

7. *Alternatives to the Proposed Project*

7.1 INTRODUCTION

7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) include a discussion of reasonable project alternatives that would “feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives” (CEQA Guidelines Section 15126.6). This chapter identifies potential alternatives to the proposed project and evaluates them, as required by CEQA.

Key provisions of the CEQA Guidelines on alternatives (Section 15126.6[a] through [f]) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR.

- “The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly” (15126.6[b]).
- “The specific alternative of ‘no project’ shall also be evaluated along with its impact” (15126.6[e][1]).
- “The no project analysis shall discuss the existing conditions at the time the Notice of Preparation (NOP) is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives” (15126.6[e][2]).
- “The range of alternatives required in an EIR is governed by a ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project” (15126.6[f]).
- “Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” (15126.6[f][1]).
- “For alternative locations, “only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR” (15126.6[f][2][A]).
- “An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative” (15126.6[f][3]).



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For each development alternative, this analysis:

- Describes the alternative
- Analyzes the impact of the alternative as compared to the proposed project
- Identifies the impacts of the project that would be avoided or lessened by the alternative
- Assesses whether the alternative would meet most of the basic project objectives
- Evaluates the comparative merits of the alternative and the project

Per the CEQA Guidelines Section 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the project as proposed.

7.1.2 Project Objectives

As described in Section 3.3, the following objectives have been established for the proposed project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts:

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

The ability of each project alternative to meet the project objectives is provided at the end of this section (Table 7-7).

7.1.3 Significant Impacts of the Proposed Project

Chapter 5, *Environmental Impacts*, includes a discussion of all potentially significant impacts of the proposed project. The analysis for each environmental category determines whether impacts would be significant. The following significant and unavoidable impacts have been identified in association with the development of the

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proposed project. This alternatives section discusses how the selected alternative scenarios would reduce or eliminate these significant and unavoidable impacts.

Air Quality

Impact 5.2-1: The proposed project would conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) because construction-related air pollutant emissions would exceed the SCAQMD regional and local emission thresholds. Consequently, Impact 5.2-1 would be a significant and unavoidable project- and cumulative-level impact.

Impact 5.2-2: Construction activities associated with the proposed project would generate short-term emissions that exceed South Coast Air Quality Management District's regional significance thresholds for NO_x , PM_{10} , and $\text{PM}_{2.5}$ and would significantly contribute to the nonattainment designations of the South Coast Air Basin for ozone and particulate matter (PM_{10} and $\text{PM}_{2.5}$). Consequently, Impact 5.2-2 would be a significant and unavoidable project- and cumulative-level impact.

Impact 5.2-4: Construction activities associated with grading operations could expose offsite sensitive receptors to substantial pollutant concentrations of PM_{10} and could expose the existing onsite receptor to substantial pollutant concentrations of both PM_{10} and $\text{PM}_{2.5}$. Consequently, Impact 5.2-4 would be a significant and unavoidable project-level impact.

Noise

Impact 5.10-5: Project-related construction activities would result in temporary noise increases at the existing onsite and surrounding noise-sensitive receptors due to the length of the construction period, approximately three years. Consequently, Impact 5.10-5 would be a significant and unavoidable project-level impact.



Transportation and Traffic

Impact 5.14-2: The proposed project would generate morning and evening peak hour vehicle trips on I-15 and I-215 freeway segments identified in the San Bernardino County Congestion Management Plan. With or without the project, all eight segments would operate at unacceptable levels of service by year 2035 during either the morning or evening peak hour. With improvements, two of these segments would operate at acceptable levels of service. The remaining six segments would operate at unacceptable levels of service during the morning or evening peak hour, with or without the project. In addition, there is no funding program identified for the improvements to these freeways. No mitigation measures can feasibly reduce the significant impacts to these segments.

Greenhouse Gas Emissions

Impact 5.16-1: Project-related greenhouse gas emissions would significantly cumulatively contribute to global climate change impacts in California (traffic-related).

7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this Draft EIR (EIR).

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Section 15126.6 of the CEQA Guidelines states that a range of reasonable alternatives "...that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects" (Guidelines Sec. 15126.6[c]). The range of alternatives must not only reduce the environmental impacts of the proposed project, but they must also be reasonable options for the lead agency. Feasibility of alternatives may be based on site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the project applicant can reasonably acquire, control, or otherwise have access to the alternative site (Guidelines Sec. 15126.6[f][1]). For these reasons, certain alternatives were considered for the proposed project but because of constraints, they were not included in further analysis.

- Alternative Site
- Previous Project (2006)

Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (Guidelines Sec. 15126[5][B][1]). Key factors in evaluating potential offsite locations for EIR project alternatives include: 1) whether the site is currently vacant, 2) if it is in the same jurisdiction, 3) whether development as proposed would require a General Plan Amendment, and 4) whether the project applicant could reasonably acquire the parcel. A review of the City's 2005 General Plan was completed to determine whether existing vacant parcels within the City of San Bernardino would accommodate the proposed project. An alternative site location that provided infill residential development, as opposed to new development, could potentially reduce the proposed project's significant impacts. Although the project applicant does not own another parcel within the City that could be developed with the proposed residential use, a review was undertaken to determine the likelihood that another site may be available. Review of the City's General Plan indicates there are few areas for infill development that would be of a similar size as the proposed project and would be suitable for residential development. Most areas identified for infill development in the City are meant for office, commercial, and/or industrial land uses. Residential infill development is also encouraged in older residential neighborhoods, but residential infill in the City occurs mainly on a smaller scale than the proposed project. The lack of vacant residential lots that would provide an alternative to the proposed project makes an alternative site infeasible.

The previous site plan for the project site, as analyzed in the 2006 EIR, would not be a viable project alternative. Project access along Meyers Road was strongly opposed by local residents. The 2006 plan and Draft EIR received numerous public comments regarding the primary and secondary access road alignments, traffic on Meyers Road, and impacts on the community of Devore. The lack of public support would make the previous project site plan alternative unpractical and infeasible.

7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed in Section 7.1.1, the following four alternatives have been determined to represent a reasonable range of alternatives that have the potential to feasibly attain most of the basic objectives of the project but may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project/No Development Alternative
- No Project/Existing County General Plan Alternative
- Alternative Site Plan
- Reduced Daily Grading Alternative

An EIR must identify an "environmentally superior" alternative. Where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative

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from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. Short-term air quality, greenhouse gas, noise (construction), and traffic (operational) impacts were found to be significant and unavoidable for the proposed project. Section 7.8 identifies the environmentally superior alternative.

The preferred land use (proposed General Plan and Development Code Update) is analyzed in detail in Chapter 5 of this DEIR.

Alternatives Comparison

The following statistical analysis (Table 7-1) summarizes land use for each of the project alternatives, including the proposed project.

**Table 7-1
Alternatives Land Use Summary**

	<i>Proposed Project</i>	<i>No Project/No Development</i>	<i>No Project/Existing County General Plan</i>	<i>Alternative Site Plan</i>	<i>Reduced Daily Grading</i>
Dwelling Units	307	NA	38	175	307
Density ¹	0.87 du/ac	NA	0.2 du/ac (1 du/5 ac)	0.49 du/ac	0.87 du/ac
Graded Area ²	216.7 acres	NA	NA	147.5 acres	224.3 acres ³

¹ The density is based on the total number of units over the entire project site (352.8 acres), rather than for the developed area, in order to provide a consistent comparison for each alternative on this table. In the case of the No Project/Existing County General Plan Alternative, the total project site is only the southern portion of the proposed project site (190.6 acres) since this is the only portion designated for development under the County General Plan.

² The total graded area includes grading for the onsite developed area and for offsite access roads.

³ The total acres graded for the Reduced Daily Grading Alternative are different from the total acres graded in other sections of the EIR. Since the purpose of this alternative is to reduce the significant air quality impacts and the emissions of NOx of the proposed project, the acreage used is the same as for the air quality modeling, which is based on grading information provided in February 2009 from the civil engineer.



7.4 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

7.4.1 Alternative Description

The No Project/No Development Alternative would preserve the existing physical conditions of the project site. It assumes there would be no development of any type nor would development occur under existing land use designation parameters.

This alternative would preserve the site for open space and would preclude the development of the site under the City or County General Plan land use designations. The low-density residential development and Spring Trails Specific Plan would not be implemented, and supporting infrastructure (i.e., roads and utility infrastructure) would not be built. With this alternative, the site would remain open for future land use proposals.

7.4.2 Aesthetics

The development of the project site with the proposed 307 residential units would change the physical landscape and would produce new sources of light and glare. Specific Plan development standards and design features would reduce potentially significant light and glare impacts to less than significant levels.

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The No Project/No Development Alternative would not change the physical characteristics of the site and would not introduce new light sources to the project site. No impacts are anticipated with this project alternative. Impacts under this alternative would be substantially less than with the proposed project.

7.4.3 Air Quality

The construction activities of the proposed project would emit air pollutant concentrations that would exceed local and regional emission thresholds, expose onsite and offsite sensitive receptors to substantial pollution concentrations, and contribute to the nonattainment air pollutant designations of the South Coast Air Basin. Tables 5.2-13 and 5.2-14 in Section 5.2, *Air Quality*, show construction-related air quality emissions at the regional and local significance levels.

This alternative would eliminate short-term construction-related air quality impacts associated with the proposed project. The site, with the exception of the single existing onsite residence, would not generate activity or emissions. In comparison to the proposed project, this alternative would eliminate significant short-term regional air quality impacts from NO_x. This alternative would also eliminate potential localized impacts to the onsite residence due to construction-related impacts from PM₁₀. Additionally, the site would remain consistent with the AQMP, as no criteria pollutants thresholds would be exceeded, and it would not be necessary to change the land use designation. In comparison to the proposed project, this alternative would reduce air quality impacts and also eliminate short-term significant unavoidable impacts.

7.4.4 Biological Impacts

The project site is host to biological resources, including a mule deer nursery site, wildlife corridors, sensitive plant communities (Riversidean sage scrub), jurisdictional wetlands, and sensitive species habitat (for the San Bernardino Kangaroo Rat, SBKR). All impacts were found to be less than significant with mitigation for the proposed project. The No Project/No Development Alternative would allow the project site to remain as open space and the existing onsite biological resources would not be disturbed. Under this alternative, the nonnative eucalyptus trees would remain and continue to present a high fire risk to remaining vegetation, including sensitive habitats. Fire and the related destruction of habitat would likely impact wildlife in the project area. As concluded in the biological resources assessment, however, vegetation resources onsite have recovered in the past and healthy regrowth is also currently underway. Although no significant and unavoidable impacts to biological resources were identified, the alternative project would reduce overall biological resources impacts in comparison to the proposed project.

