5.8 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of San Bernardino and its sphere of influence (SOI) from implementation of the proposed Spring Trails Residential Project and the annexation of an adjacent 26.4-acre area into the City.

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

- *Spring Trails Fire Protection Plan*, Fire Safe Planning Solutions, December 15, 2008
- *Precise Fuel Modification Plan*, Firesafe Planning Solutions, February 28, 2009

Complete copies of these studies are included in the Technical Appendices to this Draft EIR (Volume II, Appendices G, H1, and H2).

Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR.

5.8.1 Environmental Setting

Applicable Land Use Plans, Policies, and Regulations

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG is the federally recognized Metropolitan Planning Organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the Southern California Air Quality Management District (SCAQMD), the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives. The plans most applicable to the proposed project are discussed below.

The proposed project is not considered a project of regionwide significance pursuant to the criteria outlined in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the CEQA Guidelines, as it does not encompasses more than 500 residential units. However, this section addresses the project's consistency with applicable regional planning guidelines and policies for informational purposes.

Regional Comprehensive Plan

The 2008 Regional Comprehensive Plan (RCP) is a major advisory plan prepared by SCAG that addresses important regional issues like housing, traffic/transportation, water, and air quality. The RCP serves as an advisory document to local agencies in southern California for their information and voluntary use for preparing local plans and handling local issues of regional significance.

The RCP presents a vision of how southern California can balance resource conservation, economic vitality, and quality of life. The RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure southern California's progress toward a more sustainable region. The proposed project's consistency with the advisory and voluntary goals and policies of the 2008 RCP is analyzed in detail later in Table 5.8-2.

Regional Transportation Plan

SCAG has also adopted the Regional Transportation Plan (RTP) to help coordinate development of the region's transportation improvements. On May 8, 2008, SCAG adopted the 2008 Regional Transportation Plan: Making the Connections. The 2008 RTP is a $531.5 billion plan that emphasizes the importance of system management, goods movement, and innovative transportation financing. It provides a regional investment framework to address the region's transportation and related challenges, and looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. The 2008 RTP is based on Compass Blueprint 2% Strategy land use projections, which are not consistent with San Bernardino County and city General Plan Land Use Elements. The proposed project's consistency with the applicable RTP policies is analyzed in detail later in Table 5.8-3.

Compass Growth Vision

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

- Mobility. Improve mobility for all residents
- Livability. Foster livability in all communities
- Prosperity. Enable prosperity for all people
- Sustainability. Promote sustainability for future generations

To realize these principles on the ground, the CGV encourages:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable communities
- Targeting growth around existing and planned transit stations
- Preserving existing open space and stable residential areas

In conjunction with the CGV, SCAG also adopted the Compass Blueprint 2% Strategy, which is the part of the 2004 regional growth forecast policy that attempts to reduce emissions and increase mobility through strategic land use changes. The 2% Strategy is a guideline for how and where the CGV for southern California's future can be implemented. Through extensive public participation and land use and transportation modeling and analysis, the program has resulted in a plan that identifies strategic growth

opportunity areas (2% Strategy Opportunity Areas). These opportunity areas are roughly 2 percent of the land area in the southern California region, where cities and counties can reap the maximum benefits from regional planning implemented in cooperation and partnership with the local community. Goals for the 2% Strategy Opportunity Areas include locating new housing near existing jobs and new jobs near existing housing, encouraging infill development, promoting development with a mix of uses, creating walkable communities, providing a mix of housing types, and focusing development in urban areas. The project site is not within any designated Compass 2% Strategy Opportunity Areas (SCAG 2009). Although the CGV is an advisory policy and cities are not required to be consistent with it, an analysis of the proposed project's consistency with the advisory CGV policies is provided later in Table 5.8-4.

San Bernardino National Forest Land and Resource Management Plan

The northern portion of the project site (approximately 160 acres) is located within the boundaries of the San Bernardino National Forest (SBNF). Long-range goals and objectives for management of the SBNF are set forth in the San Bernardino National Forest Land and Resource Management Plan, adopted in 1988. The forest plan establishes the management and associated long-range goals and objectives for the SBNF; specifies standards, guidelines, approximate timing, and vicinity of the practices necessary to achieve that direction; and establishes monitoring and evaluation requirements and standards needed to ensure that the direction is carried out and to determine how well outputs and effects were predicted.

Although the project site is partially within the SBNF, the land is privately owned and is not part of the forest plan. The Record of Decision of the San Bernardino National Forest Land Management Plan, written by the Regional Forester for the Pacific Southwest Region, establishes the land to be included in the forest plan. The decision "…applies only to the San Bernardino National Forest and does not apply to any other federal, state, or private lands, although the effects to these lands and the effects of [the] decision on lands surrounding the national forest have been considered."

Forest Service Roadless Area Conservation Plan

In 1999 the US Forest Service (USFS) proposed to prohibit road construction and reconstruction in inventoried roadless areas within national forests. The service determined that areas without roads have inherent values and characteristics that are becoming scarce in an increasingly developed landscape. The inventoried roadless areas provide significant opportunities for dispersed recreation, sources of public drinking water, and large undisturbed landscapes that provide privacy and seclusion. In addition, these areas serve as bulwarks against the spread of invasive species, often provide important habitat for rare species, and provide opportunities for monitoring and research. Therefore, the purpose of the proposed roadless area conservation rule was: 1) to immediately stop activities that have the greatest likelihood of degrading desirable characteristics of inventoried roadless areas, and 2) to ensure that ecological and social characteristics of inventoried roadless areas are identified and considered through local forest planning efforts.

That portion of the SBNF surrounding the project site (at the project boundary), and continuing in the northwesterly direction is identified as an inventoried roadless area. The project site is not in an inventoried roadless area. See Figure 5.8-1, *Inventoried Roadless Areas.*

Local

County of San Bernardino General Plan

The project site and the adjacent 26.4-acre annexation area is in San Bernardino County and in the City of San Bernardino's unincorporated sphere of influence. The site is currently subject to County of San

Bernardino's General Plan and Zoning Code. As shown in Figure 4.6, *Land Use Designations*, under the County's General Plan, the northern portion of the site, approximately 160 acres, is designated as private unincorporated land within the San Bernardino National Forest. All public national forest land surrounding the northern portion of the site is designated as Resource Conservation (RC) in the County's General Plan. Since the site is privately owned, it is not designated RC. The southern portion of the site, approximately 190.6 acres, is designated Rural Living (RL-5), which allows up to one dwelling unit per five acres. The northern portion of the adjacent 26.4-acre annexation area is designated Rural Living (RL-5) and the southern portion of the annexation area is designated Single Residential (RS-1), which allows up to one dwelling unit per acre.

City of San Bernardino General Plan

Since the project site and the adjacent 26.4-acre annexation area are within the City of San Bernardino's SOI, the entire project site and annexation area is currently prezoned by the City as Residential Estate (RE), allowing one dwelling unit per acre.

Future development of all land within the City of San Bernardino is guided by the City's General Plan. The General Plan consists of a series of state-mandated and optional elements to direct the City's physical, social, and economic growth. Elements within the City of San Bernardino General Plan (adopted in 2005) are Land Use, Housing, Economic Development, Community Design, Circulation, Public Facilities and Services, Parks, Recreation and Trails, Utilities, Safety, Historical and Archeological Resources, Natural Resources Conservation, Energy and Water Conservation, and Noise. A description of these elements and their components are described below. The proposed project's consistency with the various elements of the City of San Bernardino General Plan is addressed later in this section.

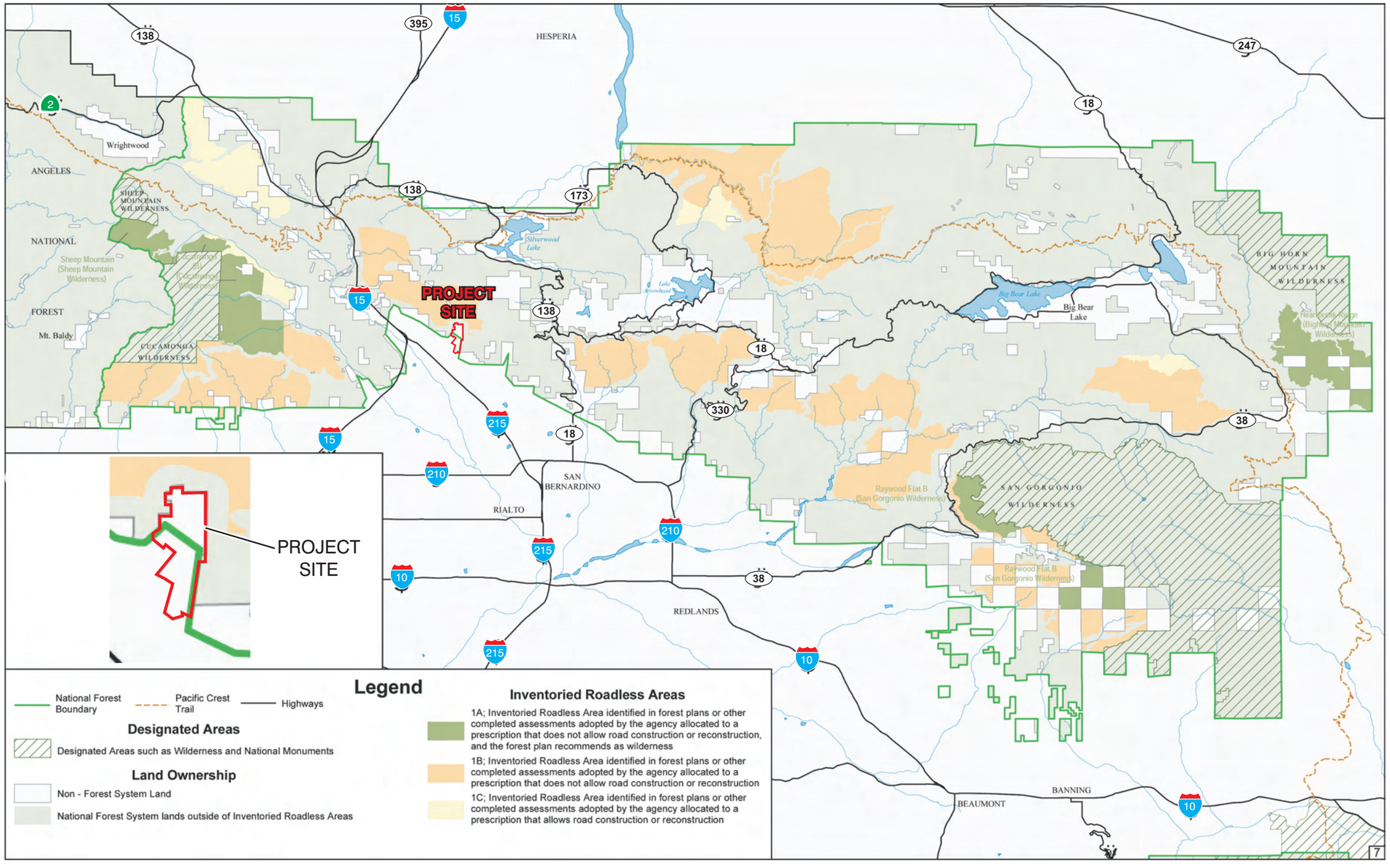
Land Use Element: The Land Use Element functions as a guide to planners, the general public, and decision makers as to the ultimate pattern of development. It designates general site development standards and the distribution, location, and extent of land uses, such as housing, business, industry, open space, natural resources, recreation, and public/quasi-public uses. The Land Use Element also discusses the standards of residential density and nonresidential intensity for the various land use designations.

Housing Element: The purpose of the Housing Element is to identify current and projected housing needs in San Bernardino and set forth goals, policies, and programs that address those needs. The Housing Element has been prepared to meet the requirements of state law and local housing objectives. In addition, the revised Housing Element updates the previous Housing Element by incorporating new information and reflecting community concerns related to housing in the City of San Bernardino.

Economic Development Element: The purpose of the Economic Development Element is to guide the City in expanding the local economy, which provides jobs, attracts and retains businesses, supports diverse and vibrant commercial areas, and brings in sufficient revenue to support local programs and services. To achieve a balanced and healthy economy, the Economic Development Element sets forth the goals and policies necessary to ensure a prosperous economic future and maintain the quality of life within the community.

Community Design Element: This element provides policy guidance that respects San Bernardino's diverse context while seeking to unify the City through carefully crafted design policies. This element addresses aesthetic issues related to community wide design issues, district or neighborhood aesthetic consideration, and individual land use design considerations.

Inventoried Roadless Areas



Source: United States Department of Agriculture, Forest Service, September 2005

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Circulation Element: The major purpose of this Element is to design and improve a circulation system to meet the current and future needs of all its residents. Such a system should have the following three components: equity, efficiency, and foresight. It should be accessible to all economic segments of the City to make their lives more convenient and practical. It should make use of existing infrastructure wherever practical. Finally, it should preserve important transportation routes for future planning needs.

Public Facilities and Services Element: The Public Facilities and Services Element identifies the City's goals, policies, and programs concerning the provision of public facilities and services, including Fire Protection and Emergency Services, Police Services, Schools, Community Centers, Libraries, and Cultural Facilities. It supports the Land Use Element by establishing the service standards necessary to support a growing population.

Parks, Recreation and Trails Element: The Parks, Recreation and Trails Element provides policy guidance that addresses the acquisition, development, maintenance, and standards for our recreation and trail resources.

Utilities Element: The Goals and Policies in this element are intended to maintain and/or improve the level of utility services provided to existing and future residents. The goals and policies governing utilities in San Bernardino are also intended to ensure that utility services in the City keep pace with new development.

Safety Element: This element specifically addresses the way in which the City will prepare and respond to fire hazards, geologic and seismic hazards, and flood hazards. The Safety Element provides background information related to each issue and identifies hazard locations within the City, risk-reduction strategies, and hazard abatement measures that can ultimately be used by decision makers in their review of projects. Policies also address ways to minimize any economic disruption and accelerate the City's recovery following a disaster.

Historical and Archeological Resources Element: This element provides policy guidance that addresses the preservation and reuse of the City's historical and archaeological resources.

Natural Resources Conservation Element: The Goals and Policies in this element are intended to maintain, improve, or preserve the quality and supply of the City's natural resources. This Element addresses biological, sources, natural features, mineral resources, and air quality.

The Spring Trails project site lies in one of the biological resource management areas, which are detailed in this element of the general plan. The policies affecting development in these areas are detailed in Section 5.3, *Biological Resources*.

