Bear Valley Community Plan

Final Draft Community Plan
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General Plan
County of San Bernardino

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1 INTRODUCTION

BV1.1 PURPOSE OF THE COMMUNITY PLAN

The primary purpose of the Bear Valley Community Plan is to guide the future use and development of land within the Bear Valley Community Plan area in a manner that preserves the character and independent identity of the individual communities within the area. By setting goals and policies for the Bear Valley Community that are distinct from those applied countywide, the community plan outlines how the County of San Bernardino will manage and address growth while retaining the attributes that make Bear Valley unique.

Community plans focus on a particular community within the overall area covered by the General Plan of a jurisdiction. As an integral part of the overall General Plan, a community plan must be consistent with the General Plan. To facilitate consistency, the Bear Valley Community Plan builds upon the goals and policies of each element of the General Plan. However, to avoid repetition, those goals and policies defined within the overall General Plan that adequately address the conditions of the community will not be repeated in this or other community plans. Instead, the policies that are included within the community plan should be regarded as refinements of broader General Plan goals and policies that have been customized to meet the specific needs or unique circumstances within individual communities.

BV1.2 COMMUNITY BACKGROUND

BV1.2.1 LOCATION

The Bear Valley Community Plan area includes approximately 135 square miles of unincorporated area surrounding the City of Big Bear Lake. The plan area is located in the San Bernardino Mountains and is entirely surrounded by the San Bernardino National Forest. The plan area includes the communities of Baldwin Lake, Big Bear City, Erwin Lake, Fawnskin, Lake Williams, a portion of Moonridge and Sugarloaf (see Figure 1-1, Vicinity/Regional Context).

BV1.2.2 HISTORY

The history of the Bear Valley area is not unlike other turn-of-the-century mountain mining settlements that have turned to recreation and tourism to sustain them.

In 1860, the discovery of gold in the area generated a flurry of mining activity; which in turn generated a need for timber. As a result, logging and sawmills also became a major activity in the area during this period. As the mines were being exhausted, livestock and cattle grazing activities began to flourish. Peak mountain cattle ranching lasted from about 1880 until the 1940's, concentrated primarily in the Bear Valley area. The Southern Pacific Railroad arrived in southern California in 1876 and the area began to grow rapidly. People looked to the mountains for additional water resources for their new agricultural communities. In 1883, Frank E. Brown organized the Bear Valley Land and Water Company, purchased land and in 1884, built the first dam in the area.

The new mountain lake created by the 1884 dam began to attract recreational interests. In 1911, the present day multiple-arch dam, which tripled the capacity of the lake, was constructed. By 1915, the "101 Mile Rim of the World" highway was completed, and with the development of capable automobiles, the number of resorts

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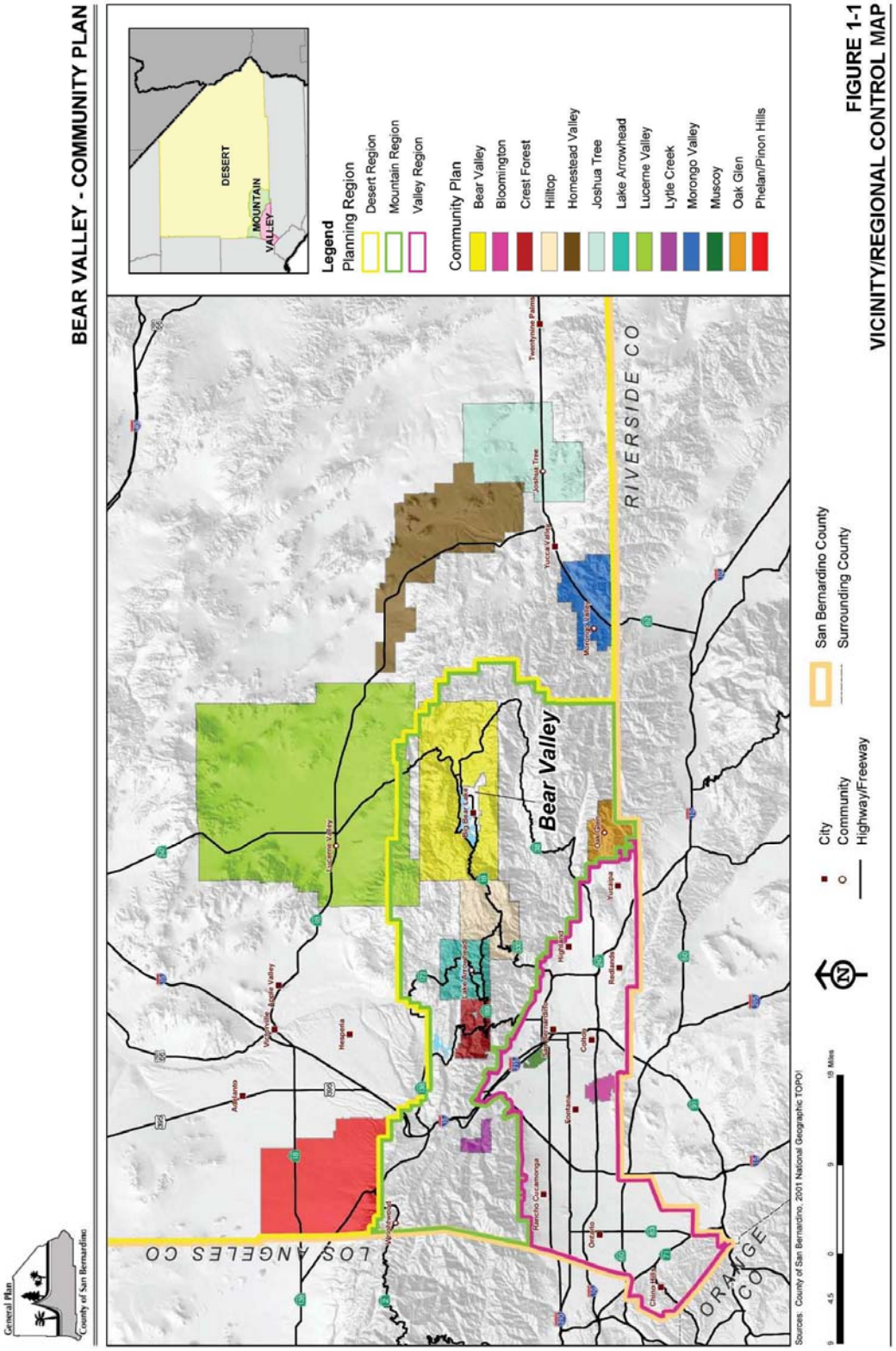

FIGURE 1-1
VICINITY/REGIONAL CONTROL MAP

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in the area continually increased. By the 1920s the area rapidly became resort oriented and recreation replaced ranching and mining as the predominant economic stimulus for the area. In 1934, the Big Bear Sports District was formed to develop winter sports in the area and the first ski lift (known as Lynn Lift) was constructed in 1949. By 1952, three additional ski areas were developed in Big Bear: Rebel Ridge, Goldmine and Snow Summit.

The original Bear Valley Community Plan was adopted in December, 1988. The plan was intended as a short range plan to implement those portions of the General Plan that directly affected the community of Bear Valley. The 1989 General Plan update proposed that comprehensive community plans be incorporated into the General Plan and Development Code, however, full incorporation was not completed due to budget and staff constraints. The Phase I Scoping of the 2006 General Plan update recommended that the Community Plan program be reinstated to help fulfill the need for development guidance within certain unique communities within the County. The Bear Valley community was selected as one of 13 areas that would have a community plan prepared in conjunction with Phase II of the San Bernardino County General Plan update.

BV1.2.3 DESCRIPTION OF THE STUDY AREA

The Bear Valley Community Plan area is located approximately 100 miles east of Los Angeles and 40 miles northeast of San Bernardino. The central location of the Bear Valley plan area, the mountain environment and climate, and recreation opportunities make it a popular destination place for people from all over Southern California. The Big Bear community is located in an approximate 12-mile long valley with an average elevation of 7,200 feet above sea level. The valley is surrounded by mountain ridges and rugged slopes. Some of the surrounding land features and important landmarks include Delmar Mountain (8,398 feet), Bertha Peak (8,201 feet), Snow Summit (8,182 feet), Castle Rock, Hanna Rocks, Sugarloaf Mountain, Nelson Ridge and others. The natural land features of the valley do present constraints to development due to geologic and soils conditions such as sloping mountainsides, liquefaction, landslide hazards, and erodible soils. Lake front properties, parcels near major streams, drainage courses and areas proximate to wet meadows are also subject to flood hazards.

Bear Valley is home to sensitive ecosystems including "montane meadows" and a unique ecosystem known as "Pebble Plain" which is produced by a combination of soils, geology and topography. The lake also provides an important habitat for fish and wildlife. The vegetation in the area is comprised of two broad vegetation types: coniferous forest and juniper woodland. Various sensitive plant species exist in the area, including a few that are federally listed as endangered species. Bear Valley is also a significant wildlife habitat for animals such as deer, coyote, raccoon, grey squirrel and the occasional bobcat. A variety of birds and reptiles, some of which are considered sensitive and/or rare, also live in the area, including the endangered southern bald eagle. The natural resources of the plan area are not only ecological assets but also are an essential element of the local recreation-based economy.

BV1.3 COMMUNITY CHARACTER

BV1.3.1 UNIQUE CHARACTERISTICS

The Bear Valley Community Plan area is known as a charming, small-town, mountain-recreation community that is attractive to tourists and residents alike for its climate, recreational amenities, scenic resources and sense of remoteness from urban life.

BV1.3.2 ISSUES AND CONCERNS

A series of public meetings for the preparation of the plan were held in 2003 and 2004. The issues and concerns identified in this section are based on input from those meetings. Several issues set Bear Valley apart from other mountain communities suggesting that different strategies for future growth may be appropriate. Among these are: (a) the relationship to the City of Big Bear Lake; (b) preservation of community character; and infrastructure.

A. RELATIONSHIP TO THE CITY OF BIG BEAR LAKE

The City of Big Bear Lake incorporated in 1980. The City includes an area of approximately 4,466 acres located along the south shore of Big Bear Lake. The community plan area surrounds the City, therefore residents are concerned about the continued growth pressures imposed on the unincorporated areas of Big Bear Valley due to their proximity to the City of Big Bear Lake. Residents feel that their community's priorities are not consistent with those of the adjacent municipality, particularly in terms of their approach to development. Residents of the Bear Valley community have expressed their desire to follow a measured and carefully managed approach to future development.

B. PRESERVATION OF COMMUNITY CHARACTER

Residents feel that the high quality of life experienced in their neighborhoods today should not be degraded by growth and the subsequent impacts of traffic congestion, strains on infrastructure and threats to natural resources. The clean air, ambient quiet, dark skies, abundant wildlife and rich natural vegetation are highly valued by residents as well as by the visitors who frequent the area. Residents are concerned about the conversion of natural open space to development, and particularly to a type of development that detracts from the natural setting and rural-mountain character currently enjoyed by the community. The preservation of the community's natural setting, small-town atmosphere and rural mountain character becomes important not only from an environmental perspective but from a cultural and economic point of view.

C. INFRASTRUCTURE

The Bear Valley area is faced with the potential for significant growth. Residents are concerned with the impacts that future growth and development will have on an infrastructure system they sense is already strained. The community's primary concerns centered around water supply and traffic and circulation.

BV1.3.3 COMMUNITY PRIORITIES

The community's priorities that have influenced the goals and policies included within this community plan are: (a) environment; and (b) community character.

ENVIRONMENT

A key consideration in developing this plan has been acknowledging the potential impacts that future development will have on the area's valued natural resources. The goals and policies included in this community plan emphasize the protection of these sensitive resources, the integration of natural vegetation and open space, and development that is scaled and designed to enhance the natural surroundings. In public

workshops held to develop the General Plan and the Bear Valley Community Plan, the public has identified three principle planning issues and concerns to be addressed in the plan:

A. A community in a forest – the natural environment prevails
B. Ensure no conflict in the interface between the national forest and adjacent land uses
C. Conservation of natural resources and scenic beauty

COMMUNITY CHARACTER

The Bear Valley Community Plan area will continue to experience growth as a variety of factors continue to drive people to migrate from more urban areas to areas attractive for their rural nature. Additionally the area will continue to attract attention as a recreation destination. As the valley develops, it will be imperative that adequate services and infrastructure are provided, that all improvements reflect the needs of locals as well as visitors, that all development maintains a sense of connection to the natural environment and that the small-town, rural-mountain character of the community is preserved. Relating to community character, the public has identified the following five issues and concerns to be reflected and addressed in the community plan:

A. Provide adequate infrastructure and services commensurate with meeting the needs of the community.
B Promote economic development that generates sustainable revenues whose activities benefit the local people as well as visitors, are compatible with the natural environment and surrounding uses, and support conservation.
C. A balance between community and resort, between the needs of permanent residents and visitors.
D. Protect and preserve the rural mountain character of the community by maintaining primarily single-family residential development and commercial development that serves the needs of local residents and limited tourists.
E. Strive to be self-sufficient in terms of the public services and economic activity necessary to sustain the plan area.

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2 LAND USE

BV2.1 INTRODUCTION

The purpose of the land use element is to address those goals and policies that deal with the unique land use issues of the community plan area that are not addressed by the overall County General Plan. Land use, and the policies that govern it, contribute fundamentally to the character and form of a community. With the continuing growth in many of the county's rural areas, the importance of protecting valuable natural resources, habitats and preserving the rural character of these unique areas has become increasingly important. The Bear Valley Community Plan area contains seven communities with varying development patterns and unique identities, but with similar natural characteristics and land uses. These communities include: Big Bear City, Fawnskin, Sugarloaf, Erwin Lake, Baldwin Lake, Lake Williams and Moonridge.

The purpose of the Land Use Policy Map is to provide for orderly growth that will preserve the mountain character of the plan area and protect the plan area's natural resources. The Bear Valley Land Use Policy Map is provided in Figure 2-1.

