

3. *Project Description*

As described in detail in this section, the Spring Trails Specific Plan proposes development of 307 single-family lots within a 352.8-acre site situated within an unincorporated area of the foothills of the San Bernardino Mountains. The proposed development footprint would encompass approximately 68 percent of the project site, including 9 acres of parks and 125.1 acres of internal slopes and fuel modification zones. The remaining 32 percent of Spring Trails (111.3 acres) would remain in natural open space.

3.1 PROJECT LOCATION

As shown in Figure 3-1, *Regional Location*, Spring Trails is within unincorporated San Bernardino County on the northern edge of the City of San Bernardino and in the foothills of the San Bernardino Mountains. The site is approximately 1.5 miles east of the unincorporated community of Devore and the junction of Interstate 215 (I-215) and I-15. Spring Trails is bounded by the San Bernardino National Forest on three sides and Verdemon on the southern side.

As shown in Figure 3-2, *Local Vicinity*, Spring Trails is approximately one-third mile northwest of the intersection of Meyers Road and Little League Drive. Primary access is from a new roadway extending from Little League Drive and secondary access via a new road extending south and connecting to the frontage road along I-215. Freeway access is from the Palm Avenue interchange and the Glen Helen Parkway/Devore Road interchange.

3.2 PROJECT BACKGROUND

The project site has previously been proposed and evaluated for residential development. A Draft EIR was prepared for this previous development application (known as Martin Ranch) and was publicly circulated December 2002. Comments received on the Draft EIR related specifically to traffic impacts and access to the project site, which required the applicant to identify new access roads to serve the site. As a result, the project and the Draft EIR were revised and recirculated for public review in July 2006. Numerous public comments were received on the revised plan, particularly regarding the primary and secondary road alignments and their traffic impacts on Meyers Road and on the community of Devore. The project as proposed was abandoned, and the EIR was not certified.

Several access alternatives were studied by the project applicant, culminating in the currently proposed access roads, which avoid the concerns of the previous project. As currently proposed, primary access to the project would be provided via a new roadway extended from the existing terminus of Little League Drive to the southeast of the project site. A secondary access road would be extended directly south of the project site and connect to the frontage road along I-215. In comparison to the previous project, the currently proposed design also reduces the number of proposed residential lots from 329 to 307 single-family lots, in addition to natural and controlled open space areas and hiking trails.

The project site has historically been exposed to wildfire. In November 1980, the Panorama Fire burned the site, leaving only the mature eucalyptus trees and vegetation in the canyon areas. In the fall of 2003, the Verdemon/Devore area, including the project site, was burned by the Old Fire that started in Old Waterman Canyon in north San Bernardino and traveled west to the I-15/I-215 interchange, immediately west of the



3. Project Description

project vicinity. The entire Spring Trails site was burned, with the exception of the extreme northern portion of Cable Canyon, altering the conditions on the site. In 2007, wildfires affected these same areas.

Due to the project redesign and changes in environmental conditions since the original EIR, the City determined that a revised EIR be prepared and recirculated for the proposed project.

Because of the substantial project changes, the City has decided to treat Spring Trails Specific Plan as a new project. Although comments on the previous two Martin Ranch Specific Plan EIRs were taken into consideration when developing the Spring Ranch Specific Plan and this EIR, these comments are not considered applicable for this EIR. Reviewers of the 2002 and 2006 Martin Ranch EIRs must submit new comments on this EIR, even in cases where the information has not changed from the 2002 or 2006 Martin Ranch Specific Plan EIRs.

3.3 STATEMENT OF OBJECTIVES

The following objectives have been established for the Spring Trails project and will aid decision makers in their review of the project and associated environmental impacts:

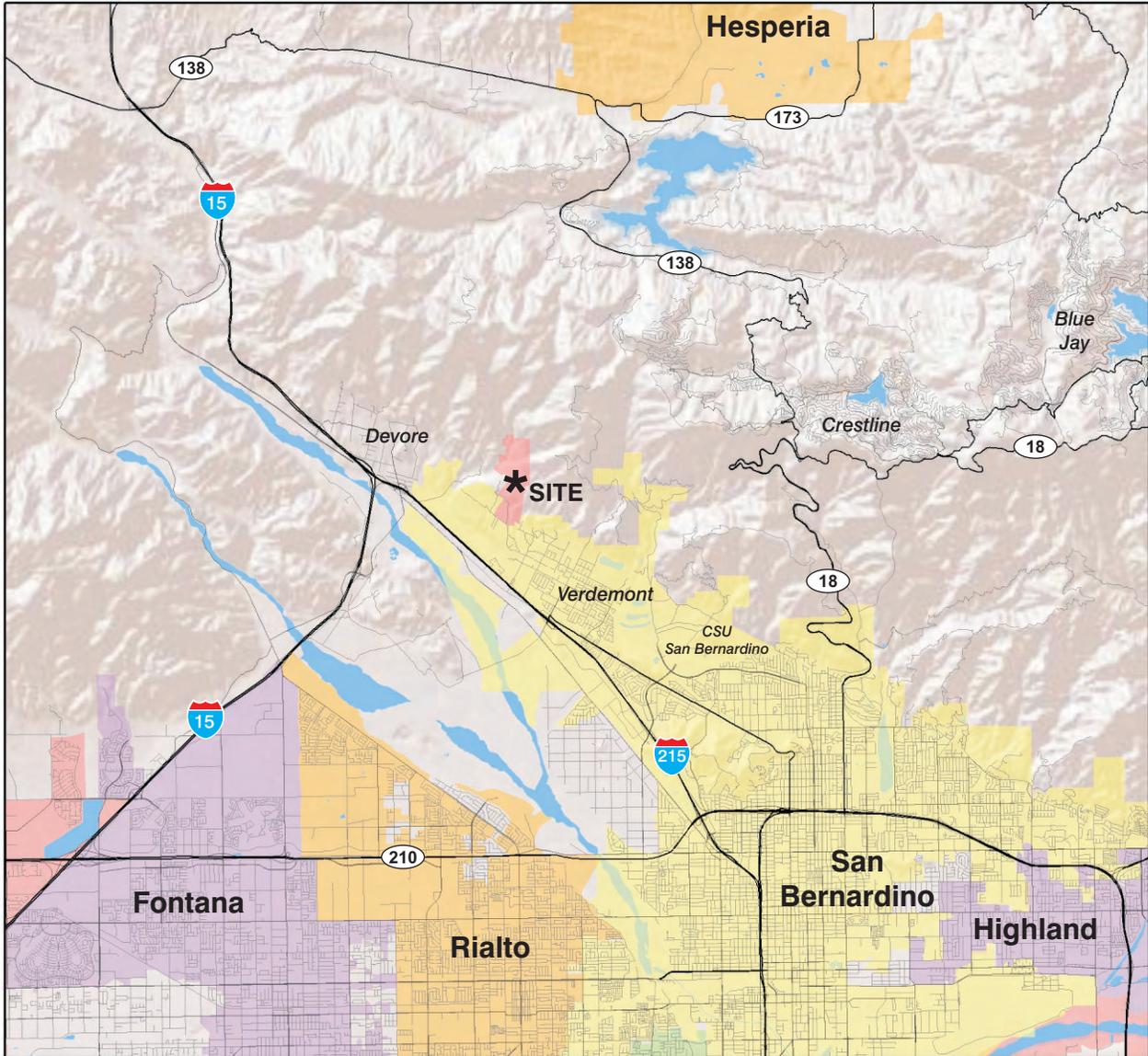
- Provide for the development of the site consistent with the City's General Plan for this area within its Sphere of Influence.
- Develop a high-quality, low density residential community that optimizes the unique characteristics of the project site, including maximizing view opportunities.
- Assure adequate roadway access to the development while preserving the integrity of surrounding communities.
- Enhance City trail facilities by expanding the system and integrating project-site trails with existing and proposed hiking, equestrian, and bicycle trails within the surrounding community.
- Comply with policies for land use development within and adjacent to the San Bernardino National Forest.
- Minimize the development footprint and maximize available open space areas.
- Design a safe community cognizant of natural conditions, including wildland fires, flooding, and seismic hazards.
- Minimize environmental impacts associated with construction of improvements and long-term operation of the new community.
- Create an attractive, viable project, and realize a reasonable return on investment.

3.4 PROJECT CHARACTERISTICS

"Project," as defined by the CEQA Guidelines, means "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700" (14 Cal. Code of Reg. 15378[a]).