7.4.5 Cultural Resources

A cultural resources report identified eight resources on the project site, two of which would be potentially significant. However, with mitigation, impacts to cultural resource would be less than significant. The No Project/No Development Alternative would preclude any development on the project site; the site would be preserved as open space. No construction activities would occur and there would not be any potential for cultural resources to be disturbed. The No Project/No Development Alternative would have no impacts to cultural resources, which would be less than the proposed project.

7.4.6 Geology and Soils

The project site is characterized by earthquake-related geological hazards. The No Project/No Development Alternative would not allow development of the project site. People and structures would not be exposed to geological hazards and no impacts would occur. Although no significant and unavoidable impacts to

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geology and soils were identified, the alternative project would have no impacts in comparison to the less than significant impacts of the proposed project.

7.4.7 Hazards and Hazardous Materials

Potential hazard conditions on the project site involve fire hazards and wind hazards. The No Project/No Development Alternative would preclude development of housing onsite, and therefore no additional residents or structures would be introduced to onsite hazards. Under this alternative, however, major water delivery and storage improvements that would benefit existing residents in the project area would not be implemented. Similarly, development, fees under the proposed project that would assist in funding fire facilities and equipment would not be generated. Because of the high fire risk and inadequate water system and fire fighting resources to currently combat the fire risk, and given the potential benefit of the project as proposed, overall hazard impacts for the No Project would be considered similar to the proposed project.

7.4.8 Hydrology and Water Quality

Onsite drainage is in the form of surface flow, most of which drains into to Cable Canyon Creek and Meyers Creek, leading ultimately to Cable Creek to the south of the site. The No Project/No Development Alternative would not change the physical characteristics of the project site. The onsite drainages would be unaffected by development and natural recharge would be allowed to continue without the implementation of impervious surfaces. Since the project alternative would not generate polluted runoff, it would not impact offsite water quality. However, without storm drainage improvements, onsite sediment would not be controlled and may potentially impact water quality. Impacts to hydrology and water quality are similar between the alternative and proposed projects; impacts would be less than significant for either scenario.

7.4.9 Land Use and Planning

As part of the approval of the Specific Plan, a General Plan Amendment would be required to rezone the project site as Residential Low (3.1 dwelling units/acre). It would then be consistent with the City's General Plan. Under the No Project/No Development Alternative, the project site would remain in the City's Sphere of influence but the project site would not be annexed and no development would occur. A General Plan Amendment would not be required and the rezoning for the project site would remain Residential Estate (one dwelling unit/acre). The alternative would be consistent with the City's General Plan. Since no development would occur, it would remain consistent with other local plans, including the United States Fish and Wildlife Service (USFWS) management plans for San Bernardino Kangaroo Rat (SBKR) habitat, the Hillside Management Overlay District, and the Foothill Fire Zones Overlay. There are no significant and unavoidable impacts that could have been eliminated by this project alternative, but the alternative would still have a lower impact on land use and planning than the proposed project.

7.4.10 Mineral Resources

The proposed project site does not have substantial amounts of mineral resources that would be made unavailable by the proposed project. The site is categorized as an MRZ-3 zone, which means the significance of the mineral resources onsite is unknown. Development of the proposed project would result in less than significant impacts. Impacts would be similar for the No Project/No Development Alternative.



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7.4.11 Noise

Development of the proposed project would cause significant and unavoidable noise impacts to on- and offsite sensitive receptors during the three-year construction period. These impacts would occur mainly along the project access roads and along the southern boundary of the project site.

This alternative would eliminate the short-term construction-related impacts. In addition, left as undeveloped land, this alternative would not generate any vehicle trips or stationary noise beyond those associated with the existing onsite use; therefore, long-term operational impacts would also be substantially reduced in comparison to the proposed project. Under this alternative, the significant construction-related noise impacts would be eliminated in comparison to the proposed project.

7.4.12 Population and Housing

The No Project/No Development Alternative would not allow development to occur onsite and would therefore not induce direct population growth in the City. However, it would also not provide housing to balance the jobs/housing ratio in a jobs-rich area. No impacts to population and housing would occur under the No Project/No Development Alternative.

7.4.13 Public Services

With the No Project/No Development Alternative, there would not be an increase in population that would need to be served by public fire, library, police, or school services. However, if wildfires occur on the project site under the No Project/No Development Alternative, the San Bernardino County Fire Authority would have to respond in collaboration with the City Fire Department. Such fires may be more intense under natural conditions than with the proposed project, which includes fire resistant buildings and a fire protection plan. With the No Project/No Development Alternative, impacts to all public services would be reduced but not avoided.

7.4.14 Recreation

Although the proposed project would increase the City's population, it would also include the development of recreational parks and amenities. Impacts to recreational facilities would be less than significant. Under the No Project/No Development, the project site would not be accessible to the public (although local residents might use it for recreational hiking or other activities). Without the increase in population under the alternative plan, there would be no demand for additional recreation services. However, the No Project/No Development Alternative would also not provide the amenities of the proposed project. Impacts to recreational facilities would be similar between the proposed project and the project alternative.

7.4.15 Transportation and Traffic

The proposed project would generate approximately 3,149 average daily trips. In the morning peak hour, it would generate approximately 247 trips and during the evening peak hour, it would generate approximately 333 trips. It would significantly impact to three study area intersections and contribute to significant impacts at eight freeway mainline segments. With the project's contribution to the City's Regional Circulation Fee to improve the Palm Avenue/I-215 intersections and dedication to fund the Palm Avenue/Kendall Street intersection improvements, the intersections would operate at acceptable LOS values. With or without improvements, six of the CMP freeway segments would operate with unacceptable LOS values. In addition, the proposed improvements to freeway mainlines do not have an established funding program. The impact to freeway mainline sections would be significant and unavoidable.

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The No Project/No Development Alternative would not allow development of the project site and no traffic would be generated. This alternative would eliminate all project-related significant and unavoidable impacts related to transportation and traffic. However, the CMP freeway mainlines would still operate at unacceptable levels of service with or without the project in year 2035, with or without improvements.

7.4.16 Utilities and Service Systems

The proposed project would use about 529 acre-feet of water per year (afy), 327,283.2 gallons of wastewater per day, and 1.88 tons of trash per day. The No Project/No Development Alternative would not allow development of the site and would therefore not create a demand for utility services. Utility infrastructure improvements would also not occur under the No Project/No Development Alternative. The City-owned water and wastewater systems would not be expanded to serve the project site and all existing systems would remain in place. The residents in the area are mainly served by water wells, and the nearest wastewater pipeline is in Little League Drive. Without the proposed project, improvements to the existing utility systems would not be made, which is a benefit of the proposed project. However, since construction of new infrastructure would not be completed, utility and service system impacts would be reduced under this alternative.

7.4.17 Greenhouse Gas Emissions

The No Project/No Development Alternative would not generate GHG emissions since there would not be any development of the site. The GHG impacts of the proposed project would be eliminated.

7.4.18 Forest Resources

The project site under the No Project/No Development Alternative would remain undeveloped, and therefore no native or eucalyptus trees would be removed. The site has experienced major forest fires in recent years. As eucalyptus trees would not be removed, these trees would continue to be a fire hazard. Therefore, under this alternative, the probability of impacts to forest resources due to fire would remain. However, overall impacts to forest resources would be reduced compared to the proposed project because as forest lands would not be encroached upon by development and no native trees would be removed.

7.4.19 Conclusion

Ability to Reduce Environmental Impacts

The No Project/No Development Alternative would avoid impacts related to air quality, biological resources, cultural resources, geological resources, greenhouse gas emissions, hazards (wind, hazardous materials), hydrology and water quality, land use and planning, noise, public services, transportation and traffic, and utilities and service systems. Compared to the proposed project, impacts would be similar for mineral resources. It would not reduce impacts to hazards directly related to fire since the site would remain undeveloped. The groves of eucalyptus trees represent a high fire hazard for the site. This project would not extend water improvements to the project site that would benefit firefighting for the site and also benefit surrounding residences. Overall, this alternative would reduce environmental impacts relative to the proposed project and would reduce the following significant impacts of the proposed project to less than significant:

- Air Quality (construction-related pollutant emissions)
- Greenhouse Gas Emissions (traffic-related greenhouse gas emissions)
- Noise (construction-related noise near sensitive receptors)



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- Transportation and Traffic (project's contribution to CMP freeway segment unacceptable level of service)

Ability to Attain Project Objectives

The proposed project objectives are listed under Section 7.1.2 above and are referenced by number in the discussion below. The No Project/No Development Alternative would not achieve Objective 1. The site would not be developed as envisioned by the City's 2005 General Plan. The alternative would not provide a high quality, low-density community or any of the amenities of the proposed project and would not be able to meet Objectives 2 and 4. It would also not provide a safe community that considers the natural conditions of the area (Objective 7), and it would not create a housing development that would allow the project applicant to realize a reasonable return on investment (Objective 9). Objectives 3, 5, 6, and 8 would be met. Although the alternative project would not include the construction of roadways, it would not interfere with the existing roadway system in the area and would essentially meet Objective 3 because it would not interfere with the surrounding community. The project alternative would be consistent with land use policies of the surrounding San Bernardino National Forest (Objective 5). Since the project site would be undeveloped, it would not be required to meet land use development policies of the SBNF and it would be consistent with SBNF land use plans. Since the project alternative precludes development of the site, it would not create a development footprint and maintain open space, allowing it to meet Objective 6. Objective 9 would be met because the project alternative would avoid all significant environmental impacts of construction and long-term improvements of the proposed project.

7.5 NO PROJECT/EXISTING COUNTY GENERAL PLAN ALTERNATIVE

7.5.1 Alternative Description

Under the No Project/Existing County General Plan Alternative, the project site would not be annexed to the City of San Bernardino and it would be developed in accordance with the land use designations and related overlay constraints included in the County of San Bernardino General Plan and Zoning Ordinance. The general plan (2007) designates the southern portion of the project site (approximately 190.6 acres) as Residential Estate (RL-5), with a minimum lot size of five acres, and the northern portion (approximately 160 acres) as private unincorporated land in the San Bernardino National Forest (see Figure 4-6, *Existing Land Use Designations*). The 26.4-acre area to be annexed with the project site (though not part of the proposed site plan) would be designated RS-1, with a minimum lot size of one acre. However, since the Existing County General Plan Alternative would not involve annexation to the City, the 26.4-acre area would not become a county island and is therefore not considered part of this project alternative.