The Bear Valley Community Plan area is contained within the San Bernardino National Forest. Approximately 85 percent, or 73,165 acres, of the National Forest comprises the plan area. Table 1 provides the General Plan land use district distribution for the Bear Valley Community Plan area. As shown in Table 1, the most prominent land use district within the community plan area, that is under county jurisdiction, is Single Residential (RS) at 4567 acres, or 37 percent. The second most prominent land use district within the plan area is Rural Living (RL), which makes up 26 percent (3229 acres) of the total land area. The third and fourth most prominent land use districts are Floodway (FW) and Resource Conservation (RC), which make up 17 percent and 12 percent of the total land area, respectively. The Floodway (FW) land use district is made up of the following bodies of water: Big Bear Lake, Baldwin Lake, Erwin Lake, and Lake Williams. The Bear Valley Community Plan area also contains Special Development (SD), Multiple Residential (RM), General Commercial (CG), Neighborhood Commercial (CN), Service Commercial (CS), Community Industrial (IC), and Institutional (IN) land use districts, however, these land use districts only make up a small percentage of the total plan area. The highest concentrations of commercial, industrial and institutional land uses are located in the Big Bear City area along Highway 38.[KL1]

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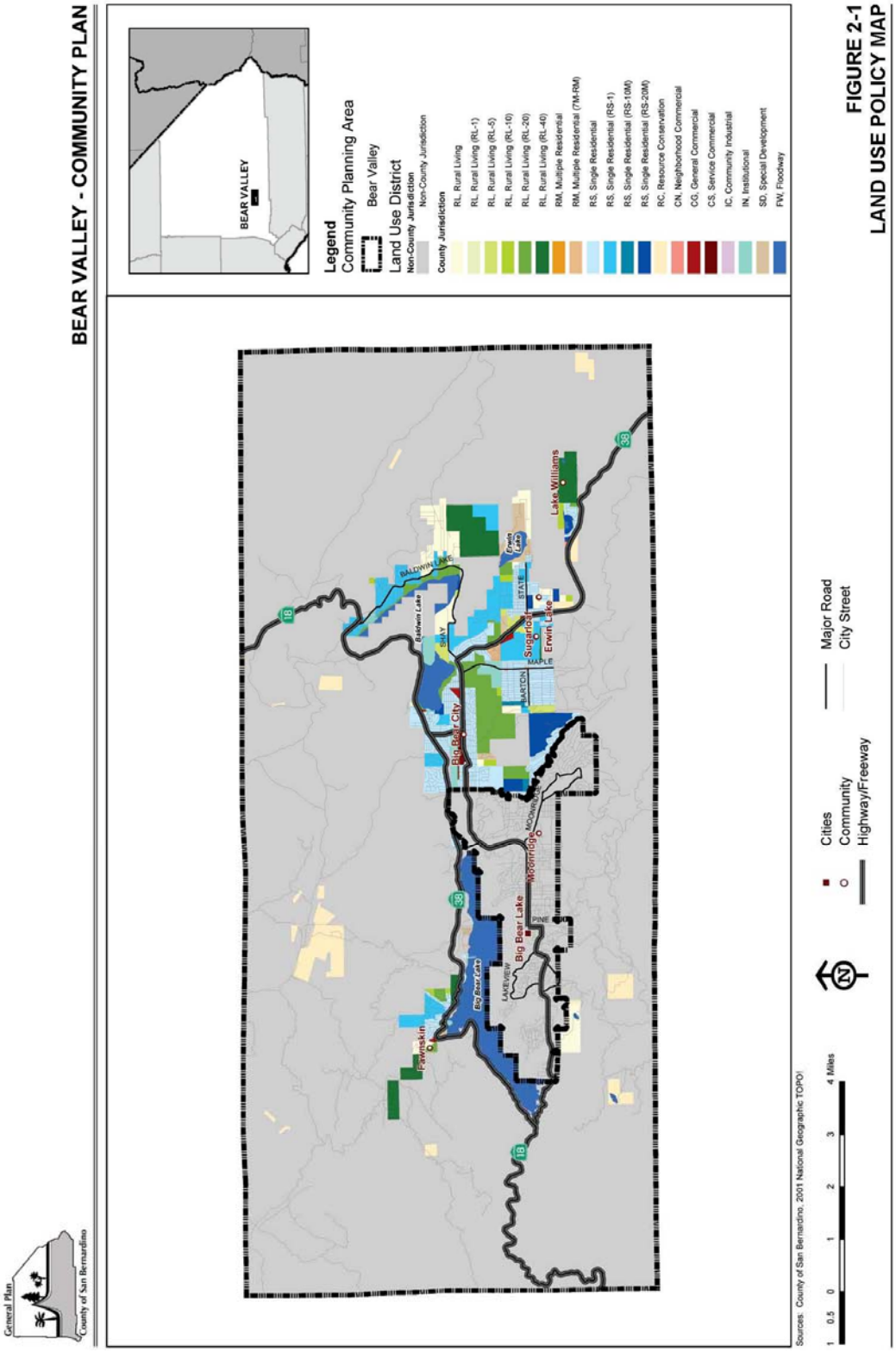

FIGURE 2-1
LAND USE POLICY MAP

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Table 1: Distribution of General Plan Land Use Districts

Land Use	Area (Acres) [1]	(%) Of Total Land Area
Resource Conservation (RC)	1,352	11%
Rural Living (RL)	781	6%
Rural Living-5 (RL-5)	175	1%
Rural Living-10 (RL-10)	122	<1%
Rural Living-20 (RL-20)	987	1%
Rural Living-40 (RL-40)	1,121	9%
Single Residential-1 (RS-1)	954	8%
Single Residential-10M (10m-RS)	44	<1%
Single Residential-20M (20m-RS)	407	3%
Single Residential (RS)	3,153	26%
Multiple Residential (RM)	92	<1%
Special Development (SD)-RES	291	2%
Neighborhood Commercial (CN)	10	<1%
General Commercial (CG)	150	<1%
Service Commercial (CS)	39	<1%
Community Industrial (IC)	25	<1%
Institutional (IN)	344	3%
Floodway (FW)	2,186	18%
Total Land Area Within Community Plan Boundary	**12,233**	**100%**
Source: URS Corporation		

[KL2]

A. <u>Community Character (Land Use Issues/Concerns)</u>

During public meetings held by the County, residents expressed concerns regarding growth and the impacts of that growth on the character of their community. The recreation opportunities and the intrinsic rustic qualities of the mountain environment continue to be attractive to a variety of people. Bear Valley offers a mountain lifestyle that attracts residents who choose Bear Valley as a quiet place to retire, residents who live in Bear Valley to escape from urban environments but continue to commute off the mountain for work, residents who enjoy the rural lifestyle and make a living in the area, and part-time residents who own vacation homes in the area. The mountain character is defined by the natural surroundings, large open spaces, recreation opportunities, limited commercial and industrial uses and physical development that complements the area's natural qualities.

The character of the plan area is further defined by the predominance of single-family development. The lot sizes and densities vary within the different community sub-areas, however despite these differences, most residents want to maintain the intensity of development within their individual communities as it currently exists. Additionally, the different resident groups and even non-resident visitors share the primary concern to preserve the natural beauty and mountain character of the plan area. Residents also articulated a need to enhance the existing commercial areas and encourage some expanded commercial and light industrial uses to meet the service and employment needs of the local community. Residents are concerned with the potential impacts of future growth, including potential

[1] Non-jurisdictional lands within the Bear Valley Community Plan area were extracted from the areas included within the table.

strains on infrastructure and services, degradation of the natural environment, and loss of the existing small-town character.

Table 2 provides the Land Use Policy Map Maximum Potential Build-out for the Bear Valley community plan area. This build-out scenario provides the maximum build-out potential of the community plan area based on the Land Use Policy Map. Table 2 does not account for constraints to the maximum build-out potential. However, all development within the Bear Valley Community Plan area, in particular residential development, is limited by provisions of the Fire Safety Overlay. The maximum build-out potential is constrained substantially by the slope-density standards and fuel modification requirements of the Fire Safety Overlay.

Table 2: Land Use Policy Maximum Potential Build-Out

	Land Use Policy Map Maximum Potential Build-Out		
Land Use Designation	**Area (Acres)**	**Density (D.U. Per Acre)**	**Maximum Policy Map Build-Out (D.U.'s)**
RESOURCE CONSERVATION (RC)	1,352	0.025	34
RL	781	0.025	28
RL-5	175	0.2	35
RL-10	122	0.1	12
RL-20	987	0.05	49
RL-40	1,121	0.025	28
RS-1	954	1	954
RS-10M	44	4	175
RS-20M	407	2	814
RS	3,153	4	12,612
RM	92	16	1,467
SD-RES	291	3	872
TOTAL RESIDENTIAL	**9,479**		**17,364**
		FAR[1]	**SQUARE FEET[2]**
Neighborhood Commercial (CN)	10	.25	108,900
General Commercial (CG)	150	.50	3,267,000
Service Commercial (CS)	39	.40	679,536
Community Industrial (IC)	25	.40	435,600
Institutional (IN)	344	0.5:1	7,493,320
Floodway	2,186	N/A	N/A
TOTAL NON-RESIDENTIAL	**2,754**		**11,984,356**

Source: Stanley R. Hoffman Associates, Inc. and URS Corp.)
Notes:
(1) Floor Area Ratio (FAR) is a measure of development intensity. FAR is defined as the gross floor area of a building permitted on a site divided by the total area of the lot. For instance, a one-story building that covers an entire lot has an FAR of 1. Similarly, a one-story building that covers 1/2 of a lot has an FAR of 0.5.
(2) The total square feet for the non-residential land use designations was calculated by multiplying the area (acres) by the FAR and then converting the total acres to square feet. 43,560 square feet = 1 acre

[KL3]

Table 3 outlines the projected growth in the Bear Valley Community Plan area over the period 2000 to 2030, and compares that growth to the maximum potential build-out shown in Table 2. Table 3

includes population, households and employment projections based on the Land Use Policy Map Maximum Potential Build-out and a General Plan projection. The Land Use Policy Map Maximum Potential Build-out is a capacity analysis (with no specific build-out time frame) based on the County's Land Use Policy Map and density policies. The General Plan provides current estimates of population, households and employment from 2000 to 2030 based on an analysis of historic and expected growth trends.

The comparison of the 2000 to 2030 projections to the maximum potential build-out provides a method for testing the projected growth against ultimate build-out. The projection and maximum potential build-out can be used to assess land use policies, existing infrastructure capacity and the need for additional infrastructure, particularly for roads, water and sewer facilities.

The General Plan projection is based on the assumption that the Bear Valley Community Plan area will continue to grow. This would provide a population of 18,192 people by the year 2030. The Maximum Land Use Policy Map Build-out assumes a maximum population of 53,079 based on the Land Use Policy Map. The number of households is projected to reach 4,323 by the year 2030. The Maximum Land Use Policy Map Build-Out assumes a maximum of 20,415 households based on the Land Use Policy Map. These numbers imply that the plan area will reach 34 and 38 percent of its potential population and household capacity respectively, by the year 2030.[KL4]

Table 3: Population, Households and Employment Projection 2000-2030

	1990	2000	Projection 2030	Average Annual Growth Rate: 1990-2000	Projected Average Annual Growth Rate: 2000-2030	Maximum Policy Plan Build-Out	Ratio of 2030 Projection to Land Use Policy Map Build-out
Population	9,058	11,771	**19,910**	2.7%	1.8%	43,414	0.46
Households	3,474	4,712	**8,426**	3.1%	2.0%	17,364	0.49
	1991	**2002**		**1991-2002**	**2002-2030**		
Employment	1,007	1,684	**2,650**	4.8%	1.6%	8,332	0.32

Source: Stanley R. Hoffman Associates, Inc.
Note: The population figures for 1990 and 2000 were based on the U.S. Census. The employment figures for 1991 and 2002 were based on data from the EDD (Employment Development Department).

[KL5]

BV2.2 GOALS AND POLICIES

Goal BV/LU 1. Retain the existing mountain character of the community.

Policies

BV/LU 1.1 Require strict adherence to the Land Use Policy Map unless proposed changes are clearly demonstrated to be consistent with the community character.

BV/LU 1.2 In recognition of the community's desire to preserve the rural character and protect the area's natural resources, projects that propose to increase the density of residential land uses or provide additional commercial land use districts or zones within the plan area should only be considered if the following findings can be made:

A. That the change will be consistent with the community character. In determining consistency the entire General Plan and all elements of the community plan shall be reviewed.
B. That the change is compatible with surrounding uses, and will provide for a logical transition in the plan area's development. One way to accomplish this is to incorporate planned development concepts in the design of projects proposed in the area.
C. That the change shall not degrade the level of services provided in the area, and that there is adequate infrastructure to serve the additional development that could occur as a result of the change. Densities should not be increased unless there are existing or assured services and infrastructure, including but not limited to water, wastewater, circulation, police, and fire, to accommodate the increased densities.

BV/LU 1.3 Regulate the density of development in sloping hillside areas in order to reduce fire hazards, prevent erosion, and to preserve existing vegetation and the visual qualities of the plan area. One method this can be accomplished by is requiring adherence to the following hillside development standards required by the Fire Safety Overlay District:

A. Residential density: the density of development for any tentative parcel map or tentative tract map in sloping hillside areas shall be in accordance with the following criteria:
   i. One to four (1-4) dwelling units per gross acre on slopes of zero to less than fifteen percent (0 - <15%)
   ii. Two (2) dwelling units per gross acre on slopes of fifteen to less than thirty percent (15 - <30%)
   iii. One (1) dwelling unit per three (3) gross acres on slopes of greater than thirty percent (30%) gradient
B. When twenty-five percent (25%) or more of a subdivision project site involving five (5) or more lots is located on natural slopes greater than thirty percent (30%), the subdivision application shall be submitted concurrently with a Planned Development application to evaluate appropriate project design in consideration of topographic limitations of the site. This provision shall not apply if all of the areas on the site with natural ungraded slopes over thirty percent (30%) are permanently restricted from structural development.

BV/LU 1.4 Establish locational criteria for the Multiple Family Residential (RM) district or zone to areas that are:

A. In close proximity to commercial areas;

B. Adjacent to a mountain secondary or greater width roadway;
C. Where adequate circulation exists;
D. Where services are available or assured;
E. Where average slopes are relatively flat,
F. Where compliance with fires safety standards can be met.

BV/LU 1.5 All architecture and outside facades of commercial structures shall be in keeping with the mountain character. Natural woods and masonry shall be used as much as practicable, and shall be reviewed for conformance during the Land Use Services Conditional Use Permit approval process.

BV/LU 1.6 Reevaluate existing development standards that restrict the size of retail buildings and single-family homes to ensure that building sizes are limited to a size and scale that is compatible with existing development and the mountain character of the community.

BV/LU 1.7 Encourage infill development on existing vacant lots where the full range of public services and infrastructure are available. Allow for any additional development only where infrastructure and public services can adequately meet the demand of the new development.

BV/LU 1.8 The boundaries following shorelines of any lakes within the plan area shall be construed to follow the mean high water line of such lake. In the event of change in the mean high water line, the boundary shall be construed as moving with the actual mean high water line where fill rights have been granted and an appropriate environmental review completed and Conditional Use Permit granted for such area of fill.

BV/LU 1.9 Encourage the preparation of a policy relative to the ultimate build out of the Bear Valley.

Goal BV/LU 2. Enhance commercial and light industrial development within the plan area that is compatible with the forest and mountain character and meets the needs of local residents and visitors.

Policies

BV/LU 2.1 Concentrate future commercial development within existing commercial nodes, centralized areas or neighborhood centers that are designed with the mountain character in mind to avoid strip commercial development along roads.

BV/LU 2.2 The County, in coordination with the community, shall develop site design standards for commercial development within the plan area to ensure that architectural detailing, landscaping and signage are compatible with the mountain character of the community, to ensure that sites are designed to be more pedestrian-friendly and provide adequate parking and buffers between commercial and adjacent residential uses.

