility

### Base Map

- City Boundary
- Sphere of Influence
- Railroad
- Watercourse

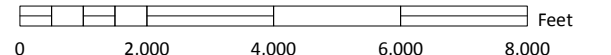
Planning Division



Download Map



Printed Date: 2/12/2014 - Revision Date: 2/11/2014



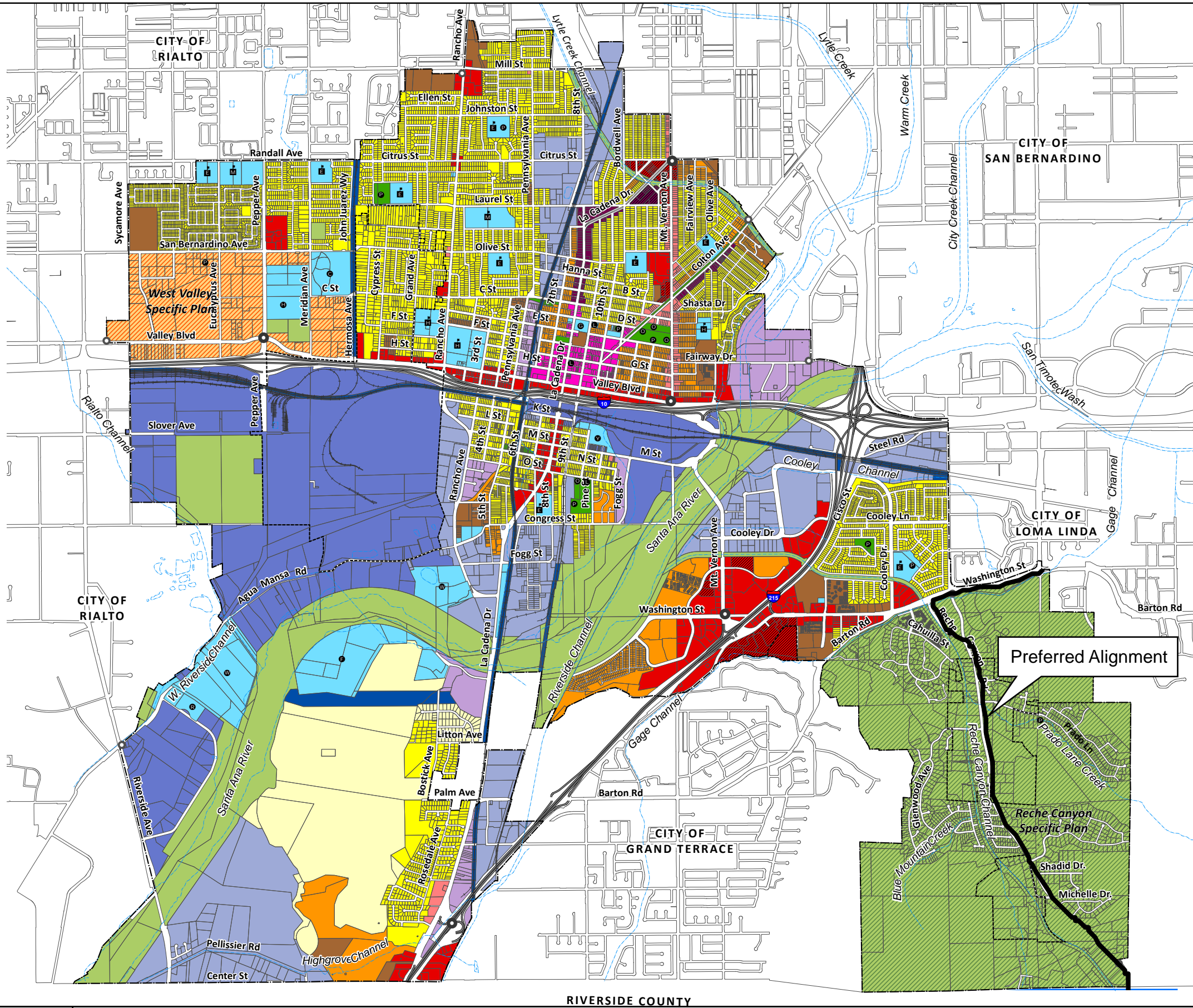
### General Plan Land Use Plan Amendments

Date	Resolution No.	Action
8/20/13	R-61-13	Map Adopted

## Exhibit 18

### City of Colton

### General Plan Land Use



**TABLE 4**  
**COMMUNITY FACILITIES IN THE VICINITY OF SEGMENT 3**

Facility	Address	Distance from the Proposed Project*
<b>Schools</b>		
Kimberly Elementary School	18021 W Kenwood Ave San Bernardino	0.5 mile north (north of I-15)
North Verdemont Elementary School	3555 W Meyers Rd San Bernardino	0.8 mile north
Chavez Middle School	6650 N Magnolia Ave San Bernardino	0.5 mile north
Dikaio Christian Educators	6245 Palm Ave San Bernardino	0.3 mile north
Palm Elementary School	6565 Palm Ave San Bernardino	0.8 mile north
California State University, San Bernardino	5500 University Pkwy San Bernardino	0.5 mile north
Kendall Elementary School	4951 N State St, San Bernardino	0.3 mile south
Harmon Elementary School	4865 N State St San Bernardino	0.3 mile south
Carmack Elementary School	4777 N State St San Bernardino	0.3 mile south
Bob Holcomb Elementary School	1345 W 48 <sup>th</sup> St San Bernardino	0.1 mile north
Shandin Hills Middle School	4301 Little Mountain Dr San Bernardino	0.2 mile south
Cajon High School	1200 Hill Dr San Bernardino	0.8 mile north
Newmark Elementary School	4121 N Third Ave San Bernardino	0.3 mile north
North Park Elementary School	5378 N H St San Bernardino	1.0 mile north
Marshall Elementary School	3288 N G St San Bernardino	1.0 mile south
ASA Charter School	3512 N E St San Bernardino	0.8 mile south
Wilson Elementary School	2894 N Belle St San Bernardino	0.5 mile southwest
Arrowhead Elementary School	3825 N Mt. View Ave San Bernardino	0.3 mile south
Golden Valley Middle School	3800 N Waterman Ave, San Bernardino	0.3 mile south
Parkside Elementary School	3755 N Waterman Ave San Bernardino	0.3 mile south
Fundamentals Preschool Academy	2424 Kendall Dr San Bernardino	Adjacent to the north
Our Lady of the Assumption Catholic School	796 W 48 <sup>th</sup> St San Bernardino	0.5 mile north
Odell Young Alternative School	1455 E Lynwood Dr San Bernardino	0.3 mile east
Del Vallejo Middle School	1885 E Lynwood Dr San Bernardino	0.8 mile east



**TABLE 4**  
**COMMUNITY FACILITIES IN THE VICINITY OF SEGMENT 3**

<b>Facility</b>	<b>Address</b>	<b>Distance from the Proposed Project*</b>
Barton Elementary School	2214 Pumalo St San Bernardino	0.8 mile east
Fairfax Elementary School	1362 Pacific St San Bernardino	0.3 mile west
Rodriguez Prep Academy	1985 Guthrie St San Bernardino	0.8 mile east
Emmertton Elementary School	1888 Arden Ave San Bernardino	1.0 mile east
San Gorgonio High School	2299 Pacific St San Bernardino	0.8 mile east
Warm Springs Elementary School	7497 Sterling Ave San Bernardino	0.5 mile east
Curtis Middle School	1050 N Del Rosa Dr San Bernardino	0.3 mile south
Bing Wong Elementary School	1250 9 <sup>th</sup> St San Bernardino	0.3 mile east
Indian Springs High School	650 N Del Rosa Dr San Bernardino	0.3 mile east
Lankershim Elementary School	7499 Lankershim Ave Highland	1.0 mile east
Monterey Elementary School	794 Monterey Ave San Bernardino	0.6 mile west
Anderson Elementary School	24302 4 <sup>th</sup> St San Bernardino	0.7 mile west
Jefferson Hunt Elementary School	1342 Pumalo St San Bernardino	0.3 mile east
Hillside Elementary School	4975 N Mayfield Ave San Bernardino	0.8 mile north
Del Rosa Christian School	1333 E 39 <sup>th</sup> St San Bernardino	1.0 mile east
Pacific High School	1020 Pacific St San Bernardino	0.5 mile south
Del Rosa Elementary School	3395 N Mountain Ave San Bernardino	0.5 mile north
Aquinas Catholic High School	2772 Sterling Ave San Bernardino	1.0 mile east
E. Neal Roberts Elementary School	494 9 <sup>th</sup> St San Bernardino	0.8 mile west
Roger Anton Elementary School	1501 Anton Ct San Bernardino	0.5 mile north
Bradley Elementary School	1300 Valencia Ave San Bernardino	0.8 mile west
Sierra High School	570 E. 9 <sup>th</sup> St San Bernardino	0.8 mile west
Victoria Elementary School	1505 Richardson St San Bernardino	0.5 mile east
Loma Linda Academy	10656 Anderson St Loma Linda	0.3 mile south
Reche Canyon Elementary School	3101 Canyon Vista Dr Colton	0.8 mile east

**TABLE 4**  
**COMMUNITY FACILITIES IN THE VICINITY OF SEGMENT 3**

<b>Facility</b>	<b>Address</b>	<b>Distance from the Proposed Project*</b>
Cooley Ranch Elementary School	1000 S Cooley Dr Colton	0.3 mile north
National University	804 E Brier Dr San Bernardino	0.5 mile west
Azusa Pacific University – Inland Empire Regional Center	375 Hospitality Ln San Bernardino	0.5 mile west
ITT Technical Institute – San Bernardino Campus	670 E Carnegie Dr San Bernardino	0.5 mile west
Norton Space and Aeronautics Academy	503 E Central Ave San Bernardino	0.8 mile west
Everest College San Bernardino	217 E Club Center Dr San Bernardino	0.5 mile west
<b>Public Services and Facilities</b>		
Forestry Fire Station	18365 Cajon Blvd San Bernardino	0.1 mile north
Highland Fire Station 3	7649 Sterling Ave San Bernardino	0.8 mile east
U.S. Post Office	4560 Hallmark Pkwy San Bernardino	0.8 mile west
U.S. Post Office	1663 Date Pl San Bernardino	0.5 mile east
San Bernardino Library – Howard M. Rowe Branch	108 E Marshall Blvd San Bernardino	1.0 mile south
San Bernardino County Sheriff	200 S Lena Rd San Bernardino	0.5 mile west
Devore Animal Shelter	19777 Shelter Way San Bernardino	0.1 mile south
San Bernardino International Airport	294 S Leland Norton Way San Bernardino	0.8 mile east
<b>Parks and Recreation</b>		
Blast Soccer Complex	3496 W Little League Dr San Bernardino	0.1 mile north (north of I-15)
Guhin Park	3650 W. Little League Dr San Bernardino	0.1 mile north (north of I-15)
Verdemont Park/Little League Western Region Headquarters	6707 Little League Dr San Bernardino	0.3 mile north
Ronald Regan Park	3350 W Irvington Ave (Chestnut Dr) San Bernardino	0.2 mile north (north of I-15)
Jack Reilly Park of San Bernardino	Norma Ln and Stephanie Ave San Bernardino	0.3 mile north
San Manuel Amphitheater	2575 Glen Helen Pkwy San Bernardino	0.8 mile west
Shandin Hills Golf Club	3380 Little Mountain Dr San Bernardino	1.0 mile south
Lionel E. Hudson Park	4365 Park Dr San Bernardino	0.2 mile south
Blair Park	1466 W Marshall Blvd San Bernardino	1.0 mile south
Harper Field	3888 Electric Ave San Bernardino	0.2 mile

**TABLE 4**  
**COMMUNITY FACILITIES IN THE VICINITY OF SEGMENT 3**

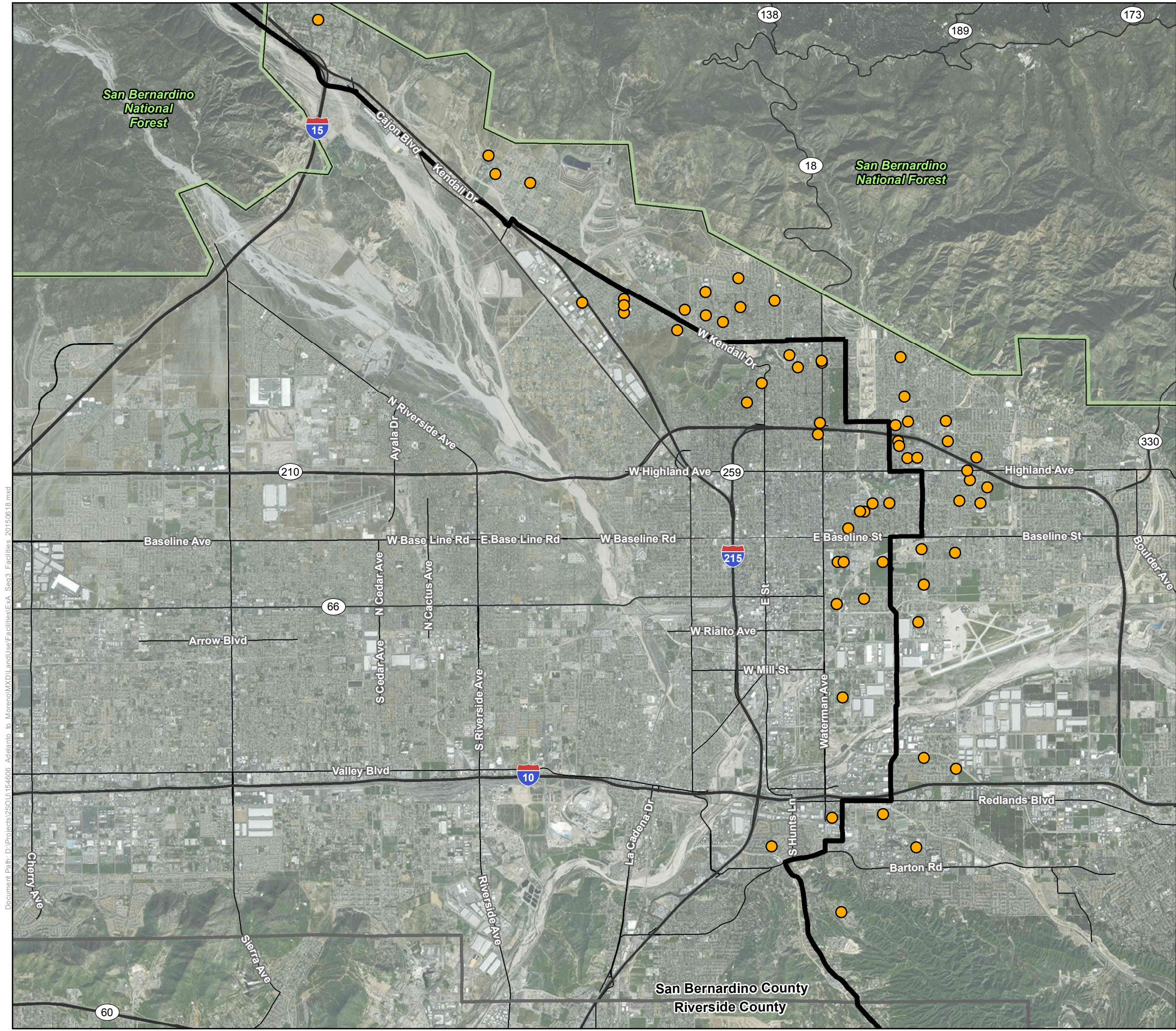
Facility	Address	Distance from the Proposed Project*
<b>Places of Worship</b>		
Devore Truth Christian Church	1431 Devore Rd San Bernardino	0.5 mile north
Fountain of Life	2555 Glen Helen Pkwy San Bernardino	0.8 mile west
University Park Church	4835 Hallmark Pkwy San Bernardino	0.8 mile west
First Baptist Church	4747 N State St San Bernardino	0.3 mile west
The Church of Jesus Christ of Latter-Day Saints	1475 Northpark Blvd San Bernardino	0.5 mile east
Our Lady of the Assumption Catholic Church	796 W 48 <sup>th</sup> Street San Bernardino	0.5 mile north
Community Christian Church	1140 W 48 <sup>th</sup> St San Bernardino	0.5 mile north
San Bernardino Baptist Church	651 W 48 <sup>th</sup> St San Bernardino	0.5 mile north
Life Changing Ministries	5395 N F St San Bernardino	1.0 mile north
Kingdom Hall of Jehovah's Witnesses	877 W 40 <sup>th</sup> St San Bernardino	Adjacent to the south
Emmanuel United Methodist Church	3310 N G St San Bernardino	1.0 mile south
Gathering Place Church	584 W 40 <sup>th</sup> St San Bernardino	Adjacent to the north
Northpark Community Church	5095 N Mayfield Ave San Bernardino	0.8 mile north
The High School Ministry of Community Bible Church	324 W 40 <sup>th</sup> St San Bernardino	Adjacent to the north
Way World Outreach	3701 N Sierra Way San Bernardino	0.5 mile south
Cornerstone Christian Fellowship	3933 N Mountain View Ave San Bernardino	0.1 mile south
The Church of Jesus Christ of Latter-Day Saints	3860 N Waterman Ave San Bernardino	0.3 mile south
Hebrew Christian Witness	4477 Genevieve St San Bernardino	0.3 mile north
Macedonia Missionary Baptist Church	166 E 45 <sup>th</sup> St San Bernardino	0.3 mile north
Lutheran Church of Our Savior	5050 N Sierra Way San Bernardino	0.7 mile north
First Congregational United Church of Christ	3041 N Sierra Way San Bernardino	0.7 mile west
Grace Baptist Church	1333 39 <sup>th</sup> St San Bernardino	1.0 mile east
Del Rosa United Methodist Church	3350 Del Rosa Ave San Bernardino	0.7 mile east
The Church in San Bernardino	1900 Lynwood Dr San Bernardino	1.0 mile east






**TABLE 4**  
**COMMUNITY FACILITIES IN THE VICINITY OF SEGMENT 3**

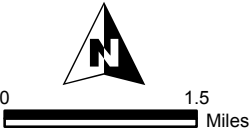
<b>Facility</b>	<b>Address</b>	<b>Distance from the Proposed Project*</b>
St. Francis Episcopal Church	2855 Sterling Ave San Bernardino	1.0 mile east
All Nations African Seventh-Day Adventist Church	2282 Pumalo St San Bernardino	0.3 mile north
Highland Avenue Lutheran Church	1820 E. Highland Ave San Bernardino	0.3 mile east
Lighthouse Christian Fellowship	6622 Roca Cir San Bernardino	0.3 mile east
Faith Temple	2361 E Date St San Bernardino	1.0 mile east
Our Lady of Hope Church	6885 Del Rosa Ave San Bernardino	0.1 mile east
Isdaofie Church	7840 Sterling Ave San Bernardino	0.5 mile east
The Church of Jesus Christ of Latter-Day Saints	1244 Pacific St San Bernardino	0.5 mile west
Judson Baptist Church	1406 Pacific St San Bernardino	0.3 mile west
First Congregational United Church of Christ	3041 N Sierra Way San Bernardino	0.7 mile west
Calvary Chapel San Bernardino	1499 E Baseline St San Bernardino	Adjacent to the south
Unified Baptist Church	1094 E Baseline St San Bernardino	0.1 mile west
Our Lady of Fatima Church	1000 Valencia Ave San Bernardino	0.7 mile west
Antioch Christian Center	775 S Gifford Ave San Bernardino	0.5 mile west
Victoria Seventh-Day Adventist Church	1860 Mountain View Ave Loma Linda	1.0 mile east
BEA Mission	10690 Elm St Loma Linda	1.0 mile east
St. Joseph the Worker Catholic Church	10816 Mountain View Ave Loma Linda	1.0 mile east
International Christian Faith Church	24735 Redlands Blvd Loma Linda	Adjacent to the south
Loma Linda University Church of Seventh-Day Adventists	11125 Campus St Loma Linda	0.5 mile east
Campus Hill Seventh-Day Adventist Church	11057 Hill Dr Loma Linda	0.8 mile east
The Rock Church and World Outreach Center	2345 S Waterman Ave San Bernardino	0.1 mile west
Calvary Chapel of Moreno Valley	11960 Pettit St Moreno Valley	0.3 mile east
I-15: Interstate 15		
* Distances from the Proposed Project alignment are approximate and rounded to the nearest tenth of a mile.		





-  School
-  Preferred Alignment
-  San Bernardino National Forest

Source: ESRI 2010

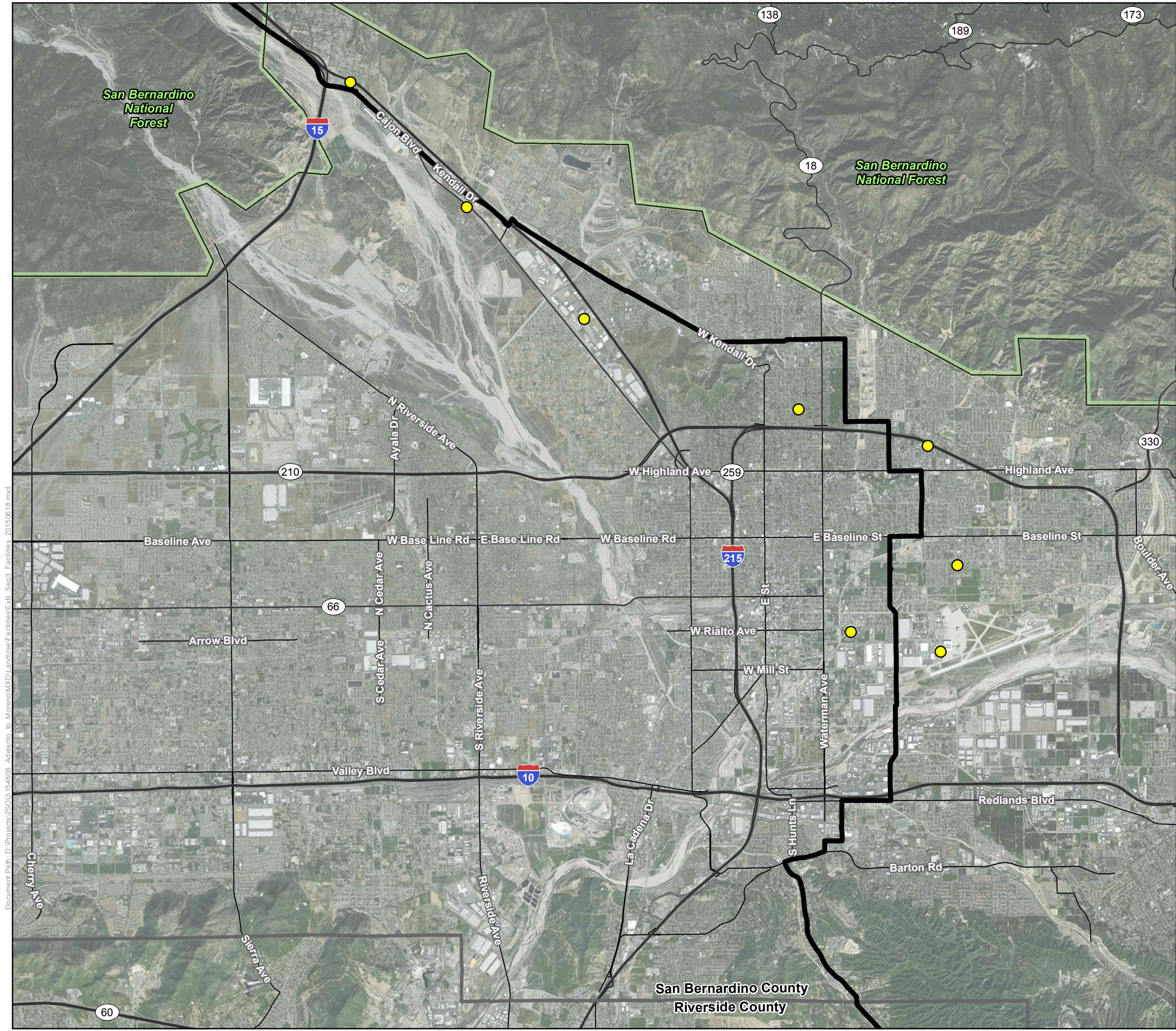


**Exhibit 19a**  
**Community Facilities in the**  
**Vicinity of Segment 3**  
**Schools**

North-South Project

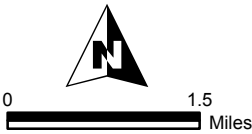
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- Public Facility or Service
- Preferred Alignment
- San Bernardino National Forest

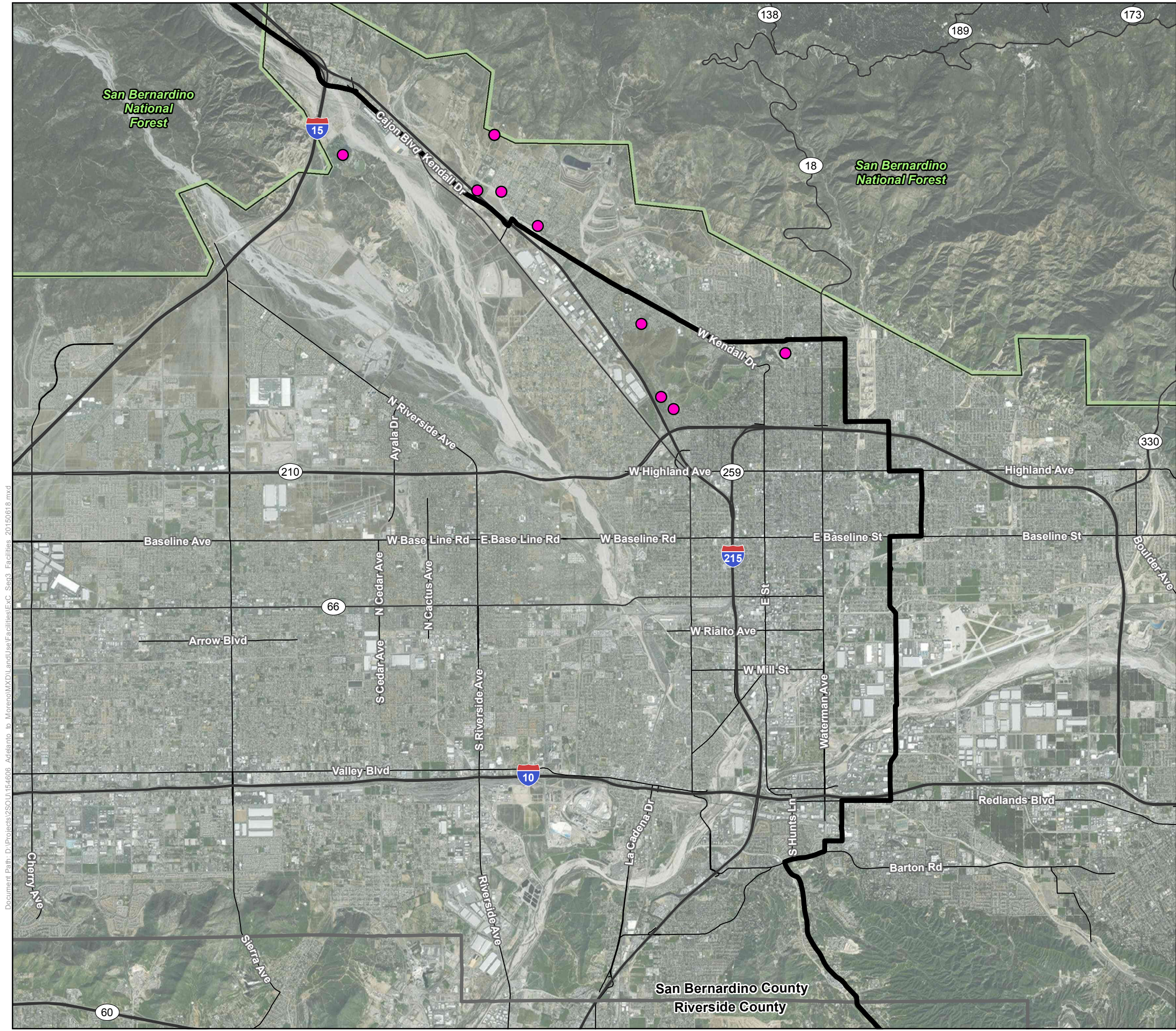
Source: ESRI 2010






**Exhibit 19b**  
**Community Facilities in the**  
**Vicinity of Segment 3**  
**Public Facilities and Services**  
**North-South Project**

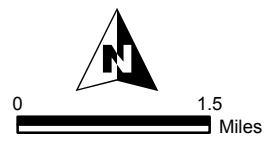
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-  Parks and Recreation
-  Preferred Alignment
-  San Bernardino National Forest

Source: ESRI 2010



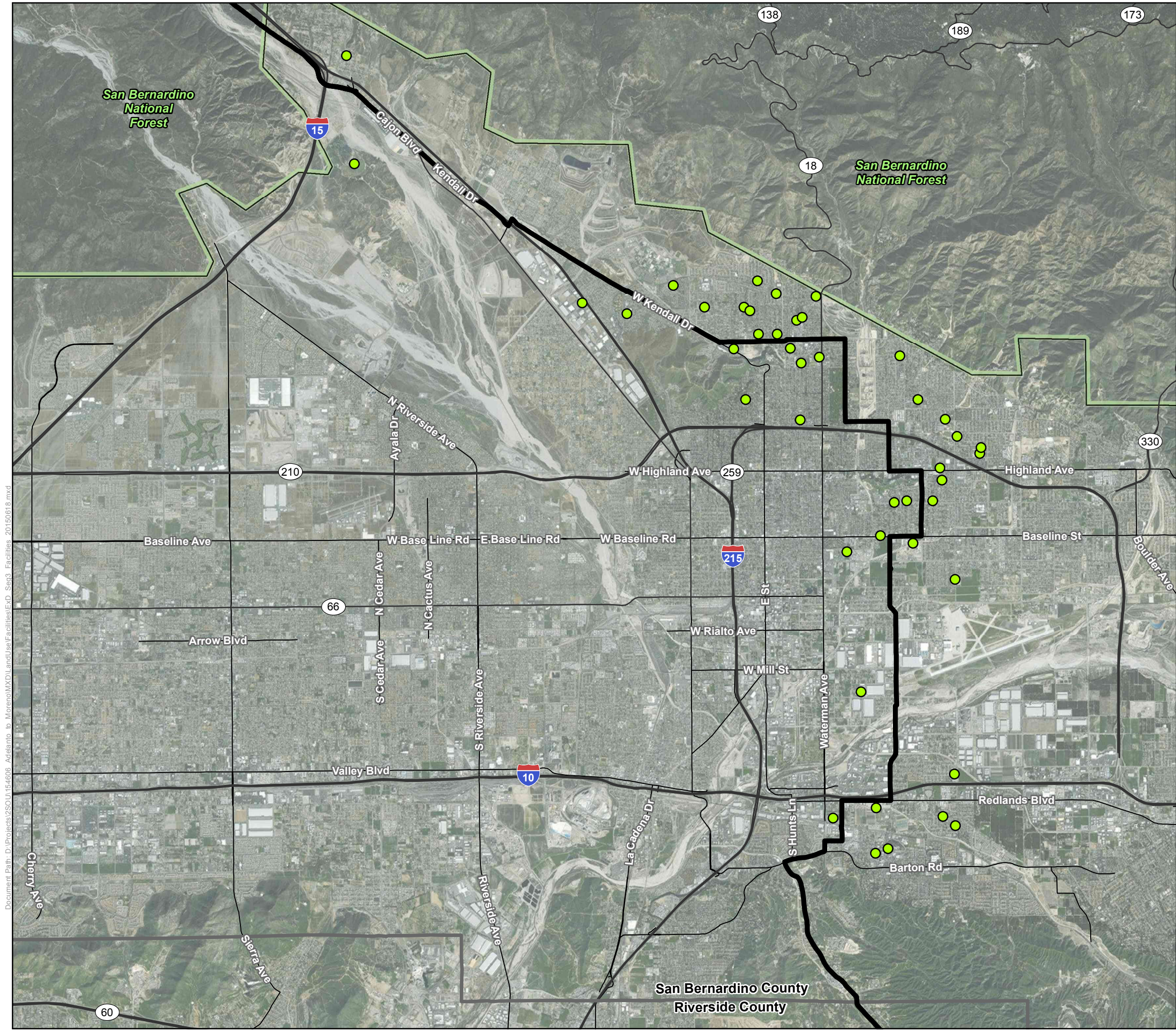
**Exhibit 19c**  
**Community Facilities in the**  
**Vicinity of Segment 3**  
**Parks and Recreation**  

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**North-South Project**

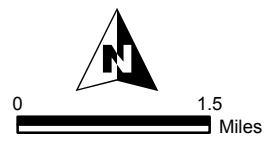
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- Place of Worship
- Preferred Alignment
- ▭ San Bernardino National Forest

Source: ESRI 2010



**Exhibit 19d**  
**Community Facilities in the**  
**Vicinity of Segment 3**  
**Places of Worship**  
  
North-South Project

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### **3.4 SEGMENT 4**

#### **3.4.1 Jurisdictional Setting**

Segment 4 is the portion of the Proposed Project in Riverside County. For this segment, the Proposed Project alignment extends from Reche Canyon Road at the County of San Bernardino/County of Riverside boundary to the Moreno Pressure Limiting Station. This segment extends through unincorporated Riverside County and the City of Moreno Valley.

Formed in 1893, Riverside County is the fourth most populous county in California. Approximately 356,600 people (or 16 percent of the County's total population) reside in unincorporated areas (SCAG 2015). Riverside County is 7,200 square miles in area, of which approximately 6,435 square miles (89 percent) are unincorporated (Riverside County 2008). There are 133,550 housing units in the unincorporated areas of Riverside County. The largest job sectors in the County are education, leisure, retail, and agriculture (SCAG 2015). There are also 28 cities and 12 federally recognized Native American Indian Reservations in Riverside County.

The City of Moreno Valley is the second-largest city in Riverside County by population with 196,234 residents (U.S. Census 2013d). Incorporated in 1984, the City has a total area of 51.2 square miles and includes 54,977 housing units (U.S. Census 2015b, 2013d). Top employers in Moreno Valley include March Air Reserve Base, Moreno Valley Unified School District, and Riverside County Regional Medical Center.

#### **3.4.2 Existing Land Uses**

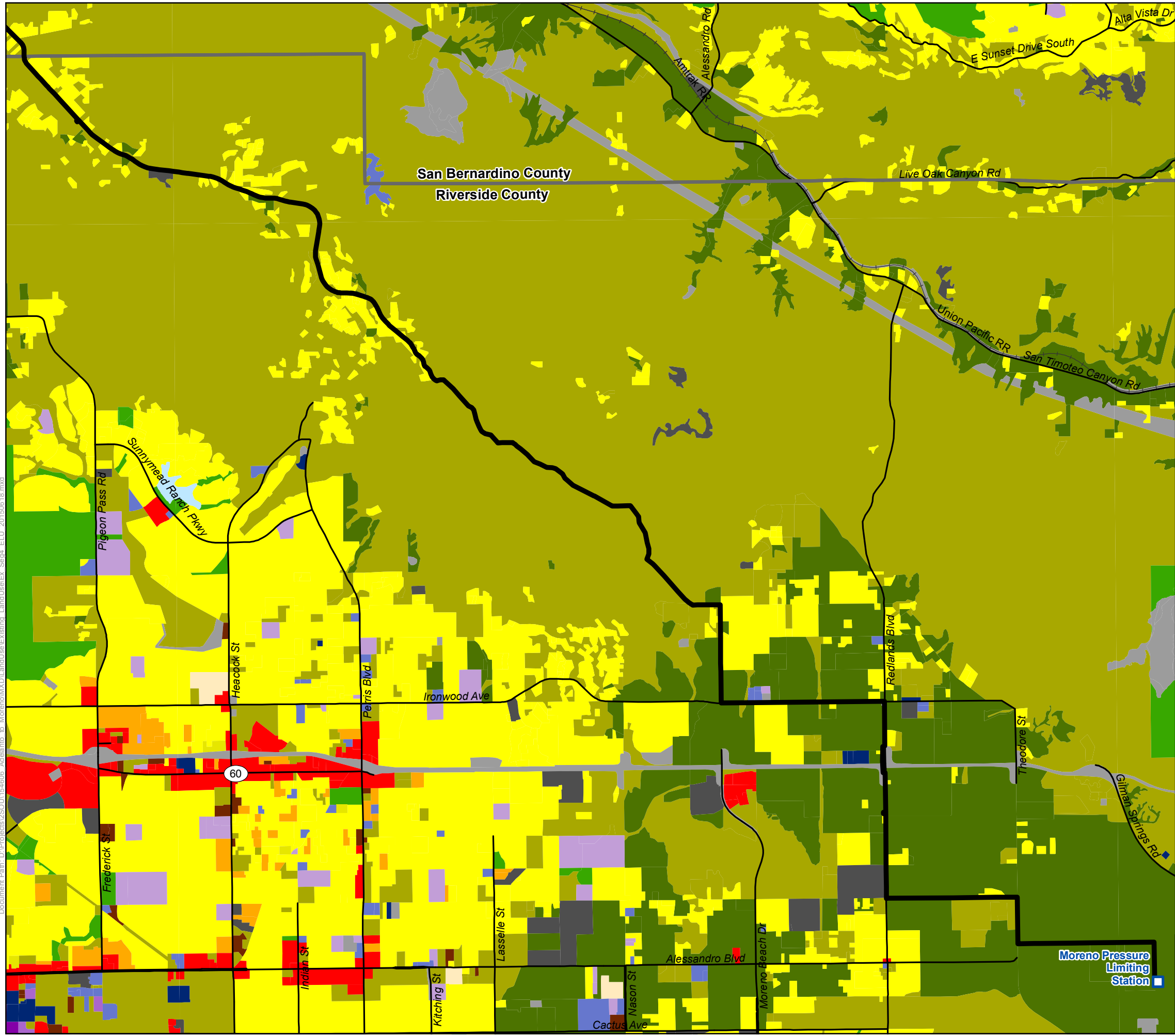
Once entering Riverside County, the Proposed Project alignment is located within the Reche Canyon Road right-of-way for approximately 4.5 miles. This area is sparsely developed with residential uses. Exhibit 20 depicts existing land uses in this segment of the Proposed Project. South of Console Road, at Mile Post 56.9, the Proposed Project alignment leaves the Reche Canyon Road right-of-way and runs parallel to the roadway, traversing undeveloped land for approximately two miles until it connects with Smiley Boulevard (approximately Mile Post 57.75). The pipeline is proposed in the Smiley Boulevard right-of-way for a distance of approximately 0.3 mile before it reconnects to the Reche Canyon Road right-of-way (approximately Mile Post 58.1). The Proposed Project alignment continues in the Reche Canyon Road right-of-way for approximately 0.5 mile; Reche Canyon Road then turns to the east and becomes Locust Avenue (Mile Post 58.6). There is no development adjacent to Smiley Boulevard or Reche Canyon Road in this portion of the alignment; however, the road does provide access to sparse residential development in the vicinity (i.e., side canyons).

The Proposed Project alignment follows the Locust Avenue alignment for approximately 0.2 mile, then turns south and is located in the Moreno Beach Drive right-of-way for approximately 0.8 mile. Residential uses are located immediately adjacent to both Locust Avenue and Moreno Beach Drive. There are open space areas that are currently or have previously been used for cultivation in this vicinity.

The Proposed Project alignment again turns to the east and is located within the Ironwood Avenue right-of-way for a distance of approximately 1.3 miles. The land uses along this stretch are a mix of residential uses, agricultural land, and the Calvary Chapel Church and school, and an electrical substation.

At Redlands Boulevard, the alignment turns to the south and is located in the road right-of-way for a distance of approximately 0.3 mile. The pipeline alignment then continues west and is located in Spruce Avenue (Mile Post 61.2); in this location, Spruce Avenue serves as a frontage road and is parallel to Redlands Boulevard. The pipeline alignment is proposed in the Spruce Avenue right-of-





- Compressor/Pressure Limiting Station
- Preferred Alignment
- Existing Land Use Type**
- Agriculture
- Commercial and Services
- Education
- Facilities
- General Office
- Industrial
- Military Installations
- Mixed Commercial and Industrial
- Mixed Residential
- Mixed Residential and Commercial
- Mobile Homes and Trailer Parks
- Multi-Family Residential
- Open Space and Recreation
- Single Family Residential
- Transportation, Communications, and Utilities
- Under Construction
- Unknown
- Vacant
- Water

Source: SCAG 2005



**Exhibit 20**  
**Existing Land Use**  
**Segment 4**

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North-South Project

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way for approximately 0.2 mile before it crosses SR-60 (Mile Post 61.3). The Proposed Project alignment then jogs back to the east and is located in the Redlands Boulevard right-of-way for approximately one mile, before Redlands Boulevard intersects with Cottonwood Avenue (Mile Post 62.4). Land uses along this segment are predominately agricultural land, residential, and several commercial uses (i.e., nursery and ranch supply).

At Cottonwood Avenue, the Proposed Project alignment turns to the east and is located within the Cottonwood Avenue right-of-way for a distance of approximately one mile. At Theodore Street (Mile Post 63.4), the alignment turns to the south and is located within the road right-of-way for approximately 0.3 mile. At Alessandro Boulevard, the alignment turns east and is located within the road right-of-way for a distance of one mile, before turning south on Virginia Street. The Proposed Project alignment is within the Virginia Street right-of-way for slightly less than 0.3 mile when it connects with the Moreno Pressure Limiting Station (Mile Post 65.1). Adjacent land uses in this area are predominately agricultural land and open space with a few residences.

### **3.4.3 Planned Land Uses**

Based on the local General Plans, planned land uses in this area are residential, open space, commercial, public facility, and business park/light industrial. This reflects land use patterns consistent with existing uses.

Exhibit 21 depicts the County of Riverside General Plan Land Use map and the zoning map. Though most of the alignment would be in public right-of-way (i.e., local streets), the land use designations adjacent to the pipeline alignment in this area are Reche Canyon-Very Low Density Residential, Estate Residential, Open Space Rural, Rural Mountainous, and Reche Canyon-Low Density Residential.

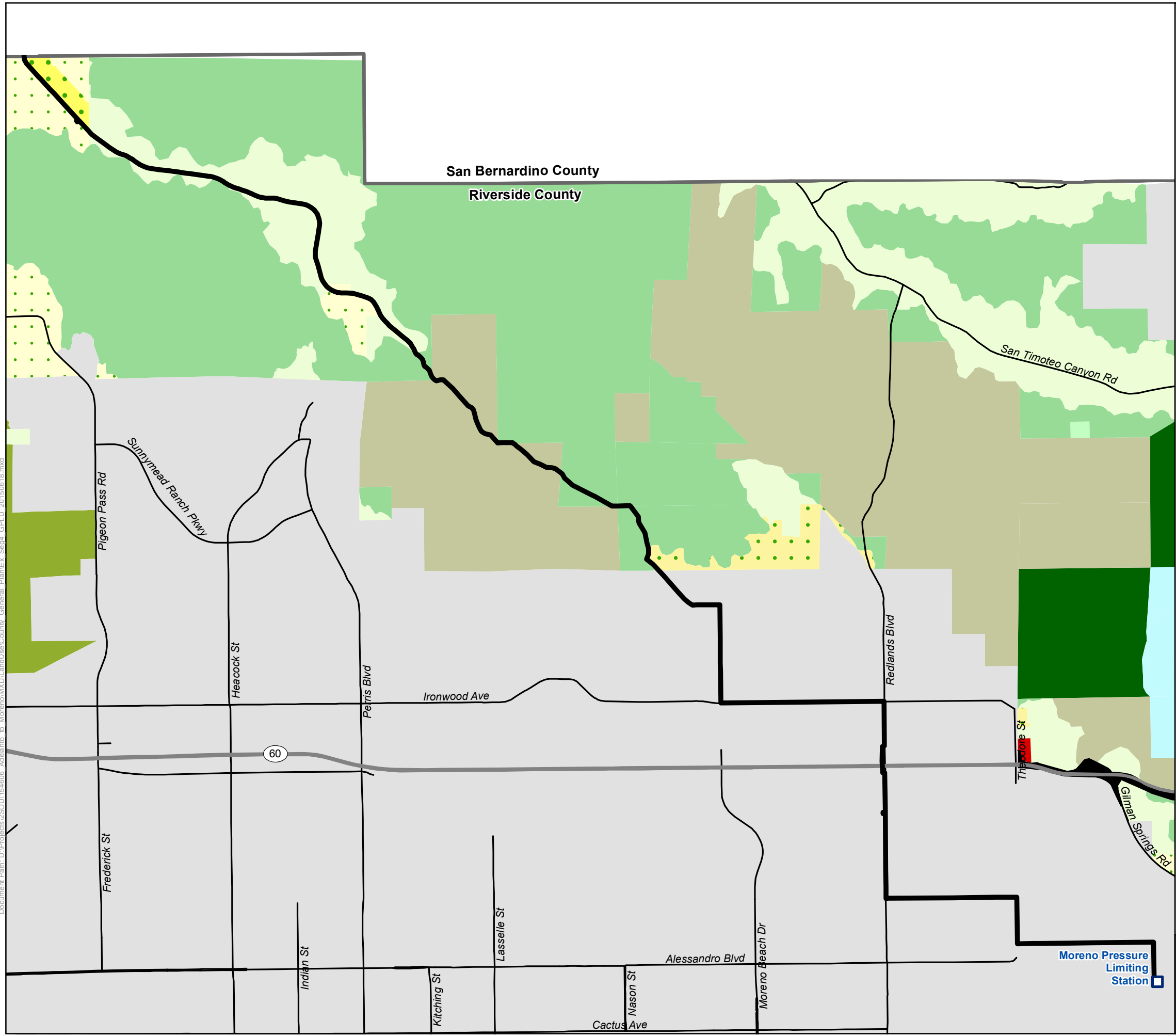
Exhibit 22 depicts the City of Moreno Valley General Plan Land Use and Zoning Map. Most of the alignment would be in public right-of-way (i.e., Reche Canyon Road, Locust Avenue, Moreno Beach Drive, Ironwood Avenue, Redland Boulevard, Cottonwood Avenue, Theodore Street, Alessandro Boulevard, and Virginia Street) adjacent to areas designated for residential uses (various densities ranging from 1 dwelling unit per acre to a maximum of 30 dwelling units per acre), commercial, open space, public facility, and business park/light industrial. There are portions of the City where uses consistent with these designations exist; however, much of the land adjacent to the Proposed Project alignment is undeveloped, providing potential for future growth.

### **3.4.4 Community Facilities**

Community facilities within one mile of the Proposed Project in Segment 4 include one school, two public services locations, and six places of worship. These uses and their distance from the pipeline alignment are listed in Table 5 and depicted in Exhibit 23.



