

**OAK HILLS AREA  
TRANSPORTATION FACILITIES PLAN  
ZONE A AND ZONE B**

San Bernardino County  
Department of Transportation/Flood Control  
Environmental Public Works Agency

**September 1989**

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ORDINANCE NO. 3356

1  
2 AN ORDINANCE OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA,  
3 ADDING SUBSECTION 16.0225 (g) (3) TO CHAPTER 2  
4 OF DIVISION 6 OF TITLE 1; AND ADDING SUB-  
5 SECTION 811.0640 (c) TO CHAPTER 6 OF DIVISION  
6 11 OF TITLE 8 OF THE SAN BERNARDINO COUNTY  
7 CODE, RELATING TO ROAD FEES TO ASSIST THE  
8 FINANCING AND CONSTRUCTION OF ROADS AND  
9 TRAFFIC SIGNALS AND PROVIDING FOR THE COLLEC-  
TION OF SAID FEES IN THE UNINCORPORATED TERRI-  
TORY INCLUDED WITHIN THE BOUNDARIES OF THE  
TRANSPORTATION FACILITIES PLAN FOR OAK HILLS.

10 The Board of Supervisors of the County of San Bernardino,  
11 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) An Oak Hills Transportation Facilities Plan (herein  
17 "Plan") has been prepared in accordance with the requirements of  
18 law and is on file with the Clerk of this Board

19 (2) The Oak Hills community and surrounding areas will  
20 experience growth which will increase the need for construction  
21 of the additional Transportation Facilities identified in the  
22 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 and commercial development because such new development will  
31 bring additional people and vehicles into the Plan area thus  
32 creating more vehicular traffic which can be accommodated safely  
33 only with the addition of the said Transportation Facilities.

34 (5) The Plan fee will be imposed on new commercial and new  
35 residential development projects, including single family and  
36 mobile homes. These projects bring people and vehicles into the

1 Plan area which will create a need for the Transportation  
2 Facilities identified.

3 (6) There is a reasonable relationship between the amount of  
4 the fee and the cost of the Transportation Facilities  
5 attributable to the developments on which the fee is imposed  
6 because the fee has been calculated based upon vehicular traffic  
7 trips generated which impact the road system per each category of  
8 land use, determined by traffic modeling procedures as published  
9 by the Institute of Transportation Engineers. The estimated  
10 total cost of the Transportation Facilities necessary to  
11 accommodate new development in the Plan area has been divided by  
12 the estimated total trips to be generated by the expected new  
13 development in the Plan area to determine the cost per trip  
14 generated, which is then allocated to each land use category  
15 based upon real trips generated. This method constitutes a  
16 reasonable distribution of the cost to provide the necessary road  
17 improvements among the land use categories which generate traffic  
18 and cause the need for the road improvements.

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

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

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

33 (10) Failure to mitigate growth impact on transportation  
34 facilities within the Plan Area and the subdivisions therein will  
35 place residents of the Oak Hills Plan community in a condition  
36 perilous to their health, safety and welfare.

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

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

16  
17 SECTION 2. Subsection 16.0225(g) (3) is added to Chapter 2 of  
18 Division 6 of Title 1 of the San Bernardino County Code, to read:

19 **16.0225 Transportation**

20 . . .

21 (g) Local Area Transportation Facilities Plan Fees

22 . . .

23 (3) Oak Hills Area Transportation Facilities Plan Fees

24 (A) Zone A Categories

25 (I) Commercial - Gross Leasable

26 Square Feet (GLSF).....\$0.39/S.F.

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

28 (III) Single Family Mobile Home

29 Residential (SFMHR).....\$1,137.00/D.U.

30 (B) Zone B Categories

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

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

33 (III) Single Family Mobile Home

34 Residential (SFMHR).....\$1,312.00/D.U.

35 . . .

36

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

4 **811.0640 Subject Areas**

5 . . .