BV/LU 2.3 Ensure that all commercial and industrial development that is adjacent to residential uses is adequately buffered by utilizing transitional land uses and/or design features such as enhanced setbacks and landscaping and/or other screening materials.

BV/LU 2.4 Through the Land Use Services Conditional Use Permit process, all new commercial sites shall be reviewed to ensure that the site is large enough to accommodate required parking and access.

BV/LU 2.5 Encourage only those light industrial and commercial uses that generally meet the service, employment and support needs of local residents and tourists.

BV/LU 2.6 Industrial land uses shall be located in areas where industrial uses will best serve the needs of the community and will have a minimum adverse effect upon surrounding property with minimal disturbance to the mountain environment and the total community. This can be accomplished by:

A. Only permit those industrial uses within the Community Industrial (IC) land use district or zone that can adequately control all sources of pollution, including noise, water and air quality concerns.
B. Fully screen all open storage activities with fencing and indigenous landscaping, and limit open storage to the rear 75 percent of any parcel.
C. Require the architecture and appearance of all buildings to be compatible with the mountain character; natural wood and masonry shall be used.

BV/LU 2.7 Evaluate the need for additional Service Commercial (CS) land use areas to provide needed support services such as contractors, storage and repair facilities for the local community.

BV/LU 2.8 Establish local design standards that provide for an historic, rustic western architectural theme including standards for materials, colors and architectural styles and treatments for the commercial area in Fawnskin.

BV/LU 2.9 Encourage the addition of commercial and light industrial zoning designations at suitable locations throughout Bear Valley to provide for land uses essential to the needs of both local mountain residents as well as to visitors.

Goal BV/LU 3. Develop and adopt specific policies and an effective implementation program to abate and avoid excessive noise exposures in the Bear Valley Community Plan area by meeting the noise standards as required in the County General Plan or in the Bear Valley Community Plan, whichever is more stringent.

BV/LU 3.1 Establish development standards and/or conditions of approval in order to adequately address any potential noise, traffic, hours of operation, and aesthetics impacts.

3 CIRCULATION AND INFRASTRUCTURE

BV3.1 CIRCULATION – INTRODUCTION

The quality of life and the mountain character of the community are dependent on the services that are provided. Residents in Bear Valley expect that services such as schools, water and sewer, roads, fire and police protection, and park and recreation facilities are provided at levels that meet their needs. At the same time, it is understood that acceptable levels of service should be provided in accordance with the rural mountain character that is desired. Provisions of services in Bear Valley should be commensurate with the mountain lifestyle and residential-recreational character of development. The impact of land development on services must be managed to ensure a balance between providing for population growth and preserving the character of the community.

A. Roadway System

One of the overriding goals expressed by residents of Bear Valley is to maintain the mountain character of the community. The character of the community can be significantly impacted by roads and the traffic generated from the region and the community.

The existing roadway system in Bear Valley is characterized by a combination of state highways and local roadways (see Figure 3-1, Circulation).

Rim of the World Highway (SR-18) is a two-lane State Highway that provides access to the mountain region from both the valley region to the south and the desert region to the north. In the valley region, SR-18 originates at an interchange with SR-30 as Waterman Avenue in the City of San Bernardino. After passing through the communities of Lake Arrowhead, Running Springs, Arrowbear Lake and Big Bear Lake, it continues northeasterly into the desert region and through communities such as Lucerne Valley, Apple Valley and Victorville before terminating at its northern junction with SR-138, just west of the Los Angeles County line. This roadway operates as the primary access for the Bear Valley community and other mountain communities such as Crestline and Lake Arrowhead. It is considered to function as a mountain major highway under San Bernardino County roadway classification standards.

State Route 38 (SR-38) is a two-lane highway that extends north from the I-10 Freeway in the City of Redlands and continues northeast through the San Bernardino National Forest before turning west and joining Rim of the World Highway (SR-18) east of Big Bear Lake. This roadway then continues along the northern shore before terminating at a second junction with SR-18 on the western edge of the lake. It is classified as a mountain major highway under San Bernardino County roadway standards.

Baldwin Lake Road is a two-lane mountain secondary highway that extends approximately two miles south and east from Rim of the World Highway (SR-18) before turning west and becoming Shay Road. This facility provides access to residential properties in the northwestern portion of the plan area.

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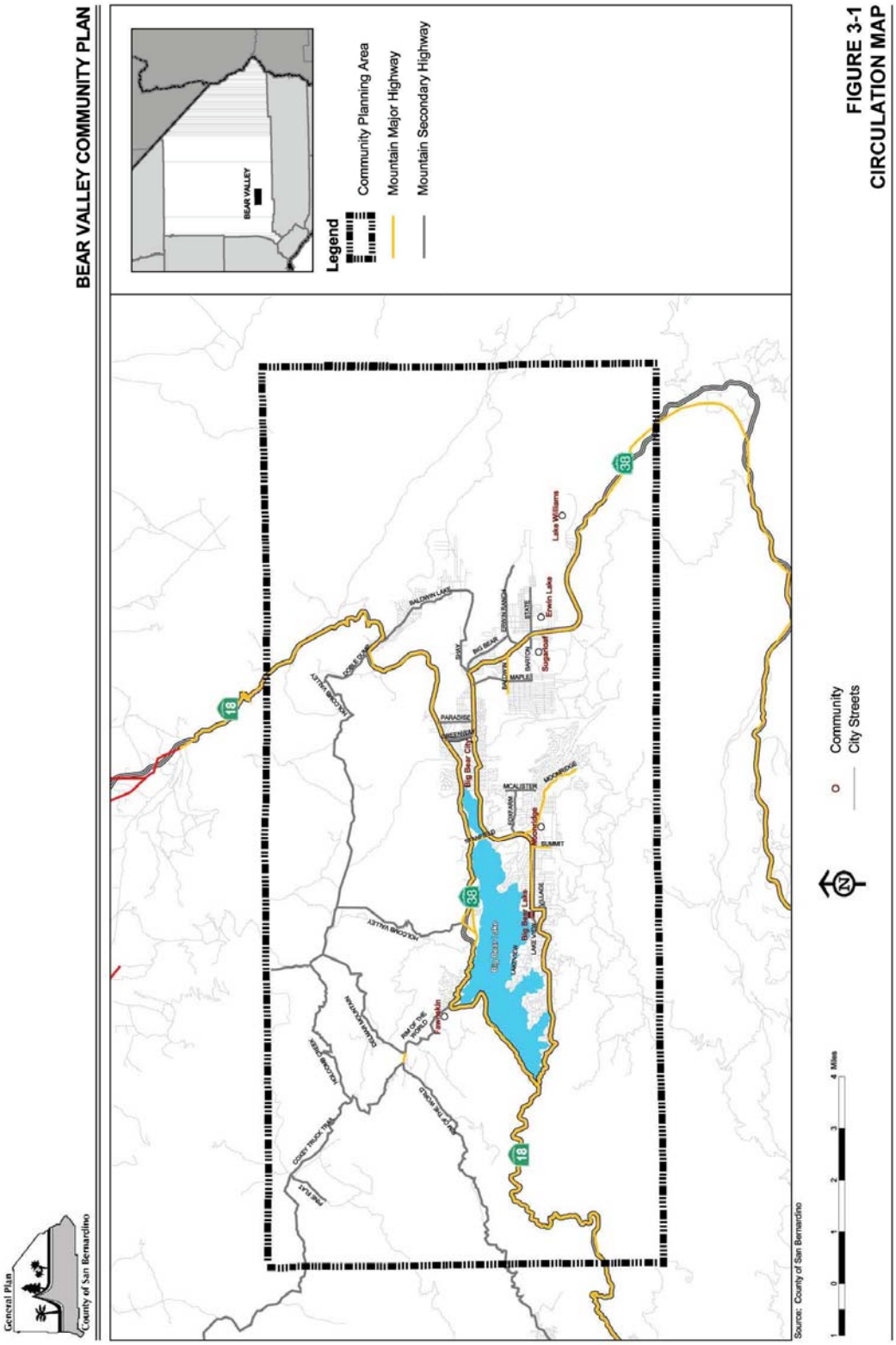

FIGURE 3-1
CIRCULATION MAP

Baldwin Lane is a two-lane mountain major highway that extends from Wabash Lane east to Highway 38.

Barton Lane is a two-lane mountain secondary highway that extends east and west from Maple Lane in the community of Sugarloaf.

The following three roads are U.S. Forest Service roads and are primarily used for access to the San Bernardino National Forest:

1. Coxey Truck Trail[2] is a two-lane, unpaved mountain secondary highway. This facility travels from Bowen Ranch Road, southeast of the Town of Apple Valley, southeast through the San Bernardino National Forest to Rim of the World Drive, located northwest of the community of Fawnskin.

2. Delamar Mountain Road[3] is a two-lane, unpaved mountain secondary highway that extends from Holcomb Creek Road southwest to Rim of the World Drive.

3. Holcomb Creek Road[4] is a two-lane, unpaved U.S. Forest Service road that begins at the Coxey Truck Trail, northwest of the community of Fawnskin, and continues east to the intersection of Artic Canyon Road and Holcomb Valley Road.

East Big Bear Boulevard is a segment of Big Bear Boulevard that is located just east of Greenspot Boulevard (SR-38) and continues southeast to Cascade Street. It currently contains two lanes and is classified as a mountain secondary highway.

Erwin Ranch Road is a two-lane, unpaved mountain secondary highway that extends north and east from Greenspot Boulevard (SR-38) to Country Lane.

Fox Farm Road extends from the intersection of Swan Drive and Sandalwood Drive across Big Bear Boulevard (SR-18) and continues east to McAlistar Road. It currently contains two lanes and is classified as a mountain secondary highway.

Greenway Drive is a primary State ~~H~~ighway and is the connection between the northern and southern junctions of SR-18 and SR-38, just east of the Big Bear City Airport.

Holcomb Valley Road is an unpaved, two-lane mountain secondary highway that extends north and east from SR-38, north of Big Bear Lake and the Serrano Campground, to Doble Dump Road.

Lakeview Drive [5] is a two-lane mountain secondary highway that extends from Spruce Road to Paine Road.

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[2] Traffic counts were not available for this roadway, therefore it is not included in Table 4.

[3] ibid

[4] ibid

Maple Lane is a two-lane mountain secondary highway that extends south approximately one and one-third miles from SR-38 to the community of Sugarloaf.

McAlistar Road is a two-lane mountain secondary highway extends south from Sugarpine Road to Cougar Road, just east of the Town of Big Bear Lake.

Moonridge Road [6] is a two-lane mountain major highway that extends southeast from Big Bear Boulevard (SR-18) to Goldmine Drive, just northeast of the Bear Mountain Golf Course.

Paradise Way is a two-lane mountain secondary highway that begins at SR-18 and travels south to Big Bear Boulevard (SR-38), east of Big Bear City Airport.

Rim of the World Drive is an unpaved, two-lane mountain secondary highway that begins at 101 Mile Road in the community of Green Valley Lake and travels north and east until it reaches North Shore Drive (SR-38), in the community of Fawnskin. A one-quarter mile section of Rim of the World Drive, between Coxey Truck Trail and Del Mar Mountain Road is classified as a major mountain highway.

Shay Road is a two-lane mountain secondary highway that travels east from SR-38 for two and one-third miles before turning north and becoming Baldwin Lake Road.

Stanfield Cutoff is a two-lane mountain major highway that extends one-third of a mile between the SR-18 and the SR-38. This facility provides an important north-south connection between these two state highways.

Summit Boulevard[7] is a two-lane mountain major highway that travels south from Big Bear Boulevard (SR-18) to the San Bernardino National Forest boundary and the Snow Summit Ski Area.

Village Drive[8] is a two-lane mountain secondary highway that begins at Big Bear Boulevard (SR-18) and continues east to Pine Knot Boulevard in the Town of Big Bear Lake.

Much of the mountain region relies on SR-18 and SR-38 for access to the mountain from the valley and desert regions and within and to the neighboring mountain communities. These two highways not only accommodate traffic from the local population, but from the visitors who travel to the mountains on weekends and during the busy holiday season. Identifying and implementing future improvements will be a challenge that will have to address: a) a lack of local control over State Highway improvements, b) improvements that may be in conflict with the community's desire to maintain the area's scenic and natural resources and rural mountain character and c) environmental constraints that will limit the feasibility of certain improvements to the road system.

During meetings held by the County, residents emphasized their concerns regarding the ability of the roadway system to handle the demands of increased traffic due to growth, in addition to holiday and

[5] ibid

[6] ibid

[7] ibid

[8] ibid

peak hour traffic congestion. Residents also articulated concerns for needed improvements to the circulation system to be compatible with the community's goal of maintaining the area's character and scenic and natural resources.

The operating condition of the roadway system within the plan area was examined in terms of congestion and delay. Table 4 provides the existing and Future 2030 roadway operating conditions for the Bear Valley Community Plan area. The operating conditions include: Average Daily Trips (ADT) data, Volume to Capacity (V/C) ratios and Level of Service (LOS) data. The Average Daily Trips (ADT) data was provided by the County Public Works Department. Most of the trips data was collected within the past one to two years. The Volume to Capacity (V/C) ratio was calculated using the traffic counts (or ADT) and is a standard tool for describing the typical operating conditions of a roadway. The Level of Service data is based on the V/C ratio and helps to categorize and describe the degree of congestion on the roadways.

