

SNOW DROP ROAD LOCAL AREA TRANSPORTATION FACILITIES PLAN

**San Bernardino County
Department of Transportation/Flood Control**

August 1991

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1
2
3 AN ORDINANCE OF THE COUNTY OF SAN BERNARDINO, STATE OF
4 CALIFORNIA, ADDING SUBSECTION 16.0225 (g) (5) TO CHAPTER
5 2 OF DIVISION 6 OF TITLE 1; AND ADDING SUBSECTION
6 811.0240 (e) TO CHAPTER 2 OF DIVISION 11 OF TITLE 8 OF
7 THE SAN BERNARDINO COUNTY CODE, RELATING TO ROAD FEES TO
8 ASSIST THE FINANCING AND CONSTRUCTION OF ROADS AND
9 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.

10 The Board of Supervisors of the County of San Bernar-
11 dino, State of California, ordains as follows:
12

13 SECTION 1. The Board of Supervisors of the County of San
14 Bernardino finds that:
15

16 (1) A Snow Drop Road Local Area Transportation Facilities
17 Plan (herein "Plan") has been prepared in accordance with the
18 requirements of law and is on file with the Clerk of the Board.
19

20 (2) The Snow Drop Road community and surrounding areas will
21 experience growth which will increase the need for construction
22 of the additional transportation facilities identified in the
Plan.

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

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

34 (5) The Plan fee will be imposed on new residential
35 development projects. These projects bring people and vehicles
36 into the Plan area which will create a need for the transporta-

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1 tion facilities identified.

2 (6) There is a reasonable relationship between the amount of
3 the fee and the cost of the transportation facilities attrib-
4 utable to the developments on which the fee is imposed because
5 the fee has been calculated based upon vehicular traffic trips
6 generated which impact the road system pursuant to a report
7 prepared by Ludwig Engineering. The estimated total cost of the
8 transportation facilities necessary to accommodate new
9 development in the Plan area has been divided by the estimated
10 number of possible new residents in the Plan area. This method
11 constitutes a reasonable distribution of the cost to provide the
12 necessary road improvements among the developers which generate
13 traffic and cause the need for the road improvements.

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

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

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

28 (10) Failure to mitigate growth impact on transportation
29 facilities within the Plan area and the subdivisions therein will
30 place residents in the Snow Drop Road area in a condition
31 perilous to their health, safety and welfare.

32 (11) The bridges and major thoroughfares to be provided with
33 fees collected by the Plan are identified on and are consistent
34 with the circulation element of the County General Plan, and the
35 railways, freeways, streams and canyons for which bridge
36 crossings are required, and the major thoroughfares whose primary

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1 purpose is to carry through traffic and provide a network
2 connecting to the state highway system, are identified on the
3 general plan, and all of these identifications were included in
4 the general plan at least 30 days prior to imposition of the Snow
5 Drop Road transportation fee.

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

11
12 SECTION 2. Subsection 16.0225(g)(5) is added to Chapter 2 of
13 Division 6 of Title 1 of the San Bernardino County Code, to read:

14
15 **16.0225 Transportation**

16 . . .

17 (g) Local Area Transportation Facilities Plan Fees

18

19 (5) Snow Drop Road Local Area Transportation Facilities Plan Fees

20 (A) Single Family Residentials (SFR):.....\$18,837.00/D.U.

21 (B) Planned Unit Development (PUD):.....\$18,837.00/D.U.

22

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

26
27 **811.0240 Subject Areas**

28 . . .

29 (e) The Snow Drop Road Local Area Transportation Facilities Plan
30 is established as follows:

31 SNOW DROP ROAD LOCAL AREA
32 TRANSPORTATION FACILITIES PLAN
33 LEGAL DESCRIPTION

34
35 All of Section 14 and those portions of Sections 13 and
36 15, Township 1 North, Range 7 West, San Bernardino Meridian, in

1 the County of San Bernardino, State of California, being more
2 particularly described as follows:

3 BEGINNING at the Southeast corner of said Section 14; thence
4 North 00°07'07" East along the East line of said Section 14, a
5 distance of 2624.84 feet to the East one-quarter corner thereof;
6 thence North 89°40'16" East along the South line of the North
7 half of said Section 13, a distance of 250.00 feet to the
8 Southwest corner of that parcel of land described in that deed
9 recorded in Book 1449, page 442, Official Records of said County;
10 thence North 31°36'16" East along the Westerly line of the lands
11 described in aforesaid deed, a distance of 950.00 feet to an
12 angle point therein; thence continuing along said Westerly line,
13 North 11°35'16" East, a distance of 1881.91 feet to the North
14 line of said Section 13, thence along said North line, North
15 89°42'16" West, a distance of 791.98 feet to the Northeast corner
16 of said Section 14; thence along the North line of said Section
17 14, North 89°24'06" West, a distance of 3032.36 feet to the North
18 one-quarter corner of said Section 14; thence continuing along
19 said North line, North 84°58'53" West, a distance of 2671.68 feet
20 to the Northwest corner of said Section 14; thence along the West
21 line of said Section 14, South 01°01'50" East, a distance of
22 2915.35 feet to the West one-quarter corner thereof; thence
23 continuing along said West line, South 00°11'43" West, a distance
24 of 738.81 feet to the North line of the South 1900.00 feet of the
25 Southeast quarter of said Section 15; thence along the North line
26 of the South 1900.00 feet of the Southeast quarter of said
27 Section 15, North 89°00'01" West, a distance of 660.06 feet to
28 the West line of the East 660.00 feet of the Southeast quarter of
29 said Section 15; thence along said West line, South 00°11'43"
30 West, a distance of 1900.19 feet to the South line of said
31 Section 15; thence along said South line, South 89°00'01" East, a
32 distance of 660.06 feet to the Southeast corner of said Section
33 15; thence along the South line of said Section 14, North
34 89°55'52" East, a distance of 2652.22 feet to the South quarter
35 corner of said Section 14; thence continuing along said South
36 line, North 89°57'33" East, a distance of 2658.96 feet to the

COU INSEL
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1 POINT OF BEGINNING.

2 Contains 733.50 acres, more or less.

3
4 SECTION 4. This ordinance shall take effect sixty (60) days
5 from the date of adoption.

6
7 *Larry Walker*
8 LARRY WALKER, Chairman
9 Board of Supervisors

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

Earlene Sproat

16 STATE OF CALIFORNIA)
17) ss.
18 COUNTY OF SAN BERNARDINO)

19 I. EARLENE SPROAT, Clerk of the Board of Supervisors of
20 the County of San Bernardino, State of California, hereby certify
21 that at a regular meeting of the Board of Supervisors of said
22 County and State, held on the 12th day of August,
23 1991, at which meeting were present Supervisors: Marsha Turoci,
24 Jon D. Mikels, Barbara Cram Riordan, Robert L. Hammock, Larry Walker
25 and the Clerk, the foregoing ordinance was passed and adopted by
26 the following vote, to wit:

27 AYES: SUPERVISORS Turoci, Mikels, Riordan, Hammock, Walker

28 NOES: SUPERVISORS None

29 ABSENT: SUPERVISORS: None

30 IN WITNESS WHEREOF, I have hereunto set my hand and
31 affixed the official seal of the Board of Supervisors this 12th
32 day of August, 1991.

33 EARLENE SPROAT, Clerk of the
34 Board of Supervisors of the
35 County of San Bernardino,
36 State of California

County Counsel
Approved: 10-11-91
Ann Atchey
Deputy

Marsha Turoci

Deputy

COUNTY SEAL
385 NORTH ARROYO AVENUE
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**SNOW DROP ROAD LOCAL AREA
TRANSPORTATION FACILITIES PLAN REPORT**

EXECUTIVE SUMMARY

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.

