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ORDINANCE NO. 3356

AN ORDINANCE OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ADDING SUBSECTION 16.0225 (g)(3) TO CHAPTER 2 OF DIVISION 6 OF TITLE 1; AND ADDING SUBSECTION 811.0640 (c) TO CHAPTER 6 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 TRAFFIC SIGNALS AND PROVIDING FOR THE COLLECTION OF SAID FEES IN THE UNINCORPORATED TERRITORY INCLUDED WITHIN THE BOUNDARIES OF THE TRANSPORTATION FACILITIES PLAN FOR OAK HILLS.

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) An Oak Hills Transportation Facilities Plan (herein "Plan") has been prepared in accordance with the requirements of law and is on file with the Clerk of this Board.
(2) The Oak Hills 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 safely only with the addition of the said Transportation Facilities.
(5) The Plan fee will be imposed on new commercial and new residential development projects, including single family and mobile homes. 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 per each category of land use, determined by traffic modeling procedures as published by the Institute of Transportation Engineers. The estimated total cost of the Transportation Facilities necessary to accommodate new development in the Plan area has been divided by the estimated total trips to be generated by the expected new development in the Plan area to determine the cost per trip generated, which is then allocated to each land use category based upon real trips generated. This method constitutes a reasonable distribution of the cost to provide the necessary road improvements among the land use categories 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 of the Oak Hills Plan community in a condition perilous to their health, safety and welfare.
(11) The bridges and major thoroughfares to be provided with fees collected by the Plan are identified on and 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 Oak Hills 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(g)(3) is added to Chapter 2 of Division 6 of Title 1 of the San Bernardino County Code, to read:

16.0225 Transportation

... (g) Local Area Transportation Facilities Plan Fees

... (3) Oak Hills Area Transportation Facilities Plan Fees

(A) Zone A Categories

(I) Commercial - Gross Leasable
   Square Feet (GLSF)..............................$0.39/S.F.

(II) Single Family Residential (SFR)....$1,137.00/D.U.

(III) Single Family Mobile Home
   Residential (SFMHR).........................$1,137.00/D.U.

(B) Zone B Categories

(I) Commercial - Gross Leasable (GLSF)....$0.45/S.F.

(II) Single Family Residential (SFR)....$1,312.00/D.U.

(III) Single Family Mobile Home
   Residential (SFMHR).........................$1,312.00/D.U.

...
SECTION 3. Subsection 811.0640(c) of the San Bernardino County Code is added to Chapter 6 of Division 11 of Title 8, to read:

811.0640 Subject Areas

(c) The Oak Hills Plan area is established as follows:

OAK HILLS - ZONE "A"

TRANSPORTATION FACILITIES PLAN

BOUNDARY LEGAL DESCRIPTION

Those portions of Sections 7 through 9, Sections 16 through 21, and Sections 28 through 33, Township 4 North, Range 5 West, S.B.M. and Sections 4 through 8, Township 3 North, Range 5 West, S.B.M. described as follows:

BEGINNING at the west quarter corner of said Section 7, Township 4 North, Range 5 West; thence easterly along the north line of the south half of said Sections 7 and 8, a distance of 2.0 miles more or less to the west quarter corner of said Section 9, Township 4 North, Range 5 West; thence northerly along the west line of said Section 9 a distance of 0.5 miles more or less to the northwest corner thereof; thence easterly along the north line of said Section 9, a distance of 1.0 mile more or less to the northeast corner thereof, said corner being the centerline of State Highway 395; thence southerly along said centerline 4.0 miles more or less to the northwesterly right-of-way line of Interstate Highway 15; thence southwesterly along said right-of-way, a distance of 3.8 miles more or less to the south line of said Section 7, Township 3 North, Range 5 West; thence westerly 0.6 miles more or less along said south line of Section 7 to the southwest corner thereof; thence northerly along the west lines of Sections 7 and 6, Township 3 North, Range 5 West and Sections 31, 30, 19, 18 and 7, Township 4 North, Range 5 West, a distance of 6.5 miles more or less to the POINT OF BEGINNING
OAK HILLS - ZONE "B"
TRANSPORTATION FACILITIES PLAN
BOUNDARY LEGAL DESCRIPTION

Those portions of Sections 1 thru 5, 7 thru 12, 15 thru 17, and Section 20, Township 3 North, Range 5 West; Sections 25 thru 27 and 33 thru 36, Township 4 North, Range 5 West, all within San Bernardino Meridian, described as follows:

BEGINNING at the northwest corner of Section 17,
Township 3 North, Range 5 West, thence westerly 0.25 miles more or less along the south line of Section 7, said Township and Range to the easterly right-of-way line of State Highway 15;
thence northerly along said easterly right-of-way line 4.8 miles more or less to the north line of Section 27, Township 4 North, Range 5 West; thence easterly 1.9 miles more or less along said north line of said Sections 27, 26, and 25, said Township and Range to the westerly right-of-way of California Aqueduct; thence southerly along said westerly line, 0.4 miles more or less to the east line of the west half of said Section 25; thence southerly 3.0 miles more or less along the east line of the west half of said Sections 25 and 36, Township 4 North, Range 5 West, and Sections 1 and 12, Township 3 North, Range 5 West, to the northwesterly right-of-way line of A.T. & S.F. Railroad shown as Parcel 5 on State of California Board of Equalization Map 804-36-24; then southwesterly along said right-of-way line 0.5 miles more or less to the south line of the north half of said Section 12; thence westerly along said south line and continuing along the south line of the north half of Section 11, a distance of 0.7 miles more or less to the northwesterly line of that Southern California Edison parcel shown as Parcel No. 2 on State of California Board of Equalization Map 148-36-138; thence southwesterly along said northwesterly line 0.4 miles more or less to the west line of said Section 11; thence southerly 0.3 miles more or less to the southwest corner of said Section 11; thence westerly along the south line of said Section 10, a distance of 0.25 miles more or less to the east line of the west
half of the east half of said Section 15; thence southerly 660 feet more or less to the south line of the north half of the north half of said Section 15; thence westerly along said south line 0.5 miles more or less to the east line of the west half of the west half of said Section 15; thence southerly along said east line 660 feet more or less to the south line of the north half of the north half of said Section 15; thence westerly along said south line 0.25 miles to the west line of said Section 15; thence southerly along said west line of 0.25 feet to the east quarter corner of said Section 16; thence westerly along the south line of the north half of said Section 16, a distance of 0.75 miles more or less to the east line of the west half of the west half of said Section 16; thence southerly along said east line 0.25 miles more or less to the south line of the north half of the south half of said Section 16; thence westerly along said south line 0.25 miles more or less to the west line of said Section 16; thence southerly along said west line 0.75 miles more or less to the east quarter corner of said Section 20; thence westerly along the south line of the north half of said Section 20, a distance of 0.5 miles more or less to the center quarter corner thereof; thence northerly along the west line of the east half of said Section 20, a distance of 0.5 miles more or less to the north quarter corner thereof; thence westerly along the north line of said Section 20, a distance of 0.5 miles more or less to the southwest corner of said section 17; thence northerly along the west line of said Section 17, a distance of 1.0 mile more or less to the POINT OF BEGINNING.

