

TENTATIVE TRACT No. 16136



The Water Feasibility Study provides two options (A and B) for expanding the existing Fawnskin Water System infrastructure. Option B has been chosen by DWP and the Applicant as the preferred Water Feasibility Study alternative for Water Service Alternative #1. In either case, the Applicant would install all common infrastructures, including fire hydrants, and would also install the water main lines within the project site. The water improvements will primarily occur within existing paved roads. Nearby residents are not required to tie into the proposed DWP water system. See Exhibit 2-6 for the proposed water facilities and improvements.

Water Service Alternative #2 (see Section 4.9 for details) would not require LAFCO's approval and would not create the expansion of the City's Sphere of Influence around Fawnskin and the project site. Instead, County Service Area 53C (CSA 53C) would own and operate the water facilities within the project site and contract with the DWP for a water interconnection to the existing Fawnskin water system. The developer would be required to construct the same on-site and off-site facilities as described in the DWP's Water Feasibility Study (Alda 2007). The water improvements for Water Service Alternative #2 would primarily occur within existing paved roads.

Under Water Service Alternative #3 (see Section 4.9 for details), instead of constructing the off-site water facilities (within the Fawnskin Water System) identified in the DWP's Water Feasibility Study Option B (Alda, 2007, which is the basis for Water Service Alternatives #1 and #2, above), the Proposed Alternative Project's developer would construct an on-site reservoir (238,600 gallons) and an on-site booster station capable of providing the daily water supply flow and the required 1,750 gallons per minute fire flow. The reservoir and booster station would be sized based upon the same demand calculations contained in the Water Feasibility Study and Water Service Alternatives #1 and #2. Water Service Alternative #3 would not require LAFCO's approval and would not create the expansion of the City's Sphere of Influence around Fawnskin and the project site. The developer would also construct the same on-site (within the project site) water facilities (water main lines, fire hydrants, etc) identified in the Alda Water Feasibility Study. Existing water wells FP2 and FP4 would be connected to the on-site water system and pump their water into the 238,600 gallon on-site reservoir. The on-site booster station would produce the Average and Maximum Daily Demand flows (8.68 gpm and 15.27 gpm) and the Fire Flow of 1,750 gpm for the 2-hour duration. The booster station would include an emergency electrical generator to allow the station to operate during a power outage. The water improvements for Water Service Alternative #3 will primarily occur within the Proposed Alternative Project's paved roads and at the Proposed Alternative Project's reservoir site. The construction of the reservoir would include grading an approximately 75-foot-diameter pad for the reservoir. CSA 53C would own and operate this independent water system.

Projected water demand for the proposed Moon Camp 50-lot subdivision (Proposed Alternative Project) is based on the Water Feasibility Study's consumption rate of 250 gallons per day (gpd) per connection. Exhibit 2-6, Proposed Water Supply Lines, shows the Water Feasibility Study's proposed Moon Camp water system. Maximum day demand is estimated based on information provided in the recently completed DWP Water Master Plan and it is equivalent to 1.76 times the

average day demand. Therefore, the average and maximum day demands for the Proposed Alternative Project are estimated as follows:

- Average Day Demand (ADD) = 12,500 gpd or 8.68 gpm
- Maximum Day Demand (MDD) = 15.27 gpm

Based on an estimated average day demand of 12,500 gallons, the annual water demand for the Proposed Alternative Project is estimated at 4.56 million gallons or 14.0 acre-feet per year.

Wastewater Service

The project site is located within County Service Area 53, Improvement Zone B (CSA 53B) administered by the County of San Bernardino Special Districts Department. The Sewer Feasibility Study indicated that the existing sewer system located adjacent to the project site to the southeast and southwest is capable of handling the wastewater flows from the Proposed Alternative Project.

The Applicant would be responsible for all plumbing and sewer facilities located within the site, including manholes and connection to the CSA 53B system at locations that have been approved by CSA 53B. Exhibit 2-7, Proposed On-site Sewer Facilities, shows the preliminary system. The Moon Camp developer would also be responsible for an off-site sewer extension of approximately 1,200 linear feet along North Shore Drive to connect to an existing CSA 53B collector sewer to the southwest of the property. This extension would accommodate the westerly lots; the easterly lots would be served by a gravity sewer extended to the existing CSA 53B Pump Station B to the southeast of the property. Depending upon where some of the houses are built, some lots may require a residential sewage pump station to transport the lot's sewage up to the sewer line in the street adjoining the property. The wastewater conveyance system on-site would be designed to accommodate these conditions and would be subject to review and approval by the County Special District's Engineer. In addition, regional connection fees would be imposed by the Big Bear Area Regional Wastewater Authority (BBARWA).

2.3.1 - Proposed Alternative Project Attributes and Design Features

The Proposed Alternative Project represents a reduced density alternative to the Original Proposed Project. A comparison of the attributes of the Original Proposed Project and the Proposed Alternative Project are presented above and summarized here. The Proposed Alternative Project would:

- Provide a 46 percent reduction in the number of residential lots that could be developed;
- Increase the minimum lot size and that could be developed on-site from 7,200 square feet to 20,000 square feet;
- Set aside approximately 5.73 acres of the 62.43-acre site as Open/Space Conservation, and a drainage easement;
- Set aside a 10-acre off-site Pebble Plain Conservation easement in the Sugarloaf area of Big Bear Valley that will be dedicated to a conservation management organization;

- Reduce the number of access points onto SR-38 by half from eight to four; and
- Relocate the proposed marina and reduce its size from 103 to 55 boat slips.

Design features built into this Proposed Alternative Project that would reduce the significant unavoidable impacts identified for the original proposed project in the 2005 Final EIR are presented here.

Aesthetics

1. View envelopes for the existing residences on properties adjacent to and the proposed residences on the project site are kept open to the greatest extent possible by reducing the number of lots by 46 percent and increasing the minimum lot size to one-half acre;
2. View corridors are established on-site across the areas to be set aside as Open Space/Conservation, including the entire lakefront area of the site, as well as along drainages that traverse the project site from north to south;
3. Conservation easements, Lots A and B located on the west side of the project site on either side of SR-38 would remain undeveloped open space. Although primarily intended for conservation of wildlife and vegetative resources, they also serve as preservation of visual aesthetics in their natural state. These lots would provide a buffer between the existing residences in Fawnskin, the proposed residential lots on the west side of the Moon Camp Project and the waterline of the lake.