Table 4: Existing and Future Roadway Operating Conditions

		Existing 2004 Operating Condition			Future 2030 Operating Conditions		
Facility	**Begin-End**	**ADT**	**V/C**	**LOS**	**ADT**	**V/C**	**LOS**
Arterials							
Baldwin Lake Road	SR-18 - Shay Rd	1,000	0.100	A	1,630	0.152	A
Baldwin Lane	Wabash Ln – SR-38	2,500	0.217	A	2,831	0.246	A
Barton Lane	Inyo Ave – Maple Ln	2,700	0.235	A	4,567	0.425	B
East Big Bear Bl.	Shay Rd – Cascade St	400	0.035	A	453	0.039	A
Erwin Ranch Road	SR-38 – Country Ln	100	0.009	A	113	0.010	A
Fox Farm Road	Big Bear Bl - McAlistar Rd	1,000	0.093	A	1,000	0.093	A
Greenway Drive	SR-38 – SR-18	150	0.013	A	488	0.042	A
Holcomb Valley Rd	SR-38 – Doble Dump Rd	50	0.004	A	57	0.005	A
Maple Lane	SR-38 – Barton Ln	7,100	0.617	C	7,108	0.618	C
	Barton Ln – Rinehart Ln	3,100	0.270	A	3,511	0.305	A
McAlistar Road	Sugarpine Rd – Vine Rd	1,750	0.152	A	1,750	0.152	A
Paradise Way	SR-18 – SR-38	2,600	0.226	A	2,600	0.226	A
Rim of the World Dr	SR-38 – Oklahoma Dr	300	0.026	A	340	0.030	A
Shay Road	SR-38 - Baldwin Lake Rd	2,050	0.205	A	2,230	0.207	A
Stanfield Cutoff	SR-38 – SR-18	6,500	0.650	C	6,770	0.630	C
State Highways							
SR-18	SR-38 – Blue Jay Rd	6,350	0.552	C	8,050	0.350	B
	Blue Jay Rd – Mill Creek Rd	8,250	0.717	D	9,900	0.471	B
	Mill Creek Rd – Pine Knot Blvd	13,200	0.440	B	15,750	0.525	B
	Pine Knot Blvd – Stanfield Cutoff	19,500	0.650	D	25,400	0.847	D
	Stanfield Cutoff – SR-38 So.	14,000	0.609	C	18,850	0.820	D
	SR-38 So. – SR-38 No.	8,950	0.778	D	9,300	0.809	D
	SR-38 No. – Marble Canyon Rd	3,000	0.261	A	4,100	0.357	A
SR-38	SR-18 (Dam) – Stanfield Cutoff	5,000	0.435	B	5,600	0.487	B
	Stanfield Cutoff – SR-18 No.	4,000	0.348	A	4,700	0.409	B
	SR-18 No. – SR-18 So.	8,950	0.778	D	9,300	0.809	D
	SR-18 So. – Greenspot Blvd	13,000	1.130	F	16,050	1.396	F
	Greenspot Blvd – State Ln	7,800	0.726	D	10,700	0.995	E

Source: Myers, Mohaddes Associates

In 2004, most of the County roadways operated at Levels of Service (LOS)_"A," "B," or "C," which are considered acceptable. A Level of Service "A" is described as a free flow traffic condition with little or no delays. A few roadways operated at LOS "B" and "C," which are described as reasonably free-flow traffic conditions with reduced freedom to maneuver and select speeds. Segments of SR-18 and SR-38 did not operate at acceptable Levels of Service. SR-18, between Blue Jay Road and Stanfield Cutoff, and between SR-38 South and SR-38 North operated between LOS "D" and "F." A Level of Service "D" is described as congested but stable traffic conditions with drivers' ability to select speed and maneuverability significantly affected. A Level of Service "E" is described as congested and unstable traffic conditions where drivers' ability to maneuver is severely restricted and travel speeds are low and uniform. A Level of Service "F" is described as stop-and-go traffic

conditions with drivers' speeds dropping to zero and maneuverability impossible without creating further delays. SR-38, between SR-18 North and State Lane, also operated at Levels of Service "D" and "F."

Future 2030 conditions for the Bear Valley Community Plan area indicate that major County roads within the plan area are projected to continue to operate at acceptable levels of service. Conditions on some segments of the State Highways are projected to improve, while other segments are projected to worsen. Overall, most segments of the State Highways that operated at acceptable levels of service in 2004 will continue to do so in 2030. Generally, those segments that did not operate at acceptable levels of service in 2004 are not predicted to change.

Since the LOS data provided in this analysis were based on ADT volumes they represent the "average" LOS at which the facility generally operates throughout the day. When peak-hour volumes are utilized, these scores are expected to worsen, as demonstrated under the Congestion Management Program methodology shown in the following section.

B. Congestion Management Program

Within San Bernardino County, the San Bernardino Associated Governments (SANBAG) was designated as the Congestion Management Agency (CMA). Through this program SANBAG can monitor regional transportation facilities and catalog their daily operating Levels of Service in an effort to identify existing travel patterns and better plan for future transportation improvements in response to shifting travel patterns. Both SR-18 and SR-38 are roadways that have been designated as Congestion Management Program (CMP) facilities. As determined in the 2001 update, the operation Levels of Services for these facilities are shown in Table 5. The Levels of Service (LOS) for the CMP facilities reflect a peak period measurement.

Table 5: CMP Facility Levels of Service

Facility	No. of Lanes	Peak Hour Volume	Level of Service (LOS)
SR-18			
SR-38-Blue Jay Rd.	2	8,400	E
Blue Jay Rd – Lake View Dr	2	11,000	E
Lake View Dr-Stanfield Cutoff	4	16,900	C
Stanfield Cutoff- SR-38	2	9,000	E
SR-38-North Shore Rd	2	4,800	C
SR-38			
Santa Ana Dr- SR-18	2	7,000	E
SR-18 – Big Bear Dam	2	10,250	E

C. Pedestrian circulation, traffic and parking

The Bear Valley area is served by a network of narrow, winding, two lane roads. Residents are concerned that continued growth and tourism will strain the capacity of these roads to adequately and safely handle traffic volumes during peak hours. In the commercial areas, vehicular access from the parking areas to the roads is not adequately controlled. This problem is compounded with vehicles being parked on the streets because of inadequate on-site parking facilities. Many roads in

the area are too narrow or lack enough visibility to safely allow pedestrian traffic. Creating a pedestrian friendly environment requires provisions for walking and bicycle pathways as well as inviting streetscapes. During meetings held with the County, residents expressed a need for a system of bike lanes and pedestrian pathways that could extend into the commercial areas, surrounding residential neighborhoods and recreational areas.

In the winter, both pedestrian and vehicular circulation problems are compounded by snow. Plowed snow, piled along roadways or in parking lots, reduces traffic capacity, available parking and impedes pedestrian circulation. Residents and visitors often park on the road, which hinders the snow plow and further congests traffic. While the narrow, winding roads cause traffic problems, they also help maintain the rural mountain character of the community. One of the challenges will be to balance the circulation needs of the community with the residents' desire to protect the rural mountain character.

D. Scenic Routes

Scenic highways play an important role in the preservation and protection of environmental assets. County Scenic Route designation recognizes the value of protecting scenic resources for future generations, and places restrictions on adjacent development including specific sign standards regarding sign placement and dimensions, utility placement, architectural design, grading, landscaping characteristics, and vegetation removal. The advantages of official designation are a positive image for the communities involved, preservation and protection of environmental assets and potential increase in tourism. The following five roadways located within the Bear Valley Community Plan area have been designated as scenic routes by San Bernardino County: Rim of the World Highway (SR-18), from San Bernardino north to Apple Valley; State Route 38, from the Yucaipa sphere of influence northeast to Big Bear Dam; Coxey Truck Trail, from Rim of the World Drive northwest to Bowen Ranch Road; Rim of the World Drive, from Green Valley Lake Road to State Route 38; and Baldwin Lake Road, from State Route 18 southeast to Burns Canyon Road.

State Route 38 has also been designated as a Scenic Route under the State of California Scenic Highway Program, and Rim of the World Highway (SR-18) is considered to be eligible for designation.

BV3.2 CIRCULATION – GOALS AND POLICIES

CIRCULATION

Goal BV/CI 1.	**Ensure a safe and effective transportation system that provides adequate traffic movement while preserving the mountain character of the community,**

Policies

BV/CI 1.1 The County shall ensure that all new development proposals do not degrade Levels of Service (LOS) on State Routes and Major Arterials below LOS "C" during non-peak hours or below LOS "E" during peak-hours.

BV/CI 1.2 Establish a circulation system within the plan area that is consistent with adopted land use patterns, provides adequate connections to regional transportation facilities and provides

access control, traffic system management and other improvements in keeping with the mountain character and scenic sensitivity of the plan area.

BV/CI 1.3 Design roads to follow natural contours, avoid grid pattern streets, minimize cuts and fills and disturbance of natural resources and trees wherever possible.

BV/CI 1.4 Preservation and protection of sensitive habitats shall have priority over road location, relocation or realignment, when other practical alternatives are available.

BV/CI 1.5 Work with local and State agencies to ensure that transportation system improvements are made to SR-18 and SR-38 where transportation facilities are operating at or near full capacity. The County and State agencies shall identify existing and future deficiencies, such as the need for alternate routes, widening existing roads, providing turn lanes, and considering weekend traffic volumes in traffic analysis.

BV/CI 1.6 Minimize the traffic load on mountain major highways and mountain secondary highways by requiring projects to minimize direct access to these main circulation roads, and encourage shared driveways for industrial and commercial uses on adjacent properties to promote use of the main circulation roads as throughways.

BV/CI 1.7 Preserve the status of State Highway 18 and State Highway 38 as County Scenic Routes and ensure protection of their natural features through the following methods:

A. Require compliance with the provisions of the Scenic Resources Overlay District.
B. Support hillside preservation regulations that will include standards for hillside development to control densities, allowable cut and fill heights, soil and slope stability, grading and blending of contours, structural relationships, building foundations, and the like.

BV/CI 1.8 Seek State support and assistance for the designation of State Highway 18 as an official State Scenic Route.

BV/CI 1.9 The County shall require a traffic impact analysis report to identify impacts and mitigation measures for projects that may result in potentially significant impacts and limit new construction which would require significant improvements to the existing road system in order to handle project ingress, egress and traffic volumes until such time that the required improvements are completed. Significant improvements include anything other than additional turn lanes, transition lanes and stop signs.

BV/CI 1.10 Protect rights-of-way for mountain highways shown on the circulation portion of the County General Plan. Require dedications as entitlements are given. State Highways 18 and 38 are designated as 80 feet wide roadways, depending on existing and future traffic volumes.

BV/CI 1.11 All new subdivisions shall have either public or private paved County standard roads with assured provisions for road maintenance and snow plowing. All private roads shall be required to be maintained by a property owner's association that has the ability to keep the roadways passable through maintenance, snow removal, and enforcement of no parking within minimum access roadways.

BV/CI 1.12 Designate Fox Farm Road as a Mountain Major Highway:

BV/CI 1.13 Designate the following roadways as Mountain Secondary Highways:
A. Division Drive between SR-18 and SR-38
B. State Lane

BV/CI 1.14 Designate the following roadways as Mountain Collectors:
A. Woodland Drive
B. Hatchery Drive
C. Willow Lane south of State Lane
D. Maple Lane south of Barton Lane
E. Barton Lane west of Maple Lane
F. Sawmill Drive
G. Shore Drive
H. Maltby Boulevard
I. Aeroplane Lane/Valley Blvd./Country Club Blvd. Between Division Drive and Paradise Way
J. Sherwood Blvd. Between Division Drive and Pineview Drive
K. Mojave Blvd. Between SR-18 and Paradise Way

BV/CI 1.15 Pursue the extension of Fox Farm Road from McAlister east to Sugarloaf (Baldwin Lane) and tie into SR-38 as an alternate route.
A. Propose an 80 foot right-of-way with 4 travel lanes (Mountain Major Highway)
B. Connecting streets proposed for connecting to Fox Farm Road extension are: Sugarpine, Hillendale, Woodbridge, Pinon, Sugarloaf or Rainbow, and Adams/Shore.

BV/CI 1.16 Work with Caltrans to address any development on Big Bear Blvd (SR-18 and SR-38) within 300 feet of the following intersections, to require that a detailed analysis be made to determine additional right-of-way and roadway widths that should be provided for additional intersection capacity.
A. Division Drive
B. Hillendale Drive
C. Aeroplane Blvd.
D. Pinon Drive
E. Greenway Drive
F. Paradise Way
G. Shore Drive
H. Maple Lane
I. Shay Road
J. Big Tree
K. Baldwin Lane at SR-38
L. State Lane/Mitchell at SR-38

BV/CI 1.17 Require a minimum 26 foot paved way for public road and 24 foot paved way for private road as minimum improvements, and require dedications where applicable, as conditions of approval on all discretionary actions.

BV/CI 1.18 Work with Caltrans to investigate and pursue realignment alternatives for Big Bear Blvd (SR-18) between Pine View Drive and Aeroplane Blvd. (i.e. "Deadman's Curve").

BV/CI 1.19 Work with Caltrans to improve circulation for the purposes of reducing traffic congestion on Big Bear Blvd. (SR-18 and SR-38) between the easterly boundary of the City of Big Bear Lake and Greenspot Boulevard by the following:

A. Require dedications for an ultimate 80 foot wide roadway as entitlements are given, establish corresponding building setbacks and standard County road improvement participation agreements.
B. Defer full improvements (4 travel lanes, curbs, gutter, paving) until traffic volumes approach a Level of Service "C" during afternoon peak hours, after the following interim improvements have been installed.
C. Until such time as full-width improvements are necessary, make other interim traffic management improvements including, but not limited to:
   i. Signalization of key intersections as traffic warrants (Division Dr., Hillendale Dr.., Pinon Dr., Big Tree Dr., Paradise Way, Shore Dr., Greenspot Rd.)
   ii. Terminate non-essential intersecting streets and utilize abandoned right-of-ways for parking, open space/mini-parks, bus bays, and the like; or vacate.
   iii. Utilize adjacent, parallel streets as outer highways/frontage roads (Sherwood/Mojave and Aeroplane/Country Club) to provide alternative routes and controlled access to Big Bear Blvd.
      a. Require 30 foot half width dedication along commercial frontage of streets specified in action (iii) above.
      b. Require 20½ foot width dedication along residential frontage of streets specified in (iii) above.
      c. Provide 40 feet paving width for streets in (iii) above.

BV/CI 1.20 Seek Federal Aide Highway and State funds to finance or off-set improvements to State facilities mentioned in the previous policies; or to off-set and reduce transportation fees.

BV/CI 1.21 Work with the City of Big Bear Lake and Cal Trans to develop a phased, coordinated and interconnected signal system along Big Bear Boulevard (SR-18) from Pine Knot through the City and from Division Road to SR-38 (Shay Rd/Greenspot Blvd.) in the community of Big Bear City.

BV/CI 1.22 Development of Big Bear Boulevard to 4-lane width standards shall be in accordance with the standard County practice that all development be required to dedicate master plan right-of-way and master plan improvements, other than individual small lots. Deferral agreements for road improvements shall be granted, as determined by Land Management, on all small development.

BV/CI 1.23 In recognition of the possible need to restrict left hand turns at certain locations along SR-18 as part of an overall transportation management strategy, the County shall coordinate with Caltrans to consider the installation of left hand turn pockets where unacceptable queuing interferes with traffic flow. If this proves infeasible, the County will coordinate with Caltrans to impose other left hand turn restrictions as required to maintain acceptable traffic flow during periods when queuing is a problem.

BV/CI 1.24 In recognition of the potential need to control parking at certain locations along SR-18 and SR-38 as part of an overall transportation management strategy, the County shall coordinate parking controls with Caltrans as future traffic flow requirements along these roads dictate.

Goal BV/CI 2. Ensure safe and efficient non-motorized traffic circulation within the community.

Policies

BV/CI 2.1 The County shall research the feasibility of using excess right-of-way not needed for road construction for pedestrian and bicycle trails. Encourage the development of bicycle and pedestrian paths on portions of scenic mountain roads adjacent to residential and commercial developments.

BV/CI 2.2 Provide pedestrian improvements in commercial activity centers to enhance safety, provide a high quality visitor experience, enhance the mountain character of the area and reduce the need for vehicular travel.

BV/CI 2.3 Encourage the addition of bicycle routes whenever existing state highways are widened or significant length of highways are improved.

BV/CI 2.4 Coordinate with the City of Big Bear Lake, Bear Valley Recreation and Park District and the United States Forest Service in the development of a Bike Route Master Plan to create valley-wide bicycle routes.

Goal BV/CI 3. Promote alternative modes of transportation.