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

[Signature]
BARBARA CRAM RICKARD, 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

EARLENE SPROAT

STATE OF CALIFORNIA
COUNTY OF SAN BERNARDINO

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 18th day of September, 1989, at
which meeting were present Supervisors: Marsha Turoci, Jon D.
Mikels, Larry Walker, Robert L. Hammock, Barbara Cram Riordan

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

AYES: SUPERVISORS: Turoci, Mikels, Walker, Hammock

NOES: SUPERVISORS: None

ABSENT: SUPERVISORS: None

IN WITNESS WHEREOF, I have hereunto set my hand and
affixed the official seal of the Board of Supervisors this 18th
day of September, 1989.

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

County Counsel
Approved

Deputy

Stephanie Whitefols
Deputy
The area of Oak Hills has been separated into two fee plans due to the differences based on traffic and topographical considerations. Interstate 15 acts as a diagonal division of the two fee plans, Oak Hills - Zone "A" is on the West side and Oak Hills - Zone "B" is on the east side. Traffic studies were performed by BDI and Associates for the different zones. Using the study as a base, traffic patterns and associated capital improvements were developed through community involvement at several public meetings. Topographical considerations such as washes, railroads, and various existing structures were considered in the development of the desired capital improvements.

The Oak Hills - Zone "A" Plan Area is generally bounded on the North by Mesa Street and Goss Road, on the East by State Highway 395 and Interstate 15, on the South by the National Forest Boundary, and on the West by Baldy Mesa Road. The Oak Hills - Zone "A" area consists of approximately 16 square miles of which a modest amount, approximately 140 acres of undeveloped commercial acres exist. An estimated 3,550 additional new residential homes can be built in the remainder of the area exclusive of the over 320 existing residences.

The Oak Hills - Zone "B" Plan Area is generally bounded on the North by Muscatel Street, on the East by Topaz Avenue, on the South by the Northerly ridge of Summit Valley, and on the Northwest by Interstate 15. The Oak Hills - Zone "B" area consists of approximately 14 square miles of which a modest amount, approximately 39 acres of undeveloped commercial acres exist. An estimated 3,400 additional new residential homes can be built in the remainder of the area exclusive of the over 400 existing residences.
The community of Oak Hills is rapidly developing. 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 large increase in the number of permits for new residences issued in the last several years and the anticipated continued growth in the area, 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 Southern California freeway and highway system and arterial street network. Supplemental funding sources must be developed if important components of the area's transportation road system are to be constructed. These needed roads will provide relief to the existing marginal road facilities and to 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 principal that future development within the described benefit area will benefit from the construction of the proposed transportation facilities plan and should pay for them in proportion to projected traffic demand attributed to each.

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 improvement projections 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 Zone "A" plan area is projected to be 39,659 trips. The total estimated cost to provide the needed improvements is $4,508,000 and includes the construction or widening of approximately 20 miles of paved county roads, signalizing 6 intersections, and construction of 2 gated crossings over the Southern Pacific Railroad tracks. Also included in the plan is a fair share contribution to improvements to State Highway 395 and the proposed interchange of Interstate 15 at Ranchero Road of $394,000.

The resulting fees to fund the proposed Oak Hills - Zone "A" Transportation Facilities Plan are recommended as follows:

Commercial - Gross Leasable Square Feet (GLSF): $ 0.39 / S.F.
Single Family Residential (SFR): $ 1,137.00 / D.U.
Single Family Mobile Home Residential (SFMHR): $ 1,137.00 / D.U.

The total new trip ends attributed to new development within the Zone "B" plan area is projected to be 35,500 trips. The total estimated cost to provide the needed improvements is $4,657,800 and includes the construction or widening of approximately 20 miles of paved County roads and signalizing 4 intersections, and construction of 1 gated crossing over the Southern Pacific Railroad tracks. Also, included in the plan is a fair share contribution to improvements on Interstate 15 at Ranchero Road of $1,302,000.

The resulting fees to fund the proposed Oak Hills - Zone "B" Transportation Facilities Plan are recommended as follows:

Commercial - Gross Leasable Square Feet (GLSF): $ 0.45 / S.F.
Single Family Residential (SFR): $ 1,312.00 / D.U.
Single Family Mobile Home Residential (SFMHR): $ 1,312.00 / D.U.
Only unincorporated portions of the County are within the benefit area for the facilities financing. All fees collected under this program will be deposited into an account specifically for the construction of the Oak Hills Local Area Transportation Facilities Plan only. These fees will not be used to construct any other road facility not expressly shown within said Oak Hills Local Area Transportation Facilities Plan.

6/08/89
OAK HILLS - ZONE A
TRANSPORTATION FACILITIES PLAN
PROJECT SUMMARY AND COSTS

AREA: 16 Square Miles
Projected New
Residential Dwelling Units: 3,550

ESTIMATED COSTS:

4 LANE ROADS: 7.5 Miles $ 1,230,000
2 LANE ROADS: 12.5 Miles $ 2,484,000

SIGNALS
6 @ $60,000 $ 360,000

RAILROAD CROSSINGS
2 @ $20,000 (10% of $200,000 = $20,000) $ 40,000

CONTRIBUTION TO CALTRANS IMPROVEMENTS $ 394,000

TOTAL $4,508,000

PROPOSED DEVELOPMENT FEE

Single Family -
Residential (SFR) $ 1,137/DU
Mobile Home Residential (SFMHR) $ 1,137/DU

Commercial -
Gross Leasable Square Feet (GLSF) $ 0.39/GLSF
REPORT/RECOMMENDATION TO THE BOARD OF SUPERVISORS OF SAN BERNARDINO COUNTY, CALIFORNIA AND RECORD OF ACTION

April 5, 2011

FROM: GRANVILLE M. BOWMAN, Director
Department of Public Works - Transportation

SUBJECT: CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDING, PLANS AND SPECIFICATIONS FOR THE OAK HILL ROAD REALIGNMENT PROJECT IN THE OAK HILLS AREA

RECOMMENDATION(S)

1. Find that the Oak Hill Road realignment project, between 0.02 miles north of Caliente Road north to 0.03 miles south of Jenny Street, in the Oak Hills area is exempt under the California Environmental Quality Act, Class 3, Section 15303 (d) (Construction of new facilities, including street improvements).

