

**LUCERNE VALLEY LOCAL AREA  
TRANSPORTATION FACILITIES PLAN  
REPORT**

**San Bernardino County  
Department of Transportation/Flood Control  
Public Works Group**

**October, 1996**

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**BOARD OF SUPERVISORS  
COUNTY OF SAN BERNARDINO**

**SUMMARY OF PROPOSED ORDINANCE**

Notice is hereby given that at 10:00 a.m. on Tuesday, \_\_\_\_\_, 1996, at its regularly scheduled meeting, the San Bernardino County Board of Supervisors will consider adoption of a proposed ordinance establishing a Local Area Transportation Facilities Plan for the Lucerne Valley Area and establishing a transportation fee.

Ordinance Summary:

The proposed ordinance will establish the Lucerne Valley Local Area Transportation Facilities Plan for the Lucerne Valley area and establish a transportation fee.

A certified copy of the full text of this ordinance is posted for public review in the Office of the Clerk of the Board of Supervisors at 385 North Arrowhead Avenue, Second Floor, San Bernardino, California.

**BOARD OF SUPERVISORS OF THE  
COUNTY OF SAN BERNARDINO**

MARSHA TUROCI, Chairman  
Board of Supervisors

EARLENE SPROAT, Clerk of the  
Board of Supervisors

1  
BOARD OF SUPERVISORS  
COUNTY OF SAN BERNARDINO

SUMMARY OF ORDINANCE NO. \_\_\_\_\_

Notice is hereby given that at 10:00 a.m. on Tuesday, \_\_\_\_\_, 1996 at its regularly scheduled meeting, the San Bernardino County Board of Supervisors adopted an ordinance relating to \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Ordinance Summary

The ordinance establishes the Lucerne Valley Local Area Transportation Facilities Plan for the Lucerne Valley area and establish a transportation fee.

A certified copy of the full text of this ordinance is posted for public review in the Office of the Clerk of the Board of Supervisors at 385 North Arrowhead Avenue, 2nd Floor, San Bernardino, California.

Voting on the Ordinance was as follows:

AYES:	Supervisors:
NOES:	Supervisors
ABSENT:	Supervisors:

Board of Supervisors of the  
County of San Bernardino

Marsha Turoci, Chairman  
Board of Supervisors

ATTEST:

EARLENE SPROAT  
Clerk of the Board of Supervisors

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ADDING SUBSECTION 16.0225(h) (10) TO CHAPTER 2 OF DIVISION 6 OF TITLE 1; AND ADDING SUBSECTION 811.0240(j) TO CHAPTER 2 OF DIVISION 11 OF TITLE 8 OF THE SAN BERNARDINO COUNTY CODE, RELATING TO ROAD FEES TO ASSIST THE FINANCING AND CONSTRUCTION OF ROADS AND PROVIDING FOR THE COLLECTION OF SAID FEES IN THE UNINCORPORATED TERRITORY INCLUDED WITHIN THE BOUNDARIES OF THE LUCERNE VALLEY LOCAL AREA TRANSPORTATION FACILITIES PLAN.

The Board of Supervisors of the County of San Bernardino, State of California, ordains as follows:

SECTION 1. The Board of Supervisors of the County of San Bernardino finds that:

(1) A Lucerne Valley Local Area Transportation Facilities Plan (herein "Plan") has been prepared in accordance with the requirements of law and is on file with the Clerk of the Board.

(2) The Lucerne Valley community and surrounding areas will experience growth which will increase the need for construction of the additional transportation facilities identified in the Plan.

(3) This financing mechanism is necessary to achieve an equitable method of payment for the construction of the transportation facilities required to accommodate new development and to prevent potential failure of the existing road system.

(4) The Plan fee will be used to build and improve the transportation facilities identified in the Plan. The need for the said transportation facilities is related to new residential and commercial development because such new development will bring additional people and vehicles into the Plan area thus creating more vehicular traffic which can be accommodated only with the addition of the said transportation facilities.

(5) The Plan fee will be imposed on new development projects. These projects bring people and vehicles into the Plan area which will create a need for the transportation facilities identified.

(6) There is a reasonable relationship between the amount of the fee and the cost of the transportation facilities attributable to the developments on which the fee is imposed because the fee has been calculated based upon vehicular traffic trips generated which impact the road system pursuant to a study prepared by Kimley-Horn and Associates, Inc. The estimated total cost of the transportation facilities necessary to accommodate new development in the Plan area has been divided by the estimated number of possible new vehicle traffic trips in the Plan area. This method constitutes a reasonable distribution of the cost to provide the necessary road improvements among the developers which generate traffic and cause the need for the road improvements.

(7) Prior to implementation, an account will be established for the fee specified herein, and the funds from that account will have been appropriated for the transportation facilities identified in the Plan. A proposed construction schedule has been prepared as a part of the Plan.

(8) A public hearing has been held with the notice of hearing having been given as required by law, and written protests, not withdrawn, have not been filed by the owners of more than one-half of the area of the property subject to the fee.

(9) Only unincorporated portions of the County are within the Plan. In the event an incorporation of all or part of the Plan area occurs, appropriate revisions or arrangements shall be identified pursuant to Government Code Section 56000 et seq.

(10) Failure to mitigate growth impact on transportation facilities within the Plan area and the subdivisions therein will place residents in the Lucerne Valley area in a condition perilous of their health, safety and welfare.

(11) The bridges and major thoroughfares to be provided with fees collected by the Plan are identified on and are consistent with the circulation element of the County General Plan, and the railways, freeways, streams and canyons for which bridge crossings are required, and the major thoroughfares whose primary purpose is to carry through traffic and provide a network connecting to the state highway system, are identified on the general plan, and all of these identifications were included in the general plan at least 30 days prior to imposition of the Lucerne Valley transportation fee.

(12) The major thoroughfares contained in the Plan are in addition to, or a reconstruction of, existing major thoroughfares serving the Plan area, and the bridges contained in the Plan are original bridges or additions to existing bridges serving the Plan area.

SECTION 2. Subsection 16.0225 (h) (10) is added to Chapter 2 of Division 6 of Title 1 of the San Bernardino County Code, to read:

**16.0225 Transportation**

(h) Local Area Transportation Facilities Plan Fees

(6) Lucerne Valley Local Area Transportation Facilities Plan Fees

(A) Commercial-Average Daily Vehicle

Trip End (Trip) .....\$ 137.31/Trip

(B) Single Family Residential (SRF) .....\$1,373.00/D.U.