3. Project Description

Regional Location

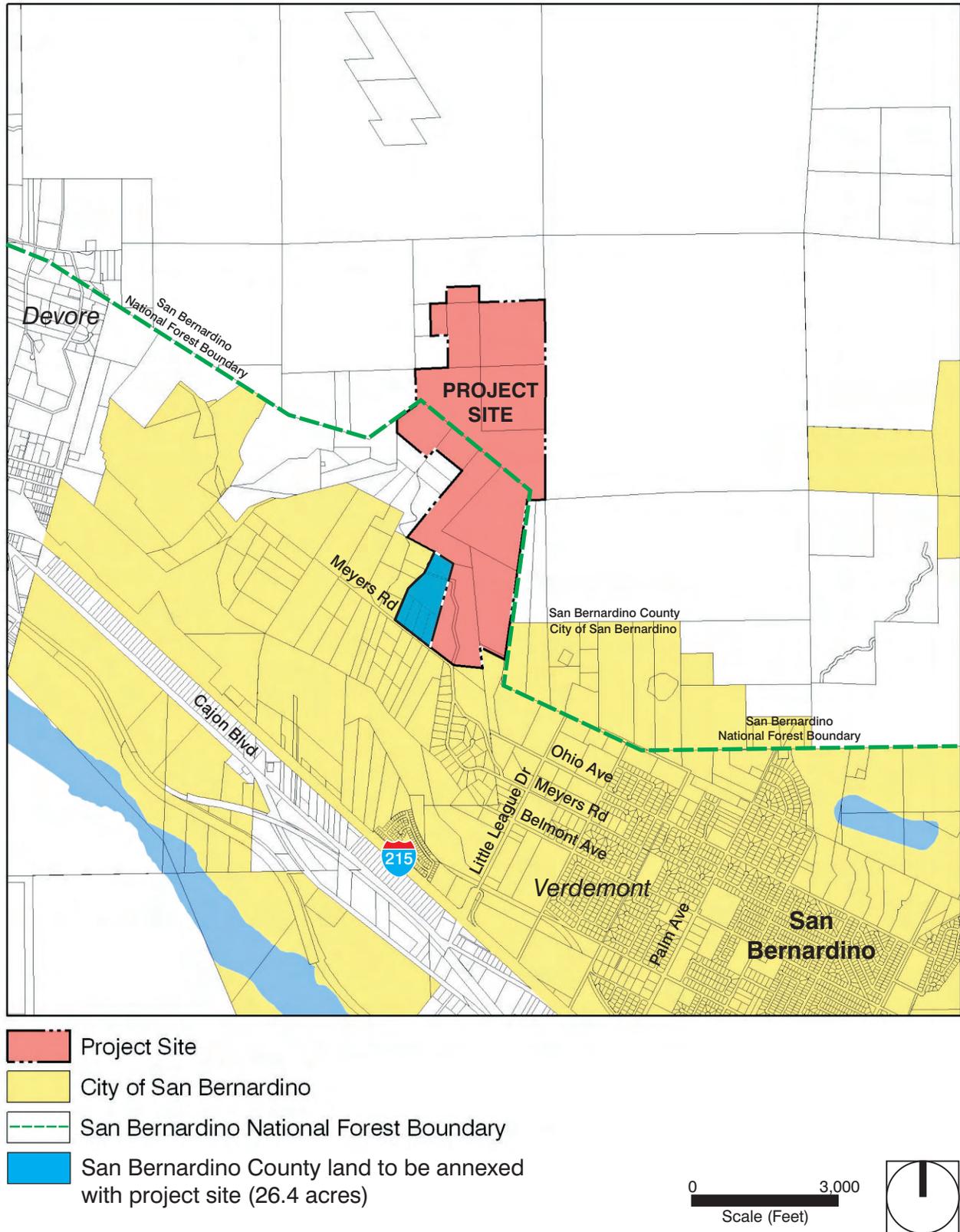


3. Project Description

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3. Project Description

Local Vicinity



3. Project Description

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3.4.1 Development Plan

Figure 3-3, *Development Plan*, depicts the proposed development for the project site. This is the preferred development plan and it assumes that the Southern California Edison (SCE) overhead electric lines that traverse the western portion of the site would be relocated underground. Figure 3-3A, *Alternative (Overhead Electric Lines) Development Plan*, depicts an alternative plan with the electric lines accommodated above ground, in the event that they are not placed underground. Both plans are described in more detail below.

Preferred Development Plan

The development footprint focuses on the gently sloping alluvial benches between canyons, steep hillsides, and the major drainages (Cable Canyon and Meyer Canyon) that characterize the property.

The project site (352.8 acres) is within the City of San Bernardino's unincorporated sphere of influence (SOI) and will be annexed into the City. The proposal also includes the annexation of an adjacent 26.4-acre area consisting of six parcels owned by various property owners (outlined on Figure 3-2). The area is adjacent to the west of the project site along Meyers Road and currently has four occupied, multiple-acre lots. It is being included in the annexation element of the proposed project to prevent the creation of a county island within the City of San Bernardino. The creation of an island is not allowed under regulations governing the Local Agency Formation Commission of San Bernardino County. A land use proposal has not been submitted for this 26.4-acre area and it is not owned or otherwise under the control of the applicant. For these reasons, no development would occur on these parcels as part of this project.

The Spring Trails plan accommodates 307 single-family detached units (306 new units and 1 existing residence), which are set among neighborhoods separated by open space corridors, drainage ways, roadways, and sloped areas. A system of pathways connects the residences with neighborhood parks and natural open spaces. Development is focused onto approximately 241.5 acres, or about 68 percent of the total site, and includes 9 acres of parks and 125.1 acres of internal slopes and fuel modification zones. The remaining 32 percent of Spring Trails (111.3 acres) is preserved as natural open space. A statistical analysis of the site plan is provided in Table 3-1, *Land Use Summary*.



3. Project Description

**Table 3-1
Land Use Summary**

<i>Land Use</i>	<i>Acres</i> ^{1,2}	<i>Maximum Density</i>	<i>Units</i> ³
Developed Area			
Residential	70.9	1 unit per lot	306
Private Lot (existing)	2.2	1 unit	1
Parks (public and private)	9.0		
Open Space – Controlled	125.1		
Utilities	1.2		
Roads (onsite)	33.1		
Subtotal	241.5		307
Undeveloped Area			
Open Space – Natural	111.3		
Subtotal Onsite	352.8		307
Offsite Acres			
Roads/Grading (offsite)	23.7		
Total	376.5		307

Source: Spring Trails Specific Plan.

¹ Variations to account for final roadway alignments and grading may result in a minor shifting of acres.

² Statistics are based upon buildable area depicted on Figure 2.2 of the Specific Plan instead of the legal lot area to give a true picture of the use of the land. See Figure 3-4, *Zoning Map*, for the zoning designations.

³ Lots 30 and 233, as numbered on Tract Map 15576, are undevelopable unless the building pads are reconfigured in a manner that is acceptable to the Fire Chief. If they are not reconfigured accordingly, the total units developed would be 305.

The average lot size in Spring Trails is 29,000 square feet. The largest lots are on the northern portion and upper elevations of the site, and the largest lot measures 18.3 acres. The smallest lots are on the lower elevations and southern portion of the project, and the smallest lot measures 10,801 square feet. As noted in the Land Use Summary, in many instances the legal lots extend beyond the buildable area and include graded slopes, fuel modification zones, steep slopes, and open spaces. The buildable and nonbuildable areas of each lot are depicted on Figure 3-3 and also on the project's *Zoning Map*, Figure 3-4.

Approximately 241.5 acres of the total site would be improved for the onsite development of residential lots, roadways, trails, detention basins, fuel modification zones, and parks. An additional 23.7 acres would be graded and improved for offsite access, including 4.2 acres for the primary access road and 19.5 acres for the secondary access road (as described below). Figure 3-5, *Conceptual Grading Plan*, shows how the existing and final contours would be changed to support the proposed project.

Alternative (Overhead Electric Lines) Development Plan

As shown in Figure 3-3A, the alternative plan for Spring Trails is the same as the preferred plan in every respect except for the treatment of the land beneath the above ground electric lines and the number of residential lots. The alternative plan contains 304 single-family detached units (303 new units and 1 existing residence). Underneath the central portion of the electric line easement, the land use is designated as Open Space-Controlled. The northern portion of the electric line easement is designated as residential in Figure 3.3A; however, development is not permitted within the electric line easement. A statistical analysis of the alternative plan is provided in Table 3-1A, *Alternative Land Use Summary*.

3. Project Description

**Table 3-1A
Alternative Land Use Summary**

<i>Land Use</i>	<i>Acres</i> ^{1, 2}	<i>Maximum Density</i>	<i>Units</i> ³
Developed Area			
Residential	70.0	1 unit per lot	303
Private Lot (existing)	2.2	1 unit	1
Parks (public and private)	9.0		
Open Space – Controlled	126.0		
Utilities	1.2		
Roads (onsite)	33.1		
Subtotal	241.5		304
Undeveloped Area			
Open Space – Natural	111.3		
Subtotal Onsite	352.8		304
Offsite Acres			
Roads/Grading (offsite)	23.7		
Total	376.5		304

Source: Spring Trails Specific Plan.

¹ Variations to account for final roadway alignments and grading may result in a minor shifting of acres.

² Statistics are based upon buildable area depicted on Figure 2.2 of the Specific Plan instead of the legal lot area to give a true picture of the use of the land. See Figure 3-4, *Zoning Map*, for the zoning designations.

³ Lots 30 and 233, as numbered on Tract Map 15576, are undevelopable unless the building pads are reconfigured in a manner that is acceptable to the Fire Chief. If they are not reconfigured accordingly, the total units developed would be 302.



The buildable and nonbuildable areas of each lot for the alternative plan with overhead electric lines are depicted in Figure 3-3A and also in Figure 3-4A, *Alternative (Overhead Electric Lines) Zoning Map*.

3.4.2 Access Roads and Circulation

Primary access to Spring Trails would be provided by a new road extending from the southeastern corner of the site and connecting to Little League Drive. Secondary access is planned via a new road extending from the southwestern corner of the site to the frontage road along I-215. Except for emergency access, the intersection of the secondary access road with Meyers Road is designed with barriers to prevent vehicular access onto Meyers Road. Within Spring Trails, circulation is provided by a loop road and a series of cul-de-sacs.

Figure 3-6, *Circulation Plan*, depicts the planned roadway system, and details of the roadway cross-sections are shown in Figure 3-7, *Roadway Cross-Sections*. Necessary public streets, both on- and offsite, would be improved by the developer and dedicated to the City. All roadways would be two-way travel—one lane in each direction—with varying treatments for parkways, sidewalks, and parking, as depicted in Figure 3-7. The roadway types are:

- **Primary Access Road (50 ft. Right-of-Way (ROW))** would provide the main access for residents and guests to enter and leave Spring Trails
- **Secondary Access Roadway (50 ft. ROW)** is intended as an alternative street for local traffic to access arterial streets outside the project site. General public would not be able to access Meyers

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Road from the Secondary Access Road through the use of a barrier. Emergency vehicles would only be allowed to access Meyers Road from the Secondary Access Road.

- **Secondary Access Roadway – Special Segment (50 ft. ROW)** identifies the segment of the Secondary Access Road that contains curves and grading, where the use of design treatments will be used to reduce vehicular speeds to safe levels. The design treatments shall be approved by the City Engineer prior to construction of the access road.
- **Primary Local Street (50 ft. ROW)** would provide primary internal access within Spring Trails.
- **Secondary Local Road (40 ft. ROW)** would provide resident access in the northern portion of the project and include parallel parking on one side of the street.
- **Cul-de-Sac I (46 ft. ROW)** would connect to the local streets and provide access to homes on both sides of the street.
- **Cul-de-Sac II (40 ft. ROW)** would connect to the local streets and provide access to homes on only one side of the street.

3.4.3 Trails and Open Space

Figure 3-8, *Trails, Parks, and Open Space Plan*, illustrates the recreational improvements proposed for Spring Trails. As detailed in Table 3-1, 245.4 acres of the 352.8-acre site are planned as open space, including natural open space, controlled open space, and parks. Two neighborhood parks would be public, serve the dual function as detention basins, and include shade structures and tot lots. One private park is proposed to include a thematic garden, observation point, a tot lot, and other amenities such as an outdoor fireplace, water feature, picnic benches, and gazebo. A private, enclosed dog park is also proposed.

In the alternative plan with overhead electric lines, the area planned as open space in Spring Trails totals 126 acres. The additional 0.9 acres of open space above what is shown in the preferred development plan accommodates an SCE easement for the overhead electric lines. As shown in Figure 3-8A, *Alternative (Overhead Electric Lines) Trails, Parks, and Open Space Plan*, the land underneath the central portion of the SCE easement is designated as Open Space-Controlled. If permitted by SCE, a park and/or trail may be located under this portion of the electric lines as a permitted use; however, they are not assumed in the buildout of the alternative plan.