2. Approve the project as defined in the revised Notice of Exemption and direct the Clerk of the Board to post the revised Notice of Exemption.

3. Approve the project's plans and specifications for the Oak Hill Road realignment project in the Oak Hills area.

4. Authorize the Director of Public Works to advertise for bids.

5. Amend the Project Priority List of the adopted Oak Hills - Zone A Transportation Facilities Plan and approve listing the road as a number one priority.

(Affected Districts: First)
(Presenter: Granville M. Bowman, Director, 387-7906)

BOARD OF SUPERVISORS COUNTY GOALS AND OBJECTIVES

Maintain Public Safety.
Ensure Development of a Well-Planned, Balanced, and Sustainable County.

FINANCIAL IMPACT

Approval of this item will result in no Net County Cost (Discretionary General Funding) as the Department of Public Works (Department) is not financed by the General Fund. Instead the Department is financed by Gas Tax, fees, and other local, state, and federal funding. The actions to approve the plans and specifications, and authorize advertisement for bids have minimal financial impact. The total construction cost is estimated at approximately $451,000. This cost will be financed by Facilities Development funds included in the Fiscal Year 2010-11 Transportation Budget (SWN TRA TRA 14 H13605). The action to amend the Project Priority List

Page 1 of 3
has minimal financial impact as the list does not allocate funds, but serves to dictate the priorities of where collected/future development related fees will be spent.

BACKGROUND INFORMATION
Approval of this item will find the project for realignment of Oak Hill Road in the Oak Hills area is exempt under the California Environmental Quality Act (CEQA) Guidelines, Title 14 of the California Code of Regulations, Section 15303 (d), Class 3, which allows construction for new facilities, including street improvements. This item will also approve the plans and specifications and authorize the Director of Public Works to advertise for bids. Additionally, approval of this item will amend the Project Priority List of the adopted Oak Hills – Zone A Transportation Facilities Plan.

Department staff reviewed the condition of Oak Hill Road and determined that a realignment project will enhance traffic circulation. The project consists of realignment of the road and the addition of a left-turn pocket on Oak Hill Road between 0.02 miles north of Caliente Road north to 0.03 miles south of Jenny Street for a distance of 0.19 mile.

On August 24, 2010 (Item No. 81), the Board of Supervisors (Board) determined that the project was exempt under the California Environmental Quality Act (CEQA and directed the Clerk of the Board to post the Notice of Exemption (NOE). The NOE described the project as being in the location of Baldy Mesa area, however, the project area could be more locally defined as the Oak Hills area. Therefore, this item recommends the Board direct the Clerk of the Board to post the revised NOE that identifies the project location as the Oak Hills area.

Environmental staff of the Department of Public Works have reviewed this project and has determined that a categorical exemption in accordance with CEQA Guidelines, Title 14 of the California Code of Regulations, Section 15303(d) is appropriate. This exemption allows for construction of new facilities, including street improvements. When the Board considers the environmental findings, the filing of a NOE is recommended. Board approval is also required to approve the project’s plans and specifications (on file with the Clerk of the Board) and to advertise for bids in accordance with Sections 20124 and 22037 of the California Public Contract Code.

Approval of this item will also allow the Department to advertise for competitive bids with the bid opening date tentatively scheduled May 19, 2011 and the award of contract on June 28, 2011. Upon determination of the lowest responsible and responsive bid, a recommendation to award a contract will be forwarded to the Board as a separate item.

Approval of this item will also amend the Project Priority List of the adopted Oak Hills – Zone A Transportation Facilities Plan. On September 18, 1989, the Board adopted Ordinance 3356 to assist in the financing and construction of transportation facilities in the unincorporated area of
Oak Hills – Zone A, the portion of Oak Hills west of Interstate 15. The ordinance requires a Board approved facilities plan. The adopted Oak Hills – Zone A Transportation Facilities Plan, which is on file with the Department, includes a “Project Priority List” which defines and prioritizes the construction schedule of projects. The list was last amended by Board approval on November 20, 2001 (Item No. 34). Based upon community input received by the First Supervisorial District, the Project Priority List of the Oak Hills – Zone A Transportation Facilities Plan should be amended to include the following improvement project as the top priority in the plan:

1. Oak Hill Road (0.02M N, Caliente Rd N/0.03M S, Jenny St) – realignment

All other priorities shall remain the same. The amended project priority list is included as Attachment A.

REVIEW BY OTHERS
This item has been reviewed by County Counsel (Scott M. Runyan, Deputy County Counsel, 387-9022) on March 22, 2011 and the County Administrative Office (Beatriz Valdez, Principal Administrative Analyst, 387-1852) on March 23, 2011.
Notice of Exemption

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

☐ Clerk of the Board of Supervisors
   County of San Bernardino
   385 North Arrowhead Avenue, Second Floor
   San Bernardino, CA 92415-0130

From: County of San Bernardino
Public Works Department
Environmental Management Division
825 E. Third Street, 201
San Bernardino, CA 92415-0835

☐ Project Description: Road realignment of Oak Hill Road for sight distance at Caliente Road, in the Oak Hills area, San Bernardino County

Project Location: Oak Hill Road at Caliente Road, in the Oak Hills area, San Bernardino County

Project Description: The proposed work consists of: 1) the realignment of Oak Hill Road; 2) the addition of a left turn pocket; 3) the removal of the existing asphalt roadway; 4) the grading of the proposed new roadway alignment and shoulders; and 5) the paving of the new roadway with asphalt and placing asphalt dikes and concrete curb. Said work will encompass approximately 0.19 mile for the total project.