Energy and Water Conservation Element: The Energy and Water Conservation Element provides policy guidance that addresses the efficient use and conservation of our valuable energy and water resources.

Noise Element: The Noise Element provides policy guidance that addresses the generation, mitigation, avoidance, and the control of excessive noise. Specifically, this Element addresses the following issues:

- Land use
- Transportation related noise generated from roadways, passenger and freight railroad operations, and air flights

- Spillover noise from activities such as construction, leaf blowers, and commercial/industrial operations.

City Sphere of Influence

The Spring Trails site was placed in the City of San Bernardino's Sphere of Influence in September 1996, when the Local Agency Formation Commission approved a sphere of influence expansion for the City of San Bernardino. A sphere of influence, as defined by California Government Code, is a "plan for the probable physical boundaries and service area of a local agency as determined by the Commission." While the land is in the sphere of influence, the county retains land use authority. Under the County of San Bernardino's authority, the County General Plan designated approximately 160 acres in the northern portion of the site as private unincorporated land and approximately 190.6 acres in the southern portion of the site Rural Living (RL-5), which allowed up to one dwelling unit per five acres.

The proposal includes the annexation of an adjacent 26.4-acre area consisting of six parcels owned by various property owners. The area is adjacent to the west of the project site along Meyers Road and currently has four occupied, multiple-acre lots. As shown in Figure 4.6, the parcels are currently designated Single-Family Residential (RS-1) and RL-5 under the County. The 26.4-acre area adjacent to Spring Trails 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. 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.

The proposed project includes a request for annexation of the project site and adjoining parcels (a total of approximately 377 acres) into the City of San Bernardino. The annexation process would begin pending approval of the project application by the San Bernardino Common Council.

City of San Bernardino Development Code

The City's Development Code is the primary tool for implementing the General Plan; it provides development standards, identifies allowed uses, and specifies other regulations. The Development Code provides detailed guidance for development based on and consistent with land use policies established in the General Plan.

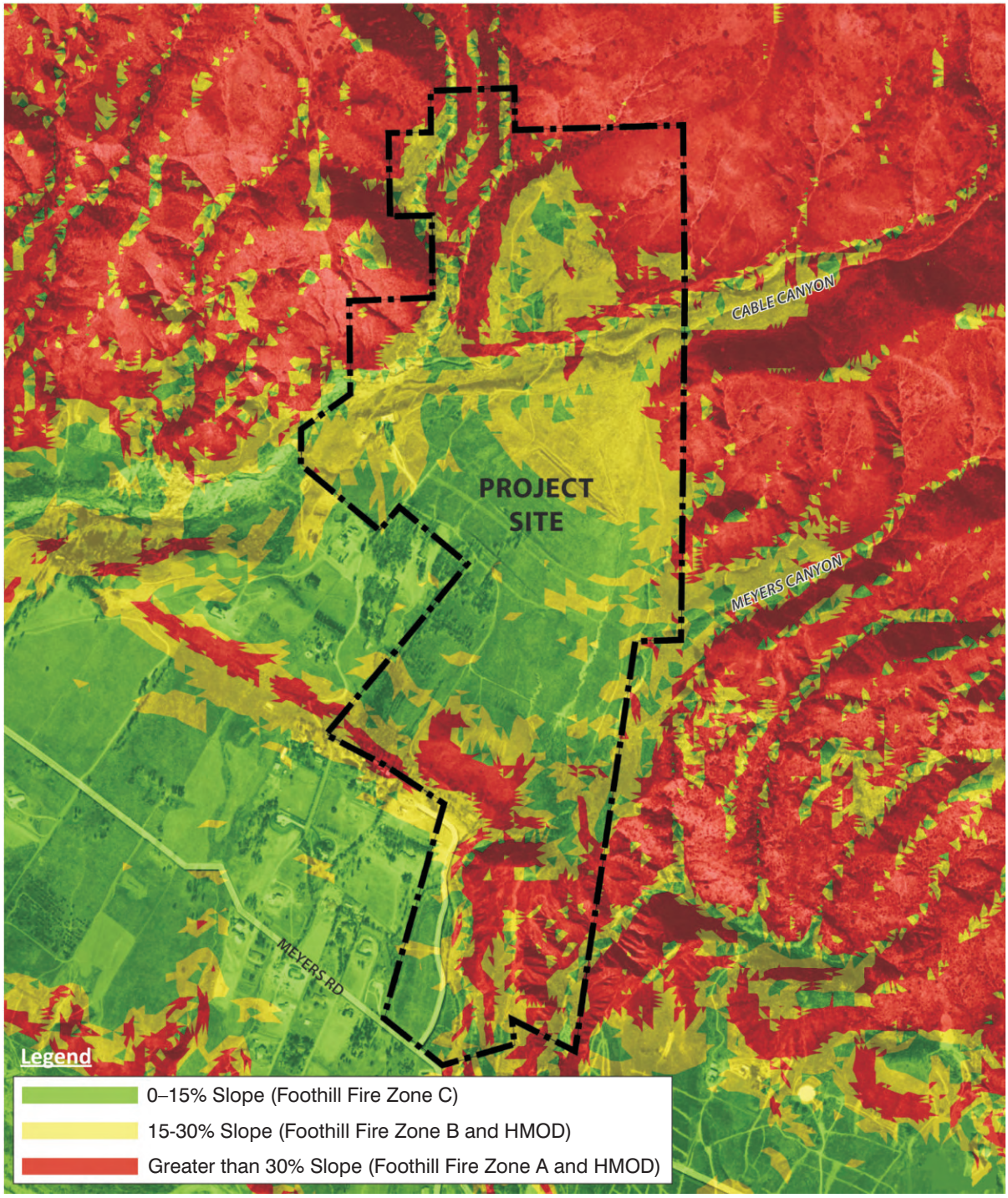
Foothill Fire Zone Overlay District (Chapter 19.15)

The entire project site is within Very High Hazard Severity Zone as designated by the California Department of Forestry and Fire Protection (CAL FIRE). Once annexed to the City, it would also be in the Foothill Fire Zone Overlay District (FF District). 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

As shown on Figure 5.8-2, approximately 121 acres are in Fire Zone A, 112 acres in Fire Zone B, and 119 acres in Fire Zone C. The FF Overlay District specifies development standards for all new development relating to access and circulation, site and street identification, roadside vegetation, water supply, erosion control, construction and development design, and miscellaneous items.

Topography (Fire Zones and Hillside Management Overlay)



NOT TO SCALE

Source: Google Earth

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Hillside Management Overlay District (Chapter 19.17)

The purposes of the Hillside Management Overlay District (HMOD) is to provide for low-density residential development in City hillside areas. The foothill area is defined as having a 15 percent or greater slope. The intent is to encourage environmentally sensitive residential development that complements the natural and visual character of the hillsides. The HMOD specifies maximum density based on topography and a slope-density formula. In addition to density, development standards in Chapter 19.15 regulate setbacks, building height, ingress and egress, and street design. The HMOD also includes performance standards. The intent of the HMOD is to encourage a sensitive form of development while allowing for residential uses that complement the natural and visual character of the City and its hillsides. HMOD standards apply to average slopes of 15 percent or greater. Slopes less than 15 percent at the base of the hillsides are excluded from the density and development provisions of the Overlay. Figure 5.8-2 shows the areas within Spring Trails with slopes greater than 15 percent and currently within the HMOD.

City of San Bernardino Municipal Code

City of San Bernardino Tree Ordinance (Municipal Code Section 19.28.090)

The City of San Bernardino has adopted an ordinance that is designed to conserve important tree resources. The text of the ordinance is:

> Removal of healthy, shade providing, aesthetically valuable trees shall be discouraged. In the event that more than five trees are to be cut down, uprooted, destroyed or removed within a 36 month period, a permit shall first be issued by the Department of Parks, Recreation and Community Services.
>
> Prior to any permit issued for tree removal, all existing trees onsite shall be surveyed by the Department of Parks, Recreation and Community Services at the developer's expense. Unless there is a preapproved tree replacement plan, each tree that is removed in a new subdivision and is considered to be of significant value by the Department shall be replaced with a 36-inch box specimen tree in the subdivision, in addition to any other required landscaping. Such a plan does not necessarily require a tree-for-tree replacement provision. Commercial tree farms, City government projects, and individual, single-family residential lots less than one acre shall be exempt from this provision.

Existing Onsite Land Uses

The project site is on the northern edge of the City of San Bernardino 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 I-215 and I-15. Spring Trails is bounded by the San Bernardino National Forest on three sides and Verdemont on the southern side. The northern portion of the project site is in the San Bernardino National Forest, which is typically undisturbed natural open space. See Chapter 4, *Environmental Setting*, Figure 4-3.

The project site is vacant with the exception of one single-family residence in the western portion, south of Cable Canyon. Vegetation on the site has substantially recovered from several fires and again supports a diversity of habitat types. The adjacent 26.4-acre annexation area consists of six rural residential parcels, four of which are occupied with residences and related structures. Access to four of the parcels is from Meyers Road, with the remaining two obtaining access from Martin Ranch Road prior to entering the project site. There is no planned development for this adjacent area.

Three 115-kilovolt Southern California Edison (SCE) transmission lines traverse the western portion of the site from north to south. SCE also has an access easement over the project site to service these transmission lines.

Existing Surrounding Land Uses

The general vicinity of the site is rural in character, and the northerly portion of the site is within the SBNF, which is typically undisturbed natural open space. The area abutting the southwesterly and southerly boundaries are characterized by estate residential development along Martin Ranch Road and Meyers Road. Development near Little League Drive and Belmont Avenue consists of the Belmont Elementary School and tract development in the Low Residential density (up to three dwelling units per acre). Photographs of the site and surrounding land uses are included in Figures 4.1 through 4.5.

North. Federally managed land in the SBNF (designated as Resource RC in the County of San Bernardino General Plan).

East. Federally managed land in the SBNF (RC in county general plan).

South. General Plan Land Use within the City is Residential Estate (RE) and Residential Low (RL), with a Hillside Management Overlay District (HMOD). Parcels ranging in size from three to five acres characterize existing development along Meyers Road, and single-family residential and accessory agricultural uses are predominant. Further to the southeast along Little League Drive, parcel sizes average one acre (zoned RE); along Palm Avenue parcels average 10,800 square feet (zoned RL); and continuing to the east along Olive and Walnut avenues, parcels average approximately 7,200 square feet (zoned RS).

West. The General Plan Land Use within the City limits is Residential Estate (RE), and those portions within the County are generally zoned Rural Living (RL). The northerly boundary of the project site is within the National Forest Boundary (County- zoned RC). Lands within the National Forest are undisturbed open space. Estate-sized parcels are prevalent along Martin Ranch Road. Lots range in size from 2.5 acres along Martin Ranch Road, to over 5 acres further east and along Cable Canyon Road. Continuing west, within the community of Devore (County Land Use designation RS-1), rural single-family residences and associated agricultural activities (primarily animal keeping) are predominant, and lot size varies from approximately 0.5 acre to over 5 acres.

The adjacent 26.4-acre area that is part of the proposed annexation is designated by the County as RL-5 on the upper portion and RS-1 on the lower portion. Under these designations, the area could be developed with up to 21 single-family lots. There are currently four homes in this area.

5.8.2 Thresholds of Significance

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

LU-1 Physically divide an established community.

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

LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

LU-4 Be developed within the Hillside Management Overlay District.

LU-5 Be developed within Foothill Fire Zones A and B, or C as identified in the City's General Plan.

LU-6 Be developed within the Airport Influence Area as adopted by the San Bernardino International Airport Authority.

The Initial Study, included as Appendix A1, substantiates that impacts associated with the following thresholds would be less than significant: LU-1 and LU-6.

These impacts will not be addressed in the following analysis.

5.8.3 Environmental Impacts

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

The proposal also includes the annexation of an adjacent 26.4-acre area consisting of six parcels owned by various property owners. 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 the proposed project. Therefore the annexation would not contribute to impacts related to land use in the City and its SOI.

Alternative (Overhead Electric Lines) Development Plan

The Spring Trails project assumes that the SCE overhead lines that traverse the western portion of the site will be located underground. In the event the lines cannot be located underground, an alternative plan accommodating the lines above ground is proposed for the project site, as shown in Chapter 3, *Project Description*, in Figure 3-3A*, Alternative (Overhead Electric Lines) Development Plan*. 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. A statistical analysis of the alternative plan is provided in Chapter 3 in Table 3-1A, Alternative *Land Use Summary.* Both scenarios are analyzed in this section to assess their respective impacts to land use in the City and its SOI.

IMPACT 5.8-1: PROJECT IMPLEMENTATION WOULD NOT CONFLICT WITH APPLICABLE PLANS ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT. [THRESHOLD LU-2]

Impact Analysis:

General Plan and Zoning

The project would be consistent with the City of San Bernardino General Plan. Under the existing General Plan designation of RE, the maximum density is 1 dwelling unit per acre. The project would require a General Plan Amendment to change the existing land use designation to Residential Low (RL), allowing 3.1 dwelling units per acre, an increase of 2.1 dwelling units per acre. The project would be annexed into the City of San Bernardino and zoned RE (consistent with existing prezoning). The project's overall density over the 352.8-

acre site would be 0.87 dwelling units per acre. The density on the developed area (241.5 acres) would be 1.27 dwelling units per acre. Development is focused, or clustered, onto approximately 241.5 acres, or 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. 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. It is important to note that in many instances the legal lots extend beyond the buildable area and include graded slopes, fuel modification zones, steep slopes, and open spaces. See Figure 3-4, *Zoning Map,* in Chapter 3.

The alternative (overhead electric lines) development plan is the same as the preferred plan in every respect except for the treatment of the land beneath the aboveground electric lines and the number of residential lots. In this respect the alternative plan differs from the preferred plan in that it would provide 126 acres of internal slopes and fuel modification zones and 70 acres would be attributable to residential lots. The alternative plan contains 304 single-family detached units and the overall density over the 352.8-acre site would be 0.86 dwelling units per acre. The density on the developed area (241.5 acres) would be 1.26 dwelling units per acre.

The project would exceed County General Plan designation RL-5 of one dwelling unit per five acres. However, once annexed into the City of San Bernardino, the project would be consistent with the General Plan and Zoning Code.