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

7  
8 OAK HILLS - ZONE "A"  
9 TRANSPORTATION FACILITIES PLAN  
10 BOUNDARY LEGAL DESCRIPTION  
11

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

16 BEGINNING at the west quarter corner of said Section 7,  
17 Township 4 North, Range 5 West; thence easterly along the north  
18 line of the south half of said Sections 7 and 8, a distance of  
19 2.0 miles more or less to the west quarter corner of said Section  
20 9, Township 4 North, Range 5 West; thence northerly along the  
21 west line of said Section 9 a distance of 0.5 miles more or less  
22 to the northwest corner thereof; thence easterly along the north  
23 line of said Section 9, a distance of 1.0 mile more or less to  
24 the northeast corner thereof, said corner being the centerline of  
25 State Highway 395; thence southerly along said centerline 4.0  
26 miles more or less to the northwesterly right-of-way line of  
27 Interstate Highway 15; thence southwesterly along said right-of-  
28 way, a distance of 3.8 miles more or less to the south line of  
29 said Section 7, Township 3 North, Range 5 West; thence westerly  
30 0.6 miles more or less along said south line of Section 7 to the  
31 southwest corner thereof; thence northerly along the west lines  
32 of Sections 7 and 6, Township 3 North, Range 5 West and Sections  
33 31, 30, 19, 18 and 7, Township 4 North, Range 5 West, a distance  
34 of 6.5 miles more or less to the POINT OF BEGINNING  
35  
36

1 OAK HILLS - ZONE "B"  
2 TRANSPORTATION FACILITIES PLAN  
3 BOUNDARY LEGAL DESCRIPTION  
4

5 Those portions of Sections 1 thru 5, 7 thru 12, 15 thru  
6 17, and Section 20, Township 3 North, Range 5 West; Sections 25  
7 thru 27 and 33 thru 36, Township 4 North, Range 5 West, all  
8 within San Bernardino Meridian, described as follows:

9 BEGINNING at the northwest corner of Section 17,  
10 Township 3 North, Range 5 West, thence westerly 0.25 miles more  
11 or less along the south line of Section 7, said Township and  
12 Range to the easterly right-of-way line of State Highway 15;  
13 thence northerly along said easterly right-of-way line 4.8 miles  
14 more or less to the north line of Section 27, Township 4 North,  
15 Range 5 West; thence easterly 1.9 miles more or less along said  
16 north line of said Sections 27, 26, and 25, said Township and  
17 Range to the westerly right-of-way of California Aqueduct; thence  
18 southerly along said westerly line, 0.4 miles more or less to the  
19 east line of the west half of said Section 25; thence southerly  
20 3.0 miles more or less along the east line of the west half of  
21 said Sections 25 and 36, Township 4 North, Range 5 West, and  
22 Sections 1 and 12, Township 3 North, Range 5 West, to the  
23 northwesterly right-of-way line of A.T. & S.F. Railroad shown as  
24 Parcel 5 on State of California Board of Equalization Map  
25 804-36-24; then southwestery along said right-of-way line 0.5  
26 miles more or less to the south line of the north half of said  
27 Section 12; thence westerly along said south line and continuing  
28 along the south line of the north half of Section 11, a distance  
29 of 0.7 miles more of less to the northwesterly line of that  
30 Southern California Edison parcel shown as Parcel No. 2 on State  
31 of California Board of Equalization Map 148-36-138; thence  
32 southwestery along said northwesterly line 0.4 miles more or  
33 less to the west line of said Section 11; thence southerly 0.3  
34 miles more or less to the southwest corner of said Section 11;  
35 thence westerly along the south line of said Section 10, a  
36 distance of 0.25 miles more or less to the east line of the west

1 half of the east half of said Section 15; thence southerly 660  
2 feet more or less to the south line of the north half of the  
3 north half of the north half of said Section 15; thence westerly  
4 along said south line 0.5 miles more or less to the east line of  
5 the west half of the west half of said Section 15; thence  
6 southerly along said east line 660 feet more or less to the south  
7 line of the north half of the north half of said Section 15;  
8 thence westerly along said south line 0.25 miles to the west line  
9 of said Section 15; thence southerly along said west line of 0.25  
10 feet to the east quarter corner of said Section 16; thence  
11 westerly along the south line of the north half of said Section  
12 16, a distance of 0.75 miles more or less to the east line of the  
13 west half of the west half of said Section 16; thence southerly  
14 along said east line 0.25 miles more or less to the south line of  
15 the north half of the south half of said Section 16; thence  
16 westerly along said south line 0.25 miles more or less to the  
17 west line of said Section 16; thence southerly along said west  
18 line 0.75 miles more or less to the east quarter corner of said  
19 Section 20; thence westerly along the south line of the north  
20 half of said Section 20, a distance of 0.5 miles more or less to  
21 the center quarter corner thereof; thence northerly along the  
22 west line of the east half of said Section 20, a distance of 0.5  
23 miles more or less to the north quarter corner thereof; thence  
24 westerly along the north line of said Section 20, a distance of  
25 0.5 miles more or less to the southwest corner of said section  
26 17; thence northerly along the west line of said Section 17, a  
27 distance of 1.0 mile more or less to the POINT OF BEGINNING.  
28

