SNOW DROP ROAD LOCAL AREA
TRANSPORTATION FACILITIES PLAN

San Bernardino County
Department of Transportation/Flood Control

August 1991
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   1. Report for Snow Drop Road Assessment District, Ludwig Engineering, July 30, 1999
   2. Negative Declaration of Environmental Impact
ORDINANCE NO. 3555

AN ORDINANCE OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ADDING SUBSECTION 16.0225 (g)(5) TO CHAPTER 2 OF DIVISION 6 OF TITLE 1; AND ADDING SUBSECTION 811.0240 (e) 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 SNOW DROP ROAD 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 Snow Drop Road 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 Snow Drop Road 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 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 residential development projects. These projects bring people and vehicles into the Plan area which will create a need for the transporta-
(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 report prepared by Ludwig Engineering. 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 residents 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 Snow Drop Road area 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 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 Snow
Drop Road 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)(5) 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
.
.
(5) Snow Drop Road Local Area Transportation Facilities Plan Fees
(A) Single Family Residential (SFR) ............... $18,837.00/D.U.
(B) Planned Unit Development (PUD) ............... $18,837.00/D.O.

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

811.0240 Subject Areas
.
.
(e) The Snow Drop Road Local Area Transportation Facilities Plan
is established as follows:

SNOW DROP ROAD LOCAL AREA
TRANSPORTATION FACILITIES PLAN
LEGAL DESCRIPTION

All of Section 14 and those portions of Sections 13 and
15, Township 1 North, Range 7 West, San Bernardino Meridian, in
the County of San Bernardino, State of California, being more particularly described as follows:

BEGINNING at the Southeast corner of said Section 14; thence North 00°07'07" East along the East line of said Section 14, a distance of 2624.84 feet to the East one-quarter corner thereof; thence North 89°40'16" East along the South line of the North half of said Section 13, a distance of 250.00 feet to the Southwest corner of that parcel of land described in that deed recorded in Book 1449, page 442, Official Records of said County; thence North 31°36'16" East along the Westerly line of the lands described in aforesaid deed, a distance of 950.00 feet to an angle point therein; thence continuing along said Westerly line, North 11°35'16" East, a distance of 1681.91 feet to the North line of said Section 13, thence along said North line, North 89°42'16" West, a distance of 791.98 feet to the Northeast corner of said Section 14; thence along the North line of said Section 14, North 89°24'06" West, a distance of 3032.36 feet to the North one-quarter corner of said Section 14; thence continuing along said North line, North 84°58'53" West, a distance of 2671.68 feet to the Northwest corner of said Section 14; thence along the West line of said Section 14, South 01°01'50" East, a distance of 2915.35 feet to the West one-quarter corner thereof; thence continuing along said West line, South 00°11'43" West, a distance of 738.81 feet to the North line of the South 1900.00 feet of the Southeast quarter of said Section 15; thence along the North line of the South 1900.00 feet of the Southeast quarter of said Section 15, North 89°00'02" West, a distance of 660.06 feet to the West line of the East 660.00 feet of the Southeast quarter of said Section 15; thence along said West line, South 00°11'43" West, a distance of 1900.19 feet to the South line of said Section 15; thence along said South line, South 89°00'01" East, a distance of 660.06 feet to the Southeast corner of said Section 15; thence along the South line of said Section 14, North 89°55'52" East, a distance of 2652.22 feet to the South quarter corner of said Section 14; thence continuing along said South line, North 89°57'33" East, a distance of 2658.96 feet to the
POINT OF BEGINNING.

Contains 733.50 acres, more or less.

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

Larry Walker
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 12th day of August, 1991, at which meeting were present Supervisors: Varolo, Mikels, Mikels, Riordan, Robert L. Hamrock, Larry Walker and the Clerk, the foregoing ordinance was passed and adopted by the following vote, to wit:

AYES: SUPERVISORS

Turco, Mikels, Riordan, Hamrock, Walker

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 12th day of August, 1991.

Earlene Sproat, Clerk of the Board of Supervisors of the County of San Bernardino, State of California

Earlene Sproat
Deputy
The Snow Drop Road Transportation Facilities Plan is located in the foothills north of Alta Loma. The plan is bounded by the northerly boundary of the City of Rancho Cucamonga on the south; Haven Avenue on the east; Archibald Avenue on the west; and extends north one mile. The area consists of approximately 734 acres, of which about 519 acres are developable. An estimated 129 additional new residential homes could be built in the area exclusive of the existing residences.