Specific plans are required to be consistent with the goals and policies of the governing general plan. The General Plan Consistency Analysis, included in Table 5.8-1, discusses how the project implements and exemplifies the goals and policies of the City of San Bernardino General Plan. All conclusions in Table 5.8-1 regarding the consistency of the Spring Trails project with the goals and policies of the City's General Plan are applicable to both the preferred development plan and the alternative (overhead electric lines) development plan. Future development within the Spring Trails Specific Plan area must be consistent with this Specific Plan (Government Code, Sections 65455, 66473.5, 65860, and 65401). All projects that are found to be consistent with this Specific Plan will likewise be deemed consistent with the City's General Plan.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of San Bernardino General Plan Policies	Specific Plan Consistency
LAND USE ELEMENT	
Goal 2.1 Preserve and enhance San Bernardino's unique neighborhoods.	
Policy 2.1.1: Actively enforce development standards, design guidelines, and policies to preserve and enhance the character of San Bernardino's neighborhoods (p. 2-34).	***Consistent.*** The Spring Trails Specific Plan provides development standards and criteria for architecture, landscaping, entry monumentation, walls and fences, and other design elements in order to ensure a high quality development and strong community character. The entire site was designated based on slope studies, the Hillside Management Overlay and Foothill Fire Zone, and both the City's General Plan and Zoning maps. The Residential Estate designation permits one dwelling unit per acre. Through the Spring Trials Specific Plan, development would be clustered into the most appropriate areas so that, when taken individually, certain lots exceeded the one unit per acre density limit yet on a gross basis still complied with the overall density restrictions of the Residential Estate land use designation. Development is focused, or clustered, onto approximately 241.5 acres, or 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. The following elements of the Specific Plan promote the land use goals of the General Plan: • Providing approximately 236.4 acres of permanent open space (111.3 acres of natural and 125.1 acres of controlled open space). • Carefully weaving Spring Trails into its physical surroundings by clustering development on the gentle slopes; avoiding steep slopes, ridgelines, and physical hazards; and preserving significant drainage ways. • Including guidelines and standards that address unique entries, tailored landscaping, and detailed design factors that would help make Spring Trails a unique neighborhood in San Bernardino. Future development within the Spring Trails Specific Plan area must be consistent with this Specific Plan.
Policy 2.1.2: Require new development with potentially adverse impacts on existing neighborhoods or residents such as noise, traffic, emissions, and storm water runoff, be located and designed so that quality of life and safety in existing neighborhoods are preserved (p. 2-34).	***Consistent.*** See Policy 2.1.1 above. The project's design and accompanying Specific Plan account for the potential impacts of the hazards posed by seismic activity, flooding, and wildland fires. In addition, Spring Trails is designed to minimize the impacts of light intrusion and spillover. California State University, San Bernardino (CSUSB) is building an observatory on the nearby Badger Hill. To help preserve a dark nighttime sky, this Specific Plan includes controls on the type and design of lighting.
Policy 2.1.3: Encourage future development to provide public spaces that foster social interaction (p. 2-34).	***Consistent.*** The 352.8-acre residential development is in the foothills of the San Bernardino Mountains. Spring Trails accommodates 307 residences situated in several neighborhoods, which are separated by open space corridors, drainage ways, and slope areas and interconnected by a series of trails and roadways. The development footprint of Spring Trails is focused on the gently sloping alluvial benches between canyons, steep hillsides, and the Cable Canyon and Meyers Canyon drainageways. The project provides new living opportunities in San Bernardino to take advantage of the surrounding mountains and foothills, valley views, San Bernardino National Forest (SBNF), proximity to CSUSB, and onsite recreational amenities and open spaces. Spring Trails provides parks and open space that serve multiple functions: as recreational

Table 5.8-1
General Plan Consistency Analysis

Applicable City of San Bernardino General Plan Policies	Specific Plan Consistency
	opportunities, as buffers, as visual landmarks, and as an interconnecting system of trails. The parks and open space are easily accessible to every resident in Spring Trails. Parks are located to ensure that all homes are within three-quarters of a mile of a park and are interconnected by a diverse and comprehensive system of trails, which is an integral part of Spring Trails. The interconnected system would allow residents to walk or hike to neighborhood parks and within open space. The varied designs and scenic locations of planned trails would encourage trail use, help to reduce automobile use within the community, and promote healthier lifestyles. The planned trail system consists of a community trail, equestrian/pedestrian trails, and hiking trails. The trail system is also expected to connect to future and existing regional and City trails. All trail connections would be planned in coordination with the Parks and Recreation Department and the Development Services Department.
Goal 2.2: Promote development that integrates with and minimizes impacts on surrounding land uses.	
Policy 2.2.1: Ensure compatibility between land uses and quality design through adherence to the standards and regulations in the Development Code and policies and guidelines in the Community Design Element. (LU-1)	***Consistent.*** See Policy 2.1.1.
Policy 2.2.2: Require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur, including, as appropriate, decorative walls, landscape setbacks, restricted vehicular access, enclosure of parking structures to prevent sound transmission, and control of lighting and ambient illumination. (LU-1)	***Consistent.*** See Policy 2.1.1, 2.2.4, and 2.8.2.
Policy 2.2.3: Sensitively integrate regionally beneficial land uses such as transportation corridors, flood control systems, utility corridors, and recreational corridors into the community. (LU-1 and CD-1)	***Consistent.*** See Sections 5.7, *Hydrology and Water Quality,* and 5.15, *Utilities and Service Systems*, of this DEIR. **Drainage and Flooding.** Because Spring Trails sits on an alluvial plain on the slopes of the San Bernardino Mountains, flooding and drainage are critical factors. On a regional perspective, the drainage area to which Spring Trails belongs flows east into Cable Canyon, then into Cable Creek, and eventually into the Santa Ana River. The site itself consists of four major drainage patterns: • Drainage area A. A 2,029.8-acre drainage area (148.9 acres onsite and 1,881 acres offsite) that includes the west and east forks of Cable Canyon, which flow south through the northeastern corner of the property and meet at a tributary flowing from the east. • Drainage area B. A 63.7-acre watershed (51.6 acres onsite and 12.1 acres offsite) comprises surface flow drainage that flows southwesterly through the center of the site and ultimately into Cable Canyon.

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	• Drainage area C. A 198.2-acre watershed (128.4 acres onsite and 69.8 acres offsite) that consists of offsite surface flows and a defined drainage course that run onto the site and exit through the southeastern part of the project. • Drainage area D. A 345.8-acre drainage area (21.8 acres onsite and 324.0 acres offsite) that includes Meyers Creek. Spring Trails is designed to either maintain natural drainage courses or capture both on- and offsite stormwater flows and route them through a series of catch basin inlets and storm drain systems that convey water to three onsite detention basins where it is treated and discharged at a controlled rate into Cable Canyon. Portions of Cable Canyon and Meyers Canyon are identified as 100-year flood zones, which are constrained to the deep channels of the creeks, and development is located to avoid these areas and minimize road crossings. Southern California Edison (SCE) has three overhead electric transmission lines running in parallel, that traverse the western portion of the site in a southerly to northerly direction. SCE also has an access easement over the project site to service these transmission lines and uses entry locations along unimproved roads to access and traverse the project site. As shown in Chapter 3 in Figure 3-3 the Spring Trails plan assumes that the SCE overhead electric lines that traverse the western portion of the site will be located underground. In the event that the overhead electric lines cannot be located underground, an alternative plan accommodating the lines above ground, as shown in Figure 3-3A*, Alternative (Overhead Electric Lines) Development Plan,* is described in the Spring Trails Specific Plan. 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. In this alternative, 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. The SCE easement will be landscaped in accordance with the approved Fire Protection Plan for Spring Trails. If permitted by SCE, a park and/or equestrian/pedestrian trail may be located under the electric lines as a permitted use; however, they are not assumed in the design of the alternative plan. Within Spring Trails, the developer(s) would be responsible for constructing/funding their fair share of required on- and offsite infrastructure improvements, such as water lines, sewers, storm drains, recycled-water lines, and streets. All infrastructure improvements would be developed in conjunction with the roadway improvements.
Policy 2.2.4: Hillside development and development adjacent to natural areas shall be designed and landscaped to preserve natural features and habitat and protect structures from the threats from natural disasters, such as wildfires and floods.	***Consistent.*** Spring Trails is envisioned as a high-quality, residential living environment that is sensitively integrated into its physical surroundings. The project is designed to account for the potential impacts of the hazards posed by seismic activity, flooding, and wildland fires. Spring Trails is in the Foothill Fire Zone and a fire protection plan has been woven into the design of the community to ensure its long-term safety. The

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	project's design preserves significant watersheds, severely sloped areas, and seismic hazard areas, incorporating them into the land plan as open space. The Specific Plan also prohibits residential development in the fault zones.
Goal 2.3 Create and enhance dynamic, recognizable places for San Bernardino's residents, employees, and visitors.	
Policy 2.3.3: Entries into the City and distinct neighborhoods should be well defined or highlighted to help define boundaries and act as landmarks.	***Consistent.*** The Specific Plan provides unique entries that create a recognizable character and sense of arrival. The primary entry monument would be located off the primary entry road near Neighborhood Park I. The landscaping at the primary entry, in concert with the signage, lighting, and hardscape elements, would form the scenic gateway into Spring Trails. In addition to the primary entry monument, Spring Trails would feature a smaller monument located where the secondary entry road intersects the western project boundary.
Policy 2.3.4: Develop a cohesive theme for the entire City as well as sub-themes for neighborhoods to provide identity, help create a sense of community and add to the City's personality.	***Consistent.*** The Spring Trails Specific Plan contains Design Guidelines that provide general criteria for architecture, landscaping, entry monumentation, walls and fences, and other design elements in order to ensure a high-quality development and strong community character. The overall goal of these Design Guidelines is to create an attractive and distinct community within the City of San Bernardino and adhere to Verdemont Area Plan policies in the General Plan. The Design Guidelines are intended to be flexible and work in concert with the Development Standards contained in Section 3 of the Specific Plan. Variation and customization within the context of the guidelines is encouraged in order to achieve individually distinctive neighborhoods complemented by recreational amenities. The Design Guidelines are arranged to first address aspects at the community-wide level and then at the residential level. The community-wide design guidelines address the layout and design of the entire community including common landscape and streetscape treatment. At the residential level, the guidelines address details such as orientation, massing, and architectural treatment. These guidelines shall be followed in the design and buildout of the community—they shall not be viewed as voluntary. These guidelines shall be implemented through the review of development plans through the building permit process.
Goal 2.5 Enhance the aesthetic quality of land uses and structures in San Bernardino	
Policy 2.5.4: Require that all new structures achieve a high level of architectural design and provide a careful attention to detail.	***Consistent.*** See Policy 2.3.4.
Policy 2.5.6: Require that new developments be designed to complement and not devalue the physical characteristics of the surrounding environment, including consideration of: a. The site's natural topography and vegetation; b. Surrounding exemplary architectural design styles; c. Linkages to pedestrian, bicycle, and equestrian paths; d. The use of consistent fencing and signage; e. The provision of interconnecting greenbelts and community amenities, such as clubhouses, health clubs, tennis courts, and	***Consistent.*** See Policy 2.3.4. The Specific Plan area would include upscale residential housing with recreation and open space uses and would enhance the aesthetic quality of land uses for the project area. The Spring Trails Specific Plan document ensures that development would comply with the design potions of this goal and these policies.

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swimming pools; f. The use of building materials, colors, and forms that contribute to a "neighborhood" character; g. The use of extensive site landscaping; h. The use of consistent and well designed street signage, building signage, and entry monumentation; i. A variation in the setbacks of structures; j. The inclusion of extensive landscape throughout the site and along street frontages; k. The articulation of building facades to provide interest and variation by the use of offset planes and cubic volumes, building details, balconies, arcades, or recessed or projecting windows, and other techniques which avoid "box"-like structures; l. The integration of exterior stairways into the architectural design; m. The screening of rooftop mechanical equipment; n. The use of a consistent design through the use of unifying architectural design elements, signage, lighting, and pedestrian areas; o. The provision of art and other visual amenities; p. The inclusion of awnings, overhangs, arcades, and other architectural elements to provide protection from sun, rain, and wind; and q. The location of parking at the rear, above, or below the ground floor of non-residential buildings to enhance pedestrian connectivity. (p.2-41)	
Goal 2.6 Control development and the use of land to minimize adverse impacts on significant natural, historic, cultural, habitat, and hillside resources.	
Policy 2.6.1: Hillside development and development adjacent to natural areas shall be designed and sited to maintain the character of the City's significant open spaces and historic and cultural landmarks.	***Consistent.*** Spring Trails is envisioned as a high-quality, residential living environment that is sensitively integrated into its physical surroundings. The project is designed to account for the potential impacts of the hazards posed by seismic activity, flooding, and wildland fires. It preserves significant watersheds, severely sloped areas, and seismic hazard areas, incorporating them into the land plan as open space. It minimizes the development footprint and area of grading and disturbance through clustered residential development in the flatter portions of the site and prohibiting residential development in significant ridgelines. The project also uses lighting systems that respect habitat in the adjacent SBNF.

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Policy 2.6.2: Balance the preservation of plant and wildlife habitats with the need for new development through site plan review and enforcement of CEQA.	***Consistent.*** See Section 5.4, *Biological Resources* of this DEIR.
Goal 2.7 Provide for the development and maintenance of public infrastructure and services to support existing and future residents, businesses, recreation, and other uses.	
***Policy 2.7.1*:** Enhance and expand drainage, sewer, and water supply/storage facilities to serve new development and intensification of existing lands.	***Consistent.*** See Sections 5.7, *Hydrology and Water Quality,* and 5.15, *Utilities and Service Systems*, of this DEIR. Spring Trails has been designed with careful attention to the provision of services and infrastructure. According to initial studies, there are adequate supply, capacity, and facilities to accommodate the buildout of Spring Trails. **Dry Utilities**. Spring Trails would be served with electric, gas, solid waste collection, telephone cable, and Internet (data) from companies serving the City of San Bernardino. The utility providers, including the Gas Company, Southern California Edison, Verizon, and Charter Communications, have indicated the ability to provide service to Spring Trails. **Water.** The City of San Bernardino Municipal Water Department (SBMWD) would provide water services to Spring Trails. Water would be supplied to Spring Trails from lower elevations by a combination of expanding and improving the offsite water system and providing onsite reservoirs and transmission lines. A detailed water system improvement plan and supply analysis have been prepared and demonstrate that adequate water supply and service are available to accommodate the buildout of Spring Trails. **Drainage.** Spring Trails maintains the significant drainage courses onsite to carry most of the offsite water through the site to existing drainage facilities. The drainage concept for Spring Trails is designed to either maintain natural drainage courses or capture both on- and offsite stormwater flows and route them through a series of catch basin inlets and storm drain systems that convey water to three onsite detention basins where it is treated and discharged at a controlled rate into Cable Canyon. The drainage system and detention basins would reduce stormwater runoff from the site to levels below those that existed prior to the project. **Sewer**. 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 that ends at Little League Drive and Meyers Road, which is then connected 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. 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). In addition, the infrastructure that crosses earthquake faults is carefully designed to handle earthquakes and surface ruptures. Within Spring Trails, the developer(s) would be responsible for constructing/funding their fair share of required on- and off-site infrastructure improvements, such as water lines, sewers, storm drains, recycled-water lines, and streets. All infrastructure improvements would be developed in conjunction with the roadway improvements.