29 SECTION 4. This ordinance shall take effect sixty (60)  
30 days from the date of adoption.  
31

32   
33 \_\_\_\_\_  
34 BARBARA CRAM RIORDAN, Chairman  
35 Board of Supervisors  
36



1 SIGNED AND CERTIFIED THAT A COPY OF THIS  
2 DOCUMENT HAS BEEN DELIVERED TO THE  
3 CHAIRMAN OF THE BOARD

4 EARLENE SPROAT

5 Clerk of the Board of Supervisors  
6 of the County of San Bernardino

*Earlene Sproat*  
\_\_\_\_\_

7 STATE OF CALIFORNIA )  
8 ) ss.  
9 COUNTY OF SAN BERNARDINO )

10 I, EARLENE SPROAT, Clerk of the Board of Supervisors of  
11 the County of San Bernardino, State of California, hereby certify  
12 that at a regular meeting of the Board of Supervisors of said  
13 County and State, held on the 18th day of September, 1989, at  
14 which meeting were present Supervisors: Marsha Turoci, Jon D.  
15 Mikels, Larry Walker, Robert L. Hammock, Barbara Cram Riordan

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

18 AYES: SUPERVISORS: Turoci, Mikels, Walker, Hammock  
19 Riordan

20 NOES: SUPERVISORS: None

21 ABSENT: SUPERVISORS: None

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

25 EARLENE SPROAT, Clerk of the  
26 Board of Supervisors of the  
27 County of San Bernardino,  
28 State of California

*Stephanie White-Gots*  
\_\_\_\_\_  
29 Deputy

30 County Counsel  
31 Approved *8-18-89*  
32 By *[Signature]*  
33 Deputy

OFFICE  
COUNTY  
385 NORTH ARROWHL.  
SAN BERNARDINO, CA 92415-0140

**OAK HILLS LOCAL AREA TRANSPORTATION FACILITIES PLAN  
ZONE "A" AND ZONE "B"**

**FEE PROGRAM REPORT**

**EXECUTIVE SUMMARY**

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, signaling 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 Rancho 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 signaling 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 Rancho Road of \$1,302,000.