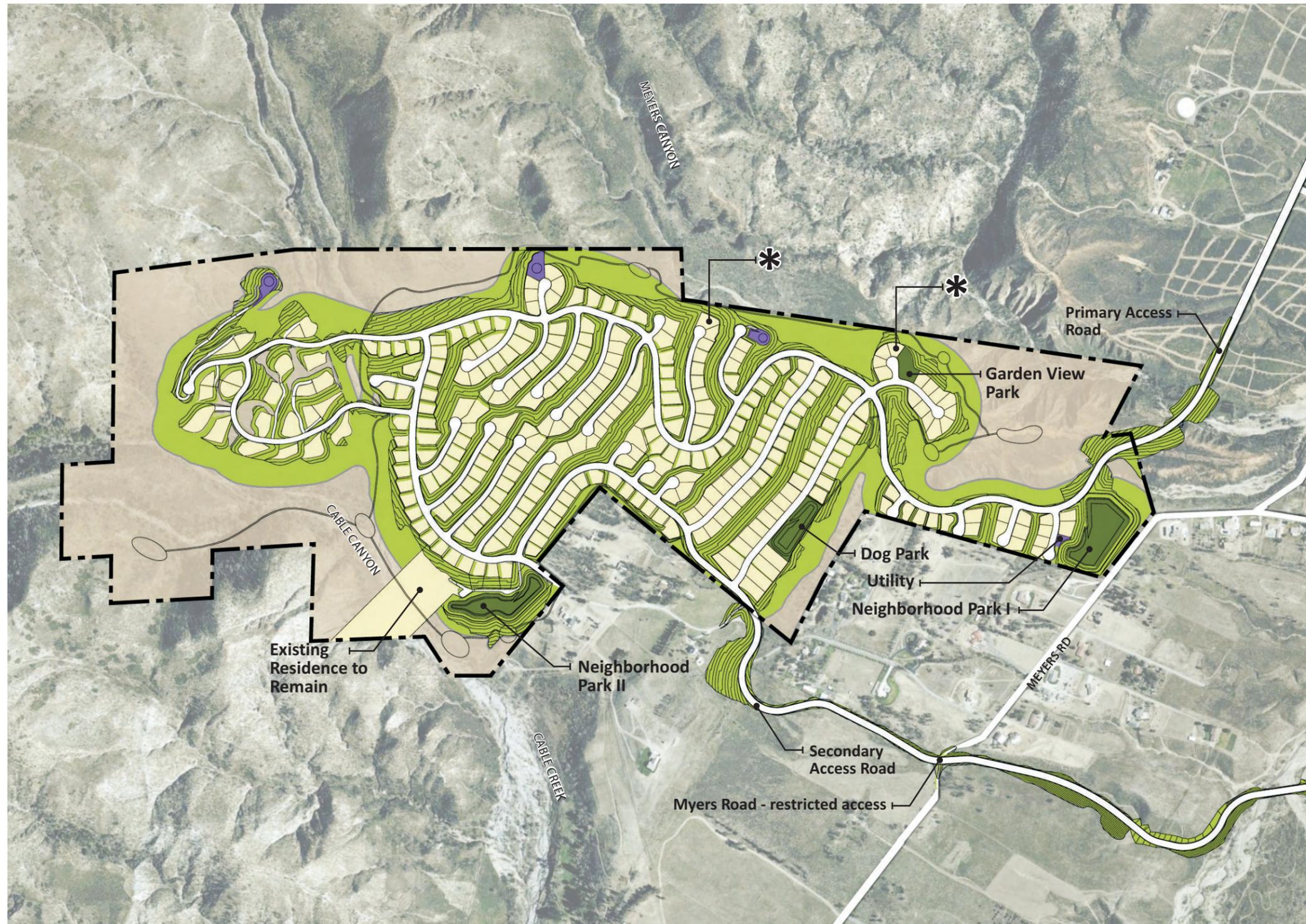
A diverse system of interconnected trails would include a community trail (8-foot-wide trail within street ROW) for pedestrian and bicycle use; equestrian/pedestrian trail (12-foot-wide trail surfaced with decomposed granite or similar surface and connecting with existing offsite trail); and 4-foot-wide hiking trails. Please also see Section 5.13 for additional descriptions of proposed recreational improvements.

3.4.4 Project Infrastructure

Storm Drainage

There are four major drainage areas within the Spring Trails project site. As shown in Figure 3-9, *Conceptual Drainage Plan*, upon development, some natural drainage courses onsite would be maintained, and some on- and offsite flows would be captured and routed through a series of catch basin inlets and storm drain systems. Captured stormwater would be conveyed to three onsite detention basins where it would be treated and discharged at a controlled rate into Cable Canyon.

Development Plan

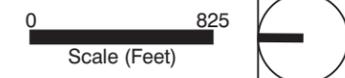


Legend

- Residential
- Open Space - Natural
- Open Space - Controlled
- Parks
- Utility
- Road
- Site Boundary

Notes:

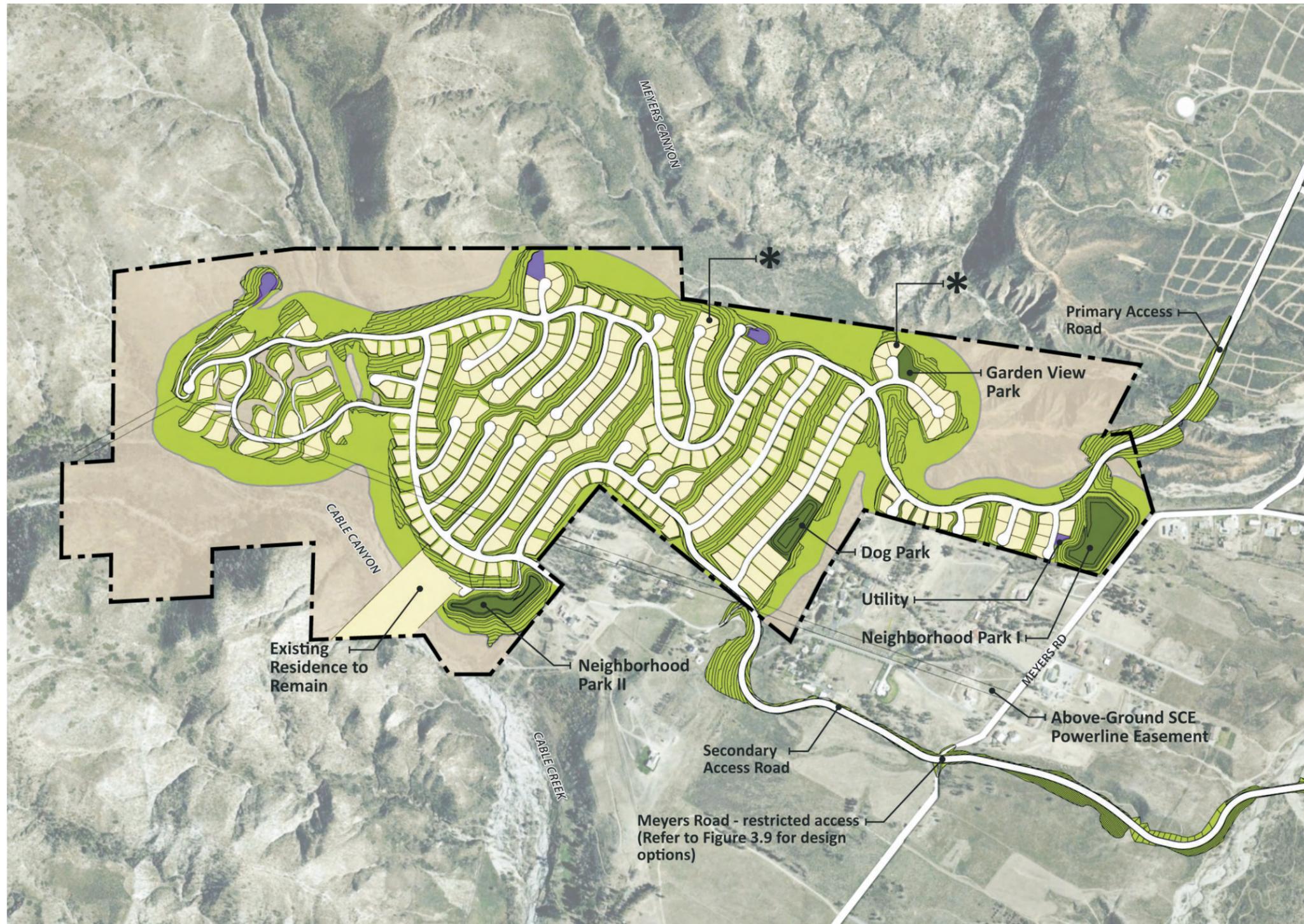
1. The Development Plan is a true representation of the use of land irrespective of legal lot lines and shows the areas where buildings may be located, graded slope areas, parks, roadways, and open space areas. The development potential shown in Table 2.1 is keyed to this figure.
 2. When determining the use, development standards, and buildable area of each lot within Spring Trails, this Figure and its associated land use categories shall govern.
 3. This Figure represents the intended development pattern of Spring Trails and minor adjustments to roadway alignments and widths, grading areas, buildable pad configurations, and land use boundaries may be made per the provisions of Chapter 6, Administration and Implementation.
 4. The preferred development plan assumes that the SCE powerlines will be located underground. The plan contained in Appendix F and Figure 2.2A shall be used if the powerlines remain above ground.
- * Lots 30 and 233 are unbuildable unless the building pads are reconfigured in a manner acceptable to the fire chief.



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Alternative (Overhead Electric Lines) Development Plan

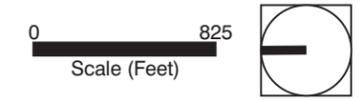


Legend

- Residential
- Open Space - Natural
- Open Space - Controlled
- Parks
- Utility
- Road

Notes:

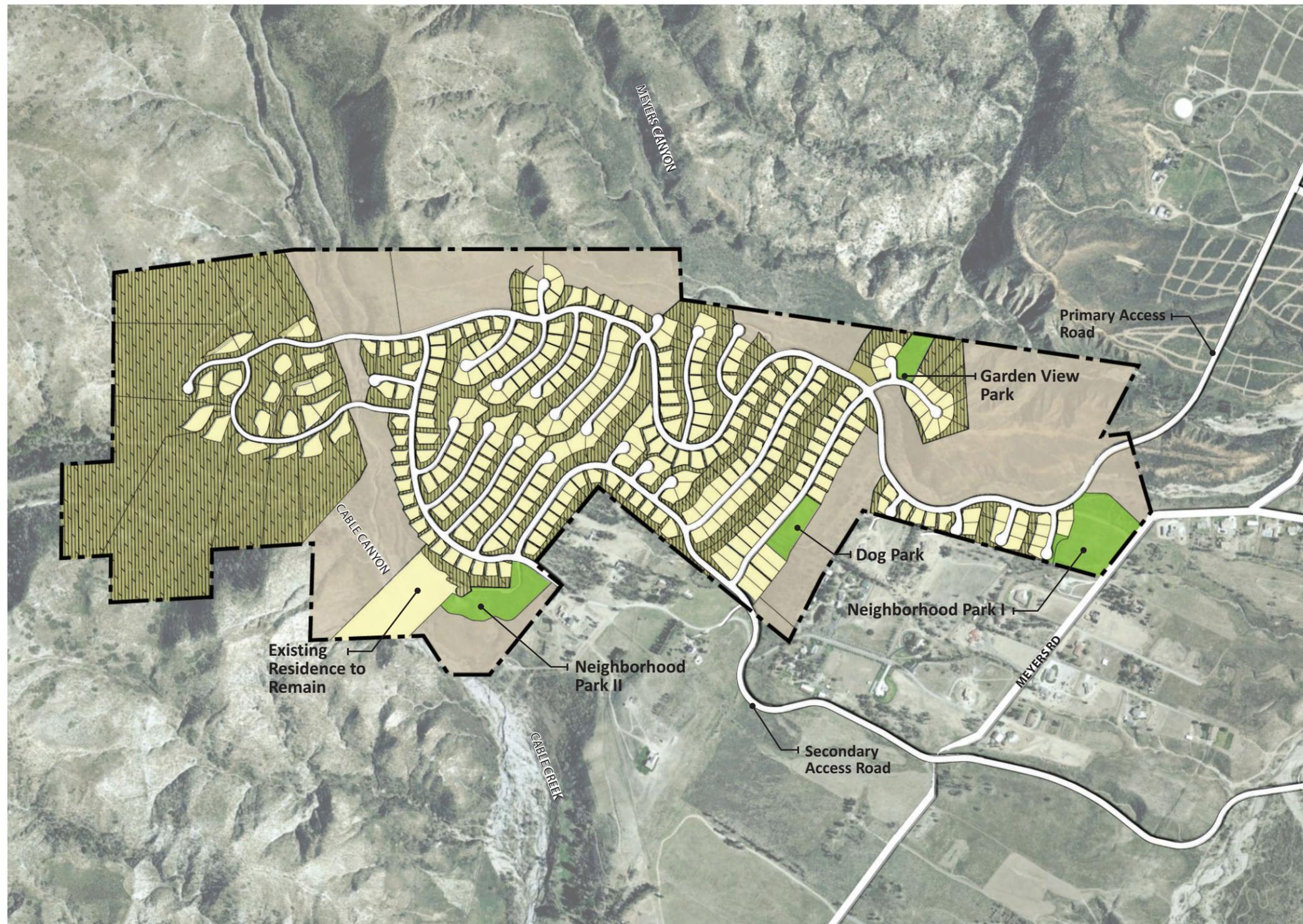
1. This Alternative Development Plan will be utilized if the SCE powerlines cannot be located underground as assumed in the preferred plan.
 2. The Alternative Development Plan is a true representation of the use of land irrespective of legal lot lines and shows the areas where buildings may be located, graded slope areas, parks, roadways, and open space areas. The development potential shown in Table 2.1A is keyed to this figure.
 3. When determining the use, development standards, and buildable area of each lot within Spring Trails, this Figure and its associated land use categories shall govern.
 4. This Figure represents the intended alternative development pattern of Spring Trails and minor adjustments to roadway alignments and widths, grading areas, buildable pad configurations, and land use boundaries may be made per the provisions of Chapter 6, Administration and Implementation.
- * Lots 30 and 231 are unbuildable unless the building pads are reconfigured in a manner acceptable to the fire chief.



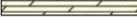
3. Project Description

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Zoning Map



Legend

-  Residential
-  Open Space - Natural
-  Parks
-  Nonbuildable Area Overlay
-  Site Boundary
-  Parcel Lines



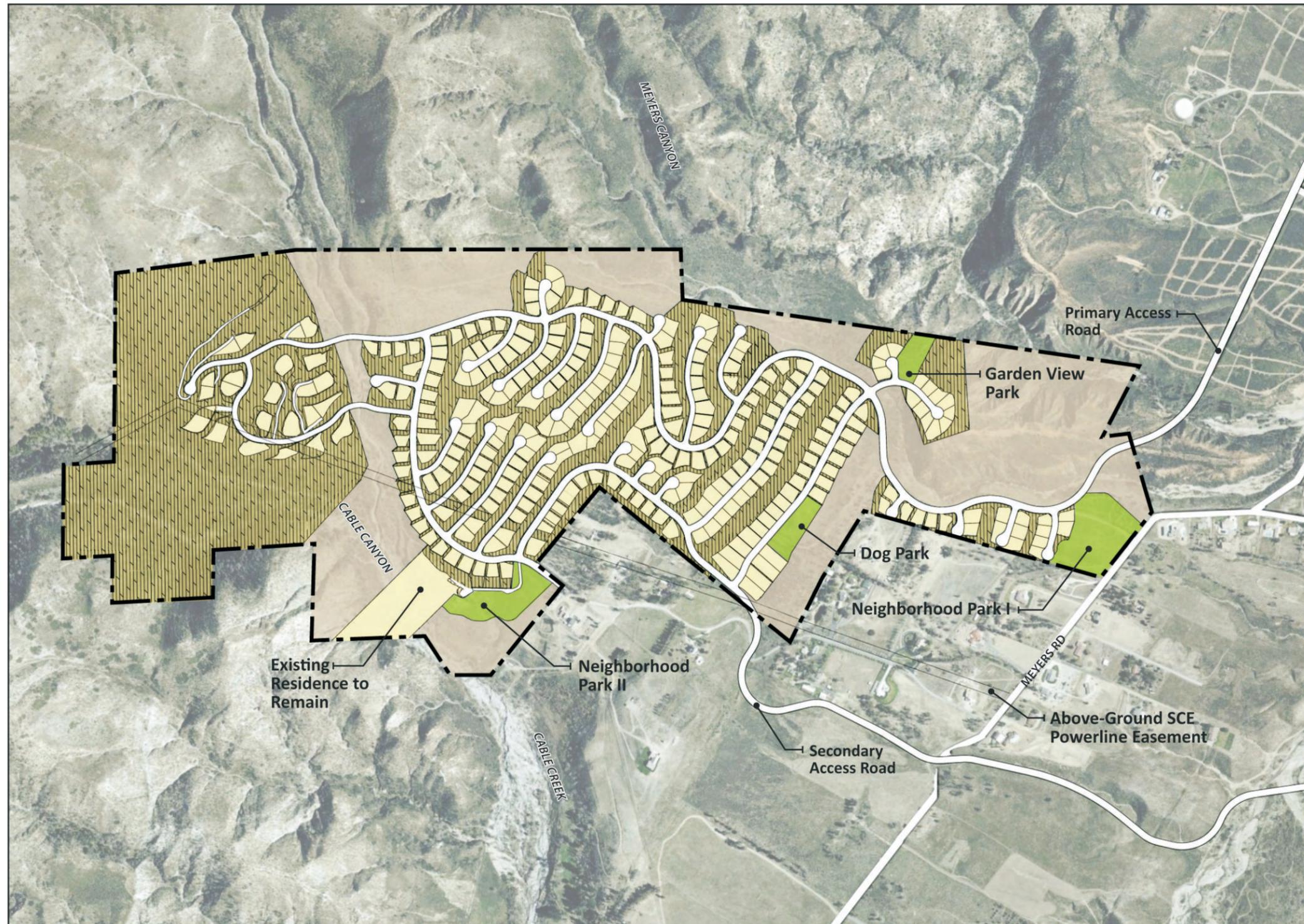
0 825
Scale (Feet)



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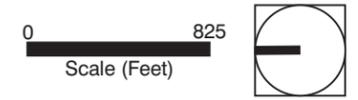
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Alternative (Overhead Electric Lines) Zoning Map



- Legend**
- Residential
 - Open Space - Natural
 - Parks
 - Non-Buildable Area Overlay
 - Site Boundary
 - Parcel Lines

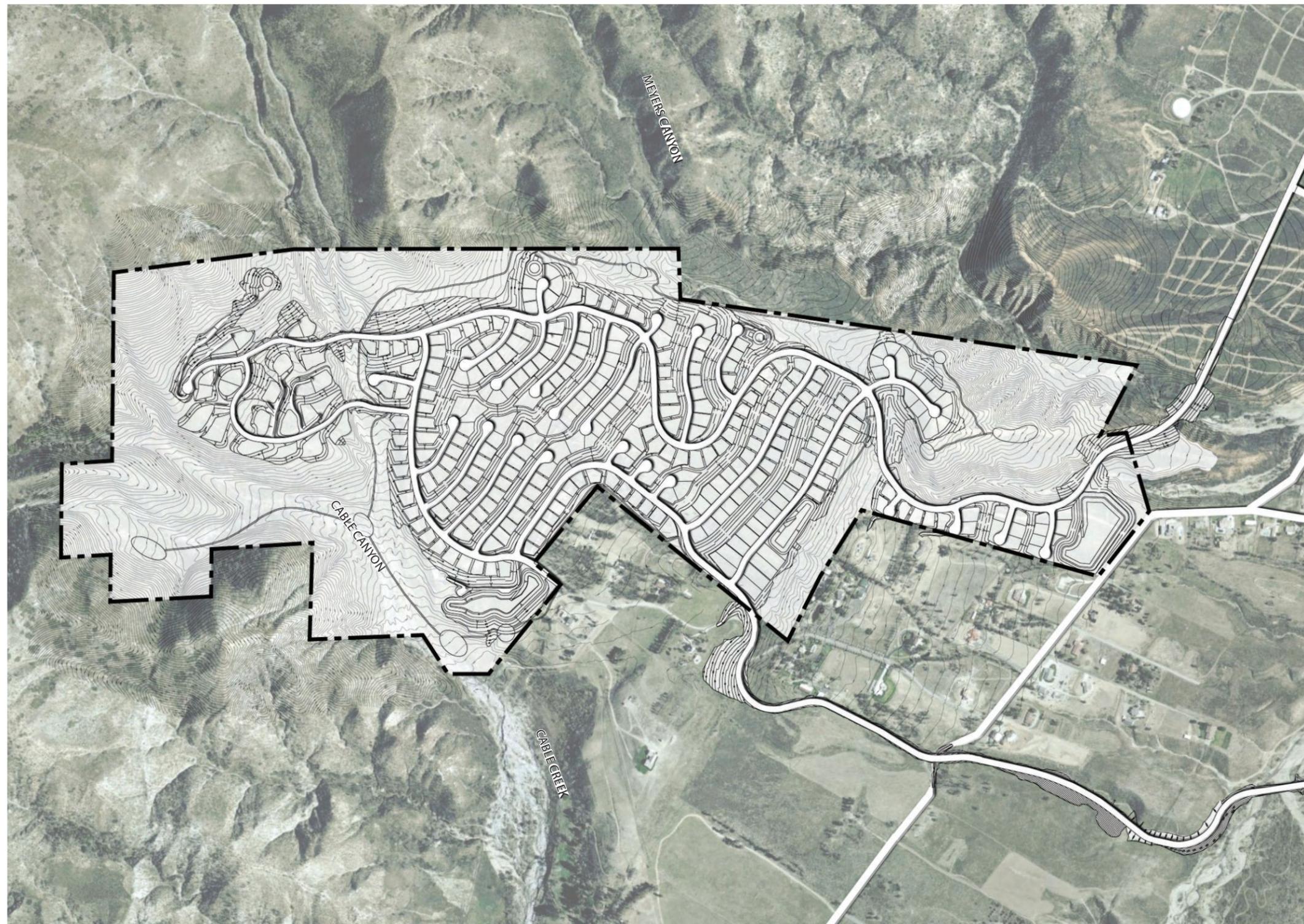
The Alternative Zoning Map is a depiction of the zoning designation of each lot. However, due to constraints such as fault zones and slope areas, the zoning does not provide a true picture of the use and buildable area of each lot. Therefore, when determining the use, standards, and buildable area for a lot, Figure 2.2A, Alternative Development Plan, shall govern.