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Policy 2.7.5: Require that development be contingent upon the ability of public infrastructure to provide sufficient capacity to accommodate its demands and mitigate its impacts.	***Consistent.*** See Policies 2.2.3 and 2.7.1.
Goal 2.8 Protect the life and property of residents, businesses, and visitors to the City of San Bernardino from crime and the hazards of flood, fire, seismic risk, and liquefaction.	
Policy 2.8.1: Ensure that all structures comply with seismic safety provisions and building codes.	***Consistent.*** See the analysis in section 5.5, *Geology and Soils*, of this DEIR. Spring Trails includes three traces of the San Andreas Fault, which runs in an east–west direction through the northern and southern portions of the project site. These faults were precisely located through detailed geologic investigations to establish safe structural setback limits. Development in Spring Trails is sited to avoid the fault and comply with the Alquist-Priolo requirements. Development is required to comply with the latest building codes, which are designed to resist damage from seismic shaking.
Policy 2.8.2: Ensure that design and development standards appropriately address the hazards posed by wildfires and wind, with particular focus on the varying degrees of these threats in the foothills, valleys, ridges, and the southern and western flanks of the San Bernardino Mountains.	***Consistent.*** See Policy 2.2.4 above and analyses throughout Chapter 5 of this DEIR. Most foothills (areas of 15 percent average slope or greater) within Spring Trails have been preserved as open space. Development and use in the areas with an average slope of 15 percent or greater shall comply with Chapters 19.15 and 19.17 of the Development Code. Spring Trails contains several significant natural features that have made safety a special concern in the design of the community. Significantly, the San Andreas Fault system runs through the project, natural drainage courses cut through the project, and wildland fire is a threat. **Wildland Fire**. Because of the adjacent SBNF, steep slopes, and high winds, the Spring Trails area is at risk from wildland fires. To ensure the safety of lives and property, a detailed fire analysis was conducted and an extensive fire protection plan was developed for Spring Trails that would protect development from wildland fires. Significant provisions of the fire protection plan include: • The protection of structures through the use of noncombustible exterior building materials, restriction on the use of cornice and eave vents, fire sprinklers, and compliance with the most current fire codes. • Greater levels of structure protection on the perimeters of the project. • Placement of streets on the perimeter of the project to provide a firebreak and a first line of defense against fires. • Adequate access and maneuverability for fire protection vehicles. • Careful placement of fire hydrants and design of structures to facilitate fire suppression efforts and fire hose access. • Strict landscape and use zones, called fuel modification zones, which include private yards and extend approximately 170 to 230 feet from structures. Within the fuel modification zones, there are restrictions on the type, spacing, irrigation, and maintenance of landscaping. • Clear disclosure to potential homebuyers of the fire threat, preventative measures, and individual responsibilities. • Clear delineation of and maintenance responsibilities for the fuel modification zones.

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	• An aggressive program to educate residents on the fire threat, landscaping requirements, and maintenance responsibilities. **High Winds**. The City of San Bernardino experiences periods of high winds, especially in the Cajon Pass and at the bottom of canyons. Spring Trails is included in the City's designated High Wind Area, which has certain appropriate building standards. Development in Spring Trails is required to comply with the building standards for this area and would be designed and oriented to avoid the creation of wind tunnels that concentrate gusts in corridors.
HOUSING ELEMENT	
Goal 3.1 Facilitate the development of a variety of types of housing to meet the needs of all income levels in the City of San Bernardino.	
Policy 3.1.1: Accommodate the production of new housing units on currently vacant or underutilized land at densities and standards designated in the Land Use Element of the General Plan.	***Consistent.*** See Policy 2.1.3.
COMMUNITY DESIGN ELEMENT	
Goal 5.4: Ensure individual projects are well designed and maintained.	
Policy 5.4.1: Aggressively apply and enforce citywide landscape and development standards in new and revitalized development throughout the City.	***Consistent.*** The overall goal of the Specific Plan is to create an attractive and distinct community within the City of San Bernardino. The Spring Trails Specific Plan provides development standards and criteria for architecture, landscaping, entry monumentation, walls and fences, and other design elements in order to ensure a high quality development and strong community character. In addition, Spring Trails is designed to enhance the aesthetic quality of San Bernardino through: • The compact design of Spring Trails limits the development footprint so that open lands are maximized; natural drainage ways are maintained and incorporated into the design of the project as open space amenities and landscaping; and hazards are avoided or mitigated. • Unique entries that create a recognizable identity and sense of arrival. • Avoiding development on ridgelines and steep slopes so that views of the mountains are not impacted. • An interconnected system of open spaces that serve multiple purposes as drainage courses, pedestrian pathways, recreational and visual amenities, and separations between neighborhoods. Distinctively designed residences would be set among a system of unified lighting, streetscape, landscape, and parks. Maintenance assessment district(s) would be responsible for maintaining the long-term aesthetic quality of Spring Trails. Maintenance responsibilities may be divided among a master homeowners association, neighborhood associations, landscape and lighting maintenance district(s), and/or other maintenance mechanisms.

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Policy 5.4.2: Ensure that the design of all public facilities fits well into their surroundings and incorporates symbolic references to the City, including its past and/or present, as appropriate.	***Consistent.*** See Policy 5.4.1.
Goal 5.5: Develop attractive, safe, and comfortable single-family neighborhoods.	
Policy 5.5.1: Require new and in-fill development to be of compatible scale and massing as existing development yet allow the flexibility to accommodate unique architecture, colors, and materials in individual projects.	***Consistent.*** See Policy 2. 3.4, 2.5.6 and 5.4.1.
Policy 5.5.2: Improve the pedestrian atmosphere of the street by orienting new homes to the street with attractive front porches, highly visible street facades, and garages located in the rear of the property.	***Consistent.*** To avoid the monotony of projects that employ the same garage placement (e.g., all front-entry garages), a variety of garage placements and orientations is required. Standard garage placement is a front-loaded garage set in from the front property line. Alternative garage orientation and placement are required on 33 percent of the units. The following are potential alternative garage placements pursuant to the Specific Plan: • Side-entry garage • Split garage • Garage in courtyard or driveway with a porte cochere • Straight-in garage in rear two-thirds of the lot
Policy 5.5.3: Maintain, improve and/or develop parkways with canopy street trees, providing shade, beauty and a unifying identity to residential streets.	***Consistent.*** See Policy 5.4.1.
Policy 5.5.4: Setback garages from the street and minimize street frontage devoted to driveways and vehicular access.	***Consistent.*** See Policy 5.5.2.
Policy 5.5.5: Provide continuous sidewalks and links to nearby community facilities and retail centers.	***Consistent.*** Lighted walkways would be included in the circulation system of the Spring Trails Specific Plan. Walkways would follow the primary and secondary local access streets and cul-de-sacs. An onsite trails system is also proposed to connect to proposed offsite City trails, which would lead to City amenities. The distance of Spring Trails from the City may limit the amount of walking residents may do on the trails to access City amenities, but bike use on the community trails to access City locations would be encouraged.
Policy 5.5.6: Ensure a variety of architectural styles, massing, floor plans, façade treatment, and elevations to create visual interest.	***Consistent:*** Development Standards outlined in the Spring Trails Specific Plan ensure that the community would be attractive and visually interesting. Accordingly, single-family residential neighborhoods would include a variety of product types and design styles. The Specific Plan states that: • There should be a minimum of three different material and color palettes. No two single-family detached homes with identical color or materials palettes shall be adjacent to or directly across the street from one another. • There shall be a minimum of three elevation/facade designs. No two homes with identical

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	elevation/façade designs shall be adjacent to or directly across the street from one another. • There shall be a minimum of three primary roof materials and roof designs. No two homes with identical roof designs and materials shall be adjacent to or directly across the street from one another.
Policy 5.5.7: In residential tract developments, a diversity of floor plans, garage orientation, setbacks, styles, building materials, color and rooflines shall be preferred over more uniform design patterns.	See Policies 5.5.2 and 5.5.6 above.
CIRCULATION ELEMENT	
Goal 6.2: Maintain efficient traffic operations on City streets	
Policy 6.2.1: Maintain a peak hour level of service D or better at street intersections.	***Consistent.*** Without improvements, the proposed project would contribute enough vehicle trips to future traffic volumes to cause project area intersections to function with an LOS worse than D (I-215 freeway northbound ramps and southbound ramps at Palm Avenue). However, as shown in Section 5.14, *Transportation and Traffic*, Table 5.14-8, project area intersections would operate at LOS D or better in future conditions with roadway improvements.
Policy 6.2.2: Design each roadway with sufficient capacity to accommodate anticipated traffic based on intensity of projected and planned land use in the City and the region while maintaining a peak hour level of service (LOS) "C" or better.	***Substantially Consistent.*** The proposed single-family residential development would generate about 3,149 total average daily traffic (ADT). During the AM peak hour, the project would generate about 247 trips and during the PM peak hour, it would generate about 333 trips. The project would increase daily traffic volumes mainly on Little League Drive, Belmont Avenue, Palm Avenue, I-215, and the frontage road, as discussed in Section 5.14, *Transportation and Traffic*. A significant impact to intersections is realized when the LOS is equal to E or less. For freeway mainlines, a significant impact occurs when the LOS is equal to F or worse, unless the segment is identified as LOS F already. Under both future conditions (year 2013 and 2035) with and without the project, the intersections of Palm Avenue at both the I-215 freeway northbound ramps and southbound ramps would operate at an unacceptable LOS (E or worse). However, improvements to the Palm Avenue /I-215 Freeway northbound and southbound ramps are programmed for installation by Caltrans. These improvements would increase the LOS to D or better at these intersections during both morning and evening peak hour traffic on the northbound and southbound ramps. Under future conditions for year 2035 with and without the project, the intersection of Palm Avenue at Kendall Drive would operate at an unacceptable LOS (E or worse). Mitigation measure 14-1 in Section 15, *Transportation and Traffic*, requires the proposed project to improve this intersection prior to issuance of occupancy permits if it has not already been improved by another project. Without improvements, four freeway segments are projected to operate at an unacceptable LOS for year 2035 during the morning peak hour and a total of six freeway segments are projected to operate at an unacceptable LOS for year 2035 during the evening peak hour.

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	With improvements, two freeway segments are projected to operate at an unacceptable LOS for year 2035 during the morning peak hour and four freeway segments are projected to operate at an unacceptable LOS for year 2035 during the evening peak hours.
	
	Per the SANBAG/Caltrans "I-15/1-215 Devore Interchange Reconfiguration Project Study Report" (January 2009), the following freeway improvements have been proposed:[1]
	• I-215 (between Palm Avenue and Devore Road)
	  o Add one general use lane in northbound and southbound directions
	• I-215 (between Devore Road and I-15 Freeway)
	  o Add one general use lane in northbound and southbound directions
	• I-15 (between Glen Helen Parkway and I-215)
	  o Add two general use lanes in northbound and southbound directions
	
	A portion of the funding for the SANBAG/Caltrans I-15/I-215 improvements would be from the State Highway Operations and Protection Program. The balance would be sought from other federal, state, and local funding sources, including Measure I, the half-cent sales tax for transportation improvements in San Bernardino County (SANBAG 2011). Since there is no funding mechanism currently in place, the proposed project would not be able to provide funding for these improvements.

Policy 6.2.3: Keep traffic in balance with roadway capacity by requiring traffic studies to identify local roadway and intersection improvements necessary to mitigate the traffic impacts of new developments and land use changes.	***Consistent.*** See Policies 6.2.1 and 6.2.2 above.
Policy 6.2.4: Review the functioning of the street system as part of the Capital Improvement Program to identify problems and address them in a timely manner.	***Consistent.*** See Policy 6.2.2 above.
Policy 6.2.5: Design roadways, monitor traffic flow, and employ traffic control measures (e.g. signalization, access control, exclusive right and left turn-turn lanes, lane striping, and signage) to ensure City streets and roads continue to function safely within our Level of Service standards.	***Consistent.*** See Policies 6.2.1 and 6.2.2 above.

[1] A portion of the funding for the SANBAG/Caltrans I-15/I-215 improvements would be from the State Highway Operations and Protection Program. The balance would be sought from other federal, state, and local funding sources, including Measure I, the half-cent sales tax for transportation improvements in San Bernardino County (SANBAG 2011).

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Policy 6.2.6: Improve intersection operations by modifying signal timing at intersections and coordinating with other signals, as appropriate.	***Consistent.*** See Policies 6.2.1 and 6.2.2 above.
Policy 6.2.7: Install new signals as warranted.	***Consistent.*** For opening year 2013 and horizon year 2035, roadway improvements have been identified that would eliminate deficiencies for local study area intersections. The project would pay its fair share cost contribution as discussed in Section 5.14.
Goal 6.3: Provide a safe circulation system.	
Policy 6.3.1: Promote the principle that streets have multiple uses and users, and protect the safety of all users.	***Consistent:*** Spring Trails also includes a system of bicycle and pedestrian trails that interconnects all neighborhoods and provide connections to the surrounding areas and region. In addition, several natural drainage ways and sloped areas are used as open space corridors and pathways.
Policy 6.3.2: Discourage high speeds and through traffic on local streets through traffic control devise such as signage, speed bumps, etc. as acceptable by the local neighborhood.	***Consistent:*** Spring Trails consists of a hierarchy of streets, including collector and local roads, that provides a comprehensive and connected street network and is designed to the specifications of the City of San Bernardino.
Policy 6.3.3: Require that all City streets be constructed in accordance with the Circulation Plan and the standards established by the Development Services Director.	***Consistent:*** Spring Trails is designed with an efficient multimodal circulation system that provides safe and efficient internal and external connectivity. The Mobility Plan, as detailed in the Development Standards of the Spring Trails Specific Plan, describes the network of streets and multiuse trails within Spring Trails that provide a range of options for vehicular, pedestrian, equestrian, and bicycle mobility.
Policy 6.3.4: Require appropriate right-of-way dedications of all new developments to facilitate construction of roadways shown on the Circulation Plan.	***Consistent***: See Policy 6.3.3.
Policy 6.3.5: Limit direct access from adjacent private properties to arterials to maintain an efficient and desirable quality of traffic flow.	***Consistent***: 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.
Policy 6.3.6: Locate new development and their access points in such a way that traffic is not encouraged to utilize local residential streets and alleys.	***Consistent***: The 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. The project's access points were designed in response to public comments, particularly regarding the primary and secondary road alignments and their traffic impacts on Meyers Road and on the community of Devore. The currently proposed access roads and road design discourage future Spring Trails residents from utilizing Meyers Road, thus avoiding the concerns of the previous project.
Policy 6.3.7: Require that adequate access be provided to all developments in the City including secondary access to facilitate emergency access and egress.	***Consistent***: The project would meet safe circulation and emergency access conditions through the implementation of the Foothill Fire Zones Emergency Access Design Standards, as described in Section 5.14, Table 5.14-7.