Biological Resources

1. In addition to the proposed 5,73-acre pebble plain/eagle perch tree conservation easements in Lots A and B, the proposed alternative includes a drainage easement through lots 21, 22 and 26 through 29. This easement coincides approximately with a 100-foot wide area that is suitable for the southern rubber boa on-site. This drainage area and the rubber boa area identified on the site plan would not be developable and would remain a drainage feature and rubber boa area. Please note that focused intensive surveys for the southern rubber boa did not locate any occurrences of this species and the species was determined to have a low potential to occur on the project.
2. The Proposed Alternative Project also includes a 10-acre off-site Pebble Plain Conservation easement in the Sugarloaf area of Big Bear Valley that will be dedicated to a conservation management organization.

Cultural Resources

The Archaeological Survey Report prepared for the Original Proposed Project concluded that no historic resources requiring preservation were found on-site during the field survey; therefore, no specific Project Design Features have been identified.

Geology and Soils

The Original Proposed Project's Geotechnical Report included recommendations for developing the project site. No specific Project Design Features have been identified.

Hydrology and Drainage

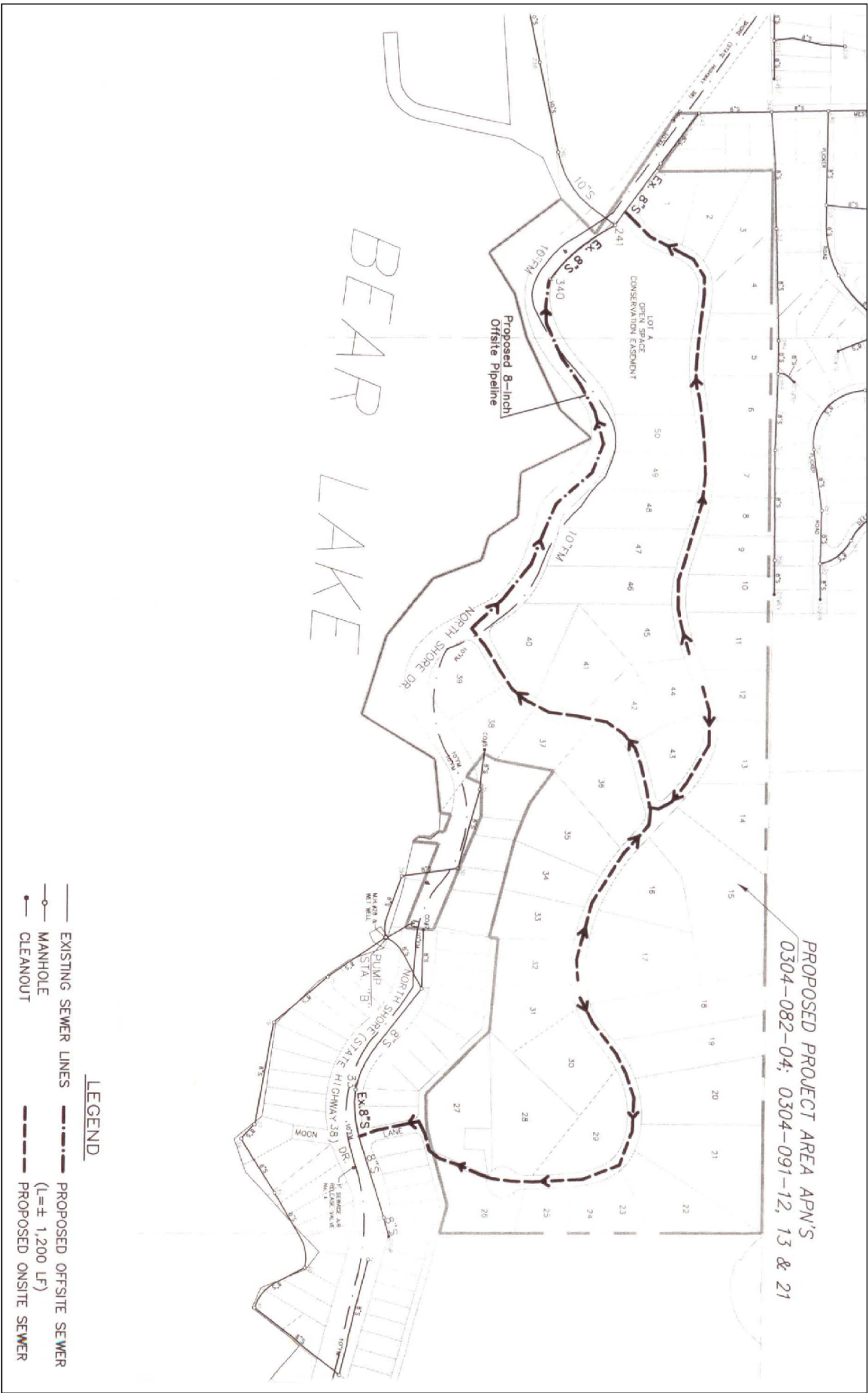
Existing Hydrological Conditions were described in detail in the 2005 Final EIR and have not changed. Storm water treatment under the National Pollution Discharge Elimination System (NPDES) Permit and the future Total Maximum Daily Load (TMDL) requirements shall include the construction of treatment Best Management Practices (BMPs). Treatment BMPs appropriate for on site use shall include infiltration trenches and basins, swales, inlet filtration, and/or water quality basins.

Land Use and Relevant Planning

1. Residences will be custom built by individual lot owners; the Applicant has indicated that lots will not be sold to "tract" homebuilders to develop as a large scale development. Individual lots have been laid out on the revised Alternative Tract Map to allow the design of future homes to individually fit on the slopes typical of the project site. As opposed to the 92 smaller residential lots identified in the Original Proposed Project with a minimum lot size of 7,200 square feet, the Proposed Alternative Project, with 50 residential lots, allows a minimum lot size of 20,000 square feet, with 22,120 (one-half acre) being the actual size of the smallest lot.