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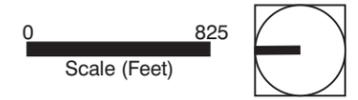
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Conceptual Grading Plan



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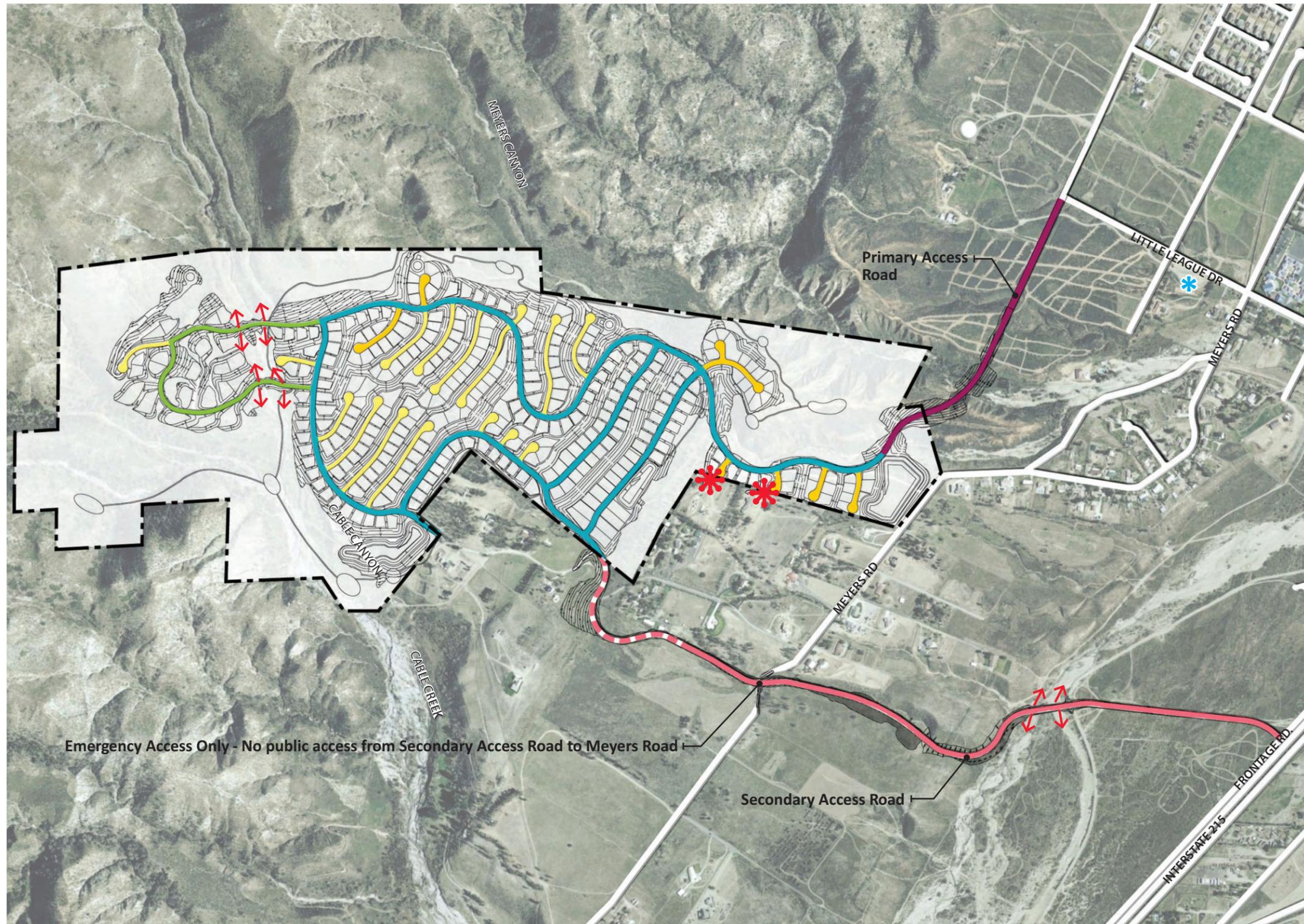
- Proposed Contour
- Existing Contour
- 2:1 Slope



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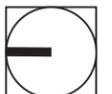
Circulation Plan



Legend

- Primary Access Road (50' ROW)
- Secondary Access Road (50' ROW)
- - - Secondary Access Road - Special Segment (50' ROW)
- Primary Local Road I (50' ROW)
- Secondary Local Road (40' ROW)
- Cul-de-sac I (46' ROW)
- Cul-de-sac II (40' ROW)
- ✱ Off-Site Access Points
- ← Wildlife Crossing Location
- Site Boundary

* The segment of Little League Drive north of Meyers Road to the Primary Access Road, to be improved prior to project site construction.

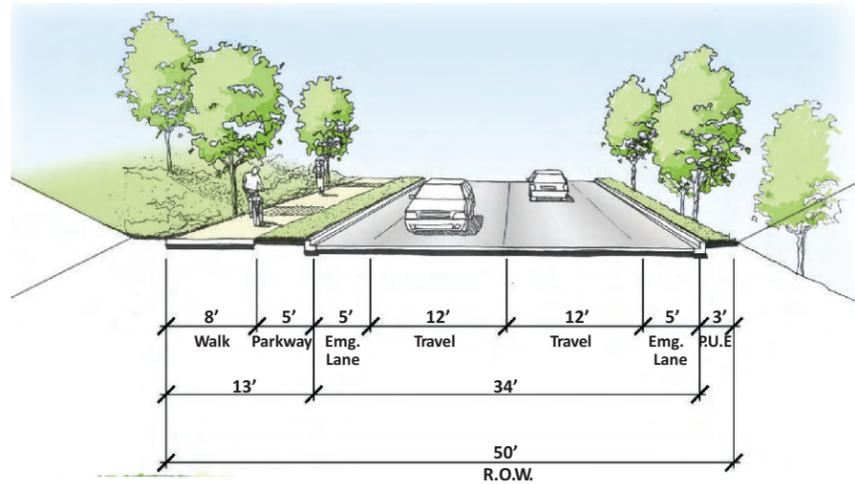


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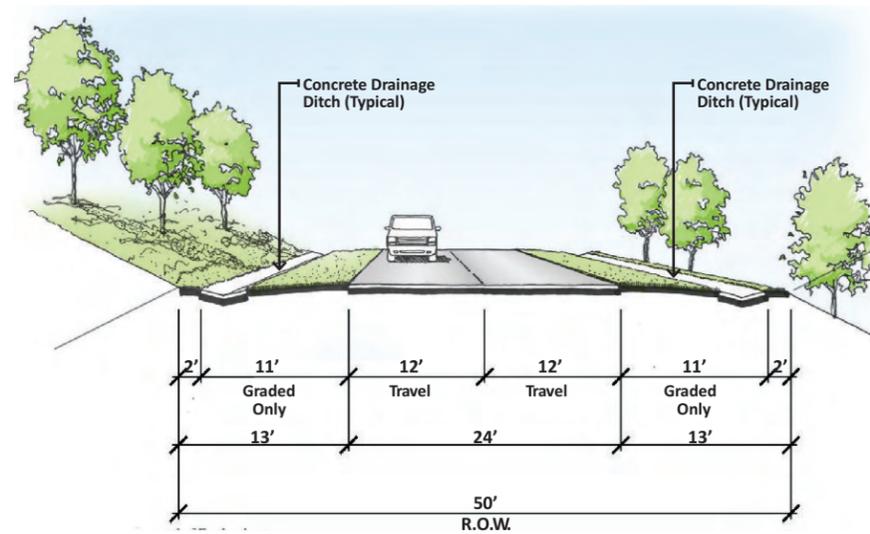
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Roadway Cross-Sections