This is a Revised NOE. The original NOE was filed on August 25, 2010, but had the location of the Project was incorrectly identified in Baldy Mesa area instead of the Oak Hills area.

Naresh P. Varma, P.E.
Lead Agency Contact Person

(909) 387-8109

Area Code/Telephone Number

Exempt Status: (check one)

☐ Ministerial [Sec. 21080(B)(1); 15268];
☐ Declared Emergency [Sec. 21080(B)(3); 15269(a)];
☐ Emergency Project [Sec. 21080(B)(4); 15269(b)];
☒ Categorical Exemption. State type and section: Class 3 Exemption, Section 15303 (d)

☐ Statutory Exemptions. State code number:

☐ Other Exemption:

Reasons why project is exempt: Allows for the repair, maintenance, and construction of existing and new facilities, including street improvements.

Supervising Planner, Environmental Management Division
March 9, 2011

☐ Signed by Lead Agency  ☐ Signed by Applicant

Date received for filing at OPR: NA
ATTACHMENT A

OAK HILLS — ZONE A TRANSPORTATION FACILITIES PLAN
PROJECT PRIORITY LIST AND CONSTRUCTION COST ESTIMATE

1. **OAK HILL ROAD**
   Cromdale Street to Ranchero Road - 0.25 mi.  
   Cost: $72,000

2. **OAK HILL ROAD**
   Ranchero Road to El Centro - 0.5 mi.  
   Cost: $144,000

3. **OAK HILL ROAD**
   El Centro to Mesquite - 0.5  
   Cost: $144,000

4. **OAK HILL ROAD**
   Linkage to segments of existing oil between Caliente and Ranchero  
   Cost: $80,000

5. **OAK HILL ROAD**
   Ranchero Road to Culvert  
   Caliente Road to Culvert  
   Cost: $340,000

6. **PHELAN ROAD**
   Baldy Mesa Road to State Highway 395  
   Cost: $0

7. **OAK HILL ROAD**
   0.02M N, Caliente Rd N/0.03M S, Jenny St – 0.19 mi.  
   Cost: $589,000

8. **MUSCATEL ROAD**
   Verbena Road east to Hesperia City Limits  
   Cost: $175,000

9. **SMOKE TREE ROAD**
   Baldy Mesa Road to Aster Rd  
   Aster Rd to State Highway 395  
   Cost: $125,000

10. **RANCHERO ROAD**
    Baldy Mesa Road to Oak Hill Road  
    Cost: $135,000

11. **BALDY MESA ROAD**
    Farmington Street to Snowline Drive  
    Cost: $150,000

12. **BALDY MESA ROAD**
    Snowline Drive (aka Cedar St) to Mesa Street  
    Cost: $360,000
13. **EL CENTRO ROAD**  
Bracco Street to Caliente Road  
Cost: $630,000

14. **BELLFLOWER STREET**  
Snowline Drive (aka Cedar St) to Phelan Road  
Cost: $225,000

15. **SIGNALS**  
Snowline Road at State Highway 395  
Cost: $60,000  
Phelan Road at State Highway 395  
Cost: $60,000  
Smoke Tree Road at State Highway 395  
Cost: $60,000  
Baldy Mesa Road at Smoke Tree Road  
Cost: $60,000  
Baldy Mesa Road at Phelan Road  
Cost: $60,000  
Baldy Mesa Road at Snowline Road  
Cost: $60,000

16. **RAILROAD CROSSINGS**  
Snowline Road  
Cost: $20,000  
Baldy Mesa Road  
Cost: $20,000

17. **CALTRANS IMPROVEMENTS**  
Contribution to SH 395, Snowline Road to State Route 18  
Cost: $274,000  
Contribution to I-15, Improvements at Ranchero Road  
Cost: $120,000

18. **OAK HILL ROAD**  
Culvert at Oro Grande Wash  
Cost: $150,000
REPORT/RECOMMENDATION TO THE BOARD OF SUPERVISORS
OF SAN BERNARDINO COUNTY, CALIFORNIA
AND RECORD OF ACTION

November 20, 2001

FROM: KEN A. MILLER, Director
Department of Public Works - Transportation

SUBJECT: UPDATE OAK HILLS - ZONE A AREA TRANSPORTATION FACILITIES PLAN

RECOMMENDATION: Amend the project priority list of the adopted Oak Hills - Zone A Area Transportation Facilities Plan, replacing the paving of Snowline Drive from Baldy Mesa Road to SH 395 with the paving of Muscatel Street from Verbena east to the Hesperia City Limits, and reducing the priority of Oak Hill Road, Culvert at Oro Grande Wash, to the lowest priority position.

BACKGROUND INFORMATION: On September 18, 1989, the Board adopted Ordinance 3356 to assist in the financing and construction of transportation facilities in the unincorporated area of Oak Hills - Zone A, the portion of Oak Hills west of Interstate 15. This ordinance allows for the collection of fees on new construction in the area. The ordinance requires a Board-approved facilities plan. The adopted Oak Hills - Zone A Transportation Facilities Plan, which is on file with the Department, includes a "Project Priority List" which defines and prioritizes the construction schedule of projects. To date, four of the first five priority projects have been completed, with the exclusion of number 4, a culvert at Oro Grande Wash on Oak Hills Road. Per the facilities plan, the priority list should be reviewed and updated periodically to account for changes in development activity. On May 22, 2001, a community meeting was held in Oak Hills - Zone A with facilities plan property owners and representatives of the County Department of Public Works to discuss the current transportation needs of the community. From the comments received at the meeting, as well as written "Participant Comment Sheets" that were distributed and then collected in the thirty days following the meeting, an overwhelming majority of the community supported the following amendments to the plan's priority project list:

1. Replace paving of Snowline Drive (aka Cedar St.) from Baldy Mesa Road to State Highway 395 with the paving of Muscatel Road from Verbena Road east to the Hesperia City Limits.
2. Reduce priority project #4, Oak Hill Road, Culvert at Oro Grande Wash, to the lowest priority on the list due to the prohibitive project cost.