(C) Industrial Average Daily Vehicle

Trip End (Trip) .....\$ 137.31/Trip

SECTION 3. Subsection 811.0240 (j) of the San Bernardino County Code is added to Chapter 2 of the Division 11 of Title 8, to read:

**811.0240 Subject Areas**

(i) The Lucerne Valley Local Area Transportation Facilities Plan is established as follows:

**LUCERNE VALLEY LOCAL AREA TRANSPORTATION FACILITIES PLAN**  
**LEGAL DESCRIPTION**

All those portions of Sections 11 through 16 and 20 through 28 T3N, R5W and Sections 7 through 9 and 17 through 19 T3N, R4W all San Bernardino Base and Meridian described as follows:

BEGINNING at the South West Corner of Section 27 T3N, R5W, thence Northerly along the West line of said Section 27, a distance of 1/2 mile, more or less, to the East quarter corner of Section 28; thence Westerly along the South line of the North half of Section 28, a distance of 1 mile, more or less, to the West quarter corner of said section 28; thence Northerly along the West line of Section 28, a distance of a 1/2 mile, more or less, to the South East corner of Section 20; thence Westerly along the South line of Section 20, a distance of 1/2 mile, more or less, to the South quarter corner of said Section 20; thence Northerly along the West line of the East half of Section 20, a distance of 1/2 mile, more or less, to the center quarter corner of said Section 20; thence Westerly along the North line of the South half of Section 20, a distance of 1/2 mile, more or less, to the West quarter corner of Section 21; thence Northerly along the West line of Sections 21 and 16, a distance of 3/4 mile, more or less, to the South 1/16 corner of Sections 16/17; thence Easterly along the North line of the South half of the South half Section 16, a distance of 1/4 mile, more or less, to the Southwest 1/16th corner of said Section 16; thence Northerly along the East line of the West half of the West half of Section 16, a distance of 1/4 mile, more or less, to the Center West 1/16th corner of said Section 16, thence Easterly along the North line of the South half of Section 16, a distance of 3/4 mile, more or less, to the West quarter corner of Section 15; thence Northerly along the West line of Section 15, a distance of a 1/4 mile, more or less, to the North 1/16th corner of Sections 16/15; thence Easterly along the South line of the North half of the North half of Section 15, a distance of a 1/4 mile, more or less, to the North West 1/16th corner of said Section 15; thence Northerly along the East line of the West half of the West half of Section 15, a distance of 660 feet, more or less, to its Intersection with the South line of the North half of the North



half of the North half of said Section 15, thence Easterly along the South line of the North half of the North half of the North half Section 15, a distance of 1/2 mile, more or less, to its Intersection with the West line of the East half of the East half of the said Section 15, thence Northerly along the West line of the East one half of the East one half of said Section 15, a distance of a 1/4 mile, more or less, to the East 16th corner Sections 10/15; thence Easterly along the North line of Section 15, a distance of a 1/4 mile, more or less, to the South West corner of Section 11; thence Northerly along the West line of Section 11, a distance of 3/10 of a mile, more or less, to the North Westerly line of that SCE Parcel shown as Parcel #2 on State of California Board of Equalization Map 148-36-138; thence North Easterly along said North Westerly line, a distance of 4/10 mile, more or less, to the North line of the South half of Section 11; thence Easterly along North line of the South half of Sections 11 and 12 one mile, more or less, to the center quarter of Section 12; thence Northerly along the West line of the East half of said Section 12, a distance of 701 feet, more or less, to an Intersection with the South Easterly line of the Atchison, Topeka, and Santa Fe Railroad Company's Right-of-Way, 200 feet wide; thence North Easterly along the South Easterly line of said railway company's Right-of-Way and continuing along said South Easterly Line, following its various courses, to an Intersection with the West line of Section 7 T3N R4W; thence Northerly along said West line, a distance of 1009 feet, more or less, to the North West corner of said Section 7; thence Easterly along the North line of Sections 7, 8, 9, & 10, a distance of 3-1/4 miles, more or less, to the West 1/16th corner of Sections 3/10; thence Southerly along the East line of the West half of the West half of Section 10, a distance of a 1/4 mile, more or less, to the North West 1/16th corner of said Section 10; thence Westerly along the South line of the North of the North half of Sections 10 and 9, a distance of a 1/2 mile, more or less, to the North East 1/16th corner of Section 9; thence Southerly along the West line of the East half of the East half of Section 9, a distance of a 1/4 mile, more or less, to the Center East 1/16th corner of said Section 9, thence Westerly along the South line of the North half of Section 9, a distance of a 1/4 mile, more or less, to the center quarter corner of Section 9; thence Southerly along the East line of the West half of said Section 9, a distance of 2356.15 feet, more or less; thence Easterly along a line that is parallel to the South line of Section 9, a distance of 295.16 feet, more or

less; thence Southerly along a line that is parallel to the East line of the West half of Section 9, a distance of 295.16 feet, more or less; thence Westerly along the South line of Section 9, a distance of 2948.31 feet, more or less, to the North East corner of Section 17; thence Southerly along the East line of said Section 17, a distance of a 1/4 mile, more or less, to the North 1/16th corner of Sections 17/16; thence Westerly along the South line of the North half of the North half of Section 17, a distance of a 1/4 mile, more or less, to the North East 1/16th corner of said Section 17, thence Southerly along the West line of the East half of the East half of Section 17, a distance of a 1/4 mile, more or less, to the Center East 1/16 corner of said Section 17; thence Westerly along the South line of the North half of Section 17, a distance of a 1/2 mile, more or less, to the Center West 1/16 corner of said Section 17; thence Southerly along the East line of the West half of the West half of Section 17, a distance of a 1/4 mile, more or less, to the Southwest 1/16 corner of said Section 17; thence Westerly along the North line of the South half of the South half, a distance of a 1/4 mile, more or less, to the South 1/16 corner of Sections 18/17; thence Southerly along the East line of Section 18, a distance of a 1/4 mile, more or less, to the South East corner of Section 18; thence Westerly along the South line of Section 18, a distance of a 1/4 mile, more or less, to the East 1/16 corner of Sections 18/19; thence Southerly along the West line of the East half of the East half of Section 19, a distance of a 1/4 mile, more or less, to the North East 1/6 corner of Section 19; thence Westerly along the South line of the North half of the North half of Sections 19 and 24, a distance of 1 mile, more or less, to the North East 1/16 corner of Section 24 T3N R5W; thence Southerly along the West line of the East half of the East half of said Section 24, a distance a 1/2 mile, more or less, to the South East 1/16 corner of Section 24; thence Westerly along the north line of the South half of the South half of Section 24, a distance of a 1/4 mile, more or less, to the Center South 1/16 corner of said Section 24; thence Southerly along the East line of the West half of Section 24, a distance of a 1/4 mile, more or less, to the North quarter corner of Section 25; thence Easterly along the North line of Section 25, a distance if a 1/4 mile, more or less, to the East 1/16 corner of Sections 24/25; thence Southerly along the West line of the East half of the East half of Section 25, a distance of a 1/2 mile, more or less, to the Center East 1/16 corner of said Section 25; thence Westerly along the South

Line of the North half of Section 25, bearing S 89° 11' 08" W, a distance of 1004.38 feet, more or less; thence N 01° 11' 08" W 325.46 feet, more or less; thence S 89° 03' 24" W 334.99 feet, more or less; thence S 01° 14' 24" E 324.71 feet, more or less, to the center quarter corner of Section 25; thence Southerly along the East line of the West half of Section 25, a distance of 1201.79 feet, more or less, to its Intersection with Highway 138; thence South Easterly along Highway 138, a distance of 1367.70 feet, more or less, to its Intersection with the West line of the East half of the East half of Section 25; thence Southerly along the West line of the East half of the East half of Section 25, a distance of 1136.85 feet, more or less, to the East 1/16 corner of Sections 25/36; thence Westerly along the South line of Sections 25, 26 and 27, a distance of 2-3/4 miles, more or less, to the POINT OF BEGINNING

Contains 353± square miles, more or less.

SECTION 4. This ordinance shall take effect sixty (60) days from the date of adoption.