Noise

1. A 46 percent reduction in the number of residences proposed in this Proposed Alternative to the original project would reduce the duration of construction noise that would occur on-site.
2. Because the Original Proposed Project and Proposed Alternative Project both state that only custom homes would be built on-site and lots would not be sold to a developer to create a "tract" of houses, the Applicant estimates that it would take approximately 5-10 years to sell the individual lots and that based on similar projects in the Valley, it is likely to take 15 to 20 years for the 50 residences to ultimately be built. Therefore, the likelihood that a number of houses would be built simultaneously, thus increasing short-term noise during construction, is small.
3. The Applicant will prepare Conditions, Covenants, & Restrictions (CC&Rs) for the project that would preclude the short-term rental (less than 30 days) of residences.
4. A reduction in the number of boat slips in this Proposed Alternative Project would reduce the amount of noise associated with motor-driven boats docked at the marina.



Source: ALDA Engineering Inc.



Not to Scale

Michael Brandman Associates

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Exhibit 2-7

Proposed Sewer Facilities

SAN BERNARDINO COUNTY
MOON CAMP RESIDENTIAL SUBDIVISION PROJECT

Public Services and Utilities

1. The Applicant will be responsible for developing the public infrastructure from public systems to each lot. This includes water lines (including fire hydrants), sewer lines, natural gas, electrical, telephone, and cable.
2. Although water service is not presently provided to the project site, the site is immediately adjacent to the jurisdiction of the DWP and annexation to the DWP's authorized service area is one of three possible water service alternatives. Under Water Service Alternative #1, in order for the DWP to provide water service to the project site and to own and operate the Proposed Alternative Project's water system, LAFCO would have to approve an expansion of the City of Big Bear Lake's Sphere of Influence to include the entire existing DWP Water Service Area in Fawnskin as well as the entire project site. The developer would be required to construct the on-site and off-site facilities as described in the DWP's Water Feasibility Study (Alda, 2007). Water Service Alternative #2 would not require LAFCO's approval and would not create the expansion of the City's Sphere of Influence around Fawnskin and the project site. Instead, County Service Area 53C (CSA 53C) would own and operate the water facilities within the project site and contract with the DWP for a water interconnection to the existing Fawnskin water system. The developer would be required to construct the same on-site and off-site facilities as described in the DWP's Water Feasibility Study (Alda, 2007). Water Service Alternative #3 would not require LAFCO's approval and would not create the expansion of the City's Sphere of Influence around Fawnskin and the project site. Alternative #3 would involve the developer constructing an independent water system completely within the project site. The developer would construct the same on-site water lines as in Water Alternatives #1 and #2, and, in addition the required water reservoir and water booster station would be constructed by the developer on the project site (rather than constructing the off-site water facilities identified in the DWP's Water Feasibility Study). CSA 53C would own and operate this independent water system.

Recreation

1. The Proposed Alternative Project includes a marina with 55 boat slips for residents, as well as a parking lot and boat launch.
2. The Proposed Alternative Project also includes the dedication of a 66-foot wide road easement for SR-38 that could be developed as part of the public multi-use trail system along the lakefront.

Traffic and Circulation

1. Parking – each residence would have at least a two-car garage with an additional two parking spaces in the driveway for guest parking. Parking for residences using the marina would be provided in the private/gated parking lot south of SR-38.

2. Access – access to the project site would be via two access points on the north side of SR-38 leading to the residences, and two access points south of SR-38 leading to/from the parking lot and boat launch.
3. Emergency Access – in addition to the aforementioned access points, a third access from SR-38 to the north side is shown on the site plan at the cul-de-sac between Lots 26 and 27. From these access points, residents would follow the emergency evacuation procedures for the Big Bear Valley, as discussed in Emergency Evacuation section of the Public Services Section.

2.4 - Project Phasing / Construction

The Applicant plans to put the entire tract infrastructure in place as part of a single phase of construction.

The exact details of each custom home would be evaluated by the County on an individual basis because the 50 lots would be sold individually and constructed when the purchaser is ready. The Applicant has indicated that like other similar tracts in the area, it is likely to take 5-10 years or more to sell the lots. Construction of individual homes would be intermittent and would likely occur over the next 20 years.

2.5 - Intended Uses of This EIR

This document is intended as an informational document for use in decision making by the County of San Bernardino and other responsible agencies, trustee agencies, and interested parties.

2.5.1 - Lead Agency

The County of San Bernardino is the lead agency in charge of approving this Proposed Alternative Project, and therefore has discretionary authority. The County Board of Supervisors will consider a General Plan Amendment to change the Land Use Designation from BV/RL-40 to BV/RL-20M, Conditional Use Permit for Marina and Parking Lot, Tentative Tract Map, and Certification of the Environmental Impact Report.

2.5.2 - Responsible Agencies

Agencies that are responsible for review of the Proposed Alternative Project and/or to issue permits include:

- LAFCO – Approval of a possible request for annexation of the DWP's Fawnskin Water Service Area and the project site into the City of Big Bear Lake's Sphere of Influence.
- Big Bear Municipal Water District – A Dock System and License Agreement, Yacht Club Dock License and/or a shore alteration permit.
- City of Big Bear Lake DWP and/or CSA 53C – Water service design approval and permits.

- County Service Area 53B – Sewer service design approval and permits.
- California Department of Fish and Game (CDFG) – 1602 Streambed Alteration Agreement.
- California Division of Forestry – Timber Harvest Plan approval.
- California State Water Resources Control Board – General Storm Water Permit for Construction and Storm Water Pollution Prevention Plan.
- California Regional Water Quality Control Board (RWQCB) – Clean Water Act (CWA) Section 401 Permit.
- California Department of Transportation – Project Study Report (PSR) and Traffic Impact Study (TIS) for SR-38 Encroachment Permit.
- SCAQMD – Authority to Construct/Operating Permits.
- U.S. Army Corps of Engineers (USACE) – CWA Section 404 Permit.
- U.S. Forest Service – Trustee Agency located in the vicinity of the project site.
- San Bernardino Association of Governments (SANBAG) – Trustee of interagency cooperation.
- Southern California Association of Governments (SCAG) – Trustee oversees regional housing needs and interagency cooperation.