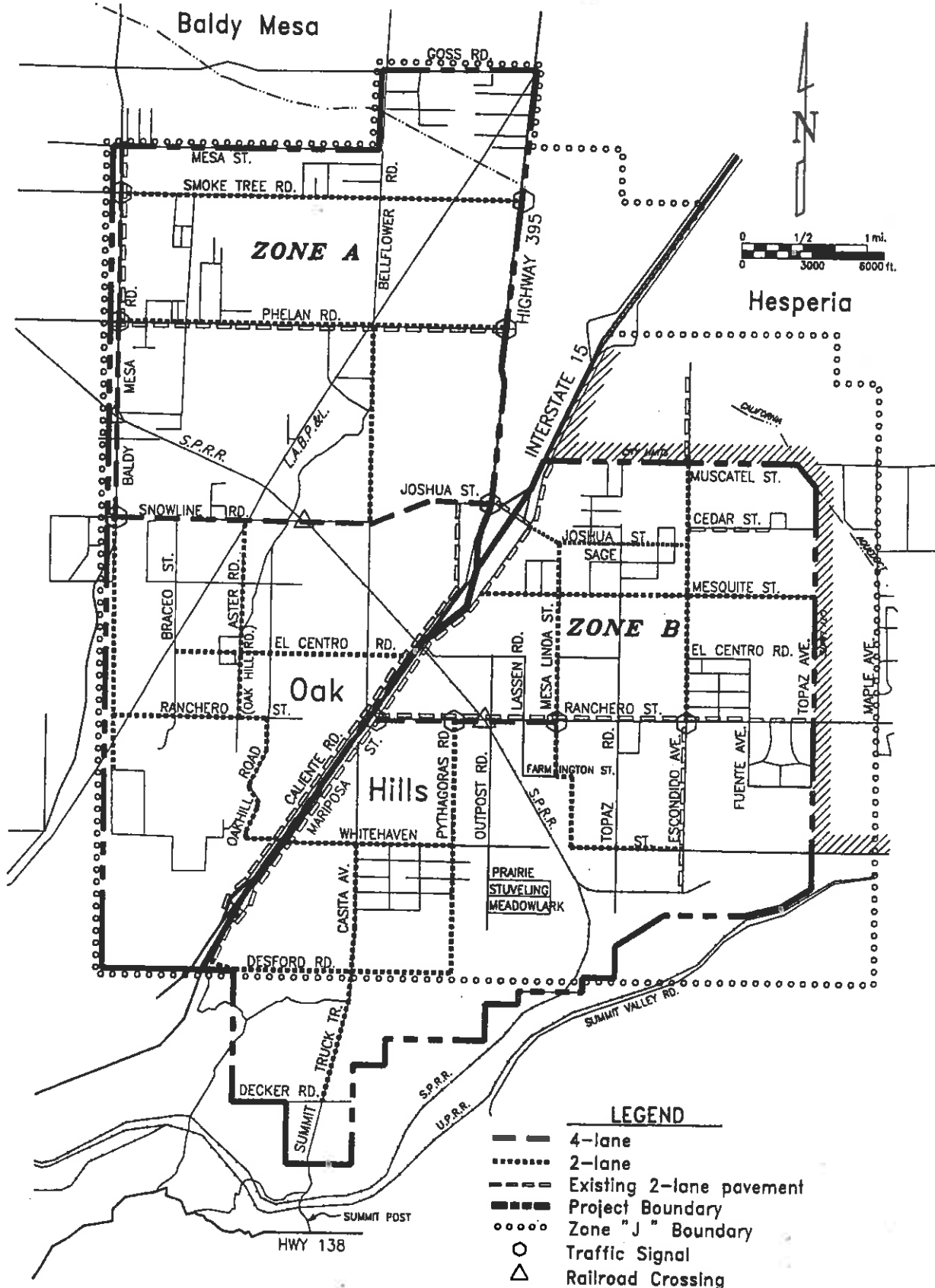
The resulting fees to fund the proposed Oak Hills - Zone "B" Transportation Facilities Plan are recommended as follows:

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 LOCAL AREA TRANSPORTATION FACILITIES PLAN ZONE A AND ZONE B



## LEGEND

- 4-lane
- ..... 2-lane
- - - Existing 2-lane pavement
- ▬ Project Boundary
- Zone "J" Boundary
- Traffic Signal
- △ Railroad Crossing

**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

cc: PW-Trans-Bowman w/ NOE  
County Counsel-Runyan  
CAO-Valdez  
File - Trans w/ attach  
jr 4/6/11  
ITEM 53

Record of Action of the Board of Supervisors  
**APPROVED (CONSENT CALENDAR)**  
COUNTY OF SAN BERNARDINO  
Board of Supervisors

MOTION    AYE    AYE    SECOND    MOVE    AYE  
                    2                      3                      4                      5

LAURA H. WREASH, CLERK OF THE BOARD

BY \_\_\_\_\_

DATED: April 05, 2011



**BOARD OF SUPERVISORS  
CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDING, PLANS AND  
SPECIFICATIONS FOR OAK HILL ROAD REALIGNMENT IN THE OAK  
HILLS AREA  
APRIL 5, 2011  
PAGE 2 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

**BOARD OF SUPERVISORS  
CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDING, PLANS AND  
SPECIFICATIONS FOR OAK HILL ROAD REALIGNMENT IN THE OAK  
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APRIL 5, 2011  
PAGE 3 OF 3**

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.

RC# 408717

Notice of Exemption

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

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

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

CLERK OF THE BOARD OF SUPERVISORS
APR - 6 AM 8:30
COUNTY OF SAN BERNARDINO CALIFORNIA

Project Description

Project Title: 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 dike 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.