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PARKS, RECREATION, AND TRAILS ELEMENT	
Goal 8.1: Improve the quality of life in San Bernardino by providing adequate parks and recreation facilities and services to meet the needs of our residents.	
Policy 8.1.2: Provide a variety of park "experiences", including those developed for intense recreational activity, passive open space enjoyment, and a mixture of active and passive activities.	***Consistent***: See Section 5.13, *Recreation,* of this DEIR. Spring Trails provides a system of pathways that would connect the residences with neighborhood parks and natural open spaces. Spring Trails would provide 245.4 acres of public and private parkland, open space, trails, and recreational amenities on the project site. More specifically, 9 of the 245.4 acres would be designated as public and private parks: 2 acres of private parks and 7 acres of public parks. Therefore, the project would exceed the City requirements by 3.87 acres of parkland. Additionally, the project responds to the City's Parks, Recreation, and Trails Element Goals 8.1 and 8.3 by providing parks and creating a trail system that would connect to future and existing regional and City trails. The dog park would be a private, 1.6-acre park that is conceptually envisioned to consist of a completely enclosed play area for dogs and an adjacent unenclosed family picnic area that includes view benches and a group picnic structure.
Policy 8.1.3: Pursue the development of portions of the Santa Ana River, Lytle Creek, and flood control drainages and detention basins for recreational uses that will not inhibit flood control purposes or be adversely impacted by flooding.	***Consistent***: See Policy 8.1.2. The two neighborhood parks that are proposed for Spring Trails would be dual-use parks that would also serve as water detention basins. On- and offsite stormwater flows would be collected and routed through a series of catch basin inlets and storm drain systems that convey water to onsite detention basins, which double as parks. These parks would be designed to withstand the water storage when used as detention basins. For more information regarding the detention basins, refer to Section 5.7, *Hydrology and Water Quality*.
Policy 8.1.5: Integrate parks and recreation facilities with the Master Plan for Trails and Bikeways.	***Consistent:*** Maximum buildout of Spring Trails would accommodate 307 units and a population of approximately 1,025 residents. Based on the City's standard of 5 acres of parkland per 1,000 residents, full buildout of the project would result in the need to provide 5.13 acres of parkland or an equivalent fee in lieu of dedicated parkland. Spring Trails exceeds the City's requirement and provides approximately 245.4 total acres of on- and offsite natural open space and parkland, including 9 acres of improved parkland. Spring Trails would be integrated and linked both internally and with surrounding uses via trails and bike lanes. The open space and parks would be maintained by homeowners associations and/or lighting and landscape maintenance districts.
Goal 8.2: Design and maintain our parks and recreation facilities to maximize safety, function, beauty, and efficiency.	
Policy 8.2.5: Design and develop parks to complement and reflect their natural environmental setting and maximize their open space character.	***Consistent***: See analysis in Goal 8.1. Spring Trails provides parks and open space that serve multiple functions: as recreational opportunities, as buffers, as visual landmarks, and as an interconnecting system of trails. The parks and open space are easily accessible to every resident in Spring Trails. Parks are located to ensure that all homes are within three-quarters of a mile of a park and are interconnected by a comprehensive system of trails.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of San Bernardino General Plan Policies	Specific Plan Consistency
Goal 8.3: Develop a well-designed system of interconnected multi-purpose trails, bikeways, and pedestrian paths.	
Policy 8.3.2: Establish a multi-purpose trail system, as shown on Figure PRT-2, along the foothills of the San Bernardino Mountains, Santa Ana River, Cajon and Lytle Creeks, and interconnecting linkages in collaboration with the U.S. Forest Service, County of San Bernardino, City of Highland, Loma Linda, and other adjacent communities.	***Consistent***: See analysis in Goal 8.1 and Section 5.13, *Recreation,* of this DEIR. A diverse and comprehensive trails system is an integral part of Spring Trails. The interconnected system would allow residents to walk or hike to neighborhood parks and within open space. The varied designs and scenic locations of planned trails would encourage trail use, help to reduce automobile use within the community, and promote healthier lifestyles. The trail system is also expected to connect to future and existing regional and City trails. All trail connections would be planned in coordination with the Parks and Recreation Department and the Development Services Department. Appropriate access and use restrictions should be determined prior to construction of any trail connections. The planned trail system consists of a community trail, equestrian/pedestrian trails, and hiking trails, as shown on Figure 3.9, Trails, Parks, and Open Space Plan, of the Spring Trails Specific Plan.
Policy 8.3.9: Separate bikeway and trail systems from traffic and roadways wherever possible	***Consistent***: See Policy 8.3.2.
Policy 8.3.10: Provide clear separation of hikers, joggers, and equestrians where possible.	***Consistent***: See Policy 8.3.2.

SCAG RCPG Consistency Analysis

Table 5.8-2 provides an assessment of the proposed project's relationship to pertinent policies and growth visioning principals contained in various chapters of SCAG's Regional Comprehensive Plan and Guide (RCPG). The analysis contained in Table 5.8-2 concludes that the proposed project would be consistent with the applicable SCAG RCPG policies. Therefore, implementation of the proposed project would not result in significant land use impacts related to relevant SCAG policies, goals, and principles.

Table 5.8-2
SCAG RCP Consistency Analysis

SCAG Policy	*Project Compliance*
Land Use And Housing Action Plan	
Policy LU-4: Local governments should provide for new housing, consistent with State Housing Element law, to accommodate their share of forecast regional growth.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy LU-4.1: Local governments should adopt and implement General Plan Housing Elements that accommodate housing needs identified through the Regional Housing Needs Assessment (RHNA) process. Affordable housing should be provided consistent with RHNA income category distributions adopted for each jurisdiction. To provide housing, especially affordable housing, jurisdictions should leverage existing State programs such as HCD's Workforce Incentive Program and density bonus law and create local incentives (e.g., housing trust funds, inclusionary zoning, tax-increment-financing districts in redevelopment areas and transit villages) and partnerships with non-governmental stakeholders.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy LU-5: Local governments should leverage federal and State and local funds to implement the Compass Blueprint.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy LU-5.1: All stakeholders should leverage state infrastructure bond financing, including the Department of Housing and Community Development's Transit Oriented Development program and should support legislation that will target infrastructure bond funds for regions with adopted growth visions such as the Compass Blueprint and for projects consistent with these visions.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy LU-5.2: Subregional organizations should leverage the federal transportation planning funds available at the subregional level, to complete projects that integrate land use and transportation planning and implement Compass Blueprint principles.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy LU-6: Local governments should consider shared regional priorities, as outlined in the Compass Blueprint, Regional Transportation Plan, and this Regional Comprehensive Plan, in determining their own development goals and drafting local plans.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy LU-6.1: Local governments should take a comprehensive approach to updating their General Plans, keeping General Plans up-to-date and providing progress reports on updates and implementation, as required by law.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.

Table 5.8-2
SCAG RCP Consistency Analysis

SCAG Policy	Project Compliance
Policy LU-6.2: Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, EnergyStar Homes, Green Point Rated Homes, and the California Green Builder Program.	***Consistent:*** The environmental design and sustainability measures outlined in Chapter 5, Sustainability, of the Specific Plan include provisions for energy efficiency and conservation through site design, building design, and landscaping measures. Several of these measures have been carried through as mitigation measures in Section 5.16, *Greenhouse Gas Emissions*. Following is a description of some of the sustainability measures outlined in the Specific Plan. *Site and Building Design Measures:* As outlined in the Specific Plan, site and building design measures include the use of 20 percent locally manufactured and produced building materials; the use of rapidly renewable or recycled building materials and products such as bamboo, wheatboard, cork, and recycled-content ceramic tiles; the installation of radiant barriers to reduce summer heat gain and winter heat loss; the installation of insulation with at least 75 percent recycled content. Required measures include the installation of water- and energy-saving fixtures and appliances, such as showerheads, toilets, washing machines, clothes dryers, refrigerators, and dishwashers; the installation of only low-water-consumption, EnergyStar®-compliant appliances and fixtures. Other provisions include the use of architectural features that increase daylighting into interior spaces; the use of light-colored roofing materials; and the use of products with low-emitting volatile organic compounds. *Landscaping Design Measures:* As outlined in the Specific Plan, landscaping measures include the use of plant materials and species that are native, drought-tolerant, and heat-resistant; the installation of high-efficiency, xeriscape irrigation systems to reduce the amount of water devoted to landscaped areas, such as drip and bubbler irrigation and low-angle, low-flow nozzles on sprayheads; the use of high-efficiency irrigation systems; the diversion of runoff into detention basins to allow water recharge; the collection of rainwater onsite through the use of stormwater management practices such as the incorporation of infiltration basins and bioswales; the use of pervious or open-grid paving for driveways, walkways, plazas, and parking areas to facilitate groundwater recharge; and the use of swales with native or drought-tolerant grasses to collect and filter water runoff. *Other Measures*: A number of mitigation measures related to the construction and operational phases of the proposed project are outlined in Section 5.16. For example, Mitigation Measure 16-1 requires that project applicants submit evidence to the satisfaction of the Community Development Director that the project uses recycled materials for at least 5 percent of construction materials. Mitigation Measure 16-6 states that prior to the issuance of a building permit for residential development, plans shall be required to demonstrate that the project exceeds 2008 Building and Energy Efficiency Standards (Title 24) for energy efficiency by 15 percent.

Table 5.8-2
SCAG RCP Consistency Analysis

SCAG Policy	Project Compliance
Policy LU-6.3: Local governments and subregional organizations should develop ordinances and other programs, particularly in the older, more urbanized parts of the region, which will enable and assist in the cleanup and redevelopment of brownfield sites.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy LU-6.4: Local governments and subregional organizations should develop adaptive reuse ordinances and other programs that will enable the conversion of vacant or aging commercial, office, and some industrial properties to housing and mixed-use with housing.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Open Space and Habitat – Community Open Space Action Plan	
Policy OSC-7: Local governments should prepare a Needs Assessment to determine the adequate community open space level for their areas.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy OSC-8: Local governments should encourage patterns of urban development and land use, which reduce costs on infrastructure and make better use of existing facilities.	***Generally Consistent:*** As outlined in Chapter 3, Project Description, of the Specific Plan, the proposed project would consist of up to 307 single-family residential dwelling units that would require the construction of new roads and water, sewer, and other utility and infrastructure systems. However, many of the provisions outlined in Chapter 5, Sustainability, of the Specific Plan would help reduce the need of and impacts on infrastructure costs and existing facilities. For example, to help minimize the impacts on costs and use of existing water and drain facilities, measures in the Specific Plan include the diversion of runoff into detention basins to reduce drainage runoff; the use of pervious paving materials to reduce stormwater runoff; the installation of moisture sensors and other similar irrigation technology to reduce water needs; and the use of water-saving landscaping techniques, such as drip irrigation systems and drought-tolerant plant species. To help minimize the use of electricity facilities, measures in the Specific Plan include the installation of insulation with at least 75 percent recycled content; the use of low-voltage fixtures and energy-efficient bulbs; the use of natural ventilation techniques, such as operable windows, to take advantage of airflow for cooling interiors, reducing the amount of energy needed for cooling; the use of "cool roofs" to cool building interiors and increase stormwater retention; the installation of water- and energy-saving fixtures and appliances, such as showerheads, toilets, washing machines, clothes dryers, refrigerators, and dishwashers certified as EnergyStar®-compliant; and the incorporation of building materials that take advantage of heat storage or thermal mass to reduce energy needed for heating and cooling interiors. Please refer to Sections 5.12, *Public Services*, and 5.15, *Utilities and Service Systems*, for a further discussion of how the public services and facilities system would be able to accommodate the proposed project.

Table 5.8-2
SCAG RCP Consistency Analysis

SCAG Policy	Project Compliance
Policy OSC-9: Developers and local governments should increase the accessibility to natural areas lands for outdoor recreation.	***Consistent:*** As shown in Figure 3-3, *Development Plan*, the proposed project would be nestled along the foothills of the San Bernardino National Forest. Residents of the proposed project would not only be adjacent to the natural areas and resources of the forest, but would also have access to them via a comprehensive system of pedestrian and multiuse trails, as shown in Figure 3-8, *Trails, Parks, and Open Space Plan*. Additionally, as shown in Figure 3-8, the proposed trail system would connect to a planned offsite regional trail system. Therefore, development of the trail system would not only provide a means of active recreation for current and future residents of the proposed project and the City, but would also provide a multiuse circulation path that would allow residents to access other recreational and open space areas in the City and region, including the mountains and other natural areas. Additionally, as outlined in Chapter 3, *Project Description*, of the DEIR, 32 percent (111.3 acres) of Spring Trails would be preserved as natural open space. Furthermore, as shown on Figure 3-8, the proposed project would provide two neighborhood parks and a dog park.
Police OSC-10: Developers and local governments should promote infill development and redevelopment to revitalize existing communities.	***Not Applicable:*** The project site is not an infill or redevelopment site; therefore; this policy is not applicable.
Policy OSC-11: Developers should incorporate and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.	***Consistent:*** The CEQA process ensures that plans at all levels of government consider all environmental impacts. Sections 5.15, *Utilities and Service Systems*, and 5.16, *Greenhouse Gas Emissions*, appropriately address the potential environmental impacts related to resource efficiency, pollution, and solid waste. As outlined in these DEIR sections, the proposed project would adhere to state and federal environmental and climate change policies to comply with strategies to eliminate pollution and reduce waste. See also response to RCP Policy LU-6.2.
Policy OSC-12: Developers and local governments should promote water-efficient land use and development.	***Consistent:*** As outlined in the Specific Plan, measures that would help reduce water use and needs include the use of plant materials and species that are native, drought-tolerant, and heat-resistant; the installation of high efficiency, xeriscape irrigation systems to reduce the amount of water devoted to landscaped areas, such as moisture sensors, drip and bubbler irrigation, and low-angle, low-flow nozzles on sprayheads; the use of high-efficiency irrigation systems; the diversion of runoff into detention basins to allow water recharge; the collection of rainwater onsite through the use of stormwater management practices such as the incorporation of infiltration basins and bioswales; the use of pervious or open-grid paving for driveways, walkways, plazas, and parking areas to facilitate groundwater recharge; and the use of swales with native or drought-tolerant grasses to collect and filter water runoff.