REVIEW BY OTHERS: This item was reviewed by Deputy County Counsel Charles Scolastico on November 5, 2001 and by the County Administrative Office (Tom Forster, Administrative Analyst) on November 7, 2001.

cc: PW/Transportation-Miller
    County Counsel-Scolastico
    ED/PSG-Goss
    File w/attachments

Record of Action of the Board of Supervisors

APPROVED BOARD OF SUPERVISORS
COUNTY OF SAN BERNARDINO

MOTION  SECOND  AYE  AYE  AYE  MOVE
1   2   3   4   5

J. RENEE BASTIAN, CLERK OF THE BOARD
BY
DATED: November 20, 2001

ITEM 034
SCHEDULE A  
(UPDATED NOVEMBER 20, 2001)

OAK HILLS — ZONE A 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, in order of priority, by year, are:

1. **OAK HILL ROAD**  
   Cromdale Street to Ranchero Road - 0.25 mi.  
   Cost: $72,000

2. **OAK HILL ROAD**  
   Ranchero Road to El Centro - 0.5 mi.  
   Cost: $144,000

3. **OAK HILL ROAD**  
   El Centro to Mesquite - 0.5  
   Cost: $144,000

4. **OAK HILL ROAD**  
   Linkage to segments of existing oil between Caliente and Ranchero  
   Cost: $80,000

5. **OAK HILL ROAD**  
   Ranchero Road to Culvert  
   Caliente Road to Culvert  
   Cost: $340,000

6. **PHELAN ROAD**  
   Baldy Mesa Road to State Highway 395  
   Cost: $0

7. **MUSCATEL ROAD**  
   Verbena Road east to Hesperia City Limits  
   Cost: $175,000

8. **SMOKE TREE ROAD**  
   Baldy Mesa Road to State Highway 395  
   Cost: $125,000

9. **RANCHERO ROAD**  
   Baldy Mesa Road to Oak Hill Road  
   Cost: $135,000

10. **BALDY MESA ROAD**  
    Farmington Street to Snowline Drive  
    Cost: $150,000

11. **BALDY MESA ROAD**  
    Snowline Drive (aka Cedar St) to Mesa Street  
    Cost: $350,000
<table>
<thead>
<tr>
<th></th>
<th>Project Description</th>
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<tr>
<td>12</td>
<td><strong>EL CENTRO ROAD</strong></td>
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<td>13</td>
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<td>14</td>
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<td>16</td>
<td><strong>CALTRANS IMPROVEMENTS</strong></td>
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<td>Contribution to SH 395, Snowline Road to State Route 18</td>
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<td></td>
<td>Contribution to I-15, Improvements at Ranchero Road</td>
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<td>17</td>
<td><strong>OAK HILL ROAD</strong></td>
<td>$150,000</td>
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<tr>
<td></td>
<td>Culvert at Oro Grande Wash</td>
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SCHEDULE A

OAK HILLS - ZONE "A" 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, in order of priority, by year, are:

YEAR 1

1. OAK HILL ROAD
   Cromdale Street to Ranchero Road - 0.25 mi.
   Cost: $ 72,000

YEAR 2

1. OAK HILL ROAD
   Ranchero Road to El Centro - 0.5 mi.
   Cost: $ 144,000

YEAR 3

1. OAK HILL ROAD
   El Centro to Mesquite - 0.5 mi.
   Cost: $ 144,000

YEAR 4

1. OAK HILL ROAD
   Culvert at Oro Grande Wash
   Cost: $ 150,000

YEAR 5

1. OAK HILL ROAD
   Linkage to segments of existing oil between Caliente and Ranchero
   Cost: $ 80,000
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<thead>
<tr>
<th>Subsequent Projects</th>
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<tr>
<td><strong>Oak Hill Road</strong></td>
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<td><strong>Snowline Drive</strong></td>
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<td>Baldy Mesa Road to State Highway 395</td>
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<td>Contribution to SH 395</td>
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<td>Snowline Road to State Route 18</td>
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<td>Contribution to I-15</td>
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<td>Improvements at Ranchero Road</td>
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<td><strong>Total</strong></td>
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<td>$4,508,000</td>
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</table>
OAK HILLS – ZONE B
TRANSPORTATION FACILITIES PLAN
PROJECT SUMMARY AND COSTS

AREA: 14 Square Miles

Projected New Residential Dwelling Units: 3,400

ESTIMATED COSTS:

4 LANE ROADS: 1.4 Miles $ 336,000
2 LANE ROADS: 17.9 Miles $ 2,585,000

SIGNALS
3 @ $120,000, 1 @ 29% of $120,000 $ 394,800

RAILROAD CROSSINGS
1 @ $40,000 (20% of $200,000=$40,000) $ 40,000

CONTRIBUTION TO CALTRANS IMPROVEMENTS $ 1,302,000

TOTAL $ 4,657,800

PROPOSED DEVELOPMENT FEE

Single Family –
Residential (SFR) $ 1312/DU
Mobile Home Residential (SFMHR) $ 1312/DU

Commercial –
Gross Leasable Square Feet (GLSF) $ 0.45/GLSF
1. ESCONDIDO AVENUE  
   Ranchero Street to Cedar Street – 1.5 Miles

2. LANTRY LANE/COLERIDGE ROAD/MEDLOW AVENUE  
   Mariposa Road to Summit Truck Trail – 1.28 Miles

3. MESQUITE STREET  
   Mariposa Road to Mesa Linda Street - .5 Mile

4. SUMMIT TRUCK TRAIL - PHASE 1  
   Whitehaven Street to Duxbury Road -.75 Mile

5. MESQUITE STREET  
   Mesa Linda Street to Coyote Trail/Topaz Road -.5 Mile

6. SUMMIT TRUCK TRAIL - PHASE 2  
   Duxbury to Decker Rd. - 1.45 Mile

7. MESQUITE STREET  
   Coyote Trail/Topaz Road to Topaz Avenue - 1.6 Mi.

8. WHITEHAVEN STREET  
   Summit Truck Trail/Casita Avenue to Pythagoras Road – .9 Mile

9. ESCONDIDO AVENUE  
   Suveling Street to Joshua Street –2.9 Miles

10. PYTHAGORAS ROAD/KOURIS ROAD  
    Desford Road to Farmington – 1.5 Miles

11. MESA LINDA STREET  
    Farmington Street to Joshua Street – 1.9 Miles

12. JOSHUA STREET  
    Mariposa Road to Escondido Avenue – 1.3 Miles

13. FARMINGTON STREET  
    Mesa Linda Street to Denson Street .2 Mile

14. DENISON STREET/ADKINS ROAD  
    Whitehaven Street to Farmington Street - .5 Mile

15. WHITEHAVEN STREET  
    Denson Street/Adkins Road to Escondido Avenue .8 Mile

16. DESFORD ROAD  
    Mariposa Road to Pythagoras Road – 2.1 Miles

17. SIGNALS  
    Ranchero Street at Mariposa Road  
    Ranchero Street at Mesa Linda Street  
    Ranchero Street at Pythagoras Road  
    Ranchero Street at Escondido Avenue (29% of $120,000)