Applicant

San Bernardino County Dept. of Public Works

825 E. Third Street
Address

San Bernardino, CA. 92415-0835

(909) 387-8109
Phone

Representative

Mindy A. Davis
Name

Same as Applicant
Address

Naresh P. Varma, P.E.

Lead Agency Contact Person

(909) 387-8109

Area Code/Telephone Number

Same As Applicant
Phone

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.

Signature: [Handwritten Signature]

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.  | <b>OAK HILL ROAD</b><br>Cromdale Street to Rancho Road - 0.25 mi.                          | Cost: \$72,000  |
| 2.  | <b>OAK HILL ROAD</b><br>Rancho Road to El Centro - 0.5 mi.                                 | Cost: \$144,000 |
| 3.  | <b>OAK HILL ROAD</b><br>El Centro to Mesquite - 0.5  | Cost: \$144,000 |
| 4.  | <b>OAK HILL ROAD</b><br>Linkage to segments of existing oil<br>between Caliente and Rancho | Cost: \$80,000  |
| 5.  | <b>OAK HILL ROAD</b><br>Rancho Road to Culvert<br>Caliente Road to Culvert                 | Cost: \$340,000 |
| 6.  | <b>PHELAN ROAD</b><br>Baldy Mesa Road to State Highway 395                                 | Cost: \$0       |
| 7.  | <b>OAK HILL ROAD</b><br>0.02M N, Caliente Rd N/0.03M S, Jenny St – 0.19 mi.                | Cost: \$589,000 |
| 8.  | <b>MUSCATEL ROAD</b><br>Verbena Road east to Hesperia City Limits                          | Cost: \$175,000 |
| 9.  | <b>SMOKE TREE ROAD</b><br>Baldy Mesa Road to Aster Rd<br>Aster Rd to State Highway 395     | Cost: \$125,000 |
| 10. | <b>RANCHERO ROAD</b><br>Baldy Mesa Road to Oak Hill Road                                   | Cost: \$135,000 |
| 11. | <b>BALDY MESA ROAD</b><br>Farmington Street to Snowline Drive                              | Cost: \$150,000 |
| 12. | <b>BALDY MESA ROAD</b><br>Snowline Drive (aka Cedar St) to Mesa Street                     | Cost: \$360,000 |

13.	<b>EL CENTRO ROAD</b> Bracco Street to Caliente Road	Cost: \$630,000
14.	<b>BELLFLOWER STREET</b> Snowline Drive (aka Cedar St) to Phelan Road	Cost: \$225,000
15.	<b>SIGNALS</b>	
	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.	<b>RAILROAD CROSSINGS</b>	
	Snowline Road	Cost: \$20,000
	Baldy Mesa Road	Cost: \$20,000
17.	<b>CALTRANS IMPROVEMENTS</b>	
	Contribution to SH 395, Snowline Road to State Route 18	Cost: \$274,000
	Contribution to I-15, Improvements at Rancho Road	Cost: \$120,000
18.	<b>OAK HILL ROAD</b> 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/attachements