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- Compressor/Pressure Limiting Station
- Preferred Alignment
- General Plan Land Use Type**
  - Estate Residential
  - RC-EDR
  - Very Low Density Residential
  - RC-VLDR
  - Low Density Residential
  - RC-LDR
  - Medium Density Residential
  - Medium High Density Residential
  - High Density Residential
  - Very High Density Residential
  - Highest Density Residential
  - Commercial Retail
  - Commercial Tourist
  - Commercial Office
  - Community Center
  - Light Industrial
  - Heavy Industrial
  - Business Park
  - Public Facilities
  - Mixed Use Policy Area
  - Rural Residential
  - Rural Mountainous
  - Rural Desert
  - Agriculture
  - Conservation
  - Conservation Habitat
  - Open Space Recreation
  - Open Space Rural
  - Water
  - Mineral Resources
  - Indian Lands
  - CITY
  - Freeway

Source: Riverside County, 2015

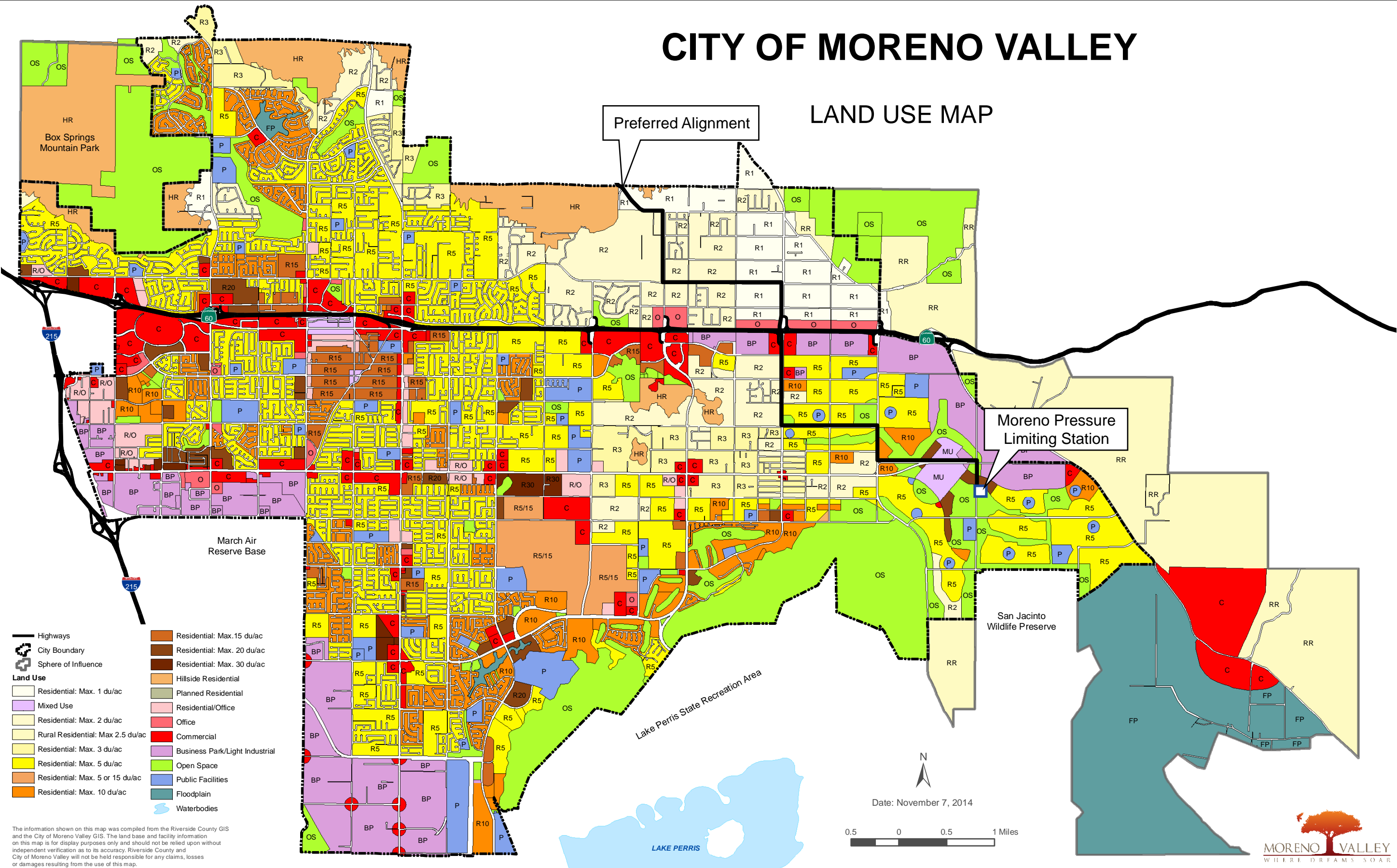


**Exhibit 21**  
**County of Riverside General Plan**  
**Land Use Map - Segment 4**

North-South Project

# CITY OF MORENO VALLEY

## LAND USE MAP



The information shown on this map was compiled from the Riverside County GIS and the City of Moreno Valley GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

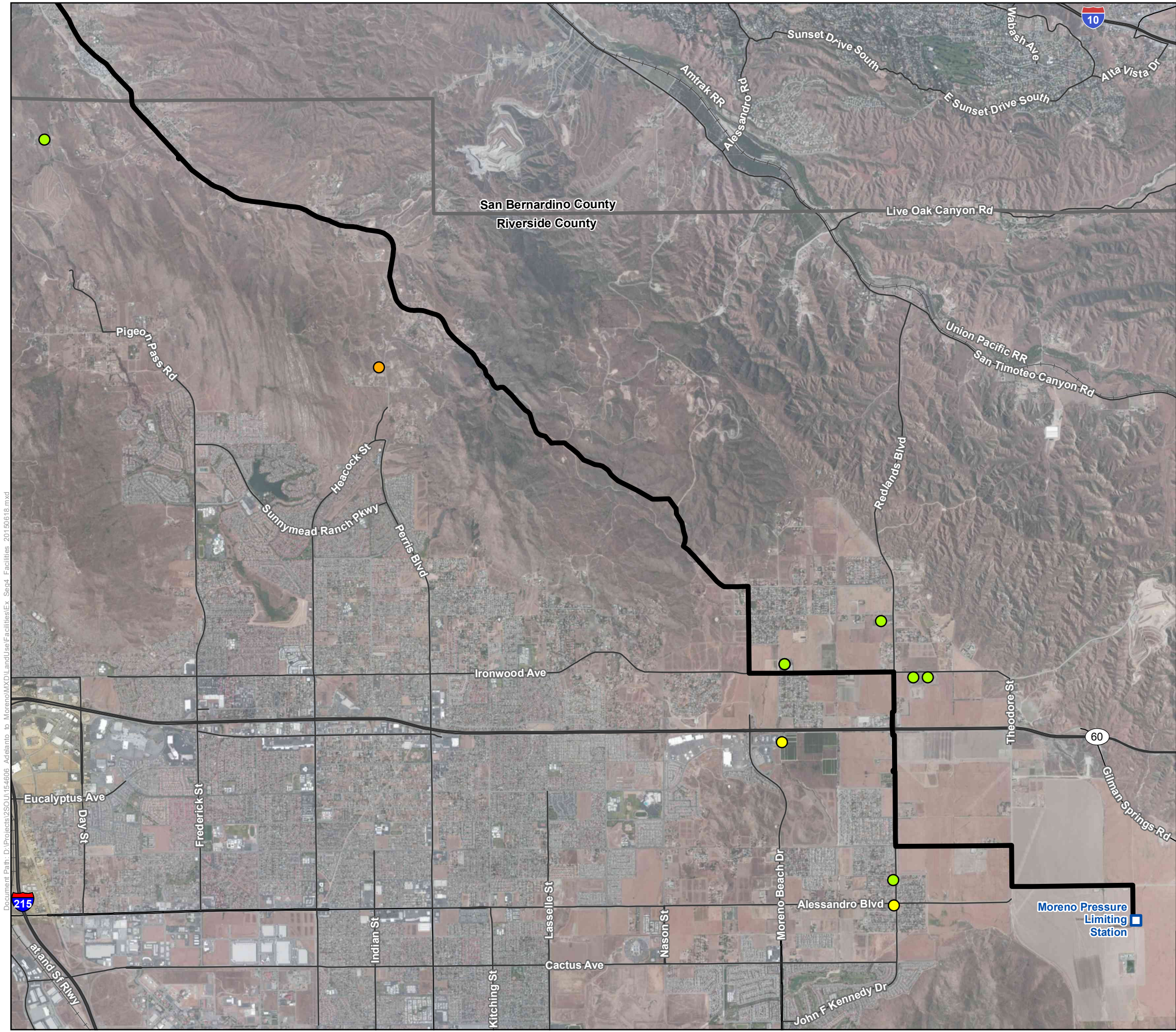


North-South Project



**Exhibit 22**  
**City of Moreno Valley**  
**General Plan Land Use**





- Public Facility or Service
- School
- Place of Worship
- Compressor/Pressure Limiting Station
- Preferred Alignment

Source: ESRI 2010



**Exhibit 23**  
**Community Facilities in the**  
**Vicinity of Segment 4**  
North-South Project

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**TABLE 5  
COMMUNITY FACILITIES IN THE VICINITY OF SEGMENT 4**

<b>Facility</b>	<b>Address</b>	<b>Distance from the Proposed Project*</b>
<b>Schools</b>		
Vista View Academy	9311 Reche Vista Dr, Moreno Valley	0.9 mile west
Calvary Chapel Christian School	11960 Petit St, Moreno Valley	Adjacent to the north
<b>Public Services and Facilities</b>		
Riverside County Fire Department	28040 Eucalyptus Ave, Moreno Valley	0.5 mile south
US Post Office	28981 Alessandro Blvd, Moreno Valley	0.5 mile south
<b>Places of Worship</b>		
St. Mina Church	22700 Saint Minas Ct, Colton,	1.0 mile west
Calvary Chapel of Moreno Valley	11960 Pettit St, Moreno Valley	0.3 mile east
The Church of Jesus Christ of Latter-day Saints	11557 Redlands Blvd, Moreno Valley	0.5 mile north
Crosswinds Church	29263 Ironwood Ave, Moreno Valley	0.6 mile east
Trinity Baptist Church	29175 Ironwood Ave, Moreno Valley	0.3 mile east
Christian Chapel Foursquare	13793 Redlands Blvd, Moreno Valley	0.3 mile south
* Distances from the Proposed Project alignment are approximate and rounded to the nearest tenth of a mile.		

### 3.5 ADDITIONAL PROPOSED COMPONENTS

The main line valves, staging locations, and access roads are all located along the alignment; therefore, the existing conditions discussions provided for the various segments would apply to the valve, staging locations, and access roads.

#### 3.5.1 Jurisdictional Setting

The Adelanto Compressor Station is located at the beginning of Segment 1 in the City of Adelanto. The Adelanto jurisdictional information is discussed above in Section 3.1.1.

The Moreno Pressure Limiting Station is located at the terminus of Segment 4 in the City of Moreno Valley. The Moreno Valley jurisdictional information is discussed above in Section 3.4.1.

The Whitewater Pressure Limiting Station, Shaver Summit Pressure Limiting Station, and the Desert Center Compressor Station are all in unincorporated Riverside County. The Riverside County jurisdictional information is discussed above in Section 3.4.1.

#### 3.5.2 Existing Land Uses

The Adelanto Compressor Station is in close proximity to open space, industrial/manufacturing, and public facility uses. These uses are discussed in Section 3.1.2.

The Moreno Pressure Limiting Station is an existing facility located in the City of Moreno Valley. The adjacent land use in the area is agricultural land. The closest use is the Moreno Compressor Station, which is located approximately 0.3 mile to the south. The facility is approximately one mile



from the northeastern edge of the Lake Perris State Recreation Area and the Upland Game Hunting Area.

The Whitewater Pressure Limiting Station is an existing facility located in unincorporated Riverside County near the Palm Springs city limits. It is located approximately 0.3 mile south of the I-10/SR-62 interchange. The facility is in the center of a wind energy farm with wind turbines being the only physical above-ground improvements. Exhibit 24 depicts the existing land uses surrounding the three stations located in the desert region of Riverside County.

The Shaver Summit Pressure Limiting Station is an existing facility located in unincorporated Riverside County near the City of Indio. It is located approximately 0.5 mile north of I-10. The surrounding land area is undeveloped. The Chiriaco Summit Airport, a private airstrip that has daytime landings, is located approximately 2.5 miles east of the limiting station.

The Desert Center Compressor Station is an existing facility located in unincorporated Riverside County near the community of Desert Center. It is located adjacent to and south of I-10, approximately one mile south of SR-177. Access is off Aztec Avenue. The surrounding land area is undeveloped.

### **3.5.3 Planned Land Uses**

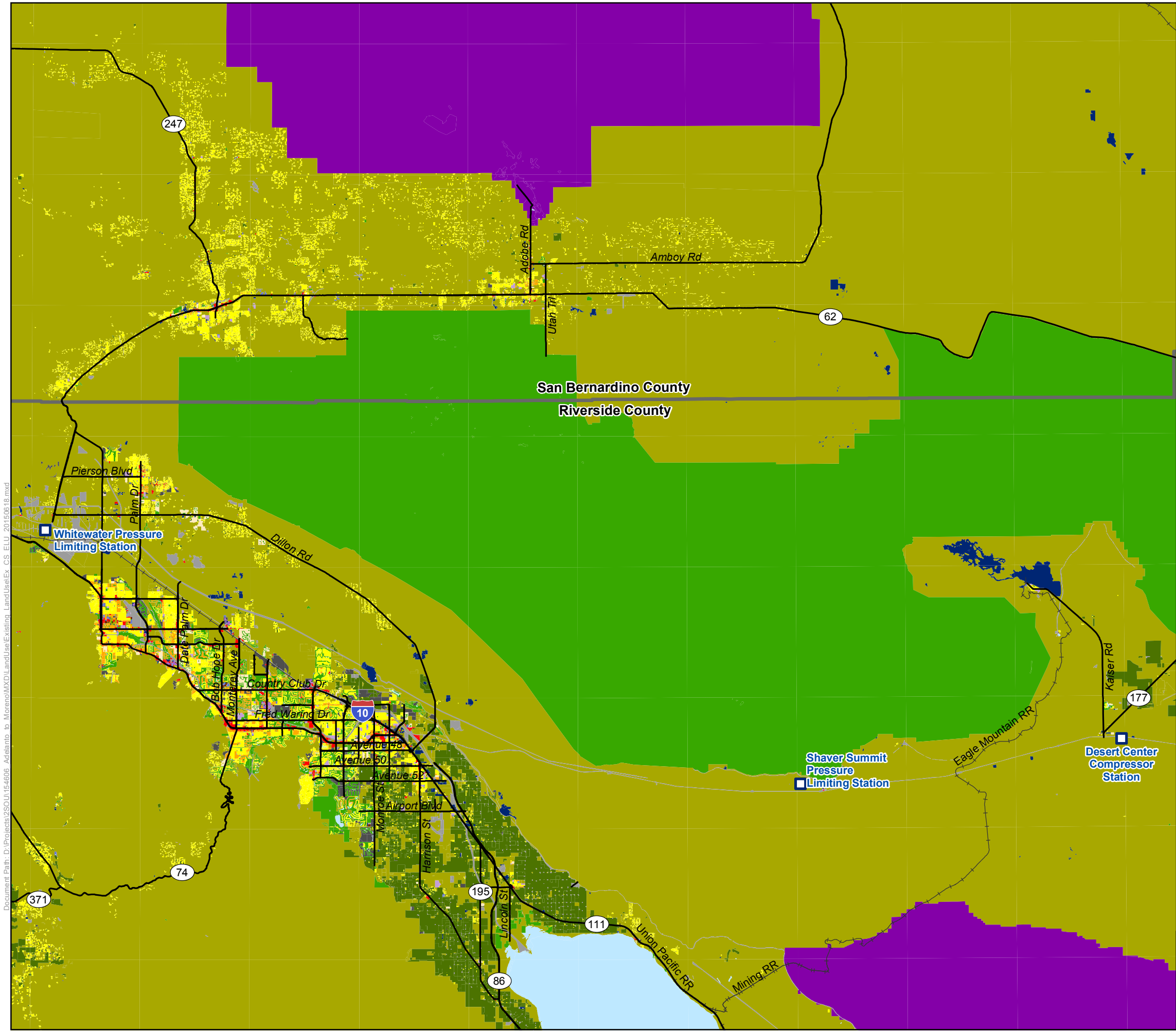
Based on the City of Adelanto General Plan Land Use and Zoning Map (see Exhibit 3), the area surrounding the proposed Adelanto Compressor Station is designated for Manufacturing/Industrial (MI) uses. As previously indicated, the area immediately adjacent to the site has not been developed, though there are manufacturing and industrial uses in near the site.

The City of Moreno Valley General Plan Land Use and Zoning Map (see Exhibit 22) designates the area surrounding the Moreno Pressure Limiting Station as residential (up to a maximum of 30 dwelling units per acre) to the north and open space to the west, south, and east of the site.

Exhibit 25 depicts the County of Riverside General Plan Land Use Map for the desert areas surrounding the station locations. The General Plan identifies a Rural Desert land use designation surrounding the Whitewater Pressure Limiting Station, and Open Space Rural surrounding the Shaver Summit Pressure Limiting Station and the Desert Center Compressor Station.

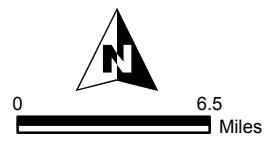
### **3.5.4 Community Facilities**

There are no community facilities within one mile of the stations of the Proposed Project.



- Compressor/Pressure Limiting Station
- Existing Land Use Type**
- Agriculture
- Commercial and Services
- Education
- Facilities
- General Office
- Industrial
- Military Installations
- Mixed Commercial and Industrial
- Mixed Residential
- Mixed Residential and Commercial
- Mobile Homes and Trailer Parks
- Multi-Family Residential
- Open Space and Recreation
- Single Family Residential
- Transportation, Communications, and Utilities
- Under Construction
- Unknown
- Vacant
- Water

Source: SCAG 2005

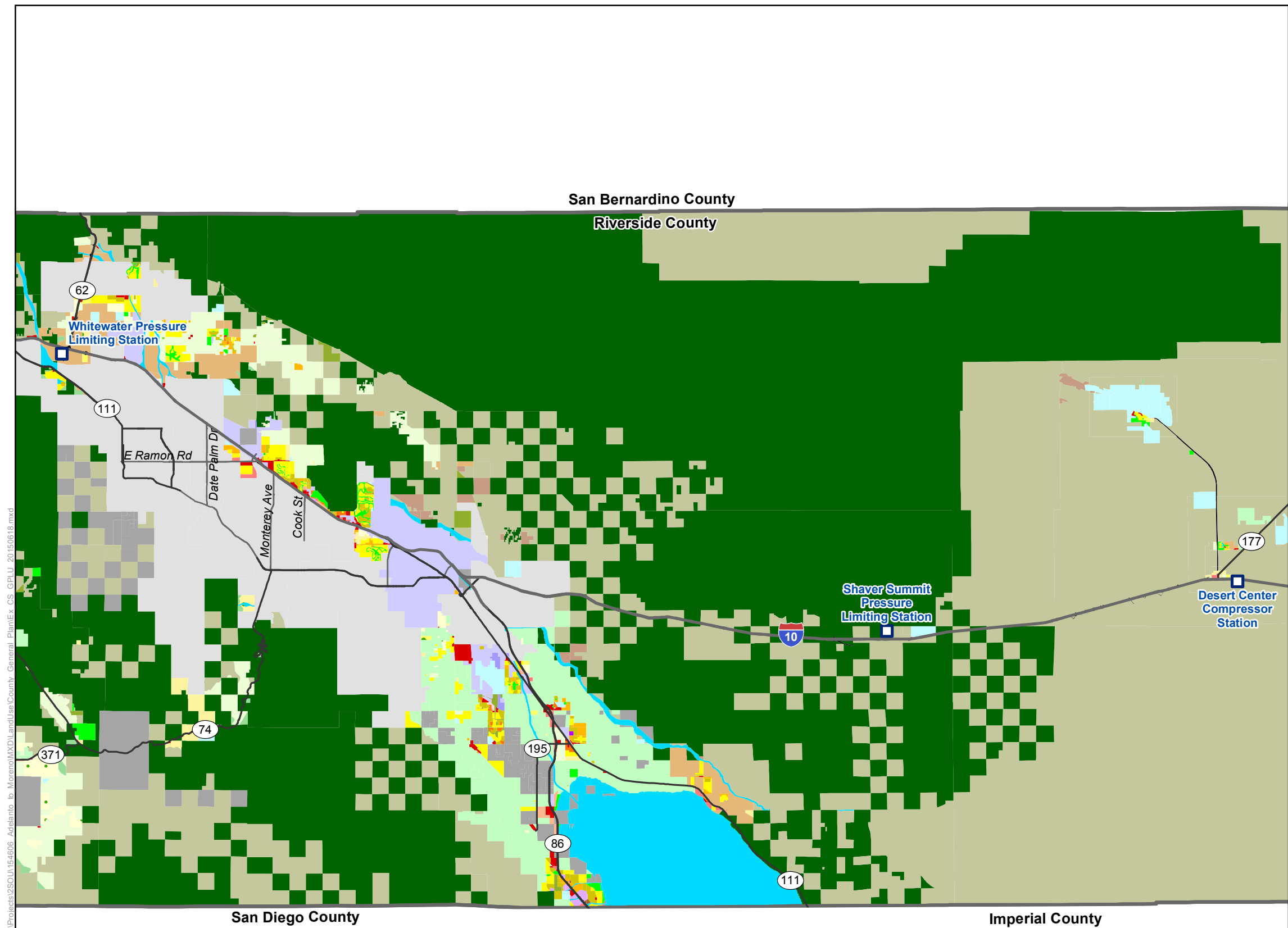


**Exhibit 24**  
**Existing Land Use**  
**In the Vicinity of the Stations**  
North-South Project

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- Compressor/Pressure Limiting Station
- General Plan Land Use Type**
- Estate Residential
- RC-EDR
- Very Low Density Residential
- RC-VLDR
- Low Density Residential
- RC-LDR
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Highest Density Residential
- Commercial Retail
- Commercial Tourist
- Commercial Office
- Community Center
- Light Industrial
- Heavy Industrial
- Business Park
- Public Facilities
- Mixed Use Policy Area
- Rural Residential
- Rural Mountainous
- Rural Desert
- Agriculture
- Conservation
- Conservation Habitat
- Open Space Recreation
- Open Space Rural
- Water
- Mineral Resources
- Indian Lands
- CITY
- Freeway

Source: Riverside County, 2015



**Exhibit 25**  
**County of Riverside General Plan**  
**Land Use Map - Station Locations**

North-South Project

## **4.0 APPLICABLE REGULATIONS, PLANS, AND POLICIES**

Both NEPA and CEQA require that land use impacts be evaluated as part of the environmental impact analysis process. The regulatory framework for potential land use and land use compatibility impacts of the Proposed Project are provided in this section.

### **4.1 FEDERAL**

#### **4.1.1 Parks, Forest and Public Property**

Title 36 of the *Code of Federal Regulations* (CFR, Title 36, Chapter 1) provides regulatory guidance on forestry organization and administration, forest resources, park fees, and special areas. Section 251.23, Experimental Areas and Research Natural Areas, specifically discusses the use and intent of the Research Natural Areas and prohibits the placement of any type of uses other than for the sole purpose of the biological protection or education. According to the CFR, "Research Natural Areas will be retained in a virgin or unmodified condition except where measures are required to maintain a plant community which the area is intended to represent. Within areas designated by this regulation, occupancy under a special-use permit shall not be allowed, nor the construction of permanent improvements permitted except improvements required in connection with their experimental use, unless authorized by the Chief of the Forest Service."

Title 36, Part 294, which pertains to Special Areas and Roadless Areas Conservation, was published in the *Federal Register* on January 12, 2001 and provides a final rule regarding the inventoried roadless areas program, which supersedes any other guidance document including the SBNF LMP adopted for the SBNF in 2006. This final rule prohibits road construction, reconstruction, and timber harvesting in inventoried roadless areas because they have the greatest likelihood of altering and fragmenting forest landscape, resulting in immediate, long-term loss of roadless area values and characteristics.

#### **4.1.2 San Bernardino National Forest Land Management Plan**

As discussed above, the SBNF LMP describes: the vision for the future of the national forest; Land Use Zones and suitable uses for areas within the SBNF; monitoring of implementation of the LMP; and design criteria for future projects and activities. The Land Use Zones include Developed Areas Interface, Back Country, Back Country Motorized Use Restricted, Back Country Non-Motorized, Critical Biological, and Wilderness. Major Utility Corridors are considered suitable uses in designated areas within the Developed Areas Interface Zone, Back Country Zone, and Back Country Motorized Use Restricted Zone. I-15 is a Designated Utility Corridor in the SBNF (USFS 2005b). Special Commodity and Commercial Uses, which involve low intensity land use, such as oil and gas pipelines, can be allowed in by exception in Back-Country Non-Motorized Zones. A total of 1,224 acres within the 500-foot buffer of the proposed alignment are within the SBNF.

#### **4.1.3 San Bernardino National Forest Ecological Restoration Implementation Plan**

In 2013, USFS issued the Implementation Plan which reflects current USFS's approach towards restoration efforts in all California forests. The current plan states that the USFS will concentrate SBNF restoration efforts in the Upper Santa Ana Watershed. The plan identifies numerous restoration projects that the USFS plans to focus on during the next two to four years (USFS 2013a).



#### **4.1.4 Energy Policy Act of 2005 Section 368**

As described above, Section 368 of the Energy Policy Act of 2005 directs the Secretaries of Agriculture, Commerce, Defense, Energy, and the Interior to designate corridors for oil, natural gas, hydrogen, and electricity facilities on federal land in the 11 contiguous western states,<sup>5</sup> and incorporate the designated corridors into applicable land use and Land Management Plans. On January 14, 2009, the Secretary of Agriculture approved energy corridors per Section 368 on National Forest System lands located in ten western states, including California. The Section 368 Federal Energy Corridor Map, as applicable to the Proposed Project, is shown in Exhibit 7.

#### **4.1.5 Farmland Protection Policy Act**

The purpose of the Farmland Protection Policy Act (FPPA) is to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses. It additionally directs federal programs to be compatible with State and local policies for the protection of farmlands. For the purpose of the FPPA, farmland includes Prime Farmland, Unique Farmland, and Farmland of Statewide or Local Importance, as defined in the *United States Code* (7 U.S.C. 4201). Federal agencies are required to develop and review their policies and procedures to implement the FPPA every two years. The FPPA does not authorize the federal government to regulate the use of private or nonfederal land or to affect in any way the property rights of owners of such land. Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency (USDA 2015).

### **4.2 STATE**

#### **4.2.1 Farmland Mapping and Monitoring Program**

The Farmland Mapping and Monitoring Program (FMMP) was created by the California Legislature in 1982 to continue the Important Farmland Inventory efforts started by the Natural Resources Conservation Service (NRCS) in 1975. It requires the California Department of Conservation to prepare, update, and maintain Important Farmland series maps and other soils and land capability information. Under the FMMP, the California Department of Conservation rates agricultural land according to soil quality and irrigation status. The maps are updated every two years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance. (DOC 2004).

#### **4.2.2 California Land Conservation Act (Williamson Act)**

The California Land Conservation Act of 1965, also known as the Williamson Act, was established with the basic intent of encouraging preservation of the state's agricultural lands in view of the increasing trends toward their "premature and unnecessary" urbanization. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal because assessments are based on farming and open space uses as opposed to full market value. Local governments have traditionally received annual subvention of forgone property tax revenues from the State via the Open Space Subvention Act of 1971, but payments have been reduced or eliminated since 2009 due to economic conditions. Williamson Act contracts must have an initial term of at least 10 years. Williamson Act contracts are available only when the land is located within an established agricultural preserve. Every year,

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<sup>5</sup> The 11 contiguous western states include Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming.

absent a notice of nonrenewal, the contract is automatically extended, or “renewed,” for an additional year (DOC 2013b).

#### **4.2.3 Farmland Security Zone Act**

The Farmland Security Zone Act is similar to the Williamson Act and was passed by the California State Legislature in 1999 to ensure that long-term farmland preservation is part of public policy (*California Government Code*, Sections 51296–51297.4). Farmland Security Zone Act contracts are sometimes referred to as “Super Williamson Act Contracts.” Under the provisions of this act, a landowner already under a Williamson Act contract can apply for Farmland Security Zone status by entering into a contract with the County. Farmland Security Zone contracts must be for an initial term of at least 20 years. As with Williamson Act contracts, each year an additional year is automatically added to the contract term unless a notice of nonrenewal is given. In return for a further 35 percent reduction in the property tax value of land and growing improvements (in addition to Williamson Act tax benefits), the owner of the property promises not to develop the property into nonagricultural uses during the term of the contract. Farmland Security Zone contracts may also be canceled, but only upon a finding that cancellation would both serve the purposes of the Williamson Act and be in the public interest (DOC 2013a).

### **4.3 LOCAL GENERAL PLANS**

The California Public Utilities Commission (CPUC) has primary jurisdiction over the Proposed Project because it authorizes the construction, operation, and maintenance of public utility facilities. Consequently, local general plans and zoning controls may not apply to the Proposed Project. However, this analysis evaluates the Proposed Project’s consistency with the general plan goals and policies and other applicable requirements of the cities and counties with jurisdiction over lands traversed by the Proposed Project alignment.

The *California Government Code* (Section 65300) requires that each city and county in California “adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency’s judgment bears relation to its planning”. The general plan consists of principals, policies, and standards to guide the future development of the jurisdiction. The *California Government Code* identifies seven required elements: Land Use, Circulation, Housing, Conservation, Open Space, Safety, and Noise; however, the local agencies have discretion to adopt optional elements to address issues or concerns specific to their jurisdiction.

This section provides an overview of the general plans for each jurisdiction that the pipeline crosses. The County General Plans are presented first, followed by the cities’ General Plan listed in the order they are traversed by the Proposed Project. To avoid repetition of the applicable policies, the policies and the consistency assessment is provided in Section 6.1.3 of this report.

#### **4.3.1 County of San Bernardino General Plan (2007)**

Segments 1, 2, and 3 are located in San Bernardino County. According to the 2010 United States Census, San Bernardino County’s population is 2,035,210 people, which is a 19 percent increase from the 2000 population (U.S. Census 2010). The Southern California Association of Governments projects that, by the year 2020, the County’s population will exceed 2,367,202 people, which would be a 16 percent increase from the 2010 population (County of San Bernardino 2014). The preparation and implementation of San Bernardino County’s General Plan not only satisfies the obligations set forth in the California Government Code (Section 65302), it also provides an effective tool for managing a growing population and a vast land area.



Of the approximately 13 million acres comprising San Bernardino County, jurisdictional authority is shared by USDA (SBNF), BLM, the United States Department of Defense, 24 incorporated cities, and the San Bernardino County Board of Supervisors. The jurisdictional ownership structure is complicated by the fact that land under the jurisdiction of the County Board of Supervisors can be interspersed within a larger tract of land that is not under its jurisdiction. Therefore, many of the issues identified in the General Plan span all of the various jurisdictions. Though the San Bernardino County Board of Supervisors has jurisdictional authority over just 15 percent of the County's total land area and 14 percent of the County's total population, the General Plan is intended to provide an opportunity for the Board of Supervisors to influence public policies on land that is not under its jurisdiction. The documents included in the General Plan are the Background Report; Community Plans; Environmental Impact Report; Development Code; and Land Use Zoning District, Hazard Overlay, Geologic Hazard Overlay, Circulation, and Resource Overlay Maps.

The General Plan includes policies that are designed to accommodate a variety of housing preferences in the county, ranging from traditional urban neighborhoods with an array of services and amenities to rural, low-density settings. The General Plan sets forth the County's strategy to expand its role in the Southern California economy by capitalizing on the County's inherent economic strengths and by fostering a local regulatory environment that will encourage innovation and free enterprise. Additionally, the General Plan guides the use of open space to ensure that San Bernardino County residents have access to a wide variety of recreational activities.

The San Bernardino County General Plan will guide future development with the goal of enhancing residential neighborhoods and commercial areas, facilitating economic development, and ensuring adequate infrastructure services and community facilities to support the projected growth within the County. Table 8, provided in Section 6.1.1, provides a summary of acreage affected by the Proposed Project by land use category.

#### **4.3.2 County of Riverside General Plan (2008)**

Segment 4 is within the County of Riverside. The County's General Plan consists of two levels of policies: those that apply countywide and those that are unique to a specific area. Thus, there are 19 area plans that provide specialized land use and policy guidance regarding local issues. In accordance with Section 65302 of the *California Government Code*, the General Plan includes the seven required elements. Additionally, an Air Quality Element, a Healthy Communities Element, and an Administration Element are included in the General Plan.

The goals and policies included in the General Plan support the County's Vision. The most succinct version of the County's Vision reads: "Riverside County is a family of special communities in a remarkable environmental setting" (County of Riverside 2008). With regard to the Vision, the County emphasizes integration. Thus, each General Plan Element and Area Plan describes how the Vision is to be integrated. This process allows the County to maintain consistency throughout a large area. Table 13, provided in Section 6.1.1, provides a summary of acreage affected by the Proposed Project by land use category.

#### **4.3.3 City of Adelanto General Plan (1994)**

The Proposed Project begins in the City of Adelanto (a portion of Segment 1). The goals and policies discussed in the City of Adelanto's General Plan apply to the City's 126-square mile Planning Area. The Planning Area is defined as the 50 square miles within City limits, the City's sphere of influence, the land comprising the former George Air Force Base, and land north to Shadow Mountain Road. The General Plan includes the seven elements required by Section 65302 of the *California Government Code* plus a Parks and Recreation Element, a Public Facilities Element, and a Community Design Element. The City has developed a series of

goals to establish itself as a leader of the High Desert with regard to public policy and development planning. A series of objectives has also been developed to guide the implementation of the goals. Table 6, provided in Section 6.1.1, provides a summary of acreage affected by the Proposed Project by land use category.

#### **4.3.4 City of Victorville General Plan (2008)**

The goals and policies discussed in the City of Victorville's General Plan pertain to the 74 square miles within the City limits and the City's sphere of influence. The sphere of influence is 24 square miles and includes land that is outside the City limits as well as islands that are within the City limits but under the jurisdiction of San Bernardino County. Segment 1 crosses both the City of Victorville's jurisdiction and sphere of influence. The General Plan includes the seven elements required by Section 65302 of the *California Government Code*; however, the Conservation Element and the Open Space Element have been combined into a single Resource Element. Due to the size of the territory and the diversity of the natural environment within it, the territory has been divided into ten Planning Areas. The ten areas were determined using topographic features, man-made features, and land use characteristics. The City has 14 Specific Plans that govern land use development in specified areas.

The General Plan does not offer an overarching Vision for the City; rather, it offers a vision for each specific element. With regard to land use, a balance of jobs and housing, high quality development and a balanced distribution of public and private land uses are amongst the characteristics envisioned. Table 7, provided in Section 6.1.1, provides a summary of acreage affected by the Proposed Project by land use category.

#### **4.3.5 City of San Bernardino General Plan (2005)**

Segment 3 traverses the City of San Bernardino. The goals and policies discussed in the City of San Bernardino's General Plan apply to the City's Planning Area, which is defined as the 60 square miles of incorporated land within the City limits and the City's sphere of influence. The sphere of influence totals 11 square miles and is comprised of land outside of the City limits and of unincorporated islands within the City limits. The General Plan includes policies to ensure that the islands are compatible with the City's standards. In addition to the seven elements required by Section 65302 of the *California Government Code*, the General Plan also includes an Economic Development Element; a Community Design Element; a Public Facilities and Services Element; a Parks, Recreation, and Trails Element; a Utilities Element; a Historical and Archeological Resources Element; and an Energy and Water Conservation Element. The General Plan contains one Area Plan, the *Verdemont Heights Area Plan*, which refines the policies of the General Plan to a smaller geographic area. Additionally, the General Plan contains eight Specific Plans that provide both land use policy guidelines and zoning regulations to a refined geographic location. The Proposed Project traverses three of the Specific Plan areas: *Alliance Specific Plan*, *University District Specific Plan*, and the *CalMat/Cajon Specific Plan*.

The General Plan organizes the City's land use system into a three-tiered hierarchy. The first tier is the Foundation Component Plan, which provides a general understanding of the basic land use structure. The second tier is the General Plan Land Use Map, which provides a description of the allowable uses and the development standards for each land use category. The third tier is the Strategic Area Map, which is tailored land use policy guidance for districts in the City that have unique issues.



The guidance provided by the General Plan supports the City's Vision of "San Bernardino . . . Celebrating the Past, Valuing the Present, Creating Opportunities for the Future" (City of San Bernardino 2005a). In a more tangible form, the Vision will:

- Experience a new era of collaboration with an attitude of entrepreneurship and action;
- Tap into the Inland Empire's dynamic economy;
- Deal with new fiscal realities;
- Develop a distinct personality both at a community wide and a neighborhood level;
- Realize quality housing in safe and attractive neighborhoods;
- Enhance cultural, recreational, and entertainment opportunities;
- Provide quality education at all levels; and
- Maintain a collective sense of community pride.

Table 9, provided in Section 6.1.1, provides a summary of acreage affected by the Proposed Project by land use category.

#### **4.3.6 City of Highland General Plan (2006)**

The goals and policies discussed in the City of Highland's General Plan apply to the City's 20-square-mile Planning Area, which is defined as the 18 square miles within City limits and the remainder being in the City's sphere of influence. In addition to the seven elements required by Section 65302 of the *California Government Code*, the City's General Plan also includes a Public Facilities and Services Element, an Economic Development Element, a Community Design Element, and an Airport Element. The predominant land uses within the City are Residential (over 60 percent) and Open Space (over 20 percent).

The General Plan guides the implementation of the City's Vision. Centered on the concept of "home", the City is envisioned as a place in which "small town values and heritage combine with contemporary standards and practices to sustain an economically vibrant and environmentally sound future" (Highland 2006). Five themes permeate the General Plan in support of the Vision: invigorating key activity centers, preserving our natural setting, stimulating jobs and economic health, revitalizing neighborhoods, and strengthening historic links. Table 10, provided in Section 6.1.1, provides a summary of acreage affected by the Proposed Project by land use category.

#### **4.3.7 City of Loma Linda General Plan (2009)**

The goals and policies discussed in the City of Loma Linda's General Plan apply to the City's Planning Area, which is defined as the 7.4 square miles within City limits and the land within the City's sphere of influence. The City's sphere of influence encompasses approximately 3 square miles of land located southeast of the City. Seven areas within the City are designated as "Special Planning Areas", and they "provide a different variety of uses at varied densities according to each area's location, access, size, and adjacent land use designations" (Loma Linda 2009). Residential, Institutional, and Open Space land uses account for approximately 96 percent of the Planning Area.

In accordance with Section 65302 of the *California Government Code*, the General Plan includes seven mandatory elements. In addition, a Public Services and Facilities Element, an Economic Development Element, a Community Design Element, and a Growth Management Element are included in the General Plan. Also incorporated in the General Plan is a set of four implementation programs that "describe the specific action that the City will take and will require of new

developments to implement the City's vision of its future as expressed in General Plan goals, objectives, approaches, and policies" (Loma Linda 2009). The four implementation programs are the Housing Improvement Program, the Follow-up Studies and Actions Program, the Intergovernmental Coordination and Community Involvement Program, and the Strategic Planning Program.

The General Plan includes a "Vision of Loma Linda's Future" that articulates the desired characteristics of the City in the year 2025. Developed by the Strategic Visioning Team, whose members included elected officials and members of the general public, the Vision imagines a Loma Linda that is "a small, friendly, beautiful community with natural assets, a unique economy, and healthy lifestyle" (Loma Linda 2009). The goals and policies included in the General Plan are intended to serve as a framework that will bring the Vision to fruition Table 11, provided in Section 6.1.1, provides a summary of acreage affected by the Proposed Project by land use category.

#### **4.3.8 City of Colton General Plan**

The goals and policies discussed in the City of Colton's General Plan apply to the City's Planning Area, which is defined as the 18 square miles within City limits and the land within the City's sphere of influence. The City's sphere of influence encompasses unincorporated properties in portions of Reche Canyon; an aggregate mine and associated industries south of I-10; and a residential neighborhood just north of I-10 between Hermosa Boulevard and Valencia Drive. Additionally, the City has developed specific policies and action programs for designated Historic Areas, Major Commercial Corridors, and Emerging Urban and Mixed-Use Districts. In addition to the seven elements required by Section 65302 of the *California Government Code*, the General Plan also includes a Model Air Quality Element and a Cultural Resources Element. The various elements of the General Plan have been revised over a number of years; for example, the Land Use Element and the Mobility Element were both revised in 2013, while the Open Space and Conservation Element and the Safety Element were both revised in 1987.

The city's industrial land uses developed along the BNSF Railroad that runs north/south through the center of the city, and along the Union Pacific railroad that runs parallel to I-10. Nonindustrial development grew outward from these industrial areas as the City's population increased. Residential uses are now located throughout the Planning Area at varying development densities; the highest residential densities are located in developments in the Cooley Ranch area and northwest of downtown, while the lowest residential densities are found in the hillside developments of Reche Canyon. Although 36 percent of the Planning Area's land is vacant, development in such locations is constrained by physical conditions that include Delhi Sands flower-loving fly habitat, railroad infrastructure, the Santa Ana River floodplain, and the San Jacinto Fault Zone.

The goals and policies discussed in the General Plan are designed to support the Vision of the City. The City's Vision is as follows (Colton 2013):

In Colton, the development, use, and maintenance of public and private lands will always:

- Respect our heritage and historic resources;
- Protect our traditional suburban development pattern and residential neighborhoods while accommodating new, more urban approaches to development;
- Provide opportunities for diverse businesses that generate revenue and employment; and
- Promote high-quality design.



Table 12, provided in Section 6.1.1, provides a summary of acreage affected by the Proposed Project by land use category.

#### **4.3.9 City of Moreno Valley General Plan (2006)**

The goals and policies discussed in the City of Moreno Valley's General Plan apply to the City's Planning Area, which is defined as the 50 square miles within City limits and the land within the City's sphere of influence. The City's sphere of influence encompasses 18 square miles to the northwest and east of the City. The General Plan includes the seven elements required by Section 65302 of the *California Government Code* plus an Economic Development Element. With the authority of the General Plan, the Enterprise Services Administration, a division of the City's Public Works Department, has the authority to establish "special districts" in the city. The three types of "special districts" are assessment districts, community facilities districts, and community services districts. In addition to the General Plan, the City adheres to multiple regional plans when developing its land use policy. These plans include the Southern California Association of Governments Regional Comprehensive Plan, the South Coast Air Quality Management Plan, the Regional Transportation Plan, and the Western Riverside County Association of Governments Sub-Regional Comprehensive Plan.

The General Plan supports the Moreno Valley City Council's vision for creating a positive future for the city. The ultimate goals of the City Council are to achieve a community which does the following (Moreno Valley 2006):

- Exhibits an orderly and balanced land use pattern that accommodates a range of residential, cultural, recreational, business and employment opportunities;
- Is clean, attractive and free of blight and deteriorated conditions;
- Provides public services and public facilities that are needed and desired by the community, including, but not limited to, a library(s) and library services;
- Enjoys a healthy economic climate that benefits both residents and businesses;
- Provides recreational amenities, recreation services and open space, including, but not limited to, parks, multi-use trails, community centers and open space;
- Enjoys a circulation system that fosters traffic safety and the efficient movement of motor vehicles, bicycles and pedestrians;
- Emphasizes public health and safety, including, but not limited to, police, fire, emergency and animal services and protection from floods and other hazards; and
- Recognizes the need to conserve natural resources while accommodating growth and development.

Table 14, provided in Section 6.1.1, provides a summary of acreage affected by the Proposed Project by land use category.

## 4.4 APPLICABLE SPECIFIC PLANS AND AREA PLANS

This section provides an overview of the specific plans and area plans that are applicable to the Proposed Project study area. The goals and policies are addressed in Section 6.1.3; however, it should be noted that several of the specific plans (City of Victorville Parkview Specific Plan, the County of San Bernardino Glen Helen Specific Plan, and City of San Bernardino Alliance Specific Plan) do not have any applicable goals and policies

### 4.4.1 City of Victorville Parkview Specific Plan (2006)

Approved in 2006, the Parkview Specific Plan is a 177-acre master planned community comprised of residential, recreational, educational, and commercial land uses. Regionally, the Parkview Specific Plan is located on the western boundary of the City of Victorville and is situated west of SR-395 and south of SR-18 (known locally as Palmdale Road). The Specific Plan is located in the City of Victorville's Baldy Mesa Planning Area and lies east of Baldy Mesa Road, west of Joshua Road, south of Luna Road, and north of La Mesa Road.

The *Parkview Specific Plan* proposes up to 715 homes, a 10-acre community park, an 11-acre neighborhood commercial center, and a 12-acre site for a future elementary school. These uses are connected via a network of landscaped pedestrian environments that travel both along the community roads and internal paseos. A range of housing opportunities is planned from detached cluster homes to homes on lots over 7,000 square feet. Residential densities will average approximately 4.31 dwelling units per acre over the 144-acre residential area. This range will provide a complementary variety of home sizes, floor plans, and architectural styles to serve the needs of different market segments of the Victor Valley (Victorville 2006).

### 4.4.2 County of San Bernardino Glen Helen Specific Plan (2005)

The County of San Bernardino's *Glen Helen Specific Plan* applies to approximately 3,400 acres of unincorporated territory located south of the I-15 and I-215 intersection in the Devore area. A portion of the northwestern boundary of the Specific Plan area extends into the San Bernardino National Forest. The site is considered a strategic location as it is located at the entrance to the Los Angeles Basin. The Specific Plan area includes both public and private lands, including approximately 1,900 acres occupied by Glen Helen Regional Park and the San Bernardino County Sheriff Training Facility and Rehabilitation Center. The Specific Plan area has been divided into six smaller sub-areas that are distinguished by existing uses, terrain, and access considerations. The six sub-areas are: Devore, Cajon and Kendall Corridors, North Glen Helen, Central Glen Helen, South Glen Helen, and Sycamore Flat.

The primary purpose of the Specific Plan is to guide the implementation of the vision for the area. The vision for Glen Helen includes the following qualities:

- Prominent gateway and staging area for both local residents and travelers;
- Regional entertainment and recreation destination;
- Comprehensive open space system that includes habitat preservation and aggressive reforestation;
- Efficient land use pattern that supports both the economic and aesthetic value of the area;
- Quality public facilities implemented in close collaboration with the City of San Bernardino;



- Coordinated resource management to guide gravel and sand excavation in the Cajon Wash and Lytle Creek watercourses;
- World-class law enforcement center that will attract law enforcement agencies from across the state and country to schedule their training programs at Glen Helen;
- Internationally acclaimed Glen Helen Raceway Park will continue to be an internationally recognized off-highway attraction;
- Respected sense of history that connects with the area's old Route 66 and rural roots;
- Aggressive economic development focused on specialized businesses and commercial recreation and entertainment venues; and
- Exceptional cooperation between the County and City of San Bernardino (County of San Bernardino 2005).

#### **4.4.3 City of San Bernardino Alliance Specific Plan (2007)**

The *San Bernardino Alliance California (SBAC) Specific Plan* covers approximately 692.6 acres in the southern portion of the City. The SBAC Specific Plan applies to three non-contiguous sites located within the boundaries of the former Norton Air Force Base and adjacent areas to the south. Ultimately, all of the land within the SBAC Specific Plan area will be acquired by the Inland Valley Development Agency (IVDA), excluding the previously established Public Benefit lands, with the intent to either retain ownership or sell portions of the SBAC Specific Plan area to individual owners.

The motivation for developing the SBAC Specific Plan is to guide the transition of the non-airport portion of the former Norton Air Force Base site from a single-purpose military use to a multi-use commercial and industrial center. To accomplish this goal, the SBAC Specific Plan must address three criteria. It must:

- Meet economic development and redevelopment needs;
- Comply with the *City of San Bernardino General Plan*; and
- Be consistent with State law.

The SBAC Specific Plan requires that public utilities be upgraded and transferred to the IVDA (or the appropriate public utility) for operation and maintenance. Pertaining to natural gas, the IVDA installed a high pressure gas distribution line that ties directly into SoCalGas' regional distribution line. The line will service all new users and construction as needed (City of San Bernardino 2007).

#### **4.4.4 City of San Bernardino University District Specific Plan (2005)**

The San Bernardino *University District Specific Plan* encompasses the California State University, San Bernardino (CSUSB) campus, and the surrounding community. In total, the *University District Specific Plan* covers 6,375 acres. Since its founding in 1965, the growth and development of the CSUSB campus occurred independently from that of the City. The purpose of the *University District Specific Plan* is to create a foundation for integrating CSUSB into the surrounding community. The *University District Specific Plan* envisions a "district with a cohesive image, distinctive entryways, and an integrated physical and social fabric" (City of San Bernardino 2005b).

#### **4.4.5 City of San Bernardino Calmat Cajon Creek Specific Plan (1993)**

The *Calmat Cajon Creek Specific Plan* encompasses approximately 1,392 acres located within the Cajon Creek Wash. The Cajon Creek Wash traverses the northwest boundary of the City. The land within the Calmat Cajon Creek Specific Plan area will be utilized for industrial development, sand and gravel extraction, and open space. The *Calmat Cajon Creek Specific Plan* includes a list of goals and corresponding plan conformance descriptions (City of San Bernardino 1993).

#### **4.4.6 City of Colton Reche Canyon Specific Plan (1991)**

Adopted in 1991, the 2,920-acre *Reche Canyon Specific Plan* includes residential, commercial, public park, cemetery, and agricultural land uses. The Specific Plan area is made of up 1,562 acres in the City of Colton, 970 acres in the City of Loma Linda, and 378 acres in unincorporated San Bernardino County. The *Reche Canyon Specific Plan* is located in an area of Reche Canyon between the mouth of the canyon and the Riverside County line, within San Bernardino County. It is located in the southern foothills of Colton and Loma Linda and lies within the Reche Canyon Watershed north of the Riverside County boundary. Regional access is via I-10 and I-215 while local access is provided by Reche Canyon Road (which bisects the site) and Barton Road (which is the northern boundary of the Specific Plan area).

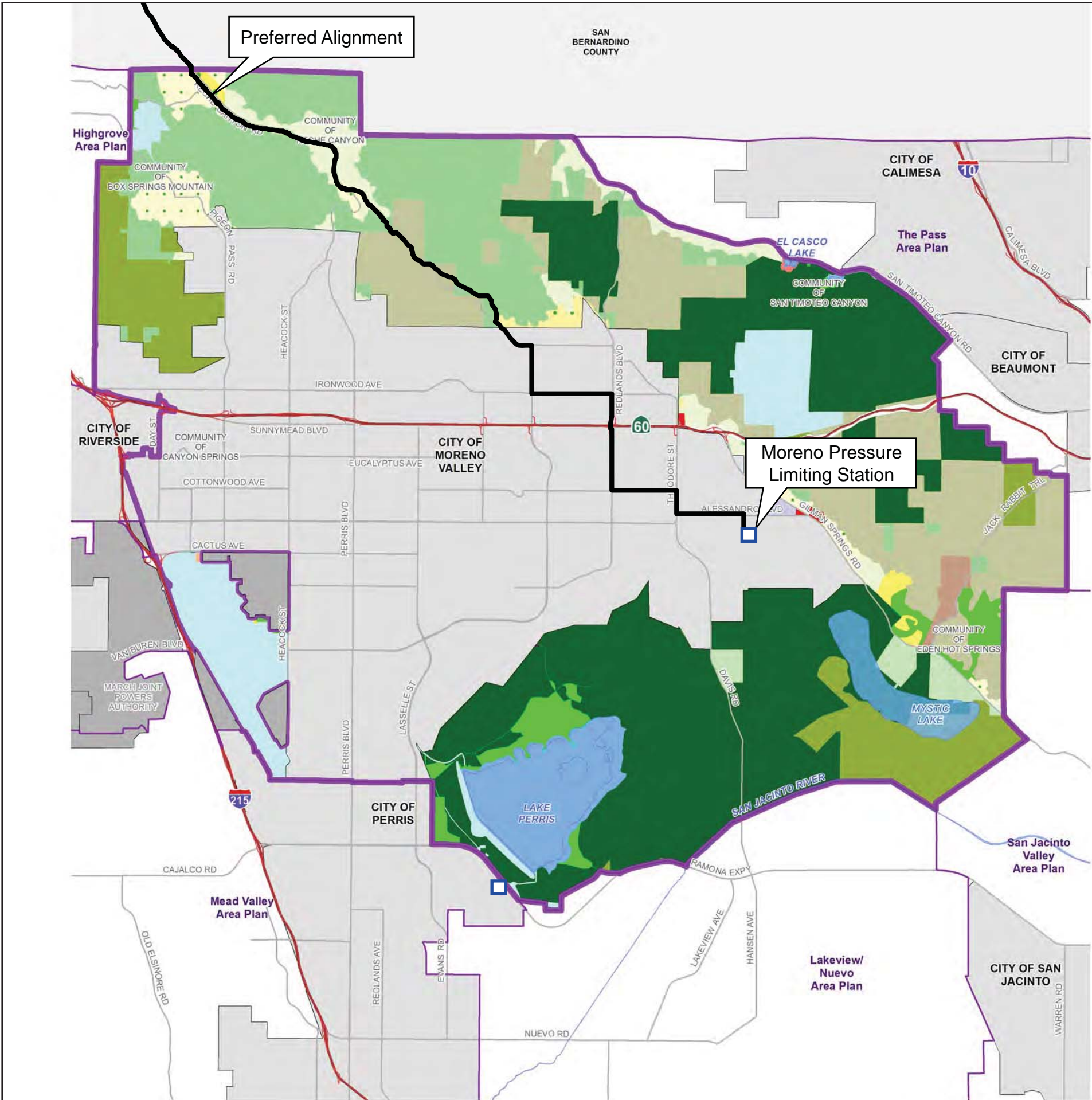
The overall land use character of Reche Canyon is that of a predominantly low density, semi-rural residential community that is becoming more suburban due to overall population growth in the region. Reche Canyon is divided into 12 planning areas based on topography, property lines, and city boundaries. The residential component of the Specific Plan proposes differing densities of residential uses, including rural-custom homes/large lot, low density, mobile home park, and multi-family developments (Colton 1991).

#### **4.4.7 County of Riverside Reche Canyon/Badlands Area Plan (2015)**

The *Reche Canyon/Badlands Area Plan* includes the City of Moreno Valley and surrounding unincorporated Riverside County areas to the north, south, and east. Exhibit 26 depicts the boundaries of the Reche Canyon/Badlands Area Plan. The Area Plan contains policies that guide the physical development and land uses in the unincorporated portion of Riverside County. This area plan is not a stand-alone document, but rather an extension of the *County of Riverside General Plan* and Vision Statement. The County of Riverside Vision Statement details the physical, environmental, and economic characteristics that the County aspires to achieve by the year 2020. Using the Vision Statement as the primary foundation, the County of Riverside General Plan establishes policies for development and conservation within the entire unincorporated County territory, while this area plan provides direction for development and conservation specifically for the Reche Canyon/Badlands area.