Policies

BV/CI 3.1 The Public Works Department, in coordination with the community, shall define the existing and future transportation needs as they may relate to transit for residents, employees and visitors in the mountain region. When transportation needs are defined conduct a feasibility study to determine the feasibility and cost-effectiveness of instituting alternative transportation recommendations. A potential transportation alternative may include shuttle services from residential neighborhoods to recreational areas and major commercial centers.

BV/CI 3.2 The Public Works Department shall evaluate additional service needs that could be provided by the Mountain Area Regional Transit Authority (MARTA) through coordination with MARTA, the County and residents of the mountain communities and encourage the use of alternative fuel vehicles.

BV/CI 3.3 Support improvement and utilization of the Bear City Airport in a manner consistent with public health and safety considerations and sound land use planning and development.

BV3.3 INFRASTRUCTURE - INTRODUCTION

The provision of adequate water supplies, wastewater disposal facilities and solid waste disposal are crucial components of supporting population growth. Residents have expressed that protection and preservation of water resources is important not only for the purpose of serving existing and future development but is also important for protection of the area's natural resources and wildlife. It is important to provide an assessment of constraints to development within the plan area. One of the most significant constraints to development is the availability of water for domestic and fire flow purposes. Water supply in the area is strained because it must not only meet the demands of a growing full-time residential and commercial population but must meet peak load demands when the population fluctuates during major holidays and weekends. The availability of water is a critical issue as supported by the data provided in the plan.

A. Local Water Service

There are two local water suppliers for the Bear Valley Community Plan area. The City of Big Bear Lake Department of Water and Power (DWP) and Big Bear City Community Service District (CSD) supply their specific areas as shown in Figure 3-2, Water Districts. A total of approximately 19,809 service connections are served by these public purveyors. The DWP maintains 50 wells, 13 booster stations, 17 reservoirs, 16 chlorination stations, 20 sample stations and 170 miles of main pipeline. In the DWP's "Big Four" service area (Erwin Lake, Sugarloaf, Moonridge and City of Big Bear Lake), the maximum perennial yield is estimated to be 2,940 acre-feet. In 2001, the water demand for this area was 2,850 acre-feet. Since 2001, the annual water demand has been reduced through an aggressive water conservation effort by the community. The water demand during the summer of 2004, for the Big Four, was down 14 percent, helping to significantly stretch the limited water supply. All of the DWP water supply is from groundwater. The CSD water system provides water for the unincorporated areas of the Bear Valley area.

The agencies have both estimated that they are almost at full capacity, with minimal capacity remaining. Based off of estimated available connections for each provider, there are water supply connections available for the general area, however, the population change in the area from part-time to full-time residents is severely restricting water availability. They have estimated that in 2004 the percentage of part-time residents was 70 percent while full-time residents were at 30 percent. DWP estimates that they will be at full capacity for groundwater supply when the full-time resident percentage increases to 35 percent. DWP is in the initial stages of preparing a new water master plan that will project water needs throughout their water system for the next 20 years. This plan is expected to be completed in fall 2005. General supply and policy information for these suppliers is presented in Table 6.

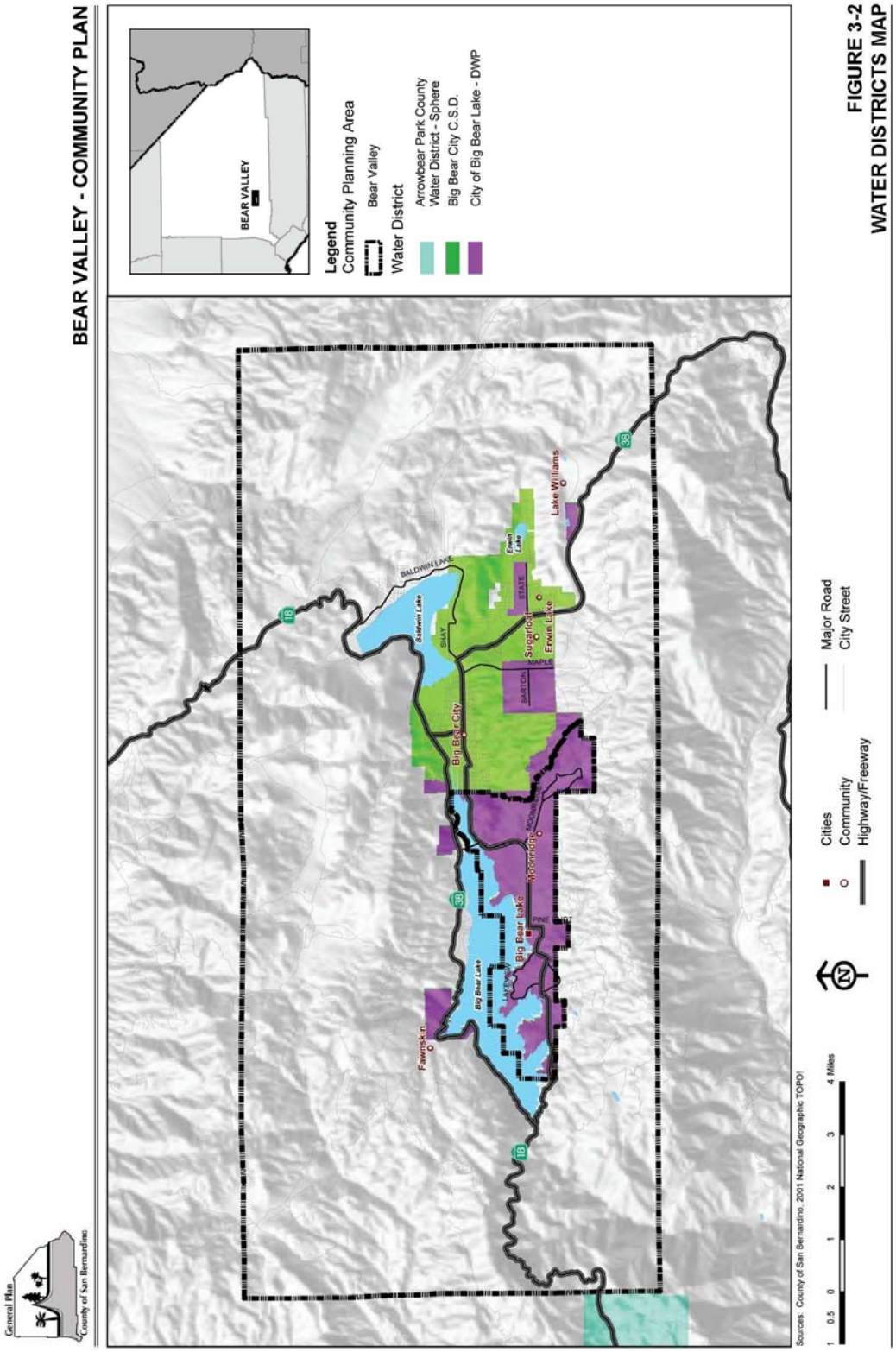

FIGURE 3-2
WATER DISTRICTS MAP

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Table 6: Supply and Policy Information of Service Providers

SERVICE PROVIDER	# of Water Connections	Estimated Population Served	Estimated Annual Water Production /Use*	Policies Allow Service outside of boundaries	Imported Water Source	Imported Water Source amount*
City of Big Bear Lake – Dept. of Water and Power(1):						
Big Bear Lake and Moonridge	10,206	NA	594.4 MG	NA	None	None
Sugarloaf and Erwin Lake	3,777	NA	195.8 MG	NA	None	None
Lake Williams	114	NA	8.7 MG	NA	None	None
Big Bear City CSD	5,712	10,000+	1,200 A.F.	NO	None	None

* annual estimate
(1) City of Big Bear Lake DWP also has service area in Rim Forest, which is presented in the Lake Arrowhead Community Plan.

The DWP has analyzed the typical water user service type. According to their documents, residential water usage is almost three times more than business use in the summer and about twice the usage in the winter.

There is also a third water "agency" which provides services within the planning area. The Big Bear Municipal Water District is an independent Special District of the State of California, responsible for the overall management of Big Bear Lake. However, there is no water supply service associated with this District.

Those residents who live outside of a water district boundary have their own on-site methods such as wells or springs that are recharged annually by winter snows and rains. The yield from these sources will vary dependent on the amount of snowmelt and rainfall.

B. Regional Water Supply

The Bear Valley plan area is located in the San Bernardino Mountains where there are no true aquifers, but there are subsurface water sources such as snow pack and rain which percolates into the crystalline rocks. Groundwater in the plan area is found primarily in the unconsolidated alluvial deposits found in localized canyons and slopes. Wells are usually placed into the crystalline granitic rock in order to draw on long term water supplies. Most of the area enjoys good water quality.

C. Wastewater

Most of the Bear Valley community area is serviced by the Big Bear Area Regional Wastewater Agency (BBARWA). BBARWA services the City of Big Bear Lake, which includes County Service Area 53B (Fawnskin), and Big Bear Community Services District (see Figure 3-3, Wastewater System). However, there are also isolated sites that have been developed with septic tanks and leachfield systems or holding tanks. Approximately 90 percent of the area is on-line, while there remains about 10 percent that is exempt. Sewage is collected by BBARWA and transported through two main lines. The "LPS force main" services the City of Big Bear Lake's sewage system, the "North Shore Interceptor" services the County's sewage system, which then ties into the "Trunk Line", which services the Big Bear City Community Service District (CSD) sewage system. All of the waste is transported to, and treated at, the agency's plant located adjacent to Baldwin Lake. The BBARWA

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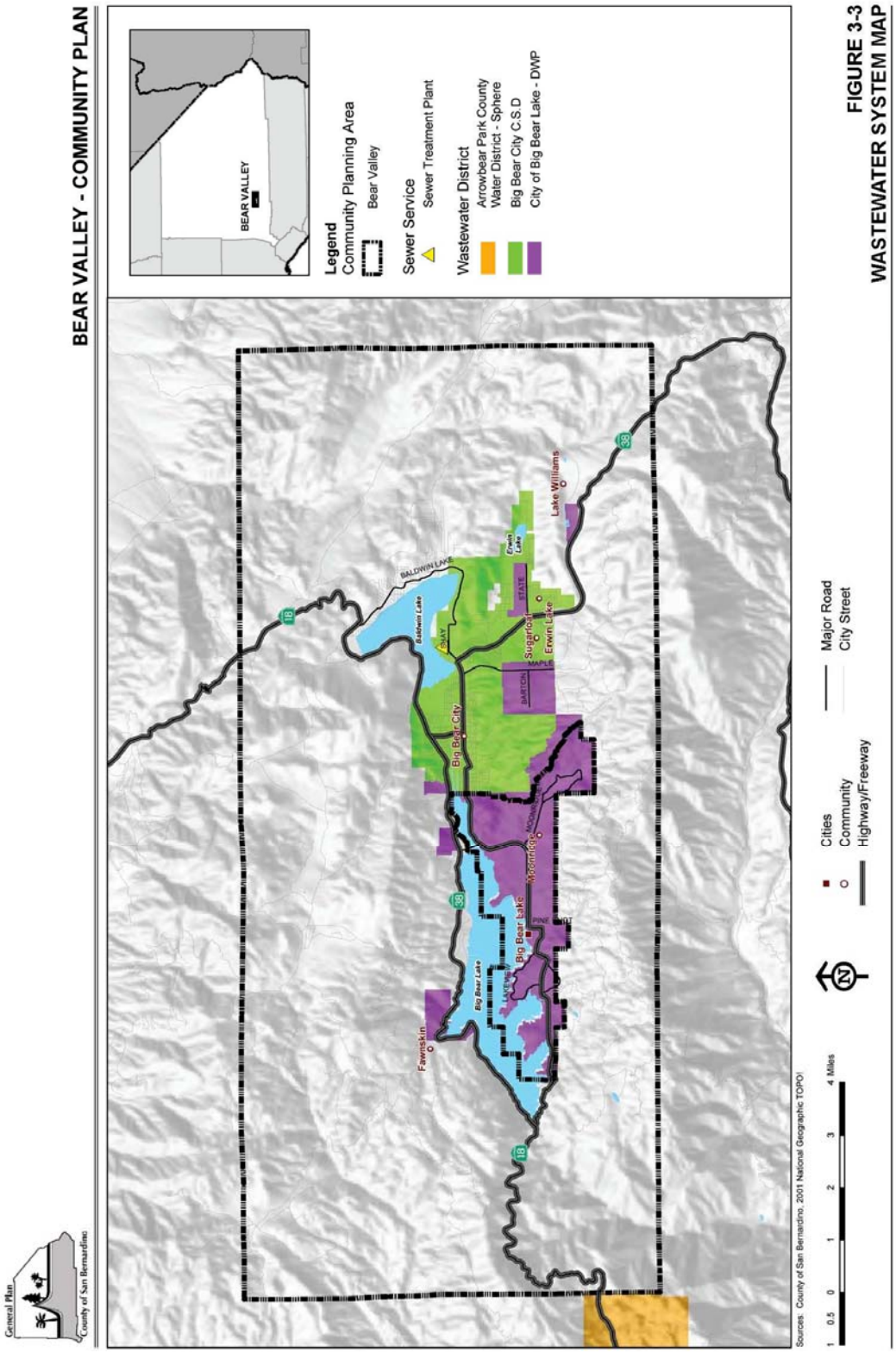

FIGURE 3-3
WASTEWATER SYSTEM MAP

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typically treats an average of 2.2 million gallons per day (mgd) of domestic wastewater. On holiday weekends, the flow increases to an average of 2.7 mgd. Maximum wet weather flows have been recorded at 8.2 mgd. Based on information from the Agency, the system has a total design treatment capacity of 4.8 mgd and a design hydraulic capacity of 9.2 mgd. The average daily wastewater flow is currently 46 percent of the design treatment capacity. The City of Big Bear Lake represents approximately 62 percent of the flow, CSA 53B (Fawnskin) represents approximately 4 percent of the flow, and the CSD represents approximately 34 percent of the flow. Based on rough information concerning the number of available connections, approximately 80 percent of the available sewer connections have been used, with only 20 percent remaining. BBARWA is adding approximately 300 to 400 new sewer connections per year. Table 7 provides existing and future flow information for BBARWA.

Table 7: Waste Water Agencies/Districts

Wastewater Treatment Provider	Population Served in area	Existing Flow (mgd)	Existing Design Flow (mgd)	Future Design Flow (mgd)	Permitted Design Flow (mgd)
BBARWA	23,499	2.2 (average) 2.7 (holiday)	4.8	4.8	4.8

The wastewater from the treatment plant is transported to the Lucerne Valley disposal site consisting of 480 acres of desert property that is used to grow alfalfa. This water is being used productively, but it is water that could be reused in Big Bear Valley. The solids produced by BBARWA are dewatered by a belt filter press and are then hauled to either the nursery products composting facility in Adelanto, the Synagro composting facility in Corona, or incinerated at the Mitsubishi cement plant in Lucerne Valley.[9]

D. <u>Solid Waste</u>

Residents expressed concerns with solid waste disposal within their community. Their main concern was with the ability of existing facilities to adequately accommodate the solid waste disposal needs of the community during population fluctuations, particularly during weekends and holidays.