Site grading and home construction would be limited to the RL-5 portion of the site (the approximately 190.6-acre southern half). With a minimum lot size of five acres, a maximum of 38 homes could be developed, resulting in a gross density of 0.20 units/acres for the 190.6 acres. Earthwork would be substantially reduced for this alternative. Only a portion of each five-acre lot for each residential unit developed under the County General Plan would be graded. The size of the graded area would depend on the individual house size and amount of driveway/access road needed to serve the house.

This alternative assumes that primary access would be provided from the existing Meyers Road, and secondary or emergency access could be provided by Martin Ranch Road (see Figure 4-4, *Existing Site View 2*). The development of new roads would not be required to provide access to the 38 homes. Development would most likely be concentrated within the area of fewest constraints, primarily the area characterized with slopes less than 15 percent (see Figure 5.8-2, *Topography*).

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The No Project/Existing County General Plan Alternative would comply with County development restrictions, including zoning overlay areas for Fire Safety, Geological Hazards, and Open Space. According to the San Bernardino County Hazards Overlay Map, the southern portion of the project site is within Fire Safety Area 3 (FS3), which covers areas generally south of FS1 (the northern portion of the site, which is within the San Bernardino National Forest) and areas within the wildland-urban interface. As outlined in Section 82.13.030, "Fire Safety Areas," of the San Bernardino County Municipal Code, FS1 includes areas in the mountains and valley foothills. It includes all the land generally within the San Bernardino National Forest boundary and is characterized by areas with moderate and steep terrain and moderate to heavy fuel loading, contributing to high fire hazard conditions. FS3 includes lands just to the south of the mountain FS1 area. These lands are primarily within the wildland-urban interface of the Valley Region and consist of varying terrain, from relatively flat to steeply sloping hillside areas. Development in FS3 is prone to wildfire primarily because of its proximity to FS1 zones. FS3 areas are also subject to Santa Ana wind conditions that have the potential to dramatically spread wildland fires. The Geological Hazards Overlay Zone map also shows the site in landslide and earthquake fault zones.

7.5.2 Aesthetics

The development of the project site with 38 units under the No Project/Existing County General Plan Alternative compared to 307 of the proposed project would result in fewer impacts to scenic resources. The project site is not within a viewshed of a designated scenic highway. As with the proposed project, the new housing development would be visible from the surrounding project area and from I-215 under this alternative. The area of development, however, would be limited to the southern portion of the site, and grading on the northern portion of the site would not be visible as it is with the proposed project (see visual simulations, Figures 5.1-3- 5.18). With five-acre minimum lot sizes, it could be anticipated that the majority of the lot area may remain undisturbed. The visual character of this alternative would be low-density and more rural than the proposed project. Lighting levels would be reduced substantially in comparison to the proposed project. With the incorporation of City and Specific Plan Development Standards, the proposed project aesthetic and light and glare impacts would be less than significant. Aesthetic impacts for the No Project/Existing County General Plan Alternative would also be less than significant, but would be reduced in comparison to the proposed project.



7.5.3 Air Quality

The proposed project would result in regional air quality impacts for NO_x due to the amount of construction equipment needed for grading and to soil haul truck trips. In addition, the proposed project would result in localized impacts of PM₁₀ to the existing residence onsite during grading. Implementation of the proposed project would not result in any significant operation-related air quality impacts.

The No Project/Existing County General Plan Alternative would result in an 88 percent reduction in dwelling units and therefore would also reduce operational air quality impacts from area and mobile sources. Operation of the proposed project would not result in significant and unavoidable air quality impacts due to operation of the project. Therefore, because this alternative would reduce operational criteria air pollutant emissions, this impact would still be less than significant.

A reduction in dwelling units and the development envelope would also result in an overall decrease of construction-related air quality impacts. Additionally, this alternative would present a low-density/low-impact development that would not require construction of the two access roads. Elimination of the two access roads would eliminate the need for the extensive soil hauling required for the proposed project. Therefore, NO_x emissions related to soil haul trucks would also be eliminated. Additionally, because this alternative would be a low-intensity/low-impact development of rural homes on 5-acre lots, the amount of grading

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required would be substantially reduced compared to the proposed project. Grading activities would be on a smaller scale and primarily consist of grading each lot's residential building pad and possibly the front and back yard footprint. Therefore, the number of pieces of equipment needed would also be substantially reduced, as large-scale grading would not be necessary. Because the soil haul from the access roads would be eliminated and the number of pieces of equipment would be substantially reduced, regional air quality impacts from NO_x would be less than significant. The smaller-scale grading required under this alternative would also substantially reduce PM₁₀ emissions from grading operations. Significant and unavoidable localized air quality impacts to the onsite residence would be eliminated. Furthermore, since the significant regional and localized air quality impacts would be reduced to less than significant, the alternative would be consistent with the AQMP.

7.5.4 Biological Impacts

The project site is host to biological resources, including a mule deer nursery site, wildlife corridors, sensitive plant communities (Riversidean sage scrub), jurisdictional wetlands, and sensitive species habitat (e.g., SBKR). All impacts were found to be less than significant with mitigation for the proposed project. Under the No Project/County General Plan Alternative, the development footprint on the southern portion of the project site would be significantly reduced. The amount of area needed to grade pads for 38 units would be much less than the 216.7 graded acres of the proposed project, including access roads, and only a portion of each five-acre lot would be graded. The size of the graded area would depend on the individual house size and amount of driveway/access road needed to serve the house. Therefore, overall impacts to sensitive plant communities and the mule deer nursery site would be reduced because significantly smaller areas would be graded and developed. In addition, approximately half of the identified wildlife nursery site under this project alternative could be preserved (see Figure 5.3-2, *Wildlife Movement corridors and Mule Deer Nursery Site*). Under the proposed project, the impacted SBKR habitat is located within the secondary access road alignment. Since this alternative would not require this access road, SBKR habitat could be avoided. Similarly, due to the low density of this alternative, it is anticipated that impacts to jurisdictional wetlands could be avoided.

7.5.5 Cultural Resources

The No Project/Existing County General Plan Alternative would involve development of 38 units on the southern portion of the project site. Of the two potentially significant resources, the Cable Canyon Ranch House complex (and potential privy and trash disposal areas) is in the northern portion of the project site and would not be disturbed by the No Project/Existing County General Plan Alternative. The Meyers Family Cemetery is in the southern portion of the project site and may be disturbed by site development. However, the same mitigation measure to either avoid disturbance of the cemetery area or to develop and implement an archaeological recovery plan as required for the proposed project (see Mitigation Measure 5-4) would mitigate potential cemetery impacts of this alternative to less than significant. Overall cultural resource impacts would be less than significant for both the proposed project and the No Project/Existing County General Plan alternative, but would be slightly reduced by this alternative.

7.5.6 Geology and Soils

The project site is characterized by earthquake-related geological hazards. The San Andreas fault and other fault splays run through both the northern and southern portions of the project site. Since the proposed project would cover a larger area and include 269 more units, overall impacts would be slightly less for this alternative because fewer people would be subject to geological hazards. However, mitigation measures would reduce impacts to less than significant levels for both scenarios. The No Project/Existing County General Plan would have slightly less geological impacts.

7. Alternatives to the Proposed Project

7.5.7 Hazards and Hazardous Materials

Although some of the highest fire risk areas of the northern portion of the site would be avoided under this alternative, the No Project/Existing County General Plan Alternative would also involve development in high wind and very high fire hazard areas. The County Development Code requires all proposed land uses to comply with development standards of the County's Fire Safety Overlay Zone by having the project applicant submit a slope analysis, preliminary grading plan, and fuel modification plan. This would be similar to the requirements for the proposed project. Due to the substantial reduction in units relative to the proposed project, fewer people would be introduced into this area of high potential fire and wind hazards. However, under this alternative a greater number of the eucalyptus trees would be preserved. These trees represent a high fire hazard for the project site and their removal under the proposed project is considered a benefit to fire management. It is also unlikely that development of only 38 houses under this alternative could finance the level of water system improvements included in the proposed project (including three large water tanks) that will substantially improve water delivery to fight fires in the project area. In consideration of hazardous substance use, production, and/or disposal, the alternative project would have similar less than significant impacts when compared to the proposed project. Overall, hazards and hazardous materials impacts would be similar for the proposed project and the No Project/Existing County General Plan Alternative.

7.5.8 Hydrology and Water Quality

Limiting development to the southern portion of the project site under the No Project/Existing County General Plan Alternative would essentially eliminate any potential direct impacts to Cable Canyon Creek. The smaller development footprint would preserve more natural drainage areas and increase permeable surfaces relative to the proposed project. Groundwater recharge would likely be greater under this alternative than the proposed project. This alternative, however, would likely not include the level of storm drainage improvements that would improve some existing erosion problems in the project area. Overall, the impact level of the proposed project and the No Project/County General Plan Alternative would be similar; both scenarios would result in less than significant impacts.



7.5.9 Land Use and Planning

The land use and planning analysis for the proposed project determines whether the project is consistent with local and regional governing plans and development standards and regulations. The No Project/Existing County General Plan Alternative would be consistent with both the City's General Plan and the County's General Plan. It would not exceed the one-unit-per-acre maximum density of the City's General Plan and it is designed to meet the density requirements of the County General Plan (0.2 units per acre). As County land, the site would be developed in accordance with the County's Fire Safety Overlay Zone. As noted above, since access for this alternative would be provided by existing roadways, impacts to SBKR habitat would be avoided. Development of this alternative would not require a General Plan Amendment and would not require annexation to the City. Annexation to the City, however, is consistent with the site's location within the City's sphere of influence and rezoning for the project site. Development of the site for low density residential use is consistent with the City's vision for the project site. Overall land use impacts, therefore, are considered similar for this project alternative in comparison to the proposed project.

7.5.10 Mineral Resources

The proposed project site does not have substantial amounts of mineral resources that would be made unavailable by the proposed project. The site is categorized as an MRZ-3 zone, which means the significance of the mineral resources onsite is unknown. Development of the project site under either scenario would result in similar, less than significant impacts.

7. Alternatives to the Proposed Project

7.5.11 Noise

Development of the proposed project would result significant and unavoidable construction-related noise impacts to on- and offsite sensitive receptors during the three-year construction period. These impacts would occur mainly along the project access roads and along the southern boundary of the project site.

