

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

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

September, 1996

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ORDINANCE NO. 3664

AN ORDINANCE OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ADDING SUBSECTION 16.0225(h) (9) TO CHAPTER 2 OF DIVISION 6 OF TITLE 1; AND ADDING SUBSECTION 811.0240(i) 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 SUMMIT VALLEY LOCAL AREA TRANSPORTATION FACILITIES PLAN.

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

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

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

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

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

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

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

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

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

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

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

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

25 (11) The bridges and major thoroughfares to be provided with fees
26 collected by the Plan are identified on and are consistent with the circulation
27 element of the County General Plan, and the railways, freeways, streams and
28 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

1 identifications were included in the general plan at least 30 days prior to imposition
2 of the Summit Valley transportation fee.

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

7 SECTION 2. Subsection 16.0225 (h) (9) is added to Chapter 2 of Division 6
8 of Title 1 of the San Bernardino County Code, to read:

9
10 **16.0225 Transportation**

11 (h) Local Area Transportation Facilities Plan Fees

12 (9) Summit Valley Local Area Transportation Facilities Plan Fees

13 (A) Industrial Average Daily Vehicle Trip End.....\$ 272.16/Trip

14 (B) Single Family Residential (SFR) \$2,177.00/D.U.

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

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18 **811.0240 Subject Areas**

19 (i) The Summit Valley Local Area Transportation Facilities Plan is established
20 as follows:

21
22 **SUMMIT VALLEY LOCAL AREA TRANSPORTATION FACILITIES PLAN**
23 **LEGAL DESCRIPTION**

24
25 All those portions of Sections 11 through 16 and 20 through 28 T3N, R5W and
26 Sections 7 through 9 and 17 through 19 T3N, R4W all San Bernardino Base and
27 Meridian described as follows:
28

1 BEGINNING at the South West Corner of Section 27 T3N, R5W, thence Northerly
2 along the West line of said Section 27, a distance of 1/2 mile, more or less, to the
3 East quarter corner of Section 28; thence Westerly along the South line of the North
4 half of Section 28, a distance of 1 mile, more or less, to the West quarter corner of
5 said section 28; thence Northerly along the West line of Section 28, a distance of a
6 1/2 mile, more or less, to the South East corner of Section 20; thence Westerly
7 along the South line of Section 20, a distance of 1/2 mile, more or less, to the South
8 quarter corner of said Section 20; thence Northerly along the West line of the East
9 half of Section 20, a distance of 1/2 mile, more or less, to the center quarter corner
10 of said Section 20; thence Westerly along the North line of the South half of Section
11 20, a distance of 1/2 mile, more or less, to the West quarter corner of Section 21;
12 thence Northerly along the West line of Sections 21 and 16, a distance of 3/4 mile,
13 more or less, to the South 1/16 corner of Sections 16/17; thence Easterly along the
14 North line of the South half of the South half Section 16, a distance of 1/4 mile,
15 more or less, to the Southwest 1/16th corner of said Section 16; thence Northerly
16 along the East line of the West half of the West half of Section 16, a distance of 1/4
17 mile, more or less, to the Center West 1/16th corner of said Section 16, thence
18 Easterly along the North line of the South half of Section 16, a distance of 3/4 mile,
19 more or less, to the West quarter corner of Section 15; thence Northerly along the
20 West line of Section 15, a distance of a 1/4 mile, more or less, to the North 1/16th
21 corner of Sections 16/15; thence Easterly along the South line of the North half of
22 the North half of Section 15, a distance of a 1/4 mile, more or less, to the North
23 West 1/16th corner of said Section 15; thence Northerly along the East line of the
24 West half of the West half of Section 15, a distance of 660 feet, more or less, to its
25 Intersection with the South line of the North half of the North half of the North half of
26 said Section 15, thence Easterly along the South line of the North half of the North
27 half of the North half Section 15, a distance of 1/2 mile, more or less, to its
28 Intersection with the West line of the East half of the East half of the said Section
15, thence Northerly along the West line of the East one half of the East one half of
said Section 15, a distance of a 1/4 mile, more or less, to the East 16th corner
Sections 10/15; thence Easterly along the North line of Section 15, a distance of a