Snow Drop Road is a marginally improved dirt road which provides access to 10 existing homes. The County fire department has expressed concerns regarding construction of any additional houses until the road is brought up to County standards. The County General Plan lists the necessity of a road improvement plan for Section 14 north of Alta Loma as a policy/action for the West Valley Foothills Planning Area.

Development fees represent a potential source of supplemental funds for the proposed road construction. 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 area will benefit from the construction of the proposed road and should pay for them in proportion to their benefit. The development fee per dwelling unit is calculated by dividing the total cost by the number of additional new residential homes.

The total estimated cost to provide the needed improvements is $2,430,000 based on a cost estimate done by NES/Lowry in August 1986 and adjusted for inflation using the Engineering News Record Inflationary Index. The plan would construct approximately 2 miles of two-lane paved road on portions of Archibald Avenue, Santina Drive, Snow Drop Road, and Haven Avenue. The resulting fee per dwelling unit to fund the proposed Snow Drop Road Transportation Facilities Plan are recommended as follows:

<table>
<thead>
<tr>
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<th>Fee</th>
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<tbody>
<tr>
<td>Single Family Residential (SFR)</td>
<td>$18,837.00 / D.U.</td>
</tr>
<tr>
<td>Planned Unit Development (PUD)</td>
<td>$18,837.00 / D.U.</td>
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</table>
SNOW DROP ROAD
TRANSPORTATION FACILITIES PLAN
PROJECT SUMMARY AND COSTS

AREA: 734 ACRES
Projected New Residential Dwelling Units: 129

ESTIMATED COSTS:

CONSTRUCTION COSTS

PHASE 1:  * P.M. .70 TO P.M. .97 (.27 Miles) $ 250,000

PHASE 2:  * P.M. .60 TO P.M. .70 AND
          P.M. .97 TO P.M. 1.4 (.53 Miles) $ 450,000

PHASE 3:  * P.M. .0 TO P.M. .60 AND
          P.M. 1.4 TO P.M. 2.0 (1.2 Miles) $ 1,000,000

TOTAL CONSTRUCTION COSTS: $ 1,700,000

DESIGN AND SURVEYING $ 100,000

CONSTRUCTION MANAGEMENT, INSPECTION
& STAKING $ 100,000

R/W (INCLUDES APPRAISAL & ACQUISITION
COSTS) $ 280,000

INCIDENTAL CONTINGENCY $ 250,000

TOTAL $ 2,430,000

PROPOSED DEVELOPMENT FEE

$2,430,000
129

= $18,837/D.U.

* P.M. indicates post mile (see engineers report)
### SCHEDULE A

**SHOW DROP ROAD 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. In conformance with the existing General Plan restrictions, there has been limited building permit activity in the area in the past two years. For the purpose of estimating the priority list it was assumed that four building permits per year would be issued in the plan area for the first five years.

The recommended transportation facilities plan improvements, in order by yearly estimated revenues are:

**YEAR 1 THRU YEAR 5**

1. **Design and Surveying**
   - Cost: $100,000

2. **Right-of-way**
   - (including appraisal and acquisition)
   - Cost: $280,000

**SUBSEQUENT YEARS FOR CONSTRUCTION**

1. **Phase 1:** P.M. .70 to P.M. .97 (.27 miles)
   - Cost: $250,000

2. **Phase 2:**
   - P.M. .60 to P.M. .70 and
   - P.M. .97 to P.M. 1.4 (.33 miles)
   - Cost: $450,000

3. **Phase 3:**
   - P.M. .0 to P.M. .60 and
   - P.M. 1.4 to P.M. 2.0 (1.2 miles)
   - Cost: $1,000,000

4. **Construction Management, Inspection and Staking**
   - Cost: $100,000

5. **Incidental Contingency**
   - Cost: $250,000

**TOTAL PROJECT COST: $2,430,000**

7/26/91
The firm of Ludwig Engineering conducted a study to determine the number of dwelling units which can reasonably be developed in the plan area considering property lines, existing land use designations, and topography.

The method for determining the fee per dwelling unit was to establish the cost of the project and divide the cost by the number of dwelling units which could reasonably be developed in the plan area.

Using the information from the Ludwig study:

\[
\text{Estimated Project Cost} = \frac{2,430,000}{129} = \$18,837.00 / \text{DU}
\]

Other land use designations exist within the plan area but due to the nature of the existing facilities occupying the lands (transmission lines and flood control basins, for example) only residential development is anticipated to occur within the plan area.
This report addresses the transportation needs and impact on the existing road system in and around Snow Drop Road north of Rancho Cucamonga which can be predicted as development occurs within the area.