The No Project/County General Plan Alternative would substantially reduce the residential density of the project site in comparison to the proposed project and would therefore require less construction and reduce the overall duration. While the construction equipment mix would be reduced, noise would still be dominated by the loudest pieces of equipment. Therefore, onsite and offsite residences may still be exposed to the same magnitude of maximum noise levels as under the proposed project. However, the duration of exposure of offsite and onsite residences to construction noise would be substantially reduced due to the smaller-scale and less intense construction required under this alternative. Additionally, the magnitude of average construction noise levels at the onsite and offsite residences would be reduced because of the smaller-scale and less intense construction. Furthermore, as the two access roads would not be constructed under this alternative, construction noise impacts related to these two roads would be eliminated. Under this alternative, construction-related vibration impacts would be reduced and remain less than significant. Overall construction noise impacts would be eliminated and reduced to a less than significant level.

Additionally under this alternative, operation-related noise impacts would be reduced because there would be fewer dwelling units (stationary sources) and therefore fewer vehicle trips generated compared to the proposed project. However, impacts from operational stationary and mobile sources would be less than significant under both scenarios.

7.5.12 Population and Housing

The No Project/Existing County General Plan Alternative would not appreciably affect the jobs/housing ratio for the City or County because the total number of units under this alternative is too small. This alternative would not contribute as many housing units to the City as the proposed project, and therefore would not be as effective in improving the jobs/housing balance. Table 7-2 compares the proposed project with the alternative. Overall, population and housing impacts would be similar between the proposed project and the No Project/Existing County General Plan Alternative.

7. Alternatives to the Proposed Project

**Table 7-2
Projected Growth and Jobs/Housing Ratio According to SCAG**

	<i>Existing Conditions</i>		<i>Proposed Project</i>		<i>No Project/Existing County General Plan Alternative</i>	
	<i>2005</i>	<i>Projected Buildout (2035)</i>	<i>Proposed Increase</i>	<i>Adjusted Buildout with Project (2035)</i>	<i>Proposed Increase</i>	<i>Adjusted Buildout with Alternative (2035)</i>
City of San Bernardino						
Population	201,049	265,515	1,025	266,540	127	265,642
Employment	94,917	157,088	0	157,088	0	157,088
Households	57,698	78,619	307	78,926	38	78,657
Jobs/Housing Ratio	1.65	2.00	--	1.99	--	2.00
County of San Bernardino						
Population	1,971,318	3,133,801	1,025	3,134,826	127	3,133,928
Employment	704,239	1,254,749	0	1,254,749	0	1,254,749
Households	567,277	972,561	307	972,870	38	972,599
Jobs/Housing Ratio	1.24	1.29	--	1.29	--	1.29

Sources: SCAG's 2008 Regional Transportation Plan Growth Forecast.

7.5.13 Public Services

The No Project/County General Plan Alternative would allow for the development of fewer residential units and development would be focused on the southern portion of the project site. The County Fire Department would primarily serve the site, but the Automatic Aid Agreement would allow other fire departments to bring additional resources to the site during fire emergencies. Although impacts would still exist under this alternative, they would be reduced compared to the proposed project.

Under the proposed project, the City's Police Department would serve the project site in the event of an emergency situation. With the payment of development impact fees, the impacts were found to be less than significant. Under the No Project/Existing County General Plan Alternative, police service would be provided by the County with funding from a capital facilities fund. During emergency situations, the San Bernardino City Police Department would be able to provide additional aid to the project site.

Library and school service impacts were found to be less than significant for the proposed project. With the reduced housing of the No Project/Existing County General Plan Alternative, impacts would be reduced. All public service impacts would be reduced by the alternative project.

7.5.14 Recreation

Under the No Project/Existing General Plan Alternative, the project site would be developed with a lower residential density than the proposed project. This would allow for more open space that can be used as recreational area. The population increase for this alternative would not be large enough to create a substantial demand for additional recreational facilities nor would it cause the deterioration of existing facilities. Because the proposed project includes the development of recreational parks, impacts to recreational facilities would be less than significant. Trails and recreational amenities may also be included with the No Project/Existing County General Plan Alternative, but with fewer residential units, the development would not be able to amortize the level of improvements provided by the proposed project. Impacts would also be less than significant under the No Project/County General Plan Alternative.



7. Alternatives to the Proposed Project

7.5.15 Transportation and Traffic

The proposed project would generate approximately 3,149 average daily trips. In the morning peak hour, it would generate approximately 247 trips and during the evening peak hour, it would generate approximately 333 trips.

Using the same vehicle trip generation factor as the proposed project (Institute of Traffic Engineers' *Trip Generation* [8th edition]), the No Project/Existing County General Plan Alternative would not generate traffic levels substantial enough to affect morning and evening peak hour LOS values at study area intersections. Impacts to study area intersections would be less than significant.

Access to development under this alternative could be provided by improving existing roadways. Access would be provided via Meyers Road and potentially Martin Ranch Road. Although the level of traffic generated by 38 homes would not be expected to significantly impact capacity of these roadways, access via these roadways in previously proposed site plans has been opposed by area residents (see Section 1.7).

The alternative project would not contribute 100 or more trips to CMP-designated roadways (the I-15 and I-215 freeways) during peak hours; therefore, it would not require a CMP consistency analysis, and traffic impacts would be less than significant.

The No Project/Existing County General Plan Alternative would generate substantially fewer vehicle trips and reduce traffic impacts to local intersections and CMP roadways. It would avoid the significant and unavoidable impacts to CMP-identified roadways I-215 and I-15. Access through local neighborhoods via Meyers Road may be considered a significant impact by local residents, but overall traffic impacts based on existing level of service standards and operations would be considered to be reduced for this alternative relative to the proposed project.

7.5.15 Utilities and Service Systems

The water demand of the No Project/Existing County General Plan is determined using the same demand as the proposed project. To determine the water demand of 38 units, it is assumed that the same demand per residential unit of the proposed project would apply to the project alternative. If the proposed project assumes that 307 units on 353 acres would use 529 acre-feet of water per year, then the water demand per dwelling unit would be 1.47 afy. The alternative project of 38 units would demand about 55.86 afy. This amount of water would be within the projected demand for the project site under the City's 2005 Urban Water Management Plan (UWMP). The UWMP assumes a buildout of the site under the City's General Plan (298 units). Impacts to water supply would be less than significant.

The infrastructure needed to serve the project site under the No Project/Existing County General Plan Alternative would not be guaranteed since the City would not have jurisdiction over the area. Water service may require the use of individual wells, as is the case currently for residents in the project area.

The alternative project would generate approximately 49,246 gallons of wastewater per day (based on the calculations used in Appendix L, Sewer Capacity Study), which is less than the proposed project and within the capacity of the treatment facilities. Solid waste generation would equal 0.23 tons of solid waste per day. Wastewater and solid waste impacts would be less for the alternative project compared to the proposed project.

7. Alternatives to the Proposed Project

7.5.16 Greenhouse Gas Emissions

The No Project/Existing County General Plan Alternative would result in approximately 88 percent less operational GHG emissions. This alternative would reduce the number of dwelling units, and therefore GHG emissions from area sources, energy usage, water usage, and waste would also be reduced accordingly. The reduction in dwelling units would also substantially reduce the number of vehicle trips generated, and GHG emissions from mobile sources would be substantially reduced. A reduction in dwelling units and the development envelope and the elimination of the two access roads would also result in an overall decrease of total construction-related GHG emissions. Because this alternative would also substantially reduce mobile-source GHG emissions, GHG impacts would be eliminated and reduced to a level of less than significant.

7.5.17 Forest Resources

The No Project/Existing County General Plan would reduce the overall development footprint. Development would be limited to the RL-5 portion of the site, and therefore forest resources in the 160-acre northern portion of the site would be left undisturbed. Additionally, it is assumed that the low-density development that would be permitted under this alternative would result in lower impact development, which would result in the removal of fewer native trees compared to the proposed project. Therefore, this alternative would result in less impacts than the proposed project, although those were also less than significant.

7.5.16 Conclusion

Ability to Reduce Environmental Impacts

The No Project/Existing General Plan Alternative would reduce impacts related to air quality, biological resources, cultural resources, geological resources, greenhouse gas emissions, hazards, hydrology and water quality, noise, public services, transportation and traffic, and utilities and service systems (solid waste and wastewater). Compared to the proposed project, impacts would be similar for land use and planning, mineral resources, and population and housing. Utility and service impacts directly related to population-based demand factors (water supply, solid waste generation, and wastewater generation) would be substantially reduced for this alternative in comparison to the proposed project. The 38 units under this alternative, however, would be unlikely able to amortize the major infrastructure upgrades—particularly for domestic water delivery and storage—that would be required to adequately provide water and fire flow requirements to the project. Similarly, it would not provide the benefit to other area residents associated with these improvements under the proposed project. Overall, this alternative would reduce environmental impacts relative to the proposed project and would reduce the following significant impacts of the proposed project to less than significant:

- Air Quality (construction-related pollutant emissions)
- Greenhouse Gas Emissions (traffic-related greenhouse gas emissions)
- Transportation and Traffic (project's contribution to CMP freeway segment unacceptable level of service)

Ability to Attain Project Objectives

The proposed project objectives are listed under Section 7.1.2 and referenced by number in the discussion below. The No Project/Existing General Plan Alternative would not achieve Objective 1. Site development would be consistent with the existing land use designations of the County of San Bernardino and would not be developed as envisioned by the City's 2005 General Plan. The extent to which this alternative could achieve Objectives Nos. 2 and 4 would be largely dependent on the potential financial return on 38 homes



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and the ability to fund amenities (including hiking, equestrian, and bicycles trails) and required infrastructure to assure a high quality development. The cost to construct project access roadways, site grading, and infrastructure and building construction would be partially financed through or balanced by the property sales on the project site. It is uncertain whether Objective 9 could be achieved and a reasonable return on investment achieved. Since the alternative project would have fewer residential units, the total construction and operation costs may not be offset by the property sales, and this project objective would not be met. It is unlikely that Objective 3 could be achieved. The description and analysis above assumed that this alternative would be served by existing project-area access roads. Access via Meyers Road is opposed by the surrounding community and would be perceived as not preserving the integrity of the Verdemont community. Project objective Nos. 5 through 8 could be achieved under this alternative. Development would be avoided in the San Bernardino National Forest and increase the buffer between forest-owned land and developed areas relative to the proposed project. It would maximize open space and would be designed to respect natural conditions, including wildland fires, flooding, and seismic hazards (Objectives 6 and 7). Construction-related measures to mitigate noise and air quality impacts as well as long-term operational mitigation measures of the proposed project could be assumed to also apply to this alternative, thereby achieving Project Objective No. 8.