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MARSHA TUROCI, Chairman  
Board of Supervisors

SIGNED AND CERTIFIED THAT A COPY OF  
THIS DOCUMENT HAS BEEN DELIVERED TO  
THE CHAIRMAN OF THE BOARD  
EARLENE SPROAT  
Clerk of the Board of Supervisors  
of the County of San Bernardino

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STATE OF CALIFORNIA )

COUNTY OF SAN BERNARDINO ) ss

I, EARLENE SPROAT, Clerk of the Board of Supervisors of the County of San Bernardino, State of California, hereby certify that at a regular meeting of the Board of Supervisors of said County and State, held on the \_\_\_\_\_ day of \_\_\_\_\_, 1996, at which meeting were present Supervisors:

and the Clerk, the foregoing ordinance was passed and adopted by the following vote, to wit:

AYES: Supervisors

NOES: Supervisors

ABSENT: Supervisors:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Board of Supervisors this \_\_\_\_\_ day of \_\_\_\_\_, 1996.

EARLENE SPROAT, Clerk of the Board of Supervisors of the County of San Bernardino, State of California

\_\_\_\_\_  
Deputy

## LUCERNE VALLEY LOCAL AREA TRANSPORTATION FACILITIES PLAN REPORT

### EXECUTIVE SUMMARY

The Lucerne Valley Local Area Transportation Facilities Plan consists of approximately 353 square miles and is bounded by the San Bernardino National Forest to the south, extends approximately two miles north of Acmite Street to the north, four miles east of Santa Fe Road to the east, and two miles west of Johnson Road to the west. An estimated 33,600 additional new residential homes can be built within the area exclusive of the existing residences. This plan is immediately adjacent to and easterly of the South/East Apple Valley Local Area Transportation Facilities Plan which was adopted by the Board of Supervisors on March 1, 1993.

The community of Lucerne Valley has experienced growth and will continue experiencing growth in the future. The existing road system is marginally able to handle the existing traffic and will have problems handling the traffic capacity in the future. With the increase in the number of permits for new residences issued in the last several years and the anticipated continued growth in the area, based on the existing land use from the adopted General Plan, the increased traffic volumes will over stress the existing road system of paved and graded dirt roads in the area. This increased traffic will lead to increased travel times and decreased "level of service" throughout the area if something is not done to improve the road system.

It can no longer be expected that the major road improvements that will be needed for the area can be fully funded from the traditional revenue sources that constructed the existing highway system and street network. Supplemental funding sources must be developed if important components of the County's transportation road system are to be constructed. These needed roads will provide relief to the existing marginal road facilities and support orderly development in the future. Development fees represent a potential source of supplemental funds.

A development fee program has been prepared for consideration, by the Board of Supervisors, based on the general principle that future development within the described benefit area will benefit from constructing the proposed transportation facilities plan and should pay for them in proportion to projected traffic demand attributed to each development.

The needed improvements were determined by performing a traffic level of service analysis. Trip ends were selected as the best common denominator and fees were established by dividing the total estimated cost of the needed improvements by the total number of projected new daily trip ends within the plan area. Adjustments were made to trip ends between non-residential and residential land uses to reflect the different level of trips generated by each.

The total new trip ends attributed to new development within the plan area is projected to be approximately 365,000 trips. The total estimated cost to provide the needed improvements is \$52,461,000 and includes constructing or widening approximately 86.5 miles of paved county roads, signaling 32 intersections, and 1 railroad crossing. Also, included in the plan is a "fair share" contribution for improvements to State Highway 18 and State Highway 247 through the area, as well as \$3,580,000 in Lucerne's "fair share" of costs of improvements to facilities in the South/East Apple Valley Local Area Transportation Facilities Plan. Fair share funds will be used specifically to build roads and traffic signals within the South/East Apple Valley Plan. A list of "fair share" projects for the South/East Apple Valley Plan is presented on Page 31 of this report. Measure "I" will contribute approximately \$541,895 towards the cost of the projects. It is anticipated that State matching funds will further contribute approximately 10% of most of the costs for the projects or \$5,569,000, resulting in \$49,930,105 to be provided by development fees. State matching funds are based on State contributions made in recent years. If, however, State funding should be substantially reduced or no longer available, recalculation of the fees will be necessary.



LUCERNE VALLEY  
TRANSPORTATION FACILITIES PLAN

PROJECT SUMMARY AND COSTS

AREA: 353 Square Miles

Projected New

Residential Dwelling Units: 33,600

ESTIMATED COSTS:

6 Lane Roads: 11.7 Miles	\$	7,706,000
4 Lane Roads: 43.0 Miles	\$	21,115,000
2 Lane Roads: 31.8 Miles	\$	15,490,000
33 Intersections ( COUNTY SHARE)	\$	8,100,000
RAILROAD CROSSINGS	\$	50,000
<hr/>		
SUBTOTAL	\$	52,461,000
SOUTHEAST APPLY VALLEY FAIR SHARE	\$	3,580,000
LESS MEASURE "I" FUNDS	\$	-541,895
LESS ANTICIPATED STATE FUNDS	\$	-5,569,000
<hr/>		
TOTAL	\$	49,930,105

PROPOSED DEVELOPMENT FEE

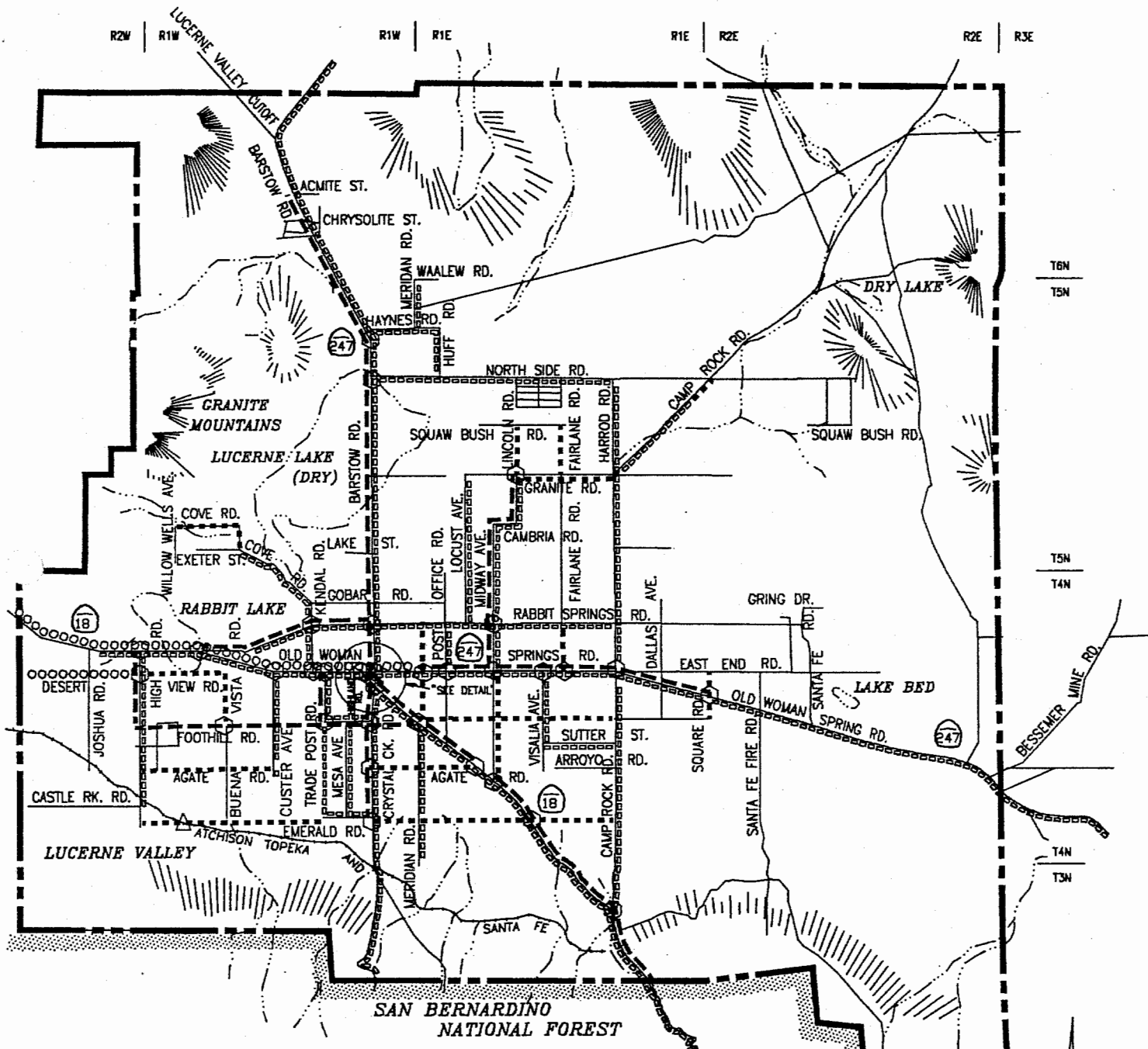
Single Family Residential (SFR)                      \$ 1368.00/D.U.