SECTION 3: ENVIRONMENTAL SETTING

Big Bear Lake is located in the mountainous portion of San Bernardino County (see Exhibit 2-1, Regional Location Map). The Moon Camp Project is located on the north shore of Big Bear Lake, in the community of Fawnskin. The project site is bounded on the south by the lake and sparsely populated residential lakefront property, on the north by the San Bernardino National Forest and a residential area, on the west by a residential area, and on the east by the San Bernardino National Forest.

3.1 - Area Characteristics and Climate

Big Bear Lake experiences an alpine climate where the lake is at an altitude of 6,750 feet above mean sea level (msl). Winter months are characterized by snowstorms of varying intensity, but most days are cool and clear. Summers are mild and include occasional rainfall. The sun shines around 300 days a year. Average temperatures reach about 81 degrees in the summer and drop to around 20 degrees in the winter. Average annual precipitation is about 22 inches of rain and 62 inches of snow.

The project area is covered with Jeffery pine forest, from sparse to thick in concentration, and has small clearings with pebble plains. The forest does not have much understory vegetation in areas near the lake. Topography relief is primarily characterized by undulations carved by drainage, into a moderate slope rising away from the lake, but there are some slopes up to 40 percent.

3.2 - Existing Site Characteristics

The site, which occupies an area of 62.43 acres, is characteristic of the surrounding area. It supports a complement of wildlife and vegetation. As described in the original 2005 Final Environmental Impact Report (EIR), the project site consists of 62.43 undeveloped acres located along the north shore of Big Bear Lake on the eastern edge of the unincorporated community of Fawnskin (refer to the 2005 Final EIR, Exhibit 3.9-1, Local Vicinity). The site is bordered by Flicker Road on the north, Big Bear Lake on the south, Polique Canyon Road on the east, and Canyon Road on the west. The property is adjacent to the boundaries of the San Bernardino National Forest (USFS), which lies mostly to the north and east. The property requires no USFS permitting. State Route 38 (North Shore Drive/SR-38) traverses the southern portion of the property near the lakeshore.

3.3 - Land Use and Zoning

3.3.1 - Current Land Use Status

The 2005 Final EIR authored by RBF similarly addresses the current land uses on and off the project site, and the site has remained relatively undisturbed. Michael Brandman Associates' (MBA's) peer review of the biological studies included a site visit on December 15, 2006. During the site visit, the biologist observed that willow scrub habitat on the lake shoreline had grown up since the site was

studied in 2002. The willow scrub habitat could provide support for the sensitive species willow flycatcher. Additionally, the northern half of the project currently supports habitat suitable for flying squirrel species.

The site continues to be rural in character, and surrounding land uses are primarily vacant land owned by the USFS and by residential landowners. The site is currently zoned RL-40, or Rural Living 40 acre minimum lot size

3.3.2 - Surrounding Land Use and Zoning

Off-site, land uses involve a mix of resource conservation, floodway, and single-family residential. To the north, land use includes some County land zoned RC Resource Conservation (USFS land) and RS single-family residences along Flicker Road and Deer Trail Lane. On the south is Big Bear Lake and to southeast there are single-family residences along the shoreline of the lake on both sides of SR-38. To the west is also existing RS residential. To the east is USFS land.

SECTION 4: PROJECT IMPACTS

As allowed by the California Environmental Quality Act (CEQA) Guidelines, only environmental topics which require further discussion, based on their relevance to the changes in the project description (i.e., changes from the Original Proposed Project to the Proposed Alternative Project), or at the request of the County of San Bernardino, are discussed in this Revised and Recirculated Draft Environmental Impact Report (EIR). These topics include Aesthetics/Light and Glare, Air Quality, Biological Resources, Hydrology and Drainage (including water quality), Land Use and Planning, Noise, Public Services (including water procurement), Traffic and Circulation, and Utilities. All other topics will be addressed as to the relevance and accuracy of the 2005 Final EIR.

The purpose of this Revised and Recirculated Draft EIR is to evaluate the potential environmental effects of the proposed Moon Camp project (Proposed Alternative Project) as is described in the Section 2, Project Description. Sections 4.1 through 4.9 of this EIR examine the potential environmental impacts associated with implementation of the Proposed Alternative Project. This analysis focuses on the following specific issues:

- Aesthetics/Light and Glare
- Air Quality
- Biological Resources
- Hydrology and Drainage
- Land Use and Planning
- Noise
- Public Services
- Traffic and Circulation
- Utilities

For each environmental issue in this section, the following subjects will be addressed:

Existing Conditions: This will contain a discussion of the existing conditions, services, and physical environment of the project site and vicinity as it relates to the topic. Specific references to literature or persons consulted during preparation of the Revised and Recirculated Draft EIR are indicated by their last name or firm acronym, with pages referenced to Section 8, Report Preparation Sources, or Section 9, References, as appropriate. The Existing Conditions section also indicates if or what comments were received from agencies or the public during circulation of the NOP.

Thresholds of Significance: Here we provide the environmental thresholds against which project impacts must be compared to determine whether an impact is significant. If locally established standards are not available, these criteria will be based on information from the CEQA Checklist, CEQA Guidelines, and/or other acceptable standards.

Project Impacts: This contains discussion of the impacts of the Proposed Alternative Project in qualitative and quantitative terms. The environmental analysis contained in this Revised and Recirculated Draft EIR uses the words “adverse” and “significant” in the discussion of potential environmental impacts. This section will also evaluate the Proposed Alternative Project’s consistency

with applicable General Plan goals and/or policies. The following adjectives are used specifically to define the degree of impact.