7.6 ALTERNATIVE SITE PLAN

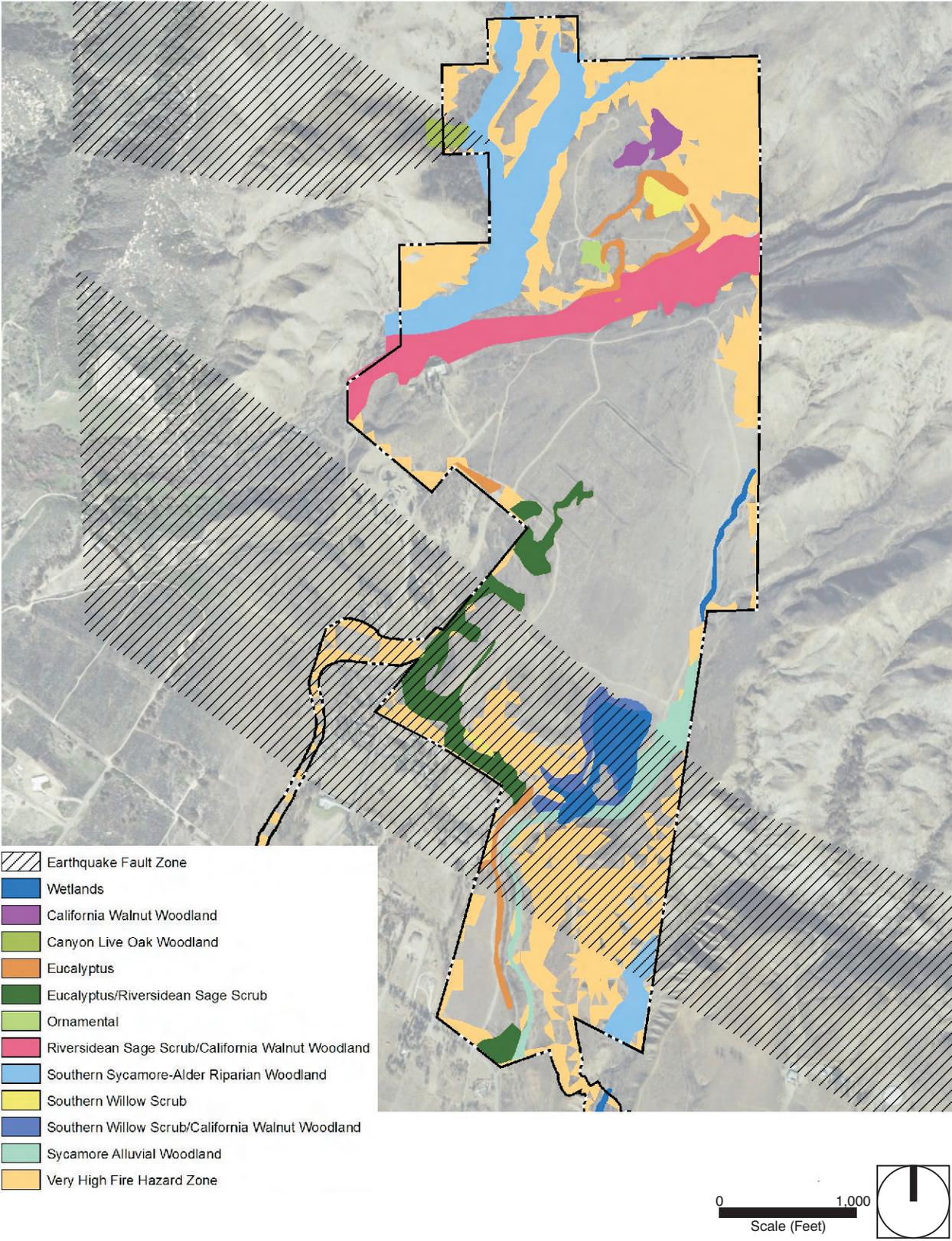
A conceptual Alternative Site Plan was developed to evaluate the potential to modify the proposed project to minimize or eliminate the significant impacts of the project (construction-related air quality and noise impacts) Since this alternative also reduces the number of housing units, it was also intended to reduce long-term operational, significant unavoidable greenhouse gas emission (GHG) impacts. The approach taken to reduce these impacts was to prepare a concept that would reduce the size of the area graded and the corresponding volume of earthwork. Based on the opportunity to reduce the development footprint, another objective of this alternative was to minimize other environmental impacts to the extent possible. Figure 7-1, *Project Site Constraints*, was prepared as a composite constraints map depicting sensitive biological resources, high fire risk areas, and seismic constraints. The development concept was prepared to avoid these areas to the extent possible. The resultant development concept is provided as Figure 7-2, *Alternate Site Plan*. This conceptual site design would have a total onsite development footprint of 137.6 acres (123.8 graded acres and 13.8 acres of fuel modification area), a reduction of 43 percent from the proposed project's onsite development area of 241.5. Assuming the same development density as the proposed project (1.27 du/ac), this alternative would yield 175 single-family homes. The yield in residential units for this alternative is 175.

Onsite circulation would remain essentially the same, with the exception of some road adjustments on the western portion of the site and the removal of one of two roads that connect the northern quarter of the site with the reservoir tank. Project access would remain the same as with the proposed project. The primary access road would enter the site on the southeast as an extension of Verdemont Drive, and the secondary access road would enter the site from the southwest and connect to the frontage road along I-215.

7.6.1 Aesthetics

This alternative would eliminate grading by approximately 69.3 acres compared to the proposed project. It has been designed both to reduce grading earthwork and to avoid very high fire hazard areas, which inherently involved avoidance of some of the steepest topography on the project site. Since more hillside area would be preserved under this alternative, less development would be visible from offsite locations. More natural vegetation and tree resources would also be preserved. As with the proposed project, with the incorporation of City and Specific Plan Development Standards, light and glare impacts for this alternative would be reduced to less than significant. The project site is not visible from a designated scenic highway.

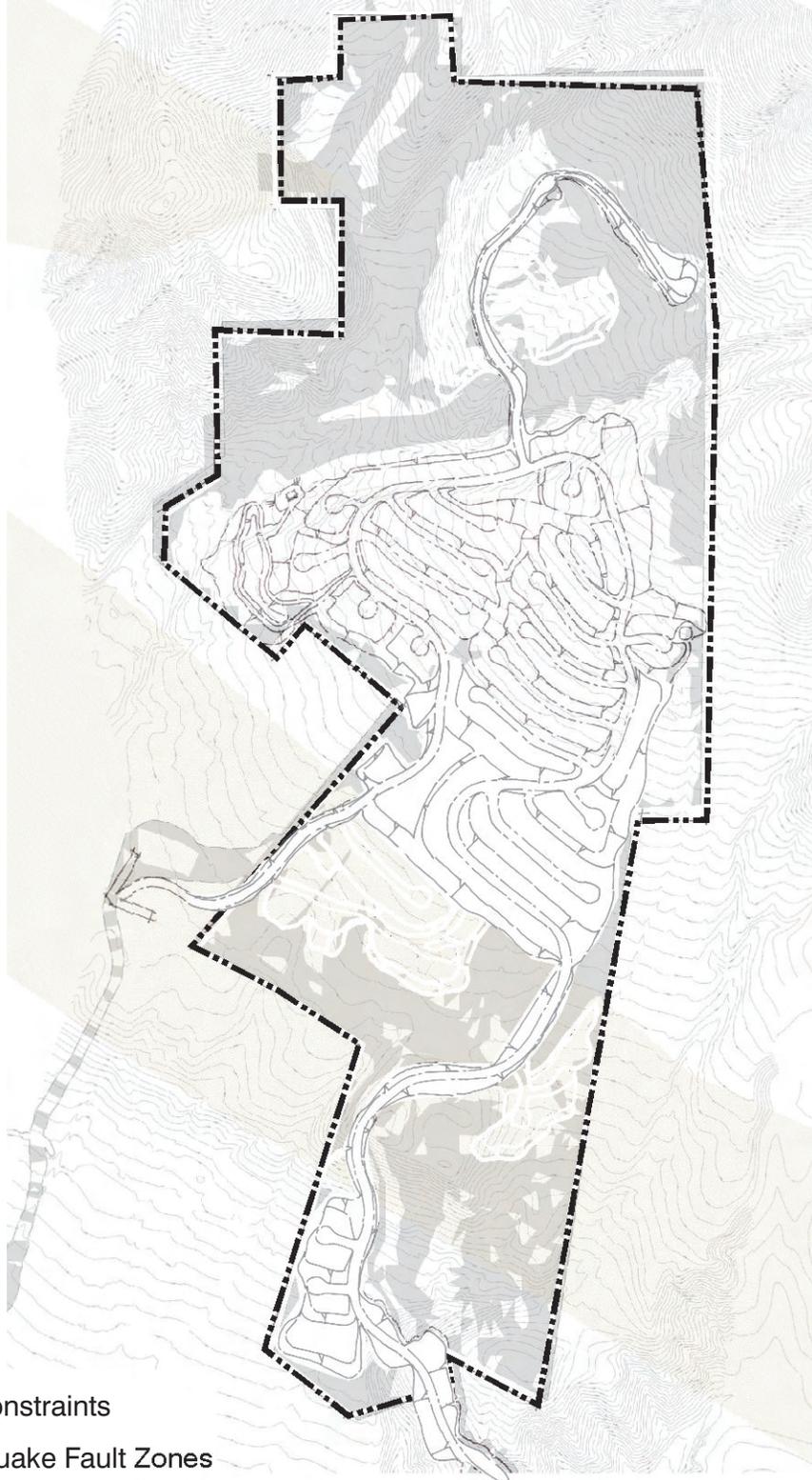
Project Site Constraints



7. Alternatives to the Proposed Project

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Alternative Site Plan



- Site Constraints
- Earthquake Fault Zones
- Site Boundary

0 800
Scale (Feet)



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7. Alternatives to the Proposed Project

Overall aesthetic impacts would be reduced for this alternative relative to the proposed project. Aesthetic impacts for both the proposed project and this alternative would be less than significant.