1 1/4 mile, more or less, to the South West corner of Section 11; thence Northerly
2 along the West line of Section 11, a distance of 3/10 of a mile, more or less, to the
3 North Westerly line of that SCE Parcel shown as Parcel #2 on State of California
4 Board of Equalization Map 148-36-138; thence North Easterly along said North
5 Westerly line, a distance of 4/10 mile, more or less, to the North line of the South
6 half of Section 11; thence Easterly along North line of the South half of Sections 11
7 and 12 one mile, more or less, to the center quarter of Section 12; thence Northerly
8 along the West line of the East half of said Section 12, a distance of 701 feet, more
9 or less, to an Intersection with the South Easterly line of the Atchison, Topeka, and
10 Santa Fe Railroad Company's Right-of-Way, 200 feet wide; thence North Easterly
11 along the South Easterly line of said railway company's Right-of-Way and
12 continuing along said South Easterly Line, following its various courses, to an
13 Intersection with the West line of Section 7 T3N R4W; thence Northerly along said
14 West line, a distance of 1009 feet, more or less, to the North West corner of said
15 Section 7; thence Easterly along the North line of Sections 7, 8, 9, & 10, a distance
16 of 3-1/4 miles, more or less, to the West 1/16th corner of Sections 3/10; thence
17 Southerly along the East line of the West half of the West half of Section 10, a
18 distance of a 1/4 mile, more or less, to the North West 1/16th corner of said Section
19 10; thence Westerly along the South line of the North of the North half of Sections
20 10 and 9, a distance of a 1/2 mile, more or less, to the North East 1/16th corner of
21 Section 9; thence Southerly along the West line of the East half of the East half of
22 Section 9, a distance of a 1/4 mile, more or less, to the Center East 1/16th corner of
23 said Section 9, thence Westerly along the South line of the North half of Section 9,
24 a distance of a 1/4 mile, more or less, to the center quarter corner of Section 9;
25 thence Southerly along the East line of the West half of said Section 9, a distance
26 of 2356.15 feet, more or less; thence Easterly along a line that is parallel to the
27 South line of Section 9, a distance of 295.16 feet, more or less; thence Southerly
28 along a line that is parallel to the East line of the West half of Section 9, a distance
of 295.16 feet, more or less; thence Westerly along the South line of Section 9, a
distance of 2948.31 feet, more or less, to the North East corner of Section 17;
thence Southerly along the East line of said Section 17, a distance of a 1/4 mile,


1 more or less, to the North 1/16th corner of Sections 17/16; thence Westerly along
2 the South line of the North half of the North half of Section 17, a distance of a 1/4
3 mile, more or less, to the North East 1/16th corner of said Section 17, thence
4 Southerly along the West line of the East half of the East half of Section 17, a
5 distance of a 1/4 mile, more or less, to the Center East 1/16 corner of said Section
6 17; thence Westerly along the South line of the North half of Section 17, a distance
7 of a 1/2 mile, more or less, to the Center West 1/16 corner of said Section 17;
8 thence Southerly along the East line of the West half of the West half of Section 17,
9 a distance of a 1/4 mile, more or less, to the Southwest 1/16 corner of said Section
10 17; thence Westerly along the North line of the South half of the South half, a
11 distance of a 1/4 mile, more or less, to the South 1/16 corner of Sections 18/17;
12 thence Southerly along the East line of Section 18, a distance of a 1/4 mile, more or
13 less, to the South East corner of Section 18; thence Westerly along the South line
14 of Section 18, a distance of a 1/4 mile, more or less, to the East 1/16 corner of
15 Sections 18/19; thence Southerly along the West line of the East half of the East
16 half of Section 19, a distance of a 1/4 mile, more or less, to the North East 1/6
17 corner of Section 19; thence Westerly along the South line of the North half of the
18 North half of Sections 19 and 24, a distance of 1 mile, more or less, to the North
19 East 1/16 corner of Section 24 T3N R5W; thence Southerly along the West line of
20 the East half of the East half of said Section 24, a distance a 1/2 mile, more or less,
21 to the South East 1/16 corner of Section 24; thence Westerly along the north line of
22 the South half of the South half of Section 24, a distance of a 1/4 mile, more or less,
23 to the Center South 1/16 corner of said Section 24; thence Southerly along the East
24 line of the West half of Section 24, a distance of a 1/4 mile, more or less, to the
25 North quarter corner of Section 25; thence Easterly along the North line of Section
26 25, a distance if a 1/4 mile, more or less, to the East 1/16 corner of Sections 24/25;
27 thence Southerly along the West line of the East half of the East half of Section 25,
28 a distance of a 1/2 mile, more or less, to the Center East 1/16 corner of said Section
25; thence Westerly along the South Line of the North half of Section 25, bearing S
89° 11' 08" W, a distance of 1004.38 feet, more or less; thence N 01° 11'08" W
325.46 feet, more or less; thence S 89° 03' 24" W 334.99 feet, more or less; thence