An “**adverse**” impact is any negative result of the project, however small. As a disclosure document, the finding of an impact as “adverse” merely indicates that the project will cause an impact to increase by some less than significant level compared to existing conditions. For example, removal of healthy, non-native trees from a vacant site might be considered adverse (i.e., “negative”) but it may not exceed a local threshold such as loss of native trees. Therefore, an impact may be adverse but it may not necessarily be significant (see below).

A “**significant**” impact is considered a substantial negative effect, one that exceeds some critical and accepted threshold for negative environmental effects. CEQA defines a significant effect on the environment as “...a substantial, or potentially substantial, adverse (i.e., negative) change in any of the physical conditions within the area by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic or aesthetic significance” (CEQA Guidelines, §15382). As recommended in the new CEQA Guidelines, impacts are also identified as “**potentially significant**” prior to mitigation.

Standard Conditions and Uniform Codes: The Proposed Alternative Project will incorporate, where necessary or required, the standard conditions and uniform codes as required by the County and/or other responsible agency, except for those identified by separate agreement. For analytical purposes, compliance with these regulatory requirements is not considered mitigation. Where an otherwise significant impact is avoided, in whole or in part, due to the application of standard regulatory requirements or project features, the text will note that an issue of environmental concern exists and that it is addressed by a standard regulatory requirement. This precludes the use of mitigation measures that are a mere repetition of common practice, county planning/approval procedures, or laws that are applicable to the Proposed Alternative Project regardless of the CEQA process. This allows the document to focus on substantive mitigation measures.

Project Design Features: Through the evolutionary process of developing the Proposed Alternative Project land use plan, certain features to avoid or minimize environmental impacts have been incorporated into the Proposed Alternative Project; these are referred to as “project design features.”

Under each environmental issue area addressed in the Revised and Recirculated Draft EIR, all project design features that relate to the potential effects are clearly identified. To ensure implementation of project design features, these measures will be made conditions of project approval by the County. The County shall ensure compliance with all project design features through its standard procedures for the approval of permits and applications.

Mitigation Measures: These are measures to mitigate, avoid, or substantially lessen impacts identified as significant or potentially significant. For some impacts that have been identified as less

than significant, mitigation measures may be recommended to further lessen potential project impacts. As required by CEQA, this section will address all reasonably feasible mitigation measures that can reduce adverse impacts to below a level of significance. According to CEQA, the term “mitigation measures” refers to those items that are in addition to standard conditions, uniform codes, or project design features that may also reduce potential impacts. This section will also indicate if any of the proposed mitigation measures also have significant impacts.

Summary of Impact after Mitigation: An indication of whether or not any significant impacts remain following implementation of all reasonable and feasible mitigation measures.

Note that the cumulative impacts for each environmental topic are discussed in Section 5, Cumulative Impacts.

4.1 - Aesthetics

This section evaluates the potential impacts of the Proposed Alternative Project on scenic vistas or views and on any nearby scenic highways or corridors, and evaluates whether the Proposed Alternative Project would create a significant amount of light or glare in an area.

Visual resources are the natural and cultural features of the environment that can be seen by the public, and influence the aesthetic appeal an area may have for viewers. Visual resource impacts are normally associated with the visible contrast between proposed facilities and the existing elements of the surrounding landscape. They are especially important to areas where outdoor recreation draws tourism, as these places tend to also have unique natural resources which are enjoyed by people who specifically come to the area to experience these resources in their natural state.

The overall objective of this section is to describe existing landscape and visual resource conditions at the affected portions of the Proposed Alternative Project site and surrounding vicinity, to describe how changes in the Proposed Alternative Project have altered the effects to the aesthetic resources as compared to the Original Proposed Project, and to identify the impacts that could result from the implementation of the Proposed Alternative Project.

4.1.1 - Existing Conditions

The Moon Camp project site (Tentative Tract No. 16136) is located approximately midway along the north shore of Big Bear Lake, at the eastern edge of the Fawnskin Community. The 62.43-acre site slopes upward from the lakeshore and State Route 38 (SR-38) (Lakeshore Drive) from a lake surface elevation of approximately 6,747 feet above mean sea level (msl) to approximately 6,960 feet msl at the northeast boundary. Slopes vary from 5 to 40 percent and continue upward beyond the property to a ridgeline exceeding 7,800 feet msl on the north. The on-site variation in elevation is approximately 213 feet. The entire area is within a County of San Bernardino Scenic Resources Overlay, the purpose of which is to “provide development standards that will protect, preserve and enhance the aesthetic resources of the County.”

The site is endowed with a variety of flora and fauna, including Jeffrey pine forest, pebble plain habitat, and numerous species of birds, mammals, reptiles, amphibians, and insects. Man-made modifications of the site include SR-38, three non-operational water wells, dirt roads, numerous footpaths and trails.

The Jeffrey pine forest is moderately open (40-59 percent coverage) with scattered trees and very limited understory growth. A total of 2,772 trees with trunk diameters of 6 inches or more have been counted from aerial photographs. The understory growth consists of scattered chaparral shrubs and grasses. The overall visual effect is almost a park-like atmosphere rather than wild in nature. Houses and structures built on neighboring properties are also visible through the trees.

A small area (0.69 acre) of pebble plain habitat exists on a hillside near the western end of the project site. This endangered habitat consists of small cushion-forming plants, annuals, grasses and succulents that are well-spaced on a surface of clay soil mixed with pebbles and gravel. The area has been disturbed by unauthorized off-road traffic.

The lakeshore area nearest Big Bear Lake consists primarily of herbaceous species typical of saturated soils and several seeding cottonwood trees. Vegetation is patchy above the high-water level, where small stands of Jeffrey pine are interspersed with open meadows and grasslands and scattered patches of willow.

SR-38, which winds along the shoreline in an east-west direction through the site, has been designated by both the State of California and the County of San Bernardino as a “Scenic Highway.” In addition, the U. S. Forest Service (USFS) has designated SR-38 as a “scenic byway.” The meandering nature of the roadway paralleling the waterfront results in slower vehicle speeds and provides numerous vistas, through the trees, of the lake and surrounding mountains. At present, the roadway is narrow and there are few opportunities to park and view the lake.