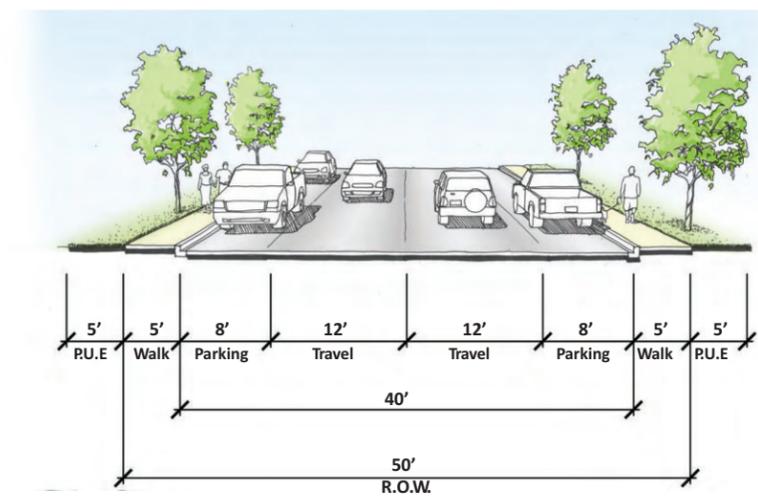
Primary Access Road



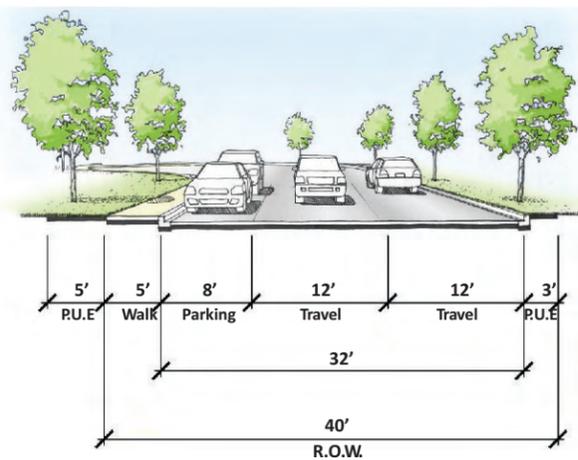
Secondary Access Road



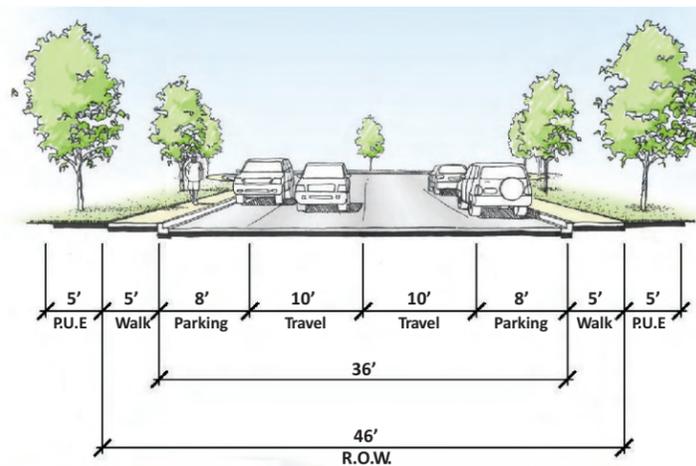
Primary Local Street



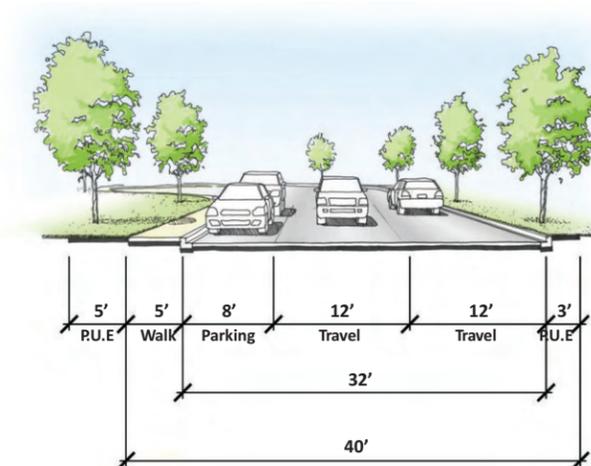
Secondary Local Street



Cul-de-sac I



Cul-de-sac II

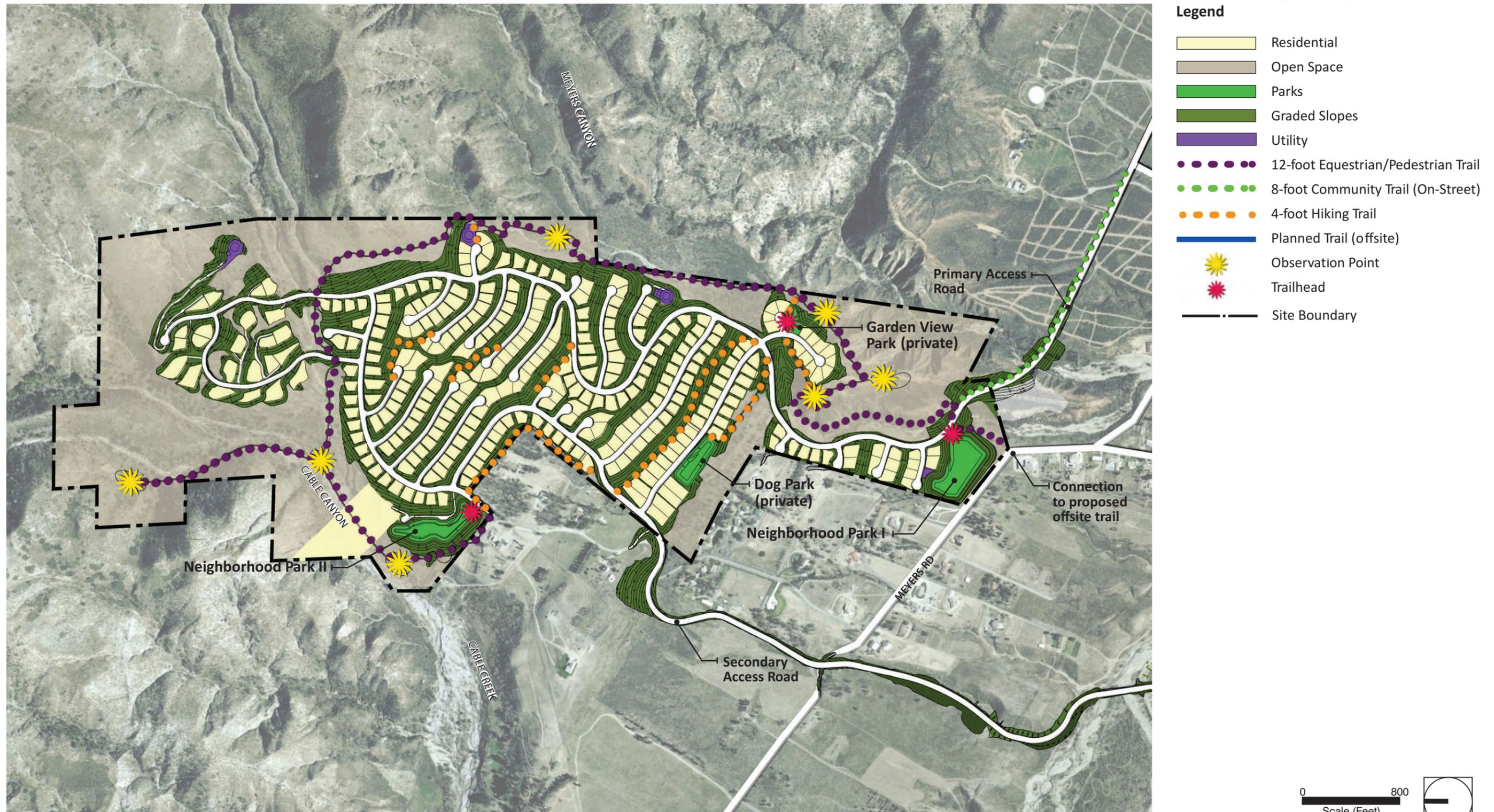


NOT TO SCALE

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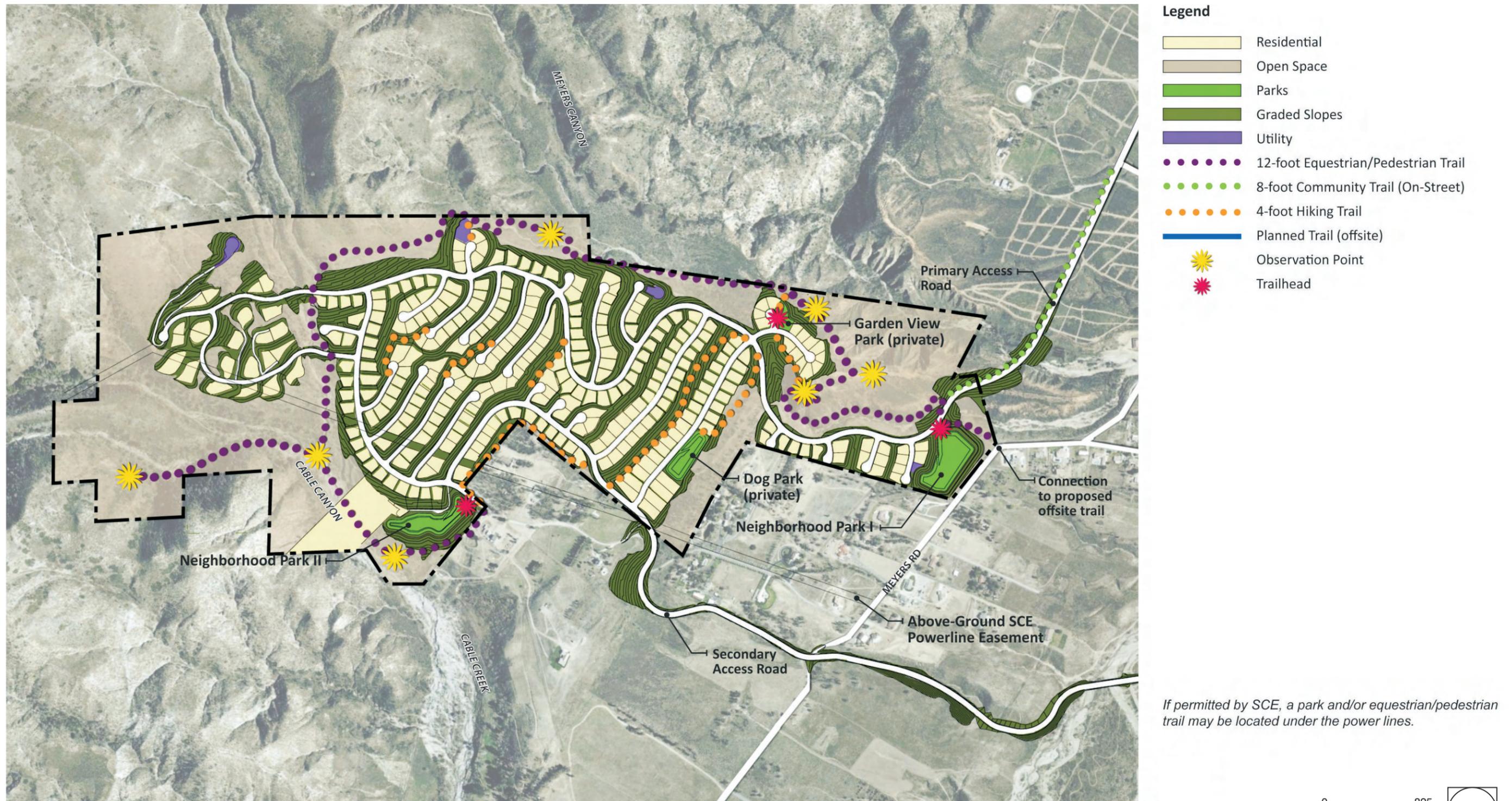
Trails, Parks, and Open Space Plan



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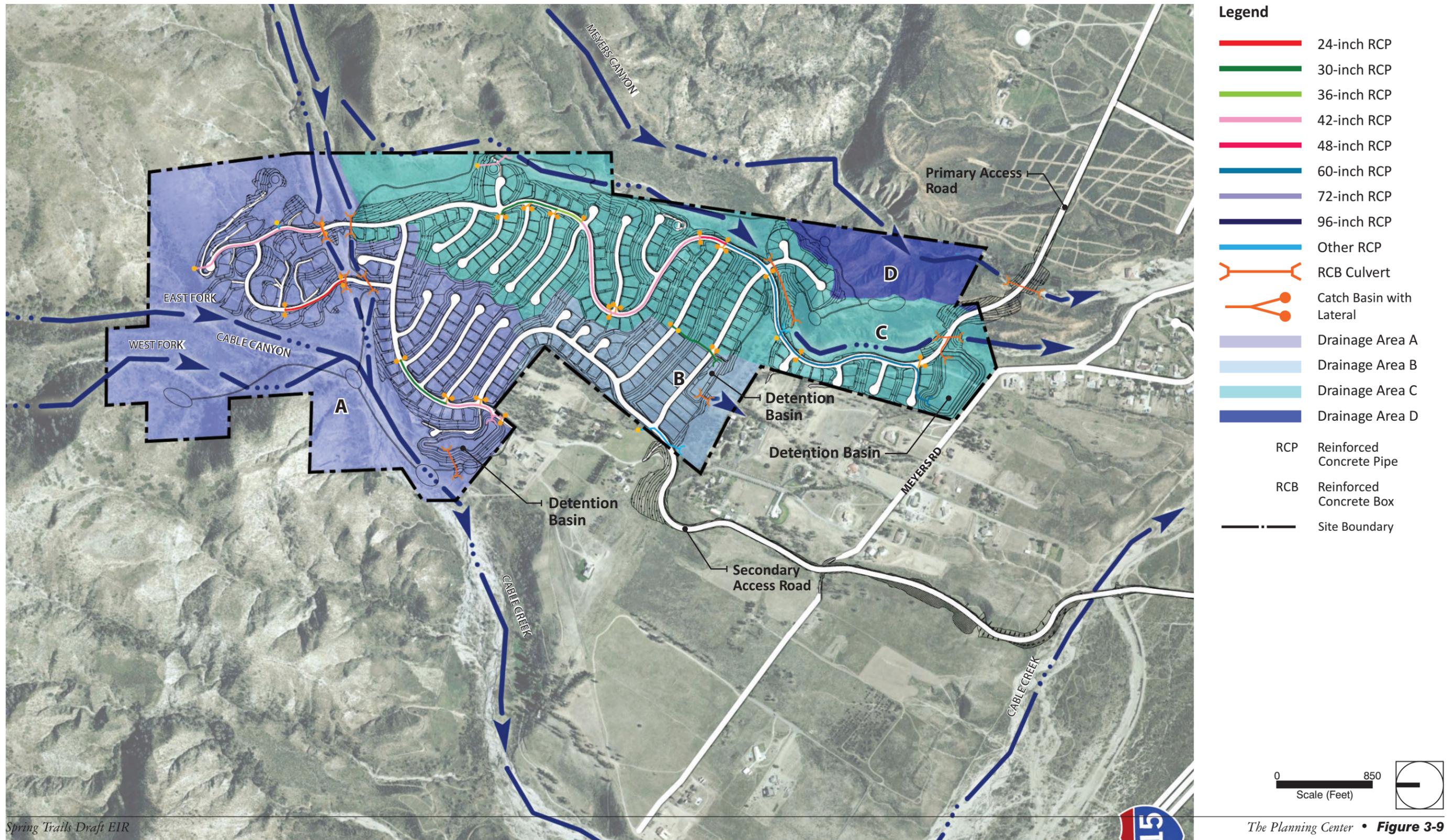
Alternative (Overhead Electric Lines) Trails, Parks, and Open Space Plan