The Reche Canyon/Badlands Land Use Plan focuses on preserving the unique features addressed by the *Reche Canyon/Badlands Area Plan* and, at the same time, accommodating future growth. The *Reche Canyon/Badlands Area Plan* has one designated Policy Area, which contains special or unique characteristics that merit detailed attention and focused policies. This Policy Area is the March Joint Air Reserve Base Influence Area located immediately southwest of the Reche Canyon/Badlands area. This Policy Area is west of the Proposed Project alignment (County of Riverside 2015).





Data Source: Riverside County Planning

COMMUNITY DEVELOPMENT

- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Commercial Retail
- Commercial Tourist
- Commercial Office

Light Industrial

- Business Park
- Public Facilities
- Community Center
- Mixed Use Planning Area

RURAL COMMUNITY

- Rural Community - Estate Density Residential
- Rural Community - Very Low Density Residential
- Rural Community - Low Density Residential

RURAL

- Rural Residential

Rural Mountainous

AGRICULTURE

- Agriculture

OPEN SPACE

- Conservation
- Conservation Habitat
- Open Space Recreation
- Open Space Rural
- Mineral Resources
- Water

Highways

- Area Plan Boundary
- March Joint Powers Authority
- City Boundary
- Waterbodies



December 16, 2013

0 1.25 2.5 Miles

Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



RECHE CANYON/  
BADLANDS AREA PLAN  
LAND USE PLAN



North-South Project

Exhibit 26  
Reche Canyon/Badlands  
Land Use Plan Map

(Rev: 06/18/2015 LEW) R:\Projects\SOU\_SoCalGas\3SOU000401\Graphics\LandUse\Ex26\_RecheCanyonGPLU\_20150618.pdf

## 4.5 HABITAT CONSERVATION PLANS

The Proposed Project passes through lands that are covered by regional habitat conservation plans (HCPs): the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Coachella Valley MSHCP, and the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP). Demonstration of consistency with these HCPs is one of several options for which incidental take of special status species may be obtained by a project proponent.

### 4.5.1 Western Riverside County Multiple Species Habitat Conservation Plan (2003)

The Western Riverside County MSHCP is a multi-jurisdictional HCP that is designed to give Riverside County and its cities the ability to address the requirements of the Federal and California Endangered Species Acts and to maintain the biological and ecological diversity of the region, while maintaining a strong economic climate (WRCRCA 2003). The area addressed by the Western Riverside County MSHCP, with the location of the Proposed Project, is shown in Exhibit 27.

Future facilities (e.g., water, sewer, electrical, natural gas and solid waste facilities necessary to support planned development) have been preliminarily identified by the agencies responsible for their construction, operation, and maintenance, while others have not been or cannot be identified and/or located at present. Public agencies and regional service providers that were not part of the original agreement to construct projects in the area covered by the MSHCP may become Participating Special Entities on a project-by-project basis. Future facilities that are carried out by Participating Special Entities will be considered Covered Activities, and the Permits issued for the Western Riverside County MSHCP would provide Take Authorization for Covered Activities.

### 4.5.2 Stephens' Kangaroo Rat Habitat Conservation Plan (2015)

The Riverside County Habitat Conservation Agency (RCHCA) prepared an HCP that describes the conservation, mitigation, and monitoring measures to minimize impacts of incidental take on the Stephens' kangaroo rat (RCHCA 2015), which is on the federal endangered species list. The area addressed by the SKR HCP, with the location of the Proposed Project, is shown in Exhibit 28.

The SKR HCP is intended to allow RCHCA member agencies, Metropolitan Water District (MWD) and other water agencies, flood-control districts, utility companies, and other public entities to conduct those activities necessary to operate and maintain public facilities located throughout the plan area. Note that the SKR HCP only provides coverage to participating public agencies and local jurisdictions. As part of a permitting process, local jurisdictions can extend the take to approved projects.

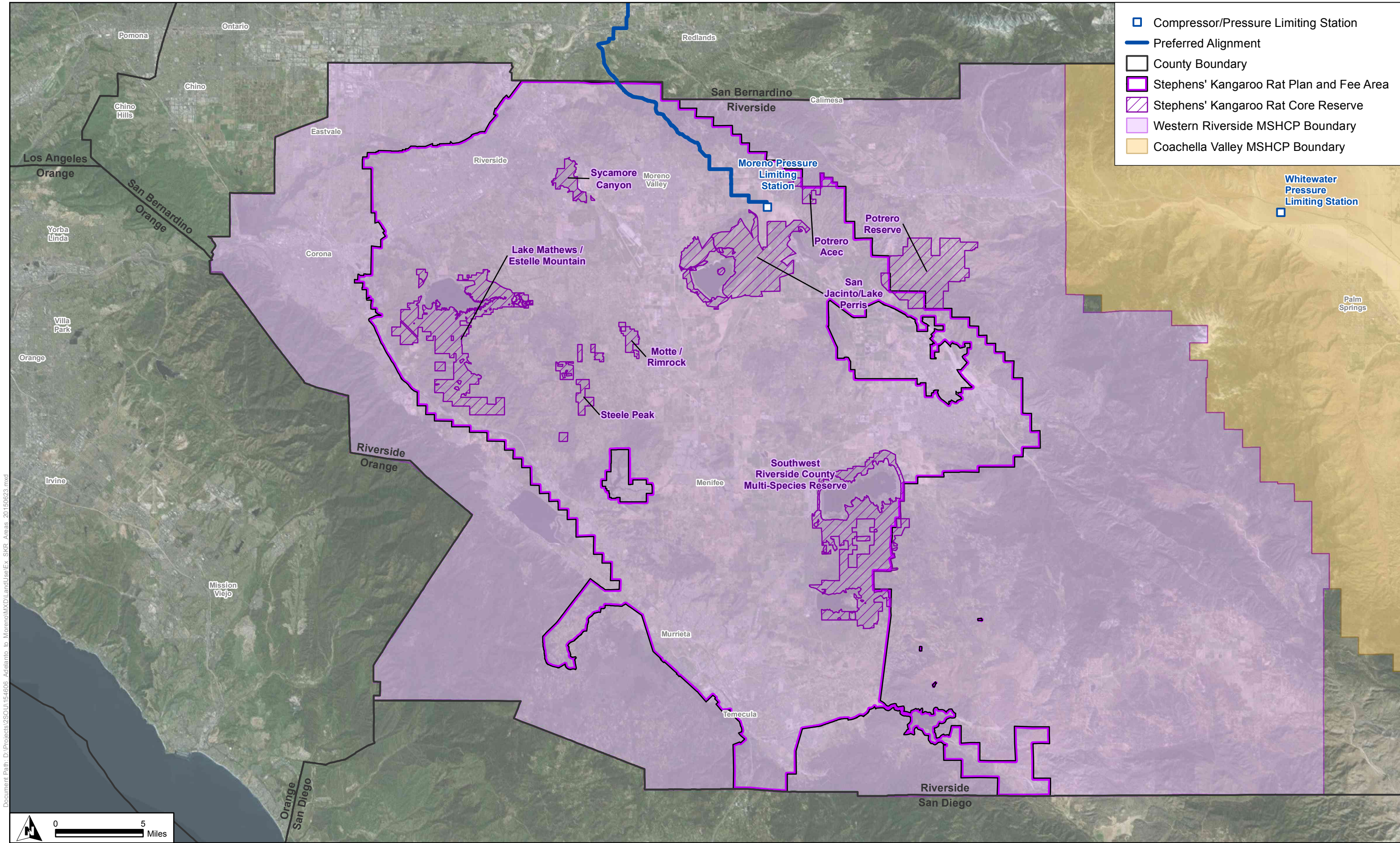
### 4.5.3 Coachella Valley Multiple Species Habitat Conservation Plan (2007)

The Coachella Valley MSHCP is a comprehensive, multi-jurisdictional HCP focusing on conservation of species and their associated habitats in eastern Riverside County. The Plan aims to conserve over 240,000 acres of open space and protect 27 plant and animal species. The Coachella Valley MSHCP received its California state permit in September 2008 and its federal permit in October 2008. Under the Coachella Valley MSHCP, the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have granted take authorization for public and private development that may incidentally take or harm individual species or their habitat outside of the Coachella Valley MSHCP conservation area, in exchange for the assembly and management of a coordinated CVMSHCP conservation area. Approximately one-third of the land proposed for conservation (80,000 acres) has already been acquired. Overall management of the Plan is provided by the Coachella Valley Conservation Commission, a joint powers authority of elected representatives. The limits of the Coachella Valley MSHCP are shown in Exhibit 29.









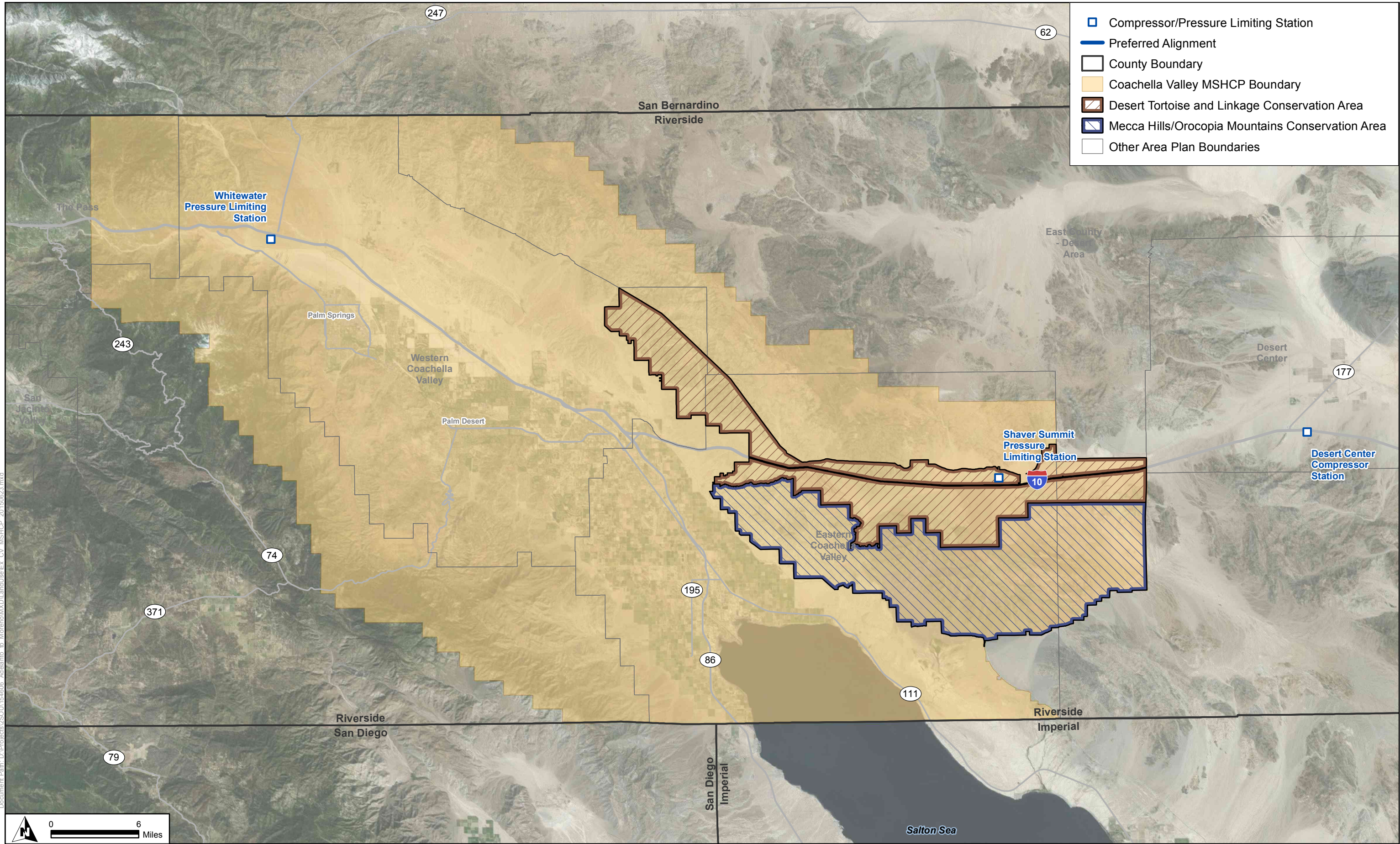
- Compressor/Pressure Limiting Station
- Preferred Alignment
- County Boundary
- Stephens' Kangaroo Rat Plan and Fee Area
- Stephens' Kangaroo Rat Core Reserve
- Western Riverside MSHCP Boundary
- Coachella Valley MSHCP Boundary



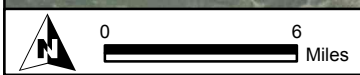
North-South Project

## Exhibit 28 Stephens' Kangaroo Rat Reserve and Plan Areas





- Compressor/Pressure Limiting Station
- Preferred Alignment
- County Boundary
- Coachella Valley MSHCP Boundary
- Desert Tortoise and Linkage Conservation Area
- Mecca Hills/Orocopia Mountains Conservation Area
- Other Area Plan Boundaries



North-South Project

**Exhibit 29**  
**Coachella Valley MSHCP and Area Plan Boundaries**



The Coachella Valley MSHCP seeks to manage land use consistent with conservation goals and objectives, while maintaining a strong and sustainable environment for economic development in the Coachella Valley region. The Reserve System within the MSHCP boundaries was established and organized into Conservation Areas to ensure that the Reserve System can conserve the highest quality habitat for the covered species, as well as protect the essential ecological processes necessary to maintain habitat quality and maintain connectivity among large blocks of habitat. Twenty-one Conservation Areas have been established within which development activities are limited. For each Conservation Area, conservation objectives are articulated for conserving Core Habitat for covered species, essential ecological processes necessary to maintain habitat viability, and biological corridors and linkages as needed. Both the Whitewater Pressure Limiting Station and the Shaver Summit Pressure Limiting Station are located within the boundaries of the Coachella Valley MSHCP. The Whitewater Pressure Limiting Station is not located in any of the Conservation Areas; whereas the Shaver Summit Pressure Limiting Station is located within the Desert Tortoise and Linkage Conservation Area.



## **5.0 IMPACT EVALUATION CRITERIA AND METHODOLOGY**

### **5.1 EVALUATION OF PROJECTS UNDER THE NATIONAL ENVIRONMENTAL POLICY ACT AND THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

Due to the nature of the Proposed Project, approvals from both federal and State agencies will be required; therefore, it must be evaluated pursuant to both NEPA and CEQA. Though there are differences between the two laws, the Council on Environmental Quality (CEQ) and the California Governor's Office of Planning and Research (OPR) have provided guidance for the preparation of joint NEPA and CEQA documents in an effort to integrate the federal and State environmental review processes and concurrently meet the requirements of both statutes.

#### **5.1.1 National Environmental Policy Act Approach**

The National Environmental Policy Act of 1969 requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. NEPA applies whenever a proposed activity or action (1) is proposed on federal lands; (2) will be funded in part or in whole by federal money; or (3) will require approval by a federal agency because of affects that are regulated by federal law (such as impacts on waters of the U.S). When any one of these conditions is present, the federal agency with the greatest expertise or regulatory authority for the proposed action becomes the NEPA Lead Agency for that project. The USFS serves as the NEPA lead agency due to the magnitude of involvement and project approval authority for use of a right-of-way within the San Bernardino National Forest.

Federal regulations implementing NEPA (40 CFR 1502(b)) encourage cooperation and preparation of joint federal and State environmental documents to reduce duplication. With joint NEPA/CEQA documents, a single document is prepared and circulated for public review to meet the requirements of both NEPA and CEQA.

NEPA analysis must evaluate a proposed project's consistency with applicable environmental laws, regulations, and executive orders. However, there are no federal environmental laws, regulations, or executive orders specifically associated with land use. Executive Order 12898 pertaining to Environmental Justice is addressed as part of a separate socioeconomic study.

#### **5.1.2 California Environmental Quality Act Approach**

CEQA was enacted in 1970 and requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.

The evaluation of impacts under CEQA must consider all aspects of a project, including impacts resulting from construction and the long-term operation of a project. Section 15064.7 of the State CEQA Guidelines addresses thresholds of significance and encourages each public agency to develop thresholds of significance through a public review process. The analysis in this technical report uses the questions in the CEQA Environmental Checklist form contained in Appendix G of the State CEQA Guidelines as the basis for evaluating potential impacts resulting from the Proposed Project.

## **5.2 THRESHOLDS FOR EVALUATION**

The significance thresholds for potential land use impacts associated with the Proposed Project were developed based upon Appendix G to the CEQA Guidelines. In addition to the land use criteria provided in the Checklist, this analysis also assess the agricultural and recreational criteria, given the overlap between these criteria. Two additional considerations have been included to address issues which may be applicable to the USFS: consideration of potential

disruption to an existing community; and potential impacts to recreational values or resources that are not associated with increased usage.

### **5.2.1 Land Use and Planning**

- Would the Proposed Project result in substantial community disruption?
- Would the Proposed Project physically divide an established community?
- Would the Proposed Project 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?
- Would the Proposed Project conflict with any applicable habitat conservation plan or natural community conservation plan?

### **5.2.2 Agricultural and Forestry Resources**

- Would the Proposed Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- Would the Proposed Project conflict with existing zoning for agricultural use, or a Williamson Act contract?
- Would the Proposed Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?
- Would the Proposed Project result in the loss of forest land or conversion of forest land to non-forest use?
- Would the Proposed Project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

### **5.2.3 Recreation**

- Would the Proposed Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- Would the Proposed Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?
- Would the Proposed Project result in direct or indirect impacts that would diminish the recreational value or attributes of a recreational resource?



## 5.3 METHODOLOGY

### 5.3.1 Study Area Definition

The study area for the land use analysis was established using the anticipated impact footprint for the Proposed Project. This included the PDCC, the anticipated footprint for the compressor station improvements at the station location, and the staging areas. This study area footprint, which is substantially larger than the area required for the actual pipeline alignment and station limits, incorporates buffers to allow for temporary impacts associated with construction activities and includes temporary work space. These limits were the basis for the impact assessment.

### 5.3.2 Land Use Evaluation Criteria

Several databases were used to assess the potential impacts and to establish a baseline. The existing land uses were used as the baseline for the land use evaluation when assessing potential community disruption impacts or impacts to existing facilities. The existing land use information was developed using data from the Southern California Association of Governments (SCAG), which provided a single source for consistency throughout the study area.

For the local agencies, the General Plans provide the framework for assessing potential impacts to planned land uses. The General Plan land use data from each jurisdiction traversed by the Proposed Project was compiled for the assessment. Using the study area footprint, land use impacts were quantified. Since most of the Proposed Project is located underground, the impacts were assessed as temporary impacts because the pipeline would not conflict with future land uses once construction was complete. Where facilities (i.e., valve vaults and station improvements) are aboveground, the impacts were identified as permanent. The General Plans, Area Plans, and Specific Plans were also used to identify planning policies that would be applicable to the Proposed Project.

For the evaluation of potential impacts to lands within the SBNF, the SBNF LMP, and related SBNF maps were reviewed to identify the designated forest resources and the goals and land use designations of the SBNF LMP as they apply to the Proposed Project (USFS 2005b). The SBNF LMP amendments (2010, 2014) and their associated environmental documentation (EIR/EIS) were reviewed to ensure that all proposed actions from the amended SBNF LMP (2010, 2014) were taken into consideration while preparing the SBNF land use resources inventory and policy analysis. All land use zones, special uses, policies regarding energy corridors, and suitable areas were reviewed and, if applicable, they were analyzed in context of the Proposed Project. All SBNF LMP maps were also reviewed and those applicable to the Proposed Project are presented in Section 4. In addition, the most recent available Forest Service Strategic Plan, which was prepared for Fiscal Year 2007–2012, was reviewed to ensure that the previous strategic goals of the plan were considered.

### 5.3.3 Agricultural and Forest Resources Evaluation Criteria

The Farmland Mapping and Monitoring Program (FMMP) prepared by the California Department of Conservation was the database used to determine potential impacts on farmland. Consistent with that program, Important Farmland was identified as all land designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance.

The USDA SBNF LMP is the primary forest resources document that contains information about SBNF, forest boundary, identification of forests resources and their locations, as well as includes information of sale of timber and other forests by-products. The SBNF LMP and associated amendments (2010, 2014) provide an inventory of the forest resources and present them on the forest resources maps.

#### **5.3.4 Recreation Evaluation Criteria**

Impacts have been determined based on the potential for direct and indirect impacts to a recreational resource. The methodology used to assess direct impacts considered whether the Proposed Project would result in grading or site disturbance of the recreational facility that would diminish the recreational enjoyment of the resource. The evaluation of indirect impacts assessed whether the Proposed Project would result in the elimination or substantial impairment of access to the resource or excessive noise at facilities where solitude and connection with nature are key elements of the recreational resource.



## 6.0 **IMPACT ANALYSIS**

The impact analysis follows the evaluation criteria identified in Section 5.2. Following each evaluation criterion, there is an impact conclusion that makes a determination of significance for the Proposed Project (i.e., Segments 1 through 4 and the improvements to the stations). As discussed below, for some evaluation criteria, the analysis is broken out by segment because the conditions in each segment are different. In those cases, the analysis also includes a conclusion on the significance of the impact for each segment of the Proposed Project. The impact conclusion statement applies to the overall Proposed Project.

### 6.1 **LAND USE AND PLANNING ANALYSIS**

As identified in Section 5.2.1, there are four thresholds that pertain to land use and planning. The analysis is designed to evaluate physical impacts and address the relationship of the Proposed Project to relevant planning policies and applicable regulations. Indirect impacts (e.g., traffic, noise, or aesthetics) are only discussed here to the extent that they would contribute to the incompatibility of the land use. The analysis follows the same segment limits presented in Section 3.

Appendix B provides a listing of parcels that, based on preliminary design concepts, may be affected by construction of the Proposed Project. However, the Proposed Project plans will be refined as part of the subsequent design process, which may adjust the parcels that would be affected by the Proposed Project.

#### 6.1.1 **Impacts Associated with Community Disruption**

**Evaluation Criterion:** *Would the Proposed Project result in substantial community disruption?*

##### **Segment 1**

In Segment 1, the pipeline alignment would be located predominately within existing public road rights-of-way or existing SoCalGas rights-of-way. Coordination with the local agencies will occur to allow placement of a pipeline in the public right-of-way; however, this is routinely accomplished through a ministerial permit process. The following agencies would need to issue ministerial permits to use public right-of-way: the City of Adelanto, the City of Victorville, and the County of San Bernardino. In addition, several parcels owned by the City of Los Angeles would be affected and therefore ministerial permits may be required.

A potential for community disruption during construction due to construction noise, dust, night-lighting, road and/or lane closures and potential traffic detours is anticipated. These impacts would be short-term and would not result in substantial impacts on community facilities or result in permanent changes to the existing land use patterns. Applicant Proposed Measure (APM) TRF-1 provided for in the Proponent's Environmental Assessment (PEA) requires the development of a construction traffic control plan that would minimize traffic impacts and maintain access to local properties (SoCalGas and SDG&E 2014). This measure is provided in Section 7 of this report, as well as in the PEA.

At the southern end of Segment 1 (beginning at approximately Mile Post 12.7 and extending to Mile Post 14), the Proposed Project alignment traverses undeveloped land outside existing right-of-way and easements. In these locations, new permanent easements and temporary construction easements may be required. Land would be restored to pre-construction conditions to the extent reasonably feasible. Between these two mile posts, the Proposed Project would not result in substantial community disruption due to the undeveloped nature of the area.

Tables 6 through 8 identify the estimated total acreage that could be disturbed by land use category for the cities of Adelanto and Victorville and the County of San Bernardino, respectively. A single land use table has been prepared for the County of San Bernardino that addresses area in Segments 1, 2, and 3. The land use data does not distinguish local roadways as a separate land use category. The roadway acreage is calculated in the adjacent land use categories. The County of San Bernardino does have a Freeway land use category, which reflects Caltrans jurisdiction.

Segment 1 would not result in any permanent impacts on the community because it will be built predominately within public right-of-way and the locations where the pipeline would be located outside public right-of-way are undeveloped. As discussed above, the community may experience indirect impacts associated with construction activities. The impacts associated with community disruption would be temporary and less than significant.

**TABLE 6  
CITY OF ADELANTO ACREAGE DISTURBANCE BY LAND USE CATEGORY**

Land-Use Categories	Acres		
	Permanent Impacts (Station)	Temporary (PDCC)	Total
General Commercial	—	4.8	<b>4.8</b>
Drainage/Open Space Corridor	—	7.2	<b>7.2</b>
Manufacturing/Industrial	6.3	16.1	<b>22.4</b>
Power Easement	—	2.3	<b>2.3</b>
Single Family Residential	—	9.5	<b>9.5</b>
<b>Total Acres</b>	<b>6.3</b>	<b>39.9</b>	<b>46.2</b>
PDCC: Preliminary Design Construction Corridor; —: No impact in this category It should also be noted that the Proposed Project would have temporary disturbance on 6.0 acres of Drainage/Open Space Corridor; 1.4 acres of Power Easement; and 15.4 acres of Single Family Residential uses in the City of Adelanto's sphere of influence. Distances are approximate and rounded to the nearest tenth of a mile.			

**TABLE 7  
CITY OF VICTORVILLE ACREAGE OF DISTURBANCE  
BY LAND USE CATEGORY**

Land-Use Categories	Temporary (Acres)		Total (Acres)
	PDCC	Staging Area	
Commercial	10.1	—	<b>10.1</b>
Low Density Residential	9.6	—	<b>9.6</b>
Office Professional	2.3	7.2	<b>9.5</b>
Specific Plan: Parkview 05-002 (Condominium)	1.4	—	<b>1.4</b>
Specific Plan: Parkview 05-002 (Neighborhood Commercial)	1.7	—	<b>1.7</b>
Specific Plan: Parkview 05-002 (Residential, 6000)	3.2	—	<b>3.2</b>
<b>Total Acres</b>	<b>28.3</b>	<b>7.2</b>	<b>35.5</b>
PDCC: Preliminary Design Construction Corridor; —: No impact in this category It should also be noted that the Proposed Project would have temporary impacts on 5.52 acres of Commercial; 5.26 acres of Low Density Residential; 9.63 acres of Mixed Use; 16.13 acre of Very Low Density Residential; and 6.15 acres of Specific Plan uses in the City of Victorville's sphere of influence. In addition, there would be 0.09 acre of permanent disturbance within the Specific Plan designation. Distances are approximate and rounded to the nearest tenth of a mile.			



**TABLE 8**  
**COUNTY OF SAN BERNARDINO ACREAGE OF DISTURBANCE**  
**BY LAND USE CATEGORY**

Land Use Categories	Permanent Impacts (Station and Valve Vault) (Acres)	Temporary (Acres)			Total (Acres)
		PDCC	Staging Area	Temporary Total	
Neighborhood Commercial	–	2.1	–	2.1	<b>2.1</b>
Neighborhood Commercial (Specific Plan)	–	0.9	–	0.9	<b>0.9</b>
Freeway	–	0.7	–	0.7	<b>0.7</b>
Floodway	–	5.3	–	5.3	<b>5.3</b>
Community Industrial	0.1	6.3	2.6	8.8	<b>8.9</b>
Institutional	–	0.8	–	0.8	<b>0.8</b>
Rural Living	–	6.7	–	6.7	<b>6.7</b>
Resource Conservation <sup>a</sup>	0.5	216.2	11.6	227.8	<b>228.3</b>
Rural Living	–	44.3	5.3	49.6	<b>49.6</b>
Residential Medium	–	0.2	–	0.2	<b>0.2</b>
<b>Unincorporated Area within a City Sphere of Influence</b>					
Drainage/Open Space Corridor (Adelanto)	–	6.0	–	6.0	<b>6.0</b>
Power Easement (Adelanto)	–	1.4	–	1.4	<b>1.4</b>
Single Family Residential (Adelanto)	–	15.4	–	15.4	<b>15.4</b>
Rural Residential (Hesperia)	0.1	43.0	12.8	55.7	<b>55.8</b>
Railroad Corridor (Hesperia)	–	0.3	–	0.3	<b>0.3</b>
Commercial (Victorville)	–	4.0	1.5	5.5	<b>5.5</b>
Low Density Residential (Victorville)	–	4.5	0.8	5.3	<b>5.3</b>
Mixed Use (Victorville)	–	8.5	1.1	9.6	<b>9.6</b>
Specific Plan (Victorville)	0.1	6.2	–	6.2	<b>6.3</b>
Very Low Density Residential (Victorville)	–	9.3	6.9	16.1	<b>16.1</b>
<b>Total Acres</b>	<b>0.8</b>	<b>382.1</b>	<b>42.6</b>	<b>424.7</b>	<b>425.5</b>
PDCC: Preliminary Design Construction Corridor; –: No impact in this category.					
Distances are approximate and rounded to the nearest tenth of a mile.					
<sup>a</sup> This land use category represents the SBNF, which is located in unincorporated San Bernardino County.					

## Segment 2

Segment 2 of the pipeline alignment runs predominately within undeveloped forest lands where no established communities or community services exist. As a result of the undeveloped nature of Segment 2, the Proposed Project would not result in substantial community disruptions. There would be no impact associated with community disruption. The Proposed Project may result in some disruptions to recreational users of the SBNF. The impact associated with the disruptions are discussed under Threshold 6.2.3.

## Segment 3

Segment 3 traverses urban land uses in the San Bernardino Valley. The Proposed Project alignment is predominately within existing public road right-of-way or SoCalGas right-of-way. As with Segment 1, coordination with the local agencies occur to allow placement of a pipeline within public right-of-way; however, this is routinely accomplished through a ministerial permit process.

In addition to the local cities and the County of San Bernardino, other agencies that would need to issue a ministerial permit include the San Bernardino County Flood Control District and the State of California (Caltrans).

There are several locations where new easements or agreements may be required for placement of the improvements and construction of the Proposed Project, including one location where the entire parcel would be temporarily used for construction activities. In locations where temporary construction easements will be required, the land would be restored to pre-construction condition to the extent reasonably feasible upon completion of its use.

Though Segment 3 would traverse urban land uses, substantial community disruption is not anticipated because the majority of the improvements would be located within road rights-of-way. It is assumed that access to all parcels would be maintained during construction. The manner in which this would be accomplished will be identified in a Construction Traffic Control Plan (see Section 7, Applicant Proposed Measures). There would be the potential for minor community disruption during construction due to lane closures and potential detours however, this would be short-term and would not result in substantial impacts on community facilities or result in permanent changes to the existing land use patterns. To minimize the duration of construction, the Proposed Project would be phased to allow the completion of sections of the pipeline in a shorter period of time.

Tables 9 through 12 identify the estimated total acreage disturbed by land use category for the Cities of San Bernardino, Highland, Loma Linda, and Colton. As indicated above, a single land use table has been prepared for the County of San Bernardino. The land use data does not distinguish roadways as a separate land use category. Therefore, the roadway acreage is calculated in the adjacent land use categories. Similar to the County, the City of San Bernardino does have a Freeway land use category, which reflects Caltrans jurisdiction.

Segment 3 would not result in any permanent impacts to communities as it will be built predominately within existing public right-of-way or on land that will be restored to its pre-construction condition, to the extent feasible. The community may experience indirect impacts associated with construction activities; however, the impacts associated with community disruption would be temporary and less than significant.



**TABLE 9  
CITY OF SAN BERNARDINO ACREAGE OF DISTURBANCE BY LAND USE  
CATEGORY**

Land Use Categories	Permanent Impacts (Station)	Temporary (Acres)			Total (Acres)
		PDCC	Staging Area	Total Temporary	
Commercial (General)	–	25.5	6.5	32.0	<b>32.0</b>
Commercial (Heavy)	–	4.8	1.2	6.0	<b>6.0</b>
Regional Commercial	–	6.0	1.3	7.3	<b>7.3</b>
Freeway	–	3.1	–	3.1	<b>3.1</b>
Industrial (Heavy)	–	6.1	1.0	7.1	<b>7.1</b>
Industrial (Light)	0.1	33.4	13.7	47.1	<b>47.1</b>
Office Industrial Park	–	0.9	–	0.9	<b>0.9</b>
Public Commercial Recreational (Golf)	–	4.9	–	4.9	<b>4.9</b>
Public Facility	–	3.8	–	3.8	<b>3.8</b>
Public Flood Control	–	5.2	1.0	6.2	<b>6.2</b>
Public Park	–	2.8	–	2.8	<b>2.81</b>
Residential Estate	–	2.8	–	2.8	<b>2.85</b>
Residential High Density	–	0.2	–	0.2	<b>0.17</b>
Residential Low Density	–	0.4	–	0.4	<b>0.36</b>
Residential Medium Density	–	5.5	11.7	17.2	<b>17.22</b>
Residential Medium High Density	–	3.1	–	3.1	<b>3.14</b>
Residential Suburban Density	–	27.1	–	27.1	<b>27.14</b>
Residential Urban Density	–	12.1	–	12.1	<b>12.12</b>
Alliance Specific Plan – Airport	–	1.7	–	1.7	<b>1.70</b>
Alliance Specific Plan – Commercial Office	–	3.5	–	3.5	<b>3.48</b>
Alliance Specific Plan – Industrial Light	–	1.6	–	1.6	<b>1.62</b>
Alliance Specific Plan – Office Industrial Park	–	6.3	–	6.3	<b>6.27</b>
CALMAT/CAJON Specific Plan – Industrial Extractive	–	9.9	–	9.9	<b>9.91</b>
University District Specific Plan – Commercial General	–	17.7	2.7	20.4	<b>20.33</b>
University District Specific Plan – Public Facility	–	0.2	–	0.2	<b>0.23</b>
University District Specific Plan – Public Flood Control	–	2.2	–	2.2	<b>2.17</b>
University District Specific Plan – Public Park	–	0.6	1.2	1.8	<b>1.78</b>
University District Specific Plan – Residential High Density	–	2.6	–	2.6	<b>2.57</b>
University District Specific Plan – Residential Medium Density	–	6.7	–	6.7	<b>6.67</b>
University District Specific Plan – Residential Medium High Density	–	1.2	–	1.2	<b>1.25</b>
University District Specific Plan – Residential-Suburban Density	–	13.3	–	13.3	<b>13.35</b>
University District Specific Plan – Residential-Urban Density	–	4.3	0.7	5.0	<b>4.95</b>
<b>Total Acres</b>	<b>0.1</b>	<b>219.5</b>	<b>41.0</b>	<b>260.5</b>	<b>260.6</b>
PDCC: Preliminary Design Construction Corridor; –: No impact in this category					
Distances are approximate and rounded to the nearest tenth of a mile.					

**TABLE 10  
CITY OF HIGHLAND ACREAGE OF DISTURBANCE  
BY LAND USE CATEGORY**

Land Use Categories	Permanent Impacts	Temporary (Acres)			Total (Acres)
		PDCC	Staging Area	Total Temporary	
General Commercial	–	0.6	–	0.6	<b>0.6</b>
Low Density Residential	0.1	3.5	0.9	4.4	<b>4.5</b>
Planned Commercial	–	1.9	0.3	2.2	<b>2.2</b>
Planned Community	–	0.2	–	0.2	<b>0.2</b>
<b>Total Acres</b>	<b>0.1</b>	<b>6.2</b>	<b>1.2</b>	<b>7.4</b>	<b>7.5</b>
PDCC: Preliminary Design Construction Corridor; – No impact in this category					
Distances are approximate and rounded to the nearest tenth of a mile.					

**TABLE 11  
CITY OF LOMA LINDA ACREAGE OF DISTURBANCE  
BY LAND USE CATEGORY**

Land-Use Categories	Temporary (Acres)			Total (Acres)
	PDCC	Staging Area	Total Temporary	
Commercial	6.2	1.2	7.4	<b>7.4</b>
Industrial	0.1	–	0.1	<b>0.1</b>
South Hills*	0.2	1.1	1.3	<b>1.3</b>
<b>Total Acres</b>	<b>6.5</b>	<b>2.3</b>	<b>8.8</b>	<b>8.8</b>
PDCC: Preliminary Design Construction Corridor; –: No impact in this category				
* The South Hills land use category is intended to provide for management of the city's southwestern hillside area in order to balance appropriate levels of development and increased preservation efforts.				
Miles are approximate and rounded to the nearest tenth of a mile.				

**TABLE 12  
CITY OF COLTON ACREAGE OF DISTURBANCE BY LAND USE CATEGORY**

Land Use Categories	Temporary (Acres)			Total (Acres)
	PDCC	Staging Area	Total Temporary	
Low Density Residential	1.4	–	1.4	<b>1.4</b>
Reche Canyon Specific Plan	27.5	5.7	33.2	<b>33.2</b>
<b>Total Acres</b>	<b>28.9</b>	<b>5.7</b>	<b>34.6</b>	<b>34.6</b>
PDCC: Preliminary Design Construction Corridor; – No impact in this category				
It should also be noted that the Proposed Project would have temporary impacts on 9.9 acres of land within the Reche Canyon Specific Plan that is in the City of Colton's sphere of influence.				
Distances are approximate and rounded to the nearest tenth of a mile.				

#### Segment 4

In Riverside County, the Proposed Project would be located within existing public road rights-of-way, and private property. Coordination with the local agencies occur to allow placement of a



pipeline in the public right-of-way however, this is routinely accomplished through a ministerial permit process. The agencies required to issue a ministerial permit public right-of-way include the City of Moreno Valley, the County of Riverside, and Caltrans.

A significant feature within Segment 4 is Reche Canyon Road, a relatively narrow, two-lane roadway extending from Loma Linda to Moreno Valley. The terrain of Reche Canyon Road is relatively mountainous. The road is a transportation corridor used by many commuters to bypass SR-60. Additionally, the adjacent residential land uses are dependent on Reche Canyon Road as their sole point of access. To minimize disruption to the adjacent community, flagmen would be required to maintain access to residences during construction. With the development of a Construction Traffic Control Plan and restoration of access roads when construction is complete (see Section 7 Applicant Proposed Measures), impacts would be less than significant.

Segment 4 would not result in any permanent impacts to communities as it will be built predominately within existing public right-of-way or on land that will be restored to pre-construction conditions, to the extent feasible. The community may experience some travel delays as a result of construction; however, the impacts associated with community disruption would be temporary and less than significant.

Tables 13 and 14 identify the total acreages of disturbance by land use category for the City of Moreno Valley and the County of Riverside, respectively. As with the many of the other jurisdictions, the land use data does not distinguish roadways as a separate land use category. The roadway acreage is calculated in the adjacent land use categories.

**TABLE 13  
COUNTY OF RIVERSIDE ACREAGE OF DISTURBANCE  
BY LAND USE CATEGORY**

Land Use Categories	Permanent Impacts	Temporary (Acres)				Total (Acres)
		Compressor Station	PDCC	Staging Area	Total Temporary	
Freeway	–	0.2	–	–	0.2	<b>0.24</b>
Open Space Rural	4.6	12.4	23.8	–	36.2	<b>40.84</b>
RC-EDR (Reche Canyon Estate Density Residential)	0.1	–	8.5	1.8	10.3	<b>10.46</b>
RC-LDR (Reche Canyon Low Density Residential)	–	–	2.6	–	2.6	<b>2.61</b>
RC-VLDR (Reche Canyon Very Low Density Residential)	–	–	1.9	–	1.9	<b>1.88</b>
Rural Desert	0.5	3.3	–	–	3.3	<b>3.79</b>
Rural Mountainous	–	–	25.1	0.1	25.2	<b>25.22</b>
Rural Residential	–	–	31.3	4.6	35.9	<b>35.97</b>
<b>Total Acres</b>	<b>5.2</b>	<b>15.9</b>	<b>93.2</b>	<b>6.5</b>	<b>115.6</b>	<b>120.08</b>
PDCC: Preliminary Design Construction Corridor – No impact in this category Distances are approximate and rounded to the nearest tenth of a mile.						

**TABLE 14  
CITY OF MORENO VALLEY ACREAGE OF DISTURBANCES  
BY LAND USE CATEGORY**

Land Use Categories	Permanent Impacts	Temporary (Acres)			Total (Acres)
		PDCC	Staging Area	Total Temporary	
Business Park/Light Industrial	–	0.3	0.6	0.9	0.9
Commercial	–	0.2	1.2	1.4	1.4
Highways	–	4.8	0.0	4.8	4.8
Mixed Use	–	1.1	2.0	3.1	3.1
Office	–	0.4	–	0.4	0.4
Open Space	0.8	4.2	7.2	11.4	12.2
Residential: Max 1 du/ac	–	3.5	2.1	5.6	5.6
Residential: Max 2 du/ac	0.1	8.4	6.2	14.6	14.7
Residential: Max 5 du/ac	–	2.7	8.2	10.9	10.9
Residential: Max 10 du/ac	–	0.6	0.8	1.4	1.4
Residential: Max 20 du/ac	–	0.9	1.2	2.1	2.1
right-of-way	0.2	56.6	3.0	59.6	59.8
<b>Total Acres</b>	<b>1.1</b>	<b>83.7</b>	<b>32.5</b>	<b>116.2</b>	<b>117.3</b>
PDCC: Preliminary Design Construction Corridor; –: No impact in this category; du/ac: dwelling unit(s) per acre Distances are approximate and rounded to the nearest tenth of a mile.					

### Additional Proposed Components

The station locations are sufficiently remote (i.e., at least one mile) from existing development that the improvements would not result in community disruption.

**Impact Conclusion:** The Proposed Project would not have substantial impacts on community facilities or result in permanent changes to the existing or planned land use patterns. With development of a Construction Traffic Control Plan, access to uses (including all local community-serving facilities) would be maintained at all times. No impacts to community cohesion would occur. Therefore, the Proposed Project would not result in significant community disruption.

### **6.1.2 Impacts Associated with Physical Division of an Established Community**

**Evaluation Criterion**      *Would the Proposed Project physically divide an established community?*

#### Segment 1

Much of Segment 1 is undeveloped; however, the Proposed Project would traverse the communities of Baldy Mesa and Oak Hills. Construction activities may temporarily impede access within and between communities, but these impacts would be short-term and addressed in the proposed Construction Traffic Control Plan. Operation of the proposed pipeline and appurtenant facilities would not physically divide an established community. Therefore, impacts would be less than significant.



## Segment 2

Segment 2 is entirely within the SBNF limits,<sup>6</sup> which is generally undeveloped in the area of the proposed pipeline. Both construction and operation of the Proposed Project would not result in division of an established community because there are no communities within the SBNF that the pipeline would be dividing. Therefore, there would be no impact.

## Segment 3

In Segment 3, the Proposed Project would be located within existing public road right-of-way or areas immediately adjacent (e.g., staging/laydown) to the right-of-way. Though construction activities would result in lane closures and may temporarily result in changed travel patterns, the Proposed Project would not present a barrier that would divide an established community. Alternative access routes are available to most of the area surrounding Segment 3. Through the implementation of the proposed Construction Traffic Control Plan, provisions would be made for the Reche Canyon area to ensure access is maintained. Operation of the Proposed Project would not result in any division of an established community given that the pipeline will be underground and appurtenant facilities will not be of a size to physically divide a community. Therefore, impacts would be less than significant.

## Segment 4

Segment 4 is within the mountainous area between Loma Linda and Moreno Valley. Reche Canyon Road is a major thoroughfare for residents as well as commuters attempting to bypass I-215 and SR-60. In most of the Reche Canyon area and the portion of the Proposed Project in the City of Moreno Valley, improvements would be constructed within existing road rights-of-way. The proposed Construction Traffic Control Plan would address access to residents on Reche Canyon Road as well as commuter traffic. Once installed, operation of the pipeline would not divide an established community. Therefore, impacts would be less than significant.

## Additional Proposed Components

As previously discussed, the various station improvements are located in remote areas or relatively undeveloped areas. Though improvements are proposed, the sites are already dedicated to utility use. The Proposed Project would not divide an established community in these areas. Therefore, there would be no impact.

<p><b>Impact Conclusion:</b> The Proposed Project would not result in permanent changes to the existing land use patterns, nor would it result in improvements that would create a barrier that would sever connections within the community. Therefore, the Proposed Project would not divide an established community, and impacts would be less than significant.</p>
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<sup>6</sup> As previously indicated, there are privately held parcels within the SBNF boundary.

### 6.1.3 Impacts Associated with Land Use Plan, Policy, or Regulation

**Evaluation Criterion:** *Would the Proposed Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over land crossed by the Proposed 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?*

The CPUC has primary jurisdiction over the Proposed Project on non-federal land by virtue of its exclusive discretionary approval authority over construction, operation, and maintenance of public utility facilities. Because local governments do not have discretionary authority over this type of utility project, such projects are exempt from local land use and zoning regulations and permitting. However, this analysis evaluates the Proposed Project's consistency with the policies of the local jurisdictions with regulatory authority over the lands traversed by the Proposed Project alignment. An evaluation of the Proposed Project relative to local jurisdictions (i.e., Segments 1, 3, and 4) is included in Table 16.

This analysis also evaluate consistency with the applicable planning programs pertaining to USFS regulations and programs (i.e., Segment 2). Regulations applicable to farmland protection are discussed in Section 6.2. The habitat conservation planning programs are evaluated in depth as part of the biological resources evaluation provided in a separate technical study and are briefly discussed under Section 6.1.4.

#### U.S. Forest Service Regulations and Programs

Table 15 includes a consistency evaluation that compares the Proposed Project with applicable CFR rules, USFS Strategic Plan goals and San Bernardino National Forest Designations.

**TABLE 15**  
**CONSISTENCY EVALUATION OF THE PROPOSED PROJECT WITH**  
**APPLICABLE NATIONAL FOREST SERVICE STRATEGIC PLAN AND**  
**SAN BERNARDINO NATIONAL FOREST DESIGNATIONS**

Goal or Policy	Consistency Analysis
<b>Section 368 of Energy Policy Act of 2005 (Energy Corridors)</b>	
The intent of designation of utility corridors pursuant to Section 368 is to place energy projects in manageable and preferred locations, streamline document processing for energy projects, and establish streamlined coordination with federal agencies. The intent of the Section 368 is not to serve as a requirement but as guidance. As such the projects cannot be inconsistent or consistent with Section 368.	<b>Consistent.</b> The majority of the Proposed Project is located in the designated federal energy corridor WWEC 108-267, referenced in the SBNF LMP as I-15 Cajon Pass Energy Corridor.
<b>Code of Federal Regulations Title 36</b>	
<b>36 CFR 251.23 Experimental areas and research natural areas.</b> This regulation prohibits the placement of any type of uses other than uses solely for the purpose of biological protection or education in RNAs unless authorized by the Chief of Forest Service.	<b>Consistent.</b> The Proposed Project will not involve any impacts to designated RNAs. The Proposed Project will extend in Cleghorn Canyon however the PDCC and temporary staging area are located outside the Cleghorn Canyon RNA. Once construction is complete, implementation of the APM AES-1 regarding construction zone revegetation would ensure that no permanent impacts would occur to the Cleghorn Canyon RNA.



**TABLE 15**  
**CONSISTENCY EVALUATION OF THE PROPOSED PROJECT WITH**  
**APPLICABLE NATIONAL FOREST SERVICE STRATEGIC PLAN AND**  
**SAN BERNARDINO NATIONAL FOREST DESIGNATIONS**

Goal or Policy	Consistency Analysis
<b>36 CFR 294 Special Areas; Roadless Area Conservation; Final Rule.</b> No road construction or reconstruction is allowed in IRA.	<b>Consistent.</b> The Proposed Project will not involve the construction or reconstruction of any roads in an IRA. . Several unpaved roads already exist in the Cajon IRA and they may be temporarily utilized and improved during Proposed Project construction. All temporary construction zones would be revegetated after the Proposed Project is completed such that the intent of the Cajon IRA would be maintained. Implementation of the APM AES-1 regarding construction zone revegetation would ensure that no permanent impacts would occur to Cajon IRA and as such the Proposed Project is consistent with title 36 CFR 296 Final Rule IRA.
<b>National Forest</b>	
<b>U.S. Department of Agriculture Forest Service Strategic Plan Fiscal Year 2007–2012</b>	
<b>National Strategic Plan Goal 2:</b> Provide and Sustain Benefits to the American People  <b>Objective 2.3:</b> Help meet energy resource needs	<b>Consistent.</b> The Proposed Project is a public utility, which would be built mostly within the established federal I-15 Cajon Pass Energy Corridor (WVEC 108-267). The purpose of the Proposed Project is to maintain reliability of service in the region. Therefore, the Proposed Project is consistent with the National Strategic Plan Goal 2 to Help Meet Energy Resources Needs.
<b>National Strategic Plan Goal 4:</b> Sustain and Enhance Recreational Outdoor opportunities	<b>Consistent.</b> The Proposed Project will require authorization for improvement of existing access roads and location of temporary staging areas within the recreational forest lands. However, the potential impacts on recreation opportunities would be short-term because the pipeline would be placed underground and the construction staging and laydown areas would be temporary and returned to their pre-construction conditions to the extent reasonably feasible.
<b>San Bernardino National Forest Land Use Plan – Land Use Zones (2006)</b>	
<b>San Bernardino National Forest Land Management Plan: Part 1, Vision (2006)</b>	
<b>Managed Recreation in a Natural Setting</b> <b>Goal 3.1:</b> Provide for Public Use and Natural Resource Protection	<b>Consistent.</b> The Proposed Project would not conflict with the recreational opportunities provided by the SBNF to its visitors. Although temporary impacts would occur during construction, operation of the pipeline would not conflict with the public use and natural resource protection afforded by the SBNF. Additionally, SoCalGas owns and operates existing natural gas pipelines within the SBNF without public recreational conflicts.
<b>Energy and Minerals Production</b> <b>Goal 4.1a:</b> Administer Minerals and Energy Resource Development while protecting ecosystem health.	<b>Consistent.</b> The Proposed Project is a public utility, which would be built predominately within the established I-15 Cajon Pass Energy Corridor (WVEC 108-267). Therefore, the Proposed Project is consistent with forest's role to provide mineral and energy resources.
<b>San Bernardino National Forest Land Management Plan: Part 2, Strategies (2006)</b>	
The <b>Back Country Land Use Zone</b> designation allows for a variety of suitable uses including: recreational activities, authorized motorized uses, major utility corridors in designated areas, road construction and reconstruction.	<b>Consistent.</b> The pipeline is an intended use in this land use zone. The Proposed Project and its components are consistent with the Back Country designation.