[9] All information from the BBARWA web pages and direct correspondence.

BV3.4 INFRASTRUCTURE – GOALS AND POLICIES

Goal BV/CI 4.	**Ensure adequate water sources and associated infrastructure to serve the needs of existing and future water users in the Bear Valley Community Plan area.**

Policies

BV/CI 4.1 Through the development review process, permit new development only when adequate water supply exists or can be assured.

BV/CI 4.2 Support programs to use reclaimed water from mountain sewage systems to offset local water supplies when such reclamation is consistent with public health and environmental standards.

BV/CI 4.3 Support efforts to continue to improve cooperation and communication among water providers in addressing water related issues.

BV/CI 4.4 Support conjunctive use (operating water resources under a common management) of the area's water supplies.

BV/CI 4.5 Encourage the preparation of an infrastructure capacity study by the appropriate public or private agency(ies) relative to the ability of that agency to provide its particular service to the residents of Bear Valley.

BV/CI 4.6 Any projects which propose the commercial extraction and exportation of native groundwater shall be required to prepare a thorough hydrogeological investigation as analyzed in an Environmental Impact Report. The County will not support the extraction and exportation of native groundwater for commercial purposes in any situation that results in significant impacts to the environment.

Goal BV/CI 5.	**Encourage and promote water conservation.**

Policies

BV/CI 5.1 Support conservation and efficient water use in an effort to minimize the need for new water sources.

BV/CI 5.2 The County, in coordination with local water providers, shall provide education for voluntary water conservation. Plan and implement educational programs and events promoting water conservation.

BV/CI 5.3 Promote the use of native low water use vegetation, especially drought tolerant plants in landscaping and discourage inappropriate use of vegetation unsuited to the mountain climate.

BV/CI 5.4 Minimize the use of turf grass.

BV/CI 5.5 Promote use of water efficient irrigation practices for all landscaped areas.

BV/CI 5.6 Regulate the extent and amount of impervious surfaces coverage.

Goal BV/CI 6. Maintain and enhance the quality of lakes, streams and underground water supplies.

Policies

BV/CI 6.1 Require the timely hookup to sewers for any development within a Sanitation District and currently adjacent to existing lines, through notification by the district and referrals, when development is proposed.

BV/CI 6.2 In areas where sewer service is not available, the use of individual septic disposal systems shall not be allowed unless it can first be demonstrated that adequate lot size, slope and suitable soil conditions exist for installation of septic disposal systems.

BV/CI 6.3 Alternating leachfields shall be installed in order to alleviate potential health and water quality problems resulting from failing leachfields to which repair equipment has no access, or on lots of less than 10,000 square feet in area, or where leachfield area slope is 30 percent or greater.

BV/CI 6.4 Require Best Management practices to be contained in all erosion control plans.

BV/CI 6.5 Support the Groundwater Recharge and Recycling Project which the Big Bear Area Regional Wastewater Agency (BBARWA) is undertaking to ensure an adequate water supply for the Bear Valley.

Goal BV/CI 7. Develop an efficient and economical solid waste collection, reclamation and disposal system to serve the Bear Valley community.

Policies

BV/CI 7.1 Manage operational procedures to improve and take precautionary measures against groundwater and surface water pollution from the local solid waste disposal site.

BV/CI 7.2 Promote recovery and recycling of usable materials from solid waste.

BV/CI 7.3 Coordinate and cooperate with responsible and affected agencies and the local communities in developing a long-range solution to solid waste collection and disposal in Bear Valley. Ensure that any long-range solution considers the worst case scenario demands of the population during weekends and holidays.

Goal BV/CI 8.	**Encourage the development of educational facilities for post-secondary education**

Policies

BV/CI 8.1 Support local efforts to establish an on-site community college campus within the Big Bear Valley.

4 HOUSING

[See the Housing Element of the General Plan]

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5 NOISE

[See the Noise Element of the General Plan]

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6 OPEN SPACE

BV/OS 6.1 INTRODUCTION

The natural setting, which includes open space, recreational areas and natural resources, is the contributing factor to the rural mountain character of the Bear Valley Community Plan area. The area's natural features including lakes, streams, vegetation, wildlife, topography, rock formations, etc. are regional assets that are highly valued by residents of the area and by visitors. Much of the local economy is based on the attraction of these natural resources. Preservation of the area's natural resources and enhancement of the area's recreational resources are important issues articulated by residents of the Bear Valley community, and will be increasingly important as population growth increases the amount of development and recreational demands in the area.

A. <u>Recreation and Parks</u>

The Bear Valley community is completely surrounded by the San Bernardino National Forest. Approximately 85 percent of the land within the Bear Valley Community Plan boundary is National Forest (see Figure 6-1, Jurisdictional Control). The plan area also contains Bureau of Land Management and State-owned lands. The Bear Valley Community Plan area contains the Snow Summit and Bear Mountain ski/resort areas, Big Bear Discovery Center, Big Bear Solar Observatory, Moonridge Zoo, a number of campgrounds, organization camps and hiking trails, Big Bear Lake, Baldwin Lake, Erwin Lake and Lake Williams, all of which draw tourism to the area in the winter and summer months. Big Bear Lake is a major asset for both visitors and local residents. Residents would like to see access to the lake at the north shore maintained. In addition residents are highly protective of their forest environment and are concerned with management of forest service lands in and around their community. Residents are most concerned with preserving the current National Forest boundary and would only consider changes where additional lands could be acquired by the United States Forest Service (USFS) for open space preservation

Even with the 73,165.36 acres of national forest lands within the Big Bear Community Plan area, residents have expressed a need for additional neighborhood parks with active recreation facilities for youth. The plan area contains the following Big Bear Recreation and Park District parks: Big Bear City Park, Meadow Edge Park, Erwin Lake Park, Sugarloaf Park, Grout Bay Park, and Dana Point Park. Residents have expressed a desire for additional recreational facilities, including a public swimming pool. As the permanent population continues to increase there will be a greater demand for recreation opportunities and services. Residents are particularly concerned that there are currently not enough recreational facilities to support the needs of youth within their community.

The responsibility of open space preservation and management of recreation areas within the plan area is unique in that it requires coordination and cooperation between the County, the United States Forest Service, the City of Big Bear Lake and the community.

B. <u>Trails</u>

The Bear Valley Community Plan area contains various popular forest service trails and forest roads that are utilized as recreational facilities and help with forest maintenance and fire safety by providing access to less developed backcountry regions. The Regional Forester office located in San Bernardino is responsible for maintaining a vast majority of these facilities.

There are no formal trails recognized by the County within the Bear Valley Community Plan area. However, the community has indicated a desire to increase recreation opportunities through the addition of hiking, biking and equestrian trails. Residents have articulated that they would like trails, particularly with connections to the Pacific Crest Regional Trail (Figure 6-2 Trails) and other forest service trails. Community input, along with future growth patterns, indicates a need for continuing development of these recreational facilities. The trail network should provide access to open space and recreation, consistent with the need to protect these resources.

The San Bernardino County Trails and Greenways Committee is a public committee appointed by the County Board of Supervisors that is currently working with the Regional Parks Advisory Commission and Regional Parks Division in an effort to develop and maintain a system of public trails for hiking, bicycling and horseback riding and other public greenways throughout the entire County. More specifically, the committee was charged with advising the Regional Parks Advisory Commission and Regional Parks Division on all matters relating to the location, development, maintenance and promotion of trails and greenways, recommending a system of mitigating measures to ensure that the location of trails will be compatible with, and sensitive to, other authorized land uses, such as wildlife corridors, wetlands and points of historical significance, and making recommendations regarding acquisitions, easements and leases for trail rights of way and greenway purchases.

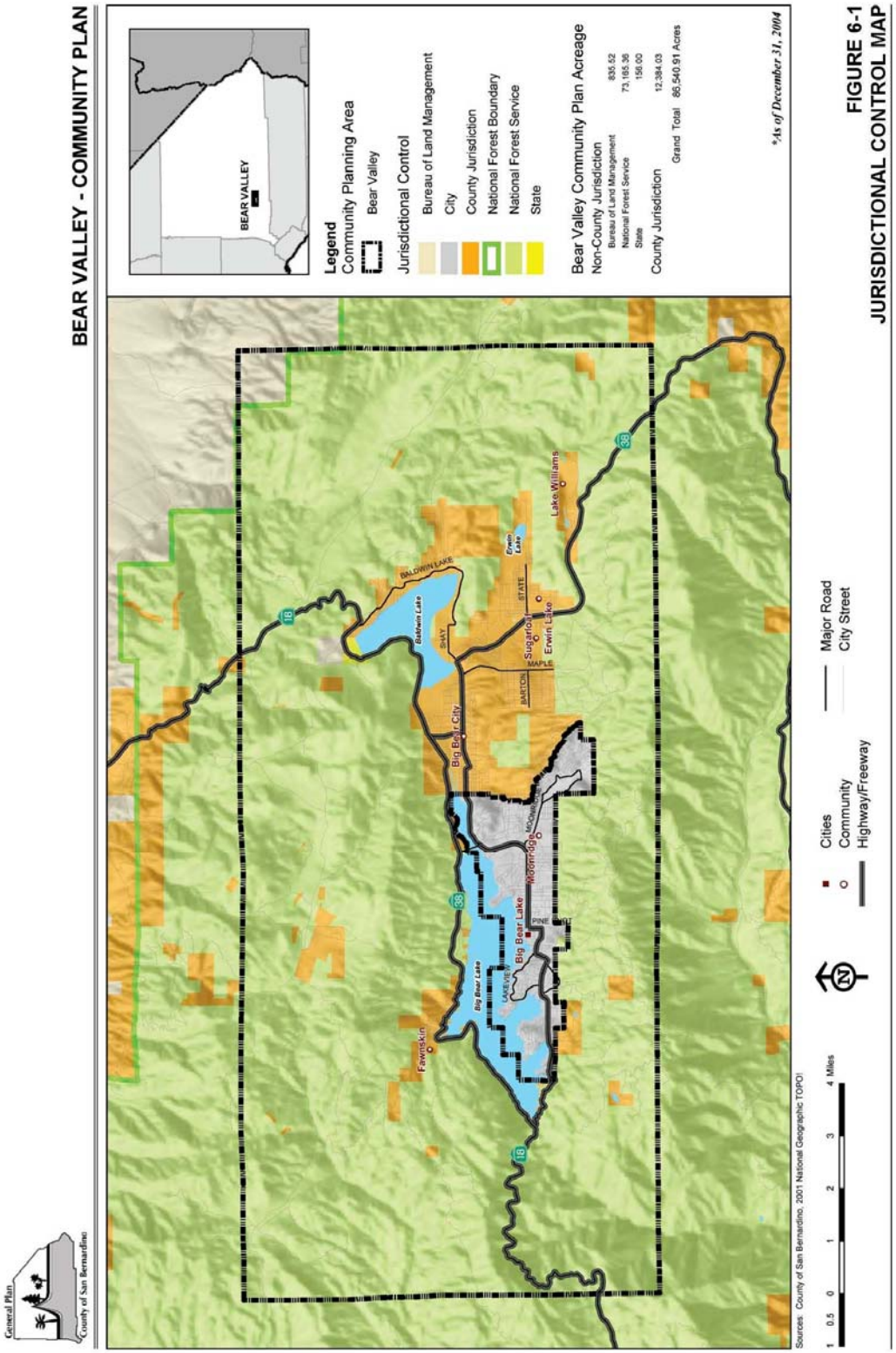

FIGURE 6-1
JURISDICTIONAL CONTROL MAP

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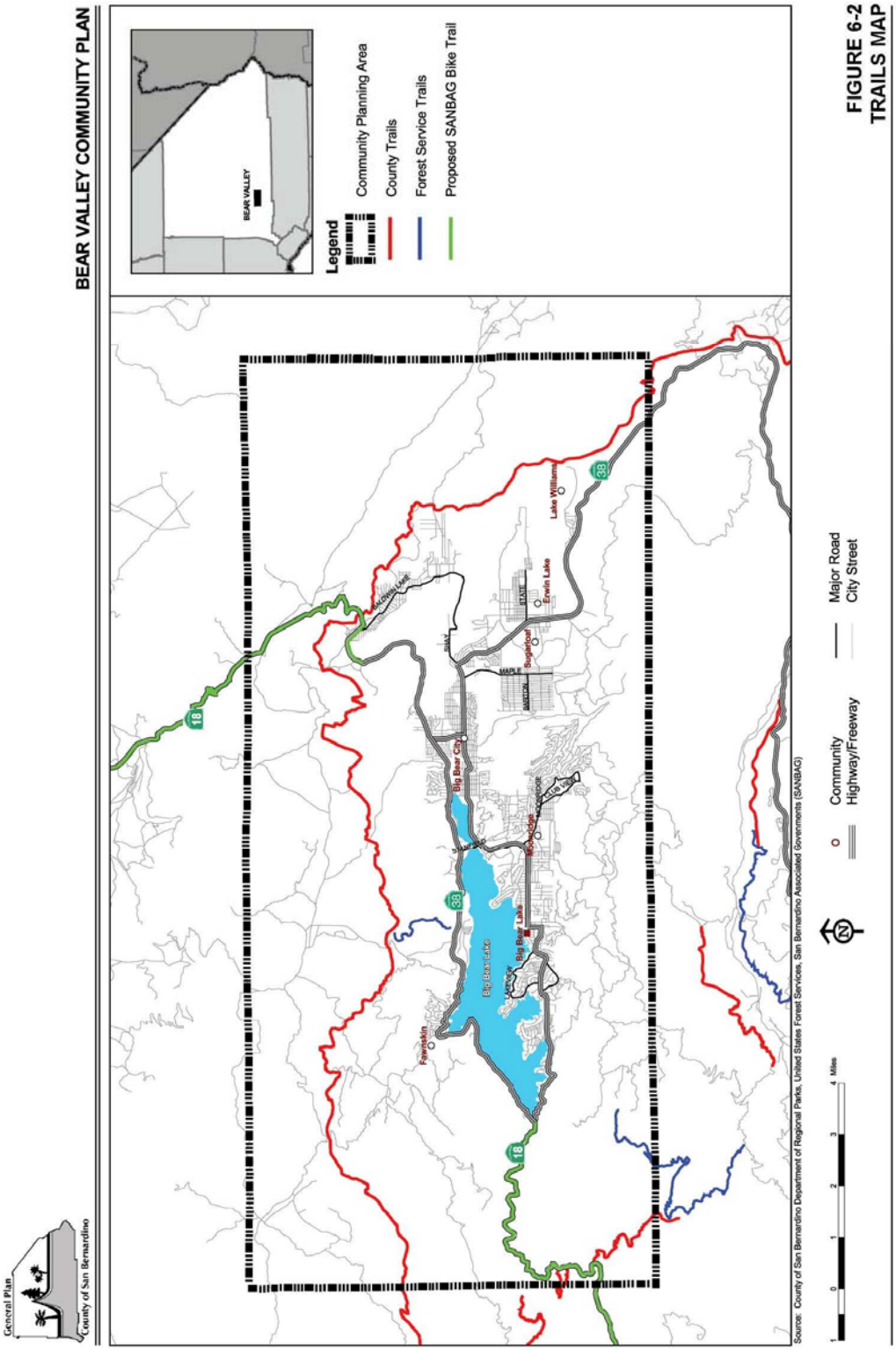

FIGURE 6-2
TRAILS MAP

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BV/OS 6.2 GOALS AND POLICIES

Goal BV/OS 1. Ensure the preservation and proper management of National Forest lands within the Bear Valley Community Plan area.