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Conceptual Drainage Plan



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The drainage plan has been designed to ensure conveyance of the 100-year storm. Best management practices for water quality treatment would include the extended detention basins and media filtrations devices (see Section 5.7, *Hydrology and Water Quality*). The improvement would be designed and constructed in accordance with the City of San Bernardino and the San Bernardino County Flood Control District standards.

Water and Sewer

Water Supply System

Existing and proposed water storage and distribution facilities for the Spring Trails project and Verdemont community are shown in Figure 3.10, *Conceptual Water Plan, Area*, and Figure 3.11, *Conceptual Water Plan, Onsite Water Mains*. The City of San Bernardino Municipal Water Department would provide water services to Spring Trails and currently provides service to pressure zones ranging from 1,249 feet to 2,100 feet. The nearest existing reservoir is the Meyers Canyon Reservoir, which is within the 2,100-foot pressure zone but is not adequate for buildout of Spring Trails or Verdemont. Therefore, water would be supplied to Spring Trails from lower elevations by a combination of expanding and improving the offsite water system and the provision of onsite reservoirs and transmission lines.

Offsite improvements would include the creation/improvement of a series of pump stations and transmission lines within the Verdemont community. In addition, three onsite reservoirs are proposed to meet the need for 2,300-, 2,500-, 2,700-, and 3,000-foot elevation pressure zones.

Based upon the projected buildout of Spring Trails, total projected water demands are:

- Average Daily Demand – 328 gallons per minute (gpm)
- Maximum Daily Demand – 568 gpm
- Maximum Peak Hour Demand – 1,136 gpm

The water facilities for Spring Trails have been sized to meet maximum demand in addition to fire flow requirements. Fire flow capacity is designed to provide 1,500 gpm for four hours. Pumping stations would be designed with 100 percent redundancy in the event that one or more of the pumping units fails, and would be equipped with onsite generators that can operate in a blackout or emergency condition. Onsite storage capacity is shown in Table 3-2, *Onsite Water Storage Facilities*.



**Table 3-2
Onsite Water Storage Facilities**

<i>Pressure Zone</i>	<i>2,300</i>	<i>2,500</i>	<i>2,700</i>	<i>3,000</i>
Units	11	24	138	136
Maximum Daily Demand (1.61 gpm/ac)	20 gpm	44 gpm	254 gpm	250 gpm
Emergency Storage ¹	28,800 glns	63,360 glns	365,760 glns	360,000 glns
Operational Storage ²	7,200 glns	15,840 glns	91,440 glns	90,000 glns
Fire Flow Storage ³	360,000 glns	360,000 glns	360,000 glns	360,000 glns
Total Storage Required	396,000 glns	439,200 glns	817,200 glns	810,000 glns

glns = gallons; gpm = gallons per minute

¹ Equivalent to one full day of maximum demand.

² Equivalent to 25% of one full day of maximum demand.

³ Fire flow required of 1,500 gpm for four-hour duration.

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The proposed onsite water distribution pipelines are shown in Figure 3-11, *Conceptual Water Plan, Onsite Water Mains*. The pipelines that connect pump stations to the reservoirs would be a maximum of 20 inches in diameter. All looping lines would be 12 inches in diameter and other distribution pipelines would be 8 inches in diameter.

Sewer Collection

The Spring Trails project lies within the City of San Bernardino sanitary sewer service area. Spring Trails would connect to the City's existing 10-inch sewer line, which ends at Little League Drive and Meyers Road, then connects to the south to a major interceptor system, and is eventually treated in the San Bernardino Water Reclamation Plant. Existing capacity is available in the sewer system to serve the buildout population within the City. A general layout of the sewer system is shown on Figure 3.12, *Conceptual Sewer Plan*.

The sewer facilities would be designed and constructed in accordance with the City of San Bernardino standards and specifications and in accordance with the *Standard Specifications for Public Works Construction* (latest edition). The sewer mains would be located in public street rights-of-way where possible. If not, they would be constructed within dedicated public utility easements. The sewer system would be dedicated to and maintained by the City of San Bernardino.

3.4.5 Fuel Modification and Fire Protection

The entire project site is within a Very High Hazard Severity Zone as designated by the California Department of Forestry and Fire Protection (CAL FIRE). Once annexed to the City of San Bernardino, the project site would also be subject to the City's Development Code and established Foothill Fire Zones Overlay District (Development Code Chapter 19.15). The overlay district designates three zones within the wildland interface:

- Fire Zone A (Extreme hazard), characterized by slopes over 30 percent
- Fire Zone B (High Hazard), characterized by slopes 15–30 percent
- Fire Zone C (Moderate Hazard), characterized by slopes less than 15 percent

The project site has approximately 121 acres in Fire Zone A, 112 acres in Fire Zone B, and 119 acres in Fire Zone C. The Overlay District specifies development standards relating to access and circulation, site and street identification, roadside vegetation, water supply, erosion control, construction and development design, and miscellaneous items.

Upon annexation of the project site (352.8 acres) and the adjacent 26.4-acre parcel of land into the City, the annexed areas will be detached from the San Bernardino County Fire Protection District and its Valley Service Zone.

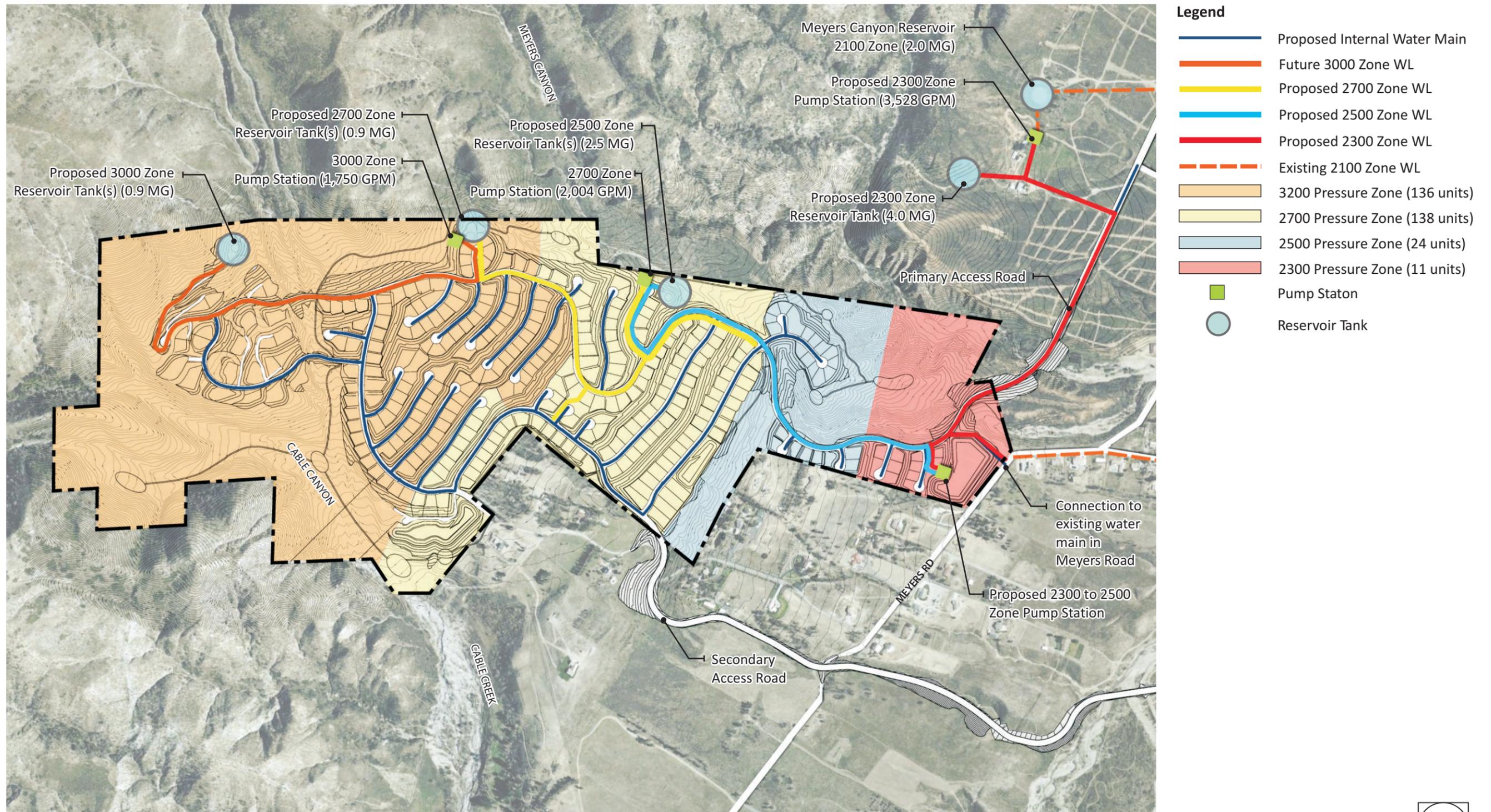
One of the components of the wildland fire defense systems for Spring Trails would be the implementation of fuel modification zones. The proposed plan is depicted in Figures 5.6-1 and 5.6-2 (*Fire Protection Plan (North Side)* and (*South Side*), respectively) and includes the following defined fuel modification zones:

- *Fuel Modification Zone A (flat) - Noncombustible Construction*: 20- to 35-foot setback zone for noncombustible construction only. Fuel Modification Zone A shall be maintained by the homeowner or the HOA. At no time would the Fuel Modification Zone A be less than 20 feet.