**TABLE 15**  
**CONSISTENCY EVALUATION OF THE PROPOSED PROJECT WITH**  
**APPLICABLE NATIONAL FOREST SERVICE STRATEGIC PLAN AND**  
**SAN BERNARDINO NATIONAL FOREST DESIGNATIONS**

Goal or Policy	Consistency Analysis
The <b>Back Country Non-Motorized Land Use Zone</b> designation does not authorize any vehicle access, placement of major utility corridors, road construction or reconstruction.	<b>Consistent.</b> The Proposed Project pipeline alignment may cross an area of the SBNF designated as Back Country Non-Motorized. As provided in the LMP, a special non-recreation commercial or commodity use, which involves low intensity land use, may be allowed by exception. The Proposed Project is an underground pipeline which is a very low intensity land use. Accordingly, it may be consistent. Alternatively, the Proposed Project may require a project-specific land management plan amendment, which upon approval, would address any inconsistency with the intended uses and restrictions of the Back Country Non-Motorized Land Use Zone.
The <b>Back Country Motorized Use Restricted Land Use Zone</b> designation allows for a variety of suitable uses including: recreational activities, low intensity land uses, authorized motorized uses, major utility corridors in designated areas, road construction and reconstruction only for authorized use.	<b>Consistent.</b> The pipeline is an intended use in this land use zone. The Proposed Project and its components are consistent with the Back Country Motorized Use Restricted designation.
The <b>Developed Area Interface Land Use Zone</b> designation allows for a variety of suitable uses including: non recreational special uses: low intensity land use, major utility corridors, road construction and reconstruction, renewable energy resources.	<b>Consistent.</b> The pipeline is an intended use in the Developed Area Interface Land Use Designation. The Proposed Project and its components are consistent with the Developed Area Designation.
<b>San Bernardino National Forest Land Management Plan: Part 3, Strategies (2006)</b>	
<b>Aesthetic Management Standards</b> <b>S9:</b> Design management activities to meet the Scenic Integrity Objectives (SIOs) shown on the Scenic Integrity Objectives Map. <b>S10:</b> Scenic Integrity Objectives will be met with the following exceptions: <ul style="list-style-type: none"> <li>• Minor adjustments not to exceed a drop of one SIO level is allowable with the Forest Supervisor's approval.</li> <li>• Temporary drops of more than one SIO level may be made during and immediately following project implementation providing they do not exceed three years in duration.</li> </ul>	<b>Consistent.</b> The Proposed Project would result in minimal landform and landscape modifications because the construction would not require substantial grading. Additionally, the impacts would be predominately temporary and site would be restored to pre-construction conditions, to the extent feasible. APM AES-1 identifies that where pipeline installation would require the removal of native vegetation and alteration of the existing landforms that could result in new line and color contrasts, areas would be restored according to a revegetation plan. Permanent impacts will not result in more than a drop of one SIO level. Visual impacts are discussed in more detail in the Visual Technical Report.
<b>Recreation Spectrum Opportunities</b>	
<b>Semi-Primitive Non-Motorized areas</b> are defined as areas from 0.5 mile to 3 miles from existing roads. Designated OHV use is not suitable in this zone; range of non-motorized trails exists in this zone. The level of human use and infrastructure is low.	<b>Consistent.</b> The Proposed Project is a public utility, which would be built predominately within the established I-15 Cajon Pass Energy Corridor (WWEC 108-267). The Proposed Project does not propose a land use that would intensify the level of human use in the Semi-Primitive Non-Motorized designation.
<b>Semi-Primitive Motorized Use Restricted areas</b> are defined as areas 0.5 mile away of primitive roads. Construction of some roads is permitted. The level of human use and infrastructure is generally low to moderate.	<b>Consistent.</b> The Proposed Project is a public utility, which would be built predominately within the established I-15 Cajon Pass Energy Corridor (WWEC 108-267). The Proposed Project does not propose a land use that would intensify the level of human use. Therefore, the pipeline is consistent with this designation.



**TABLE 15**  
**CONSISTENCY EVALUATION OF THE PROPOSED PROJECT WITH**  
**APPLICABLE NATIONAL FOREST SERVICE STRATEGIC PLAN AND**  
**SAN BERNARDINO NATIONAL FOREST DESIGNATIONS**

Goal or Policy	Consistency Analysis
<b>Roaded Natural areas</b> are defined as areas within 0.5 mile away of better than primitive roads. The level of development within this zone varies between areas that are highly developed to areas where no development has occurred.	<b>Consistent.</b> The Roded Natural designation allows for placement of utility corridors. The placement of the Proposed Project pipeline is consistent with this designation.
<b>Special Designations under San Bernardino Forest Land Use Plan</b>	
<b>San Andreas Special Interest Area</b> protects and manages Special Interest Areas (SIAs) for the values and features for which they are established. The goal for the SIA is to maintain the quality of the existing natural resources while continuing to provide use as a transportation and utility corridor.	<b>Consistent.</b> The Proposed Project is a public utility, which would be built predominately within the established I-15 Cajon Pass Energy Corridor (WWEC 108-267). The San Andreas SIA allows for placement of utility corridor. Therefore, the Proposed Project is consistent with the goal of the SIA.
<b>Cleghorn Canyon Research Natural Area</b> protects and manages Research Natural Areas to maintain unmodified conditions and natural processes (from App B LU Plan 2006). The goal of the Cleghorn Canyon RNA is to protect the diverse array of plant communities and wildlife habitat within its area, and provide a wildlife corridor.	<b>Consistent.</b> The Proposed Project will extend in Cleghorn Canyon; however, the PDCC and temporary staging area are located outside the Cleghorn Canyon RNA. Disturbed areas will be revegetated following construction and there will be no permanent impacts. Therefore, the Proposed Project is consistent with this designation.
<b>Inventoried Roadless Areas</b>	
<b>Cajon Inventoried Roadless Area (1b)</b> does not allow road construction or reconstruction.	<b>Consistent.</b> The intent of the Cajon IRA is to remain a roadless area where no new road construction or reconstruction is allowed. Several unpaved roads already exist in the Cajon IRA and they may be temporarily utilized and/or improved during Proposed Project construction. All temporary construction zones would be revegetated after the Proposed Project is completed such that the intent of the Cajon IRA would be maintained. Implementation of the APM AES-1 regarding construction zone revegetation would ensure that no permanent impacts would occur to Cajon IRA and as such the Proposed Project is consistent with goal of IRA.
<b>Designated Utility Corridors and Places</b>	
<b>I-15 Cajon Pass Energy Corridor.</b> The goal of the utility corridors and places is to allow for placement of various energy and utilities, and transportation uses.	<b>Consistent.</b> The Proposed Project is a public utility, which would predominantly be built within the established I-15 Cajon pass Energy Corridor (WWEC 108-267). The pipeline is an intended use in the Designated Utility Zone Cajon Pass Energy Corridor and Cajon Place.
I-15: Interstate 15; CPUC: California Public Utilities Commission; USFS: U.S. Forest Service; SBNF: San Bernardino National Forest; OHV: Off-highway Vehicle; SIA: Special Interest Area; IRA: Inventoried Roadless Area.	

As shown in the Table 15 above, construction of the Proposed Project would have temporary construction impacts. Lands that would be disturbed by the Proposed Project would be restored to pre-construction conditions to the extent reasonably feasible; therefore, the Proposed Project would not result in any significant permanent changes to land use. Coordination with the SBNF when developing the restoration plan would ensure the goal of the SBNF designations would not be compromised.

Section 6.2.3 discusses, and Tables 18 through 21 quantify, the temporary and permanent acreages of disturbance of the Proposed Project to each designated Land Use Zones, Recreation Opportunity Spectrum uses, and Special Designations, energy corridors, and Forest Roads. As

shown in the tables, the Proposed Project would result mostly in temporary impacts to SBNF uses and very limited permanent impacts. Authorization will be required from the USFS for all activities within the SBNF. Given that the Proposed Project is consistent with the allowed uses in the Back Country Land Use Zone, the Back Country Motorized Use Restricted Land Use Zone, and Developed Area Interface Land Use Zone and is allowed use by exception in the Back Country Non-Motorized Land Use Zone, impacts to the USFS regulations or programs would be less than significant. If the USFS determines that a project specific plan amendment is necessary to allow for construction of the Proposed Project in the Back Country Non-Motorized Land Use Zone, then obtaining that amendment will ensure consistency with all applicable policies and regulations.

### Local Planning Programs

Table 16 identifies the goals and policies applicable to the Proposed Project from the General Plans for the affected jurisdictions. It should be noted that the City of Adelanto General Plan does not have any applicable Goals or Policies.

**TABLE 16**  
**CONSISTENCY EVALUATION OF THE PROPOSED PROJECT WITH**  
**APPLICABLE LOCAL PLANNING PROGRAMS**

Goal or Policy	Consistency Analysis
<b>General Plans</b>	
<b><i>City of Victorville General Plan</i></b>	
<b>Policy 1.2.1:</b> Require an adequate assessment of site specific geologic hazards and required mitigation measures prior to granting discretionary approval for a land use plan, development project or public infrastructure plan or project.	<b>Consistent:</b> The Proposed Project would construct a new pipeline to current design standards and would assess site specific geologic hazards and take into consideration existing geotechnical constraints, such as seismic or soil conditions and required mitigation.
<b>Objective 3.2:</b> Design infrastructure that minimizes impacts to the environment.	<b>Consistent:</b> The design of the Proposed Project is intended to minimize overall impacts on communities and the environment. Much of the Proposed Project uses existing right-of-way, and most of the improvements will be located underground, thereby minimizing environmental impacts.
<b><i>County of San Bernardino General Plan</i></b>	
<b>Policy CI 18.1:</b> Coordinate with Southern California Edison and other utility suppliers to make certain that adequate capacity and supply exists for current and planned development in the County.	<b>Consistent:</b> SoCalGas is proposing the improvements to ensure there is adequate capacity to meet the long-term demand to support the planned development in the San Bernardino County. SoCalGas routinely coordinates with SCE and other utility providers to assess the need for additional capacity or supply of natural gas to meet public demand. The Proposed Project would provide an essential link in the SoCalGas system to efficiently transport natural gas to existing electric power plants.
<b>Policy CO 8.1:</b> Maximize the beneficial effects and minimize the adverse effects associated with the siting of major energy facilities. The County will site energy facilities equitably in order to minimize net energy use and consumption of natural resources, and avoid inappropriately burdening certain communities. Energy planning should conserve energy and reduce peak load demands, reduce natural resource consumption, minimize environmental impacts, and treat local communities fairly in providing energy efficiency programs and locating energy facilities.	<b>Consistent:</b> The design of the Proposed Project is intended to maximize efficiency and other beneficial effects and minimize overall impacts on communities and the environment. Much of the Proposed Project uses existing right-of-way and most of the improvements will be located underground, thereby minimizing the visual and land use intrusion. The Proposed Project does not directly affect energy efficiency programs; however, the Proposed Project will ensure there is adequate capacity to meet the long-term energy demand of the region.



**TABLE 16**  
**CONSISTENCY EVALUATION OF THE PROPOSED PROJECT WITH**  
**APPLICABLE LOCAL PLANNING PROGRAMS**

Goal or Policy	Consistency Analysis
<b>City of San Bernardino General Plan</b>	
<b>Policy 2.2.3</b> Sensitive integrate regionally beneficial land uses such as transportation corridors, flood control systems, utility corridors, and recreational corridors into the community.	<b>Consistent:</b> The majority of the Proposed Project would be underground improvements, which would allow an essential infrastructure to be incorporated into the community while minimizing land use and visual impacts.
<b>Goal 2.11.4:</b> All services and utilities should be screened from view either with fencing or landscaping or placed underground.	<b>Consistent:</b> The majority of the Proposed Project would be underground improvements, which would minimize visual impacts. Within the city, one valve vault would be located above ground in an area designated for light industrial uses. There are no major aboveground facilities (i.e., stations) located in the City of San Bernardino that would require visual screening. Given the limited scale and visual characteristics of the valve vault, the Proposed Project would not substantially change the visual character of the area.
<b>Policy 5.2.4</b> Screen public facilities and above-ground infrastructure support structures and equipment, such as electrical substations and water wells, through sensitive site design, appropriately scaled landscaping, undergrounding of utilities, and other methods of screening (e.g., cell tower stealthing).	<b>Consistent:</b> Within the City of San Bernardino, the majority of the Proposed Project would be located underground and within existing road rights-of-way. There are no major aboveground facilities (i.e., stations) located in the City of San Bernardino that would require visual screening.
<b>Policy 9.7.1:</b> Work with the Southern California Gas Company to ensure that adequate natural gas facilities are available to meet the demands of existing and new developments.	<b>Consistent:</b> The purpose of the Proposed Project is to maintain reliability of natural gas service in the region. The Proposed Project will provide the necessary enhancements to ensure sufficient capacity is available to meet existing and future demand.
<b>City of Highland General Plan</b>	
<b>PS Policy 4.1-1:</b> Prior to permitting, ensure that all major extensions of services, facilities and utilities are comprehensively reviewed for related social, economic and environmental impacts and identify mitigation measures as appropriate.	<b>Consistent:</b> The Proposed Project will be subject to both CEQA and NEPA review prior to the issuance of permits by the CPUC. As part of the NEPA review process, the potential social and economic impacts would be evaluated. Both the NEPA and CEQA process would evaluate the environmental impacts and make recommendations regarding mitigation measures. Therefore, social, economic and environmental impacts and mitigation measures will be evaluated as part of this review process.
<b>PS Goal 4.6:</b> Coordinate with private utility companies to ensure the adequate provision of electricity, natural gas and telecommunication infrastructure to existing and new development.	<b>Consistent:</b> The purpose of the Proposed Project is to maintain reliability of natural gas service in the region. The Proposed Project will provide the necessary enhancements to ensure sufficient capacity is available to meet existing and future demand.
<b>PHS Policy 6.1-5:</b> Continue to evaluate the compatibility of critical, essential, <sup>7</sup> high occupancy, and normal to low risk uses in areas of potential liquefaction during the review of all discretionary and ministerial actions.	<b>Consistent:</b> There are locations where the conditions for liquefaction have the potential to occur (specifically, the areas along Cajon Creek, the southern portion of the San Bernardino Valley, and areas in Moreno Valley). Although the proposed alignment includes areas that have the potential to undergo liquefaction, implementation measures required to meet design standards would

<sup>7</sup> Essential is defined in the Public Health and Safety element as: "Essential uses in potential liquefaction zones that should be restricted or considered generally unsuitable include police, fire and communications systems; Emergency Operations Centers (EOCs); electric power intertie systems; power plants; small dams; utility substations; sewage treatment plants; waterworks; local gas and electric distribution lines; aqueducts; major pipelines; major highways, bridges, and tunnels; ambulance services; public assembly sites with 300 or more capacity; and schools.

**TABLE 16**  
**CONSISTENCY EVALUATION OF THE PROPOSED PROJECT WITH**  
**APPLICABLE LOCAL PLANNING PROGRAMS**

Goal or Policy	Consistency Analysis
	reduce any potential impacts associated with liquefaction to a less than significant level.
<b>CD Action 10.2-2:</b> Continue to underground utility lines along the City's arterial corridors.	<b>Consistent:</b> The Proposed Project would be predominately underground. There are several valve locations and the station locations that are above ground. However, based on current design, there are no aboveground facilities in the City of Highland.
<b>CD Policy 10.8-2:</b> Where practical, underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible.	<b>Consistent:</b> The Proposed Project would occur predominately underground. Based on current design, there are no aboveground facilities in the City of Highland.
<b>City of Loma Linda General Plan</b>	
<b>8.10.7.1g:</b> Develop appropriate siting regulations for the installation of utilities and telecommunication facilities to minimize potential impacts to the community.	<b>Consistent:</b> The Proposed Project will meet the CPUC siting regulations. Measures will be taken to minimize potential impacts to the City of Loma Linda by maximizing the use of existing road rights-of-way and by predominately placing the facilities underground (exact locations of main line valves have not been finalized; consequently, there may be an above-ground valve in Loma Linda). The Proposed Project would not conflict with the adjacent land uses.
<b>10.1.2j:</b> Work with Southern California Edison, the Southern California Gas Company, pipeline companies, and industrial companies to implement measures to safeguard the public from seismic hazards associated with high voltage transmission lines, caustic and toxic gas and fuel lines, and flammable storage facilities.	<b>Consistent:</b> The Proposed Project is being designed to comply with and sometimes exceed all applicable regulatory requirements, and to provide safeguards to the community associated with seismic activity and other hazards. The engineering design standards provide for protection due to seismic activity and other hazards.
<b>City of Colton General Plan</b>	
<b>Policy LU-21.8:</b> Ensure that safety services and sewer, water, and utility infrastructure are adequate to accommodate new development.	<b>Consistent:</b> The purpose of the Proposed Project is to maintain reliability of service in the region. The Proposed Project would provide the necessary enhancements to ensure sufficient capacity is available to meet existing and future demand.
<b>County of Riverside General Plan</b>	
<b>LU 1.6:</b> Coordinate with local agencies, such as LAFCO, service providers and utilities, to ensure adequate service provision for new development	<b>Consistent:</b> SoCalGas is proposing the improvements to ensure there is adequate capacity to meet the long-term demand to support the planned development in the County.
<b>LU 6.2:</b> Notwithstanding the Public Facilities designation, public facilities shall also be allowed in any other land use designation except for the Open Space- Conservation and Open Space- Conservation Habitat land use designations. For purposes of this policy, a public facility shall include all facilities operated by the federal government, the State of California, the County of Riverside, any special district governed by the County of Riverside or any city, and all facilities operated by any combination of these agencies.	<b>Consistent:</b> The Proposed Project may not be identified as a "public facility" based on the definition in this policy; however, the Proposed Project does not traverse land designated for Open Space – Conservation or Open Space – Conservation Habitat on the County of Riverside General Plan.
<b>OS 20.2:</b> Prevent unnecessary extension of public facilities, services, and utilities, for urban uses, into Open Space-Conservation designated areas.	<b>Consistent:</b> The Proposed Project does not traverse Open Space – Conservation or Open Space – Conservation Habitat designations.



**TABLE 16**  
**CONSISTENCY EVALUATION OF THE PROPOSED PROJECT WITH**  
**APPLICABLE LOCAL PLANNING PROGRAMS**

Goal or Policy	Consistency Analysis
<p><b>C 20.10:</b> Review and monitor proposals for expansion of pipelines for the transport of suitable products and materials, and require mitigation of environmental impacts. In particular, require mitigation of the potential for hazardous chemical or gas leakage and explosion.</p>	<p><b>Consistent:</b> Though there would be impacts associated with construction, these impacts would be short-term and mitigation measures, such as phasing construction activities and development of traffic management plans would minimize construction impacts. Implementation of regulatory requirements would reduce operational hazards to levels considered less than significant. Evaluations regarding hazards and regulatory safety requirements and mitigation of environmental impacts are addressed in separate technical analyses.</p>
<p><b>C 25.2:</b> Locate new and relocated utilities underground when possible. All remaining utilities shall be located or screened in a manner that minimizes their visibility by the public.</p>	<p><b>Consistent:</b> Much of the Proposed Project uses existing right-of-way and most of the improvements will be located underground, thereby minimizing the visual and land use intrusion.</p>
<p><b>OP 15.1:</b> Enforce California Division of Oil, Gas and Geothermal Resources (DOGGR) policies that direct the siting of oil and gas facilities in urban and non-urban areas.</p>	<p><b>Consistent:</b> The Proposed Project is being designed to comply with all applicable regulatory requirements, including DOGGR. Evaluations regarding the risk of upset and regulatory safety requirements are addressed in separate technical analyses.</p>
<p><b>S 7.3</b> Require commercial businesses, utilities, and industrial facilities that handle hazardous materials to:</p> <ul style="list-style-type: none"> <li>• Install automatic fire and hazardous materials detection, reporting and shut-off devices.</li> </ul>	<p><b>Consistent:</b> The Proposed Project is being designed to comply with all applicable regulatory requirements for the handling of hazardous materials. As previously identified, the Proposed Project would comply with the CBC. Design measures and operational procedures have been incorporated to minimize hazards. An evaluation of hazards and regulatory safety requirements are addressed in separate technical analyses.</p>
<p><b>S 7.11:</b> Coordinate with the Public Utilities Commission (PUC) and/or utilize the Capital Improvement Program, to strengthen, relocate, or take other appropriate measures to safeguard high-voltage lines, water, sewer, natural gas and petroleum pipelines, and trunk electrical and telephone conduits that:</p> <ul style="list-style-type: none"> <li>• extend through areas of high liquefaction potential;</li> <li>• cross active faults; or</li> <li>• traverse earth cracks or landslides.</li> </ul>	<p><b>Consistent:</b> The CPUC is the State of California lead agency for the Proposed Project, whose purpose is to ensure customers have safe, reliable utility service at reasonable rates in the region. The design of the facilities would take into consideration safety and existing geotechnical constraints, such as seismic or soil conditions.</p>
<p><b>City of Moreno Valley General Plan</b></p>	
<p><b>9.6.3, 6-1:</b> Request that public utility companies inspect their facilities and distribution networks to determine the potential impact of earthquake damage.</p>	<p><b>Consistent:</b> The Proposed Project would be a new pipeline that would be constructed to meet and in some circumstances exceed current design standards and would take into consideration existing geotechnical constraints, such as seismic or soil conditions. Ongoing inspection requirements would comply with CPUC and other applicable standards.</p>

**TABLE 16**  
**CONSISTENCY EVALUATION OF THE PROPOSED PROJECT WITH**  
**APPLICABLE LOCAL PLANNING PROGRAMS**

Goal or Policy	Consistency Analysis
Other Applicable Planning Documents	
<b>County of San Bernardino Development Code</b>	
<p><b>Chapter 82.03 Agricultural and Resource Management Land Use Zoning Districts.</b> Pipelines, transmission lines, and control station uses are regulated and approved by the California Public Utilities Commission. See alternate review procedures in Section 85.02.050 (Alternate Review Procedures).</p> <p><b>Section 85.02.050 Alternate Review Procedures.</b> Unless preempted by State or Federal Law, the specific land uses listed in the land use tables in Chapters 82.03 through 82.22 shall be allowed without a Conditional Use Permit when the following alternate review procedures have been completed to the satisfaction of the Director.</p>	<p><b>Consistent:</b> The Development Code provides the applicable standards when land is developed based on the land use zone or district. The Development Code implements the goals and policies in the General Plan. Chapters 82.03 through 82.22 provide the standards applicable to the various land uses and overlays depicted on the County of San Bernardino Land Use and Zoning Map. Chapter 85.02 outlines the review procedures for projects being approved through the County of San Bernardino. Recognizing that certain types of projects that traverse unincorporated areas are under the jurisdiction of other agencies, alternate review procedures have been incorporated into the Development Code. The Proposed Project would fall into this category since the CPUC is the lead agency with jurisdiction over the Project.</p>
<b>City of San Bernardino University District Specific Plan</b>	
<p>All services and utilities should be screened from view either with fencing or landscaping or placed underground.</p>	<p><b>Consistent:</b> The Proposed Project would be located underground, with the exception of main line valves that will be fenced, and would not result in visual impacts that would be inconsistent with the goals of the Specific Plan.</p>
<b>County of Riverside Reche Canyon/Badlands Area Plan</b>	
<p><b>RCBAP 2.1:</b> Ensure the provision and/or preservation of equestrian trails and related facilities in the Reche Canyon/Badlands area.</p>	<p><b>Consistent:</b> Most of the improvements in Reche Canyon would be constructed within the existing road right-of-way. There is a segment in the southern reach of the canyon that would require a new easement or right-of-way. The Area Plan depicts a network of open space trails in the vicinity of the Proposed Project. There may be temporary disruption of off-road facilities that serve as trails or temporary closure of routes to ensure safety during construction. However, these impacts would be temporary, construction-related impacts. Once construction is complete, all trails would be restored to pre-construction conditions the extent reasonably feasible.</p>
<p><b>RCBAP 3.1:</b> Preserve the viability of agriculture in the region through adherence to policies found in the Agriculture Area Plan Designation section of the General Plan Land Use Element, and policies located in the Agricultural Resources section of the Multipurpose Open Space Element.</p>	<p><b>Consistent:</b> The Proposed Project does not traverse an area within the Reche Canyon/Badlands Area Plan that is designated for agriculture.</p>



**TABLE 16**  
**CONSISTENCY EVALUATION OF THE PROPOSED PROJECT WITH**  
**APPLICABLE LOCAL PLANNING PROGRAMS**

Goal or Policy	Consistency Analysis
<b>RCBAP 13.1:</b> Protect visual and biological resources in the Reche Canyon/Badlands area through adherence to General Plan policies found in the Multipurpose Open Space Element.	<b>Consistent:</b> There are multiple policies in the Area Plan focused on the protection of visual and biological resources. Impacts to biological resources would be minimized because most of the improvements in Reche Canyon would be constructed within the road right-of-way. In those locations where the alignment is outside the road right-of-way, there would be temporal habitat impacts to biological resources. . Once construction is complete, the area would be restored to pre-construction condition to the extent reasonably feasible. Impacts to biological resources are evaluated in the Biological Resources Technical Report. Visual impacts are evaluated in the Visual Technical Report.
<b>City of Colton Reche Canyon Specific Plan</b>	
<b>Goal 1, Objectives 3 and 4:</b> 3 Preserve the canyon's major hillsides, ridges and other major natural features in as natural and undeveloped a state as possible. 4 Where grading is necessary, ensure that manmade slopes resemble the natural terrain, and that slope planting is as consistent as possible with naturally occurring plant species.	<b>Consistent:</b> Within Reche Canyon, hillside grading would be required in those locations where the Proposed Project alignment would be located outside the existing road right-of-way. However, once the pipeline is constructed, the natural terrain of the hillsides would be restored to pre-construction conditions to the extent reasonably feasible.
CPUC: California Public Utilities Commission; LAFCO: Local Area Formation Commission; MSHCP: Multiple Species Habitat Conservation Plan; SBNF: San Bernardino National Forest; CBC: California Building Code; CEQA: California Environmental Quality Act; NEPA: National Environmental Policy Act; RHNA: Regional Housing Needs Assessment. Sources: Goals and Policies from applicable planning documents.	

As described above, construction of the Proposed Project would have temporary impacts to existing land uses related to construction activities. Lands that would be disturbed would be restored to pre-construction conditions to the extent reasonably feasible, and the Proposed Project would not result in any permanent changes to land use. The Proposed Project would be consistent with the land use plans, policies, and regulations of the respective jurisdictions.

<b>Impact Conclusion:</b>	The Proposed Project would be consistent with the land use plans, policies, and regulations of local jurisdictions. Impacts would be less than significant.
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#### **6.1.4 Impacts to Habitat Conservation Plans/Natural Community Conservation Plans**

**Evaluation Criterion:** *Would the Proposed Project conflict with any applicable habitat conservation plan or natural community conservation plan?*

The Proposed Project passes through lands that are covered by three regional habitat conservation plans: the Western Riverside County MSHCP, the SKR HCP, and the Coachella Valley MSHCP. A project proponent may elect to become a participating special entity and comply with the provisions of the HCPs, thereby obtaining incidental take of special-status species.

##### Western Riverside Multiple Species Habitat Conservation Plan

A portion of the Proposed Project, approximately 13 miles, is located within the boundaries of the Western Riverside County MSHCP, which serves as an HCP pursuant to Section 10(a)(1)(B) of the Federal Endangered Species Act of 1973 (FESA) and a Natural Communities Conservation

Plan (NCCP) under the NCCP Act of 2001. The ultimate goal of the Western Riverside County MSHCP is to conserve approximately 500,000 acres and to protect 146 plant and animal species and their habitats within 1.26-million-acre plan area. The Western Riverside County MSHCP was approved by the (USFWS) and (CDFW) in June 2004. Under the Western Riverside County MSHCP, the USFWS and CDFW have granted take authorization for otherwise lawful actions, such as public and private development that may incidentally take or harm individual species or their habitat outside of the Western Riverside County MSHCP conservation area, in exchange for the assembly and management of a coordinated Western Riverside County MSHCP conservation area. The Western Riverside County MSHCP is implemented by the Western Riverside County Regional Conservation Authority.

The Western Riverside County MSHCP is a criteria-based plan and does not rely on a hardline preserve map. Instead, the Western Riverside County MSHCP reserve is being assembled over time from smaller subsets of the Plan Area referred to as "Criteria Area". The Criteria Areas consist of Criteria Cells (Cells) or Cell Groupings, and flexible guidelines (Criteria) for the assembly of conservation within the Cells or Cell Groupings. Cells and Cell Groupings also may be included within larger units known as Cores, Linkages, or Non-Contiguous Habitat Blocks (conservation areas). The Western Riverside County MSHCP Plan Area is divided into Area Plans, each with unique resources and conservation goals.

The Proposed Project passes through the Reche Canyon/Badlands Area Plan. This Plan includes approximately 1,594 acres of the Project Study area, and falls within Criteria Cells between Mile Posts 50 to 56 of the Proposed Project. Approximately 86.22 acres within Criteria Cells would be affected by the Proposed Project. These Criteria Cells contribute to Proposed Linkage 4, which is comprised of primarily uplands habitat in Reche Canyon. Proposed Linkage 4 provides habitat for species known to occur within chaparral and coastal sage scrub habitats including Bell's sage sparrow, Stephens' kangaroo rat, bobcat, and Nevin's barberry. This Linkage likely provides for movement of common mammals such as bobcat, connecting to Box Springs Reserve, the Badlands, and San Bernardino County. The Reche Canyon area represents one of the largest intact Core Areas within this MSHCP Plan Area; therefore maintenance of existing large habitat blocks is important for species and reserve design. The Linkage is relatively unconstrained by adjacent planned Rural Mountainous land uses. Widening of the existing Reche Canyon Road will need to consider wildlife crossings as part of the design. Because the Proposed Project will be underground within this area, no permanent disruption to this Linkage will occur and construction related disturbance will be temporary and not significant.

In addition to assemblage of conservation areas, the Western Riverside County MSHCP has additional implementation measures. The Proposed Project will comply with the measures outlined and provisions to ensure consistency will be incorporated into the final design. As previously mentioned, the PEA identified a number of APM, including APM-BIO-30 which pertains to implementation of measures to be consistent with the HCPs. The application of these measures is discussed in more detail in the Biological Resources Technical Report.

- **Western Riverside County MSHCP Section 6.1.2, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools.** Riparian/riverine areas must be mapped and assessed for the potential to support riparian conservation species. Projects must also be assessed for the presence of vernal pools. Riparian/riverine and vernal pool habitat must be avoided or mitigated as described in this section of the Western Riverside County MSHCP.
- **Western Riverside County MSHCP Section 6.1.3, Protection of Narrow Endemic Plant Species.** The Western Riverside County MSHCP has survey areas for certain Narrow Endemic Plant Species. If a project overlaps a Narrow Endemic Plant Species



survey area, habitat assessments and focused surveys must be conducted and avoidance and mitigation measures implemented in accordance with this section.

- **Western Riverside County MSHCP Section 6.1.4, Guidelines Pertaining to the Urban/Wildlands Interface.** If a project is located adjacent to conservation areas, avoidance measures must be implemented as described in this section.
- **Western Riverside County MSHCP Section 6.3.2, Additional Survey Needs and Procedures.** This section of the Western Riverside County MSHCP outlines survey requirements for Criteria Area plant species, burrowing owl, mammals, and amphibians. If a project overlaps a designated survey area, habitat assessments and focused surveys must be conducted and avoidance and mitigation measures implemented in accordance with this section.

### Stephens' Kangaroo Rat Habitat Conservation Plan

A portion of the Proposed Project, approximately 13.76 miles, is located within the SKR HCP. The SKR HCP is a single-species HCP that establishes a regional mechanism for obtaining incidental take of Stephens' kangaroo rat without having to secure individual permits from the USFWS and/or CDFW. The SKR HCP was approved by the USFWS and CDFW on May 6, 1996. The HCP covers approximately 533,954 acres within the Riverside County Habitat Conservation Agency (RCHCA) member jurisdictions, including an estimated 30,000 acres of occupied Stephens' kangaroo rat habitat. The RCHCA, a Joint Powers Agreement agency, functions as the oversight agency formed for the purpose of planning, acquiring, and managing habitat for the Stephens' kangaroo rat.

This HCP is made up of a mosaic of fee areas and Core Reserve areas. There are seven Core Reserve areas established as hardline conservation areas: Lake Mathews – Estelle Mountain, Sycamore Canyon, Steele Peak, Motte/Rimrock, San Jacinto/Lake Perris, Southwestern Riverside County Multi-Species, Potrero ACEC, and Potrero. In 2003, with the acquisition of the Potrero site, the USFWS and CDFW confirmed that the land acquisition portion of the reserve expansion requirement was satisfied. Generally, any development within the Core Reserve area that is outside of existing private utility right-of-way is not permitted. The study area for the Proposed Project is not located in any of the Core Reserve areas.

### Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP)

As discussed in Section 4.5.3, both the Whitewater Pressure Limiting Station and the Shaver Summit Pressure Limiting Station are located within the boundaries of the Coachella Valley MSHCP. The Whitewater Pressure Limiting Station is not located in any of the Conservation Areas, whereas the Shaver Summit Pressure Limiting Station is located within the Desert Tortoise and Linkage Conservation Area.

The Desert Tortoise and Linkage Conservation Area encompasses most of the land between the Mecca Hills and Orocopia Mountains Wildernesses and Joshua Tree National Park in the eastern portion of the Coachella Valley MSHCP Plan Area (Exhibit 29). The Desert Tortoise and Linkage Conservation Area contain a total of approximately 89,900 acres.

Section 9.6.1.1 of the Coachella Valley MSHCP lists four desert tortoise conservation goals:

- Goal 1: Ensure species persistence in the Plan Area by conserving Core Habitat, consistent with the Desert Tortoise Recovery Plan, and associated Essential Ecological Processes, allowing evolutionary processes and natural population fluctuations to occur. Minimize fragmentation, human-caused disturbance, and edge effects to Core

Habitat by conserving contiguous Habitat patches and effective Linkages between patches of Core Habitat.

Goal 2: Protect Other Conserved Habitat to provide sufficient area and variety of Habitat types to accommodate population fluctuations, allow for genetic diversity, and to conserve the range of environmental conditions within which the desert tortoise is known to occur.

Goal 3: Maintain Biological Corridors and Linkages among all conserved populations.

Goal 4: Ensure conservation of the desert tortoise by maintaining the long-term persistence of self-sustaining populations and conserving Habitat quality through biological monitoring and Adaptive Management actions in the Plan Area.

To meet these goals, the Coachella Valley MSHCP identifies protocols for any construction activity in the Desert Tortoise and Linkage Conservation Area. This includes the need for pre-construction surveys to establish presence and if the species is determined to be present, measures to avoid and minimize impacts during construction. To ensure consistency with the Coachella Valley MSHCP, the Proposed Project will comply with the applicable measures, which will be incorporated into the final design and construction specifications. As previously mentioned, the PEA identified a number of APM, including APM-BIO-30 which pertains to implementation of measures to be consistent with the HCPs. The application of these measures is discussed in more detail in the Biological Resources Technical Report.

<b>Impact Conclusion:</b>	The Proposed Project would be consistent with the applicable habitat conservation plans/natural community conservation plans through the implementation of the measures identified in the Biological Resources Technical Report, as required by APM-BIO-30. Impacts would be less than significant.
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## 6.2 AGRICULTURAL AND FORESTRY RESOURCES

The evaluation criteria used to evaluate agricultural and forestry resources reflect the CEQA Checklist questions. These criteria are sufficiently comprehensive for the NEPA evaluation. The FPPA, which is the federal program that addresses irreversible conversion of farmland to non-agricultural uses, uses the same farmland mapping categories in the definition of Important Farmland as is used for the CEQA analysis.

### 6.2.1 Impacts to Important Farmland

**Evaluation Criterion:** Would the Proposed Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

#### Definition of Land Area Categories

As discussed in Section 4.2.1, the California Department of Conservation is responsible for the Farmland Mapping and Monitoring Program (FMMP), which maintains the Important Farmland Inventory. The FMMP categorizes areas into the following categories:

- Prime Farmland



- Farmland of Statewide Importance
- Unique Farmland
- Farmland of Local Importance
- Grazing Land
- Urban and Built-Up Land
- Other Land

The first four categories are generally considered Important Farmland. The following provides an overview of the characteristics of each of the land categories.

#### *Prime Farmland*

This farmland has the best combination of physical and chemical characteristics for crop production. It has the soil quality, growing seasons, and moisture supply needed to produce sustained high-yield crops when treated and managed, including water management, according to current farming methods.

#### *Farmland of Statewide Importance*

This is land other than Prime Farmland that has a good combination of physical and chemical characteristics for the production of crops and has been used for the production of irrigated crops within the four years prior to the mapping date.

#### *Unique Farmland*

This is land that does not meet the criteria for Prime Farmland or Farmland of Statewide Importance and that is currently used for the production of specific crops with high economic value. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality or high yields of specific crops (e.g., oranges, olives, avocados, cut flowers) when treated and managed according to current farming methods. This category excludes abandoned orchards or vineyards. Land must have been cropped at some time during the four years prior to the mapping date.

#### *Farmland of Local Importance*

This land produces crops or has the capability of production, or is used for the production, of confined livestock. It may be important to the local economy due to its productivity. A local advisory committee set up by the Soil Conservation Service in each County initially identified Farmland of Local Importance.

#### *Grazing Land*

This is land on which the existing vegetation, whether grown naturally or through management, is suitable for grazing or browsing of livestock. It is identified in minimum mapping units of 40 acres and does not include land previously identified above.

#### *Urban and Built-Up Land*

This land is used for residential, industrial, commercial, construction, institutional, and public administrative purposes, among others.

### *Other Land*

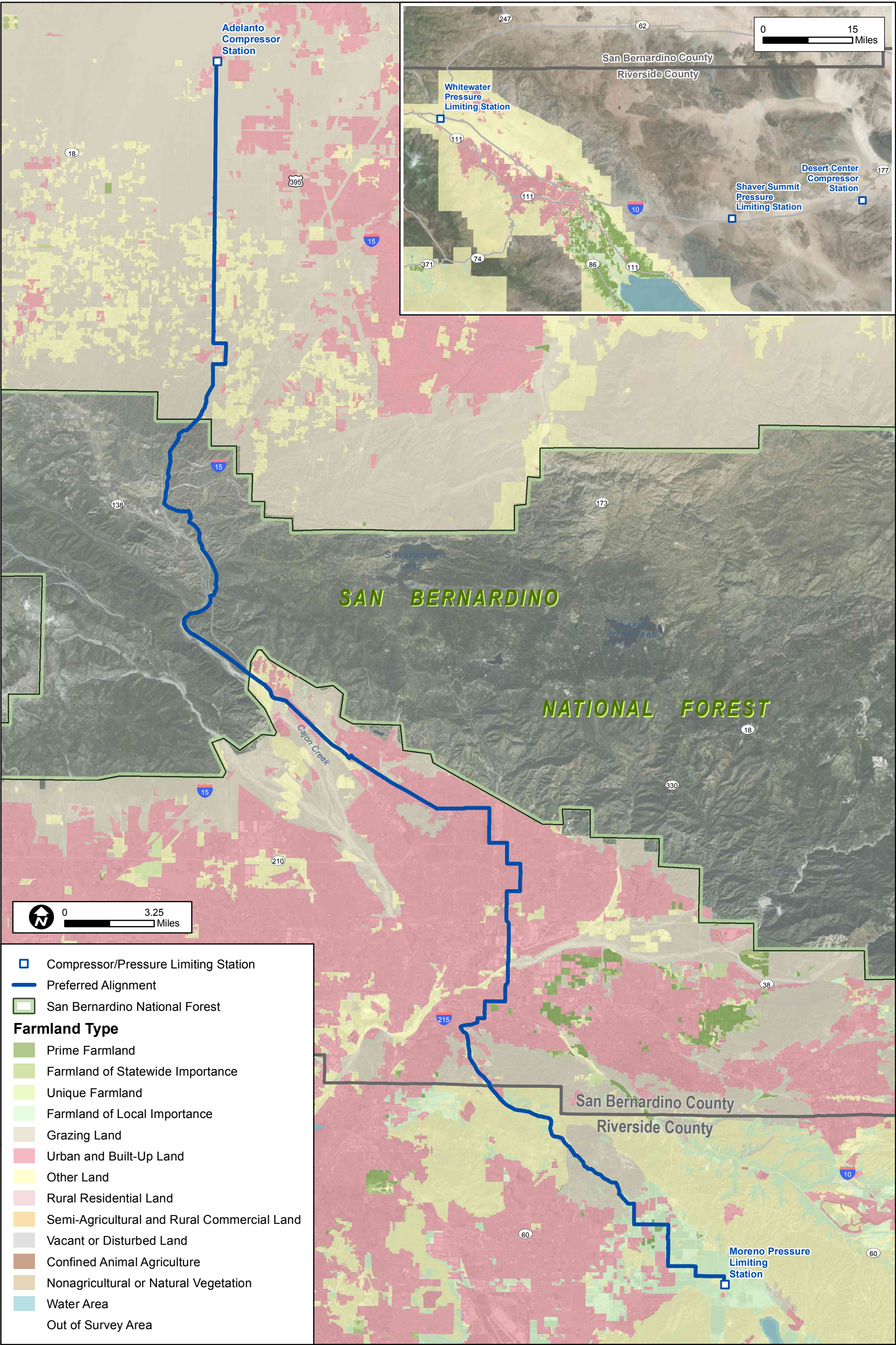
This is land not included in any of the other mapping categories and generally includes rural development with a density of less than 1 structure per 1.5 acres, marginal agricultural lands, brush, timber, roads, or other rural land uses. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is generally mapped as “Other Land”.

### Acreage of Disturbance on Important Farmland

Table 17 shows the acreage of Important Farmland affected by the Proposed Project by jurisdiction. It should be noted that the numbers significantly overstate the potential impact because the FMMP does not exclude areas where non-farmland improvements (e.g., roads), have been implemented. As a result, the PDCC area for the Proposed Project has been calculated for each FMMP category even though the pipeline is within existing roadways for the majority of the alignment. Exhibit 30 shows the Proposed Project in relationship to each FMMP category.

All impacts to Important Farmland will be temporary in nature because the property will be restored to pre-construction conditions to the extent reasonably feasible upon completion of the Proposed Project. As shown in Table 17, the Proposed Project has the potential to disturb approximately 110 acres of Important Farmland during construction, though only 2.66 acres of this is Prime Farmland. Based on the Department of Conservation Land Use Conversion Inventory, in 2012 the County of Riverside had 426,226 acres and San Bernardino had 21,921 acres of Important Farmland. The temporary impacts to Important Farmland represent approximately 0.00024 percent of the Important Farmland in Riverside and San Bernardino counties and is not a significant impact.





Compressor/Pressure Limiting Station

Preferred Alignment

San Bernardino National Forest

**Farmland Type**

Prime Farmland

Farmland of Statewide Importance

Unique Farmland

Farmland of Local Importance

Grazing Land

Urban and Built-Up Land

Other Land

Rural Residential Land

Semi-Agricultural and Rural Commercial Land

Vacant or Disturbed Land

Confined Animal Agriculture

Nonagricultural or Natural Vegetation

Water Area

Out of Survey Area



Source: Southern California Gas Company 2014  
California DOC, DLRP 2014

North-South Project

Exhibit 30

Department of Conservation Farmland Mapping Program



**TABLE 17  
ACREAGE OF DISTURBANCE TO FARMLAND MAPPING  
AND MONITORING PROGRAM LAND USE CATEGORIES**

Jurisdiction	FMMP Land Use Categories (acres)								
	Prime Farmland	Farmland of Statewide Importance	Unique Farmland	Farmland of Local Importance	Grazing Land	Other Land	Urban and Built-up	Not Mapped	Total
Adelanto	–	–	–	–	42.2	–	4.0	–	<b>46.2</b>
Victorville	–	–	–	–	36.5	–	0.1	–	<b>36.6</b>
Unincorporated San Bernardino county	1.5	–	–	–	141.4	75.1	38.1	42.1	<b>298.2</b>
San Bernardino National Forest	–	–	–	–	–	–	–	187.9	<b>187.9</b>
San Bernardino	–	–	–	–	6.2	7.4	191.2	–	<b>204.8</b>
Highland	–	–	–	–	–	1.0	7.3	–	<b>8.3</b>
Loma Linda	–	–	–	–	1.8	0.2	9.3	–	<b>11.2</b>
Colton	–	–	–	–	5.3	0.3	30.0	–	<b>35.6</b>
Unincorporated Riverside county	–	–	–	23.2	45.8	27.8	6.8	17.2	<b>120.8</b>
Moreno Valley	1.2	–	–	84.3	0.1	18.3	13.4	–	<b>117.3</b>
<b>Grand Total</b>	<b>2.7</b>	<b>–</b>	<b>–</b>	<b>107.5</b>	<b>279.3</b>	<b>130.1</b>	<b>300.2</b>	<b>247.2</b>	<b>1,067.0</b>
– No land in this land use category for this jurisdiction. FMMP: Farmland Mapping and Monitoring Program Miles are approximate and rounded to the nearest tenth of a mile.									



**Impact Conclusion:** *The Proposed Project would not result in a permanent conversion of Important Farmland to non-agricultural uses. There would be temporary impacts to a small amount of Important Farmland as a result of construction activities. Given the short-term and limited nature of the construction activities, the impact would be less than significant.*

### 6.2.2 Impacts to Williamson Act Contract

**Evaluation Criterion:** Would the Proposed Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The Proposed Project would not conflict with existing zoning for agricultural use as the underlying zone would not change as a result of the Proposed Project. Any disruption to agricultural operations would be short-term. As shown in Exhibit 31, the Proposed Project would not traverse any areas subject to a Williamson Act Contract.

**Impact Conclusion:** *The Proposed Project would not conflict with agricultural zoning or impact land subject to a Williamson Act contract.*

### 6.2.3 Impacts Associated with Conflicts with Existing Zoning of Forest Land

**Evaluation Criterion:** Would the Proposed Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?

Section 12220(G) of the *California Public Resources Code* (PRC) defines Forest Land as “land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits”.

Timber management and harvest falls under the SBNF Commodity and Commercial Use Program. The Program covers a variety of uses from mineral production (e.g., gold mine) to tree nurseries to timber harvest by-products. In the SBNF, timber and non-timber areas are managed for noncommercial purposes only. Timber harvest occurs in the SBNF to meet forest restoration, wildlife, watershed, or other ecological needs. As a result, the SBNF offers wood products only as a by-product of these ecosystem management activities, and/or community protection projects and fuel breaks management. The typical timber used for sale in the SBNF includes dead trees, trees from forest thinning, and trees from fuel break maintenance projects. Timber harvest is not allowed for the sole purpose of producing wood products. The allowable sale quantity (ASQ) for wood products in the SBNF is set to zero. Therefore, the Proposed Project would not result in rezoning of timberlands or lands zoned for timber production because timber production for sale purposes does not occur in the SBNF.

The Proposed Project extends within forest lands; and predominantly falls within Cajon Place (designated for utility corridors), the I-15 Cajon Pass Energy Corridor (WWEC 108-267) (an area designated for utility alignments), and other Land Use Zones (i.e., Back Country, Back Country Motorized Use Restricted and Developed Area Interface) designated for that purpose. The construction of the pipeline within the designated I-15 Cajon Pass Energy Corridor (WWEC 108-267) would not conflict with any elements of the SBNF LMP. Rather, locating the pipeline predominately within this corridor is in accordance with the policies set forth in Section 368 of the Energy Policy Act of 2005. Approximately 166 acres (70 percent) of the pipeline alignment are







located within the energy corridor and approximately 64 acres (30 percent) are located outside of the energy corridor. Where it is not possible to site the pipeline within the energy corridor it has been sited in areas where such a low land use intensity use is appropriate and consistent with the policies of the LMP.

The majority of forest areas through which the Proposed Project passes are disturbed areas traversed by motorized roadways, forest unpaved roads, and multiple utility alignments. As shown in Land Use Tables 18 through 21, a portion of the Proposed Project alignment would also extend through the forested areas of the SBNF designated as Special Designations (San Andreas SIA) and non-motorized areas (Cajon IRA). The impacts from the Proposed Project to these areas would be temporary in nature and are allowed under the relevant LMP provisions. If the USFS determines that the Proposed Project cannot be approved in the Back Country Motorized Use Restricted areas by exception, a project-specific amendment to the Land Management Plan may be required. Obtaining such an amendment would ensure consistency with applicable zoning under the LMP.

Table 18 through Table 21 identify the potential acreage of disturbance within the SBNF Land Use Zones and special use categories.

**TABLE 18**  
**ACREAGE OF DISTURBANCE WITHIN THE**  
**SAN BERNARDINO NATIONAL FOREST LAND USE ZONES**

Land Use Zone	Permanent (Acres)	Temporary (Acres)			Total (Acres)
	Valve Vault	PDCC	Staging Area	Temporary Total	
Back Country	0.1	72.6	0.8	73.4	<b>73.5</b>
Back Country Motorized Use Restricted	0.2	21.1	1.6	22.7	<b>22.9</b>
Back Country Non-Motorized	—	5.6	0.1	5.7	<b>5.7</b>
Developed Area Interface <sup>a</sup>	0.2	118.3	9.1	127.4	<b>127.6</b>
<b>Total</b>	<b>0.5</b>	<b>217.6</b>	<b>11.6</b>	<b>229.2</b>	<b>229.7</b>
PDCC: Preliminary Design Construction Corridor; — No impact in this category					
Distances are approximate and rounded to the nearest tenth of a mile.					
<sup>a</sup> For the Developed Area Interface approximately 36.3 acres of the PDCC and 8.4 acres of the staging areas are on private in-holdings.					

**TABLE 19  
ACREAGE OF DISTURBANCE WITHIN THE SAN BERNARDINO NATIONAL  
FOREST RECREATION OPPORTUNITY SPECTRUM**

Land Use Zone	Permanent (Acres)	Temporary (Acres)			Total (Acres)
	Valve Vault	PDCC	Staging Area	Temporary Total	
Roaded Natural <sup>a</sup>	0.2	147.0	9.1	156.1	<b>156.3</b>
Semi-Primitive Motorized	0.1	44.0	0.8	44.8	<b>44.9</b>
Semi-Primitive Non-Motorized	0.2	26.6	1.8	28.4	<b>28.6</b>
<b>Total</b>	<b>0.5</b>	<b>217.6</b>	<b>11.7</b>	<b>229.3</b>	<b>229.8</b>
PDCC: Preliminary Design Construction Corridor Distances are approximate and rounded to the nearest tenth of a mile.					
<sup>a</sup> For the Roaded Natural area approximately 36.3 acres of the PDCC and 8.4 acres of the staging areas are on private in-holdings.					

**TABLE 20  
ACREAGE OF DISTURBANCE WITHIN THE SAN BERNARDINO NATIONAL  
FOREST SPECIAL USES AND OTHER USES AREAS**

Special Uses	Permanent (Acres)	Temporary (Acres)			Total (Acres)
	Valve Vault	PDCC	Staging Area	Temporary Total	
San Andreas Special Interest Area	0.2	58.4	0.9	59.3	<b>59.5</b>
Cajon Inventoried Roadless Area <sup>a</sup>	—	22.8	0.9	23.7	<b>23.7</b>
<b>Total</b>	<b>0.2</b>	<b>81.2</b>	<b>1.8</b>	<b>83.0</b>	<b>83.2</b>
PDCC: Preliminary Design Construction Corridor; —: No impact in this category Distances are approximate and rounded to the nearest tenth of a mile.					
<sup>a</sup> For the Cajon Inventoried Roadless Area less than 0.1 acre of the PDCC and 0.1 acres of the staging areas are on private in-holdings.					