7.6.2 Air Quality

Implementation of the Alternative Site Plan would reduce the overall number of dwelling units and total acreage graded by 33 percent. Additionally, the number of pieces of construction equipment for grading would also be reduced by this amount. Overall, this alternative would reduce the total amount of criteria air pollutants emitted. However, it would not reduce construction-related NO_x air pollutant emissions to below the SCAQMD regional threshold. Soil haul related to grading of the two access roads would remain similar to the proposed project. NO_x emissions from soil haul operations alone would exceed the regional threshold. Under the proposed plan, construction equipment during grading would generate NO_x emissions that exceed the SCAQMD threshold by over 275 percent. Reducing the construction equipment mix by 33 percent would reduce the amount of NO_x emissions by the same amount, but it would still exceed the threshold. Therefore, the alternative would slightly reduce NO_x emissions, but would not eliminate this impact, and regional air quality impacts from construction-related NO_x air pollutant emissions would still be significant and unavoidable. Additionally, grading would still occur at the same area near the onsite residence as it would under the proposed plan. Localized impacts from PM₁₀ concentrations at the onsite residence would be similar to the proposed project. Therefore, this alternative would not eliminate significant localized air quality impacts from PM₁₀ at the onsite residence and would still be significant and unavoidable. As there would still be significant regional and localized air quality impacts this alternative would also be inconsistent with the AQMP.

This alternative would reduce operation-related air quality impacts because fewer dwelling units would be built and therefore fewer vehicle trips would be generated. The proposed project would not result in significant and unavoidable significant operational air quality impacts and therefore this alternative would also not result in significant and unavoidable operational air quality impacts.



7.6.3 Biological Impacts

Under the proposed project, development would remove or modify up to 265.2 acres of habitat used by sensitive species, 26.4 acres of riparian plant communities, 168.4 acres of Riversidian sage scrub, 10.6 acres of United States Army Corps of Engineers/Regional Water Quality Control Board jurisdictional areas, and 13.3 acres of California Department of Fish and Game jurisdictional land. It would also affect a wildlife nursery site on the center of the project site and wildlife corridors along the natural creek drainages on the northern and eastern portion of the project site. The secondary project access road would also disturb SBKR habitat to the south of the project site.

As seen in Figure 7-2, *Alternative Site Plan*, this alternative would avoid some of the sensitive plant community habitats, wetlands, and wildlife corridors, but it would not completely avoid these areas. Relative to the proposed project, it would preserve California walnut woodland area and southern willow scrub areas in the northern portion of the site. The wetlands on the southeast of the project site would be largely avoided, but natural drainages would still be impacted by this alternative. Because the secondary project access road would still be included with the Alternative Site Plan, the SBKR habitat would still be affected. Mitigation measures included with the proposed project would be included with the alternative project, and impacts would be less than significant. Overall biological resource impacts would be slightly reduced in comparison to the proposed project.

7. Alternatives to the Proposed Project

7.6.4 Cultural Resources

The Alternative Site Plan would include development in the areas of two potentially significant resources: the Cable Canyon Ranch House Complex and the Meyers Family Cemetery. Impacts would be the same as with the proposed project.

7.6.5 Geology and Soils

The project site is characterized by earthquake-related geological hazards. The San Andreas Fault and other fault splays run through both the northern and southern portion of the project site.

The Alternative Site Plan would increase the buffer between the development and the Alquist Priolo Fault Zone compared to the proposed project. Areas of liquefaction near the wetlands on the eastern portion of the site would be avoided with the project alternative. Overall, geological and soils impacts would be similar, less than significant after mitigation, but the Alternative Site Plan would have slightly less impacts.

7.6.6 Hazards and Hazardous Materials

The Alternative Site Plan would avoid some of the very high fire hazard zone area that would be developed under the proposed project (see Figure 5.1-1, *Development Footprint*, in Section 5-1, *Aesthetics*). However, development would still occur in high fire hazard zones and much of the development would be in high proximity to very high hazard zones. The site would be susceptible to fire, as it has in the past. The fire protection plan prepared for the proposed project would be utilized for this alternative, reducing impacts to less than significant. With either scenario, exposure to hazardous materials would be minimal. Overall, impacts would be similar for the Alternative Site Plan.

7.6.7 Hydrology and Water Quality

As proposed, the site plan would require a bridge to cross Cable Creek in to access development in the northernmost portion of the site. Natural percolation also occurs on the project site, recharging the groundwater supply. By avoiding major drainage channels and using the best management practices of the proposed project's water quality management plan and stormwater pollution prevention plan, the drainage and water quality impacts of the proposed project would be less than significant. There are no 100-year floodplains onsite and no dams on or near the site that would cause flooding hazards. The three onsite reservoirs included in the proposed project would not present a flooding risk to the proposed project. All hydrology and water quality impacts are less than significant under the proposed plan.

Impacts to natural drainages under this alternative would be similar to the proposed project. The Alternative Site Plan does increase the development setback relative to Cable Creek in the northern portion of the site. The natural drainages would be preserved as much as possible with the development, and the detention basins would be placed in the same locations as with the proposed project. With fewer units and a smaller development footprint, more natural infiltration would be able to occur and project site runoff would be reduced. Although both scenarios would have less than significant impacts, the Alternative Site Plan's impact to hydrology and water quality would be slightly reduced in comparison to the proposed project.

7.6.8 Land Use and Planning

The Alternative Site Plan would have similar impacts to land use and planning. It is assumed that a specific plan would be required for this project alternative and the same General Plan Amendment would be required to designate the site as Residential Low (RL). As with the proposed project, the Specific Plan would be

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consistent with the General Plan. For other plans, regulation, and development policies pertaining to the project site (i.e., USFWS SBKR habitat, the Hillside Management Overlay District, and the Foothill Fire Zones A, B, and C), mitigation measures, Specific Plan policies, and project design features would need to be implemented to demonstrate compliance. Impacts would be reduced to less than significant for the Alternative Site Plan and would be similar to the land use and planning impacts of the proposed project.

7.6.9 Mineral Resources

The proposed project site does not have substantial amounts of mineral resources that would be made unavailable by the proposed project. The site is categorized as an MRZ-3 zone, which means the significance of the mineral resources onsite is unknown. Development of the project site under either scenario would result in similar, less than significant impacts.

7.6.10 Noise

The Alternative Site Plan would reduce the number of dwelling units in comparison to the proposed project and would require less construction and reduce the number of construction equipment. As noise is dominated by the loudest pieces of equipment and the majority of the Alternative Site Plan footprint would be similar to the proposed project, the maximum construction noise levels experienced by the surrounding residences would be similar to the proposed project. Although this alternative would move onsite development away from the offsite residences on the southern and western portions of the site, the slightly increased distance would have minimal effect in attenuating maximum construction noise levels. However, overall average noise levels would be slightly reduced because there would be fewer pieces of construction equipment. In addition, because the project access roads would still be constructed with the proposed project, the grading and construction of these roads would result in similar noise impacts in regard to duration and magnitude in comparison to the proposed project. Under this alternative, while overall construction noise impacts would be slightly reduced, construction noise impacts would not be eliminated and would still be significant and unavoidable at the sensitive receptors along the proposed project access roads and near the areas to be developed.

Operation-related noise impacts under this alternative would be reduced, as there would be less dwelling units (stationary sources) and therefore fewer vehicle trips generated compared to the proposed project. Since impacts from operational stationary and mobile sources would be less than significant under the proposed plan, impacts from these sources would still be less than significant under this alternative.

7.6.11 Population and Housing

The Alternative Site Plan would include approximately 175 residential units, based on the assumed density of the proposed project (1.27 dwelling units per developed acre). This would result in an onsite population of 585. The City and County jobs/housing ratios would be the same as with the proposed project and impacts would be similar (see Table 7-3).



7. Alternatives to the Proposed Project

**Table 7-3
Projected Growth and Jobs/Housing Ratio According to SCAG**

	Existing Conditions		Proposed Project		Alternative Site Plan	
	2005	Projected Buildout (2035)	Proposed Increase	Adjusted Buildout with Project (2035)	Proposed Increase	Adjusted Buildout with Alternative (2035)
City of San Bernardino						
Population	201,049	265,515	1,025	266,540	585	266,100
Employment	94,917	157,088	0	157,088	0	157,088
Households	57,698	78,619	307	78,926	175	78,794
Jobs/Housing Ratio	1.65	2.00	--	1.99	--	1.99
County of San Bernardino						
Population	1,971,318	3,133,801	1,025	3,134,826	585	3,134,386
Employment	704,239	1,254,749	0	1,254,749	0	1,254,749
Households	567,277	972,561	307	972,870	175	972,736
Jobs/Housing Ratio	1.24	1.29	--	1.29	--	1.29

Sources: SCAG's 2008 Regional Transportation Plan Growth Forecast.

7.6.12 Public Services

With the Alternative Site Plan, the project site would continue to be served by the same police and fire stations. To handle potential wildfires on the 175-unit alternative site, staffing may need to be increased at Station 232, as with the proposed project. The Alternative Site Plan would generate fewer students and would require less new library space in comparison with the proposed project. Public service impacts would be similar but slightly less significant for the Alternative Site Plan.

7.6.13 Recreation

The Alternative Site Plan would require 2.9 acres of park space based on the City's requirement of five acres of park per 1,000 residents. Six of the nine acres of proposed parkland would be maintained as part of the alternative site plan; therefore, the alternative project would have 8.9 acres of public and private park space. This would exceed the requirement by 6 acres and would provide more recreation space per resident than the proposed project. Impacts would be less when compared to the proposed project.

7.6.14 Transportation and Traffic

The proposed project would generate approximately 3,149 average daily trips. In the morning peak hour, it would generate approximately 247 trips and during the evening peak hour, it would generate approximately 333 trips. It would have potentially significant impacts to study area intersections and freeway mainline segments. The following intersections would operate at unacceptable LOS values without roadway improvements:

- Palm Avenue at the I-215 southbound ramps
- Palm Avenue at the I-215 northbound ramps
- Palm Avenue at Kendall Drive

With improvements, these intersections would operate with acceptable LOS values during morning and evening peak hours. With improvements, all impacts would be less than significant.

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The following freeway segments are projected to operate at an unacceptable LOS for year 2035 with and without the project traffic during the morning and evening peak hours, per San Bernardino County Congestion Management Program (CMP) standards:

- The I-215 freeway segment between Palm Avenue and Devore Road (northbound and southbound)
- The I-215 freeway segment between Devore Road and I-215 (northbound and southbound)
- The I-15 freeway segment between I-215 and Glen Helen Parkway (northbound and southbound)
- The I-15 freeway segment between Glen Helen Parkway and Sierra Avenue (northbound and southbound)

With improvements, only two of these segments, I-15 between I-215 and Glen Helen Parkway and I-215 between I-15 and Devore Parkway, would operate with acceptable LOS values. The remaining six segments would operate at unacceptable levels of service during either the morning or evening peak hour.