Policies

BV/OS 1.1 Encourage the exchange of properties between the Forest Service and private property owners to create better Forest Service boundary management.

BV/OS 1.2 The County shall work with USFS to explore land exchange opportunities that would provide additional areas for open space, recreational opportunities and watershed protection; and offer the community the first right of refusal on lands available for exchange prior to being offered to the general public.

BV/OS 1.3 The County shall work with the U.S. Forest Service (USFS) to designate more areas for recreational activities, such as snow play areas, campgrounds, etc.

BV/OS 1.4 Review all Forest Service plans and special use permits within or affecting the plan area to ensure compliance and consistency with the Bear Valley Community Plan.

Goal BV/OS 2. Develop parks and recreation facilities to meet the recreational needs of the community and visitors.

Policies

BV/OS 2.1 The County, in coordination with the community, shall establish priorities and identify opportunities for park development and establish a park and recreation plan for the Bear Valley community.

BV/OS 2.2 Encourage the development of recreational facilities within community parks such as, swimming pools, athletic facilities and community centers.

BV/OS 2.3 Encourage use of National Forest lands to satisfy the needs of public recreation in the mountain region.

Goal BV/OS 3. Establish a community-wide trail system.

Policies

BV/OS 3.1 Support coordination between the community and the San Bernardino County Trails and Greenways Committee in their effort to develop and maintain a system of public trails for hiking, bicycling and horseback riding. Particular attention shall be given to providing connections with the local trail system, recreational and commercial areas.

BV/OS 3.2 Establish a plan for the development of a local multi-purpose (pedestrian, bicycle, and equestrian) trail system within the plan area. The plan shall incorporate the following recommendations:

A. Where feasible pursue opportunities to separate pedestrian/bicycle/equestrian traffic from motorized vehicle traffic.
B. Where desired by the local community, establish a system of equestrian trails and facilities, and where appropriate, in individual neighborhoods.
C. Provide trail heads that link regional trails, the forest and forest service trails, recreational areas, residential areas, neighborhood trail systems and commercial nodes.

BV/OS 3.3 When an approved trails plan is developed, require dedication of trail easements as a condition of approval for all development projects consisting of 5 or more residential lots to facilitate community-wide pedestrian accessibility and to capitalize on recreation opportunities within the plan area. The trail easement shall allow unobstructed trail access and provide connections to off site trails.

BV/OS 3.4 The Land Use Services Department shall review site plans to determine if residential and commercial uses are designed for pedestrian use. Future developments shall contain an internal system linking residential areas, recreational facilities, the National Forest and commercial activity centers.

BV/OS 3.5 Support the improvement and extension of United States Forest Service (USFS) trails.
A. Protect and maintain the Pacific Crest Trail.
B. Encourage the USFS to maintain existing trails and to develop new hiking and biking trails.

Goal BV/OS 4. Ensure protection of lakes within the plan area and their role in meeting the recreation needs of locals and visitors.

Policies

BV/OS 4.1 Encourage continuing environmentally sound development of the existing marinas and boat landings to meet the recreational needs of residents and visitors.

BV/OS 4.2 Provide for the necessary appurtenant uses of fueling, servicing boats and motors, and sale and rental of marina and fishing supplies, storage and necessary related accessory facilities.

BV/OS 4.3 Protect access to Big Bear Lake from the north shore.

BV/OS 4.4 The marina symbol designation shall be considered consistent with Commercial Land Use districts and the following marinas and boat landings shall be designated with the Marina symbol:
A. Gray's landing, Leonard's landing, Duane R. Boyer Public Boat Launch, Cluster Pines campground, the Lighthouse RV park and Campground, Big Bear North, North Shore Public Boat Launch, Juniper Point and Dana Point Park.

Goal BV/OS 5. Improve and preserve open space corridors throughout the plan area.

Policies

BV/OS 5.1 Where possible, require that open space areas set aside within individual developments be contiguous to natural areas adjacent to the site. Isolated open space areas within development shall be specifically discouraged, but may be accepted if no adjacent open space areas are available.

BV/OS 5.2 Use open space corridors to link natural areas.

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7 CONSERVATION

BV7.1 INTRODUCTION

Preservation and protection of the community plan area's natural resources is extremely important to the residents of Bear Valley. These resources contribute to the character, the appeal and subsequently to the economic viability of the area. If the natural resources are not effectively protected and managed, they will be permanently lost.

A. Natural and Historic Resources

The natural resources such as the vegetation, wildlife, rock formations, streambeds, etc. contribute to the beauty and character of the area. Residents are concerned that unmanaged growth threatens the viability of these natural resources.

The plan area is covered with a diverse biotic community of trees and other vegetation, fish, birds, reptiles, mammals, and other natural resources such as streams and lakes. The plan area includes the following general habitat types and respective sensitive species are associated with these habitats. The Southern Rubber Boa and the California Bald Eagle have habitats within the plan area. (For a detailed list of the sensitive species associated with the various habitats see the Conservation Background Report of the General Plan):

i. Chaparral
ii. Sage Scrub
iii. Oak Woodlands
iv. Conifer Forest

In addition, preservation of historic resources is also important to residents and their desire to maintain the character of the plan area.

BV7.2 GOALS AND POLICIES

Goal BV/CO 1.	**Preserve the unique environmental features of Bear Valley including native wildlife, vegetation, and scenic vistas.**

Policies

BV/CO 1.1 Provide for the grouping or clustering of residential buildings where this will maximize the opportunity to preserve significant natural resources, natural beauty or open space without generally increasing the intensity of development otherwise possible.

BV/CO 1.2 Continue to identify and protect unique habitats supporting rare and endangered species by applying the Biotic Resources Overlay District.

BV/CO 1.3 Establish habitat "banks" as mitigation for loss of isolated resources.

BV/CO 1.4 Encourage donation or exchange or lands with sensitive biota resources within designated target areas to non-profit environmental organizations or responsible agencies (USFS, County, Nature Conservancy, etc.) and advise developers/owners of tax advantages and marketing value of conservation easements, donations, etc.

BV/CO 1.5 Utilize an Open Space designation for target areas of public and private open space which by its location and natural resources values is suited for conservation purposes only.

BV/CO 1.6 Allow no more than 2 dwelling units per gross acre in "key" eagle habitats and up to 4 dwelling units per gross acre in "occupied" and "potential" eagle habitats.

BV/CO 1.7 The following areas are recognized as important open space areas that provide for wildlife movement and other important linkage values. Projects shall be designed to minimize impacts to these corridors.

a. Shay Meadow Open Space Area
b. Big Bear Lake Watershed Open Space Area
c. Holcomb Valley Open Space Area
d. Baldwin Lake Open Space Area
e. Pacific Crest Trail

BV/CO 1.8 Consider design, construction and maintenance techniques in the County Flood Control District system, where technically and economically feasible, which allow the growth of habitat and the use of the flood control system by wildlife.

Goal BV/CO 2. Maintain the health and vigor of the forest environment.

Policies

BV/CO 2.1 The County Land Use Services Department shall work collaboratively with the California Department of Forestry and Fire Warden (CDF) and the U.S. Forest Service to implement a long-term Forest Health Restoration and Maintenance Program that will restore fire resiliency, increase safety, and provide community and forest sustainability.

BV/CO 2.2 The County Land Use Services Department shall work with the local Fire Safe Council and Fire agencies in the development of Community Wildfire Protection Plans (CWPP) for the mountain communities. As part of this effort, a study shall be prepared to determine appropriate forest management techniques and identify any necessary modifications to the County's Tree Preservation Ordinance to ensure the long term health of the forest.

BV/CO 2.3 Require the re-vegetation of any graded surface with suitable native drought and fire resistant planting to minimize erosion.

BV/CO 2.4 Establish a parking provision for the purpose of saving healthy trees in parking areas by giving parking credit for areas containing specimen trees.

BV/CO 2.5 Require an approved landscape plan as part of the location and development plan review and approval process for all proposed residential tracts, commercial and industrial projects.

Goal BV/CO 3. Enhance and maintain the quality of water from Big Bear Lake, their tributaries, and underground water supplies.

Policies

BV/CO 3.1 Require the hook-up to sewers of any properties currently adjacent to lines within the Big Bear Area Regional Wastewater Agency (BBARWA) district through notification by the BBARWA district.

BV/CO 3.2 Enforce grading and landscaping standards to reduce soil erosion.

BV/CO 3.3 Ensure that the County Building Code incorporates appropriate construction activity control measures to prevent run-off.

BV/CO 3.4 Require as part of the review for all projects specific provisions to minimize the runoff of surface water and establish controls for soil erosion and sedimentation. These provisions shall include:

A. Through the development review process, require replanting of ground cover in denuded areas with vegetation, either indigenous to the area or compatible with the climate and soil characteristics of the community.
B. When development occurs, provide for the retention of natural drainage channels and capacity of the site where feasible.
C. When feasible, require developers through the development review process to maintain existing percolation and surface water runoff rate by discouraging the paving of large surface areas.

Goal BV/CO 4. Streambeds shall be protected from encroachment or development that detracts from their natural beauty.

Policies

BV/CO 4.1 Utilize open space and drainage easements as well as clustering of new development as stream preservation tools.

BV/CO 4.2 Require naturalistic drainage improvement where modifications to the natural streamway are required.

BV/CO 4.3 Prohibit exposed concrete drainage structures. Acceptable designs include combinations of earthen landscaped swales, rock rip-rap lined channels or rock-lined concrete channels. Property owner must provide for the maintenance of underground drainage structures.

BV/CO 4.4 Streams shall not be placed in underground structures, except to serve another public purpose.

BV/CO 4.5 Natural drainage courses shall not be occupied or obstructed.

Goal BV/CO 5. Preserve the significant historical sites and structures which contribute to the unique character of the Bear Valley Community Plan area.

Policies

BV/CO 5.1 The County Shall identify and inventory local historic sites and structures; seek input from the local historical society and local committees.

BV/CO 5.2 Utilize the Cultural Resources Preservation (CP) Overlay District in developing future land use districts or zones and the formulation and evaluation of the plan amendments and development proposals.

BV/CO 5.3 Establish economic incentives for resource protection through the development of cultural property contracts between the County and private landowners to provide tax relief.

BV/CO 5.4 Establish funding mechanisms for historic preservation through State and Federal grant programs, private trusts, local tours and publications which explain the history of these facilities.

BV/CO 5.5 Encourage cooperation of public agencies with land use plan authority or charged with the responsibility to protect cultural resources and private conservation organizations toward development of regional protection plans (land exchanges, mitigation banks).

8 SAFETY

BV8.1 INTRODUCTION

Fire protection and emergency services are among the most crucial of community needs. The quality of life is dependent on the adequacy of these services. The mountain region as a whole exhibits a combination of several factors which exposes development and natural resources to potential disaster from wildland fires and subsequent flooding and erosion. The factors include topography, climate, vegetation, pathogen infestation, and human use and occupancy.

A. Fire Services

Fire protection services are mainly provided by three fire districts within the Bear Valley Community (see Figure 8-1, Fire Districts). These districts are Big Bear City Community Service District, Big Bear Lake Fire Protection District, and CSA 53B. Big Bear City Community Service District provides suppression, prevention, rescue, Advanced Life Support (ALS) and ambulance transport services. Big Bear Lake Fire Protection District provides structural, watershed, suppression, prevention, rescue and first aid services. CSA 53B provides structural, watershed, first aid, rescue, prevention and inspection services. The San Bernardino County Fire Department (SBCFD) provides hazardous materials regulation, dispatch communication and disaster preparedness to the other fire districts in the valley. In the mountains, the San Bernardino County Fire Department (SBCFD) provides services to the CSA 38 and Baldwin Lake areas.

Other agencies providing fire protection services and/or fire related information for the Bear Valley community include the California Department of Forestry and Fire Protection (CDF) and the Mountain Area Safety Taskforce (MAST).

Table 8 lists the fire stations located within the plan area and provides details regarding the services that each of the station provides (see Figure 8-2, Fire Stations).

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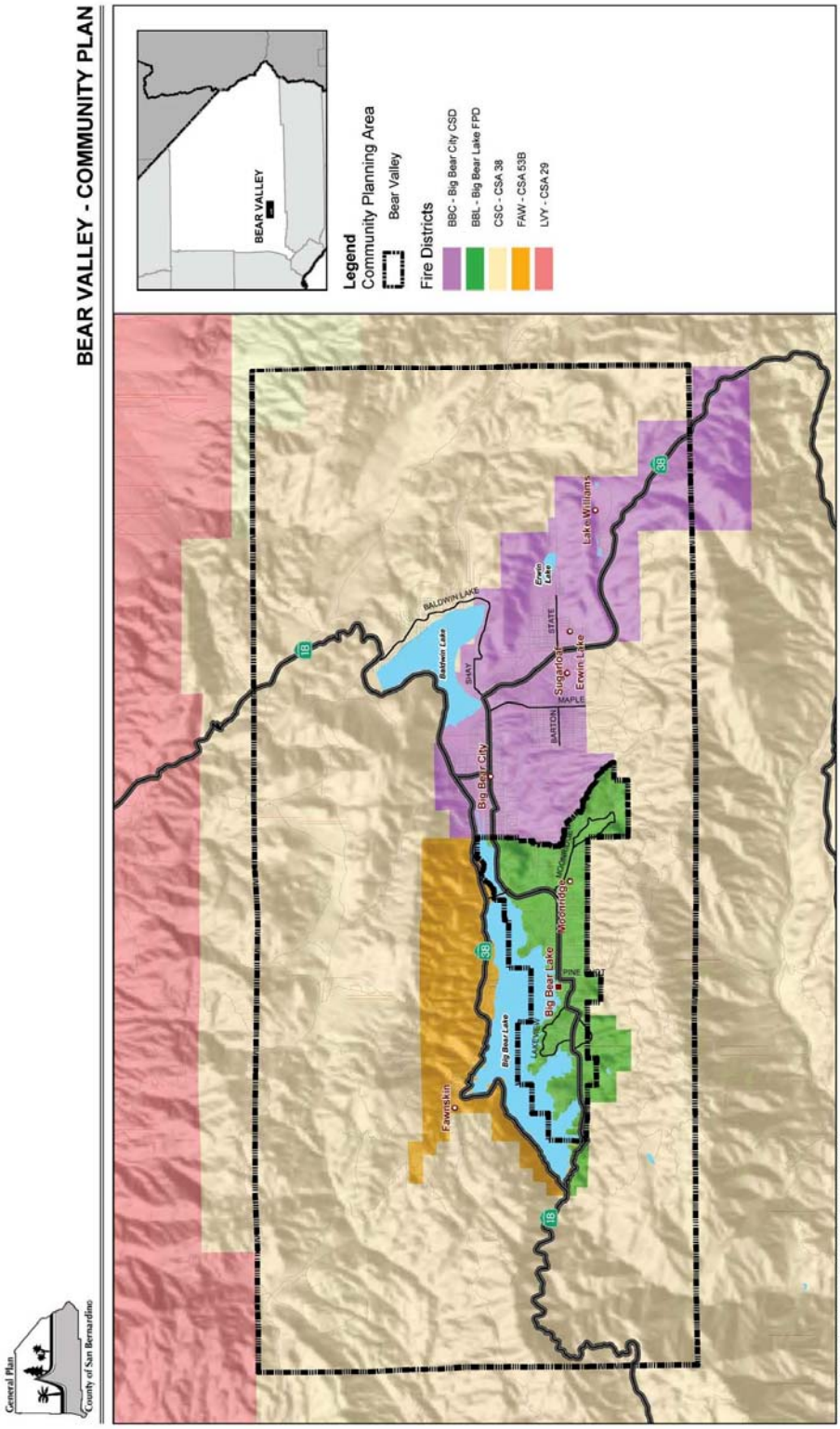