**TABLE 21  
ACREAGE OF DISTURBANCE WITHIN THE SAN BERNARDINO NATIONAL  
FOREST FEDERAL ENERGY CORRIDOR**

Name	Permanent (Acres)	Temporary (Acres)			Total (Acres)
	Valve Vault	PDCC	Staging Area	Temporary Total	
I-15 Cajon Pass Energy Corridor	0.5	162.6	2.5	165.1	<b>165.6</b>
PDCC: Preliminary Design Construction Corridor Distances are approximate and rounded to the nearest tenth of a mile.					
<sup>a</sup> For the Cajon Pass Energy Corridor approximately 6.0 acres of the PDCC are on private in-holdings					



**Impact Conclusion:** Though a small portion of the Proposed Project would extend through SBNF areas within Land Use Zones, Special Designations, and Other Designations, impacts to these designated areas would be temporary in nature and are allowed under existing zoning. If the USFS determined that the Proposed Project could not be approved by exception in the Back Country Non-Motorized Use Zone, a project specific amendment would be required which would render the Project consistent with the zoning. The Proposed Project with approved land management plan amendment, if required, would not conflict with the existing zoning for or cause rezoning of forest land or timberland lands and impacts are less than significant.

#### 6.2.4 Impacts Associated with the Loss of Forest Land

**Evaluation Criterion:** Would the Proposed Project result in the loss of forest land or conversion of forest land to non-forest use?

As shown in the Land Use Tables 18 through 21, Segment 2 of the Proposed Project alignment would result in temporary and de minimis permanent impacts to forest land use designations. All areas disturbed in the SBNF for the purpose of Proposed Project construction would be restored or revegetated to the extent reasonably feasible once the Proposed Project is completed. Permanent impacts to forest lands would occur from placement of vault valves, which total approximately 0.5 acre. These impacts would occur within the federal energy corridor, which is designated to accommodate projects of this nature. Due to the minimal amount of area that would be permanently impacted by the Proposed Project and since it is located in the designated energy corridor area, the loss of forest land would be less than significant.

**Impact Conclusion:** The Proposed Project would result in a permanent loss of 0.5 acre forest land, which would occur in an area designated for placement of utility corridors. This impact would be less than significant.

#### 6.2.5 Impacts Associated with the Conversion of Farmland to Non-Agricultural Use

**Evaluation Criterion:** Would the Proposed Project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

The Proposed Project would not result in disturbance to Important Farmland beyond those discussed under Evaluation Criteria 6.2.1 and 6.2.2. The Proposed Project would not result in the extension of urban land uses that would increase pressure for the extension of urban uses on to land currently used for agricultural purposes.

The impacts to Important Farmland would predominately be short-term construction impacts. Because the area that would be affected by the Proposed Project would generally be located at the edge of the roadway, the remainder of the parcels would continue to be farmable tracts of land. Areas affected by temporary construction impacts would be restored to pre-construction conditions to the extent feasible and would be usable when the improvements are completed. The Proposed Project would not bisect agricultural land leaving areas unviable for agricultural production and prone to land use conversion.

**Impact Conclusion:** The Proposed Project would not result in a permanent conversion of farmland to non-agricultural uses. Nor would the Proposed Project result in indirect affects that would encourage the conversion of farmland to non-agricultural use. Impact would be less than significant.

## 6.3 RECREATION

### 6.3.1 Impacts Associated with Increased Use of Existing Recreational Facilities

**Evaluation Criterion:** Would the Proposed Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The Proposed Project would not result in the development of any new land uses that would generate increased population that would, in turn, result in increased demand for recreational facilities. Similarly, the Proposed Project would not facilitate the use of existing recreational resources by users that do not currently have access to existing facilities.

The Proposed Project would potentially result in short-term construction impacts to recreational facilities in the SBNF and in the City of San Bernardino due to proximity. However, these impacts are not associated with increased usage that would result in the physical deterioration of the facilities. The construction impacts are addressed under Evaluation Criterion 6.3.3, which pertains to diminishing recreational value or attributes of a recreational resource.

**Impact Conclusion:** The Proposed Project would not result in increased usage of existing parks or other recreational facilities resulting in substantial physical deterioration of the facility. No impacts are anticipated.

### 6.3.2 Impacts Associated with Construction or Expansion of Recreational Facilities

**Evaluation Criterion:** Would the Proposed Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The Proposed Project would not result in the development of any new recreational facilities or the construction or expansion of existing recreational facilities. Therefore, there would be no impacts associated with this evaluation criterion.

**Impact Conclusion:** The Proposed Project would not result in the development of new recreational facilities or expansion of existing recreational facilities. No impacts are anticipated.

### 6.3.3 Diminishment of Recreational Value or Attributes

**Evaluation Criterion:** Would the Proposed Project result in direct or indirect impacts that would diminish the recreational value or attributes of a recreational resource?

The Proposed Project would temporarily affect recreational facilities, including the Pacific Crest Trail located in the SBNF (Segment 2) and would be within 0.25 mile of five local parks, all located in the City of San Bernardino (Segment 3). Each of these resources is discussed below.

#### Recreational Facilities within the San Bernardino National Forest

The construction of the Proposed Project would not result in the increased use of the existing SBNF recreational facilities. Proposed staging areas and improved access roads for the pipeline would be constructed, but the resulting impacts would be temporary and would not preclude or otherwise diminish the long-term value or attributes of the existing SBNF recreational resources.



Some minor disruption may occur to forest roads and trails, which could temporarily affect recreational users. Segment 2 of the Proposed Project alignment runs along several forest roads and trails: Cleghorn Ridge (2N47), Desert Front (3N24), Perdew Canyon (2N50), Powerline (3N55), Santa Fe Edison Spur (3N44A), and the Pacific Crest Trail. The acreage of temporary and permanent disturbance to these routes are shown in Table 22. In addition, there would be disturbance to a small number of unmarked hiking and equestrian trails. In the locations where the Proposed Project alignment is located through the forest roads and trails, there would be the potential for temporary disruption of recreational use during construction due to potential trail closures and/or detours. This temporary impact may affect Pacific Crest Trail hikers if the proposed staging area is located in close proximity to the trail and if construction activities conflict with hikers' use of the trail. The peak of trail use starts in the March to May timeframe when the hikers depart from the Mexican border and travel along the trail to the Canadian border. To minimize these temporary impacts to users of the trail, safety signage and flaggers will be provided to inform the public and direct them around the construction area in a safe manner. This impact would be short-term and with established construction safety practices would not result in substantial impacts on recreational community facilities or result in permanent changes to the existing land use patterns. Appropriate coordination with the USFS regarding the adequate trail signage and recreational tourist information boards during Proposed Project construction period will be incorporated.

**TABLE 22**  
**ACREAGE OF DISTURBANCE WITH THE SAN BERNARDINO NATIONAL**  
**FOREST SYSTEM ROAD**

<b>USFS Roads</b>	<b>PDCC (Linear Feet)</b>	<b>Staging Area (Linear Feet)</b>	<b>Total (Linear Feet)</b>
Cleghorn Ridge (OHV) (2N47)	172.4	–	<b>172.4</b>
Desert Front (OHV) (3N24)	2,075.1	82.8	<b>2,157.9</b>
Perdew Canyon (2N50)	117.1	–	<b>117.1</b>
Powerline (3N55)	216.9	–	<b>216.9</b>
Santa Fe Edison Spur (3N44A)	147.5	289.3	<b>436.8</b>
Pacific Crest Trail	478.8	–	<b>478.8</b>
<b>Total</b>	<b>3,207.8</b>	<b>372.1</b>	<b>3,579.9</b>
USFS: U.S. Forest Service; PDCC: Preliminary Design Construction Corridor; OHV: off-highway vehicle; –: No impact in this category			
Distances are approximate and rounded to the nearest tenth of a linear foot			

The operation of the Proposed Project would not conflict with the recreational values of the SBNF. Though the Proposed Project would result in temporary impacts to recreational facilities within the SBNF, these impacts would not substantially diminish the recreational value of the resources within the SBNF. Therefore, the impacts would be less than significant.

#### Recreational Facilities within the City of San Bernardino

Because the Proposed Project would be predominately underground, there would be no impact on recreational facilities associated with the long-term operation of the pipeline. Construction impacts were assessed for recreational facilities within 0.25 mile of alignment for the Proposed Project. Construction impacts beyond 0.25 mile would be negligible because indirect impacts, such as construction noise or dust, would have dissipated before 0.25 mile. The following local recreational facilities are within 0.25 mile of the pipeline.

- **Blast Soccer Complex and Guhin Park.** Both of these resources are located approximately 0.10 mile north of the Proposed Project (respectively located at 3496 West Little League Drive and 3650 West Little League Drive in the city of San Bernardino). The Proposed Project would not have any direct impacts on these resources and would have very limited potential indirect impacts to these resources. Though in close proximity, I-15 separates the Proposed Project from the park facilities. Access to the parks is provided via North and West Little League Drive. West Little League Drive would not be affected by the Proposed Project because it is on the other side of the freeway and would not be disrupted by construction activities. Though North Little League Drive would not be directly affected by the Proposed Project, there may be delays at Kendall Drive and North Little League Drive while there is construction on Kendall Drive. Though a potential temporary inconvenience, it would not preclude access to the recreational resources during construction. Indirect impacts associated with noise would not be substantial because of the distance between the construction activities and the receptors, as well as the noise associated with the I-15 and the sport activities themselves. Similarly, construction air emissions would have substantially dissipated given the distance to the recreational resources.
- **Jack Reilly Park.** Located at Norma Lane and Stephanie Avenue in the City of San Bernardino, Jack Reilly Park is approximately 0.15 mile north of the Proposed Project. The Proposed Project would not have any direct impacts on the park and would have very limited potential for indirect impacts. The park is located in a residential neighborhood and is predominately green open space and a children's playground. The park is separated from the Proposed Project by a flood-control facility and industrial uses. Access to the park is from local streets that would not be affected by the Proposed Project. Indirect impacts associated with noise would not be substantial because of the distance between the construction activities and the receptors. Construction air emissions would have substantially dissipated given the distance from the Proposed Project to the park.
- **Lionel E. Hudson Park.** The Lionel E. Hudson Park is located at 4365 Park Drive in the City of San Bernardino approximately 0.2 mile south of the Proposed Project. Located in a residential neighborhood, access to the park is from Little Mountain Drive. Access to the park would not be directly affected by construction activities. Indirect impacts associated with noise would not be substantial because of the distance between the construction activities and the receptors. Construction air emissions would have substantially dissipated given the distance from the Proposed Project to the park.
- **Harper Field.** This park is located in proximity to Electric Avenue and West 39<sup>th</sup> Street in the City of San Bernardino, approximately 0.2 mile south of the Proposed Project. The park provides multiple baseball fields. The Proposed Project would not have any direct impacts on the park and would have very limited potential indirect impacts. Though the Proposed Project is not located in either West 39<sup>th</sup> Street or Electric Avenue right-of-way, there is the potential for travel delays due to construction on West 40<sup>th</sup> Street, though the Proposed Project would not preclude access to the park during construction. Indirect impacts associated with noise would not be substantial because of the distance between the construction activities and the receptors, as well as the noise associated with the sport activities themselves. Similarly, construction air emissions would have substantially dissipated given the distance to the recreational resources.

At these locations, there would be the potential for short-term impacts associated with traffic delays due to construction activities in proximity to the parks. Other indirect impacts, such as construction noise and air quality impacts are not expected to be sufficient enough to diminish the recreational resource value. Construction impacts would be less than significant and would not diminish the recreation value of these facilities. Once construction is complete, the Proposed Project would have no impacts, direct or indirect, on recreational facilities.



**Impact Conclusion:** The Proposed Project would not result in substantial temporary or permanent impacts on local recreational resources that would substantially diminish the recreational value or attributes of a recreational resource. In the SBNF, there would be potential construction-related closures of existing trails and recreational resources. However, this would be short-term and no long-term impacts to the recreational values would occur. Less than significant impacts are anticipated.

## 7.0 **APPLICANT PROPOSED MEASURES**

As part of the PEA, APMs were measures identified to avoid, minimize, and mitigated potential impacts on aesthetic and biological resources (SoCalGas and SDG&E 2014). These measures include, but are not limited to development of revegetation and restoration plans. Key measures that are applicable to minimization on land use and planning programs have been listed below to enhance the readers understanding. The full set of APMs are in the PEA.

**APM AES-1 Implementation of Revegetation and Restoration Plan.** Following construction, temporary areas of disturbance shall be returned to their pre-construction conditions to the extent feasible. Where pipeline installation would require the removal of natural vegetation and alteration of the existing landforms that could result in new line and color contrasts, areas would be restored according to a revegetation plan. Following construction activities in primarily natural appearing settings, the permanent pipeline right-of-way would be reseeded with a seed mix appropriate to the region and local area and would be approved by the applicable jurisdictional agency, depending on the location. Revegetation plans would require approval of the applicable jurisdictional agency and installation would be consistent with accepted techniques for the area and particular implementation task. Effectiveness criteria and monitoring protocols consistent with that required by jurisdictional agencies would be implemented to support establishment and success of the revegetation plan.

On developed lands and in urban areas, the ground surface would be restored in accordance with property owner and/or applicable agency requirements. Unpaved roads would be backfilled and regraded to level roadway surface consistent with that of undisturbed portions of the road. Following construction, paved roadways would be compacted, repaved and restored to pre-construction conditions.

**APM BIO-30 Consistency with Habitat Conservation Plans.** The Applicant will prepare an analysis, either separate from or part of the biological technical report, which evaluates the Proposed Project's consistency with all goals and objectives of the Western Riverside MSHCP, SKR HCP and Coachella Valley MSHCP. This will include, but not be limited to, an analysis of the Proposed Project's impacts on existing and future conservation lands, impacts on the functions and values of existing and future covered Habitats, and impacts to covered Species. Measures will be proposed in the analysis as required to be consistent with the HCPs.

**APM TRF-1 Construction Traffic Control Plan.** Prior to construction within the right-of-way of a roadway, the contractor shall prepare and implement a construction traffic control plan. The plan shall be submitted to the agency of jurisdiction (city, county, Caltrans, and/or USFS). The plan shall contain the following elements:

- Anticipated days and time of construction.
- Signage and traffic control plan.
- Prior notification of property owners/residents whose access will be affected.
- Detour routes, if necessary.
- Alternate pedestrian/bicycle access, if necessary.
- Coordination with local transit agencies.



- Coordination with local emergency response providers (local police, fire, and medical dispatch).
- Provisions for night work, if necessary.

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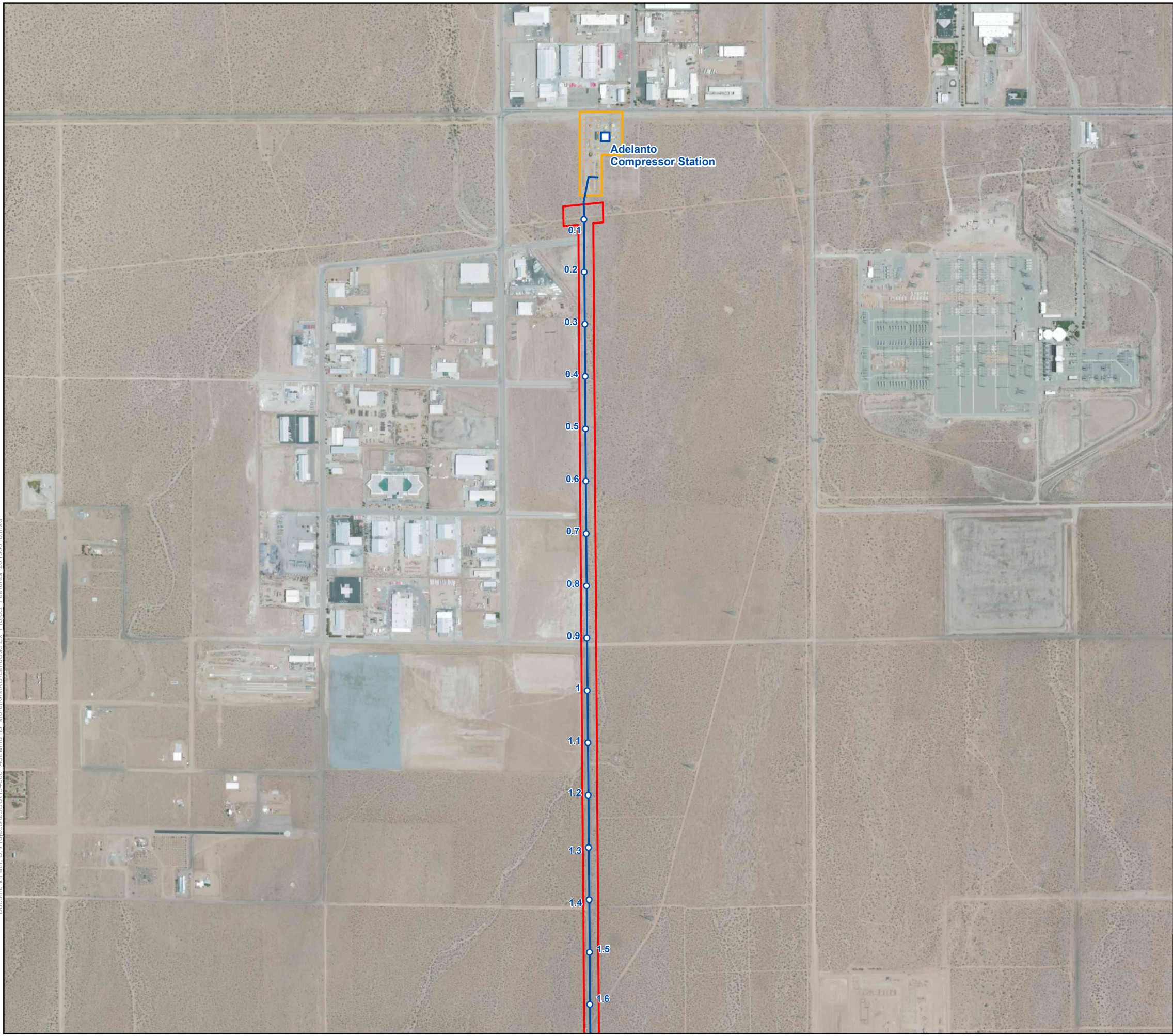
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## **APPENDIX A**

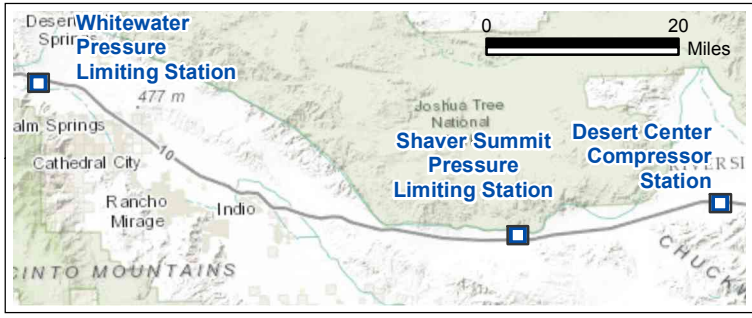
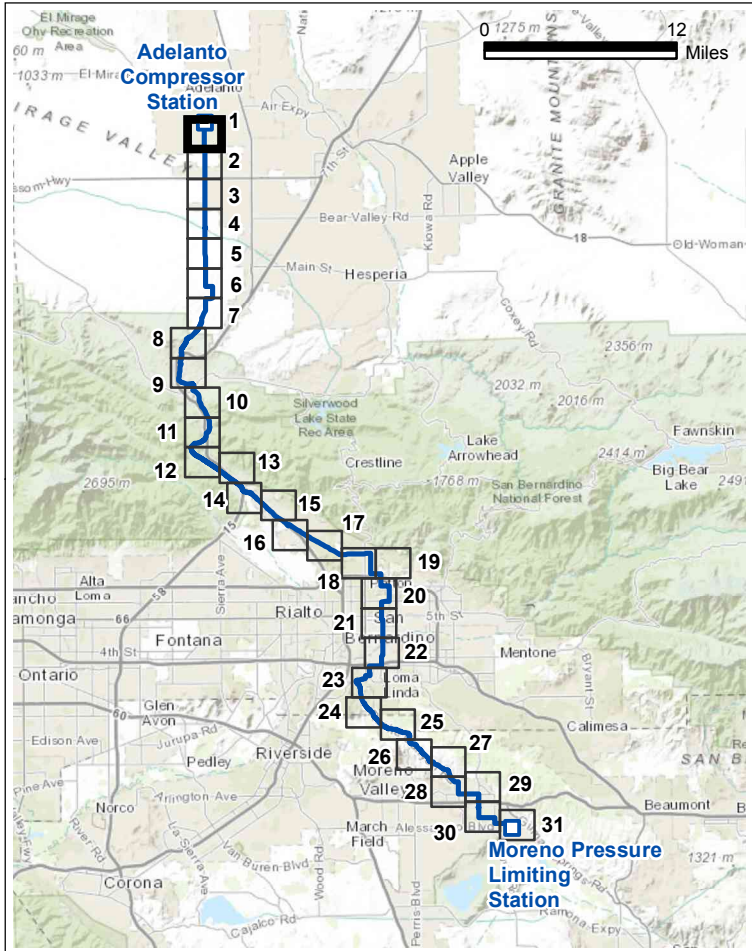
### **PROPOSED PROJECT KEY FEATURES**



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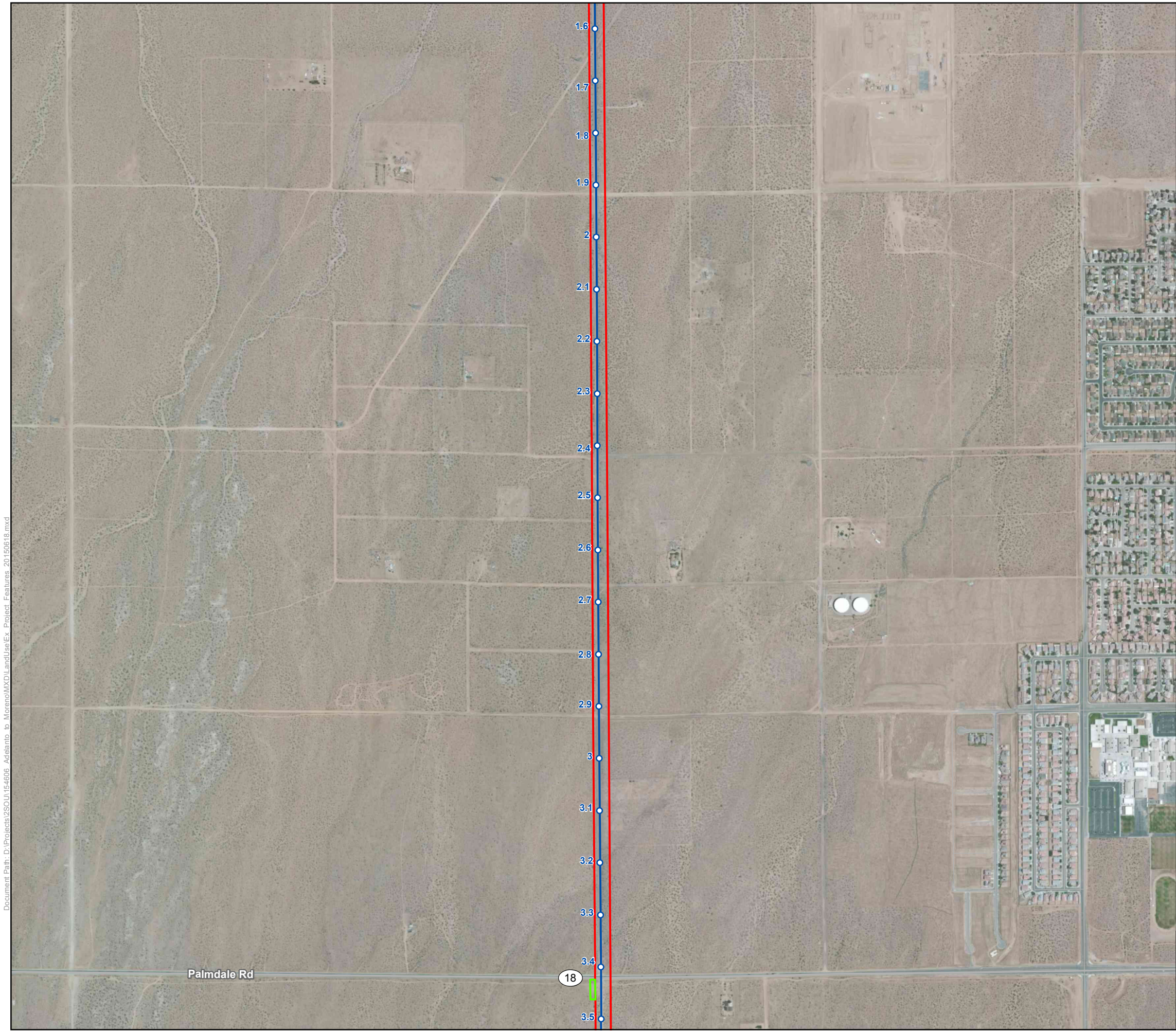


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- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault

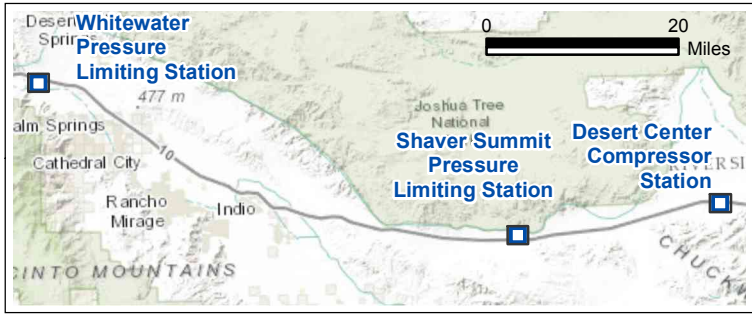
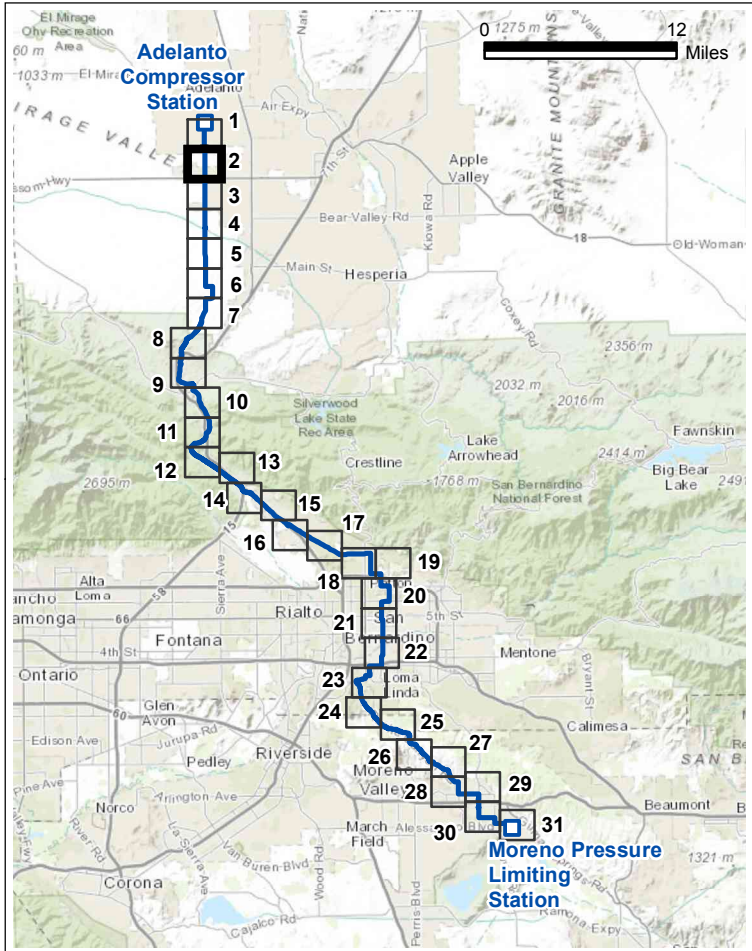


**Appendix A, Sheet 1**  
**Proposed Project**  
**Key Features**  
**North-South Project**





- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault



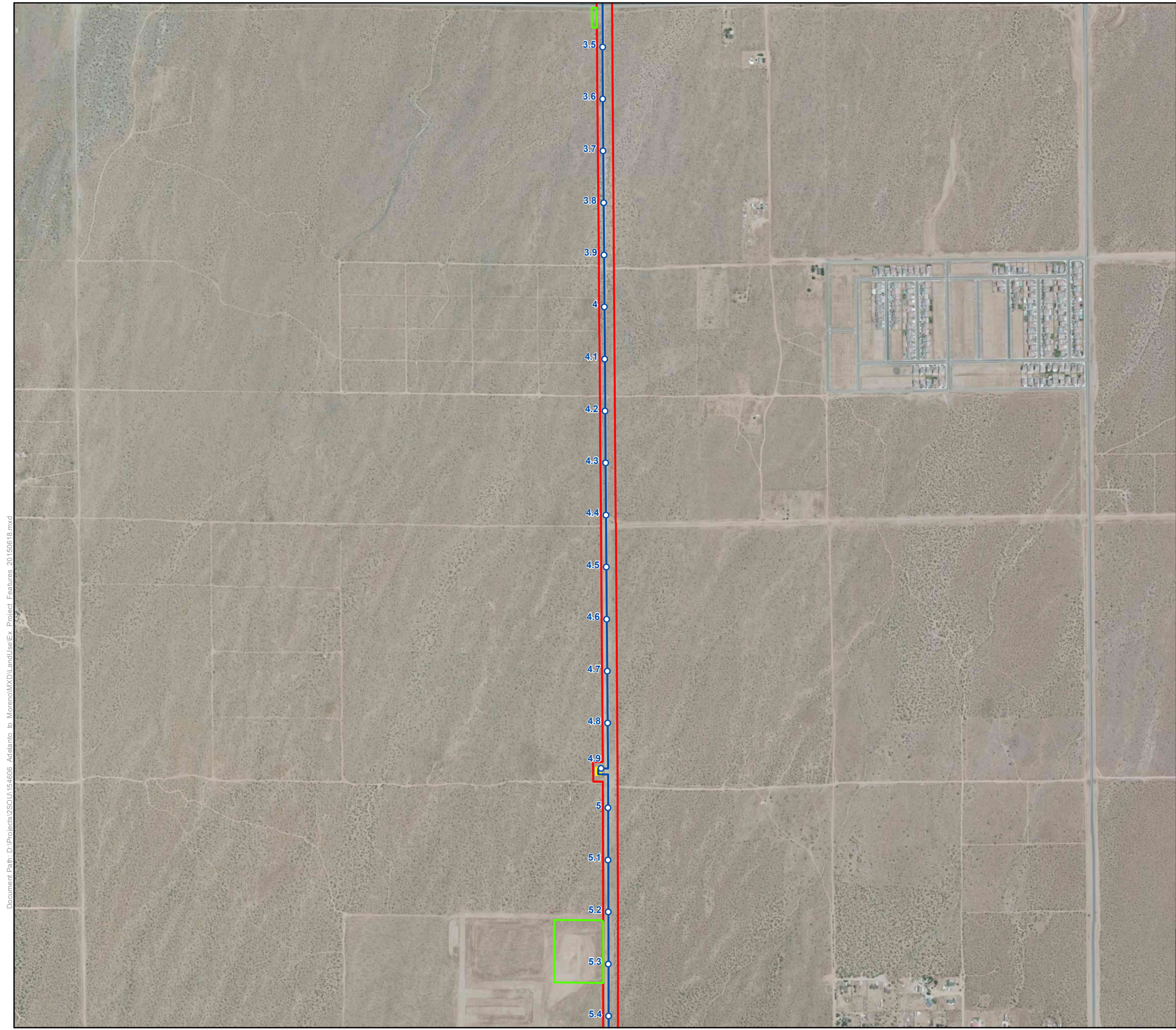
**Appendix A, Sheet 2**  
**Proposed Project**  
**Key Features**

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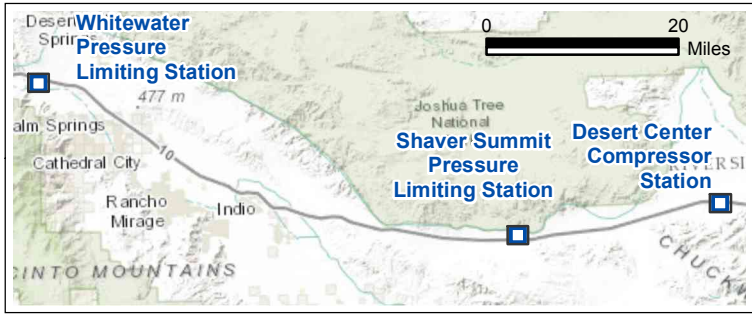
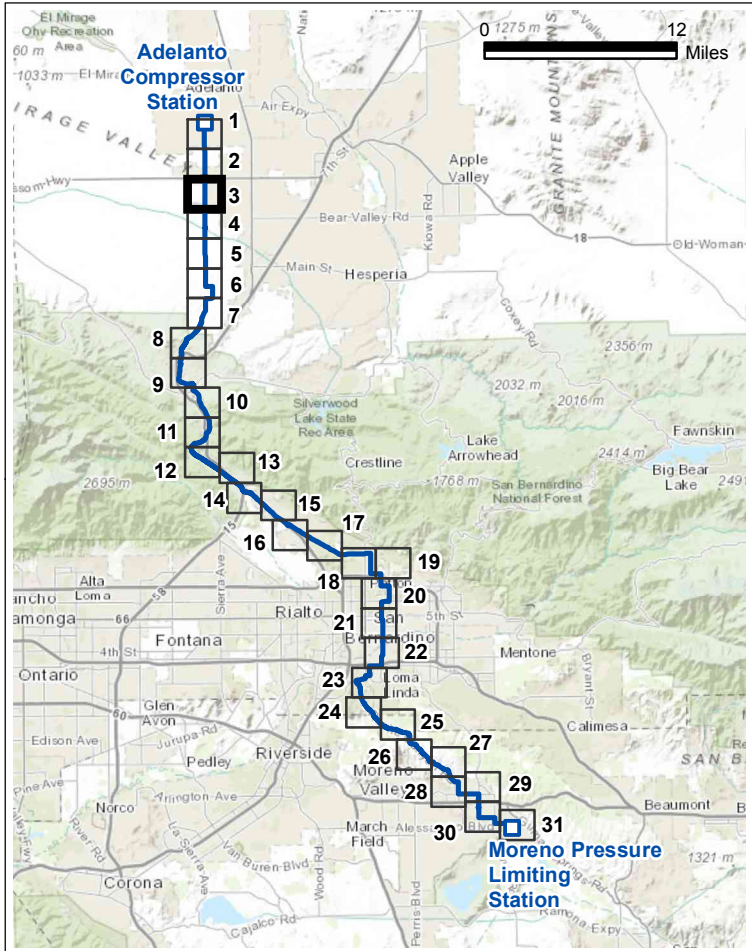
North-South Project

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- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault

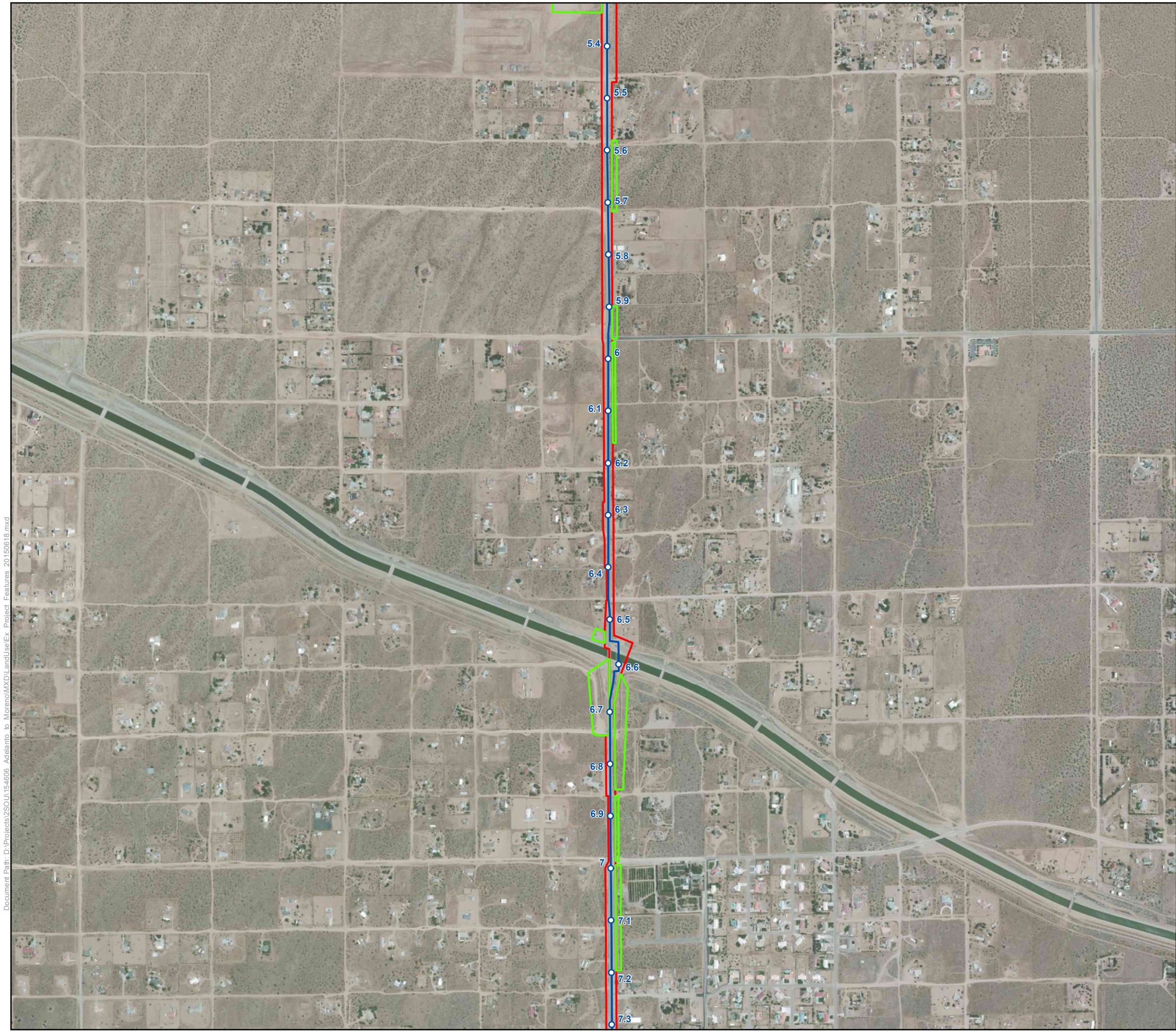


**Appendix A, Sheet 3**  
**Proposed Project**  
**Key Features**

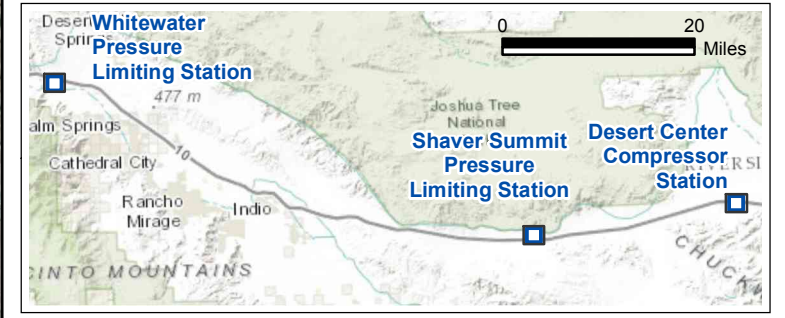
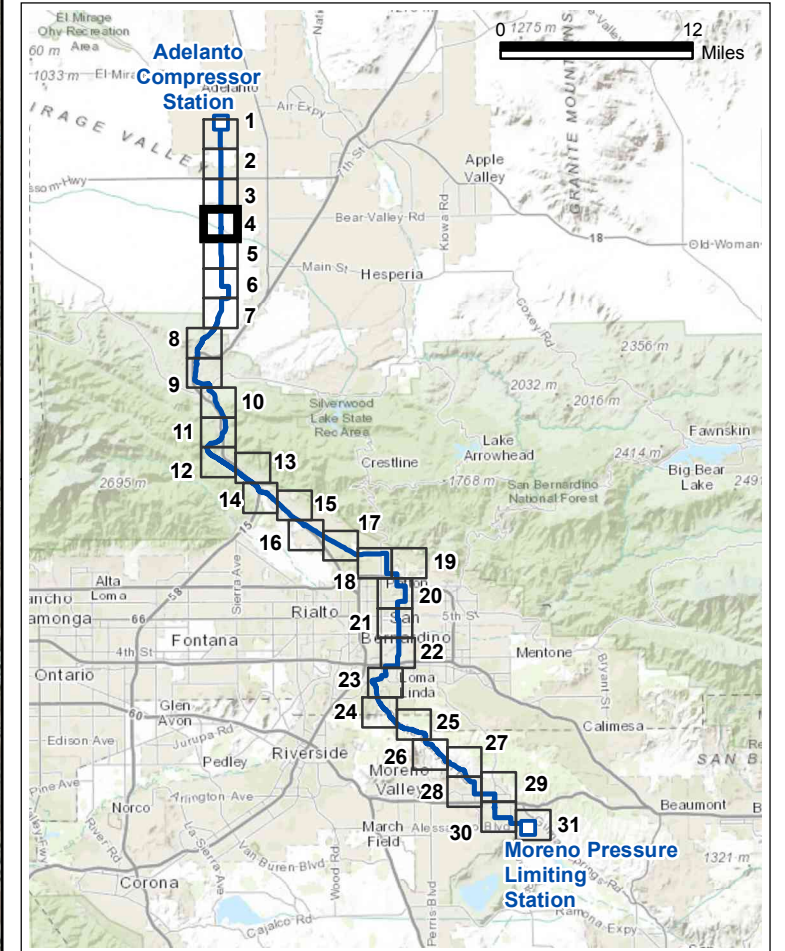
North-South Project

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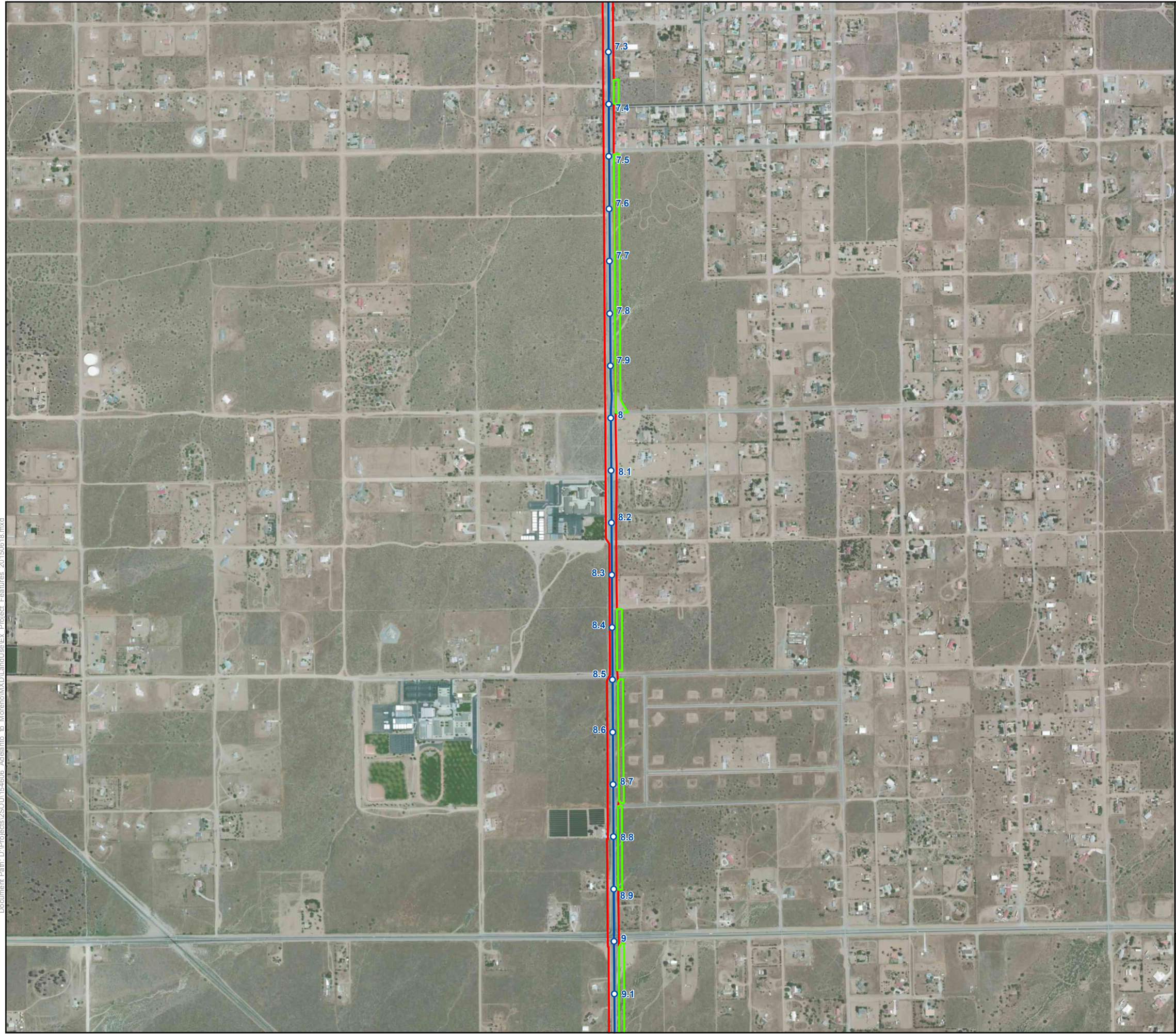
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- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault



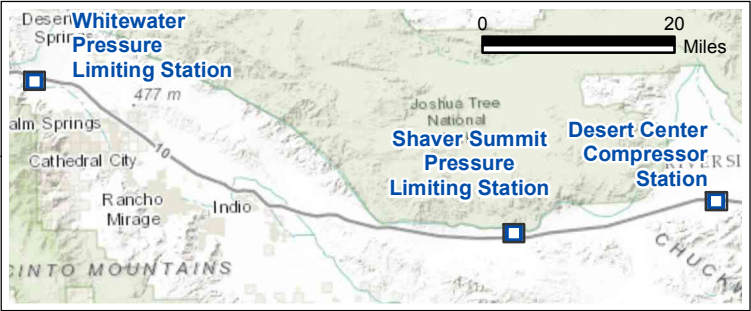
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**Proposed Project**  
**Key Features**  
**North-South Project**

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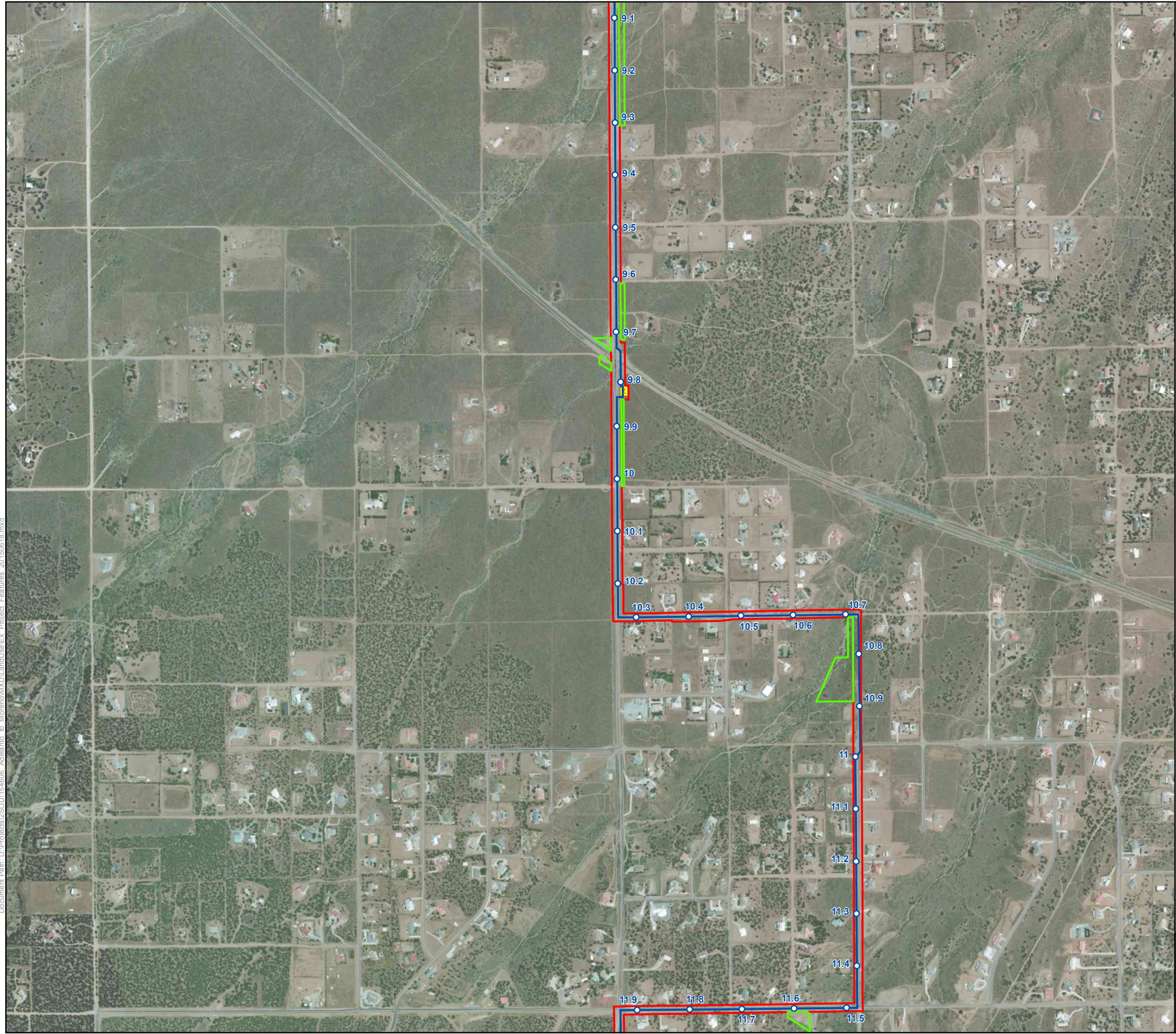
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- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault



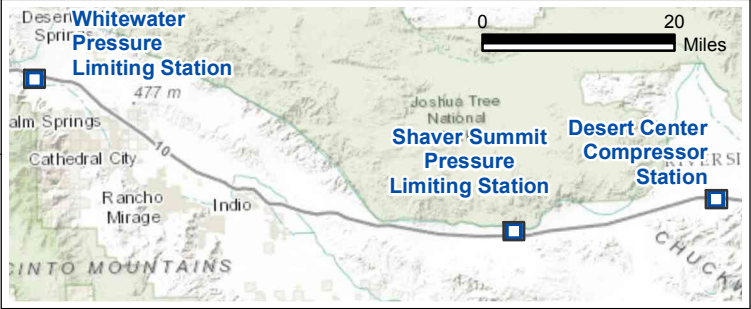
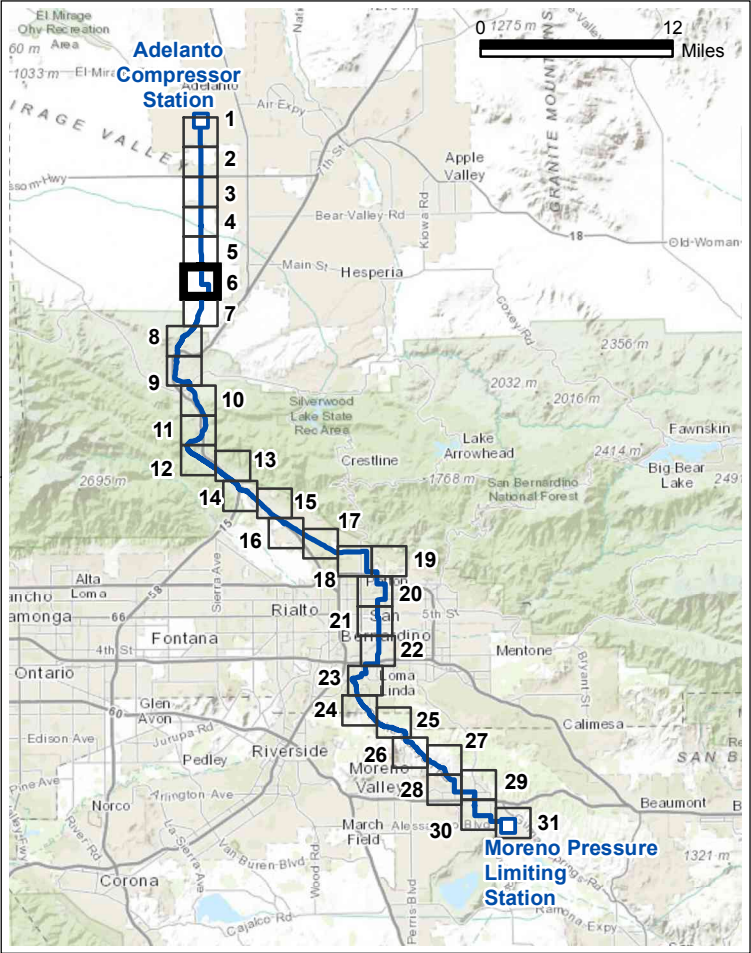
## Appendix A, Sheet 5 Proposed Project Key Features

North-South Project





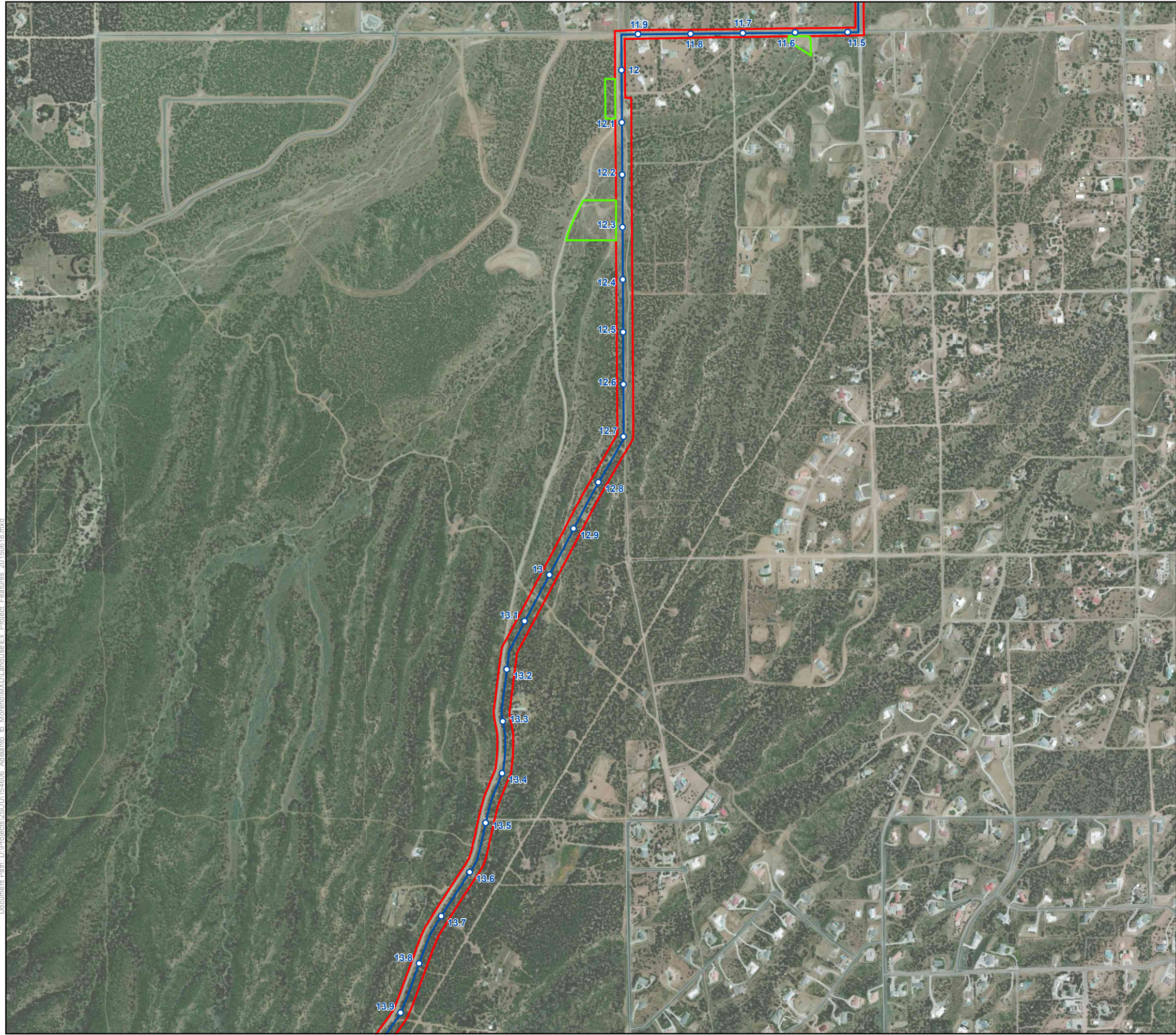
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- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault



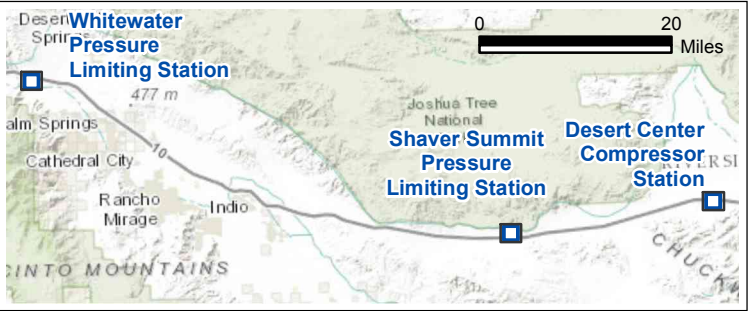
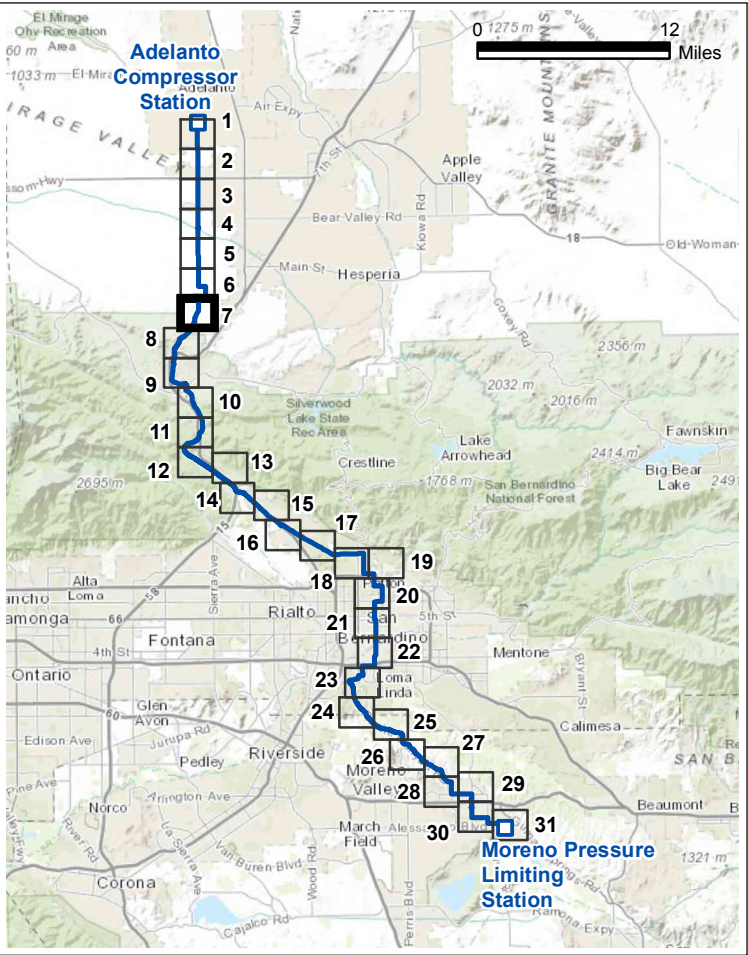
## Appendix A, Sheet 6 Proposed Project Key Features

North-South Project





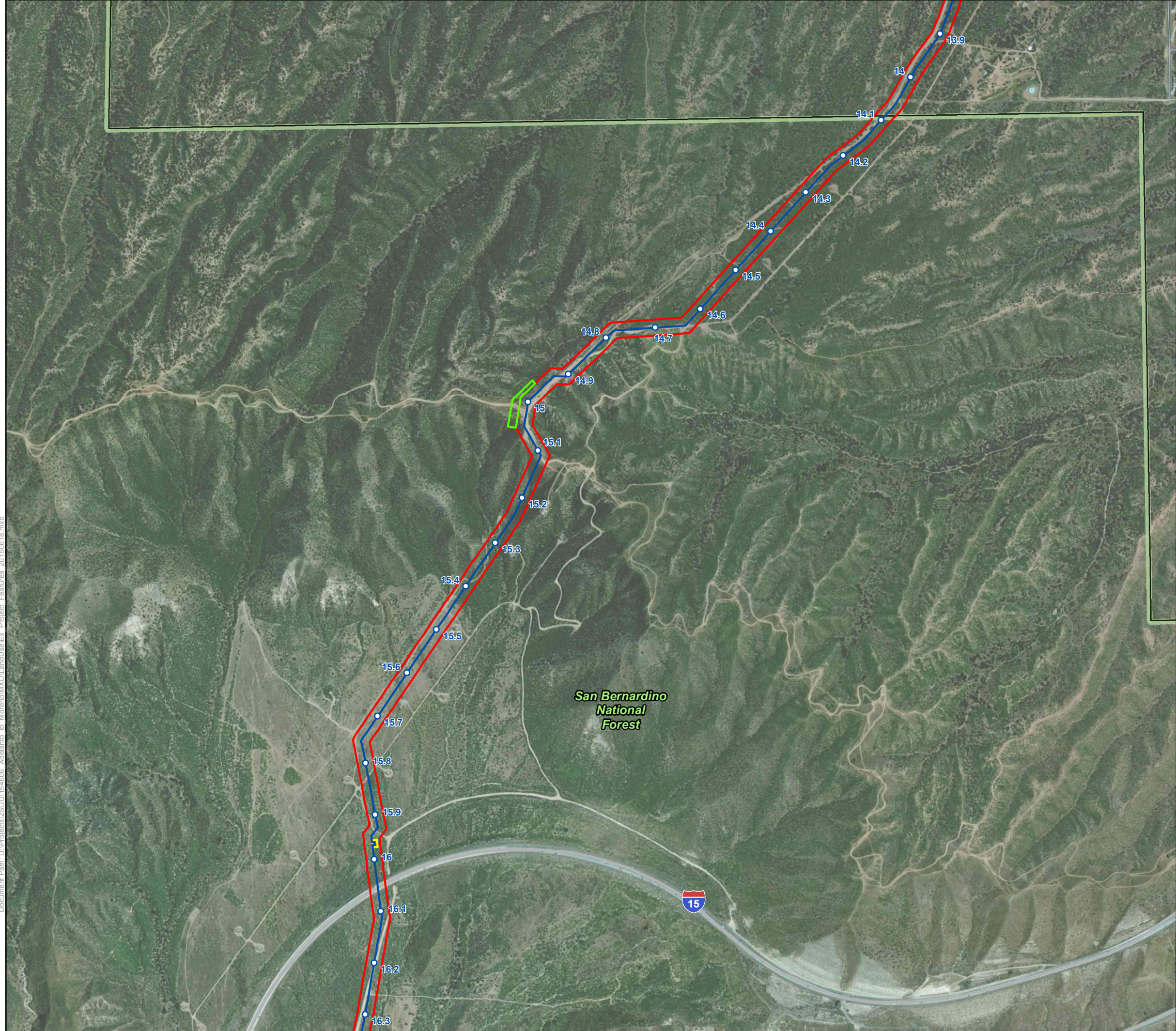
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- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault



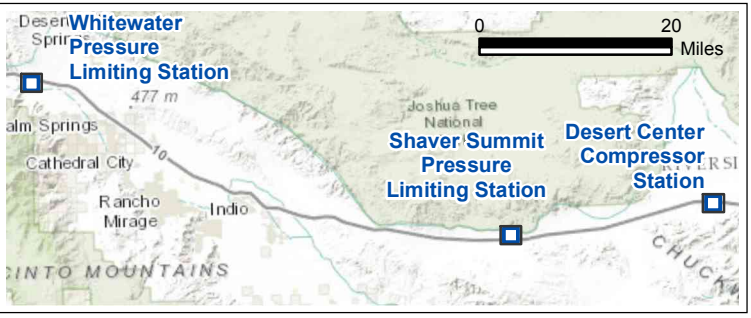
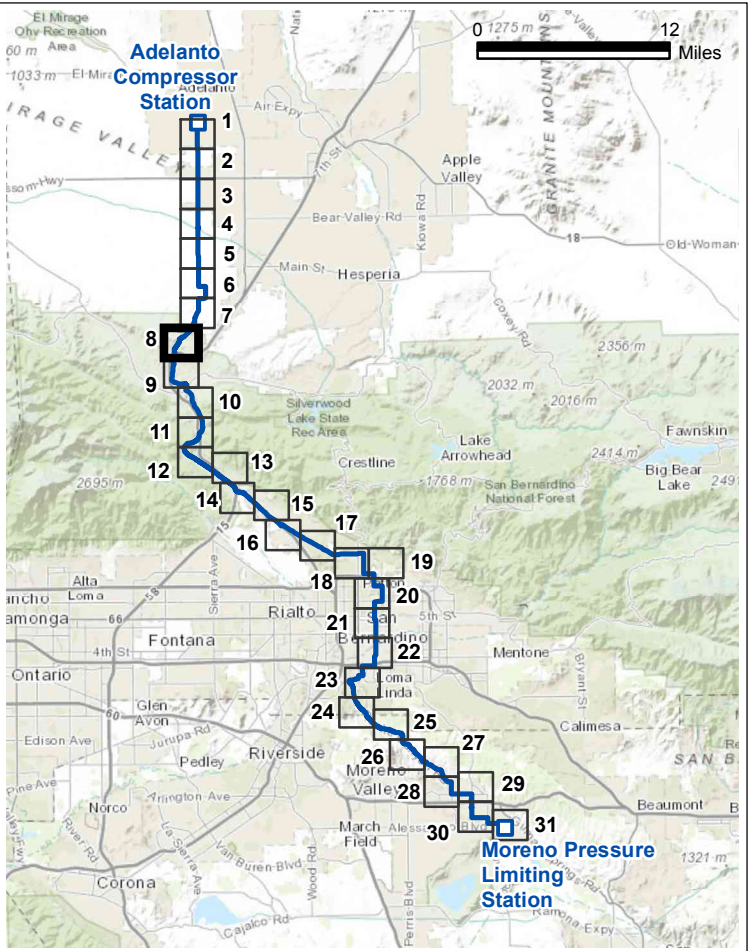
Appendix A, Sheet 7  
Proposed Project  
Key Features

North-South Project





- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault
- San Bernardino National Forest



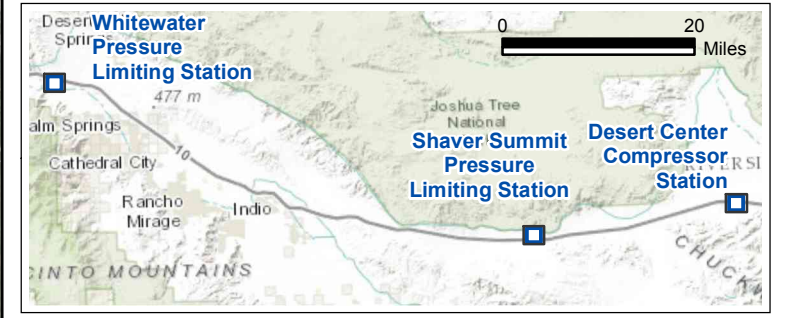
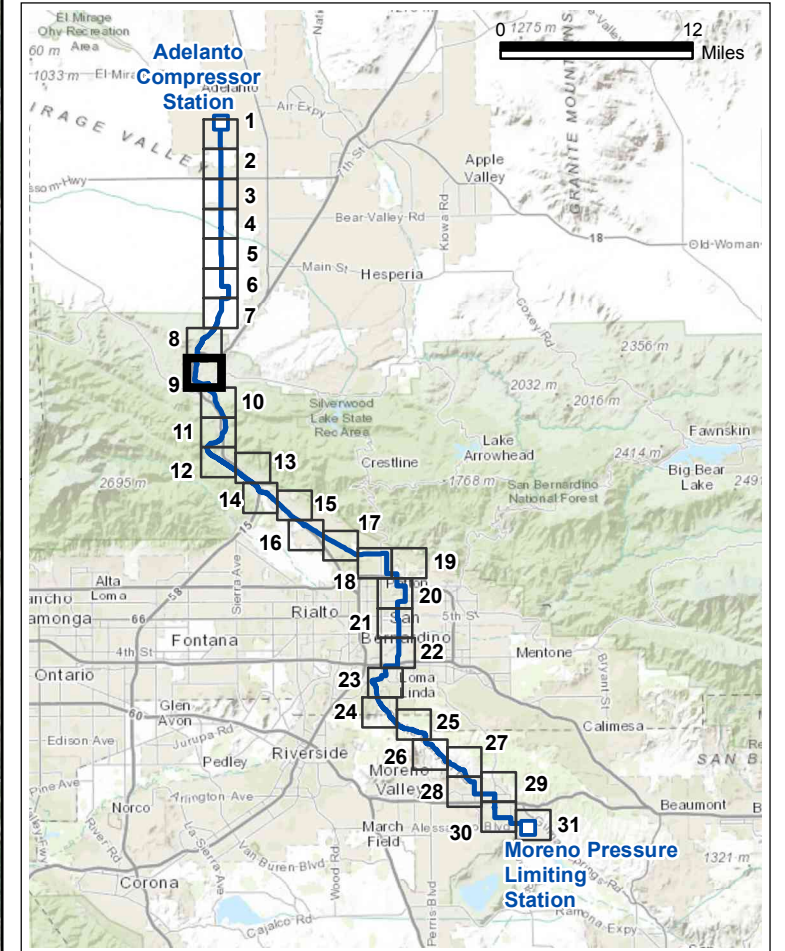
**Appendix A, Sheet 8**  
**Proposed Project**  
**Key Features**

North-South Project





- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault
- San Bernardino National Forest



**Appendix A, Sheet 9**  
**Proposed Project**  
**Key Features**

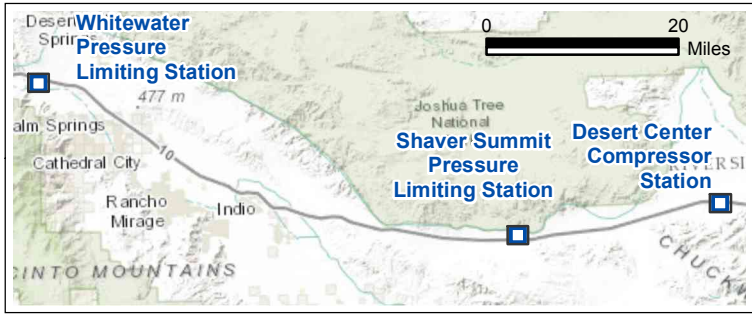
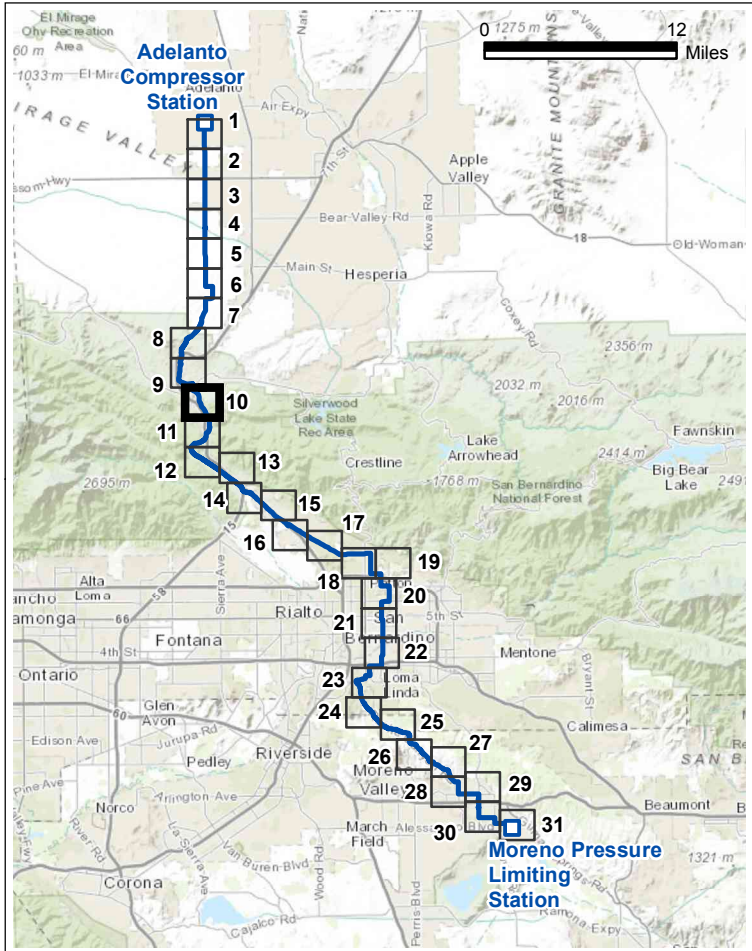
North-South Project

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- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault
- San Bernardino National Forest



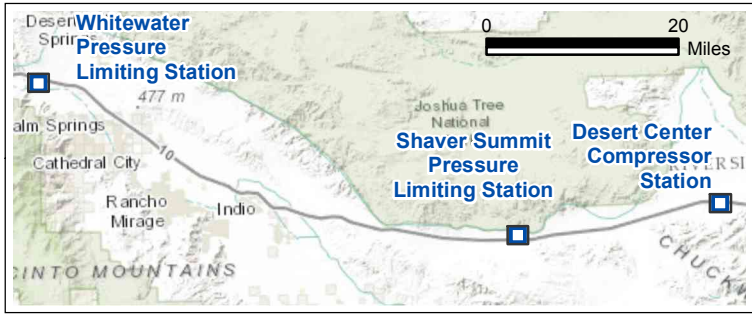
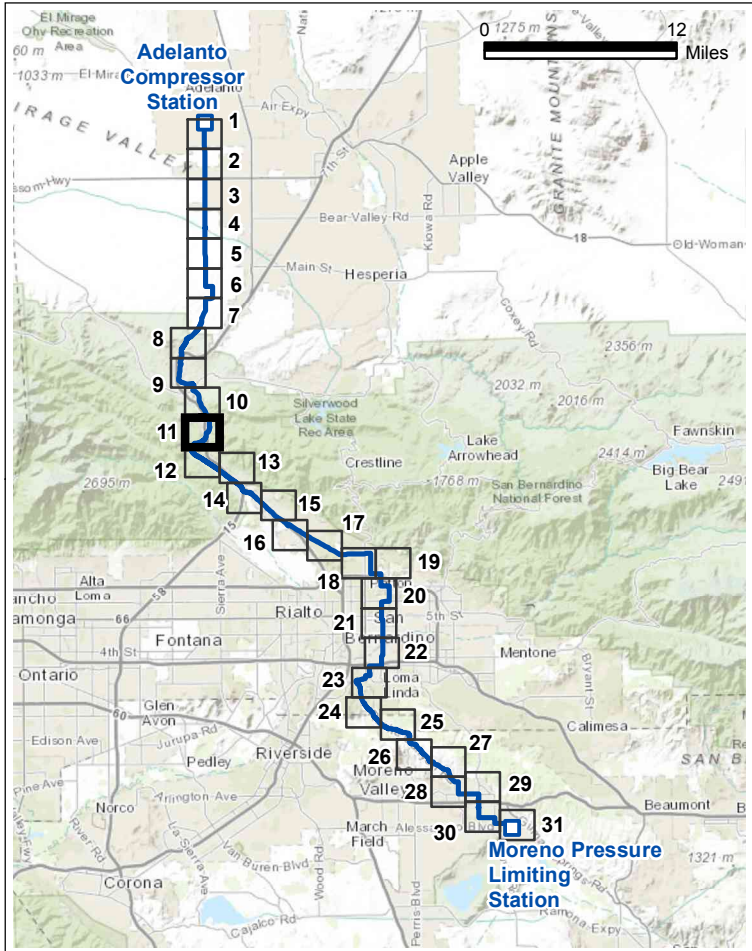
Appendix A, Sheet 10  
Proposed Project  
Key Features

North-South Project





- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault
- San Bernardino National Forest



Appendix A, Sheet 11  
Proposed Project  
Key Features

North-South Project





Compressor/Pressure Limiting Station

Milepost

Preferred Alignment

Compressor Station Impact

Preliminary Design Construction Corridor

Staging Area

Valve Vault

San Bernardino National Forest

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Appendix A, Sheet 12  
Proposed Project  
Key Features

North-South Project

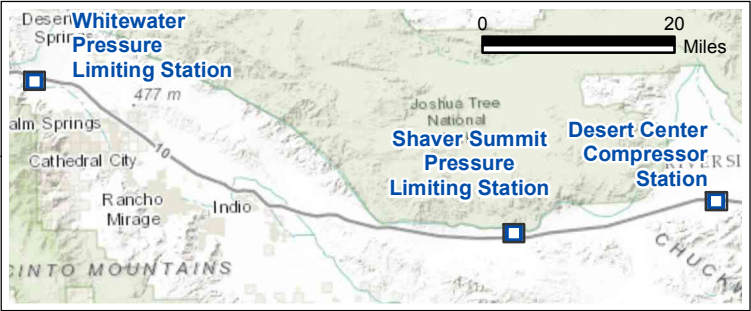
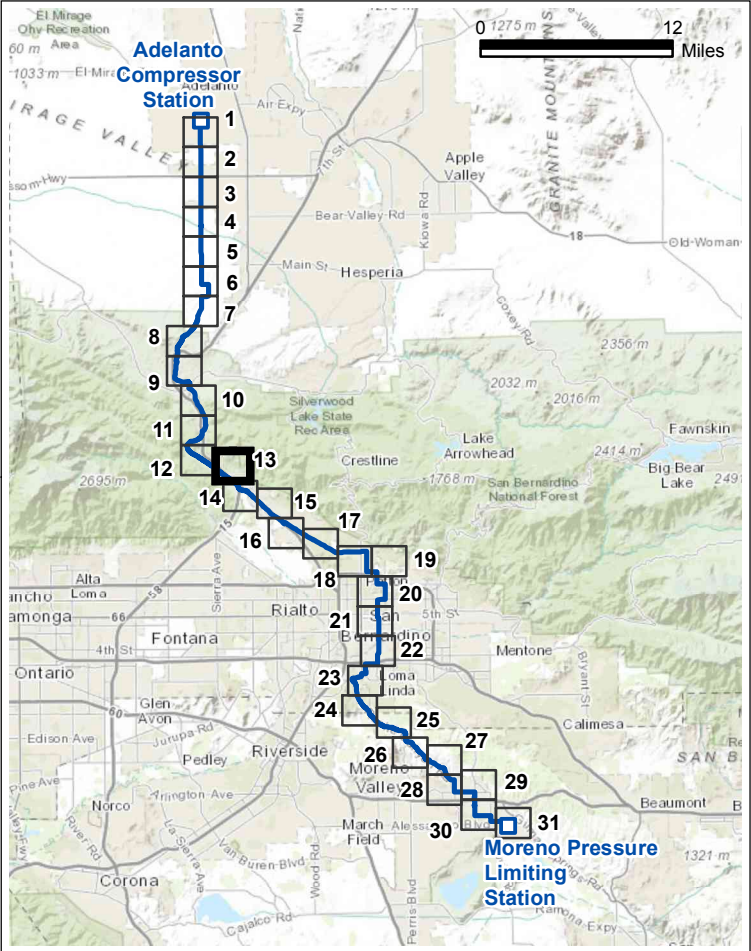
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- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault
- San Bernardino National Forest



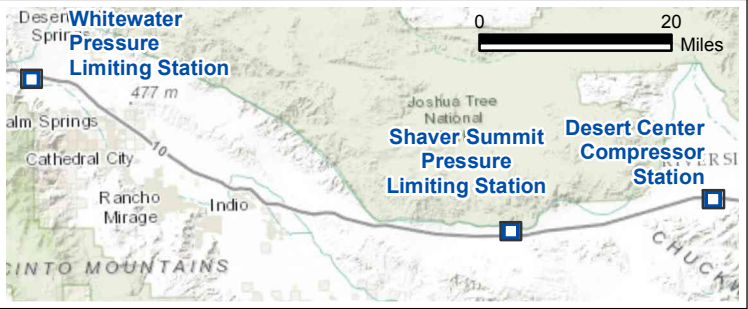
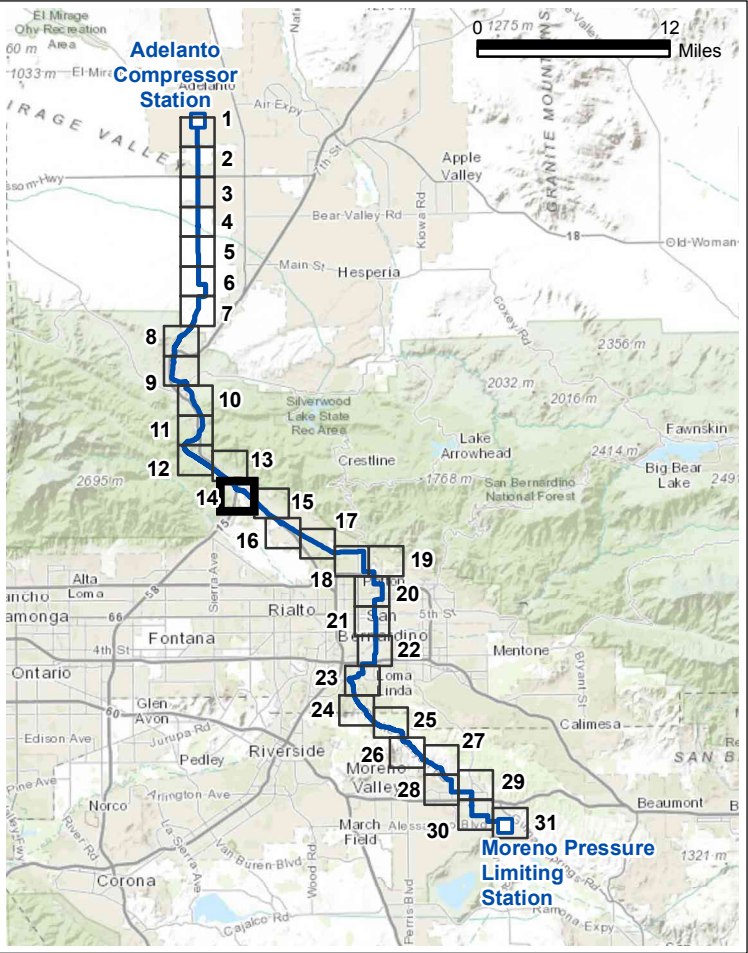
# Appendix A, Sheet 13 Proposed Project Key Features

North-South Project





- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault
- San Bernardino National Forest



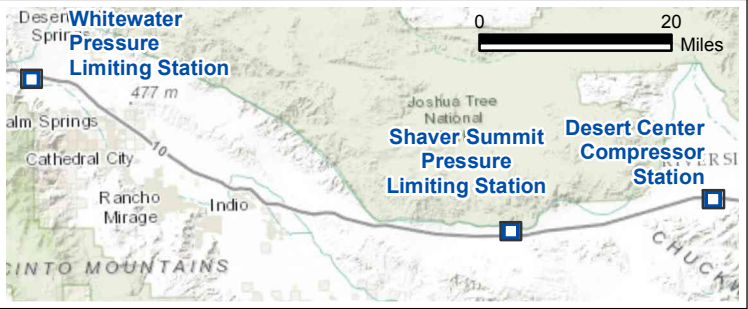
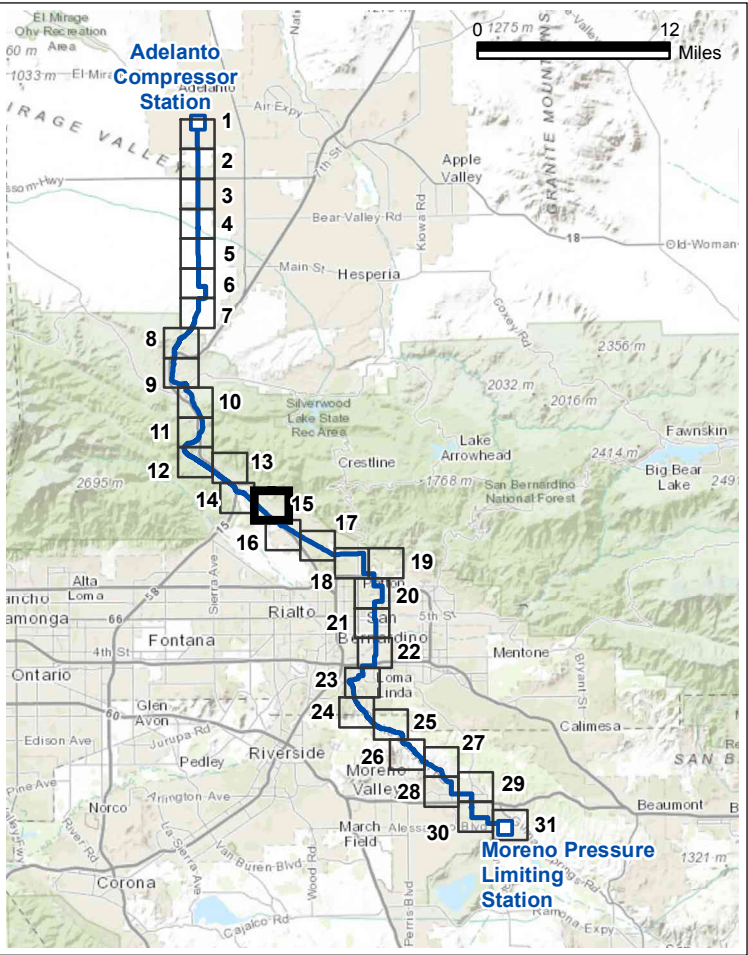
## Appendix A, Sheet 14 Proposed Project Key Features

North-South Project





- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault
- San Bernardino National Forest



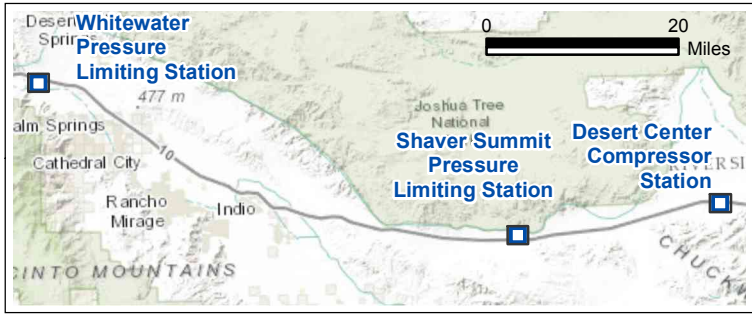
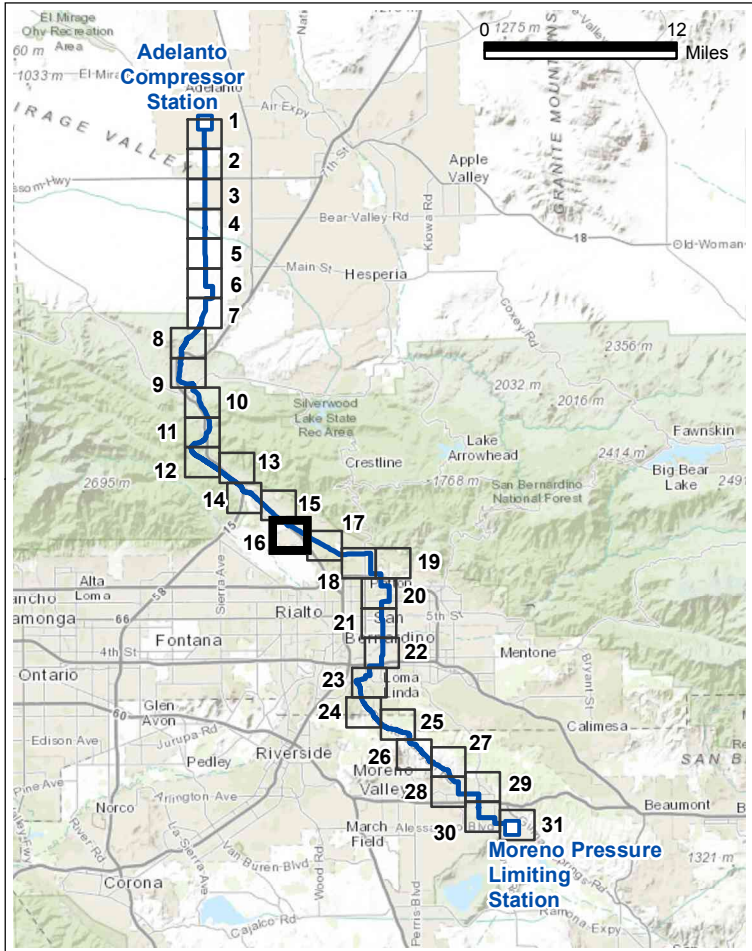
Appendix A, Sheet 15  
Proposed Project  
Key Features

North-South Project





- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault

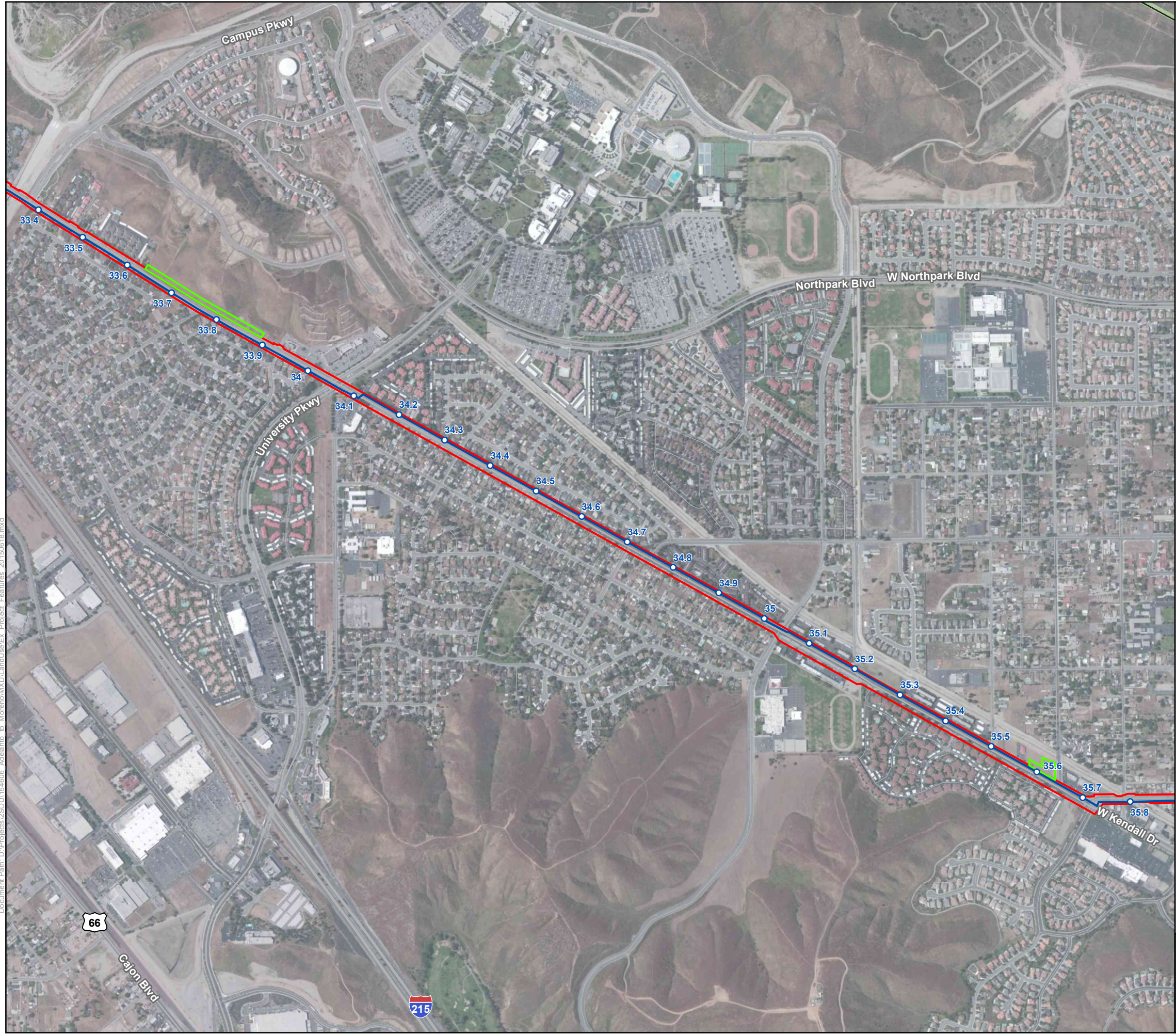


Appendix A, Sheet 16  
Proposed Project  
Key Features

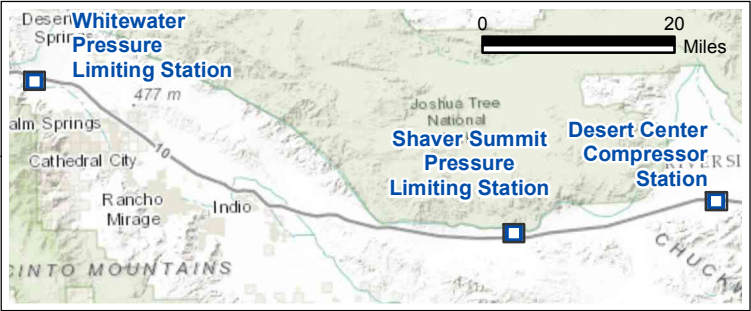
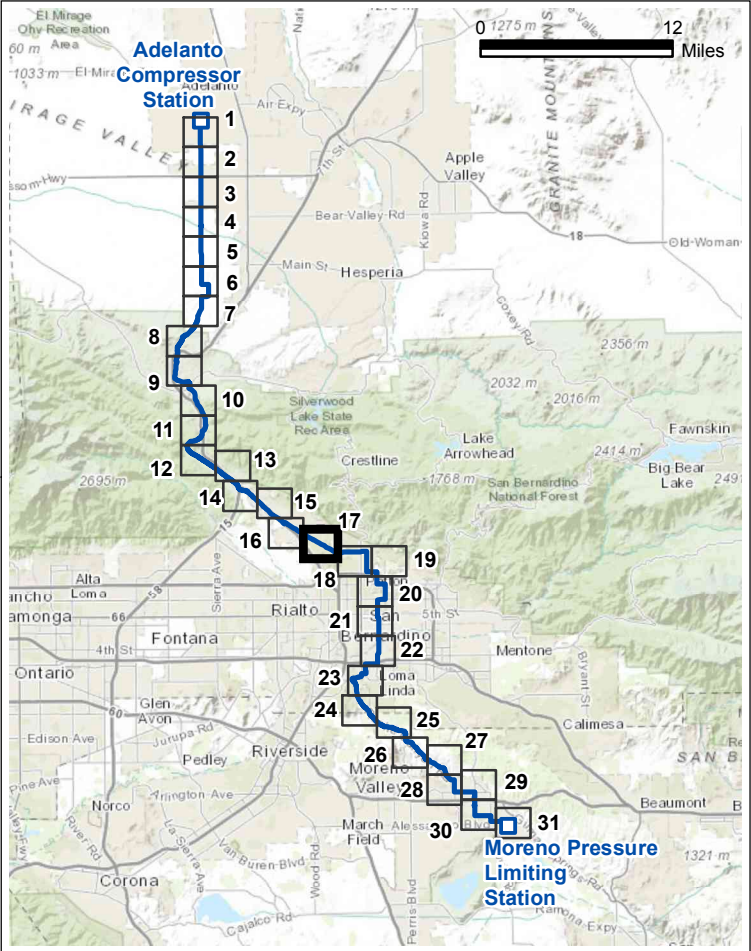


North-South Project





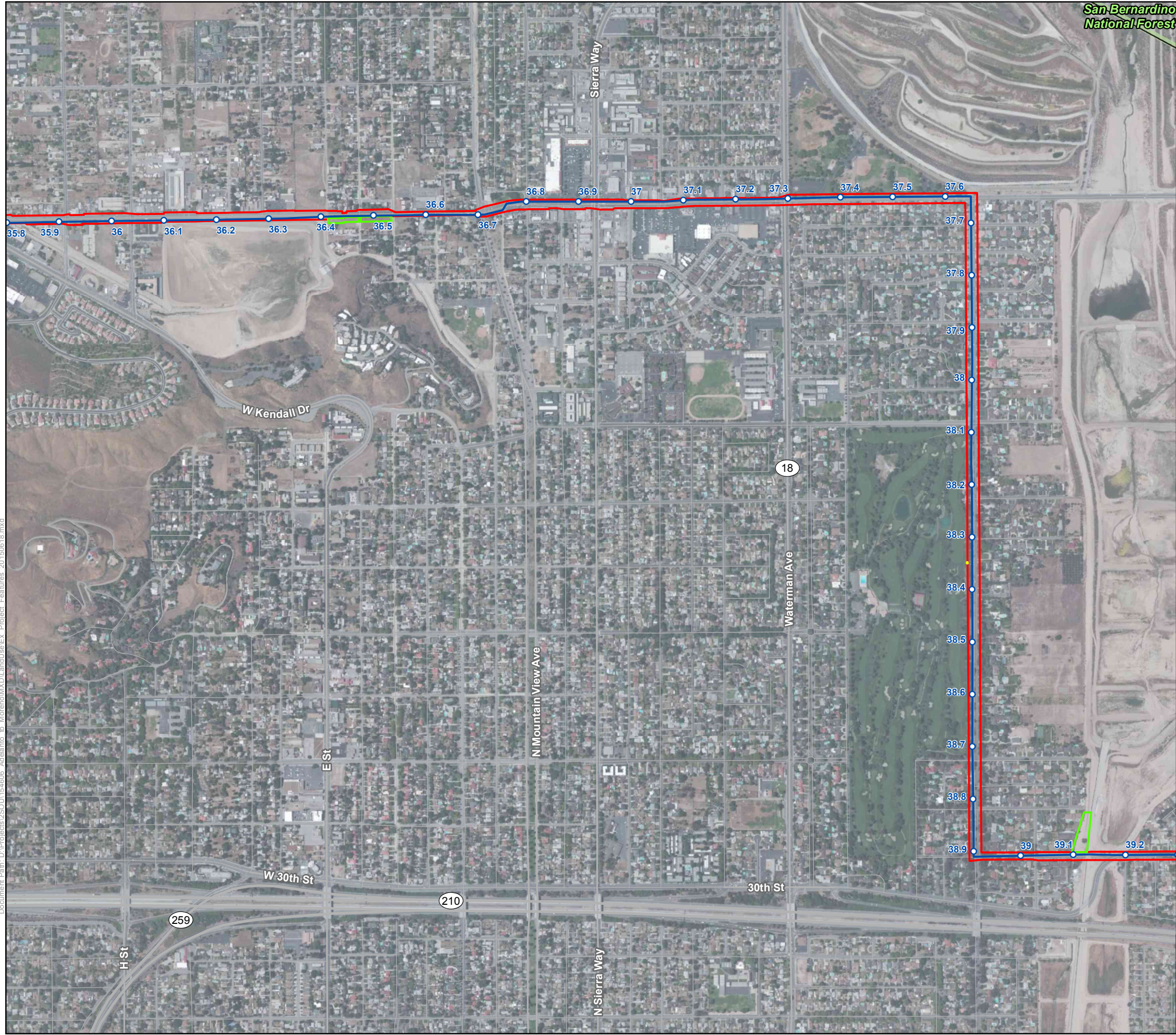
- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault
- San Bernardino National Forest