3. Project Description

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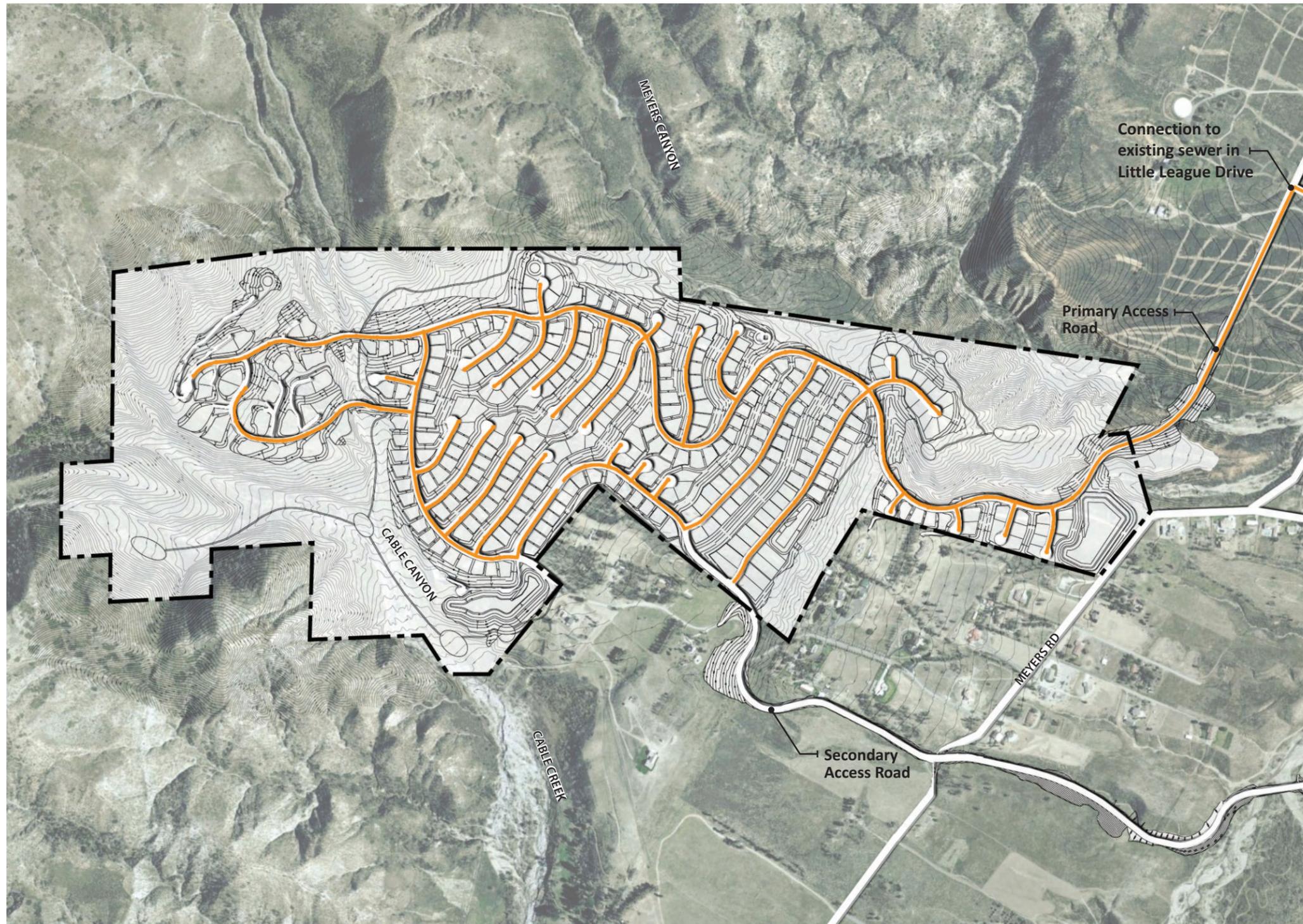
Conceptual Water Plan, Onsite Water Mains



3. Project Description

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Conceptual Sewer Plan



Legend

- Proposed Sewer Main
- Site Boundary



NOT TO SCALE

3. Project Description

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3. Project Description

- *Fuel Modification Zone B - Wet Zone (100 percent removal of undesirable plant species):* First 50 to 200 feet from Fuel Modification Zone A. Fuel Modification Zone B shall be permanently irrigated, fully landscaped with approved drought-tolerant, deep-rooted, moisture-retentive material as container shrub material, or hydroseeded per SBF D Approved Plant List. Fuel Modification Zone B area shall be maintained by the homeowner, HOA, or landscape maintenance district (LMD) as appropriate.
- *Fuel Modification Zone C - Dry Zone (50 percent thinning of the acceptable existing plant material):* 40 to 185 feet. Fuel Modification Zone C shall be a nonirrigated area. Removal of all flammable undesirable species. Specimen and trees shall be retained as directed by the owner's representative but must be thinned a minimum of 50 percent, including removal of all low hanging foliage within three times the height of the understory shrubs or 10 feet, whichever is greater, along with dead or broken branches. All accumulated plant debris on the ground shall be removed. Fuel Modification Zone C area shall be maintained by the LMD.

This project does not contain any 30 percent thinning “D” fuel modification zones.

3.4.6 Grading and Construction

General Project Phasing and Schedule

At the time of preparation of this DEIR, it is anticipated that construction would begin in late 2011 and buildout of the proposed project is anticipated to occur within approximately three years. This phasing, however, is based on a judgment of future planning and market factors, and therefore is subject to change. The project, however, would be developed in the following sequence:



Phase 1 (approximately one year)

- Offsite grading and improvement of the primary and secondary access roads.
- Offsite backbone utilities (water, sewer, drainage, etc.).
- Onsite backbone utilities.
- Rough grading of Spring Trails project site (approximately 200 acres) for development of residential lots, roadways, trails, detention basins, and parks
- Detention basins improved

Phase 2 (approximately 2.5 years)

- Residential development would sequence from the south and continue northward. Infrastructure, roadways, fuel modification zones, parks, and landscaping necessary to serve residential development would be phased accordingly.
- Improvements in this phase would generally follow the sequence of water improvements, which are divided into three pressure zones (see Figure 3-9, *Conceptual Water Plan*)
- Sewer, storm drain, dry utilities, and roadway paving would be sequenced with improvements in each water pressure zone.

3. Project Description

- Trails, parks, and common area landscaping in each pressure zone would occur prior to or concurrent with issuance of residential building permits for that pressure zone.
- Fuel modification zones necessary to support the development in each zone would occur as noted in the Fire Protection Plan.

In accordance with Section 8.54.070 of the City of San Bernardino's Municipal Code, construction would be limited to the hours between 7:00 AM and 8:00 PM.

Estimated Earthwork

As shown in Table 3-3, based on preliminary estimates, the earthwork for the project site itself is anticipated to balance. The primary and secondary access roads, however, would require substantial cut, and the net export requirement for the project is 251,000 cubic yards (cy). Based on an estimated 14 cy capacity per haul truck, an estimated 17,929 truck trips would be required to export soil to complete the access roads. This is estimated to occur over an approximately three-month period, and therefore, based on a six-day week, require approximately 249 truck trips per day.

**Table 3-3
Proposed Site Grading**

<i>Location</i>	<i>Cut Grading, Cubic Yards</i>	<i>Fill Grading, Cubic Yards¹</i>	<i>Total Area Graded, Acres</i>	<i>Net Earthwork, Cubic Yards Deficit (-) or Surplus (+)</i>
Project Site	2,700,000	2,700,000	193.0	---
Primary Access Road	171,000	55,000	4.2	+ 116,000
Secondary Access Road	244,000	109,000	19.5	+ 135,000
Total	3,115,000	2,864,000	216.7	+ 251,000

¹ Does not include shrinkage due to compaction of fill soils.

Construction Equipment

The construction equipment in Table 3-4 is anticipated to develop the proposed project:

3. Project Description

**Table 3-4
Construction Equipment Mix**

<i>Construction Equipment</i>	<i>Number</i>
Grading Phase	
Scrapers	8
Rubber-Tired Dozers	8
Crawl Tractors	8
Graders	8
Building Construction	
Air Compressors	2
Cement and Mortar Mixers	2
Generator Sets	2
Rough Terrain Forklifts	2
Other Construction Equipment	2
Asphalt Paving	
Grader	1
Paver	1
Paving Equipment	1
Rollers	2

Source: Based on preliminary construction information from Rick Engineering Company.

3.4.7 Development Agreement

A Development Agreement is proposed as part of the project approvals. The Development Agreement includes certain project conditions that benefit the Project, as well as local and regional benefits. These conditions include:

- Dedication to the City of San Bernardino right-of-way for water main lines and related facilities, easements for the construction and operation of water tank sites, and right-of-way for sewer main lines and related facilities.
- Construction of water lines and related facilities including water tanks within the easement shown in the Tract Map for the Project site and dedication of those facilities to the City;
- Construction of sewer main lines and related facilities within the easements shown in the Tract Map and dedication of those facilities to the City.

In exchange, the Development Agreement provides for vested development rights for the project and reimbursement of those costs that exceed the fair share of the project for the improvements.

3.5 INTENDED USES OF THE EIR

This DEIR is a project DEIR, which examines the environmental impacts of the proposed residential project. This DEIR is also being prepared to address various actions by the City and others to adopt and implement the proposed residential project. It is the intent of this DEIR to enable the City of San Bernardino, other responsible agencies, and interested parties to evaluate the environmental impacts of the proposed project, thereby enabling them to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are:



3. Project Description

Lead Agency	Action
City of San Bernardino	<ul style="list-style-type: none"> • Approve General Plan Amendment (GPA-02-09), including preannexation of the project site and adjacent 26.4 acre area • Zone the annexed project site Specific Plan • Adopt Spring Trails Specific Plan • Approve Tentative Tract Map (TTM 15576) • Approve Development Agreement • Approve project-specific Water Quality Management Plan • Issue Grading Permits and Building Permits
Responsible Agencies	Action
Local Agency Formation Commission (LAFCO)	<ul style="list-style-type: none"> • Approve annexation of the 352.8-acre project site and adjoining parcels representing 26.4 acres into the City of San Bernardino
U.S. Army Corps of Engineers	<ul style="list-style-type: none"> • Issuance of a Section 404 permit under the federal Clean Water Act
California Department of Fish and Game (CDFG)	<ul style="list-style-type: none"> • Issuance of a Section 1602 permit
US Fish and Wildlife Service	<ul style="list-style-type: none"> • Consultation under Section 7 of the Federal Endangered Species Act
Regional Water Control Board	<ul style="list-style-type: none"> • Water Quality Certification under Section 401 of the Clean Water Act • National Pollution Discharge Eliminations System permit under Section 402 of the Clean Water Act
California Public Utilities Commission/Southern California Edison	<ul style="list-style-type: none"> • Review of the project with regard to the SCE transmission line easement and maintenance right-of-way through the site