Directly west and north of the site, along Canyon Road and Flicker Road, single-family homes are visible. Likewise, homes can be observed to the east and southeast of the site along SR-38 on both sides of the road. Views from Big Bear Lake toward the project site consist primarily of undeveloped lakefront and open pine forest and vacant land on gently sloping mountainside; however, at least a third of the site on the east lies behind the existing lakeshore residential development along SR-38.

Because the project site is currently undeveloped, there is no light or glare generated on the site. At night, headlights on vehicles traveling along SR-38 are visible on and off the site.

Scoping Meeting Comments

During the March 31, 2007, scoping meeting, questions and comments regarding aesthetics included the following:

- Will the building footprint and heights affect/impact views from existing neighboring homes?
- Address the proposed location of the marina and impacts to surrounding properties from light, noise, trash, and other issues.
- Will there be restrictions on building footprints?
- Address how 50 new homes will contribute to increased ambient noise and light in the vicinity.

Responses to these comments are included in the text of this section.

4.1.2 - Thresholds of Significance

The significance of potential aesthetic impacts was determined based upon the California Environmental Quality Act (CEQA) Guidelines (CCR §§ 15000-15387, Appendix G). The Proposed

Alternative Project would be considered to have a significant adverse aesthetic or visual impact if it were to result in any of the following:

- A substantial adverse effect on scenic vistas;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantial degradation of the existing visual character or quality of the site and its surroundings; or
- Creation of a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.1.3 - Project Impact Analysis

The impact analysis focuses on the degree to which the Proposed Alternative Project could directly or indirectly diminish or enhance the existing visual quality and character of the area from public viewing areas, such as SR-38 or Big Bear Lake.

Views

The Proposed Alternative Project differs substantially from the Original Proposed Project in the way it affects both the short range views and the long range views.

The views in the Original Proposed Project were significantly disrupted by the introduction of 31 residences to the lakefront and along the highway. These residences were highly visible from the lake, from the road, and in the view shed of existing residences situated above. In contrast, the Proposed Alternative Project has eliminated the lakeshore residences and a number of lots on the north side of the highway due to the introduction of almost 6 acres of open space conservation easements and a minimum lot size of one half acre. Another major difference between the Original Proposed Project and the Proposed Alternative Project is the removal of the highway realignment segment of the Original Proposed Project. The realignment would have dramatically affected the aesthetics, both by destroying the rural, undulating character of the scenic highway and by removal of significantly more trees to achieve the objective. Over 600 trees were spared with the elimination of the realignment feature.

View Looking West along Highway 38. Exhibits 4.1-1 and 4.1-2 show the view along SR-38 for existing conditions and simulated project conditions without a landscape buffer. The view is taken from the east side of the project as SR-38 enters the site. Lots 37, 38, and 39 are partially visible from this viewpoint. As indicated in the simulations, the lakeshore remains undisturbed. In this first impression of the project from the eastern approach, partial views of only 3 houses are visible in Exhibit 4.1-2. The winding configuration of SR-38 results in no more than 3 or 4 houses visible in one glance. Only 9 lots actually touch the SR-38 right-of-way and one third of the route through the site has no development on either side. With the eye drawn to the lake, the actual visual impression of added residential development will be relatively insignificant.

Views of the Marina. A principal visual alteration from the Original Proposed Project is the proposed marina, which has been reduced in size from the original 103 slips to only 55. The proposed marina will consist of roofless, floating docks that will be seasonally located at the site. During winter months, these floating docks will be stored off-site. The marina has also been relocated from the east to the west side of the project area. Relocation of the marina will result in less of an obstruction in the view from the existing residences in the most densely populated Fawnskin area, but will be more visible to the residences in the outlying areas where impacts are reduced by distance. Exhibit 4.1-3 is a view of the proposed marina site looking south from North Shore Drive towards the shoreline as it currently exists. Exhibit 4.1-4 is a simulated view of the proposed floating marina and associated parking and walkways looking south from North Shore Drive. Exhibit 4.1-5 is a “before” view of the marina site looking north from Big Bear Lake, and Exhibit 4.1-6 shows the simulated view of the marina in place with its associated boat launching ramp. As can be seen in these Exhibits, the proposed marina is a moveable floating facility with a low profile. The addition of boats in season will add dimension and height, but will also introduce color and interest to the shoreline. To the average recreationist, boats and activity are positive visual experiences.

Views from Flicker Road. The density of the units has been decreased in the Proposed Alternative Project and the units have been repositioned. As a result, the proposed lots are now arranged so that views of them are restricted to the area near the access roads, where one can look up the street and see houses but still experience the woodland. There would be very few houses visible from the water, as the shoreline set-back would give to homes within cover of the trees. With decreased density, the view of individual residences are also more open. Exhibits 4.1-7 and 4.1-8 illustrate the differences in the two projects (Original Proposed Project and Proposed Alternative Project) as seen from Flicker Road. Exhibit 4.1-7 demonstrates the Proposed Alternative Project with larger, more open lots. Exhibit 4.1-8 indicates the density of the Original Proposed Project. These exhibits demonstrate that views of the lake and SR-38 would be much more visible from the properties along Flicker Road with the revised / reduced density.

Views from Big Bear Lake. Perhaps the most significant visual difference in the Proposed Alternative Project is the elimination of all lakefront residential development south of SR-38. A visual simulation of the Proposed Alternative Project from the lake with and without development (as shown in Exhibits 4.1-9 through 4.1-10) demonstrates how much scenic vista has been preserved in the Proposed Alternative Project. The entire foreground south of SR-38 is relatively unaltered. Seen from a distance, development is very unobtrusive. With the addition of a landscape buffer, development will be minimally obtrusive even in the closer views, as demonstrated in Exhibit 4.1-10. The landscape buffer, coupled with the reduction of the overall density of the lots helps blend the sparse development into the trees and natural landscape.

Lighting

The Proposed Alternative Project would result in additional light sources during nighttime operation hours in an area where there are currently no sources of light. This project has the potential to affect both wildlife and the rural residential quality of the area. In order to diminish this effect, mitigation measures were introduced which include stricter control of light sources than provided by County ordinances. To minimize light pollution, lighting in the project area will be directed downward, be fully shielded and will be the minimum amount necessary for safe operations. Even with these measures, light pollution will remain an unavoidable impact, but at a greatly reduced level from the Original Proposed Project.