Using the same vehicle trip generation factor as the proposed project (Institute of Traffic Engineers' *Trip Generation* manual [8th ed.], the Alternative Site Plan would generate 1,675 average daily trips, 131 morning peak-hour trips, and 177 evening peak-hour trips. Since the Alternative Site Plan would contribute more than 50 two-way trips during peak hours on intersections in the County of San Bernardino, it would exceed the arterial link threshold of the County's CMP. A traffic impact assessment would need to be prepared for this project alternative. Since the intensity of the Alternative Site Plan is less than the proposed project, traffic impacts would be less. Improvements to existing roadways would most likely be required, however, and the two project access roads would need to be built as part of this alternative.

Public transit is currently not provided to the project site and would not be provided with the implementation of either the proposed project or the alternative project. Alternative transportation plans would not be impacted by the proposed project or the Alternative Site Plan.

Overall, traffic impacts would be similar between the two scenarios, but the Alternative Site Plan would lessen the traffic impacts compared to the proposed project because the number of vehicle trips would be reduced.

7.6.15 Utilities and Service Systems

The proposed project would use about 529 acre-feet of water per year (afy) and generate 327,283.2 gallons of wastewater per day and 1.88 tons of trash per day. Impacts related to wastewater and solid waste would be less than significant because the flow rate in both cases would be within the capacity of the appropriate facilities. The water demand would require mitigation measures to reduce potentially significant impacts, since the project would demand more water than projected for the area in the 2005 Urban Water Management Plan. Wastewater and solid waste impacts would be less than significant.

Using the same demand factor derived for the No Project/Existing County General Plan Alternative (see discussion in Section 7.5.15), the Alternative Site Plan would use 257.3 afy of water. The City of San Bernardino UWMP assumes 450 afy for the project site, so this alternative would be within the projected water demand for the area. The alternative would also generate approximately 180,307 gallons of wastewater per day (based on the calculations used in the Sewer Capacity Study, Appendix L) and 1.07 tons of solid waste per day (based on a resident solid waste generation rate of 12.23 pounds per residential unit per day). All utility service demands would be lower than the proposed project and within the capacity of existing service providers. Since the Alternative Site Plan would have a lower water demand and solid waste and wastewater generation, it would have slightly reduced impacts in comparison to the proposed project.



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7.6.16 Greenhouse Gas Emissions

The Alternative Site Plan is about 57 percent the size of the proposed project (175/307 residential units) and would reduce operational GHG emissions approximately 43 percent. Total construction-related GHG emissions would also slightly decrease due to construction of fewer dwelling units and smaller development footprint. Overall, impacts from construction-related GHG emissions and from area sources, energy and water usage, and waste would be less than significant for the proposed project and, therefore, this alternative would further reduce these impacts. However, although this alternative would generate 43 percent less mobile-source GHG emissions, the amount generated would still be substantial. Furthermore, because this alternative would still develop the same master planned single-family community as the proposed project, it would remain inconsistent with the transportation strategies of reducing vehicle miles traveled (VMT). Overall, this alternative would result in similar long-term GHG impacts as the proposed project and would still be significant and unavoidable.

7.6.17 Forest Resources

The Alternative Site Plan would reduce the overall development footprint. As shown in Figure 7-2, the Alternative Site Plan would have less development on forest lands throughout the project site, particularly in the southern portion of the site (Meyers Creek). This alternative would reduce impacts on forest resources compared to the proposed project, which were less than significant.

7.6.18 Conclusion

Ability to Reduce Environmental Impacts

The Alternative Site Plan would reduce but not eliminate the short-term air quality and noise impacts. It would have similar greenhouse gas emission impacts and would be inconsistent with the transportation strategies of reducing VMT. Cultural Resources, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, and Population and Housing impacts would also be similar. All other impacts (aesthetics, biological resources, geology and soils, hydrology and water quality, public services, recreation, transportation and traffic, utilities and service systems, and forest resources) would be lessened in comparison to the proposed project.

Ability to Attain Project Objectives

The Alternative Site Plan has the potential to attain most of the proposed project's objectives. With a 33 percent reduction in units, however, the applicant may not be able to create an attractive, viable project and realize a reasonable return on investment (Objective 9). With fewer units, the cost to provide and construct infrastructure in addition to the proposed residential units may not be balanced by project revenues. The project as proposed includes major infrastructure improvements, including the construction of two offsite access roads, extension of domestic water service and three water reservoirs, and extension of sewer service to the site. Both the proposed project and the Alternative Site Plan would also include costly mitigation programs, including a comprehensive tree replacement program. The financial viability of this alternative is uncertain considering these costs.

7.7 REDUCED DAILY AGREAGE GRADED ALTERNATIVE

The Reduced Daily Grading Alternative was defined and evaluated for its potential to reduce air quality impacts. The air quality impacts of the proposed project pertain to the emission of NO_x from construction activities at a local and regional level. The primary source of NO_x emissions is vehicle emissions, particularly

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heavy construction equipment. This alternative assumes that both the number of acres graded per day and the number of construction vehicles onsite per day would be reduced by 75 percent. This would make the grading phase approximately four times as long as for the proposed project. Table 7-4 summarizes the Reduced Daily Acreage Graded Alternative.

**Table 7-4
Construction Information
(Proposed Project vs. Reduced Daily Acreage Graded Alternative)**

	<i>Proposed Project (February 2009 Construction Data)</i>	<i>Reduced Daily Acreage Graded Alternative</i>
Grading Statistics		
Total acres graded	224.3	224.3
Acres graded daily	70	17.5
Length of grading	3 months (project site and access roadways)	12 months (project site and access roadways)
Grading Equipment Mix		
Scrapers	8	2
Crawler tractors	8	2
Graders	8	2
Rubber-tired dozers	8	2
Water trucks	2	2

Source: Rick Engineering 2009.

Notes: The total acres graded in this table differ from the total acres graded in other sections of the EIR. Since the air quality modeling is based on this information provided in February 2009 from the Civil Engineer, the same information is used here. The purpose of this alternative is to reduce the significant air quality impacts. The emissions of NO_x of the proposed project are based on the number of acres graded and equipment used in this table.



This alternative would grade the project site over a period of 12 months rather than 3 months. The 12-month schedule would likely be extended even more due to rainy season interruptions. All of the listed equipment would be reduced from eight to two, with the exception of the water trucks.

Site development after grading would be the same as the proposed project, and other project characteristics would be the same. The total number of units built would be 307, and site access and circulation would be the same as the proposed project.

7.7.1 Aesthetics

With the incorporation of City and Specific Plan Development Standards, the proposed project and the alternative project would have less than significant impacts related to scenic resources and light and glare. The Reduced Daily Grading Alternative would cause bare ground to be exposed for 12 months compared to 3 months. This may affect the project site, appearance during construction, but impacts would remain less than significant. Both scenarios would have similar, less than significant impacts to scenic resources, light, and glare.

7.7.2 Air Quality

This alternative would reduce short-term impacts to air quality, as shown in Table 7-5. The amount of daily NO_x emissions from construction equipment during grading would be reduced because there would be fewer pieces operating simultaneously. In addition, limiting the allowable daily acreage graded and lengthening the grading schedule would result in fewer daily soil haul truck trips and reduction of daily NO_x

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emissions from this activity. As shown in the table, this alternative would result in a substantial reduction of overall short-term criteria air pollutant emissions compared to the proposed project without mitigation. However, this alternative would not eliminate significant short-term emission of NO_x .

**Table 7-5
Construction Phase Regional Emissions – Reduced Daily Acreage Graded
(in pounds per day)**

Construction Phase	VOC	NO_x	CO	SO_2	PM_{10}	$\text{PM}_{2.5}$
SCAQMD Regional Thresholds	75	100	550	150	150	55
Proposed Project						
Maximum Daily Construction Emissions	73	740	338	<1	456	118
Significant?	No	Yes	No	No	Yes	Yes
Reduced Daily Acreage Graded Alternative						
<i>Mass Grading</i>	18	179	81	<1	114	29
<i>Trenching/Utilities</i>	2	16	9	0	1	1
<i>Asphalt Paving (Access Roads)</i>	8	31	17	<1	3	3
<i>Building Construction</i>	6	32	66	<1	2	2
<i>Asphalt Paving</i>	9	35	18	<1	2	2
<i>Architectural Coating</i>	34	<1	1	0	<1	<1
Maximum Daily Construction Emissions	38	181	84	<1	114	29
Significant?	No	Yes	No	No	No	No

Source: URBEMIS2007, Version 9.2.4

This alternative would reduce the amount of onsite fugitive dust emissions of PM_{10} and $\text{PM}_{2.5}$ and would also reduce the PM_{10} concentration at the onsite residence. However, the total graded area would be the same as the proposed project. Therefore, this alternative would reduce, but not eliminate significant localized air quality impacts from PM_{10} at the onsite residence and would still be significant and unavoidable. Because this alternative would still result in significant regional and localized air quality impacts, it would also be inconsistent with the AQMP.

Impacts from operational emissions would be the same as the proposed project, as this alternative would not reduce the number of dwelling units that would be developed. Therefore, long-term air quality impacts would still be less than significant.

7.7.3 Biological Impacts

The Reduced Daily Grading Alternative would implement the same proposed site plan as the proposed project and would not change the final characteristics of the proposed project. Impacts to biological resources would be the same as with the proposed project.

7.7.4 Cultural Resources

The Reduced Daily Grading Alternative would implement the same proposed site plan as the proposed project and would not change the final characteristics of the proposed project. Impacts to cultural resources would be the same as with the proposed project.

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7.7.5 Geology and Soils

The Reduced Daily Grading Alternative would implement the same proposed site plan as the proposed project and would not change the final characteristics of the proposed project. Impacts to geology and soils would be the same as with the proposed project.

7.7.6 Hazards and Hazardous Materials

The Reduced Daily Grading Alternative would implement the same proposed site plan as the proposed project and would not change the final characteristics of the proposed project. Impacts to hazards and hazardous materials would be the same as with the proposed project.

7.7.7 Hydrology and Water Quality

Onsite drainage is in the form of surface flow, most of which drains into to Cable Canyon Creek and Meyers Creek, leading ultimately to Cable Creek to the south of the site. The Cable Canyon Creek runs northeast to southwest through the northern portion of the site and Meyers Creek runs just east of the project site and would go under the Primary Access Road. Natural percolation also occurs on the project site, recharging the groundwater supply. By avoiding major drainage channels and using the best management practices of the proposed project's water quality management plan and stormwater pollution prevention plan, all hydrology and water quality impacts are less than significant under the proposed plan.