18. RANCHERO STREET – 4 lane widening  
    Mariposa Road to Mesa Linda Road
SCHEDULE A

OAK HILLS - ZONE "B" 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, in order of priority, by year, are:

YEAR 1

1. WHITEHAVEN
   Mariposa to Summit Truck Trail - 0.5 mile
   Cost: $75,000

YEAR 2

1. MESQUITE
   Mariposa to Mesa Linda - 0.5 mile
   Cost: $75,000

YEAR 3

1. SUMMIT TRUCK TRAIL - Phase I
   Whitehaven to Duxbury - 0.75 mile
   Cost: $112,500

YEAR 4

1. MESQUITE
   Mesa Linda to Topaz Road - 0.5 mile
   Cost: $75,000

YEAR 5

1. SUMMIT TRUCK TRAIL - Phase II
   Duxbury to Decker Road
   Cost: $150,000
### Subsequent Priority Projects Listings

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Cost</th>
</tr>
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<tbody>
<tr>
<td>1. Topaz Road to Topaz Avenue - 1.6 mile</td>
<td>$240,000</td>
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<tr>
<td>2. Summit Truck Trial to Pythagoras - 0.9 mile</td>
<td>$135,000</td>
</tr>
<tr>
<td>3. Stuveling Street to Joshua Street - 2.9 mile</td>
<td>$335,000</td>
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<tr>
<td>4. Desford Road to Ranchero Road - 2.0 mile</td>
<td>$300,000</td>
</tr>
<tr>
<td>5. Farmington Street to Joshua Street - 1.9 mile</td>
<td>$285,000</td>
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<tr>
<td>6. Mariposa Road to Escondido Avenue - 1.3 mile</td>
<td>$195,000</td>
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<tr>
<td>7. Mesa Linda Street to Denson Street - 0.2 mile</td>
<td>$30,000</td>
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<tr>
<td>8. Whitehaven Street to Farmington - 0.5 mile</td>
<td>$75,000</td>
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<tr>
<td>9. Denson Street to Escondido Avenue - 0.8 mile</td>
<td>$120,000</td>
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<tr>
<td>10. Mariposa Road to Pythagoras - 2.1 mile</td>
<td>$315,000</td>
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<tr>
<td>11. Ranchero Street at Mariposa Road</td>
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<tr>
<td>Ranchero Street at Pythagoras</td>
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<tr>
<td>Ranchero Street at Escondido (29% of $120,000)</td>
<td>$34,800</td>
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<tr>
<td>12. 4 lane widening for Mariposa Road</td>
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<tr>
<td>13. Ranchero Street (upgrade existing)</td>
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<td><strong>Sub-total</strong></td>
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Contribution to Interstate 15 Improvements at Ranchero Street

Cost Share: $1,302,000

**Total** $4,657,800
19. RAILROAD CROSSINGS
   Ranchero Street (upgrade existing)
OAK HILLS - ZONE "A" TRANSPORTATION FACILITIES PLAN

RELATIONSHIP BETWEEN FEE AND DEVELOPMENT PROPERTY

The method for determining the fee per dwelling unit (DU) and commercial per gross leasable square feet (GLSF) was to first establish the cost per new trip 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 units per GLSF was obtained from information contained in the Oak Hills - Zone "A" area model prepared by Basmaciyon-Darnell, Inc. and information contained in the Transportation Department, Traffic Division, land development files.

PLAN AREA TRIP GENERATION

Residential: For single family detached residential (single family residential (SFR) and single family mobile home residential (SFMR)) the ITE recommended average of 10 trips per unit was used. Reviewing current permit activity shows that 1/3 of all new dwelling units in the plan area are mobile homes. Based on that information, it is projected that there will be 2,367 SFR DU and 1,183 SFMR DU within the plan area.

Commercial: An indirect traffic factor has been applied to all commercial land use within the Plan Area to account for passenger trips and other land use factors, in order to determine the new commercial trips as follows:

- Acres of zoned commercial in plan area = 140
- Percentage of gross leasable square feet (GLSF) in an acre = 20%
- Institute of Transportation Engineers (ITE) trips based on 1,000 GLSF
- ITE rate per 1,000 GLSF = 34.1
- Passenger trip percentage = 90%

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

\[
\begin{align*}
\text{Single Family Residential (SFR)} & \quad 2,367 \text{ DU} \times 10 \text{ trips per DU} = 23,670 \\
\text{Single Family Mobile Home Residential (SFMR)} & \quad 1,183 \text{ DU} \times 10 \text{ trips per DU} = 11,830 \\
\text{Commercial (COM) Trips} & \quad 140 \text{ ac.} \times 43,560 \text{ sf/ac} \times 0.20 \text{ GLSF} / 1,000 \times 34.1 \times 0.10 = 4,159 \\
\text{Total fee trips} & \quad = 39,659
\end{align*}
\]

The cost estimate as shown on the Oak Hills - Zone "A" Transportation Facilities Plan Cost Estimate is $4,508,000.

Cost per trip = \$4,508,000 \div 39,659 = \$113.70 per trip

Costs were distributed to the various residential and commercial land use categories based on trip generation tables and passenger information from ITE.

- SFR at 10 trips/DU, \(10 \times \$113.70 = \$1,137.00\) per DU
- SFMR at 10 trips/DU, \(10 \times \$113.70 = \$1,137.00\) per DU
- COM at 4,159 trips X \$113.70 / 1,219,680 GLSF = \$0.39 per GLSF
OAK HILLS – ZONE "B" TRANSPORTATION FACILITIES PLAN

RELATIONSHIP BETWEEN FEE AND DEVELOPMENT PROPERTY

The method for determining the fee per dwelling unit (DU) and commercial per gross leasable square feet (GLSF) was to first establish the cost per new trip 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 units per GLSF was obtained from information contained in the Pinion Hills, Phelan, Baldy Mesa area model prepared by Basmacryan-Darnell, Inc. and information contained in the Transportation Department, Traffic Division, land development files.