Temporary Impacts

Temporary impacts are generally associated with construction activities. The visual appearance of the site would be temporarily altered by grading and construction activity. The primary impact will be from construction of the access roads and improvement of SR-38. Since the residential lots will be sold for custom residences, construction activity on houses will be intermittent and individual. With custom housing lots, there is less likelihood of concurrent construction of multiple structures. Standard conditions and uniform codes help to preclude construction activities from causing excessive impacts, as they limit construction hours and impose dust and noise control measures. Additional mitigation measures were added to the 2005 Final Environmental Impact Report (EIR), including measures to locate the construction staging area away from the existing residential uses.

Summary of Impacts

Using the thresholds of significance identified in Section 4.1.2 above, aesthetic impacts are considered potentially significant. However, the Proposed Alternative Project would have substantially fewer aesthetic impacts than the Original Proposed Project. As mentioned previously, the attributes of the Proposed Alternative Project, including reduction in development intensity, elimination of the development of lakefront lots, elimination of the realignment of SR-38, reduction and relocation of the proposed marina, increase in permanently protected open space, and reduction in the number of trees removed from the site, enhance the aesthetic values of the project to reduce aesthetic impacts. With the implementation of Mitigation Measures A-1 through A-4, implementation of the Proposed Alternative Project would result in less than significant aesthetic impacts.

Level of Significance before Mitigation

Potentially Significant.

4.1.4 - Standard Conditions and Uniform Codes

As previously stated, the County of San Bernardino identifies the Moon Camp site within a Scenic Resources (SR) Overlay District and SR-38 as a County Scenic Highway. The State of California has also designated this portion of SR-38 as a “Scenic Highway,” and the USFS has designated SR-38 as

a “scenic byway.” The intent of the SR Overlay District is to “provide development standards that will protect, preserve and enhance the aesthetic resources of the County.” The SR Overlay District also implements state and federal programs regarding scenic highway routes.

Provisions of the SR Overlay District apply to the following:

- Areas with unique views of the County’s desert, mountain and valley areas or any other aesthetic natural land formations; and
- An area extending 200 feet on both sides of the ultimate right-of-way of State or County designated Scenic Highways as set forth in the County General Plan (the area may vary with vegetation and topography along the right-of-way).

According to the provisions of the SR Overlay District, the following development standards and criteria are used to evaluate compliance with the intent of the SR Overlay District:

- **Building and Structure Placement.** Placement of buildings and structures shall be compatible with and should not detract from the visual setting or obstruct significant views.
- **Review Area.** The proposed project shall be designed to blend into the natural landscape and maximize visual attributes of the natural vegetation and terrain. Project design should also provide for the maintenance of a natural open space, which should be visible from the right-of-way.
- **Access Drives.** Right-of-way access drives should be avoided.
- **Landscaping.** The removal of native vegetation, especially trees, shall be minimized and replacement vegetation and landscaping shall be compatible with the local environment and, where practicable, capable of surviving with a minimum of maintenance and supplemental water. Landscaping and plantings should not obstruct significant views, either when installed or when they reach maturity.
- **Roads, Pedestrian Walkways, Parking and Storage Areas.** Any large scale development should restrict the number of access points by providing common access road. Parking and outside storage areas should be screened from view to the maximum extent possible from a Scenic Highway, by the placement of buildings and structures, or by landscaping and plantings which are compatible with the local environment. Where practicable, landscaping plantings must also be capable of surviving with a minimum of maintenance and supplemental water.
- **Above Ground Utilities.** Utilities shall be constructed and routed underground except in those situations where natural features prevent the underground siting or where safety considerations necessitate above ground construction and routing. Aboveground utilities shall be constructed and routed to minimize detrimental effects on the visual setting of the designated area. Where it is practical, above ground utilities shall be screened from view of the Scenic Highway by existing topography, or by placement of buildings and structures.

- **Grading.** The alteration of the natural topography of the site shall be minimized and shall avoid detrimental effects to the visual setting of the designated area and the existing natural drainage system. Alterations of the natural topography should be screened from view from either the scenic highway or the adjacent scenic or recreational resource by landscaping and planting which harmonize with the natural landscape of the designated area and which are capable of surviving with a minimum of maintenance and supplemental water.
- **Signs.** Primary freestanding signs greater than 18 square feet are prohibited in the SR Overlay District.

General Plan Goals, Policies, and Actions

The San Bernardino County General Plan lists several Goals, Policies and Actions related to the Aesthetics for this project and they will be incorporated into the development plan for this project. In the February 2007 Final Program EIR it states that:

“Many of the vistas that have been deemed as ‘scenic’ are located along roadways, especially throughout the Mountain and Desert regions. To ensure the quality and character of these locations are not compromised through obtrusive development, improvements of any kind are subject to additional land use and aesthetic controls outlined under the County’s Scenic Highway Overlay.”

These controls include, but are not limited to, the following:

- Review of proposed development along scenic highways to ensure preservation of scenic values for the traveling public and those seeking a recreational driving experience.
- Expanding the established right-of-way of a designated Scenic Corridor to extend 200 feet to either side, measured from the outside edge of the right-of-way.
- Development along these corridors will be required to demonstrate through visual analysis that proposed improvements are compatible with the scenic qualities present.
- More restrictive sign ordinance standards regarding visual quality and size will be imposed.
- New development will be required to provide ample recreation and scenic opportunities along Scenic Corridors.
- Development will be restricted along prominent ridgelines and hilltops.
- Site plans will be reviewed to determine that specific architectural design, landscaping and grading are done to prevent obstruction of scenic views and to blend with surrounding landscape.
- Off-site advertising signs (i.e., billboards) will be prohibited within and adjacent to all scenic corridors.