sg

Record of Action of the Board of Supervisors

**APPROVED BOARD OF SUPERVISORS  
COUNTY OF SAN BERNARDINO**

MOTION	<u>SECOND</u>	<u>AYE</u>	<u>AYE</u>	<u>AYE</u>	<u>MOVE</u>
	1	2	3	4	5

J. RENEE BASTIAN, CLERK OF THE BOARD

BY Stephanie Marshall

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.  | <b>OAK HILL ROAD</b><br>Cromdale Street to Rancho Road - 0.25 mi.                          | Cost: \$72,000  |
| 2.  | <b>OAK HILL ROAD</b><br>Rancho Road to El Centro - 0.5 mi.                                 | Cost: \$144,000 |
| 3.  | <b>OAK HILL ROAD</b><br>El Centro to Mesquite - 0.5  | Cost: \$144,000 |
| 4.  | <b>OAK HILL ROAD</b><br>Linkage to segments of existing oil<br>between Caliente and Rancho | Cost: \$80,000  |
| 5.  | <b>OAK HILL ROAD</b><br>Rancho Road to Culvert<br>Caliente Road to Culvert                 | Cost: \$340,000 |
| 6.  | <b>PHELAN ROAD</b><br>Baldy Mesa Road to State Highway 395                                 | Cost: \$0       |
| 7.  | <b>MUSCATEL ROAD</b><br>Verbena Road east to Hesperia City Limits                          | Cost: \$175,000 |
| 8.  | <b>SMOKE TREE ROAD</b><br>Baldy Mesa Road to State Highway 395                             | Cost: \$125,000 |
| 9.  | <b>RANCHERO ROAD</b><br>Baldy Mesa Road to Oak Hill Road                                   | Cost: \$135,000 |
| 10. | <b>BALDY MESA ROAD</b><br>Farmington Street to Snowline Drive                              | Cost: \$150,000 |
| 11. | <b>BALDY MESA ROAD</b><br>Snowline Drive (aka Cedar St) to Mesa Street                     | Cost: \$360,000 |

12.	<b>EL CENTRO ROAD</b> Braceo Street to Caliente Road	Cost: \$630,000
13.	<b>BELLFLOWER STREET</b> Snowline Drive (aka Cedar St) to Phelan Road	Cost: \$225,000
14.	<b>SIGNALS</b> Snowline Road at State Highway 395 Phelan Road at State Highway 395 Smoke Tree Road at State Highway 395 Baldy Mesa Road at Smoke Tree Road Baldy Mesa Road at Phelan Road Baldy Mesa Road at Snowline Road	Cost: \$60,000 Cost: \$60,000 Cost: \$60,000 Cost: \$60,000 Cost: \$60,000 Cost: \$60,000
15.	<b>RAILROAD CROSSINGS</b> Snowline Road Baldy Mesa Road	Cost: \$20,000 Cost: \$20,000
16.	<b>CALTRANS IMPROVEMENTS</b> Contribution to SH 395, Snowline Road to State Route 18 Contribution to I-15, Improvements at Rancho Road	Cost: \$274,000 Cost: \$120,000
17.	<b>OAK HILL ROAD</b> Culvert at Oro Grande Wash	Cost: \$150,000



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<br>Cromdale Street to Rancho Road - 0.25 mi. | Cost: \$ 72,000 |
|----|--|-----------------|

YEAR 2

- |    |   |                  |
|----|---|------------------|
| 1. | OAK HILL ROAD<br>Rancho Road to El Centro - 0.5 mi. | Cost: \$ 144,000 |
|----|---|------------------|

YEAR 3

- |    |  |                  |
|----|--|------------------|
| 1. | OAK HILL ROAD<br>El Centro to Mesquite - 0.5 mi. | Cost: \$ 144,000 |
|----|--|------------------|

YEAR 4

- |    |   |                  |
|----|---|------------------|
| 1. | OAK HILL ROAD<br>Culvert at Oro Grande Wash | Cost: \$ 150,000 |
|----|---|------------------|

YEAR 5

- |    |   |                 |
|----|---|-----------------|
| 1. | OAK HILL ROAD<br>Linkage to segments of existing<br>oil between Caliente and Rancho | Cost: \$ 80,000 |
|----|---|-----------------|

SUBSEQUENT PROJECTS

1.	<b>OAK HILL ROAD</b> Ranchero Road to Culvert Caliente Road to Culvert	Cost:	\$ 304,000
2.	<b>PHELAN ROAD</b> Baldy Mesa Road to State Highway 395	Cost:	\$ 0
3.	<b>SNOWLINE DRIVE</b> Baldy Mesa Road to State Highway 395	Cost:	\$ 870,000
4.	<b>SMOKE TREE ROAD</b> Baldy Mesa Road at State Highway 395	Cost:	\$ 450,000
5.	<b>RANCHERO ROAD</b> Baldy Mesa Road to Oak Hill Road	Cost:	\$ 135,000
6.	<b>BALDY MESA ROAD</b> Farmington Street to Snowline Drive	Cost:	\$ 150,000
7.	<b>BALDY MESA ROAD</b> Snowline Drive to Mesa Street	Cost:	\$ 360,000
8.	<b>EL CENTRO ROAD</b> Braceo Street to Caliente Road	Cost:	\$ 630,000
9.	<b>BELLFLOWER STREET</b> Snowline Drive to Phelan Road	Cost:	\$ 225,000
10.	<b>SIGNALS</b> Snowline Road at State Highway 395 Phelan Road at State Highway 395 Smoke Tree Road at State Highway 395 Baldy Mesa Road at Smoke Tree Road Baldy Mesa Road at Phelan Road Baldy Mesa Road at Snowline Road	Cost: Cost: Cost: Cost: Cost: Cost:	\$ 60,000 \$ 60,000 \$ 60,000 \$ 60,000 \$ 60,000 \$ 60,000
11.	<b>RAILROAD CROSSINGS</b> Snowline Road Baldy Mesa Road	Cost: Cost:	\$ 20,000 \$ 20,000
12.	<b>CALTRANS IMPROVEMENTS</b> Contribution to SH 395 Snowline Road to State Route 18 Contribution to I-15 Improvements at Ranchero Road	Cost: Cost:	\$ 274,000 \$ 120,000
		<b>TOTAL</b>	<b>\$4,508,000</b>