Commercial and Industrial

Commercial and Industrial land use designation will require special traffic studies and allow a wide variety of development intensities. Traffic impact fees will be treated on a case by case basis supported by the individual traffic studies for each development based on \$136.79 per trip.

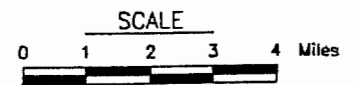
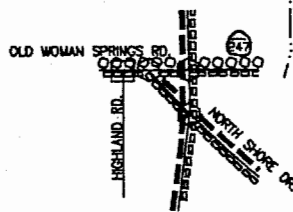


# LUCERNE VALLEY LOCAL AREA TRANSPORTATION FACILITIES PLAN



## LEGEND

- PROPOSED 6-LANE HIGHWAY
- PROPOSED 4-LANE ROADWAY
- PROPOSED 2-LANE ROADWAY
- EXISTING PAVEMENT
- PROJECT BOUNDARY
- TRAFFIC SIGNAL
- △ RAILROAD CROSSING
- TURN POCKET



## SCHEDULE "A"

### LUCERNE VALLEY LOCAL AREA TRANSPORTATION FACILITIES PLAN PROJECT PRIORITY LIST AND CONSTRUCTION COST ESTIMATE

The plan priority list should be reviewed and updated periodically to account for changes in development activity. The recommended transportation facilities plan improvements are reflected below in the year the activity (i.e study, design, right-of-way acquisition, construction, etc.) will be started. Each project is unique and has a different time span for completion. Activities starting in years 1-10 reflect the community's choices for prioritization as expressed by the Lucerne Valley Chamber of Commerce.

ACTIVITY STARTING IN YEARS 1-10	ESTIMATED COST	STATE SHARE
1. Left and right turn pockets at S.H. 18 @ Custer Road	\$150,000	\$75,000
2. Turn pockets @ S.H. 18 @ Tradepost Rd.	\$150,000	\$75,000
3. Left and right turn pockets @ S.H. 18 @ Kendal Rd.	\$150,000	\$75,000
4. Left and right turn pockets @ S.H. 18 @ High Rd.	\$150,000	\$75,000
5. Right turn pocket @ Highland Rd. @ S.H.18	\$100,000	\$50,000
6. Right turn pocket @ Visalia Rd. @ S. H. 247	\$100,000	\$50,000
<b>FUTURE PROJECTS</b>		
1. COVE ROAD Exeter Street to Willow Wells Ave.	ESTIMATED COST \$600,000	STATE SHARE (10%) \$60,000
2. MIDWAY AVENUE Cambria Road to Old Woman Springs Road Turn improvements @ S.H. 18	\$1,250,000 \$100,000	\$125,000 \$10,000
3. CAMP ROCK ROAD North Side Road southerly 0.5 mile	\$250,000	\$25,000
4. MERIDIAN ROAD a. Foothill Road to Rabbit Springs Road b. Signal @ Meridian Rd. and Old Woman Springs Rd.	\$1,000,000 \$250,000	\$100,000 \$25,000
5. HIGH ROAD Old Woman Springs Road to Foothill Road	\$675,000	\$68,000
6. OLD WOMAN SPRINGS ROAD (S.H.18/247)(less 57% state share) a. West boundary to Meridian Road b. Signal @ S.H. 18 and Rabbit Springs Road c. Signal @ S.H. 18 and Kendal Rd.(less \$150,000 after turn pockets) d. Signal @ Old Woman Springs Road and Barstow Road e. Signal @ S.H. 18 and Tradepost Rd.(Less \$150,000 after turn pockets) f. Signal @ S.H. 18 and High Rd. ( Less \$150,000 after turn pockets) g. Signal @ S.H. 18 and Custer Ave (Less \$150,000 after turn pockets)	\$3,956,000 \$250,000 \$100,000 \$250,000 \$100,000 \$100,000 \$100,000	\$396,000 \$25,000 \$10,000 \$25,000 \$10,000 \$10,000 \$10,000
7. DESERT VIEW ROAD a. West boundary to High Road b. Signal @ Desert View Road @ High Road	\$3,750,000 \$250,000	\$375,000 \$25,000

	ESTIMATED COST	STATE SHARE (10%)
8. BARSTOW ROAD (S.H. 247)(less 13% State share)		
a. Acnite Street to Emerald Road	\$5,437,500	\$544,000
b. Signal @ Barstow Road @ Haynes Road	\$250,000	\$25,000
c. Signal @ Barstow Road @ North Side Road	\$250,000	\$25,000
9. RABBIT SPRINGS ROAD		
a. Old Woman Springs Road to Barstow Road	\$1,575,000	\$158,000
b. Signal @ Rabbit Springs Road @ Kendal Road	\$250,000	\$25,000
c. Signal @ Rabbit Springs Road @ Barstow Road	\$250,000	\$25,000
10. OLD WOMAN SPRINGS ROAD (S.H. 247)(less 16% State share)		
a. Meridian Road to Square Road	\$2,520,000	\$252,000
b. Signal @ Old Woman Springs Road @ Post Office Road	\$250,000	\$25,000
c. Signal @ Old Woman Springs Road @ Square Road	\$250,000	\$25,000
d. Signal @ Visalia Rd. @ S.H. 247 (Less \$100,000 for right turn pocket)	\$150,000	\$15,000
e. Signal @ Camp Rock Rd. @ Old Woman Springs Rd.	\$250,000	\$25,000
11. S.H. 18 (less 31% State share)		
a. Old Woman Springs Rd. to south plan boundary	\$2,932,500	\$293,000
b. Signal @ S.H. 18 and Old Woman Springs Road	\$250,000	\$25,000
c. Signal @ S.H. 18 and Barstow Road	\$250,000	\$25,000
d. Signal @ S.H. 18 and Agate Road	\$250,000	\$25,000
e. Signal @ S.H. 18 and Midway Avenue	\$250,000	\$25,000
f. Signal @ S.H. 18 and Emerald Rd.	\$250,000	\$25,000
g. Signal @ SH. 18 and Camp Rock Rd.	\$250,000	\$25,000
h. Signal @ S.H. 18 and Foothill Rd.	\$250,000	\$25,000
12. FOOTHILL ROAD		
a. High Road to S.H. 18	\$5,500,000	\$550,000
b. Signal @ Foothill Road @ Buena Vista Road	\$250,000	\$25,000
c. Signal @ Foothill Road @ Trade Post Rd.	\$250,000	\$25,000
d. Signal @ Foothill Road @ Crystal Creek Road	\$250,000	\$25,000
13. LINCOLN ROAD		
Granite Road to Cambria Road	\$450,000	\$45,000
14. CAMBRIA ROAD		
a. Lincoln Road to Midway Avenue	\$225,000	\$23,000
b. Signal @ Lincoln Road @ Granite Road	\$250,000	\$25,000
15. TRADE POST ROAD		
Old Woman Springs Road to Foothill Road	\$450,000	\$45,000
16. GRANITE ROAD		
Lincoln Road to Harrod Road	\$1,000,000	\$100,000
17. LINCOLN ROAD		
Granite Road to Squaw Bush Road	\$500,000	\$50,000
18. FAIRLANE ROAD		
a. Granite Road to Squaw Bush Road	\$500,000	\$50,000
b. Rabbit Springs Road to Old Woman Springs Road	\$500,000	\$50,000
c. Signal @ Fairlane Road @ Old Woman Springs Road	\$250,000	\$25,000
19. SQUARE ROAD		
Foothill Road to East End Road	\$500,000	\$50,000
20. MIDWAY AVENUE		
Agate Road to Old Woman Springs Road	\$1,000,000	\$100,000
b. Signal @ Midway Avenue and Rabbit Springs Rd.	\$250,000	\$25,000
c. Signal @ Midway Avenue and Old Woman Springs Road	\$250,000	\$25,000
21. BUENA VISTA ROAD		
Foothill Road to Desert View Road	\$500,000	\$50,000
22. DESERT VIEW ROAD		
High Road to Buena Vista Road	\$765,000	\$77,000