PLAN AREA TRIP GENERATION

Residential: For single family detached residential (single family residential (SFR) and single family mobile home residential (SPMHR)) the ITE recommended average of 10 trips per unit was used. Reviewing current permit activity shows that 30% of all new dwelling units in the plan area are mobile homes. Based on that information, it is projected that there will be 2,267 SFR DU and 1,133 SPMHR DU within the plan area.

Commercial: An indirect traffic factor has been applied to all commercial land use within the Plan Area to account for passerby trips and other land use factors, in order to determine the new commercial trips as follows:

Acres of zoned commercial in plan area = 39
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 = 34.1
Passerby trip percentage = 90%

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

Single Family Residential (SFR)
2,267 DU X 10 trips per DU = 22,670
Single Family Mobile Home Residential (SPMHR)
1,133 DU X 10 trips per DU = 11,330
Commercial (COM) Trips
39 ac. X 43,560 sf/ac X .26 GLSF / 1,000 X 34.1 X .10 = 1,500

Total fee trips = 35,500

The cost estimate as shown on the Oak Hills – Zone "B" Transportation Facilities Plan Cost Estimate is $4,657,800.

Cost per trip = $4,657,800 = $131.20 per trip
35,500

Costs were distributed to the various residential and commercial land use categories based on trip generation tables and passerby information from ITE.

SFR at 10 trips/DU,
10 X $131.20 = $1,312.00 per DU
SPMHR at 10 trips/DU,
10 X $131.20 = $1,312.00 per DU
COM at 1,500 trips X $131.20 / 441,698 GLSF = $0.45 per GLSF
This report addresses the transportation needs and impact on the existing road system in the community of Oak Hills, which can be predicted as development occurs within the area.

The area of Oak Hills has been separated into two fee plans due to the differences based on traffic and topographical considerations. Interstate 15 acts as a diagonal division of the two fee plans, Oak Hills - Zone "A" is on the West side and Oak Hills - Zone "B" is on the east side. Traffic studies were performed by BDI and Associates for the different zones. Using the study as a base, traffic patterns and associated capital improvements were developed through community involvement at several public meetings. Topographical considerations such as washes, railroads, and various existing structures were considered in the development of the desired capital improvements.

The Oak Hills - Zone "A" Plan Area is generally bounded on the North by Mesa Street and Goss Road, on the East by State Highway 395 and Interstate 15, on the South by the National Forest Boundary, and on the West by Baldy Mesa Road. The Oak Hills - Zone "A" area consists of approximately 16 square miles of which a modest amount, approximately 140 acres of undeveloped commercial acres exist. An estimated 3,550 additional new residential homes can be built in the remainder of the area exclusive of the over 320 existing residences.

The Oak Hills - Zone "B" Plan Area is generally bounded on the North by Muscatel Street, on the East by Topaz Avenue, on the South by the Northerly ridge of Summit Valley, and on the Northwest by Interstate 15. The Oak Hills - Zone "B" area consists of approximately 14 square miles of which a modest amount, approximately 39 acres of undeveloped commercial acres exist. An estimated 3,400 additional new residential homes can be built in the remainder of the area exclusive of the over 400 existing residences.
The area is experiencing rapid growth and the needed transportation facilities can not be fully funded by 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 was prepared by the firm of Basmaciyan-Darnell, Inc. (BDI). 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.

A preliminary program was identified by staff and was presented to the community at a series of public meetings. The community’s and developer’s input was essential to the refinement of the plan as it is presented. A need for paved roads, arroyo crossings, and traffic signals. Development patterns and the community’s desires were a major element in designating the priorities for the first five years of the program in each zone based on anticipated revenues.

In the past year, the number of new residences and mobile homes has increased by approximately 30%. For anticipated revenues a growth rate factor of 10% for the first 4 years was used, 5% for the following 10 years, and 2% to the completion of the plan.

Areas which would be difficult to develop based on geographical features such as arroyos and steep mountainous terrain were eliminated from the anticipated build-out projects. The majority of the lands in the approximately 16 square mile area comprising Zone "A" are also developable but the zone area is traversed by Oro Grande Wash, a large arroyo. The vast majority of the 14 square mile area in Zone "B" is rolling, developable land consisting of residential and commercial parcels.

In the Zone "A" area $4,388,000 in street, railroad crossings, and arroyo culverts were identified by the community and the study performed by BDI. The specific resultant projects are listed on Schedule A for Zone "A". Some $3,355,800 in street and railroad crossing improvements were identified by the community and the study performed by BDI for Zone "B". The specific resultant projects are listed on Schedule A for Zone "B".
A traffic study performed by DKS Associates in 1987 showed the impacts to the area resulting from traffic from outside the area, as well as the traffic generated from within. The included projects were the minimal improvements deemed necessary to provide the community with a transportation system that will adequately meet the basic needs of the future local traffic.

In addition to local road construction, a local use interchange to Interstate 15 on Ranchero Road is proposed and was incorporated into the BDI Traffic Study. The traffic generated by the Oak Hills Community will contribute to the need for the interchange and the community's estimated contribution to their share of cost of the facility is $120,000 for Zone "A" and $1,302,000 for Zone "B". As current policies of Caltrans exist today, it is unlikely that Caltrans would contribute funds for the interchange. The Zone "A" area shows a recognizable contribution to the future non-freeway improvements along State Highway 395, though not substantial. The community's share to those highway improvements is estimated to be $274,000.

Based on a review of the existing Assessors' Office information, United States Geological Survey topographical mapping, aerial photos dated March 1989, and the current County General Plan it is projected that there will be 3,550 lots that can be developed in Zone "A". There is also a projected 140 acres of vacant commercial lands that can be developed. The same reference data revealed that there will be 3,400 residential lots and approximately 39 acres of vacant commercial lands that can be anticipated to develop in Zone "B".

The priority listing in the Schedule A's should be reviewed and updated periodically to match improvements with growth within the plan area. The Building and Safety Department adds a $25.00 charge for collection of the fee.