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

**OAK HILLS - ZONE "B" TRANSPORTATION FACILITIES PLAN  
PROJECT PRIORITY LIST**

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**  
Stuveling 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. | <b>WHITEHAVEN</b><br>Mariposa to Summit Truck Trail - 0.5 mile | Cost: | \$ 75,000 |
|----|--|-------|-----------|

YEAR 2

- |    |  |       |           |
|----|--|-------|-----------|
| 1. | <b>MESQUITE</b><br>Mariposa to Mesa Linda - 0.5 mile | Cost: | \$ 75,000 |
|----|--|-------|-----------|

YEAR 3

- |    |  |       |           |
|----|--|-------|-----------|
| 1. | <b>SUMMIT TRUCK TRAIL - Phase I</b><br>Whitehaven to Duxbury - 0.75 mile | Cost: | \$112,500 |
|----|--|-------|-----------|

YEAR 4

- |    |  |       |           |
|----|--|-------|-----------|
| 1. | <b>MESQUITE</b><br>Mesa Linda to Topaz Road - 0.5 mile | Cost: | \$ 75,000 |
|----|--|-------|-----------|

YEAR 5

- |    |  |       |           |
|----|--|-------|-----------|
| 1. | <b>SUMMIT TRUCK TRAIL - Phase II</b><br>Duxbury to Decker Road | Cost: | \$150,000 |
|----|--|-------|-----------|

**SUBSEQUENT PRIORITY PROJECTS LISTINGS**

1.	<b>MESQUITE</b> Topaz Road to Topaz Avenue - 1.6 mile	Cost:	\$ 240,000
2.	<b>WHITEHAVEN STREET</b> Summit Truck Trail to Pythagoras - 0.9 mile	Cost:	\$ 135,000
3.	<b>ESCONDIDO AVENUE</b> Stuveling Street to Joshua Street - 2.9 mile	Cost:	\$ 335,000
4.	<b>PYTHAGORAS ROAD (KOURIE ROAD)</b> Desford Road to Ranchero Road - 2.0 mile	Cost:	\$ 300,000
5.	<b>MESA LINDA STREET</b> Farmington Street to Joshua Street - 1.9 mile	Cost:	\$ 285,000
6.	<b>JOSHUA STREET</b> Mariposa Road to Escondido Avenue - 1.3 mile	Cost:	\$ 195,000
7.	<b>FARMINGTON STREET</b> Mesa Linda Street to Denson Street - 0.2 mile	Cost:	\$ 30,000
8.	<b>DENSON STREET (ADKINS STREET)</b> Whitehaven Street to Farmington - 0.5 mile	Cost:	\$ 75,000
9.	<b>WHITEHAVEN STREET</b> Denson Street to Escondido Avenue - 0.8 mile	Cost:	\$ 120,000
10.	<b>DESFORD ROAD</b> Mariposa Road to Pythagoras - 2.1 mile	Cost:	\$ 315,000
11.	<b>SIGNALS</b> Ranchero Street at Mariposa Road Ranchero Street at Mesa Linda Road Ranchero Street at Pythagoras Ranchero Street at Escondido (29% of \$120,000)	Cost: Cost: Cost: Cost:	\$ 120,000 \$ 120,000 \$ 120,000 \$ 34,800
12.	<b>RANCHERO STREET - 4 lane widening</b> Mariposa Road to Mesa Linda	Cost:	\$ 336,000
13.	<b>RAILROAD CROSSINGS</b> Ranchero Street (upgrade existing)	Cost:	\$ 40,000
		<b>SUB-TOTAL</b>	<b>\$3,355,800</b>
	Contribution to Interstate 15 Improvements at Ranchero Street	Cost Share:	\$1,302,000
		<b>TOTAL</b>	<b>\$4,657,800</b>