	ESTIMATED COST	STATE SHARE (10%)
23. FOOTHILL ROAD		
Meridian Road to Camp Rock Road	\$1,875,000	\$188,000
24. AGATE ROAD		
a. High Road to Custer Avenue	\$1,250,000	\$125,000
b. Barstow Road to S.H. 18	\$1,000,000	\$100,000
c. Signal @ Agate Road @ Crystal Creek Road	\$250,000	\$25,000
25. EMERALD ROAD		
a. High Road to Trade Post Road	\$1,750,000	\$175,000
b. Crystal Creek Road to Camp Rock Road	\$2,500,000	\$250,000
c. Signal @ Emerald Road @ Crystal Creek Road	\$250,000	\$25,000
d. RR Crossing: Emerald Road one mile west of Buena Vista Road	\$50,000	\$5,000
	TOTALS	\$52,461,000
		\$5,569,000
	Plus fair share to South\East Apple Valley	\$3,580,000
	Less anticipated State Share	(\$5,569,000)
	Less anticipated Measure "I" Funds	(\$541,895)
	<b>Development Fee Contribution</b>	<b>\$49,930,105</b>

## LUCERNE VALLEY LOCAL AREA TRANSPORTATION FACILITIES PLAN RELATIONSHIP BETWEEN FEE AND DEVELOPMENT PROPERTY

The method for determining the fee per development type was to first establish the cost per new trip end and then convert that to a cost per (DU) or cost per GLSF.

Proposed new trips used to compute the cost per trip to determine the cost per dwelling units and commercial/industrial units was obtained from information contained in the Lucerne Valley area model prepared by Kimley-Horn (formerly Basmaciyan and Damell, Inc.) and in the Transportation Department, Traffic Division, land development files. Future dwelling unit estimation is based on existing land use from the adopted County General Plan.

### PLAN AREA TRIP GENERATION

Residential: For single family detached residential (single family residential) (SFR) the ITE recommended average of 10 trips per unit was used. Based on that information, 33,600 SFR DU are projected within the plan area. Commercial/Industrial: Commercial land uses within the plan area have had traffic generator factors introduced to account for a summation of diverted links, passerby, and induced trips as follows:

- Acres of zoned commercial = 50
- Acres of zoned industrial = 1,200
- Acres of zoned IR = 700
- Percentage of gross leasable square feet (GLSF) in an acre = 26%
- Institute of Transportation Engineers (ITE) trips based on 1,000 GLSF
- ITE rate per 1,000 GLSF (Commercial) = 30 trips
- ITE rate per ACRE for industrial = 30 trips
- Trip rate per ACRE for IR quarry = 1.4 trips
- Induced trip percentage (Commercial) = 20%
- Induced trip percentage (Industrial) = 70%

Using the above information and the ITE Trip Generation Manual the following calculations were made:

Single Family Residential (SFR)	
33,600 DU X 10 trips per DU	= 336,000
*Commercial (COM) trips	
50 ac X 43,560 sf/ac X .26 GLSF / 1,000 X 30 X .2	= 3,000
*Industrial trips: 1,200 ac X 30 trips/ac X .7	= 25,000
*IR trips: 700 ac X 1.4 trips/ac	= 1,000
Total fee trips	= 365,000

\* Industrial, commercial, and IR land use designations will require special traffic studies and allow a wide variety of development intensities. The calculations shown above are for estimating total fee trips and for establishing a unit cost per trip. Actual traffic impact fees for industrial and commercial land uses will be determined by the individual land use proposals.

The cost estimate as shown on the "Lucerne Valley Local Area Transportation Facilities Plan Cost Estimate" is \$49,930,105.

$$\text{Cost per trip} = \frac{\$49,930,105}{365,000} = \$136.79 \text{ per trip}$$

Costs were distributed to residential dwelling unit based on trip generation tables and passerby information from ITE.

$$\text{SFR at 10 trips/DU} \quad 10 \times \$136.79 = \$1,368.00 \text{ per DU}$$

**Lucerne Valley  
Sample Commercial Trip Generations**

1. Supermarket (High) = 150 trips  
(Such as Vons,  
Stater Bros.) 1000 sq. ft.

Assuming 100' X 100'  
floor size 10,000 sq. ft. X 150 trips = 1,500 trips  
1000 sq. ft.

applying induced trip adjustment factor of 20%:  
1,500 X .2 = 300 trips

FEE: \$136.79/trip X 300 trips = \$ 41,037

2. Standard Commercial Office (Medium) = 30 trips  
(Such as accounting, insurance,  
or attorney offices) 1000 sq. ft.

Assuming 45' X 45'  
floor size 2,025 sq. ft. X 30 trips = 61 trips  
1000 sq. ft.

applying induced trip adjustment factor of 20%:  
61 X .2 = 12 trips

FEE: \$136.79/trip X 12 trips = \$ 1,641

3. Specialty Store (Low) = 3 trips  
(Such as shoe repair,  
hobby shop, or florist) 1000 sq. ft.

Assuming 40' X 35'  
floor size 1,400 sq. ft. X 3 trips = 4.2 trips  
1000 sq. ft.

applying induced trip adjustment factor of 20%:  
4.2 X .2 = 1 trip

FEE: \$136.79/trip X 1 trip = \$ 137

**Lucerne Valley  
Sample Industrial Trip Generations**

**TYPICAL INDUSTRIAL USES:**

1. Industrial Park (High) 63 trips/AC

Applying a induced trip adjustment factor of 70%:  
63 trips/acre X .7 = 44 trips/acre  
44 trips/acre X \$136.79/trip = \$6.019/AC

2. Manufacturing (Medium) 30 trips/AC

Applying a induced trip adjustment factor of 70%:  
30 trips/acre X .7 = 21 trips/acre  
21 trips/acre X \$136.79/trip = \$2.873/AC

3. General Heavy Industrial (Low) 7 trips/AC

Applying a induced trip adjustment factor of 70%:  
7 trips/acre X .7 = 5 trips/acre  
5 trips/acre X \$136.79/trip = \$684/AC

**ROCK QUARRY AND MINING INDUSTRIAL USES:**

Typically very low traffic generations. Estimated from existing quarry and mining operations.