Table 5.8-2
SCAG RCP Consistency Analysis

SCAG Policy	Project Compliance
Policy OSC-13: Developers and local governments should encourage multiple use spaces and encourage redevelopment in areas where it will provide more opportunities for recreational uses and access to natural areas close to the urban core.	***Consistent:*** The provision of recreational needs is addressed in Section 5.13, *Recreation*. The parks and open space design standards of the Specific Plan outline the necessary provisions to provide for usable and accessible recreational and people-gathering areas within the project site. Open space requirements and streetscape design elements would work in concert to create a pedestrian-friendly environment for residents and visitors. As shown in Figure 3-8, *Trails, Parks, and Open Space Plan*, recreational amenities would include two neighborhood parks, a dog park, and a comprehensive system of pedestrian and multiuse trails. As shown on Figure 3-8, the trail system would also include trailheads and observation points at key locations, and would connect to a planned regional trail system. See also response to RCP Policy OSC-9.
Water Action Plan	
Policy WA-9: Developers and local governments should consider potential climate change hydrology and resultant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health.	***Consistent:*** See response to RCP Policy OSC-12.
Policy WA-10: Developers and local governments should include conjunctive use as a water management strategy when feasible.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-11: Developers and local governments should encourage urban development and land uses to make greater use of existing and upgraded facilities prior to incurring new infrastructure costs.	***Generally Consistent:*** See response to RCP Policy OSC-8.
Policy WA-12: Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses, by shifting to drought-tolerant native landscape plants (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.	***Consistent:*** See response to RCP Policy OSC-12.
Policy WA-13: Developers and local governments should protect and preserve vital land resources—wetlands, groundwater recharge areas, woodlands, riparian corridors, and production lands. The federal government's 'no net loss' wetlands policy should be applied to all of these land resources.	***Not Applicable:*** With the exclusion of an existing single-family residence, the project site is vacant, undeveloped land along the foothills of the San Bernardino National Forest. As disclosed in the Initial Study (see Appendix A1), no impacts to agricultural resources would occur. As outlined in Chapter 5.3, *Biological Resources*, the proposed project would impact areas of potential seasonal wetland (6.2 acres; Figure 5.3-3, *Jurisdictional Wetland Boundaries*), various plant communities, including Riversidian Sage Scrub, and woodland. Wildlife corridors are present on the northern portion of the project site and under the Secondary Access Road. Impacts to biological resources would be less than significant with the implementation of mitigation measures 5.3-1 through 5.3-12. As disclosed in Chapter 5.17, *Forest Resources*, impacts to forest resources would be less than significant with implementation of mitigation measure 3-12.
Policy WA-14: Local governments should amend building codes to require dual plumbing in new construction, and provide incentives for plumbing retrofits in existing development, to enable the safe and easy use of recycled water in toilets and for landscaping.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.

Table 5.8-2
SCAG RCP Consistency Analysis

SCAG Policy	Project Compliance
Policy WA-15: Local governments should amend ordinances as necessary to allow municipal and private outdoor use of recycled water for all parks, golf courses, and outdoor construction needs.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-16: Water agencies should incentivize the use of recycled water through pricing structures that make it an attractive alternative to fresh water in non-potable situations.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-17: Water agencies should reduce salinity and remove contamination in major groundwater basins to increase conjunctive use of water resources and extend groundwater storage unless specific beneficial uses for contaminated groundwater are identified.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-18: Local governments should create stable sources of funding for water and environmental stewardship and related infrastructure sustainability, including purchase and implementation of green infrastructure.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-19: Water purveyors should develop and implement tiered water pricing structures to discourage water waste and minimize polluting runoff.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-20: Local governments should use both market and regulatory incentive mechanisms to encourage 'water wise' planning and development, including streamlining and prioritizing projects that minimize water demand and improve water use efficiencies.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-21: Local governments should develop comprehensive partnership approaches to remove and prevent water impairments, replacing the existing regulatory command and control approach that has created delays and distrust.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-22: Local governments should create opportunities for pollution reduction marketing and other market-incentive water quality programs.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-23: Local governments should encourage Low Impact Development and natural spaces that reduce, treat, infiltrate and manage runoff flows caused by storms and impervious surfaces.	***Consistent:*** As outlined in Section 5.7, *Hydrology and Water Quality*, project applicants would be required to comply with all local, state, and federal requirements related to water quality, including the National Pollutant Discharge Elimination System (NPDES) requirements established by the State Water Resources Control Board. Additionally, as outlined in Chapter 5, Sustainability, of the Specific Plan, measures for the reduction, treatment, and infiltration of water flows include the use of plant materials and species that are native, drought-tolerant and heat-resistant; the installation of high efficiency, xeriscape irrigation systems to reduce the amount of water devoted to landscaped areas, such as moisture sensors, drip and bubbler irrigation, and low-angle, low-flow nozzles on sprayheads; and the use of swales with native or drought-tolerant grasses to collect and filter water runoff. Additionally, as described in Chapter 3, *Project Description*, of the DEIR, and shown on Figure 3-3, *Development Plan*, the proposed project would include the development of three onsite detention basins, which would allow water recharge, reduce drainage runoff, and control the rate of storm flows from the site. Furthermore, the two neighborhood parks would serve dual functions as recreational areas and detention basins.

Table 5.8-2
SCAG RCP Consistency Analysis

SCAG Policy	Project Compliance
Policy WA-24: Local governments should prevent development in flood hazard areas lacking appropriate protections, especially in alluvial fan areas.	***Consistent:*** The potential impacts from flood hazards on the proposed project are discussed in Section 5.7, *Hydrology and Water Quality*. As outlined in Section 5.7, the entire project site is in the Federal Emergency Management Agency flood hazard Zone X, meaning that it is outside of both 100- and 500-year floodplains. Therefore, project development would not result in flood hazards to people or structures, or redirect flood flows within a flood hazard area.
Policy WA-25: Local governments should implement green infrastructure and water-related green building practices through incentives and ordinances.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-26: Local governments should integrate water resources planning with existing greening and revitalization initiatives, such as street greening, tree planting, and conversion of impervious surfaces, to maximize benefits and share costs.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-27: Developers and local governments should maximize pervious surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.	***Consistent:*** The proposed project's impacts on hydrology are analyzed in Section 5.7, *Hydrology and Water Quality*. As outlined in Section 5.7, implementation of the proposed project would result in the conversion of undeveloped land to a master-planned residential community. Therefore, the amount of pervious surface would drastically change. However, as outlined in the Specific Plan, measures that would assist the infiltration of water flows, protect water quality, and reduce flooding include diversion of runoff into detention basins to allow water recharge, reduce drainage runoff, and control the rate of storm flows from the site; the collection of rainwater onsite through the use of stormwater management practices such as the incorporation of infiltration basins and bioswales; the use of pervious or open-grid paving for driveways, walkways, plazas, and parking areas to facilitate groundwater recharge; and the use of swales with native or drought-tolerant grasses to collect and filter water runoff. Additionally, as outlined in Section 5.7, project applicants would be required to comply with all local, state, and federal requirements related to water quality, including the NPDES requirements established by the State Water Resources Control Board, and the implementation of a stormwater pollution prevention plan, which is required to list best management practices. Further, as shown in Figure 3-3, *Development Plan*, the proposed project would include permeable areas such as parks and natural and controlled open space.
Policy WA-28: Local governments should maintain and update Best Management Practices for water resource planning and implementation.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-29: Local governments should coordinate with neighboring communities and watershed stakeholders to identify potential collaborative mitigation strategies at the watershed level to properly manage cumulative impacts within the watershed.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-30: Local governments should adopt MOUs and JPAs among local entities to establish participation in the leadership and governance of integrated watershed planning and implementation.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.

Table 5.8-2
SCAG RCP Consistency Analysis

SCAG Policy	Project Compliance
Policy WA-31: Local governments should increase participation in the implementation of integrated watershed management plans, including planning effort initiated in neighboring communities that cross jurisdictional lines.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-32: Developers and local governments should pursue water management practices that avoid energy waste and create energy savings/supplies.	***Consistent:*** See response to RCP Policies LU-6.2 and OSC-12.
Energy Action Plan	
Policy EN-8: Developers should incorporate and local governments should include the following land use principles that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms: • Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure. • Land use and planning strategies to increase biking and walking trips.	***Generally Consistent:*** The proposed project would consist of a master-planned residential development, and would not consist of mixed use or have access to public transportation. However, as shown on Figure 3-8, *Trails, Parks, and Open Space Plan*, the proposed project would include a comprehensive system of pedestrian and multiuse trails incorporated into the circulation plan. As shown in Figure 3-8, the proposed system of trails would connect internally and to the planned offsite regional trails. The proposed trails would not only provide a form of recreation and exercise for residents of the proposed project and surrounding communities, but would also provide an alternative mode of transportation for them.
Policy EN-9: Local governments should include energy analyses in environmental documentation and general plans with the goal of conserving energy through the wise and efficient use of energy. For any identified energy impacts, appropriate mitigation measures should be developed and monitored. SCAG recommends the use of Appendix F, Energy Conservation, of the California Environmental Quality Act.	***Consistent:*** Section 5.16, *Greenhouse Gas Emissions*, includes a detailed energy analysis and also outlines a number of mitigation measures that would assist in conserving energy. For example, Mitigation Measure 16-1 requires that project applicants submit evidence to the satisfaction of the Community Development Director that the project uses recycled materials for at least 5 percent of construction materials. Mitigation Measure 16-6 states that, prior to the issuance of a building permit for residential development, plans shall be required to demonstrate that the project exceeds 2008 Building and Energy Efficiency Standards (Title 24) for energy efficiency by 15 percent. Other measures that would help conserve energy are outlined in Chapter 5, Sustainability, of the Specific Plan, which include but are not limited to the installation of insulation with at least 75 percent recycled content; the use of low-voltage fixtures and energy-efficient bulbs; the use of natural ventilation techniques, such as operable windows, to take advantage of airflow for cooling interiors, reducing the amount of energy needed for cooling; the use of "cool roofs" to cool building interiors and increase stormwater retention; the installation of water- and energy-saving fixtures and appliances, such as showerheads, toilets, washing machines, clothes dryers, refrigerators, and dishwashers certified as EnergyStar®-compliant; and the incorporation of building materials that take advantage of heat storage or thermal mass to reduce energy needed for heating and cooling interiors.
Policy EN-10: Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be	***Consistent:*** See responses to policies LU-6.2 and EN-9. Refer also to Section 5.16, *Greenhouse Gas Emissions*, which includes a detailed energy analysis and also outlines a number of mitigation measures that would assist in conserving energy.

Table 5.8-2
SCAG RCP Consistency Analysis

SCAG Policy	Project Compliance
explored for new and remodeled buildings include: • Using energy efficient materials in building design, construction, rehabilitation, and retrofit • Encouraging new development to exceed Title 24 energy efficiency requirements. • Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment. • Utilizing efficient commercial/residential space and water heaters: This could include the advertisement of existing and/or development of additional incentives for energy efficient appliance purchases to reduce excess energy use and save money. Federal tax incentives are provided online. • Encouraging landscaping that requires no additional irrigation: utilizing native, drought tolerant plants can reduce water usage up to 60 percent compared to traditional lawns. • Encouraging combined heating and cooling (CHP), also known as cogeneration, in all buildings. • Encouraging neighborhood energy systems, which allow communities to generate their own electricity • Orienting streets and buildings for best solar access. • Encouraging buildings to obtain at least 20% of their electric load from renewable energy.	
Policy EN-11: Developers and local governments should submit projected electricity and natural gas demand calculations to the local electricity or natural gas provider, for any project anticipated to require substantial utility consumption. Any infrastructure improvements necessary for project construction should be completed according to the specifications of the energy provider.	***Consistent:*** Section 5.16, *Greenhouse Gas Emissions*, includes a detailed analysis of the proposed project's energy needs and impacts and also outline a number of mitigation measures that would assist in conserving energy.
Policy EN-12: Developers and local governments should encourage that new buildings are able to incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.	***Consistent:*** See responses to RCP Policies LU-6.2 and EN-9. Refer also to Section 5.16, *Greenhouse Gas Emissions*, which includes a detailed energy analysis and also outlines a number of mitigation measures that would assist in conserving energy.
Policy EN-13: Local governments should support only the use of the best available technology including monitoring, air, and water impacts for locating any nuclear waste facility.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy EN-14: Developers and local governments should explore programs to reduce single occupancy vehicle trips such as telecommuting, ridesharing, alternative work schedules, and parking cash-outs.	***Generally Consistent:*** The proposed project would consist of a master-planned residential development, which would most assuredly increase single-occupancy vehicle trips in the project area and region due to the nature of single-family development. However, as shown in Figure 3-8, *Trails, Parks, and Open Space Plan*, the proposed project would include a comprehensive system of pedestrian and multiuse trails incorporated into the circulation plan, which would not only provide a form of recreation and exercise for residents of the proposed project and surrounding communities, but would also provide an alternative mode of transportation. Additionally, Section 5.16, *Greenhouse Gas Emissions*, also includes a mitigation measure that would help reduce single-occupancy vehicle trips during the proposed

Table 5.8-2
SCAG RCP Consistency Analysis

SCAG Policy	Project Compliance
	project's construction phase. Mitigation Measure 16-5 requires that construction contractors provide alternative transportation mode incentives, such as carpooling for workers to and from the worksite on days that construction activities require 200 or more workers.
Policy EN-15: Utilities and local governments should consider the most cost-effective alternative and renewable energy generation facilities.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy EN-16: Local governments and project implementation agencies should consider various best practices and technological improvements that can reduce the consumption of fossil fuels such as: • Encouraging investment in transit, including electrified light rail • Expanding light-duty vehicle retirement programs • Increasing commercial vehicle fleet modernization • Implementing driver training module on fuel consumption • Replacing gasoline powered mowers with electric mowers • Reducing idling from construction equipment • Incentivizing alternative fuel vehicles and equipment • Developing infrastructure for alternative fueled vehicles • Increasing use and mileage of High Occupancy Vehicle (HOV), High Occupancy Toll (HOT) and dedicated Bus Rapid Transit (BRT) lanes • Implementing truck idling rule, devices, and truck-stop electrification • Requiring electric truck refrigerator units • Reducing locomotives fuel use • Modernizing older off-road engines and equipment • Implementing cold ironing at ports • Encouraging freight mode shift • Limit use and develop fleet rules for construction equipment • Requiring zero-emission forklifts • Developing landside port strategy: alternative fuels, clean engines, electrification	***Consistent:*** See responses to RCP Policies LU-6.2, EN-9, and EN-14. Additionally, as outlined in Mitigation Measure 2-3 of Section 5.2, *Air Quality*, the construction contractor shall implement the following measures on an going basis during grading and construction activities: • The project applicant shall specify in the construction bid that construction contractors are required to use construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits for equipment over 50 horsepower. A list of construction equipment, by type and model year, shall be maintained by the construction contractor on-site. • The construction contractor shall ensure that all construction equipment is properly serviced and maintained to the manufacturer's standards to reduce operational emissions. • The construction contractor shall limit nonessential idling of construction equipment to no more than five consecutive minutes. Refer to Section 5.16, *Greenhouse Gas Emissions*, for more information regarding alternative energy resources and a detailed analysis of the proposed project's design features/elements and mitigation measures that would ensure minimal impacts on climate change and energy resources. Additionally, a detailed air quality analysis was completed for the proposed project and is included in Appendix C of this DEIR.
Policy EN-17: Utilities should consider increasing capacity of existing transmission lines, where feasible.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy EN-18: Utilities should install and maintain California Best Available Control Technologies on all power plants at the US-Mexico border.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy EN-19: Subregional and local governments should explore participation in energy efficiency programs provided by their local utility such as the Ventura Regional Energy Office, South Bay Energy Savings Center, and the San Gabriel Valley Energy Wise program. These programs can offer customized incentives and public awareness campaigns to reduce energy consumption.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.