**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 Basmaciyan-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 (SFMHR)) 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 SFMHR 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 = 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  
Passerby trip percentage = 90%

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

Single Family Residential (SFR)	
2,367 DU X 10 trips per DU	= 23,670
Single Family Mobile Home Residential (SFMHR)	
1,183 DU X 10 trips per DU	= 11,830
Commercial (COM) Trips	
140 ac. X 43,560 sf/ac X .20 GLSF / 1,000 X 34.1 X .10	= 4,159
Total fee trips	= <u>39,659</u>

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

Cost per trip =  $\frac{\$4,508,000}{39,659}$  = \$113.70 per trip

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 \$113.70 = \$1,137.00 per DU
SFMHR at 10 trips/DU,	10 X \$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 Basmaciyen-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 (SFMHR)) 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 SFMHR 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 (SFMHR)	
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	= <u>35,500</u>

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

$$\text{Cost per trip} = \frac{\$4,657,800}{35,500} = \$131.20 \text{ per trip}$$

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
SFMHR at 10 trips/DU,	10 X \$131.20 = \$1,312.00 per DU
COM at 1,500 trips X \$131.20 / 441,698 GLSF	= \$00.45 per GLSF

OAK HILLS LOCAL AREA TRANSPORTATION FACILITIES PLAN  
ZONE "A" AND ZONE "B"

FEE PROGRAM ENGINEERING REPORT

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 Basmaciyani-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 Rancho 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 passerby 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.

OAK HILLS - ZONE "A" TRANSPORTATION FACILITIES PLAN COST ESTIMATES

**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	<u>1.5 miles = \$ 225,000</u>
	<b>TOTALS</b>	<b>12.5 MILES = \$2,484,000</b>

**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	<u>3.0 miles = \$ 870,000</u>
	<b>TOTALS</b>	<b>7.5 MILES = \$1,230,000</b>

**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%)	= <u>\$ 60,000</u>
	<b>TOTAL</b>	<b>\$ 360,000</b>

**RAILROAD CROSSINGS: (PUC 80%)**

SNOWLINE DRIVE - 10%	(H.D. 10%)	= \$ 20,000
BALDY MESA ROAD - 10%	(H.D. 10%)	= <u>\$ 20,000</u>
	<b>TOTAL</b>	<b>\$ 40,000</b>

**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 Ranchoero Road - 1.7%		= <u>\$ 120,000</u>
	<b>TOTAL</b>	<b>\$ 394,000</b>

<b>GRAND TOTAL</b>	<b>\$4,508,000</b>
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\* S.H. indicates % funded by State

\* H.D. indicates % funded by High Desert Local Area  
Transportation Facilities Plan

OAK HILLS - ZONE "B" TRANSPORTATION FACILITIES PLAN COST ESTIMATES

**TWO LANE ROADS:**

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

**FOUR LANE ROADS:**

11.	<b>RANCHERO STREET</b> Mariposa Road to Mesa Linda	<u>1.4 miles</u>	= <u>\$ 336,000</u>
	<b>TOTALS</b>	<b>1.4 MILES</b>	<b>\$ 336,000</b>

**SIGNALS:**

<b>RANCHERO STREET</b> at Mariposa Road	= \$ 120,000
<b>RANCHERO STREET</b> at Mesa Linda Road	= \$ 120,000
<b>RANCHERO STREET</b> at Pythagoras Road	= \$ 120,000
<b>RANCHERO STREET</b> at Escondido Avenue (29% of \$120,000)	= <u>\$ 34,800</u>
<b>TOTAL</b>	<b>\$ 394,800</b>

**RAILROAD CROSSINGS:**

<b>RANCHERO STREET</b> (Upgrade Existing)	= <u>\$ 40,000</u>
<b>TOTAL 1-XING</b>	<b>\$ 40,000</b>

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

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