4. Rock Quarry or Mine (Very Low): 1.4 trips/acre

1.4 trips/acre = 1.4 trips/acre  
1.4 trip/acre X \$136.79/trip = \$192/AC

**LUCERNE VALLEY LOCAL AREA  
TRANSPORTATION FACILITIES PLAN**

**ENGINEER'S REPORT**

This report addresses the transportation needs and impact on the existing road system in and around the community of Lucerne Valley which can be estimated as development occurs within the area.

**DESCRIPTION**

The Lucerne Valley Plan area consists of approximately 353 square miles of unincorporated area of San Bernardino County generally bounded by the San Bernardino National Forest to the south, extends approximately two miles north of Acmite Street to the north, four miles east of Santa Fe Road to the east, and two miles west of Johnson Street to the west.

**PURPOSE**

The area has experienced growth and will continue experiencing growth in the future and the needed transportation facilities cannot be fully funded through traditional revenue sources. Supplemental funding sources must be developed if the major components of an adequate transportation system are to be constructed. A study of the existing transportation needs and projected future impacts were prepared by the firm of Basmacıyan-Darnell, Inc. (BDI), now a part of Kimley-Horn, Inc. The study clearly shows the need to upgrade the sparse two lane paved roads and several existing dirt roads to current standards for County maintenance.

Traditional funding sources for maintaining and constructing County roads are derived almost entirely from highway user taxes and fees. Other sources include federal and state aid, fines and forfeitures, and grants and reimbursements. These sources are not sufficient to fund the necessary improvements to the road system to accommodate growth. This plan



is a mechanism for financing improvements for transportation needs created by future development.

In 1989 the voters of San Bernardino County approved a half-cent sales tax to improve the county's transportation system. Known as Measure "I", the funds generated by the sales tax are designated to relieve existing deficiencies in the transportation system. Some of the projects identified in the traffic study for future growth were also recognized in the Measure "I" program as locations beginning to have delays, indicating these locations would be further negatively impacted by growth.

The estimated funds to be generated by Measure "I" for the Lucerne Valley area have been deducted from the cost estimates. Measure "I" funds can be used in an attempt to improve existing traffic congestion, increase public safety, improve air quality and, in conjunction with contributions from the developer fee program, a project can also accommodate future traffic impacts. It should be noted that the extent of the improvement to mitigate growth and safety is greater than the correctional measures covered by Measure "I" improvements. Additional safety measures may be required as conditions dictate.

During the past years, the State has maintained a program for matching local contributions on road projects. For the purpose of estimating the project costs a State contribution of 10% of the total project has been included. If State funding should no longer be available, recalculation of the cost estimates and resulting fee will be necessary.

#### ESTIMATE OF DEVELOPABLE LANDS

Based on a review of the existing Assessor's Office information, United States Geological Survey topographical mapping, aerial photos, and the existing land use from the current County General Plan, it is projected that approximately 33,600 lots will be developed as single family residential. Additionally, approximately 1,200 acres are available for industrial development, approximately 700 acres for IR quarry development, and approximately 50 acres are available for commercial development.

## AREA PLAN

Approximately \$52.5 million in two lane, four lane, and six lane roads, signals, and railroad crossings were identified to meet the needs of future development. Included is an estimated \$3.58 million to cover the local traffic share of the costs for improvements to State Highway 18 and State Highway 247. The included projects are the minimal improvements deemed necessary to provide the community with a transportation system adequately meeting the basic needs of the future 33,600 single family residential units (SFR), approximately 1200 acres of industrial development, approximately 700 acres of IR quarry development, and approximately 50 acres of commercial development.

The results of the traffic model prepared by BDI clearly showed the impacts of traffic from the Lucerne area on roads within the neighboring South/East Apple Valley Plan area to the west. Substantial traffic is being attracted by the employment and services of the commercial and industrial areas westerly of the plan area boundary. Included in this report on Page 31 is a list of projects within the South/East Apple Valley Plan which are being significantly impacted by traffic from the Lucerne area. A "fair share" contribution based on trip percentages developed from the traffic model has been allocated in this plan to proportion the costs of the projects impacting the local traffic on the neighboring road network.

## REASONABLE COST DISTRIBUTION

The development generated costs were distributed to the anticipated land uses based on the trips per land use as defined in the "Institute of Transportation Engineers Trip Generation Manual" and the existing land use factors for the Lucerne Valley area. Trip generation was computed at 10 trips per day for single family residential, 30 trips per 1,000 square feet for commercial, 30 trips per acre for community industrial land use, and 1.4 trips per acre for IR quarry land use.

Commercial developments are largely dependent upon attracting business within the plan area. It is recognized, however, that a portion of the trips to the commercial areas will be induced traffic from outside the plan area, such as necessary service and supply vehicles. Since the commercial areas are supported by the residential community in which they serve an adjustment factor has been used in an effort to insure that the trips generated as a result of the commercial attraction are not being excessively charged.

For the commercial land use areas traffic generator factors have been adjusted for passerby trips based on the ITE Traffic Generation - 5th Edition (published in 1991). This adjustment reflects anticipated driver behavior and consists of a summation of diverted links, passerby, and induced trips deemed appropriate to the development area. Commercial development shall have the opportunity to submit for approval an independent traffic study, prepared by a traffic engineer, estimating the anticipated traffic from a development. If it is agreed that the trip generation rates are different than the averages used in this report, the fees will be based on the cost per trip.

Approximately 1,200 acres of industrial land and approximately 700 acres of IR quarry land are contained within the plan area boundary. These land use designations will require special traffic studies and allow a wide variety of development intensities. Traffic impact fees will be treated on a case by case basis, supported by individual traffic studies for each development. These land uses will be charged the cost per trip multiplied by the anticipated number of average daily trips generated by the development.

An example of the methodology in determining the industrial fee can be shown with a typical industrial park. Manufacturing is under the "medium" category (30 trips/AC) based on the ITE Traffic Generation - 5th Edition (published in 1991).

$$\begin{aligned} 30 \text{ trips/acre} \times .7 &= 21 \text{ trips/acre} \\ 21 \text{ trips/acre} \times \$136.79/\text{trip} &= \$2,873/\text{acre} \end{aligned}$$

### COMMUNITY REVIEW

Direct public input will be received from area property owners and through a series of meetings during the development of the plan. County Counsel will review the reports and prepare the required ordinances on \_\_\_\_\_, 1996. The plan will be presented before the Planning Commission on \_\_\_\_\_, 1996.

On \_\_\_\_\_, 1996 the Transportation/Flood Control Department will take forth to the Board of Supervisors, for their consideration, a Fee Ordinance and related actions for transportation facilities in the community of Lucerne Valley. These documents will be on file with the Clerk of the Board of Supervisors.

### ENVIRONMENTAL ANALYSIS

The preliminary environmental description forms for the identified transportation facilities plan were submitted to the County Planning Department, Environmental Section, for review and processing. It was determined that the Lucerne Valley Local Area Transportation Facilities Plan would not have a significant environmental impact on the communities in the area. A Negative Declaration of Environmental Impact for this plan has been prepared for approval by the Board of Supervisors.