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 Manual "trip generation" statistics, and land use factors for the Oak Hills area. The study area is primarily zoned for one single family residence per two and one-half acres, with some areas identified as higher density single
family residences per acre. Small islands of commercial area are identified on the existing General Plan. Although commercial land uses are generally considered to be large trip generators, the proximity of commercial sites to the State Highway system and anticipated planned neighborhood type facilities, commercial properties in the area would tend to be attractors of traffic rather than generators. Therefore, it was determined that approximately 90% of the commercial trips in the Oak Hills area are accounted for in pass by trips and the trips generated by the residences in the area. In order to avoid assessing a trip end twice and taking into account commercial supports, the residential area commercial fee trips are only those which are actually generated by the commercial.

The Southern Pacific Railroad traverses both Zone "A" and Zone "B" and helped dictate the traffic patterns in the study. In Zone "A" two existing railroad crossings will be upgraded at Baldy Mesa Road and one near Snowline Road which will be realigned to Snowline Road. The costs for the crossing on Baldy Mesa will be shared with the High Desert Plan currently in effect. A railroad crossing with cross arms and signals currently exists on Ranchero Road and will be upgraded, no future railroad crossings are anticipated to be built by this plan.

The preliminary environmental description forms for the identified transportation facilities plan were submitted to the Land Management Department, Environmental Analysis Division, for review and processing. It is expected that the Oak Hills Local Area Transportation Facilities Plan, Zone "A" and Zone "B", would not have a significant environmental impact on the communities in the area.

On September 11, 1989, 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 Oak Hills. These documents are on file with the Clerk of the Board of Supervisors.
TWO LANE ROADS:

1. **EL CENTRO ROAD**  
   Braceo Street to Caliente Road  
   2.0 miles = $630,000

2. **SMOKE TREE ROAD**  
   Baldy Mesa Road to State Highway 395  
   3.0 miles = $450,000

3. **RANCHERO ROAD**  
   Baldy Mesa Road to Oak Hill Road  
   0.9 miles = $135,000

4. **OAK HILL ROAD**  
   Snowline Drive to Caliente Road  
   3.1 miles = $894,000

5. **BALDY MESA ROAD**  
   Farmington Street to Snowline Drive  
   2.0 miles = $150,000

6. **BELLFLOWER STREET**  
   Snowline Drive to Phelan Road  
   1.5 miles = $225,000

**TOTALS**  
12.5 MILES = $2,484,000

FOUR LANE ROADS:

7. **PHELAN ROAD**  
   Baldy Mesa Road to State Highway 395  
   3.0 miles = $0 (FAS)

8. **BALDY MESA ROAD**  
   Snowline Drive to Mesa Street  
   1.5 miles = $360,000

9. **SNOWLINE DRIVE**  
   Baldy Mesa Road to State Highway 395  
   3.0 miles = $870,000

**TOTALS**  
7.5 MILES = $1,230,000

SIGNALS:

- **SNOWLINE DRIVE** at State Highway 395 (S.H. 50%) = $60,000
- **PHELAN ROAD** at State Highway 395 (S.H. 50%) = $60,000
- **SMOKE TREE ROAD** at State Highway 395 (S.H. 50%) = $60,000
- **BALDY MESA ROAD** at Smoke Tree Road (H.D. 50%) = $60,000
- **BALDY MESA ROAD** at Phelan Road (H.D. 50%) = $60,000
- **BALDY MESA ROAD** at Snowline Drive (H.D. 50%) = $60,000

**TOTAL**  
$360,000

RAILROAD CROSSINGS: (PUA 80%)

- **SNOWLINE DRIVE** - 10% (H.D. 10%) = $20,000
- **BALDY MESA ROAD** - 10% (H.D. 10%) = $20,000

**TOTAL**  
$40,000

CALTRANS IMPROVEMENTS:

- **CONTRIBUTION TO 395**  
  Snowline Drive to State Route 18 - 5.5 mile (2-5 LANE) = $274,000

- **CONTRIBUTION TO I-15**  
  Improvements at Ranchero Road - 1.7% = $120,000

**TOTAL**  
$394,000

**GRAND TOTAL**  
$4,508,000

* S.H. indicates % funded by State

* H.D. indicates % funded by High Desert Local Area Transportation Facilities Plan
**TWO LANE ROADS:**

1. **JOSHUA STREET**
   - Mariposa Road to Escondido Avenue 1.3 miles = $195,000
2. **FARMINGTON STREET**
   - Mesa Linda Street to Denson Street 0.2 miles = $30,000
3. **WHITEHAVEN STREET**
   - Mariposa Road to Pythagoras Road 1.4 miles = $210,000
   - Denson Street to Escondido Avenue 0.8 miles = $120,000
4. **DESFORD ROAD**
   - Mariposa Road to Pythagoras Road 2.1 miles = $315,000
5. **SUMMIT TRUCK TRAIL**
   - Decker Road to Whitehaven Street 2.2 miles = $330,000
6. **PYTHAGORAS ROAD (ROURIE ROAD)**
   - Desford Road to Ranchero Road 2.0 miles = $300,000
7. **MESA LINDA STREET**
   - Farmington Street to Joshua Street 1.9 miles = $285,000
8. **DENSON STREET (ADKINS STREET)**
   - Whitehaven Street to Farmington 0.5 miles = $75,000
9. **MESQUITE STREET**
   - Mariposa Road to Topaz Avenue 2.6 miles = $390,000
10. **ESCONDIDO AVENUE**
    - Stuveling Street to Joshua Street 2.9 miles = $335,000
**TOTALS** 17.9 MILES $2,585,000

**FOUR LANE ROADS:**

11. **RANCHERO STREET**
    - Mariposa Road to Mesa Linda 1.4 miles = $336,000
**TOTALS** 1.4 MILES $336,000

**SIGNALS:**

- **RANCHERO STREET** at Mariposa Road = $120,000
- **RANCHERO STREET** at Mesa Linda Road = $120,000
- **RANCHERO STREET** at Pythagoras Road = $120,000
- **RANCHERO STREET** at Escondido Avenue (29% of $120,000) = $34,800
**TOTAL** $394,800

**RAILROAD CROSSINGS:**

- **RANCHERO STREET** (Upgrade Existing) = $40,000
**TOTAL 1-XING** $40,000

**CONTRIBUTION TO CALTRANS IMPROVEMENTS** = $1,302,000

**GRAND TOTAL** $4,657,800