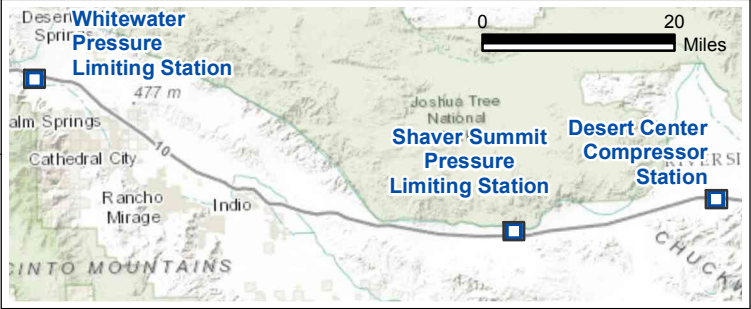
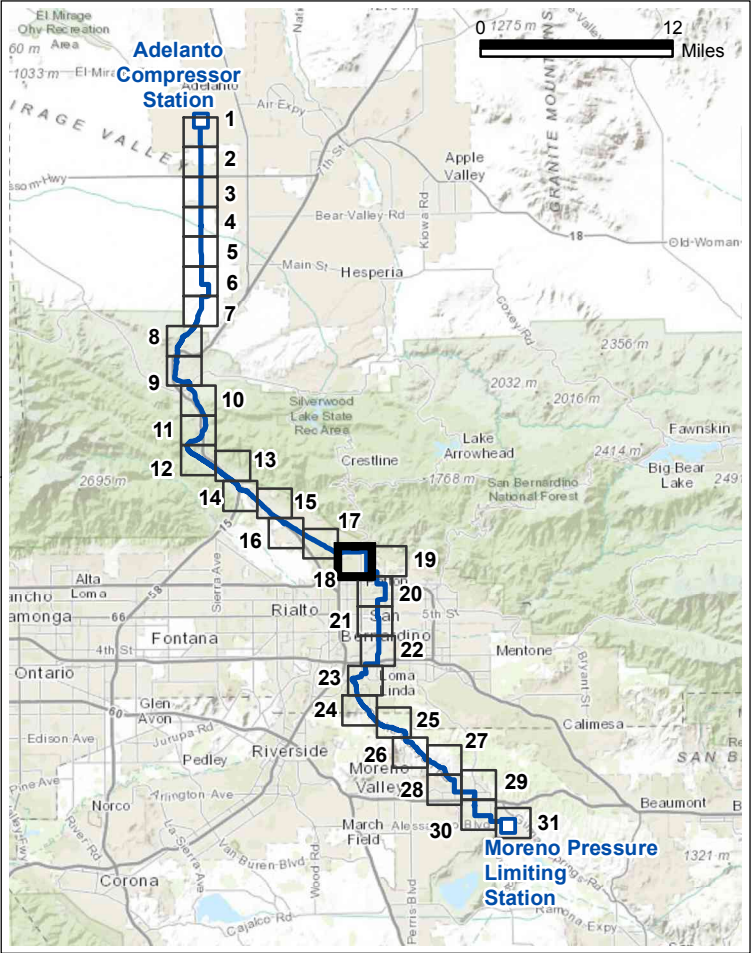
# Appendix A, Sheet 17 Proposed Project Key Features

North-South Project





- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault
- San Bernardino National Forest



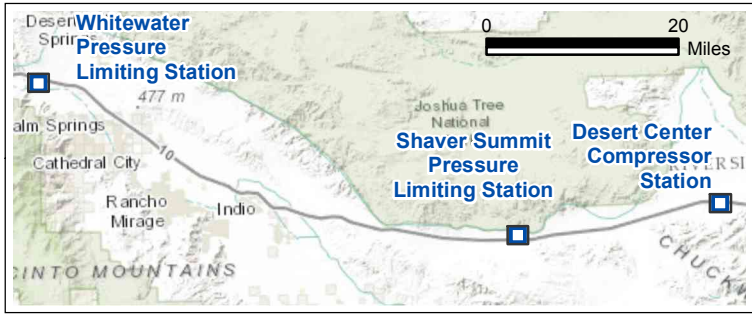
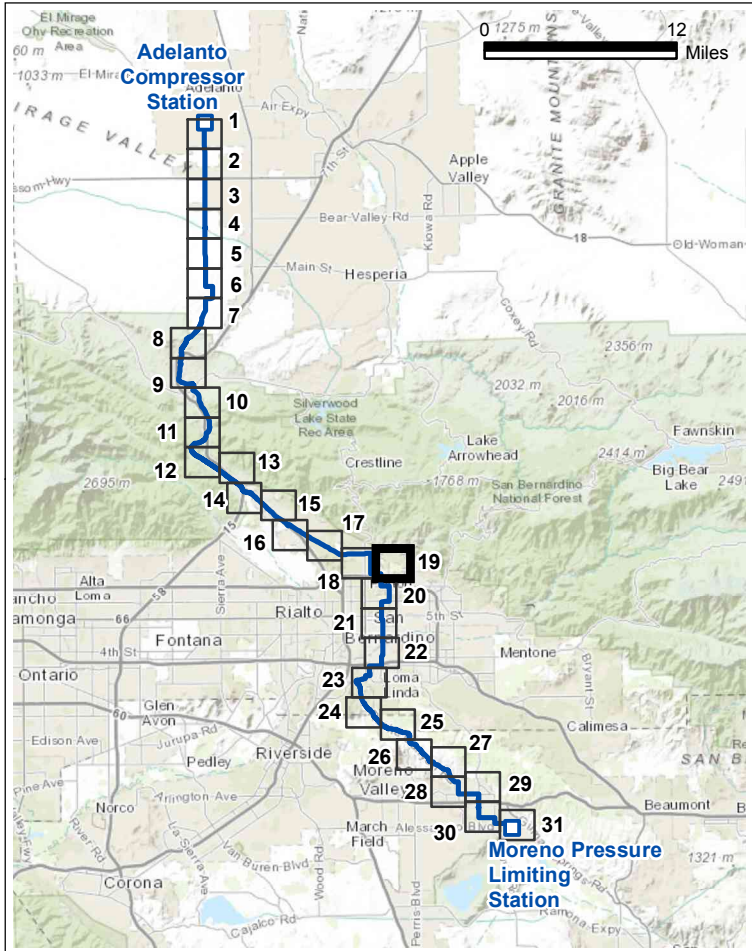
## Appendix A, Sheet 18 Proposed Project Key Features

North-South Project





- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault
- San Bernardino National Forest

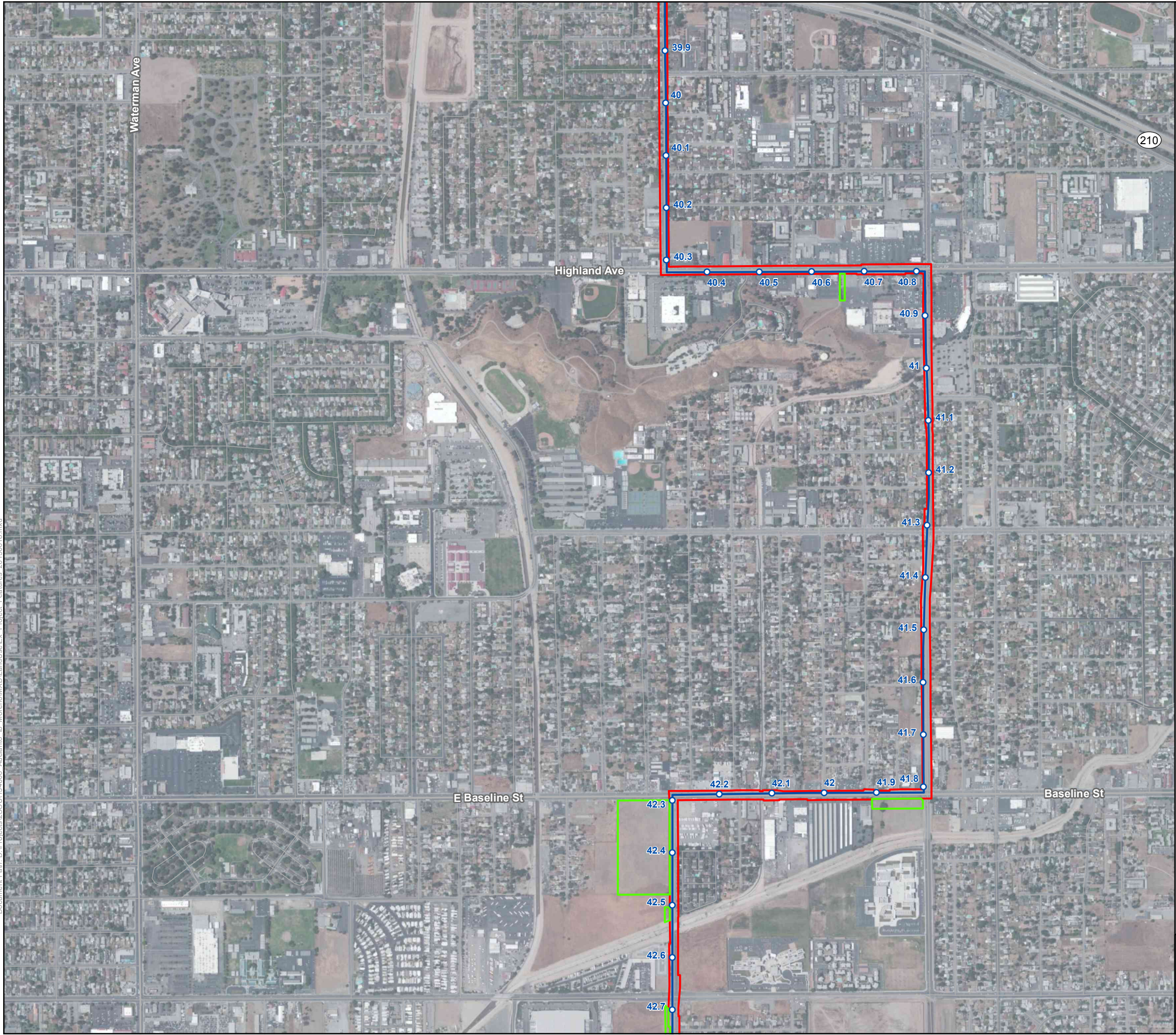


Appendix A, Sheet 19  
Proposed Project  
Key Features

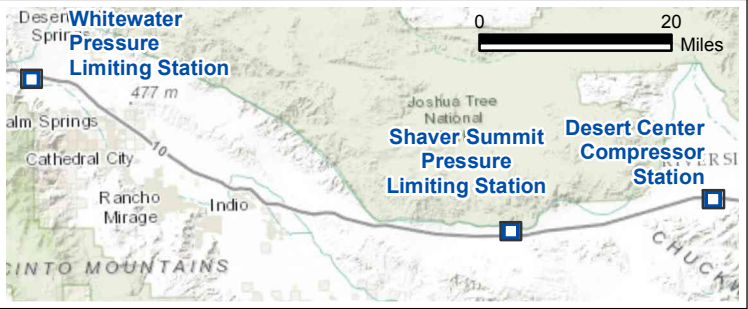
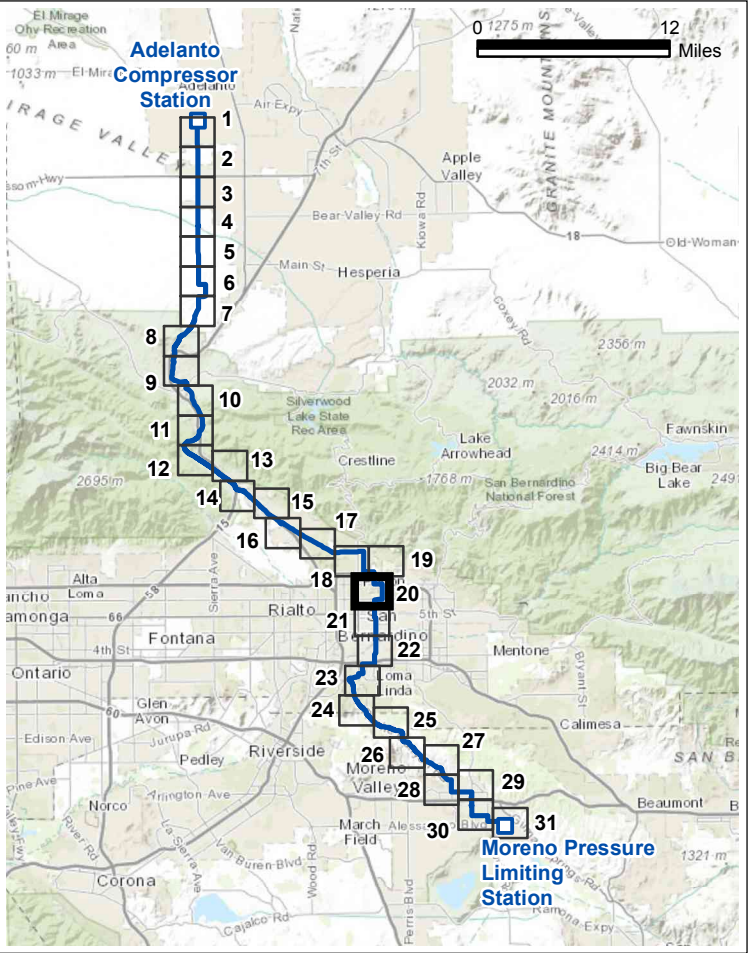
North-South Project

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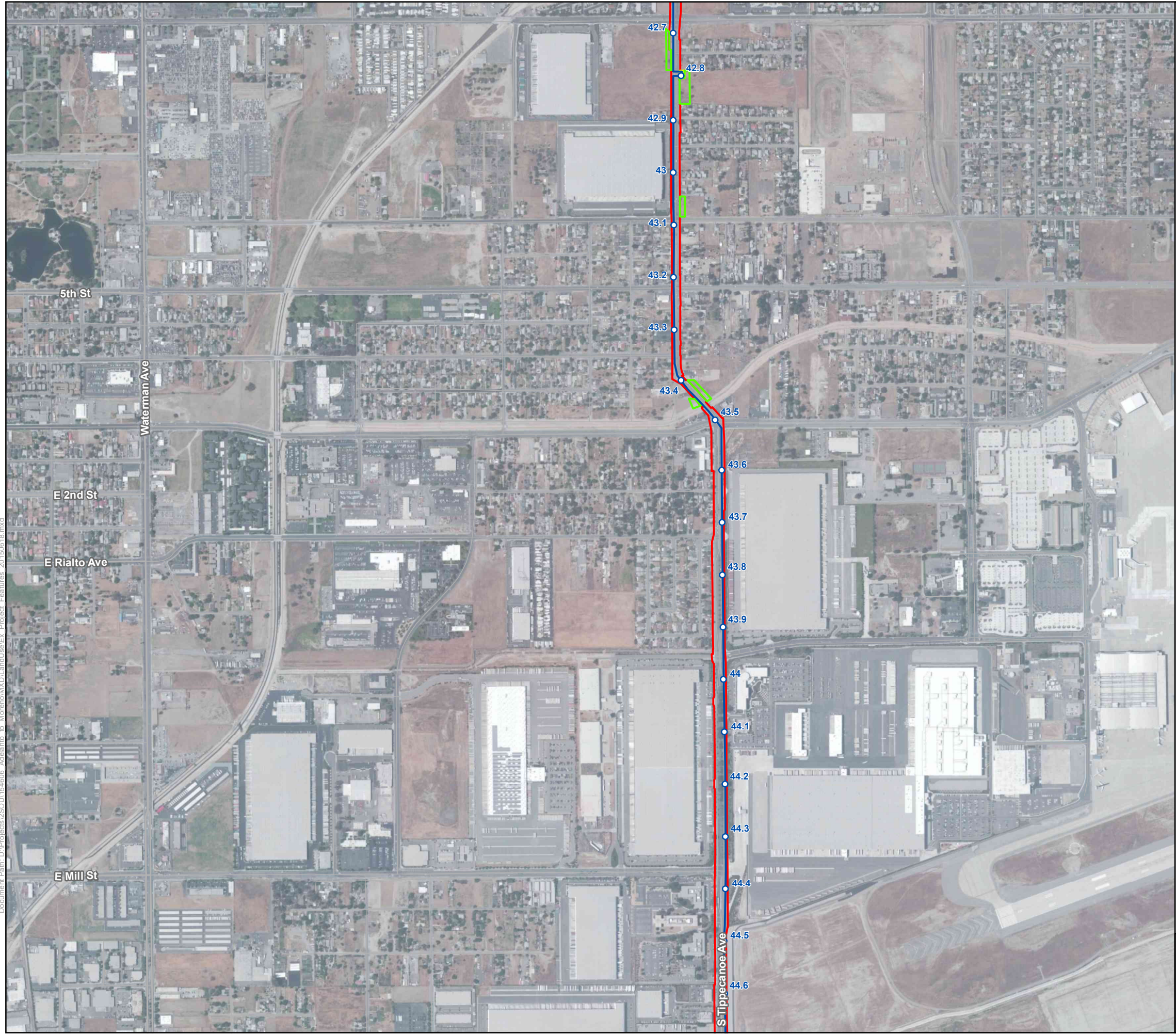
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- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault



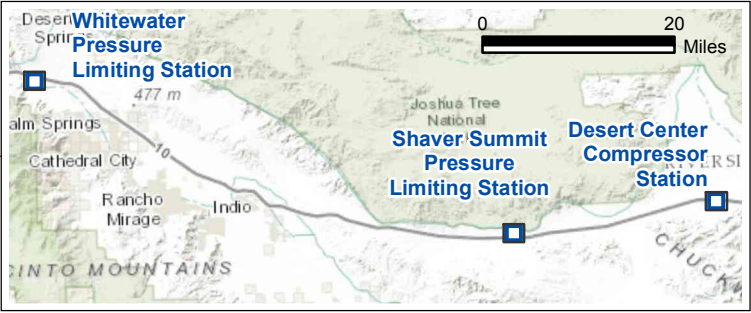
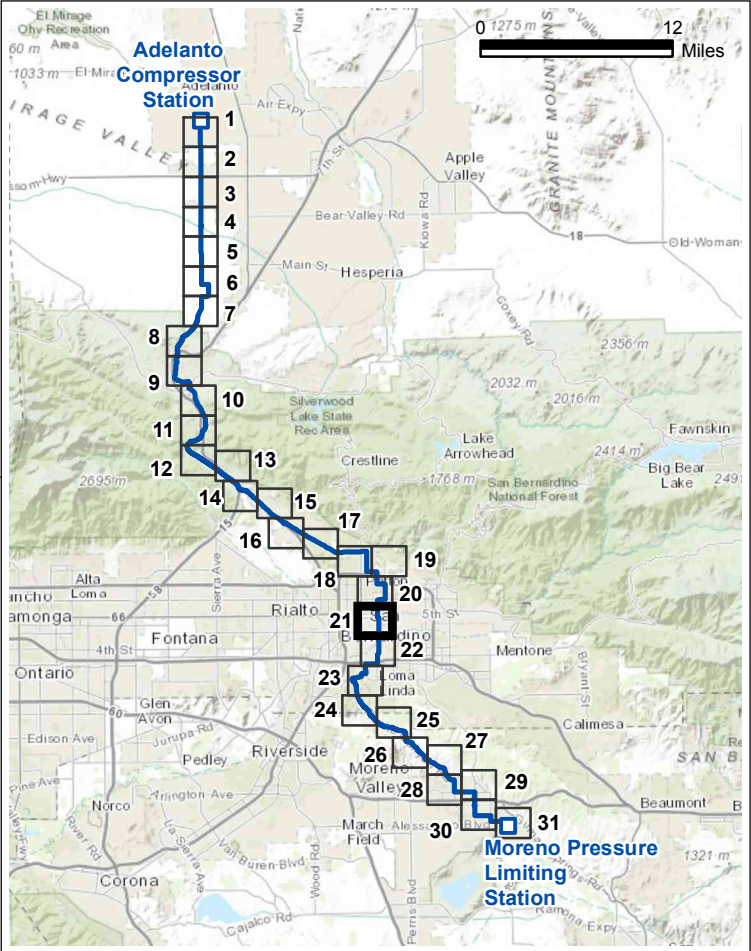
## Appendix A, Sheet 20 Proposed Project Key Features

North-South Project





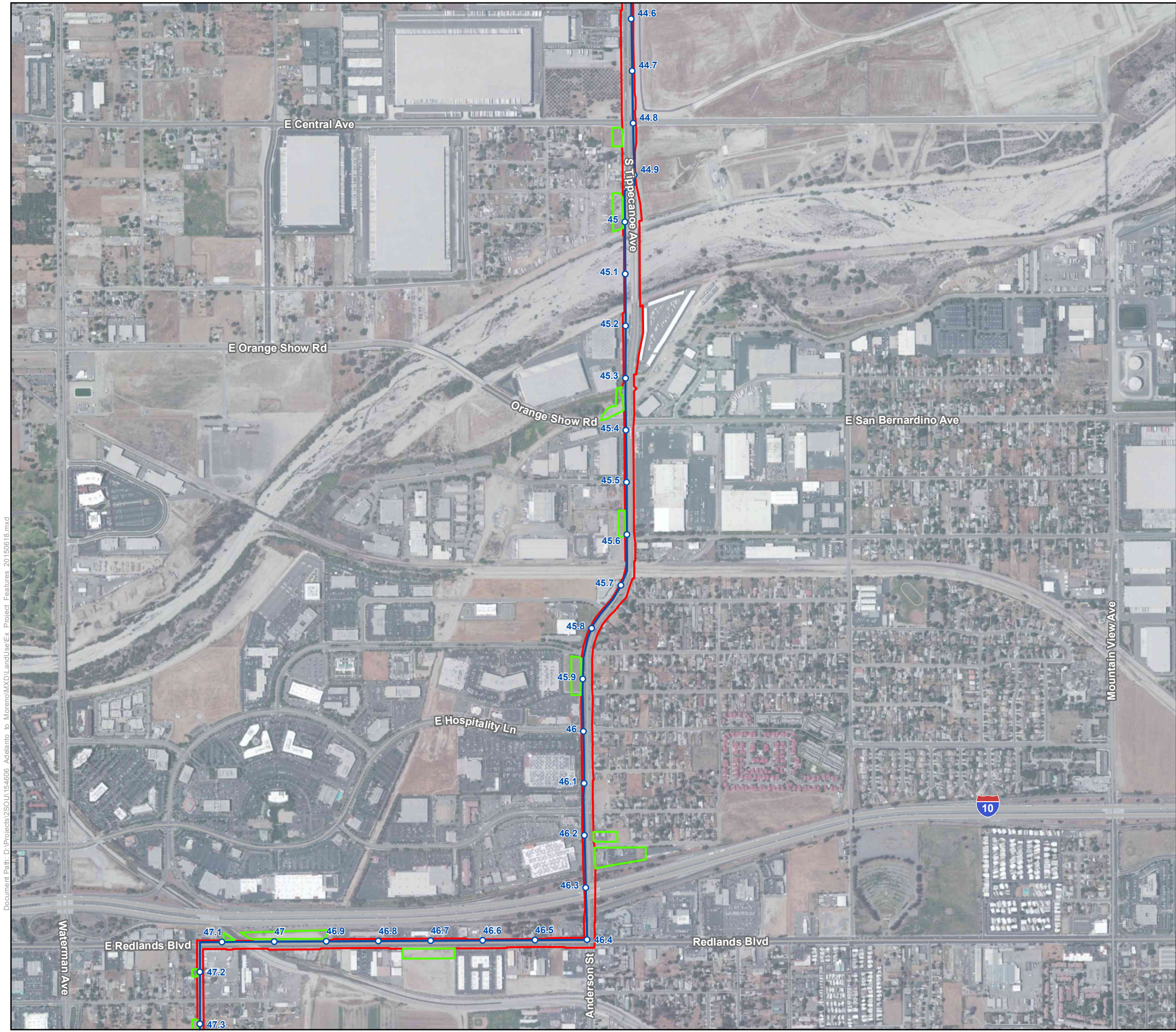
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- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault



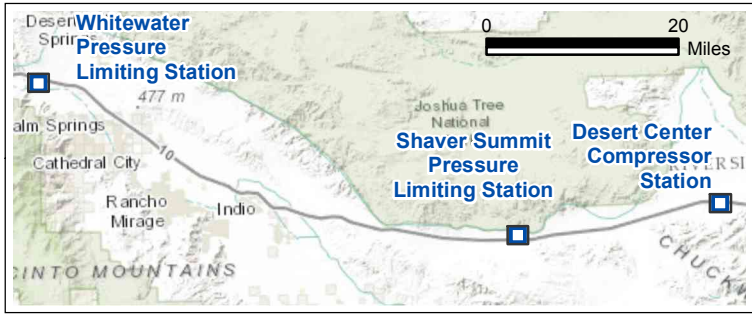
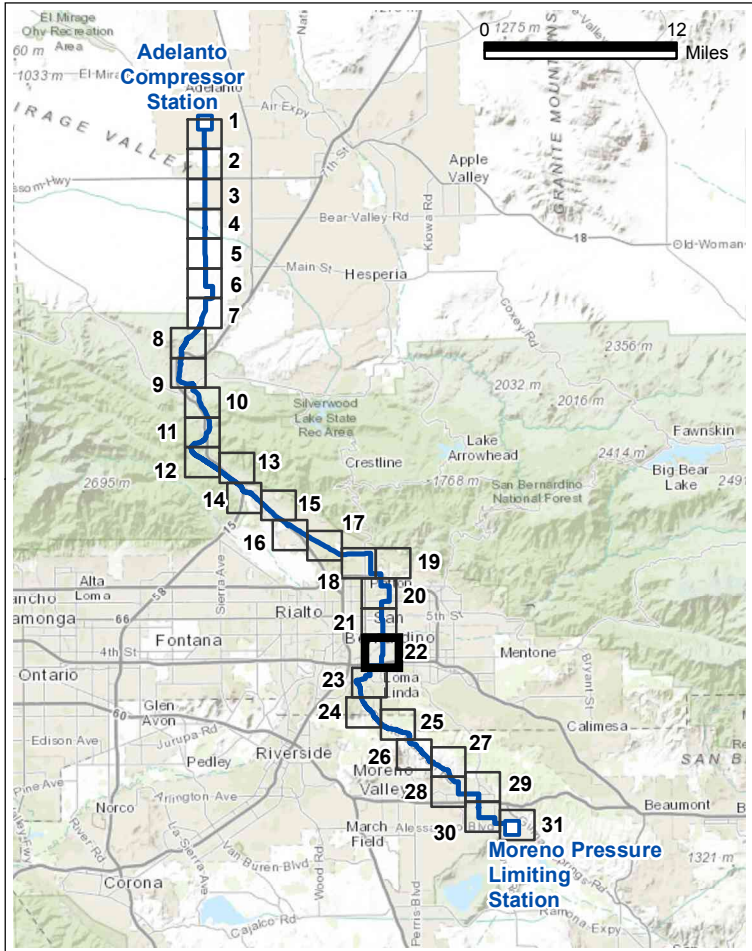
# Appendix A, Sheet 21 Proposed Project Key Features

North-South Project





- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault

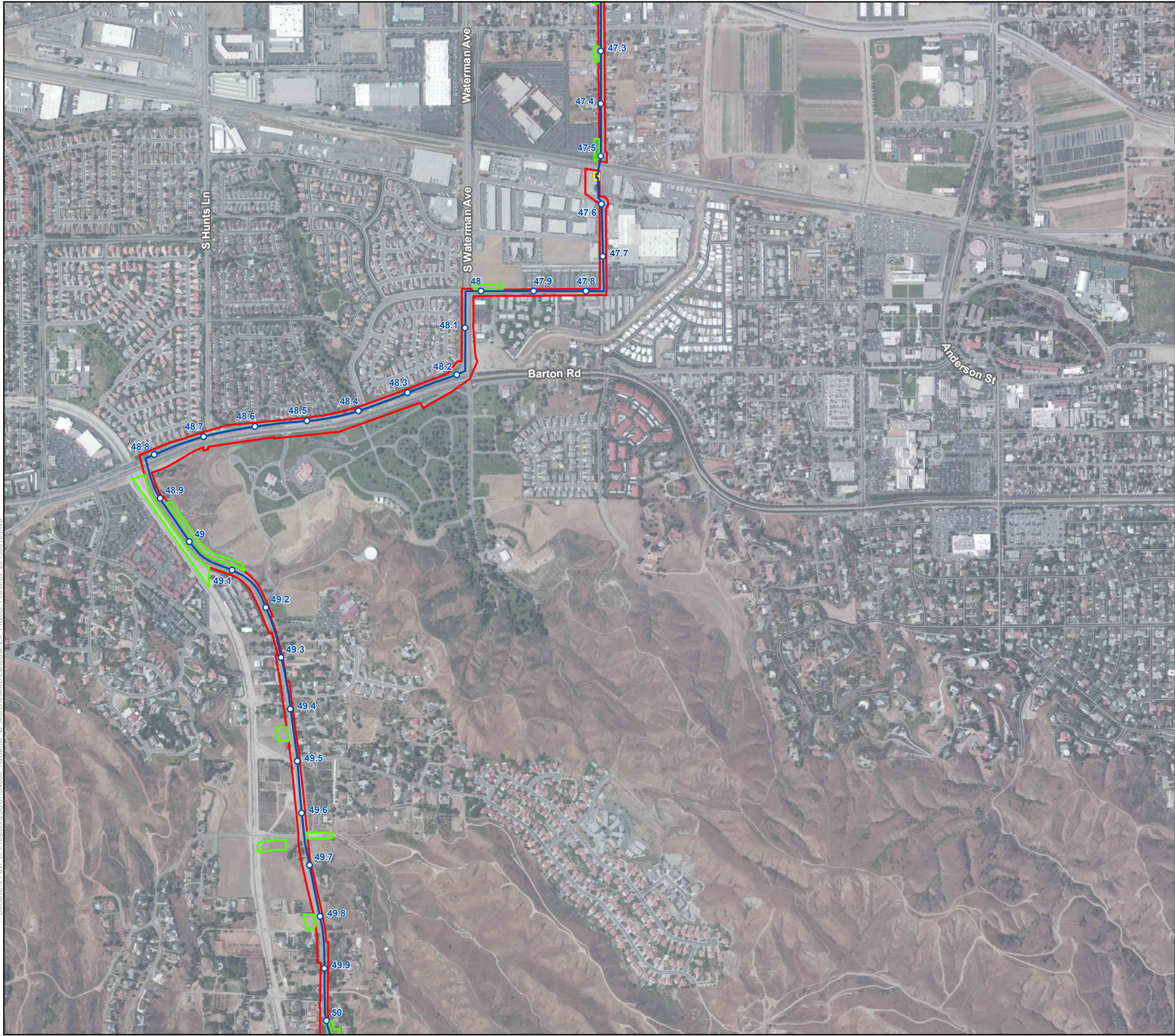


Appendix A, Sheet 22  
Proposed Project  
Key Features

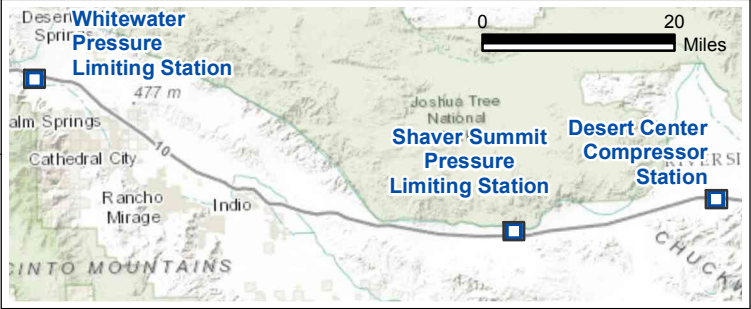
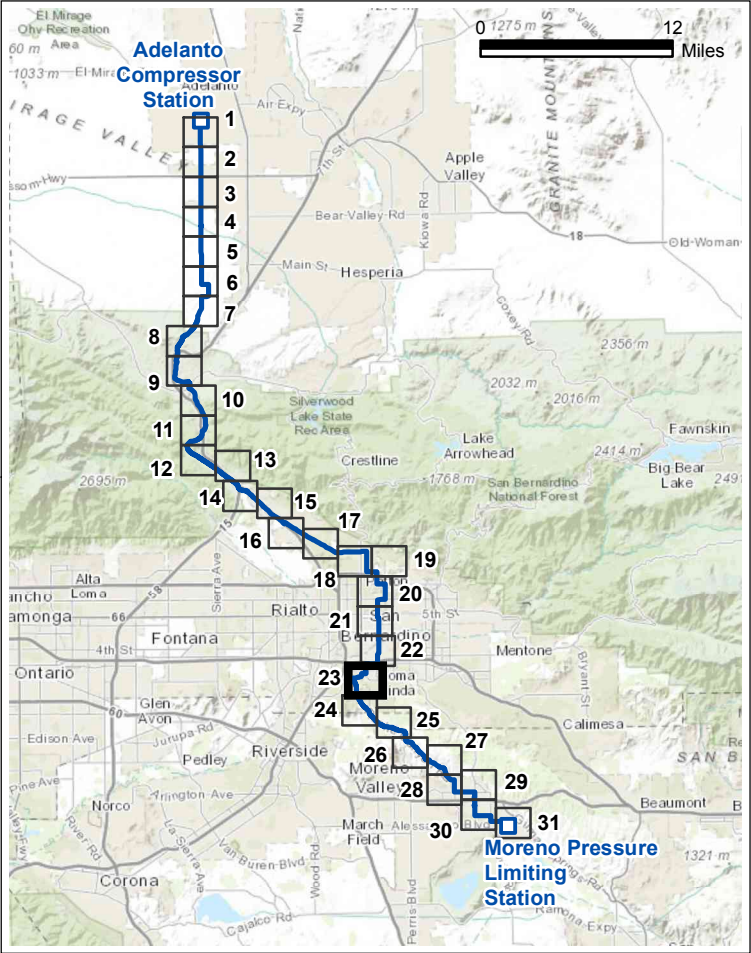
North-South Project

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- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault



Appendix A, Sheet 23  
Proposed Project  
Key Features

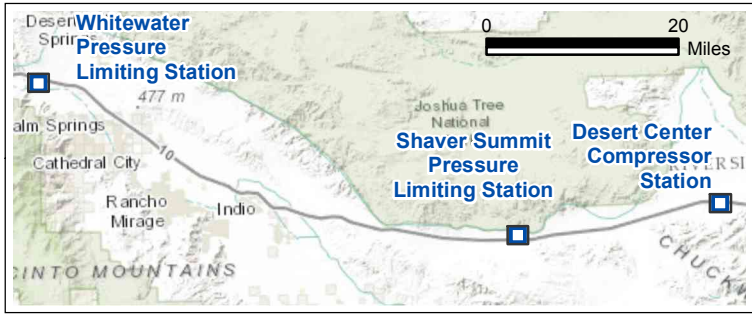
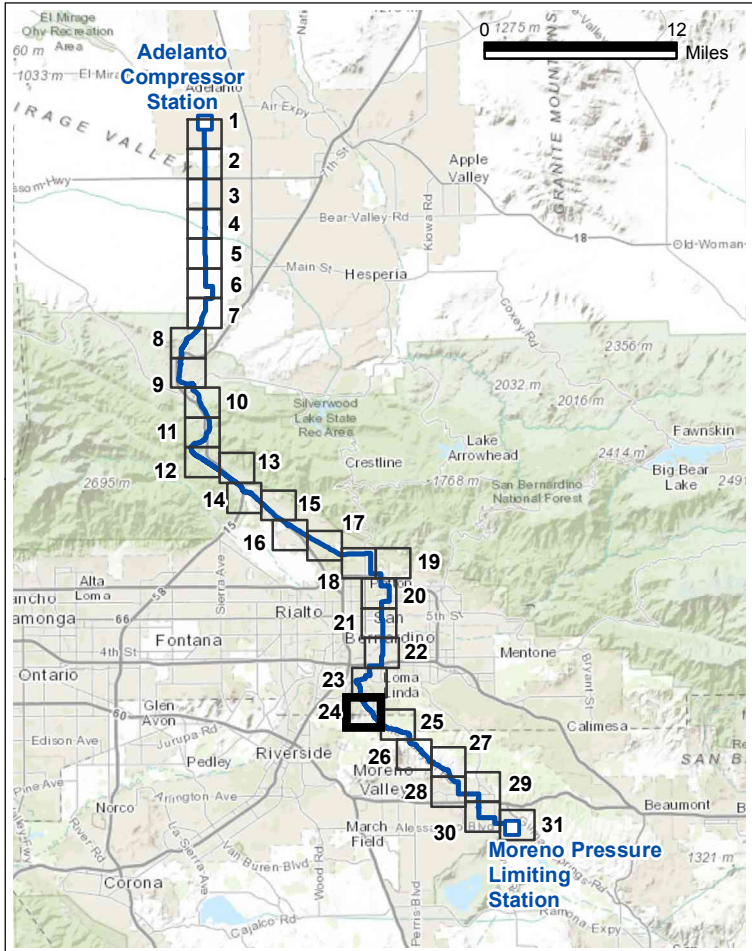
North-South Project







- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault



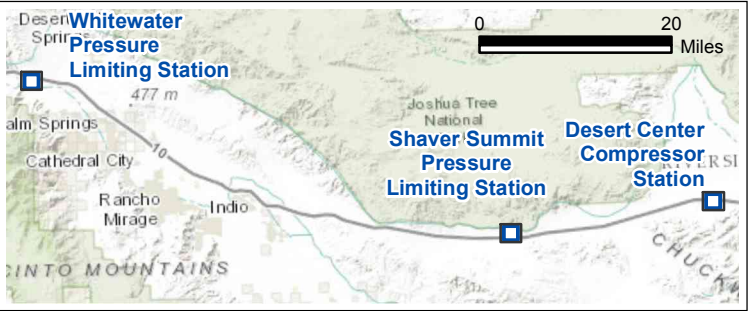
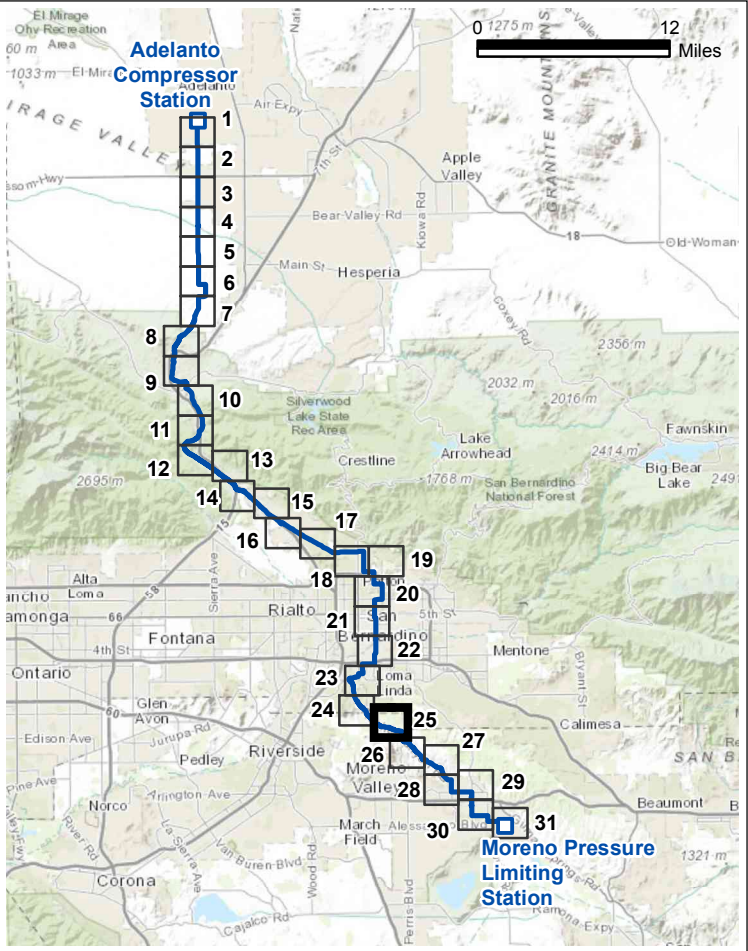
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Proposed Project  
Key Features

North-South Project





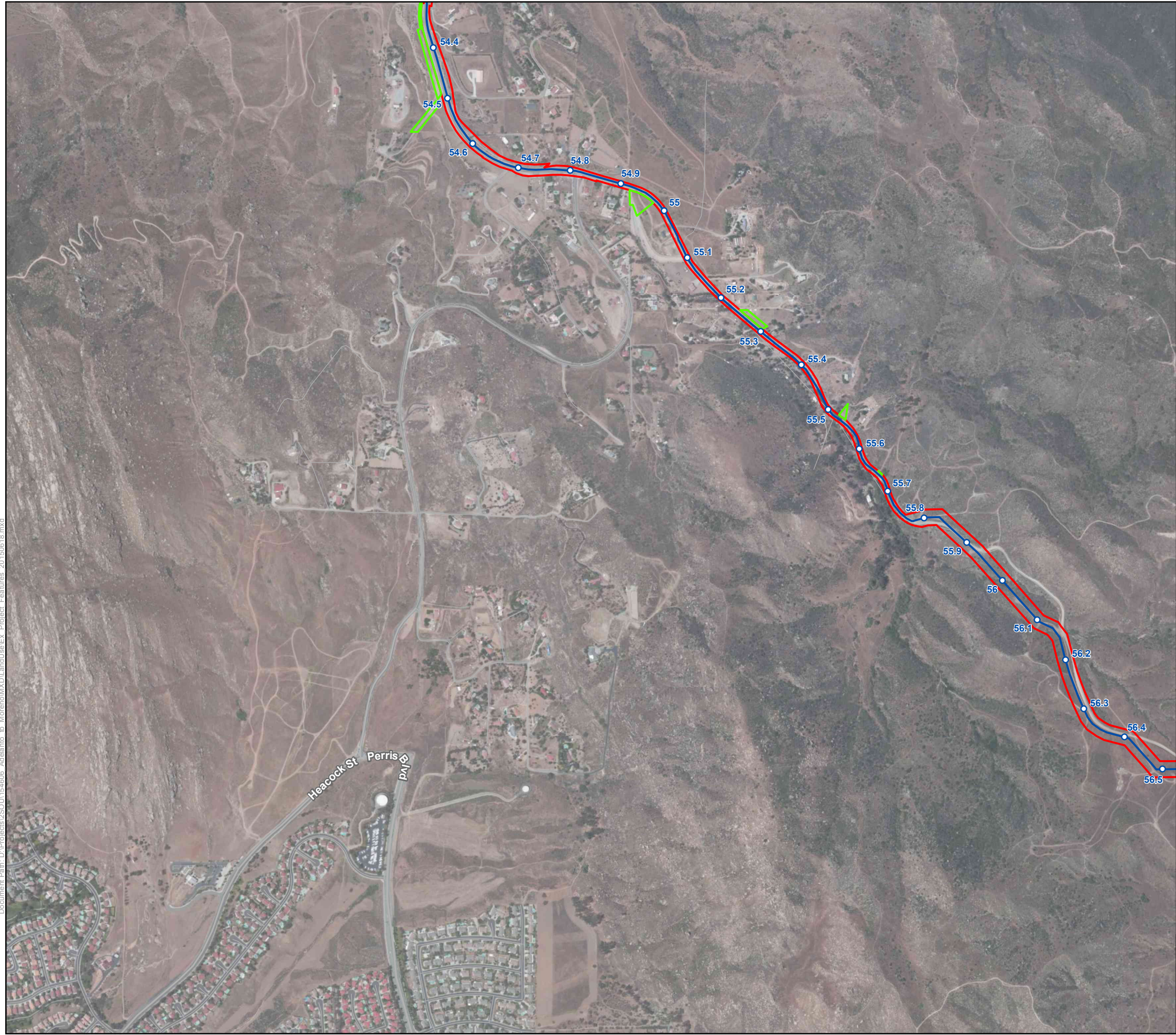
- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault



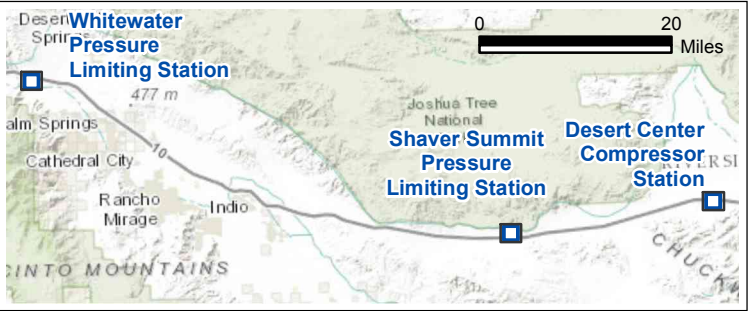
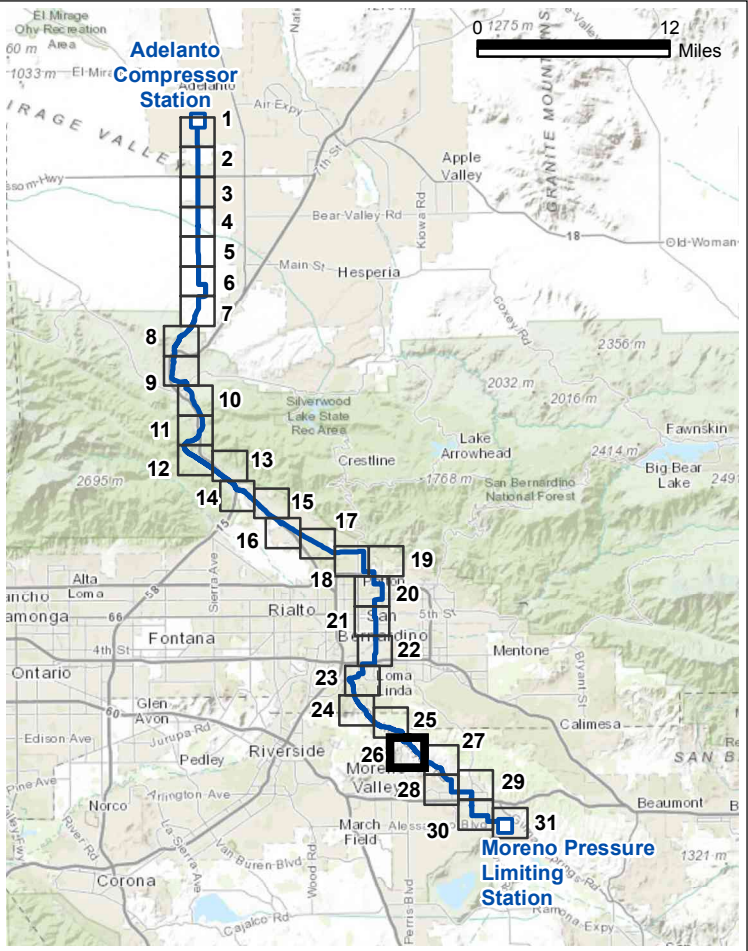
# Appendix A, Sheet 25 Proposed Project Key Features

North-South Project





- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault



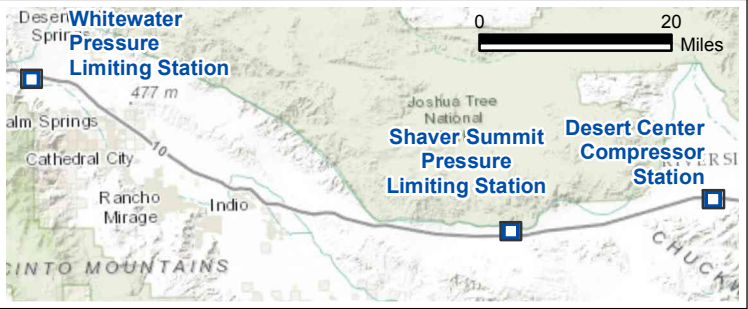
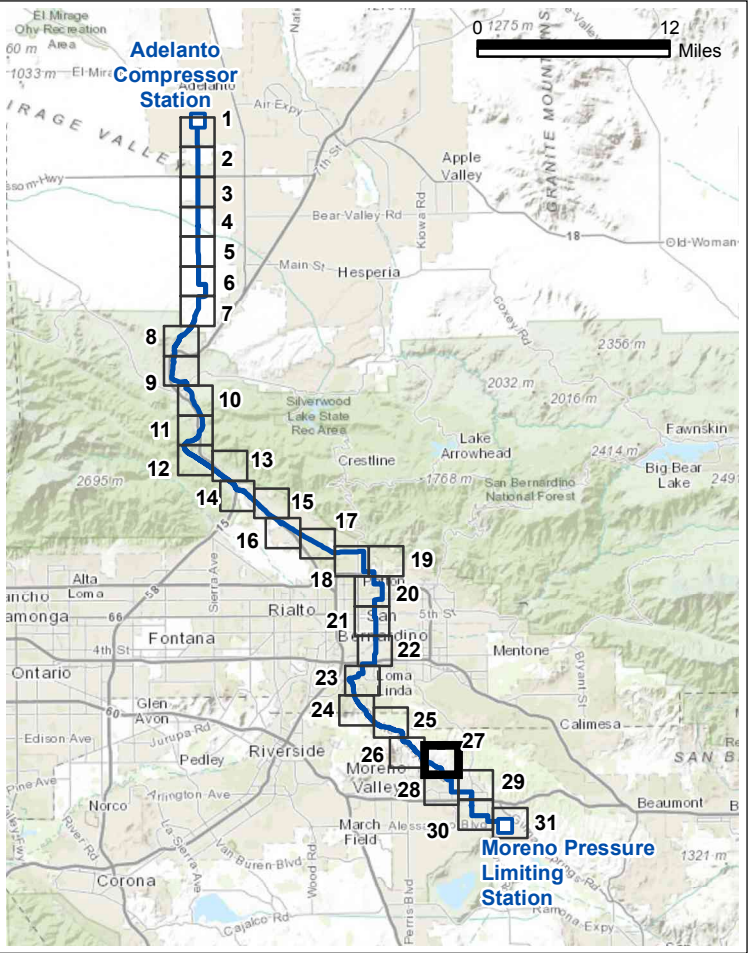
# Appendix A, Sheet 26 Proposed Project Key Features

North-South Project





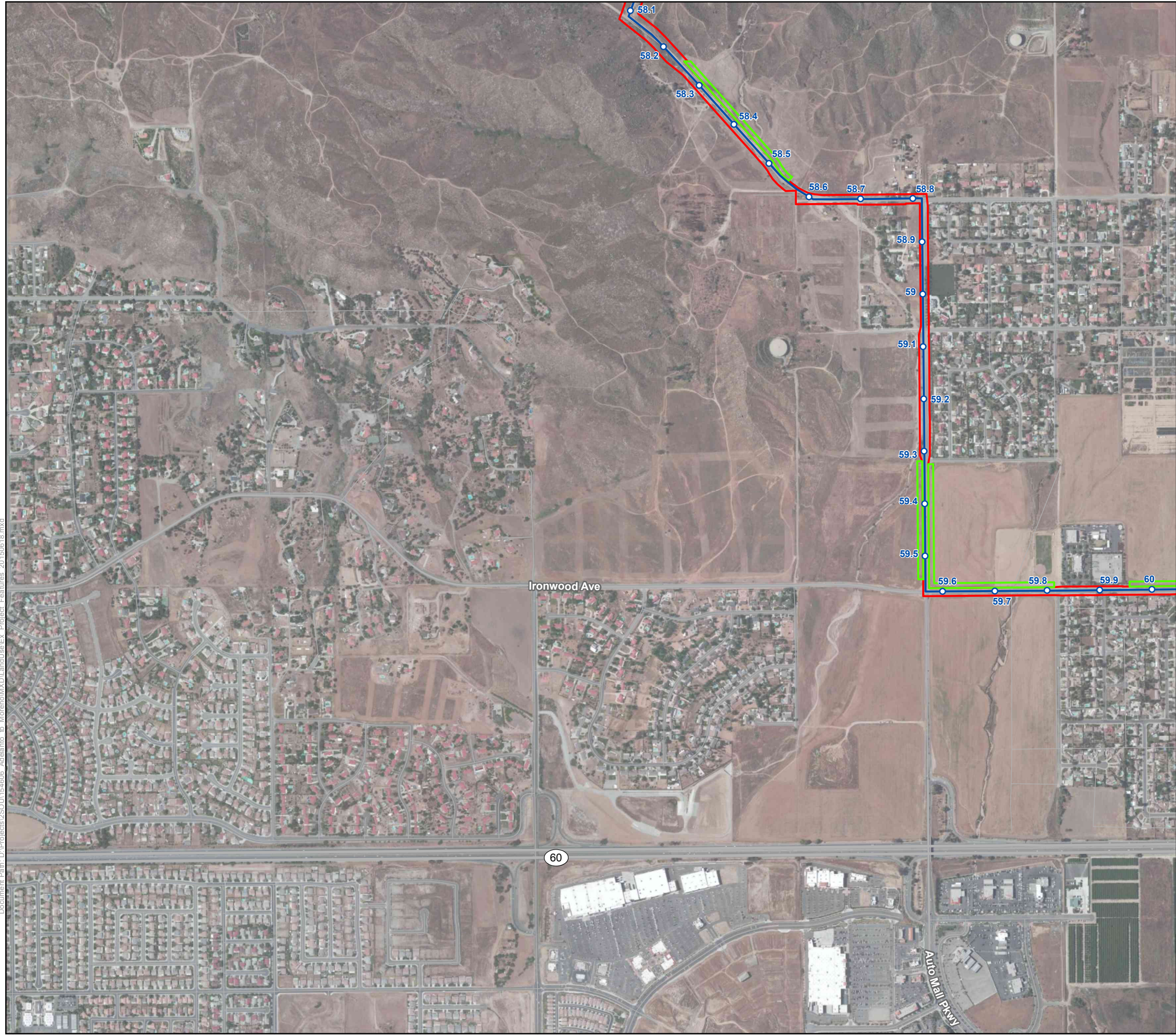
- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault



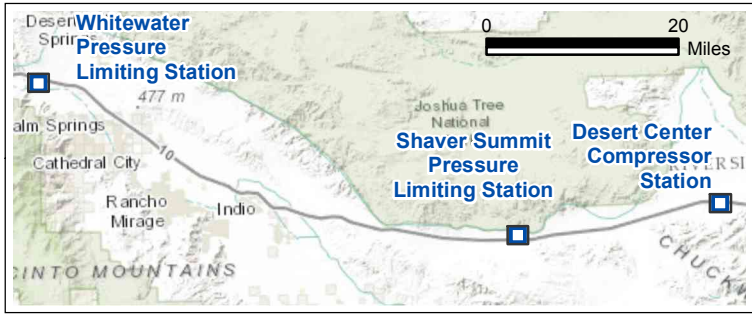
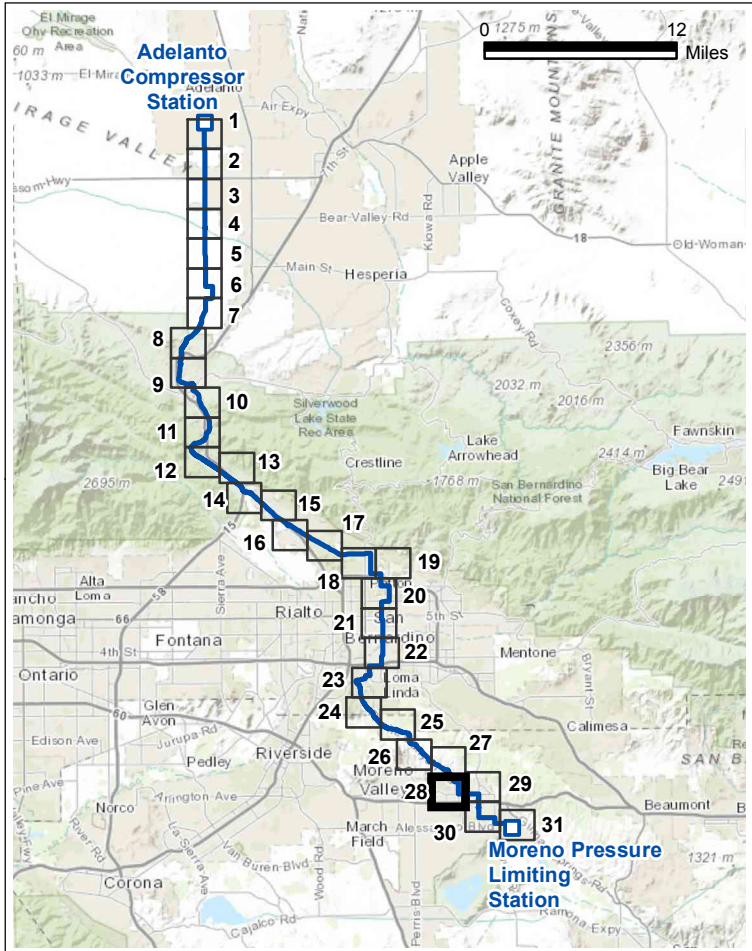
Appendix A, Sheet 27  
Proposed Project  
Key Features

North-South Project





- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault



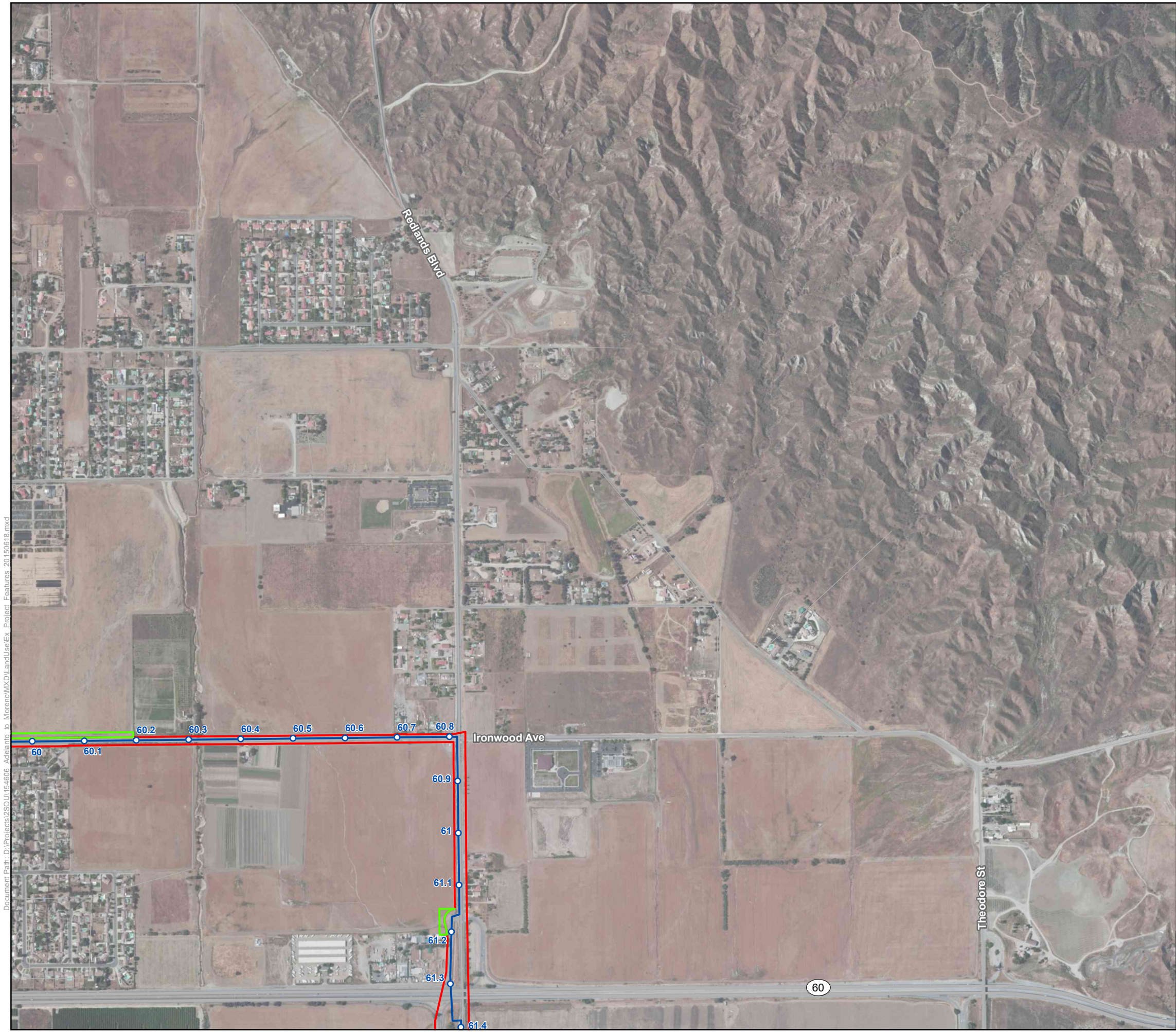
Appendix A, Sheet 28  
Proposed Project  
Key Features

North-South Project

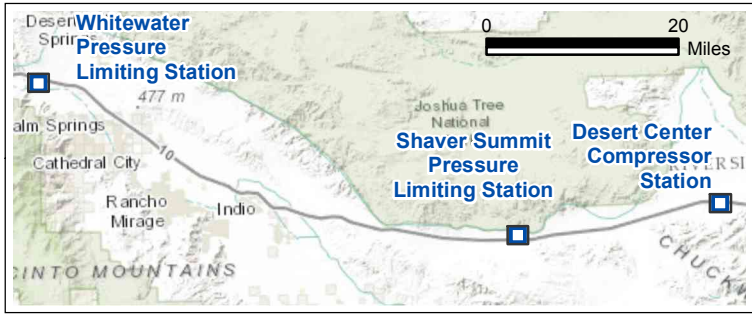
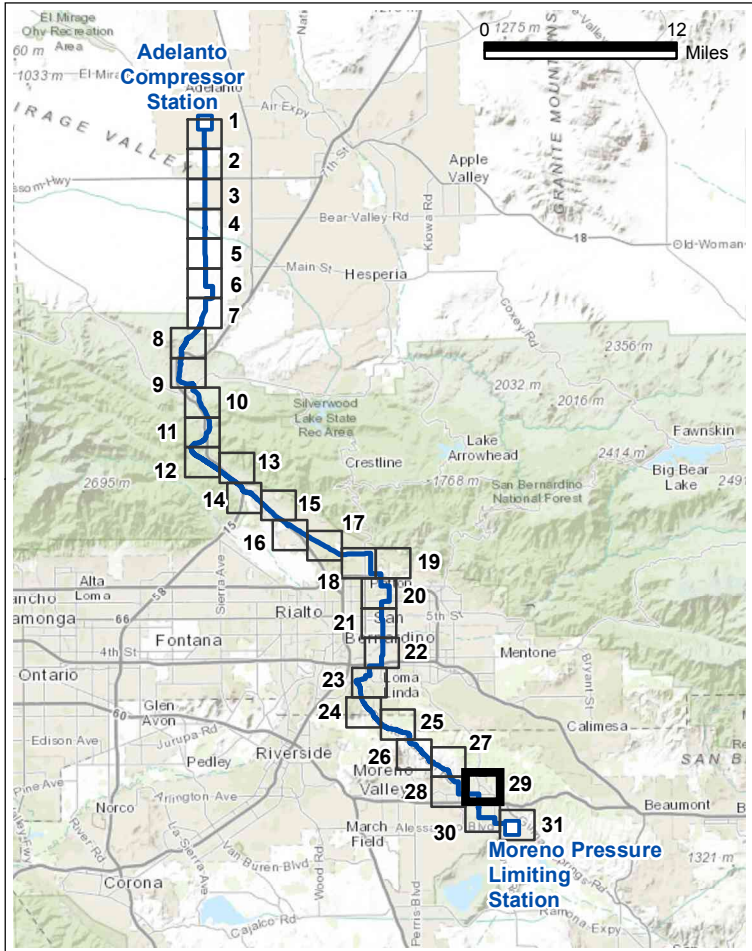


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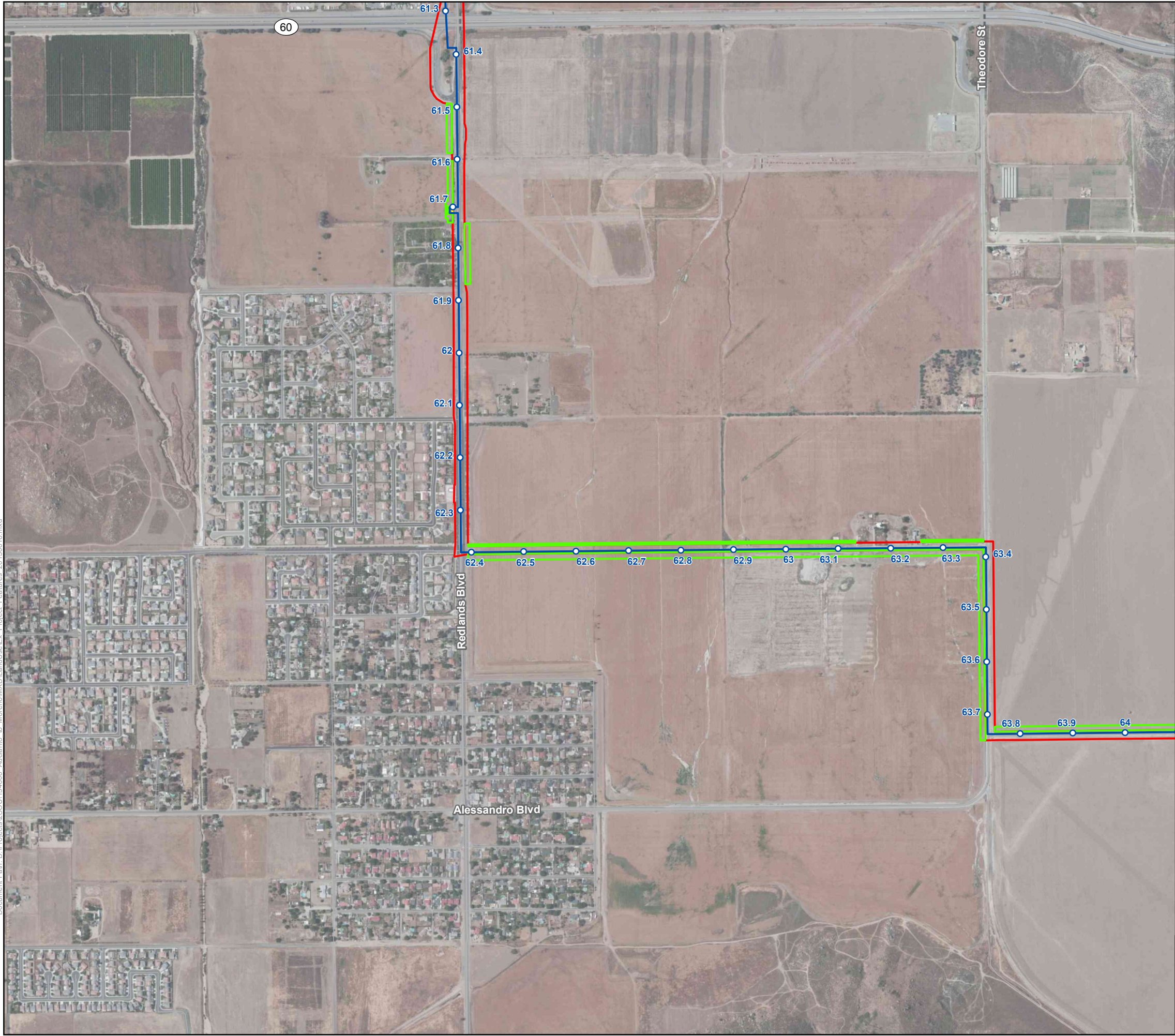
- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault



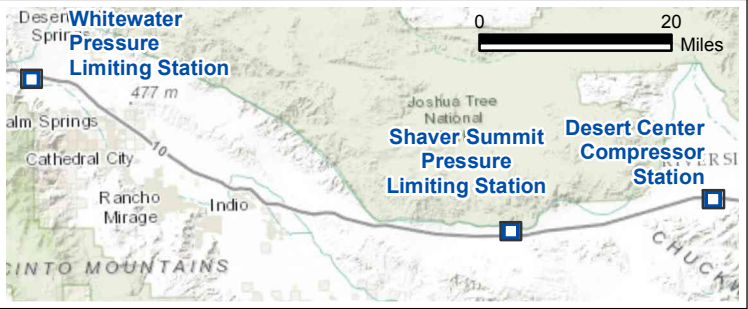
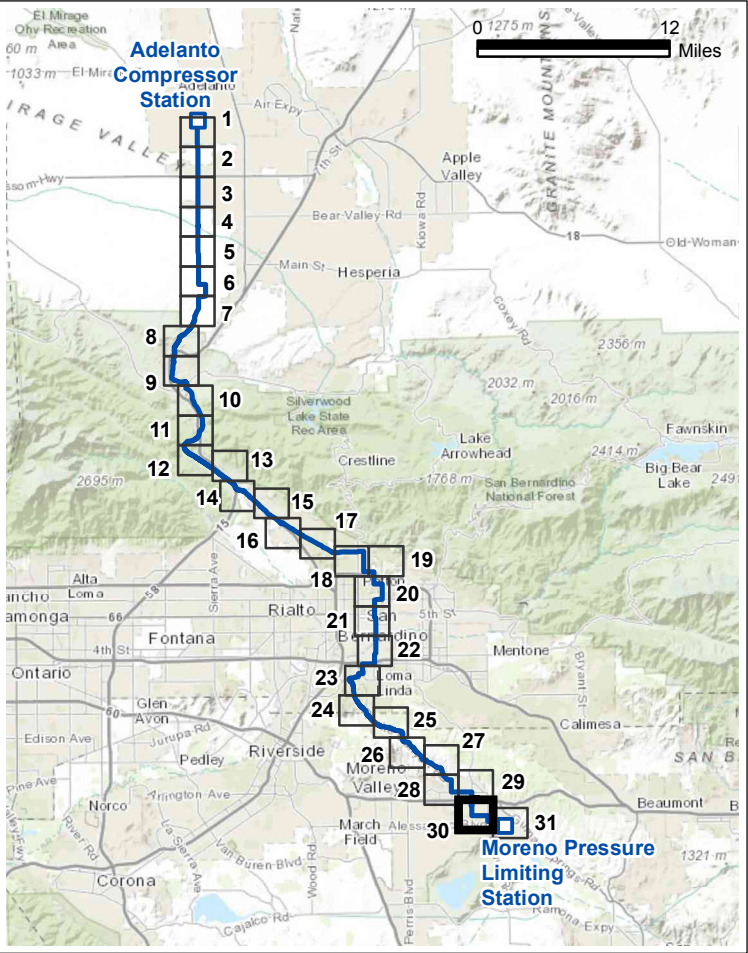
**Appendix A, Sheet 29**  
**Proposed Project**  
**Key Features**  
North-South Project

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- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault



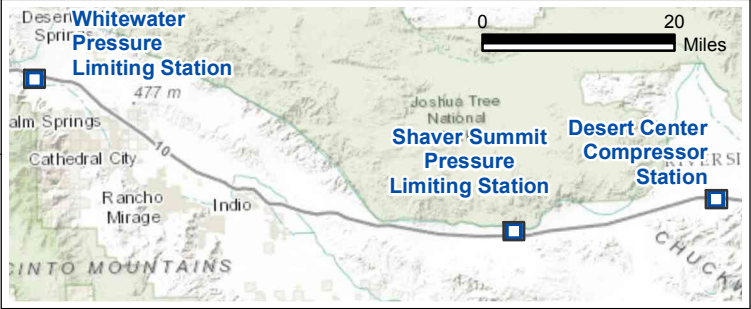
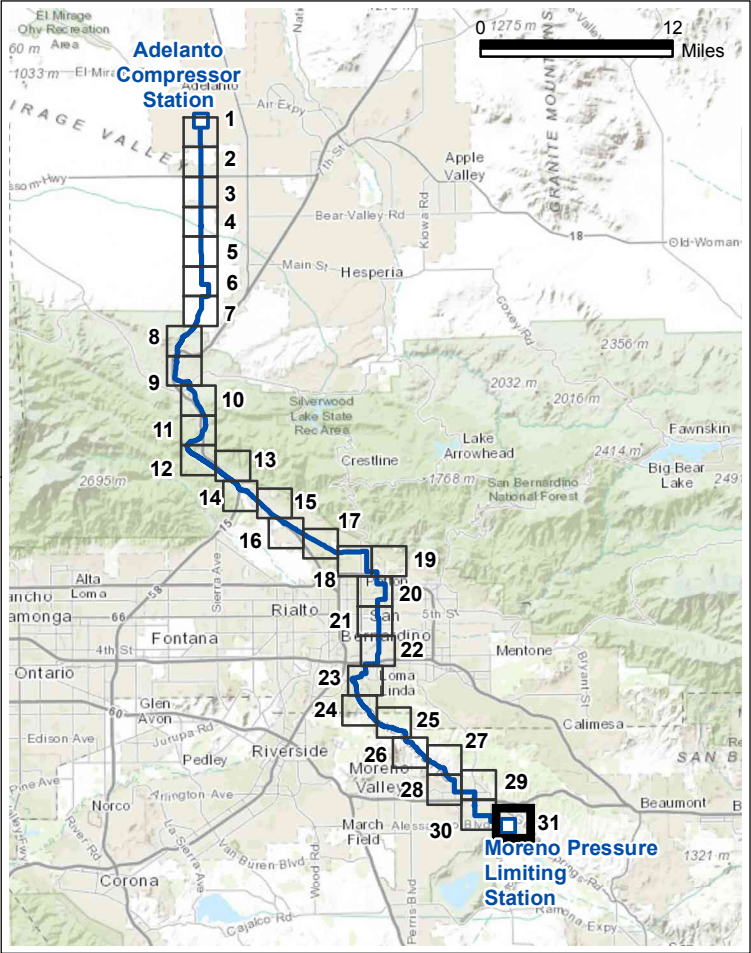
## Appendix A, Sheet 30 Proposed Project Key Features

North-South Project





- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault



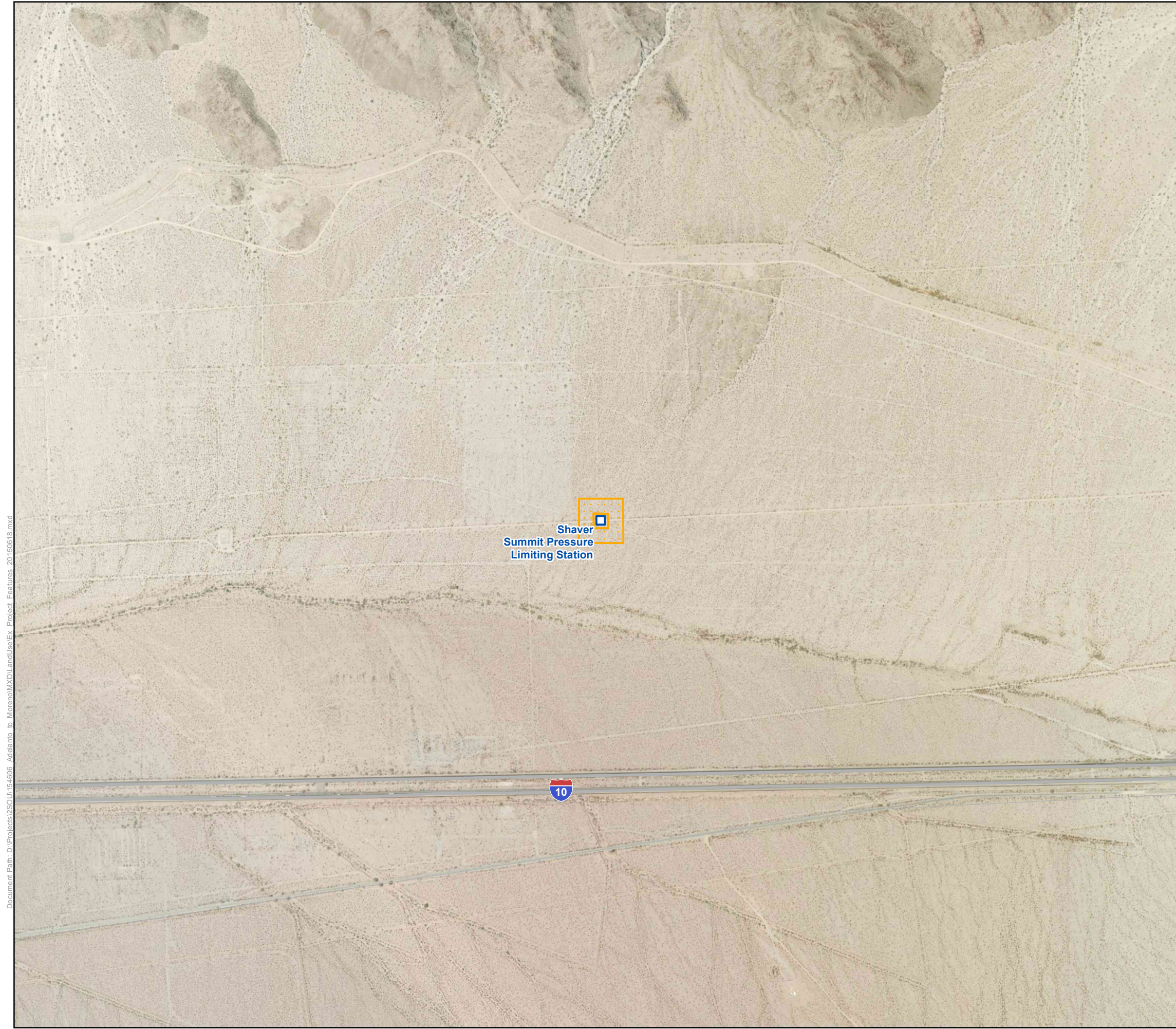
## Appendix A, Sheet 31 Proposed Project Key Features

North-South Project

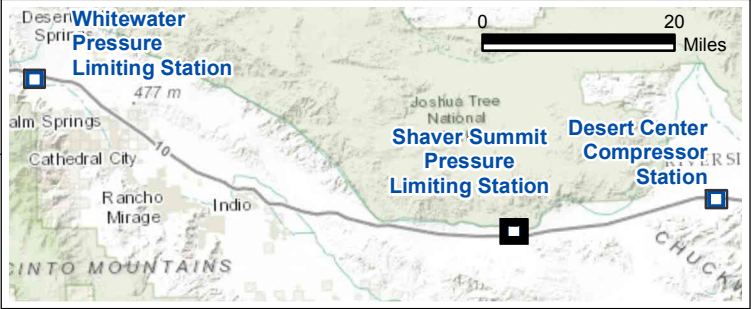








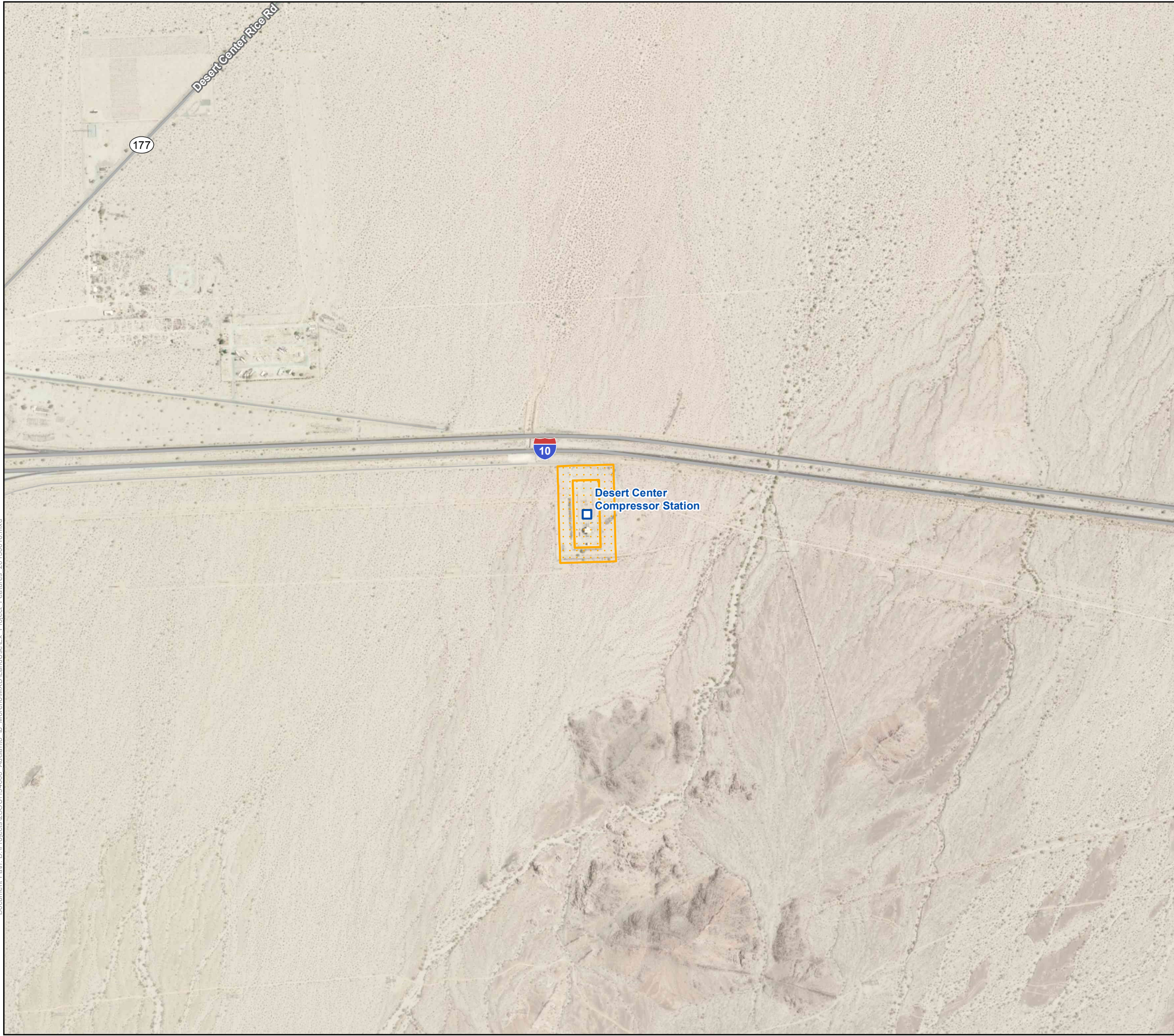
- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault



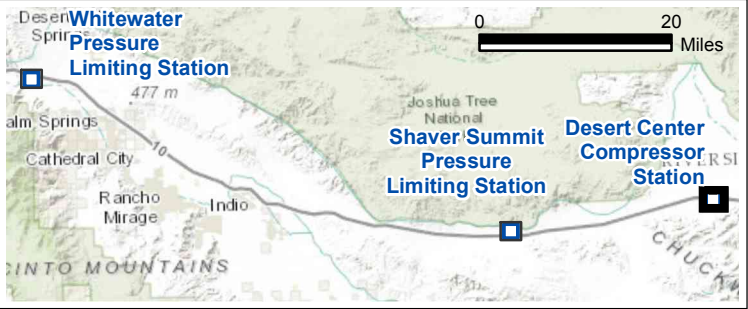
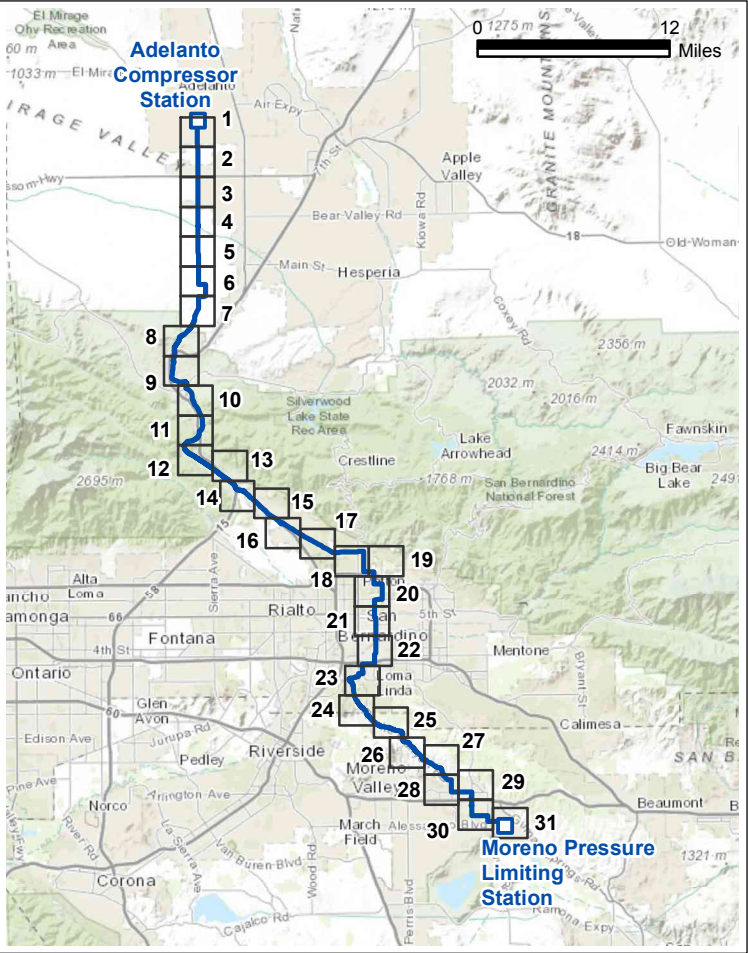
# Appendix A, Sheet 33 Proposed Project Key Features

North-South Project





- Compressor/Pressure Limiting Station
- Milepost
- Preferred Alignment
- Compressor Station Impact
- Preliminary Design Construction Corridor
- Staging Area
- Valve Vault



Appendix A, Sheet 34  
Proposed Project  
Key Features

North-South Project



## **APPENDIX B**

### **NORTH-SOUTH LAND USE IMPACTS TABLE**



LAND USE IMPACTS

From MP	To MP	APN	Feature Name	OWNER_NAME	Permits			Easements			Comments
					Encr./ Construction Permit	License Agreement/ Special Use Permit	Franchise	Existing Easement	New Permanent Easement	TWS	
0.00	0.07	312801101		SoCalGas				FEE	MLV 1		
0.07	0.16	312801105		City Of Los Angeles					Pipeline 50' permanent	50' Temporary	Will need an easement for the pipeline.
0.16	0.42	312802101		Wen, Jung-Fu & Ching-Mei Fam Tr 10-1				33065		X	Existing Easement allows use of abutting land for construction. SCG to confirm whether new TWS is required.
0.42	0.67	312803101		The Flavor House Inc.				33066		X	Existing Easement allows use of abutting land for construction. SCG to confirm whether new TWS is required.
0.67	0.92	312804101		Homox Corp Retirement Plan				33067		X	Existing Easement allows use of abutting land for construction. SCG to confirm whether new TWS is required.
0.92	0.98	312833101		Jones, Robert E				33068		X	Existing Easement allows use of abutting land for construction. SCG to confirm whether new TWS is required.
0.98	1.04	312833102		Jones, Robert E				33068		X	Existing Easement allows use of abutting land for construction. SCG to confirm whether new TWS is required.
1.04	1.11	312833104		Jones, Robert E				33069		X	Existing Easement allows use of abutting land for construction. SCG to confirm whether new TWS is required.
1.11	1.17	312833107		Jones, Robert E				33070		X	Existing Easement allows use of abutting land for construction. SCG to confirm whether new TWS is required.
1.17	1.25	312833108		Tan, F C & D B Trust (08-10-04)				33071		X	Existing Easement allows use of abutting land for construction. SCG to confirm whether new TWS is required.
1.25	1.42	312833110		Lee Fam Tr 12/3/05				33072		X	Existing Easement allows use of abutting land for construction. SCG to confirm whether new TWS is required.
1.42	1.58	312835101		Richardson Properties LLC				33073		X	Existing Easement allows use of abutting land for construction. SCG to confirm whether new TWS is required.
1.58	1.69	312835102		City Of Los Angeles				33075		X	Existing Easement allows use of abutting land for construction. SCG to confirm whether new TWS is required.
1.69	1.71	312835103		Richardson Properties LLC				33073		X	Existing Easement allows use of abutting land for construction. SCG to confirm whether new TWS is required.
1.71	1.84	312835104		Richardson Properties LLC				33074		X	Existing Easement allows use of abutting land for construction. SCG to confirm whether new TWS is required.
1.84	2.03		Koala Road	San Bernardino County	X		X				Existing Easement allows use of abutting land for construction. SCG to confirm whether new TWS is required.
2.03	2.17	313201104		Chen, Tai-Jen, Wright				33076		X	Existing Easement allows use of abutting land for construction. SCG to confirm whether new TWS is required.
2.17	2.23	313201105		Chen, Tai-Jen, Wright				33077		X	Existing Easement allows use of abutting land for construction. SCG to confirm whether new TWS is required.



LAND USE IMPACTS

From MP	To MP	APN	Feature Name	OWNER_NAME	Permits			Easements			Comments
					Encr./ Construction Permit	License Agreement/ Special Use Permit	Franchise	Existing Easement	New Permanent Easement	TWS	
2.23	2.30	313201106		Hsu, Chang-Ting				33078		X	Existing Easement allows use of abutting land for construction. SCG to confirm whether new TWS is required.
2.30	2.42	313201107		Hsu, Chang-Ting				33079		X	Existing Easement allows use of abutting land for construction. SCG to confirm whether new TWS is required.
2.42	2.67		Koala Road	San Bernardino County	X		X				
2.67	3.42		Koala Road	City of Adelanto	X		X				
3.42	3.92		Koala Road	City of Victorville	X		X				
3.92	4.05	313301101		Tate, W Daniel				33081		X	Existing easement is within roadway; new p/l is at westerly edge of easement.
4.05	4.90		Baldy Mesa	City of Victorville	X		X				
4.90	4.92	309747102		B-NGAE1 LLC					MLV 2, 50 x 75	100 x 200	No existing easement on this side of Baldy Mesa.
4.92	5.45		Baldy Mesa	City of Victorville	X		X				
5.45	6.50		Baldy Mesa	San Bernardino County	X		X				
6.50	6.51		CA Aqueduct	State of California (DWR)	X		X				
6.51	9.75		Baldy Mesa	San Bernardino County	X		X				
9.75	9.77	306420102	Railroad	Union Pacific Railroad		X					
9.77	9.81		Baldy Mesa	San Bernardino County	X		X				
9.81	9.83	306420101		Fordham, Harriet Tr (H Fordham Trust)				33120	MLV 3, 50 x 75	X	Ptn. of existing easement is in roadway. TWS varies in width.
9.83	10.26		Baldy Mesa	San Bernardino County	X		X				
10.26	10.72		Joshua Street	San Bernardino County	X		X				
10.72	11.48		Braceo Street	San Bernardino County	X		X				
11.48	11.93		Mesquite Street	San Bernardino County	X		X				
11.93	12.09		Baldy Mesa	San Bernardino County	X		X				
12.09	12.71		Landover Avenue	San Bernardino County	X		X				
12.71	12.96	303857103		Clark, Douthit Family Tr 5/1/00					Pipeline 50' Permanent	50' Temporary	
12.96	13.02	035765104		Hilton, Merial P Rev Liv Tr (2-1-90)					Pipeline 50' Permanent	50' Temporary	
13.02	13.25(.23)		SCE Easement	Southern California Edison	Consent?						
13.25(.23)	13.36	035765109		Schumacher, Bruce					Pipeline 50' Permanent	50' Temporary	
13.36	13.43	035765116		City Of La					Pipeline 50' Permanent	50' Temporary	
13.43	13.49	035765114		Ethier, Ronald A Tr					Pipeline 50' Permanent	50' Temporary	
13.49	13.63	035765121		Sink, James A					Pipeline 50' Permanent	50' Temporary	
13.63	13.77	035765133		Graciano, Edward					Pipeline 50' Permanent	50' Temporary	
13.77	13.91	035765126		Ohai, Reynolds					Pipeline 50' Permanent	50' Temporary	



LAND USE IMPACTS

From MP	To MP	APN	Feature Name	OWNER_NAME	Permits			Easements			Comments
					Encr./ Construction Permit	License Agreement/ Special Use Permit	Franchise	Existing Easement	New Permanent Easement	TWS	
13.91	14.01	035765131		City Of Los Angeles					Pipeline 50' Permanent	50' Temporary	
14.01	14.06	035765120		Emerald Select Group LLC					Pipeline 50' Permanent	50' Temporary	
14.06	14.71	035111103		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
14.71	15.48	035111102		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
15.48	15.64	035111111		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
15.64	16.03	035110106		Government Land USDA Forest Service		X			MLV 4, 50 x 75	X	Special Use Permit for pipeline
16.03	16.08		SB I-15	Caltrans District 8 464 W. 4th St. San Bernardino 909-383-4561	X						
16.08	16.52	035110105		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
16.52	16.62	035113115		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
16.62	16.68		NB I-15	Caltrans District 8 464 W. 4th St. San Bernardino 909-383-4561	X						
16.68	17.05	035113114		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
17.05	17.09	035113108	Railroad	Union Pacific Railroad		X					
17.09	17.11	035113114		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
17.11	17.15	035113107	Railroad	Atchison Topeka and Santa Fe RR Co		X					
17.15	17.55	035113114		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
17.55	17.72	035114135		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
17.72	17.75		I-15	Caltrans District 8 464 W. 4th St. San Bernardino 909-383-4561	X						
17.75	17.81	035114135		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
17.81	17.85	035114118	Railroad	Atchison Topeka and Santa Fe RR Co		X					
17.85	18.57	035114135		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
18.57	18.90	035114102		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
18.90	18.94		Highway 138	Caltrans District 8 464 W. 4th St. San Bernardino 909-383-4561	X						
18.94	19.52	035114102		Government Land USDA Forest Service		X			MLV 5, 50 x 75	X	Special Use Permit for pipeline



## LAND USE IMPACTS

From MP	To MP	APN	Feature Name	OWNER_NAME	Permits			Easements			Comments
					Encr./ Construction Permit	License Agreement/ Special Use Permit	Franchise	Existing Easement	New Permanent Easement	TWS	
19.52	20.05	035117110		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
20.05	20.52	035117102		United States Of America		X				X	Special Use Permit for pipeline
20.52	20.66	035117101		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
20.66	20.66	035004109		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
20.66	20.76	034901101		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
20.76	20.81			Research							
20.81	21.31	034901101		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
21.31	21.72	034901102		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
21.72	21.83	034901108		Wildlands Conservancy					Pipeline 50' Permanent	50' Temporary	
21.83	21.85	034901102		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
21.85	22.25	034901103		Government Land USDA Forest Service		X				X	Special Use Permit for pipeline
22.25	22.40		I-15	Caltrans District 8 464 W. 4th St. San Bernardino 909-383-4561	X						
22.40	22.60		Cajon Blvd.	San Bernardino County	X		X				
22.60	23.85	034901104		Government Land USDA Forest Service		X			Pipeline 50' Permanent MLV 6, 50 x 75	X	Special Use Permit for pipeline
23.85	23.88	035006111		Government Land USDA Forest Service		X			MLV 7 50 x 75	160 x 160	Special Use Permit for pipeline
23.88	27.73		Cajon Blvd.	San Bernardino County	X		X				
27.73	28.74		Proposed Cajon Blvd.	San Bernardino County	X		X				
28.74	28.78		Cajon Blvd.	San Bernardino County	X		X				
28.78	28.80	034916904		Larriba, Mary Rene					MLV 8 50 x 75	X	Propose to use entire parcel for TWS.
28.80	30.11		Cajon Blvd.	San Bernardino County	X		X				
30.11	31.92		Kendall Dr.	San Bernardino County	X		X				
31.92	32.04		Palm Ave.	City of San Bernardino	X		X				
32.04	33.33		Kendall Dr.	City of San Bernardino	X		X		MLV 9		8 x 12 buried vault in street
33.33	33.40	026123103, 04, 01,11	Devil Creek Diversion Channel	San Bernardino County Flood Control	X						
33.40	35.73		Kendall Dr.	City of San Bernardino	X		X				
35.73	37.65		E. 40th Street	City of San Bernardino (south side to 36.35)	X		X				
37.65	38.40		Valencia Ave.	City of San Bernardino	X		X		MLV 10		8 x 12 buried vault in street



## LAND USE IMPACTS

From MP	To MP	APN	Feature Name	OWNER_NAME	Permits			Easements			Comments
					Encr./ Construction Permit	License Agreement/ Special Use Permit	Franchise	Existing Easement	New Permanent Easement	TWS	
38.40	38.42	15317237		Beard, Scott & Bonnie							
38.91	39.40		E. Lynwood Dr.	City of San Bernardino	X		X				
39.40	39.57		Lynwood Dr.	San Bernardino County	X		X				
39.57	39.75		N. Golden Ave.	City of San Bernardino	X		X				
39.75	40.32		210 Freeway	Caltrans District 8464 W. 4th St.San Bernardino909-383-4561	X						
40.32	40.82		Highland Ave.	City of San Bernardino	X		X				
40.82	40.98		Del Rosa Ave	City of San Bernardino	X		X				
40.98	41.81		Del Rosa Ave	San Bernardino County (south side)	X		X				
41.81	42.29		Base Line St.	San Bernardino County	X		X				
42.29	42.55		Tippecanoe St.	City of San Bernardino	X		X				
42.55	42.56		Upper Warm Creek Channel	San Bernardino County Flood Control	X						
42.56	42.79		Tippecanoe St.	San Bernardino County	X		X				
42.79	42.80	027820112		Testa Family Limited Partnership III					MLV 11 50 x 75	100 x 333	
42.80	43.49		Tippecanoe St.	San Bernardino County	X		X				
43.49	43.52		City Creek	City of San Bernardino?	X		X				
43.52	45.01		Tippecanoe St.	City of San Bernardino	X		X				
45.01	45.20(27)		Santa Ana River	Santa Ana River Crossing	X						
45.20(27)	45.68		Tippecanoe St.	City of San Bernardino	X		X				
45.68	45.69		Railroad	BNSF Railroad		X					
45.69	45.70		Mission Channel	San Bernardino County Flood Control	X						
45.70	46.30		Tippecanoe St.	City of San Bernardino	X		X				
46.30	46.40		I-10 Freeway	Caltrans District 8 464 W. 4th St. San Bernardino 909-383-4561	X						
46.40	46.89		Redlands Blvd.	City of Loma Linda	X		X				
46.89	47.00		Redlands Blvd.	City of San Bernardino (Redlands Blvd)	X		X				
47.00	47.14		San Timoteo Creek	San Bernardino County Flood Control	X						
47.14	47.51		Gardena St.	City of San Bernardino (Gardena St)	X		X				
47.51	47.53	028305112	Railroad	Union Pacific Railroad		X					
47.53	47.56	014134102		Montecito Memorial Park Corp					Pipeline 50' Permanent MLV 12, 50 x 75	232 x 143	
47.56	47.57	014134101		Montecito Mutual Water Co							Unclear as to where this parcel is
47.57	47.58	014134102		Montecito Memorial Park Corp							Unclear as to where this parcel is
47.58	47.77		Steele St.	City of San Bernardino	X		X				
47.77	48.03		Weir Rd.	City of San Bernardino	X		X				
48.03	48.16		Waterman Ave.	City of San Bernardino	X		X				
48.16	48.18		Waterman Ave.	City of Colton	X		X				
48.18	48.82		Washington St.	City of Colton	X		X				



LAND USE IMPACTS

From MP	To MP	APN	Feature Name	OWNER_NAME	Permits			Easements			Comments
					Encr./ Construction Permit	License Agreement/ Special Use Permit	Franchise	Existing Easement	New Permanent Easement	TWS	
48.82	49.25		Reche Canyon Rd.	City of Colton	X		X				
49.25	51.34		Reche Canyon Rd.	San Bernardino County/ City of Colton	X		X				
51.34	51.98	RW	Reche Canyon Rd.	Riverside County	X		X				
51.98	51.99	25929007		Justino, Dy					MLV 13		
51.99	55.78	RW	Reche Canyon Rd.	Riverside County			X				
54.10	54.20	471070044		Resheske, James & Sandi							
55.78	55.84	471240003		Rowell, George B.					Pipeline 50' Permanent	50' Temporary	
55.84	55.93	RW	Reche Canyon Rd.	Riverside County	X		X				
55.93	56.38	471240001		Rowell, George B.					Pipeline 50' Permanent	50' Temporary	
56.38	56.54	471260058		Kim, Kyu Sung.							
56.54	56.58		Reche Canyon Rd.	Riverside County	X		X				
56.58	56.61	471260044		Necoechea, Niko .					Pipeline 50' Permanent	50' Temporary	
56.61	57.05	474040005		Rowell, George B.					Pipeline 50' Permanent MLV 14 50 x 75	50' Temporary	
57.05	57.18	474040015		Von Marbod, F Lance.					Pipeline 50' Permanent	50' Temporary	
57.18	57.35	474040014		Von Marbod, F Lance.					Pipeline 50' Permanent	50' Temporary	
57.35	57.37	RW	Higdon Drive?	Riverside County			X				
57.37	57.52	474040012		Von Marbod, F Lance.					Pipeline 50' Permanent	50' Temporary	
57.52	57.57	474040008		An, Liang					Pipeline 50' Permanent	50' Temporary	
57.57	57.67	473090006		Warrior ATV Golf					Pipeline 50' Permanent	50' Temporary	
57.67	57.76	473100023		Barron, Baltazar .					Pipeline 50' Permanent	50' Temporary	
57.76	58.11	RW	Vista Suelto Rd.	Riverside County	X		X				
58.11	58.24	RW	Reche Canyon Rd.	Riverside County	X		X				
58.24	58.61	RW	Reche Canyon Rd.	Moreno Valley	X						
58.61	58.82	RW	Locust Ave.	Moreno Valley	X						
58.82	59.57	RW	Moreno Beach	Moreno Valley	X						
59.57	60.81	RW	Ironwood Ave.	Moreno Valley	X						
60.81	61.16	RW	Redlands Blvd.	Moreno Valley	X						



LAND USE IMPACTS

From MP	To MP	APN	Feature Name	OWNER_NAME	Permits			Easements			Comments
					Encr./ Construction Permit	License Agreement/ Special Use Permit	Franchise	Existing Easement	New Permanent Easement	TWS	
61.16	61.40		Moreno Valley Fwy (I-60)	Caltrans District 8464 W. 4th St.San Bernardino909-383-4561	X						
61.40	61.70		Redlands Blvd.	Moreno Valley	X						
61.70	61.72	488340004		Christian, Thomas					MLV 15 50 x 75	621 x 50	Frontage to be used for construction.
61.72	62.38	RW	Redlands Blvd.	Moreno Valley	X						
62.38	63.38	RW	Cottonwood Ave.	Moreno Valley	X						
63.38	63.74	RW	Theodore St.	Moreno Valley	X						
63.74	64.78	RW	Allesandro Blvd.	Moreno Valley	X						
64.78	65.08	RW	Virginia St.	Moreno Valley	X						
65.08	65.09	423260001		Pacific Lighting Service Co.					MLV 16		
Parcels not listed in SB Parcel List											
Parcel not in this list, but located in SB Parcel List											