LUCERNE VALLEY LOCAL AREA  
TRANSPORTATION FACILITIES PRELIMINARY PLAN

ROUTE	LENGTH (MILES)	ESTIMATED COST	STATE SHARE
<b><u>1. 6 LANE ROADS</u></b>			
OLD WOMAN SPRINGS ROAD (S.H. 18/247)(less 57% state share) West boundary to Meridian Road	9.2	\$3,956,000	\$396,000
DESERT VIEW ROAD West boundary to High Road	2.5	\$3,750,000	\$375,000
SUBTOTALS	11.7	\$7,706,000	\$771,000
<b><u>2. 4 LANE ROADS</u></b>			
BARSTOW ROAD (S.H. 247)(less 13% State share) Acmite Street to Emerald Road	12.5	\$5,437,500	\$544,000
RABBIT SPRINGS ROAD Old Woman Springs Road to Barstow Road	3.5	\$1,575,000	\$158,000
OLD WOMAN SPRINGS ROAD (S.H. 247)(less 16% State share) Meridian Road to Square Road	6.0	\$2,520,000	\$252,000
S.H. 18 (NORTH SHORE DRIVE)(less 31% State share) Old Woman Springs Rd. to south plan boundary	8.5	\$2,932,500	\$293,000
FOOTHILL ROAD High Road to S.H. 18	5.5	\$5,500,000	\$550,000
LINCOLN ROAD Granite Road to Cambria Road	1.0	\$450,000	\$45,000
CAMBRIA ROAD Lincoln Road to Midway Avenue	0.5	\$225,000	\$23,000
MIDWAY AVENUE Cambria Road to Old Woman Springs Road	3.0	\$1,350,000	\$135,000
HIGH ROAD Old Woman Springs Road to Foothill Road	1.5	\$675,000	\$68,000
TRADE POST ROAD Old Woman Springs Road to Foothill Road	1.0	\$450,000	\$45,000
SUBTOTALS	43.0	\$21,115,000	\$2,113,000

ROUTE		LENGTH (MILES)	ESTIMATED COST	STATE SHARE
<b>3. 2 LANE ROADS</b>				
CAMP ROCK ROAD				
	North Side Road southerly 0.5 mile	0.5	\$250,000	\$25,000
COVE ROAD				
	Exeter Street to Willow Wells Ave.	2.0	\$600,000	\$60,000
GRANITE ROAD				
	Lincoln Road to Harrod Road	2.0	\$1,000,000	\$100,000
LINCOLN ROAD				
	Granite Road to Squaw Bush Road	1.0	\$500,000	\$50,000
FAIRLANE ROAD				
	Granite Road to Squaw Bush Road	1.0	\$500,000	\$50,000
	Rabbit Springs Road to Old Woman Springs Road	1.0	\$500,000	\$50,000
MERIDIAN ROAD				
	Foothill Road to Rabbit Springs Road	2.0	\$1,000,000	\$100,000
SQUARE ROAD				
	Foothill Road to East End Road	1.0	\$500,000	\$50,000
MIDWAY AVENUE				
	Agate Road to Old Woman Springs Road	2.0	\$1,000,000	\$100,000
BUENA VISTA ROAD				
	Foothill Road to Desert View Road	1.0	\$500,000	\$50,000
DESERT VIEW ROAD				
	High Road to Buena Vista Road	1.5	\$765,000	\$77,000
FOOTHILL ROAD				
	Meridian Road to Camp Rock Road	3.8	\$1,875,000	\$188,000
AGATE ROAD				
	High Road to Custer Avenue	2.5	\$1,250,000	\$125,000
	Barstow Road to S.H. 18	2.0	\$1,000,000	\$100,000
EMERALD ROAD				
	High Road to Trade Post Road	3.5	\$1,750,000	\$175,000
	Crystal Creek Road to Camp Rock Road	5.0	\$2,500,000	\$250,000
SUBTOTAL		31.8	\$15,490,000	\$1,550,000

#### **4. SIGNALS**

1. S.H. 18 @ High Road				
	Left and right turn pockets		\$150,000	\$75,000
	Signalization		\$100,000	\$10,000
2. Desert View Road @ High Road			\$250,000	\$25,000
3. S.H. 18 @ Rabbit Springs Road			\$250,000	\$25,000
4. Foothill Road @ Buena Vista Road			\$250,000	\$25,000
5. Old Woman Springs Road (S.H. 18) @ Custer Avenue				
	Left and right turn pockets		\$150,000	\$75,000
	Signalization		\$100,000	\$10,000
6. Rabbit Springs Road @ Kendal Road			\$250,000	\$25,000
7. S.H. 18 @ Kendal Road				
	Left and right turn pockets		\$150,000	\$75,000
	Signalization		\$100,000	\$10,000

**4. SIGNALS (continued)**

	<b>ESTIMATED COST</b>	<b>STATE SHARE</b>
8. Foothill Road @ Trade Post Rd.	\$250,000	\$25,000
9. Barstow Road @ Haynes Road	\$250,000	\$25,000
10. Barstow Road @ North Side Road	\$250,000	\$25,000
11. Rabbit Springs Road @ Barstow Road	\$250,000	\$25,000
12. Old Woman Springs Road @ Barstow Road	\$250,000	\$25,000
13. S.H. 18 @ Old Woman Springs Road	\$250,000	\$25,000
14. S.H. 18 @ Barstow Road	\$250,000	\$25,000
15. Foothill Road @ Crystal Creek Road	\$250,000	\$25,000
16. Agate Road @ Crystal Creek Road	\$250,000	\$25,000
17. Emerald Road @ Crystal Creek Road	\$250,000	\$25,000
18. Old Woman Springs Road @ Post Office Road	\$250,000	\$25,000
19. Lincoln Road @ Granite Road	\$250,000	\$25,000
20. Midway Avenue @ Rabbit Springs Rd.	\$250,000	\$25,000
21. Midway Avenue @ Old Woman Springs Road	\$250,000	\$25,000
22. S.H. 18 @ Agate Road	\$250,000	\$25,000
23. S.H. 18 @ Midway Avenue	\$250,000	\$25,000
24. Fairlane Road @ Old Woman Springs Road	\$250,000	\$25,000
25. S.H. 18 @ Emerald Rd.	\$250,000	\$25,000
26. Old Woman Springs Road @ Square Road	\$250,000	\$25,000
27. SH. 18 @ Camp Rock Rd.	\$250,000	\$25,000
28. S.H. 18 @ Foothill Rd.	\$250,000	\$25,000
29. Meridian Rd. @ Old Woman Springs Rd.	\$250,000	\$25,000
30. Visalia Rd. @ S.H. 247		
Left and right turn pockets	\$100,000	\$50,000
Signalization	\$150,000	\$15,000
31. S.H. 18 @ Tradepost Rd.		
Left and right turn pockets	\$150,000	\$75,000
Signalization	\$100,000	\$10,000
32. Camp Rock Rd. @ Old Woman Springs Rd.	\$250,000	\$25,000
33. Right turn pocket @ Highland Rd. @ S.H. 18	\$100,000	\$50,000
<b>SUBTOTAL</b>	<b>\$8,100,000</b>	<b>\$1,130,000</b>

**5. RAILROAD CROSSINGS**

1. Emerald Road approximately one mile west of Buena Vista Road	\$50,000	\$5,000
	<hr/>	<hr/>
SUBTOTAL	\$50,000	\$5,000
	<hr/>	<hr/>
TOTALS	\$52,461,000	\$5,569,000

\* See p. 18 for a list of "fair share" contributions to the South\East Apple Valley Regional Transportation Facilities Plan.