Table 5.8-2
SCAG RCP Consistency Analysis

SCAG Policy	Project Compliance
Air Quality Action Plan	
Policy AQ-5: Local governments should implement control measures from local Air Quality Management Plans (AQMPs) such as accelerating the turnover of older, more polluting mobile and stationary source equipment using AB 2766 funding per the State Implementation Plan (SIP).	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy AQ-6: Local governments should support and pursue environmentally sustainable strategies that implement and complement climate change goals and outcomes such as updating their General Plans to help address the State's AB 32 mandate. This should be consistent with state guidelines and requirements.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy AQ-7: Local governments should develop policies that discourage the location of sensitive receptors that expose humans to adverse air quality impacts such as amending General Plans, zoning ordinances, business licensing, and related land use permitting processes to minimize human health impacts from exposure of sensitive receptors to local sources of air pollution. Jurisdictions should consider applicable guidance documents, such as ARB's Air Quality and Land Use Handbook: A Community Health Perspective and the South Coast AQMD's Guidance Document for Addressing Air Quality Issues.	***Consistent:*** As shown on Figure 3-3, *Development Plan*, the proposed project would consist of a master-planned residential development that would be nestled along the foothills of the San Bernardino National Forest. Residents of the proposed project would be located adjacent to the natural areas and resources of the forest. No adverse air quality impacts from the adjacency or proximity of incompatible uses, such as commercial or industrial uses, would occur. Additionally, the proposed residences would be protected from air quality impacts by locating them away from high air pollution sources in the project area, such as I-215, which is about 0.75 mile from the nearest proposed residence. A detailed air quality analysis was completed for the proposed project and is included in Appendix C of this DEIR. Additionally, refer to Section 5.2, *Air Quality*, for a detailed air quality analysis and the proposed project's design features/elements and mitigation measures that would ensure minimal air quality impacts.
Policy AQ-8: Local governments should practice and promote sustainable building practices by:	
Policy AQ-8.1: Updating their General Plans and/or zoning ordinances to promote the use of green building practices, which include incorporating LEED design standards and utilizing energy efficient, recycled-content and locally harvested or procured materials.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy AQ-8.2: Developing incentive programs (e.g. density bonuses) to encourage green building and resource and energy conservation in development practices.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy AQ-8.3: Adopting policies that strive for carbon neutrality for their own facilities and operations	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Solid Waste Action Plan	
Policy SW-9: Local governments should update general plans to reflect solid waste sustainability issues such as waste reduction goals and programs (1996 RCP; 135).	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.

Table 5.8-2
SCAG RCP Consistency Analysis

SCAG Policy	Project Compliance
Policy SW-10: Local governments should discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, landfills should be sited with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy SW-11: Local governments should discourage exporting of locally generated municipal solid waste (destined for landfills) outside of the SCAG region. Disposal within the county where the waste originates should be encouraged as much as possible, when appropriate. Green technologies for long-distance transport of waste (e.g., clean engines, clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with AQMP and RTP policies should be required.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy SW-12: Local governments should maximize waste diversion goals and practices and look for opportunities for voluntary actions to exceed the 50% waste diversion target.	***Not Applicable:*** Section 5.16, *Greenhouse Gas Emissions*, outlines several mitigation measures that would assist the City of San Bernardino in maximizing its waste diversion goals, including: • Mitigation Measure 16-1 requires that project applicants submit evidence to the satisfaction of the Community Development Director that the project uses recycled materials for at least 5 percent of construction materials. • Mitigation Measure 16-3 requires that project applicants prepare a construction waste management plan to reduce construction debris and material by diverting at least 50 percent of the total of all project-related nonhazardous construction and debris from landfills to recycling or reuse operations. • Mitigation Measure 16-4 requires project applicant to submit evidence to the satisfaction of the Development Services Director that the project uses insulation with at least 75 percent recycled content, such as cellulose, newspaper, or recycled cotton. Section 5.15, *Utilities and Service Systems*, outlines the proposed project's impact on solid waste services. As stated in Section 5.15, the County and City of San Bernardino have recycling programs and incentives to reduce the amount of solid waste being transported to landfills. Additionally, the Waste Reduction and Pollution Prevention programs of the City help both residents and businesses reduce waste and find recycling solutions. Furthermore, the City offers pick-up services for waste, green waste, and recycling for residents and businesses (CIWMB 2009).
Policy SW-13: Local governments should build local markets for waste prevention, reduction, and recycling practices.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy SW-14: Developers and local governments should integrate green building measures into project design and zoning including, but not limited to, those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Construction reduction	***Consistent:*** See responses to RCP Policies LU-6.2, EN-9, and SW-12. Refer also to Section 5.15, *Utilities and Service Systems*, for a detailed analysis of the proposed project's impacts on solid waste. Furthermore, refer to Section 5.16, *Greenhouse Gas Emissions*, which includes a detailed energy analysis and also outlines a number of mitigation measures that

Table 5.8-2
SCAG RCP Consistency Analysis

SCAG Policy	Project Compliance
measures to be explored for new and remodeled buildings include: • Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. • An ordinance that requires the inclusion of a waste management plan that promotes maximum C&D diversion. • Source reduction through (1) use of building materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed building materials, and (5) use of structural materials in a dual role as finish material (e.g. stained concrete flooring, unfinished ceilings, etc.). • Reuse of existing building structure and shell in renovation projects. Building lifetime waste reduction measures that should be explored for new and remodeled buildings include: • Development of indoor recycling program and space. • Design for deconstruction. • Design for flexibility through use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable components.	would assist in conserving energy and minimizing solid-waste impacts.
Policy SW-15: Local governments should develop ordinances that promote waste prevention and recycling such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and instituting ordinances to divert food waste away from landfills and toward food banks and composting facilities.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy SW-16: Local governments should support environmentally friendly alternative waste management strategies such as composting, recycling, and conversion technologies.	***Not Applicable:*** See response to RCP Policy SW-12. Refer also to Section 5.15, *Utilities and Service Systems*, for a detailed analysis of the proposed project's impacts on solid waste.
Policy SW-17: Developers and local governments should develop and site composting, recycling, and conversion technology facilities that are environmentally friendly and have minimum environmental and health impacts.	***Consistent:*** See responses to RCP Policies LU-6.2, EN-9, and SW-14. Refer also to Section 5.15, *Utilities and Service Systems*, for a detailed analysis of the proposed project's impacts on solid waste. Furthermore, refer to Section 5.16, *Greenhouse Gas Emissions*, which includes a detailed energy analysis and also outlines a number of mitigation measures that would assist in conserving energy and minimizing solid-waste impacts.
Policy SW-18: Developers and local governments should coordinate regional approaches and strategic siting of waste management facilities.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy SW-19: Developers and local governments should facilitate the creation of synergistic linkages between community businesses and the development of eco-industrial parks and materials exchange centers where one entity's waste stream becomes another entity's raw material by making priority funding available for projects that involve co-location of facilities.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.

Table 5.8-2
SCAG RCP Consistency Analysis

SCAG Policy	Project Compliance
Policy SW-20: Developers and local governments should prioritize siting of new solid waste management facilities including recycling, composting, and conversion technology facilities near existing waste management or material recovery facilities.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy SW-21: Local governments should increase education programs to increase public awareness of reuse, recycling, composting, and green building benefits and raise consumer education issues at the County and City level and if appropriate, at local school districts and education facilities.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.

Source: 2008 SCAG Regional Comprehensive Plan.

SCAG RTP Consistency Analysis

Table 5.8-3 provides an assessment of the proposed project's relationship to pertinent 2008 SCAG RTP goals. The analysis contained in Table 5.8-3 concludes that the proposed project would be consistent with the applicable RTP goals. Therefore, implementation of the proposed project would not result in significant land use impacts related to relevant RTP goals.

Table 5.8-3
SCAG RTP Consistency Analysis

RTP Goals	Project Compliance
RTP G1: Maximize mobility and accessibility for all people and goods in the region. ***RTP G2:*** Ensure travel safety and reliability for all people and goods in the region. ***RTP G3:*** Preserve and ensure a sustainable regional transportation system. ***RTP G4:*** Maximize the productivity of our transportation system.	***Consistent:*** As shown on Figures 3-6, *Circulation Plan*, and 3-8, *Trails, Parks, and Open Space Plan*, the proposed project would include a comprehensive and functional system of vehicular roads and pedestrian and multiuse trails, respectively, which would ensure that mobility and accessibility for all residents and visitors is maximized. The trail system depicted in Figure 3-8 would not only provide an important and convenient linkage system throughout the project area, but also to surrounding communities and uses, thereby offering an alternative mode of transportation for residents and visitors. The roadways within the proposed project's circulation plan (see Figure 3-6) would be consistent with the roadway standards outlined in the City's General Plan. They would be designed to maximize the regional and local vehicular circulation system in the project area. A project-specific traffic study was also completed for the proposed project and is included in Appendix K to this DEIR. As discussed in Section 5.14, *Transportation and Traffic*, under both future conditions (years 2013 and 2035) with and without the project, the intersections of Palm Avenue at both the I-215 freeway northbound ramps and southbound ramps would operate at unacceptable level of service (E or worse). However, improvements to the Palm Avenue and I-215 ramps intersection are programmed for installation by the City of San Bernardino. These improvements would increase year 2035 LOS to B during morning peak hour traffic on the northbound ramps, to D during evening peak hour traffic on the northbound ramps,

Table 5.8-3
SCAG RTP Consistency Analysis

RTP Goals	Project Compliance
	and to C during both morning and evening peak hour traffic on southbound ramps. Additionally, as part of project development, all necessary traffic and circulation improvements would be installed and/or funded to ensure that the City's roadways function as intended. Furthermore, as shown in Figure 3-6, the proposed project's circulation plan would streamline and coordinate access points entering the project site to maximize efficient circulation surrounding and within the project area, to maximize intersection capacities, and to maintain public safety. The Spring Trails Specific Plan also encourages the use of traffic-calming measures within the project site to ensure the safety of pedestrians, such as the provision of special patterned paving at important intersections and trail crossings within the Specific Plan area (see Chapter 4, Design Guidelines).
RTP G5: Protect the environment, improve air quality and promote energy efficiency.	***Consistent:*** The CEQA process ensures that plans at all levels of government consider all environmental impacts. Various sections of this DEIR appropriately address the potential environmental impacts related to development of the proposed project and outline mitigation measures to reduce any impacts, as applicable and feasible. For example, Sections 5.2, *Air Quality*, and 5.16, *Greenhouse Gas Emissions*, address air quality, energy, and global climate impacts that would occur as a result of implementation of the proposed project, and apply mitigation measures to reduce any impacts, as applicable and feasible. See responses to policies LU-6.2 and EN-9.
RTP G6: Encourage land use and growth patterns that complement our transportation investments and improves the cost-effectiveness of expenditures.	***Consistent:*** The project's proposed land uses would complement the existing and proposed circulation and transportation facilities in and around the project area. For example, the land uses would be located and designed in a manner that would ensure use of existing and future vehicular and nonvehicular transportation system. As shown in Figure 3-8, *Trails, Parks, and Open Space*, the proposed system of trails would connect internally and to the planned offsite regional trails. The proposed trails would not only provide a form of recreation and exercise for residents of the proposed project and surrounding communities, but would also provide an alternative mode of transportation. Additionally, as a part of individual project developments, all necessary traffic and circulation improvements would be installed and/or funded to ensure that the City's roadways function as intended.
RTP G7: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.

Source: 2008 SCAG Regional Transportation Plan.

SCAG Compass Growth Vision Consistency Analysis

Table 5.8-4 provides an assessment of the proposed project's relationship to advisory SCAG CGV principles. The analysis contained in Table 5.8-4 concludes that the proposed project would be generally consistent with

the advisory CGV principles. Therefore, implementation of the proposed project would not result in significant land use impacts related to the advisory CGV principles.