FIGURE 8-1
FIRE DISTRICTS MAP

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Table 8: Fire Stations

Fire Stations	Fire District /Agency	Area Served	Equipment	Personnel (number and title)	EMT Response Capabilities	Availability of ambulance services	Nearest Medical Facilities
Big Bear City Station #291	Big Bear City Community Services District	Big Bear City, approx. 21 square miles	3 type 1 engines, 1 type 3 engine, 1 Water Tender (WT), 1 rescue squad, 5Advanced Life Support (ALS) ambulance, 1 snow cat	1 fire chief, 2 div chiefs, 3 captains, 6 engineers, 12 firefighters, 15 Paid Call Firefighters (PCF) and 1 paramedic.	34 ~~31~~ staff	5 available	Bear Valley Community
Big Bear City Station #292	Big Bear City Community Services District	Big Bear City					
Big Bear Lake Station #281	Big Bear Lake Fire Protection District	City of Big Bear Lake 9 square miles	Type 1 Engine, 75 foot Squint, Type 3 brush, 1500 gal Water Tender (WT), medium rescue, 2 ambulances, brush quick attack	Fire Chief, Ass't fire chief, Fire Prevention Officer, 2 Capt/EMT, 1 Capt paramedic, 3 engineer EMT, 7 firefighter paramedic, 5 firefighter EMT	10 staff	None	Bear Valley Community - 1 mile
Big Bear Lake Station #282	Big Bear Lake Fire Protection District	City of Big Bear Lake	1 type 1 engine	1 Paid Call Firefighters (PCF)/EMT	1 staff	none	Bear Valley Community - 4 miles
Big Bear Lake Station #283	Big Bear Lake Fire Protection District	City of Big Bear Lake	1 type 1 engine	4 Paid Call Firefighters (PCF)/EMT	4 staff	none	Bear Valley Community - 1 mile
Big Bear USFS	US Forest	Fanwskin,	1 engine and	1 crew capt, 3-4	5 staff	none	Mountain

Fire Stations	Fire District /Agency	Area Served	Equipment	Personnel (number and title)	EMT Response Capabilities	Availability of ambulance services	Nearest Medical Facilities
Converse #17 USFS Station #16 (Fawnskin)	Service	Converse	utility vehicle	person crew			Community Hospital (MTCH)
Fawnskin Station #49	Big Bear City Fire Department MA-49	Fawnskin - northwest shore of Big Bear Lake	Breathing Support (BS) 49,Medic Engine (ME) 49,Brush Engine (BE) 49,Medic Ambulance (MA) 49, Water Tender (WT) 49,Squad 49, Snow Cat (SC) 49,Squad 49R,Boat 49	3 capt, 3 Limited Term (LT)	6 staff	Big Bear Lake District, Medic Ambulance (MA) 49	Bear Valley Community
Big Pine Flats USFS Station		Per USFS this station is closed			up to 10 staff available		

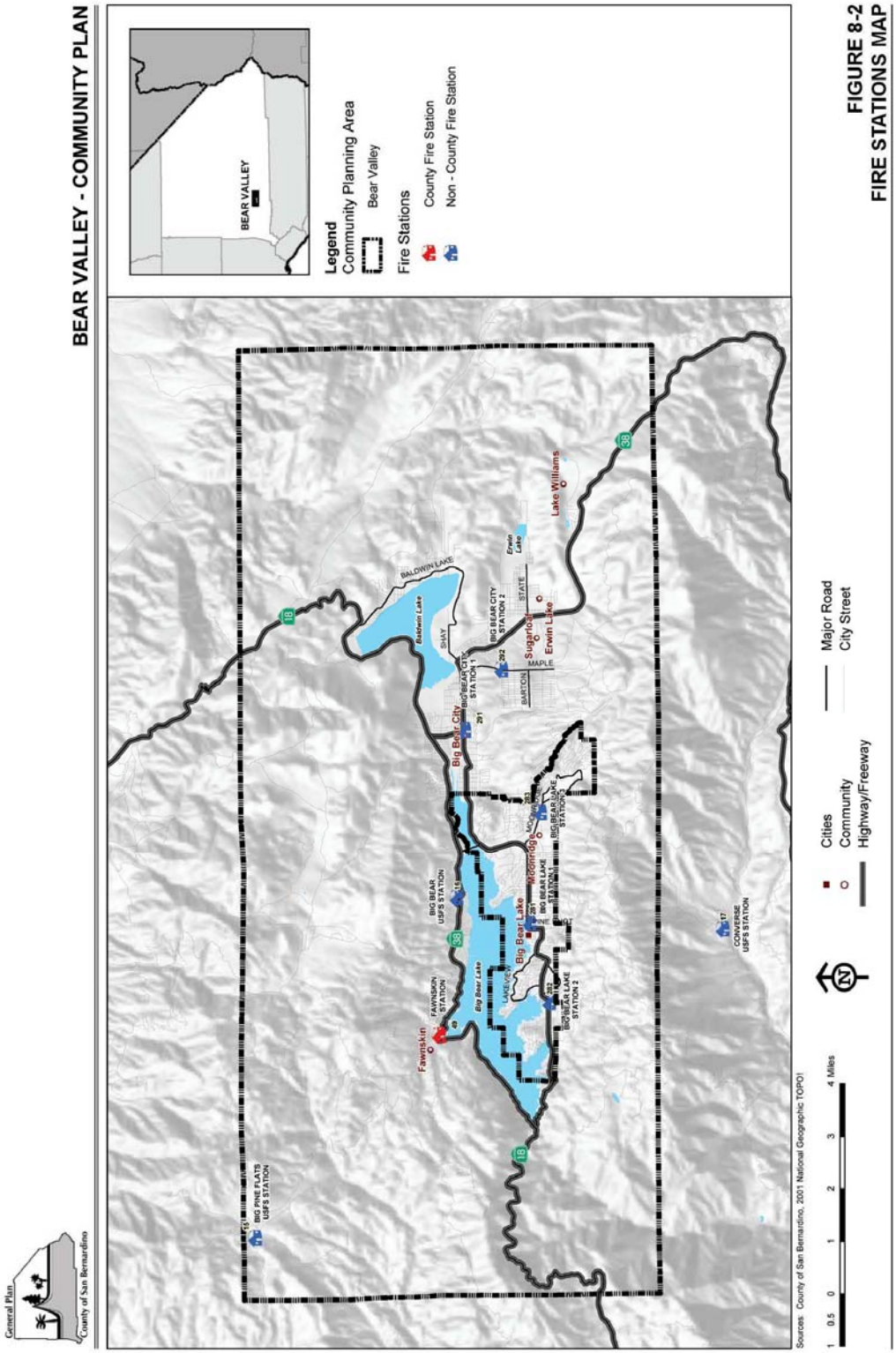

FIGURE 8-2
FIRE STATIONS MAP

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B. Evacuation Routes

Residents' primary concerns regarding safety in their community revolve around fire protection and the need for improved evacuation routes. SR-18, SR-38, Rim of the World Drive, Stanfield Cutoff and Division Drive are designated as evacuation routes. Specific evacuation routes will be designated during an emergency in order to respond to the specific needs of the situation and circumstances surrounding the disaster and will be handled in accordance with the evacuation procedures contained within the County Emergency Management Plan.

BV8.2 GOALS AND POLICIES

Goal BV/S 1.	**Provide adequate fire safety measures to protect residents of the plan area.**

Policies

BV/S 1.1 Ensure that all new development complies with applicable provisions of the Fire Safety Overlay District.

BV/S 1.2 The County Fire Department shall work with the community and appropriate local Fire Protection agencies to ensure that there is continued evaluation and consideration of the fire protection and fire service needs of the community commensurate with population growth.

BV/S 1.3 The County Land Use Services Department shall work with the local Fire Safe Council and Fire agencies in the development of Community Wildfire Protection Plans (CWPP) for the mountain communities. As part of this effort, a study shall be prepared to determine appropriate forest management techniques and identify any necessary modifications to the County's Tree Preservation Ordinance to ensure the long term health of the forest.

Goal BV/S 2.	**Ensure that emergency evacuation routes will adequately evacuate all residents and visitors in the event of a natural disaster.**

Policies

BV/S 2.1 The County Fire Department shall work with the Public Works Department and Caltrans to ensure that an adequate road system and proper access are provided to ensure safe and efficient evacuation for residents and visitors of the mountain communities.

BV/S 2.2 Work with the various fire agencies, the Fire Safe Councils, Caltrans, the United States Forest Service and the community to ensure the development of an effective firebreak system.

Goal BV/S 3.	**Support and coordinate disaster planning with affected agencies and organizations.**

Policies

BV/S 3.1 Work with local, state, federal and other agencies involved in disaster preparedness.

BV/S 3.2 Provide an emergency response system that is both efficient and economical.

9 ECONOMIC DEVELOPMENT

BV9.1 INTRODUCTION

As repeated throughout the various elements included within this community plan, one of the most important goals of the Bear Valley community is to protect the mountain character. It will be important to ensure that future development protects and enhances the natural resources, scenic beauty and small town character in order to continue to appeal to both residents and visitors.

The local economy is driven by recreation and tourism. The ski resorts within the Bear Valley Community Plan area offer opportunities for skiing and snow boarding while the local lakes provide opportunities for fishing and water sports. The National Forest provides additional opportunities for outdoor recreation, such as hiking and camping. The adjacent City of Big Bear Lake provides the primary commercial activity center serving the entire valley area with its mixture of retail establishments, restaurants, offices and service uses.

However, in input gathered from residents of the Bear Valley community, there was a strong desire to see the commercial areas within the plan area revitalized. Residents articulated a need for an expansion of commercial uses to meet the needs of locals and visitors within the unincorporated areas of Bear Valley. Residents also expressed the need for jobs in the area, particularly for youth and seniors.

BV9.2 GOALS AND POLICIES

Goal ED 1.	**Promote economic development that is compatible with the mountain character of the Bear Valley community.**

Policies

BV/ED 1.1 Encourage development and business activities that capitalize on the amenities and recreational activities contained within the plan area and the surrounding National Forest, including skiing, biking, fishing, hiking and camping.

BV/ED 1.2 Support commercial development that is of a size and scale that complements the natural setting, is compatible with surrounding development, and enhances the alpine character.

BV/ED 1.3 Support specific planning for downtown Fawnskin with an emphasis on improving parking and circulation, enhancing the pedestrian experience and improving the design of buildings and sites to be compatible with the mountain character and to follow a western design theme.

BV/ED 1.4 Work with County Economic and Community Development to pursue appropriate grant funding to assist in economic development activities.

BV/ED 1.5 In order to maintain the tourist-based economy of the Bear Valley, encourage the development of opportunities to provide affordable housing for service industry employees.

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10 IMPLEMENTATION

OVERVIEW

The Community Plan, as part of the General Plan, provides goals and policies intended to guide development in a specific area over the next 25 years. To that end, Community Plans translate broad statements from the General Plan into specific actions designed to direct the physical development and public improvements within the given specific geographical area. Because the Community Plan is part of a long-range plan, the expectation is that some policies will be implemented immediately following the adoption of the General Plan while others will be initiated 10 to 15 years later. Therefore, it is important that key implementation priorities are established and subsequently monitored through a regular, but adaptable annual report process.

The overarching goal in the Lake Arrowhead Community Plan is to maintain the character of the community. While the individual community plans have unique features, they also include common policies set forth in the General Plan. The most critical of these policies relate to two issues; (a) maintaining the existing balance of land uses; and (b) ensuring the adequacy of infrastructure and public services to attend to existing and future development. Implementation of policies related to these two issues shall be treated as priorities and shall be monitored by the annual report.

IMPLEMENTATION APPROACH

CAPITAL IMPROVEMENT PROGRAM (CIP)

The County annually prepares a budget for available capital improvement funds, before reviewing all policies important to the development of the various communities. The CIP must then reconcile all competing interests for the budgeted funds. Implementation for many of the policies established in the Community Plan will be contingent upon available County funding. Other policies are considered ongoing and will be incorporated or are already incorporated in everyday activities by various County departments.

NEW POLICIES AND ORDINANCES

Implementation measures include existing ordinances and procedures as well as recommended amendments to these measures. Recommendations for new policies and ordinances can promote the implementation of General Plan measures by further clarifying them in respect to the Community Plan area.

SITE PLAN REVIEW PROCESS

Site Plan Reviews are required for all new developments. Concurrency issues of a development are reviewed with the site plan to ensure that the level of service for all public facilities will be adequate prior to, or concurrent with the new development. A Site Plan is approved only when its components are in compliance with all zoning and land development requirements.

PROGRESS REPORTING

The Community Plan identifies numerous policies that range from area specific to regional and countywide. It is important that implementation of these policies be monitored. In fact, the State requires an annual report on the status of the General Plan and its implementation. The first purpose of the progress report is to inform the County's Board of Supervisors on the status of implementing the County's General Plan, including the Community Plans. Secondly, the progress report also provides a means to review the General Plan and determine if changes need to be made to the Plan or its implementation. Finally, the progress report serves as a method to regularly monitor the effectiveness of the General Plan.

California Government Code Section 56400(b)(1) mandates that all non-charter cities and counties submit an annual report to their legislative bodies discussing the status of the General Plan and progress in its implementation. Copies of this progress report must be sent to the Governor's Office of Planning and Research (OPR) and the Department of Housing and Community Development (HCD). Organization of the report and determination of the relevant issues to include in the County's annual progress report may be modified from year to year and adapted to incorporate new sources of information, changes in funding sources, and available staff resources. Pursuant to Government Code Section 56700, charter cities are exempt from the progress reporting requirements.