Plus fair share to South\East Apple Valley*	\$3,580,000
Less anticipated State Share	(\$5,569,000)
Less anticipated Measure "I" Funds	(\$541,895)
	<hr/>
Development Fee Contribution	\$49,930,105



LUCERNE VALLEY LOCAL AREA  
FAIR SHARE COST ANALYSIS

PROJECT DESCRIPTION	ROAD COST	SOUTHEAST APPLE VALLEY % SHARE	RIGHT OF WAY COST**	SOUTHEAST APPLE VALLEY COST	LUCERNE % SHARE	LUCERNE SHARE COST
1. STATE HIGHWAY 18 Joshua Road to Pioneer Road	\$4,579,700	61%	\$329,700	\$2,922,200	39%	\$1,657,500
2. DESERT VIEW ROAD Milpas Drive to Pioneer Road	\$808,200	81%	\$58,200	\$665,700	19%	\$142,500
3. DEEP CREEK ROAD Tussing Ranch Rd. to Rock Springs Rd.	\$500,000	66%	N/A	\$330,000	34%	\$170,000
4. BEAR VALLEY CUTOFF Joshua Road to S.H. 18	\$500,000	50%	N/A	\$250,000	50%	\$250,000
5. TUSSING RANCH ROAD a. Deep Creek Road to Kiowa Road b. Central Road to Milpas Drive	\$250,000 \$2,000,000	67% 81%	N/A N/A	\$166,800 \$1,620,000	33% 19%	\$83,200 \$380,000
6. ROCK SPRINGS ROAD Deep Creek Road to End	\$1,005,000	77%	N/A	\$775,300	23%	\$229,700
<b>TRAFFIC SIGNALS</b>						
1. Joshua Road @ S.H. 18	\$125,000	67%	N/A	\$83,300	33%	\$41,700
2. Japatul Road @ S.H. 18	\$250,000	50%	N/A	\$125,000	50%	\$125,000
3. S.H. 18 @ Del Oro Road	\$250,000	50%	N/A	\$125,000	50%	\$125,000
4. S.H. 18 @ Bear Valley Cutoff	\$250,000	50%	N/A	\$125,000	50%	\$125,000
5. S.H. 18 @ Laguna Seca Drive	\$250,000	50%	N/A	\$125,000	50%	\$125,000
6. Milpas Drive @ S.H. 18	\$250,000	50%	N/A	\$125,000	50%	\$125,000
<b>TOTALS</b>	\$11,017,900	N/A	\$387,900	\$7,438,300	N/A	\$3,579,600
					<b>ROUNDED =</b>	<b>\$3,580,000</b>

\*NOTE: See South/East Apple Valley Local Area Transportation Facilities Plan.

\*\*NOTE: R/W costs will be assessed against the South/East Apple Valley Local Area Transportation Facilities Plan



SAN BERNARDINO COUNTY  
NEGATIVE DECLARATION

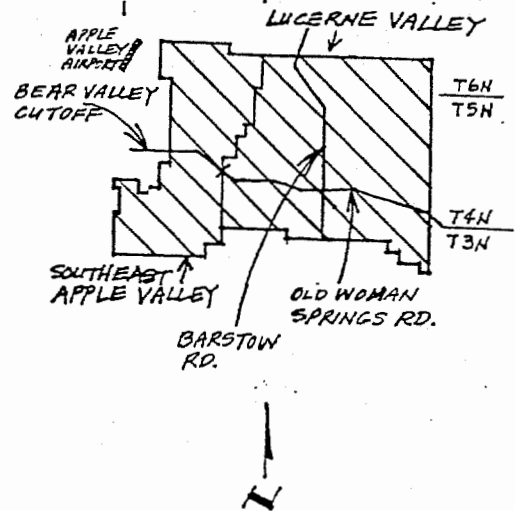
Project Description

DATES ID :745DSN91008155ER01/08155TH1  
COMMUNITY :APPLE VALLEY S.E. & LUCERNE VALLEY  
FILE/INDX :ER/91-0108/DN169-217N

APPLICANT :TRANSPORTATION FLOOD CONTROL DEPT.  
PROPOSAL :ENVIRONMENTAL REVIEW FOR APPLE  
VALLEY S.E. & LUCERNE VALLEY LOCAL AREA  
TRANSPORTATION FACILITIES PLAN TO PROVIDE  
FACILITIES DUE TO DEVELOPMENT IMPACT  
LOCATION :VARIOUS AREAS WITHIN APPLE VALLEY  
S.E. & LUCERNE VALLEY

REP('S) :MILLER, KEN A.

Viainity Map



Effective date of Negative Declaration

Pursuant to provisions of the California Environmental Quality Act and the San Bernardino County Environmental Review Guidelines, the above referenced project has been determined not to have a significant effect upon the environment. An Environmental Impact Report will not be required.

Reasons to support this finding are included in the written Initial Study prepared by the San Bernardino County Planning Officer.

\_\_\_\_\_  
Signature, Title

\_\_\_\_\_  
Date of Determination

\_\_\_\_\_  
Department

\_\_\_\_\_  
Address

Attachments:  
Initial Study and any  
Mitigation Measure(s)

cc:

# Notice of Determination

To:  Office of Planning and Research  
 1400 Tenth Street, Room 121  
 Sacramento, CA 95814

From: San Bernardino County Planning Department  
 385 North Arrowhead Avenue, Third Floor  
 San Bernardino, CA 92415-0182

Clerk of the Board of Supervisors  
 County of San Bernardino  
 385 No. Arrowhead Ave., 2nd Floor  
 San Bernardino, CA 92415-0130

Documentary Handling Fee (\$25.00)

Receipt Number \_\_\_\_\_

**SUBJECT:**

Filing of Notice of Determination in Compliance with Section 21108 or 21152 of the Public Resources Code.

**Project Description**

DATES ID : 745DSN91008155ER01/08155TH1  
 COMMUNITY : APPLE VALLEY S.E. & LUCERNE VALLEY  
 FILE/INDX : ER/91-0108/DN169-217N  
 APPLICANT : TRANSPORTATION FLOOD CONTROL DEPT.  
 PROPOSAL : ENVIRONMENTAL REVIEW FOR APPLE  
 VALLEY S.E. & LUCERNE VALLEY LOCAL AREA  
 TRANSPORTATION FACILITIES PLAN TO PROVIDE  
 FACILITIES DUE TO DEVELOPMENT IMPACT  
 LOCATION : VARIOUS AREAS WITHIN APPLE VALLEY  
 S.E. & LUCERNE VALLEY

REP('S) : MILLER, KEN A.

State Clearinghouse Number 92022034

Randy Scott

*Lead Agency Contact Person*

(714) 387-4099

*Area Code/Telephone Number*

**Applicant**

San Bernardino County Transportation

*Name*

825 E. Third St.

*Address*

San Bernardino CA 92415-0835

(714) 387-2618

*Phone*

**Representative**

Vana Olsen

*Name*

(same as above)

*Address*

*Phone*

This is to advise that the County of San Bernardino has approved the above described project on \_\_\_\_\_ with an effective date of \_\_\_\_\_ and has made the following determinations regarding the above project:

1. The project  will  will not] have a significant effect on the environment.
2.  An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures  were  were not] made a condition of the approval of the project.
4. A statement of Overriding Considerations  were  were not] adopted for this project.
5. Findings  were  were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval is available to the General Public at: \_\_\_\_\_

Signature (Public Agency)

Date

Title

Date received for filing at OPR: \_\_\_\_\_