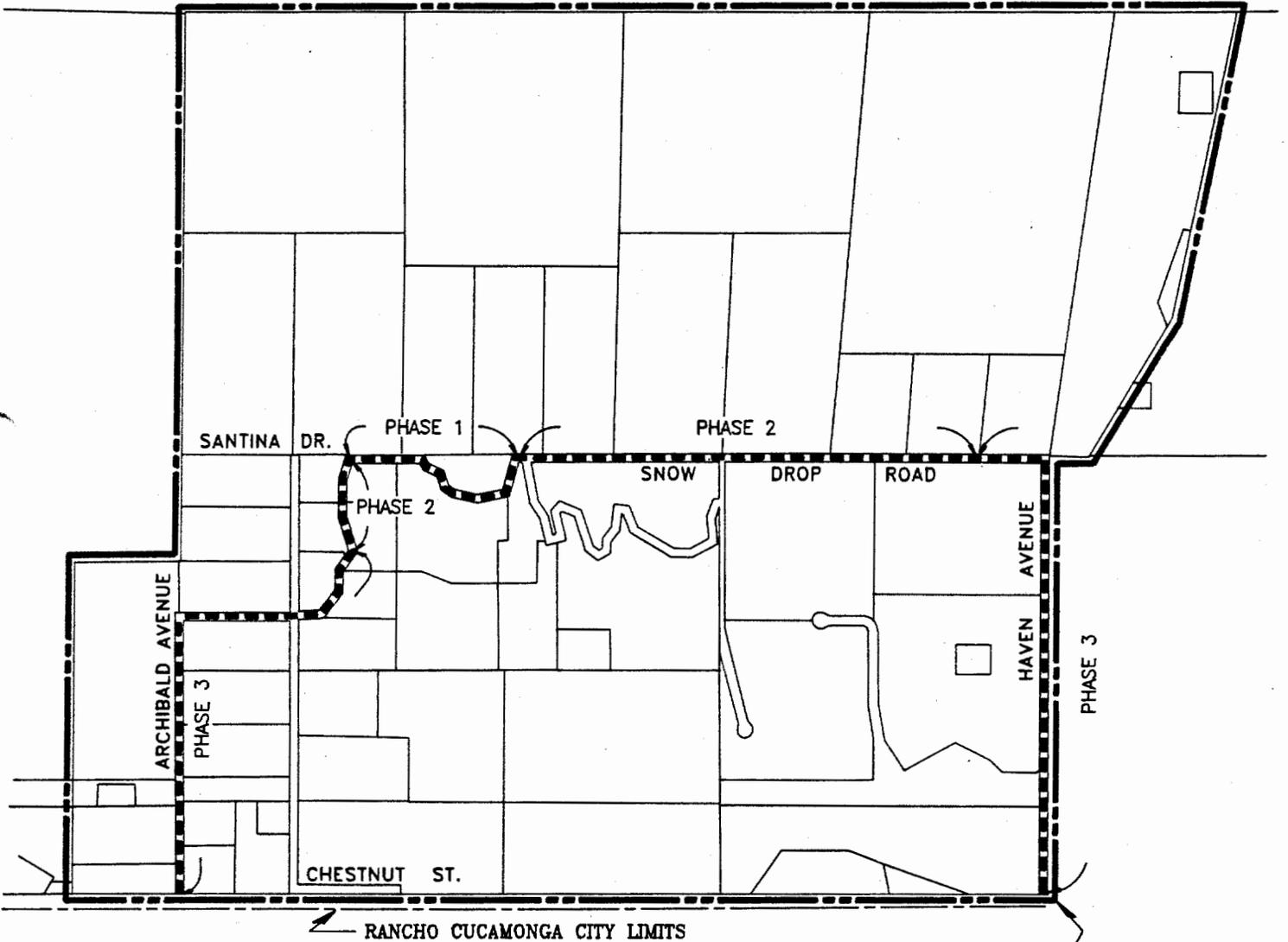
Snow Drop Road is a marginally improved dirt road which provides access to 10 existing homes. The County fire department has expressed concerns regarding construction of any additional houses until the road is brought up to County standards. The County General Plan lists the necessity of a road improvement 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 NBS/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, Santana 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:

| | |
|----------------------------------|---------------------|
| Single Family Residential (SFR): | \$ 18,837.00 / D.U. |
| Planned Unit Development (PUD): | \$ 18,837.00 / D.U. |

SNOW DROP ROAD LOCAL AREA TRANSPORTATION FACILITIES PLAN



— RANCHO CUCAMONGA CITY LIMITS

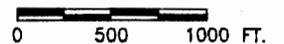
S.E. COR. SEC. 14
T.1N., R.7W.

LEGEND

- — — — — CITY LIMIT
- — — — — PLAN BOUNDARY
- — — — — PROPOSED 2-LANE ROAD



SCALE



**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

$$\frac{\$2,430,000}{129} = \$ 18,837/\text{D.U.}$$

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

SCHEDULE A

SNOW 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 (.53 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

SNOW DROP ROAD LOCAL AREA TRANSPORTATION FACILITIES PLAN
RELATIONSHIP BETWEEN FEE AND DEVELOPMENT PROPERTY

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:

$$\frac{\text{Estimated Project Cost}}{\text{Anticipated Additional Dwelling Units}} = \frac{\$2,430,000}{129 \text{ DU}} = \$18,837.00 / \text{DU}$$

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.

**SNOW DROP ROAD LOCAL AREA
TRANSPORTATION FACILITIES PLAN**

ENGINEER'S REPORT

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, Santana 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, Santana 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.

COMMUNITY 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.