DESCRIPTION
The Snow Drop Road area consists of approximately 734 acres of unincorporated area of San Bernardino County generally bounded by Haven Avenue on the east, Archibald Avenue on the west, the northern city limits of Rancho Cucamonga on the south, and extends north one mile.

PURPOSE
Snow Drop Road is a very steep winding road in the foothills of the San Gabriel Mountains providing access to several homes in Section 14 north of the city limits of Rancho Cucamonga. The area is extremely hilly and portions of the land have slopes exceeding one-to-one. This plan proposes to finance a two-lane hillside paved road along Archibald Avenue, Santina Drive, Snow Drop Road, and Haven Avenue to provide all-weather access to existing and future properties and provide better access for fire equipment in a high fire hazard area covered with chaparral and native grasses. The areas terrain ranges from slopes of 10-15 percent to in excess of 40 percent.

The County General Plan adopted in 1989 established Regional/Subregional Planning Areas. Section III of the General Plan contains profiles of each region, subregion and community-size planning area. Included in Section III is a listing of policies that are unique to each area. Their unique policies are applied in the planning area in addition to the countywide policies.
The Snow Drop Road Plan is located within the West Valley Subregional Planning Area (RSA 28). A Community Plan was prepared for a portion of RSA 28, called the West Valley Foothills which encompasses the area around Snow Drop Road. In the West Valley Foothills Policies/Actions, Transportation/Circulation portion of the General Plan, "Establish a road improvement plan for Section 14 north of Alta Loma prior to granting final or parcel map approval," is listed. This adopted policy was the motivation for proceeding with the establishment of this plan as soon as practical.

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, fine and forfeitures, grants and reimbursements. These sources are not sufficient to fund the necessary improvements to the road to accommodate growth. This plan is a mechanism for financing improvements for transportation needs created by anticipated future development.

ESTIMATE OF DEVELOPABLE LANDS

Based on a study done by Ludwig Engineering, dated July 30, 1990, the maximum allowable number of dwelling units is 164 based on current land use designations. During numerous meetings with the property owners and County staff, it was determined that the maximum yield was not feasible nor desirable. The existing homes in the area are large homes situated on large view lots. It was the strong desire of the property owners of both developed and undeveloped lands that the character of the community remain and clustered development be discouraged. The purpose of the Ludwig study was to determine the maximum number of lots which could be developed while conforming to slope requirements and maintaining the atmosphere of the existing surrounding units.

The Ludwig study concluded that 129 lots can reasonably be developed in the project area considering property lines, existing land use designations, and topography. The report also concluded that:
1. Development of existing road right-of-way and additional access easements will be needed to provide access to the 78 parcels that do not front on Snow Drop Road.

2. That portion of Snow Drop Road located on the east-west centerline of Section 14 should be designed to provide reasonable access to the uphill (northerly) building sites.

3. Additional units, up to the maximum allowable of 164, could be considered through a Planned Development process application by all property owners. Density transfers to buildable areas of the property could then be considered by the County.

Though additional paved access to non-fronting parcels is recommended, this plan does not propose the costs of those improvements to be equally divided over the plan area. Each development should be required to provide access to individual parcels which best serve the development and addresses the concerns of the fire departments.

The plan estimated costs for the road construction is based on available topography and aerial data. It is considered preliminary and subject to modification as better survey data is gained. During the design phase of the project, careful attention will be paid to accessibility to the road by all adjacent parcels and consideration of future northerly development.

**AREA PLAN**

The plan consists of constructing 2 miles of 26 foot-wide two-lane paved road including portions of Archibald Avenue, Santa Drive, Snow Drop Road, and Haven Avenue at a cost of $2,430,000. Because of the present narrow width and inadequate sight distance, the section .7 miles along the proposed route from the southern end of Archibald Avenue and ending .97 miles away from the same point would be constructed first and called Phase 1. The second phase (Phase 2) would widen and pave the unpaved section of the existing road. This would be from .6 miles along the route from Archibald Avenue to .7 miles and from .97 miles to 1.4 miles, a total distance of .53 miles. The remaining portion of the road would be constructed in Phase 3. The Building and Safety Department adds a $25.00 charge for fee collection.
COMMITTEE REVIEW

County Counsel has reviewed the reports and prepared the required ordinances on June 21, 1991. The plan was presented to the Planning Commission on April 18, 1991 and was sent to the Development Advisory Committee on February 8, 1991.

On August 5, 1991 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 and around Snow Drop Road north of Rancho Cucamonga. These documents are 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 Land Management Department, Environmental Analysis Division, for review and processing. It is expected that the Snow Drop Road Local Area Transportation facilities Plan would not have a significant environmental impact on the communities in the area.