The Reduced Daily Grading Alternative would implement the same proposed site plan as the proposed project and would not change the final characteristics of the proposed project. Construction-related impacts to hydrology and water quality may be increased because of the extended construction grading period. The prolonged exposure of bare soil (12 months) would increase sediment and topsoil runoff, affecting the waterways downstream of the proposed project site. Impacts to hydrology and water quality would be slightly greater with the alternative than with the proposed project.



7.7.8 Land Use and Planning

The Reduced Daily Grading Alternative would implement the same proposed site plan as the proposed project and would not change the final characteristics of the proposed project. Impacts to land use and planning would be the same as with the proposed project.

7.7.9 Mineral Resources

The proposed project site does not have substantial amounts of mineral resources that would be made unavailable by the proposed project. The site is categorized as an MRZ-3 zone, which means the significance of the mineral resources onsite is unknown. Development of the project site under either scenario would result in similar, less than significant impacts.

7.7.10 Noise

The Reduced Daily Grading Alternative would reduce the number of pieces of equipment needed for grading operations. However, grading would still occur in the same areas as the proposed project, and the type of equipment during graded would not change under this alternative. As noise is dominated by the loudest pieces of equipment, the maximum construction noise levels experienced by the surrounding residences would be similar to the proposed project, but overall average noise levels would be reduced because there would be fewer pieces of construction equipment. In addition, noise impacts from roadway construction

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would not change from the proposed project. Furthermore, the grading period would increase from 3 months to 12 months or longer and would expose sensitive receptors to construction-generated noises for a longer period of time, causing impacts of greater significance. Therefore, the construction noise impacts of the alternative project are greater than those of the proposed project.

This alternative would not change the design or number of dwelling units and would result in the same noise levels as the proposed project. Therefore, long-term operational noise impacts would still be less than significant.

7.7.11 Population and Housing

The Reduced Daily Grading Alternative would implement the same proposed site plan as the proposed project and would not change the final characteristics of the proposed project. Impacts to population and housing would be the same as with the proposed project.

7.7.12 Public Services

The Reduced Daily Grading Alternative would implement the same proposed site plan as the proposed project and would not change the final characteristics of the proposed project. Impacts to public services would be the same as with the proposed project.

7.7.13 Recreation

The Reduced Daily Grading Alternative would use the same proposed site plan as the proposed project and would not change the final characteristics of the proposed project. Impacts to recreation would be the same as with the proposed project.

7.7.14 Transportation and Traffic

The Reduced Daily Grading Alternative would have the same operational traffic impacts as the proposed project. During construction, the alternative project would have construction-related traffic impacts of greater significance than the proposed project. The number of days that haul trucks would be using the local roads to access the site would be extended fourfold under the alternative conditions. Analysis of construction traffic for the proposed project is considered to be less than significant with the incorporation of mitigation measures to avoid congested intersections. The alternative project would increase the traffic volume on local roadways for a longer period of time, potentially causing significant impacts that would require mitigation measures. Operational traffic impacts would be the same for the two scenarios, but construction traffic generated by the project alternative would have greater impacts.

7.7.15 Utilities and Service Systems

The Reduced Daily Grading Alternative would use the same proposed site plan as the proposed project and would not change the final characteristics of the proposed project. Impacts to utilities and service systems would be the same as with the proposed project.

7.7.16 Greenhouse Gas Emissions

The Reduced Daily Grading Alternative would generate similar total construction-related GHG emissions as the proposed project. Under this alternative, the total graded area and the amount of soil haul and number of dwelling units built would not change from the proposed project. Therefore, the required construction efforts

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needed to develop the project under this alternative would be similar to the proposed project. Construction-related GHG impacts would still be less than significant under this alternative.

Similarly, this alternative would also generate the same operation-related GHG emissions as the number of dwelling units, development footprint, and number of vehicle trips would not change from the proposed project. Therefore, long-term GHG impacts from area sources, energy and water usage, and waste generated would still be less than significant. However, this alternative would generate the same amount of GHG emissions from mobile sources. Furthermore, as this alternative would still develop the same master planned single-family community as the proposed project, it would remain inconsistent with the transportation strategies of reducing VMT. Overall, this alternative would result in similar long-term GHG impacts as the proposed project and would still be significant and unavoidable.

7.7.17 Forest Resources

The Reduced Daily Grading Alternative would implement the same proposed site plan as the proposed project and would not change the final characteristics of the proposed project. Impacts to forest resources would still be less than significant.

7.7.18 Conclusion

Ability to Reduce Environmental Impacts

The Reduced Daily Grading Alternative would substantially reduce construction-related air quality impacts. Daily NO_x emissions would be reduced from 740 to 181 pounds per day, but would still exceed the significance threshold of 100 lbs/day (see Table 7-5). Impacts to noise and traffic during construction would be worsened by this project alternative because of the extended construction period. Hydrology and water quality impacts would also be slightly worse because sediment runoff would increase during the longer construction period. Other construction-related impacts would be similar to the proposed project, and long-term operational impacts would be the same as for the proposed project.



Ability to Attain Project Objectives

The Reduced Daily Grading Alternative would implement the same proposed site plan and Specific Plan as the proposed project and would attain most the proposed project objectives. Extending the construction grading activities over a year, however, could jeopardize the economic viability of the project and a reasonable return on investment (Objective 9). The grading schedule, equipment mix, and workers included in the proposed project description are based on typical construction activities. The extended schedule would likely result in costly inefficiencies. The extended construction period would also limit the project's ability to minimize environmental impacts associated with construction of improvements (Objective 8).

7.8 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the "environmentally superior alternative" and, in cases where the "No Project" Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. The No Project/No Development and the No Project/Existing General Plan alternatives would be the environmental superior alternatives of the project alternatives evaluated. The elimination or substantial reduction of units developed and natural area disturbed would reduce environmental impacts. Neither of these alternatives would result in any significant, unavoidable impacts.

7. Alternatives to the Proposed Project

Of the remaining alternatives, the following alternative is identified as the “environmentally superior” project:

- Alternative Site Plan

The Alternative Site would reduce each of the significant, unavoidable impacts identified for the project as proposed, including short-term, construction-related air quality and noise impacts and long-term greenhouse gas emission impacts. The overall reduction of the development footprint and anticipated reduction in earthwork quantities would reduce, but not eliminate the significant air quality and noise impacts. Although it would reduce greenhouse gas emissions by 43 percent, it would still emit a substantial amount of greenhouse gases and would have similar impacts. The Alternative Site Plan would be able to meet the majority of the project objectives (Table 7-7).

The Alternative Site Plan would also reduce a number of impacts that were identified as potentially significant in this DEIR but have been reduced to less than significant. As shown on Table 7-6, the Alternative Site Plan would reduce aesthetic, biological, geology and soils, hydrology and water quality, public services, recreation, transportation and traffic, utilities, and forest resource impacts.

7. Alternatives to the Proposed Project

**Table 7-6
Summary of Impacts of Alternatives Compared to the Proposed Project**

Section Number	Topic	Proposed Project	No Project/No Development Alternative	No Project/Existing General Plan Alternative	Alternative Land Use Plan	Reduced Daily Grading
5.1	Aesthetics	Less Than Significant	(-)	(-)	(-)	(=)
5.2	Air Quality Short Term	Significant and Unavoidable	(-)(1)	(-)(1)	(-)	(-)
	Long Term	Less Than Significant	(-)	(-)	(-)	(=)
5.3	Biological Resources	Less Than Significant	(-)	(-)	(-)	(=)
5.4	Cultural Resources	Less Than Significant	(-)	(-)	(=)	(=)
5.5	Geology and Soils	Less Than Significant	(-)	(-)	(-)	(=)
5.6	Hazards and Hazardous Materials	Less Than Significant	(=)	(=)	(=)	(=)
5.7	Hydrology and Water Quality	Less Than Significant	(=)	(=)	(-)	(+)
5.8	Land Use and Planning	Less Than Significant	(-)	(=)	(=)	(=)
5.9	Mineral Resources	Less Than Significant	(=)	(=)	(=)	(=)
5.10	Noise Short Term	Significant and Unavoidable	(-)(1)	(-)(1)	(-)	(+)
	Long Term	Less Than Significant	(-)	(-)	(-)	(=)
5.11	Population and Housing	Less Than Significant	(-)	(=)	(=)	(=)
5.12	Public Services	Less Than Significant	(-)	(-)	(-)	(=)
5.13	Recreation	Less Than Significant	(=)	(=)	(-)	(=)
5.14	Transportation/Traffic	Less Than Significant	(-)(1)	(-)(1)	(-)	(+)
5.15	Utilities and Service Systems	Less Than Significant (with mitigation)	(-)	(-)	(-)	(=)
5.16	Greenhouse Gas Emissions	Less Than Significant	(-)(1)	(-)(1)	(=)	(=)
5.17	Forest Resources	Less Than Significant	(-)	(-)	(-)	(=)

(-) The alternative would result in fewer impacts than the proposed project.
 (+) The alternative would result in greater impacts than the proposed project.
 (=) The alternative would result in the same/similar impacts as the proposed project.
 (1) Eliminates a significant impact.



7. Alternatives to the Proposed Project

**Table 7-7
Ability of Each Alternative to Meet the Project Objectives**

Project Objective	Proposed Project	No Project/No Development	No Project/ Existing County General Plan	Alternative Site Plan	Reduced Daily Grading
1. Provide for the development of the site consistent with City's General Plan for this area within its Sphere of Influence.	Yes	No	No	Yes	Yes
2. Develop a high-quality, low density residential community that optimizes the unique characteristics of the project site, including maximizing view opportunities.	Yes	No	No	Yes	Yes
3. Assure adequate roadway access to the development while preserving the integrity of surrounding communities.	Yes	Yes	No (Unlikely)	Yes	Yes
4. Enhance City trail facilities by expanding the system and integrating project-site trails with existing and proposed hiking, equestrian, and bicycle trails within the surrounding community.	Yes	No	No	Yes	Yes
5. Comply with policies for land use development within and adjacent to the San Bernardino National Forest.	Yes	Yes	Yes	Yes	Yes
6. Minimize the development footprint and maximize available open space areas.	Yes	Yes	Yes	Yes	Yes
7. Design a safe community cognizant of natural conditions, including wildland fires, flooding, and seismic hazards.	Yes	No	Yes	Yes	Yes
8. Minimize environmental impacts associated with construction of improvements and long-term operation of the new community.	Yes	Yes	Yes	Yes	No
9. Create an attractive, viable project, and realize a reasonable return on investment.	Yes	No	No	No	No