Table 5.8-4
SCAG Compass Growth Vision Consistency Analysis

	Compass Blueprint Principles	Revised Plan of Development Compliance with Principle
Improve Mobility for All Residents		
GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
GV P1.2	Locate new housing near existing jobs and new jobs near existing housing.	***Consistent:*** The project would create more housing in a jobs-rich city. The proposed project would create a jobs/housing ratio that is slightly more balanced compared to the projected buildout in the area, improving the jobs/housing ratio within the City. The proposed project's impacts on housing and employment are discussed in detail in Section 5.11, *Population and Housing*.
GV P1.3	Encourage transit-oriented development.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable. As shown in Figure 3-3, *Development Plan*, the proposed project is a master-planned residential community that would be nestled along the foothills of the San Bernardino National Forest. Public transit does not exist in the project area.
GV P1.4	Promote a variety of travel choices.	***Consistent:*** The project area is not served by public transit. However, as shown in Figures 3-6, *Circulation Plan*, and 3-8, *Trails, Parks, and Open Space Plan*, the proposed project would include a comprehensive and functional system of vehicular roads and pedestrian and multiuse trails, respectively, which would ensure that a variety of travel choices is provided. The trail system depicted in Figure 3-8 would not only provide an important and convenient linkage system throughout the project area, but also to surrounding communities and uses, thereby offering an alternative mode of transportation for residents and visitors.
Foster Livability in All Communities		
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable. The project site is not an infill or redevelopment site.
GV P2.2	Promote developments, which provide a mix of uses.	***Not Consistent:*** As shown in Figure 3-3, *Development Plan*, the proposed project is a master-planned development that would only include residential, recreational, and open space uses. A mixed-use development is not proposed.

Table 5.8-4
SCAG Compass Growth Vision Consistency Analysis

	Compass Blueprint Principles	Revised Plan of Development Compliance with Principle
GV P2.3	Promote "people scaled," walkable communities.	***Consistent:*** As shown in Figure 3-3, *Development Plan*, the proposed project is a master-planned residential community that also includes open space and park amenities. As shown in Figure 3-8, *Trails, Parks, and Open Space Plan*, the proposed project would also include a comprehensive system of pedestrian and multiuse trails, which would not only provide an important and convenient walkable linkage system throughout the project area and its recreational uses, but also to surrounding communities and uses.
GV P2.4	Support the preservation of stable, single-family neighborhoods.	***Consistent:*** With the exclusion of an existing single-family residence, the project site is vacant, undeveloped land along the foothills of the San Bernardino National Forest. The project area consists of undeveloped land to the north, west, and east. To the south are scattered rural residences. Implementation of the proposed project would include the preservation of the existing onsite residence. Additionally, the proposed project's layout and density would not have any impacts on the existing scattered rural residences south of the project site. Furthermore, the Specific Plan also includes development standards and design guidelines that would dictate the scale of buildings, landscape and streetscape design, and setbacks.
Enable Prosperity for All People		
GV P3.1	Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	***Generally Consistent:*** As shown in Figure 3-3, *Development Plan*, the proposed project is a master-planned residential community that includes small- and large-lot single-family residences. The proposed residential units would include attractive, modern housing that would provide "move-up" opportunities for residents in the project vicinity and the City of San Bernardino. However, a variety of housing types would not be available, as the proposed project would only offer for-sale single-family residences. Section 5.11, *Population and Housing*, contains further information about the proposed project's population and housing needs and impacts.
GV P3.2	Support educational opportunities that promote balanced growth.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
GV P3.3	Ensure environmental justice regardless of race, ethnicity or income class.	***Consistent:*** The proposed project strives to mitigate environmental impacts and in doing so upholds environmental justice regardless of race, ethnicity, or income class.
GV P3.4	Support local and state fiscal policies that encourage balanced growth.	***Consistent:*** The proposed project encourages balanced growth in the project area through the development of a high-quality, low-density master-planned community that would provide for residential, open space, and recreational uses. The Specific Plan also strives to comply with applicable local and state fiscal policies.

Table 5.8-4
SCAG Compass Growth Vision Consistency Analysis

	Compass Blueprint Principles	Revised Plan of Development Compliance with Principle
GV P3.5	Encourage civic engagement	***Consistent:*** The proposed project promotes social and civic engagement through the implementation of a well-designed and walkable residential master-planned development and through the inclusion of open space and recreational opportunities and facilities, which would foster community interaction. Additionally, the CEQA process and the City's entitlement review process, by their very nature, foster civic involvement and public participation.
Promote Sustainability for Future Generations		
GV P4.1	Preserve rural, agricultural, recreational, and environmentally sensitive areas.	***Consistent:*** With the exclusion of an existing single-family residence, the project site is vacant, undeveloped land along the foothills of the San Bernardino National Forest. As disclosed in the Initial Study (see Appendix A1), no impacts to agricultural resources would occur. As outlined in Chapter 5.3, *Biological Resources*, the proposed project would impact areas of potential seasonal wetland (6.2 acres; Figure 5.3-3, *Jurisdictional Wetland Boundaries*), various plant communities, including Riversidian sage scrub, and woodland. Wildlife corridors are present on the northern portion of the project site and under the secondary access road. Impacts to biological resources would be less than significant with the implementation of Mitigation Measures 3-1 through 3-14. As disclosed in Chapter 5.17, *Forest Resources*, impacts to forest resources would be less than significant with implementation of Mitigation Measure 3-13.
GV P4.2	Focus development in urban centers and existing cities.	***Consistent:*** The proposed project would develop a master-planned residential community in an existing City that includes a wide range of urban uses, including many of those proposed under the Spring Trails Specific Plan.
GV P4.3	Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.	***Consistent:*** The CEQA process ensures that plans at all levels of government consider all environmental impacts. Sections 5.15, *Utilities and Service Systems*, and 5.16, *Greenhouse Gas Emissions*, appropriately address the potential environmental impacts related to resource efficiency, pollution, and solid waste. As outlined in these DEIR sections, the proposed project would adhere to state and federal environmental and climate change policies to comply with strategies to eliminate pollution and reduce waste. See also responses to RCP Policies LU-6.2 and OSC-12.
GV P4.4	Utilize "green" development techniques	***Consistent:*** See responses to RCP Policies LU-6.2 and OSC-12. Refer also to Section 5.16, *Greenhouse Gas Emissions*, which includes a detailed energy analysis and also outlines a number of mitigation measures that would assist in conserving energy.

Source: SCAG Compass Blueprint.

Compliance with Other Regional Plans

San Bernardino National Forest Land Management Plan

The northern portion of the project site (approximately 160 acres) is located within the boundaries of the SBNF. The upper 160 acres of this project are private lands within the SBNF. Since the project site is privately held, it is not subject to the Land Management Plan. However, all areas adjacent to the project site, within the SBNF, are subject to the Land Management Plan. Public access by residents would be restricted and unlawful.

Forest Service Roadless Area Conservation Plan

In 1999 the USFS proposed to prohibit road construction and reconstruction in inventoried roadless areas within the national forests. That portion of the SBNF surrounding the project site (at the project boundary), and continuing in the northwesterly direction is identified as an inventoried roadless area. The project site is not within the inventoried roadless area. See Figure 5.8-1, *Inventoried Roadless Areas*.

Compliance with Local Policy

City of San Bernardino Tree Ordinance

The development of the project would remove up to 2,400 trees (220 native species, 2,170 eucalyptus, and 10 ornamental nonnative trees) from the project site. The majority of the eucalyptus trees were planted as part of a eucalyptus plantation (MBA 2007). The applicant would be required to replace the 220 native tree species with similar native species, as required by the City's tree ordinance. The mitigation measure for the required tree replacement has been incorporated into Section 5.3, *Biological Resources*. Accordance with this mitigation measure would ensure the project's compliance with the City's tree ordinance. Additional discussion on tree replacement for carbon sequestration purposes is found in Section 5.16, *Greenhouse Gas Emissions*.

For compliance with the HMOD, see Impact 5.8-3, and for compliance with the FF Overlay District, see Impact 5.8-4.

IMPACT 5.8-2: THE PROPOSED PROJECT WOULD CONFLICT WITH THE ADOPTED UNITED STATES FISH AND WILDLIFE SERVICE SAN BERNARDINO KANGAROO RAT CRITICAL HABITAT. [THRESHOLD LU-3]

Impact Analysis: Approximately 3.9 acres of habitat for the federally endangered species would be modified, which conflicts with the policies of the USFWS-designated critical habitat. As described in Section 5.3, *Biological Resources,* no San Bernardino kangaroo rats have been observed on the project site but development of the area must follow the policies of the habitat plan. Portions of the secondary access road alignment at the southern end of the site are located within USFWS-designated critical habitat for the San Bernardino kangaroo rat (see Figure 5.3-4 in Section 5.3). Even though repeated surveys in the area have been negative for the presence of the San Bernardino kangaroo rat, the presence of critical habitat requires consultation with the USFWS under Section 7 of Federal Endangered Species Act. The USFWS would impose mitigation to offset these impacts. In anticipation of those agency-imposed requirements, and as discussed previously, mitigation is recommended in this EIR to reduce the project's impacts in this regard to less than significant levels. The prescribed mitigation is discussed further in Section 5.3.8 of this EIR. This analysis is applicable to both the preferred development plan and the alternative (overhead electric lines) development plan.

IMPACT 5.8-3: THE PROPOSED PROJECT WOULD REPLACE THE HILLSIDE MANAGEMENT OVERLAY DISTRICT WITH THE PROPOSED DEVELOPMENT RESTRICTIONS OF THE SPECIFIC PLAN. [THRESHOLD LU-4]

Impact Analysis: Portions of the project site are currently within the HMOD since there are slopes with of 15 percent or greater (see Figure 5.8-2). The Spring Trails Specific Plan includes development restrictions for sloped areas that would replace the need for the HMOD. The overall goals of the site-specific grading guidelines of the HMOD are to minimize the height of visible slopes, provide for more natural-appearing manufactured slopes, minimize grading quantities, minimize slope maintenance and water consumption, and provide for stable slopes and building pads.

The Conceptual Grading Plan for Spring Trails is illustrated in Figure 3-5, *Conceptual Grading Plan*. The total area that is proposed for grading is 216.7 acres, which includes 193.0 acres onsite and 23.7 acres offsite. Onsite grading encompasses roughly 2.7 million cubic yards and would balance onsite. The primary access road would require approximately 171,000 cubic yards of cut and 55,000 cubic yards of fill, which necessitates exporting approximately 116,000 cubic yards. The secondary access street would require 244,000 cubic yards of cut and 109,000 cubic yards of fill, which necessitates exporting approximately 135,000 cubic yards. Total export equals 251,000 cy.

Spring Trails has been responsibly designed to fit into the existing landscape. Project development would avoid steep hillside areas and clusters development in the lower foothill areas. This has the following benefits in terms of grading impacts:

- Minimizes hillside grading and scarring that would be visible from public rights-of-way.
- Preserves the Cable Canyon and Meyers Canyon drainage courses in their natural conditions and minimizes impacts on natural topography.
- Maintains significant natural drainage courses within the proposed development area to enhance water quality.

The Spring Trails hillside design and development standards have been prepared to be site-specific for the proposed project and are consistent with the General Plan. The HMOD design guidelines would not be necessary. Since the alternative and preferred development plans would require development of similar magnitude, this analysis is applicable to both the preferred development plan and the alternative (overhead electric lines) development plan.

IMPACT 5.8-4 DEVELOPMENT WOULD OCCUR WITHIN FOOTHILL FIRE ZONES A AND B, OR C AS IDENTIFIED IN THE CITY'S GENERAL PLAN. [THRESHOLD LU-5]

Impact Analysis: This section outlines Spring Trails' compliance with the standards contained in the City of San Bernardino's FF Overlay District. The overlay district identifies 3 foothill fire zones: A, Extreme Hazard; B, High Hazard; and C, Moderate Hazard. Development in Spring Trails is within Fire Zone C. This analysis is applicable to both the preferred development plan and the alternative (overhead electric lines) development plan since both scenarios require development in the FF Overlay District.

As shown on Figure 5.8-2, approximately one third of the site is in Fire Zone A, one third of the site is in Fire Zone B, and the remaining third is in Fire Zone C. Areas in the Foothill Fire Zones are required to be developed with proper building separation, landscaping, and building materials; adequate emergency access and evacuation routes; and sufficient water resources.

To ensure the safety of property and lives, a detailed fire safety analysis was conducted by FireSafe Planning Solutions and a fire protection plan was prepared (see Specific Plan Appendix C). The fire analysis factored in wind patterns, fuel types (vegetation), topography, weather patterns, and historical burn patterns to determine the potential severity of wildfires and appropriate protection methods. A comparison of the provisions of this Specific Plan with the FF Overlay District is provided in Specific Plan Appendix D. The table in Appendix D shows the project's compliance with the FF Overlay District standards for access and circulation, site and street identification, roadside vegetation, water supply, erosion control, construction and development design, and other miscellaneous standards such as disclosure to property owners and responsible parties for fuel modification zone maintenance. Spring Trails is compliant with all standards laid out in the FF Overlay District.

The fire protection plan prepared by FireSafe Planning Solutions was approved by the San Bernardino County Fire Department and incorporated into the Spring Trails Specific Plan. The fire prevention measures discussed in the fire protection plan are discussed in more detail in Section 5.6, *Hazards and Hazardous Materials*, of this EIR.

If approved, the Spring Trails Specific Plan shall comply with all procedural requirements cited in the City of San Bernardino Development Code, Chapter 19.64, Specific Plans. Whenever the regulations contained in this Specific Plan conflict with the regulations of the City of San Bernardino Development Code, the provisions of this Specific Plan would take precedence.

5.8.4 Cumulative Impacts

Development of the proposed project and the annexation of the adjacent 26.4 acre area, in addition to other cumulative development detailed on Table 4-1, could cause Citywide land use and planning impacts. However, upon adoption of the Spring Trails Specific Plan, the proposed project would be consistent with applicable plans, policies, and regulations of the San Bernardino General Plan, the City's zoning regulations, and SCAG's RCPG and RTP. Additionally, as with the proposed project and the 26.4-acre annexation area, cumulative projects would be subject to compliance with the local and regional plans reviewed in this section. Therefore, implementation of the cumulative projects would not combine with the proposed project to result in cumulatively considerable land use impacts. The assessment of cumulative impacts pertains to both the preferred development plan and the alternative (overhead electric lines) development plan.

5.8.5 Existing Regulations and Standard Conditions

- Uniform Building Code
- Title 15 of the City of San Bernardino Municipal Code
- Foothill Fire Zone Overlay District (Chapter 19.15)
- Hillside Management Overlay District (Chapter 19.17)

5.8.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.8-1 and 5.8-3.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.8-2 Spring Trails development would conflict with the policies of the USFWS San Bernardino Kangaroo Rat Habitat Conservation Plan.

5.8.7 Mitigation Measures

Impact 5.8-2

The Mitigation Measure 3-2, described in Section 5.3 of this EIR, shall be followed during the Section 7 consultation process prior to the issuance of grading permits.

5.8.8 Level of Significance After Mitigation

Compliance with mitigation measure 3-2 would make Impact 5.8-2 less than significant on San Bernardino kangaroo rat habitat.