4.1.5 - Project Design Features

The Proposed Alternative Project has included design features intended to reduce aesthetic impacts, which the Original Proposed Project did not incorporate. These include:

- View envelopes for the existing and proposed residences are kept open to the greatest extent possible;
- View corridors are established; and
- Conservation easements, LOT A and LOT B on the Tentative Tract Map, although primarily intended for conservation of wildlife and vegetative resources, also serve as preservation of visual aesthetics in their natural state. They provide a buffer between the existing residences in Fawnskin, the proposed residential lots on the west side of the Moon Camp Project, and the waterline.

4.1.6 - Mitigation Measures

The following mitigation measures were developed in the December 2005 Final EIR and are included and modified as a result of the reduced density and redesign of the Proposed Alternative Project:

Short-Term Aesthetic/Light and Glare Impact Mitigation

- **A-1a** - Construction equipment staging areas shall be located away from existing residential uses. Appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of construction equipment and material, when feasible. Staging locations shall be indicated on Project Grading Plans.
- **A-1b** - All construction-related lighting associated with the construction of new roadways, improvements to SR-38 and the installation of utilities shall be located and aimed away from adjacent residential areas. Lighting shall use the minimum wattage necessary to provide safety at the construction site. A construction safety lighting plan shall be submitted to the County for review along with Grading Permit applications for the subdivision of the lots.

Long-Term Aesthetic Impact Mitigation

- **A-2a** - All homes shall provide a two-car garage with automatic garage doors.
- **A-2b** - New development shall be subordinate to the natural setting and minimize reflective surfaces. Building materials including siding and roof materials shall be selected to blend in hue and brightness with the surroundings. Colors shall be earth tones: shades of grays, tans, browns, greens, and pale yellows; and shall be consistent with the mountain character of the area.
- **A-2c** - Outside parking/storage areas associated with the boat dock activities shall be screened from view by the placement of landscaping and plantings which are compatible with the local

environment and, where practicable, are capable of surviving with a minimum of maintenance and supplemental water.

- **A-2d** - Construction plans for each individual lot shall include the identification and placement of vegetation with the mature height of trees listed. Landscaping and plantings should not obstruct significant views, within or outside of the project, either when installed or when they reach maturity. The removal of existing vegetation shall not be required to create views.
- **A-2e** - A Note shall be placed on the Composite Development Plan stating that during construction plans review and prior to issuance of building permits for each lot, the building inspector shall refer to the Mitigation Monitoring and Compliance Program regarding these aesthetic impact mitigation measures. The building inspector shall coordinate with the Advance Planning Division the review and approval of building plans in relation to these aesthetic impact mitigation measures, prior to approval and issuance of building permits.

Long-Term Scenic Highway Impact Mitigation

- **A-3a** - Any entry sign for the development shall be a monument style sign compatible with the mountain character, preferably, rock or rock appearance.
- **A-3b** - Prior to recordation of the tract map (and/or any ground disturbance, whichever occurs first), landscaping or revegetation plans for lettered lots (A through D) shall be submitted to and approved by the San Bernardino County Land Use Services Department.

Long-Term Light and Glare Impacts

- **A-4a** - All exterior lighting shall be designed and located as to avoid intrusive effects on adjacent residential properties and undeveloped areas adjacent to the project site. Low-intensity street lighting and low-intensity exterior lighting shall be used throughout the development to the extent feasible. Lighting fixtures shall use shielding, if necessary to prevent spill lighting on adjacent off-site uses.
- **A-4b** - Lighting used for various components of the development plan shall be reviewed for light intensity levels, fixture height, fixture location and design by an independent engineer, and reviewed and approved by the County Building and Safety Division to ensure that light emitted from the proposed project does not intrude onto adjacent residential properties.
- **A-4c** - The project shall use minimally reflective glass. All other materials used on exterior buildings and structures shall be selected with attention to minimizing reflective glare.
- **A-4d** - Vegetated buffers shall be used along SR-38 to reduce light intrusion on residential development and on forested areas located adjacent to the project site. The vegetation buffers shall be reflected on the master landscape plan submitted to and approved by the County Land Use Services Department prior to the issuance of the first grading permit.

- **A-4e** - All outdoor light fixtures shall be cutoff luminaries and only high- or low-pressure sodium lamps shall be used.
- **A-4f** - Mitigation Measures A-4a thru 4e shall be included within the Conditions, Covenants, and Restrictions (CC&Rs) of the Home Owner's Association (HOA).

Cumulative Impact Mitigation

No mitigation measures are recommended for cumulative impacts.

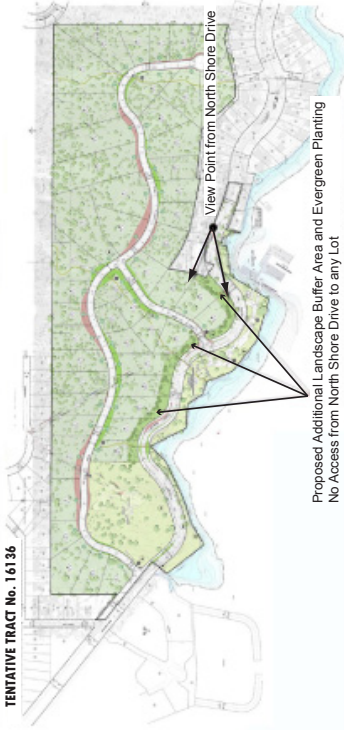
No additions to the mitigation measures proposed in the 2005 Final EIR (as modified) are required.

4.1.7 - Level of Significance after Mitigation

Less than significant. The Proposed Alternative Project will permanently alter the aesthetics of the area near the lake and the scenic highway from natural open space to low density residential use. Implementation of mitigation measures along with standard conditions and CC&Rs will assist in blending this new neighborhood into the overall general character of the Fawnskin Community and reduce overall impacts to less than significant.



TENTATIVE TRACT No. 16136



Source: Bauer Planning & Environmental Services Inc (September 26, 2007).



Not To Scale

Michael Brandman Associates

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Exhibit 4.1-1 Existing View Looking West from North Shore Drive

SAN BERNARDINO COUNTY
MOON CAMP RESIDENTIAL SUBDIVISION PROJECT