1 S01° 14' 24" E 324.71 feet, more or less, to the center quarter corner of Section 25;
2 thence Southerly along the East line of the West half of Section 25, a distance of
3 1201.79 feet, more or less, to its Intersection with Highway 138; thence South
4 Easterly along Highway 138, a distance of 1367.70 feet, more or less, to its
5 Intersection with the West line of the East half of the East half of Section 25; thence
6 Southerly along the West line of the East half of the East half of Section 25, a
7 distance of 1136.85 feet, more or less, to the East 1/16 corner of Sections 25/36;
8 thence Westerly along the South line of Sections 25, 26 and 27, a distance of 2-3/4
9 miles, more or less, to the POINT OF BEGINNING

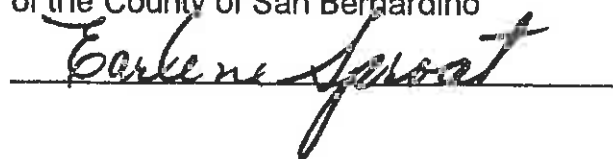
10 Contains 15-1/2 square miles, more or less.

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


MARSHA TUROCI, Chairman
Board of Supervisors

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

EARLENE SPROAT
Clerk of the Board of Supervisors
of the County of San Bernardino


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STATE OF CALIFORNIA

} ss

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 17th day of September, 1996, at which meeting were present

Supervisors: Jon D. Mikels, Barbara Cram Riordan, Larry Walker, Jerry Eaves, Marsha Turoci

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

AYES: Supervisors Mikels, Riordan, Walker, Eaves, Turoci

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 17th day of September, 1996.

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

[Handwritten Signature]
Deputy

APPROVED AS TO FORM
DATE 9-13-96
COUNTY COUNSEL
SAN BERNARDINO COUNTY, CALIFORNIA,
BY *[Handwritten Signature]* DEPUTY

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

EXECUTIVE SUMMARY

The Summit Valley Local Area Transportation Facilities Plan consists of approximately 16 square miles and is bounded the west by RR tracks, on the south by SH 138, on the east by Las Flores development, and on the north by the city of Hesperia. An estimated 7,850 additional new residential homes can be built in the remainder of the area exclusive of the existing residences.

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

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

A development fee program has been prepared for consideration, by the Board of Supervisors, based on the general principle that future development within the described

benefit area will benefit from constructing the proposed transportation facilities plan and should pay for them in proportion to projected traffic demand attributed to each development.

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

The total new trip ends attributed to new development within the plan area is projected to be approximately 76,000 trips. The total estimated cost to provide the needed improvements is \$44,688,000 and includes constructing or widening approximately 14.3 miles of paved county roads, signalizing 1 intersection, and 3 railroad crossings. Also, included in the plan is a "fair share" contribution of \$19,393,000 from surrounding communities for improvements to Maple Ave, Summit Valley Rd., SH 138, and the Ranchero Bridge Crossing. Measure "I" will contribute approximately \$31,000 towards the cost of the projects. It is anticipated that State matching funds will further contribute approximately 10% of the costs for the projects or \$4,471,000, resulting in \$20,793,000 to be provided by development fees. State matching funds are based on State contributions made in recent years. If, however, State funding should no longer be available, recalculation of the fees will be necessary.

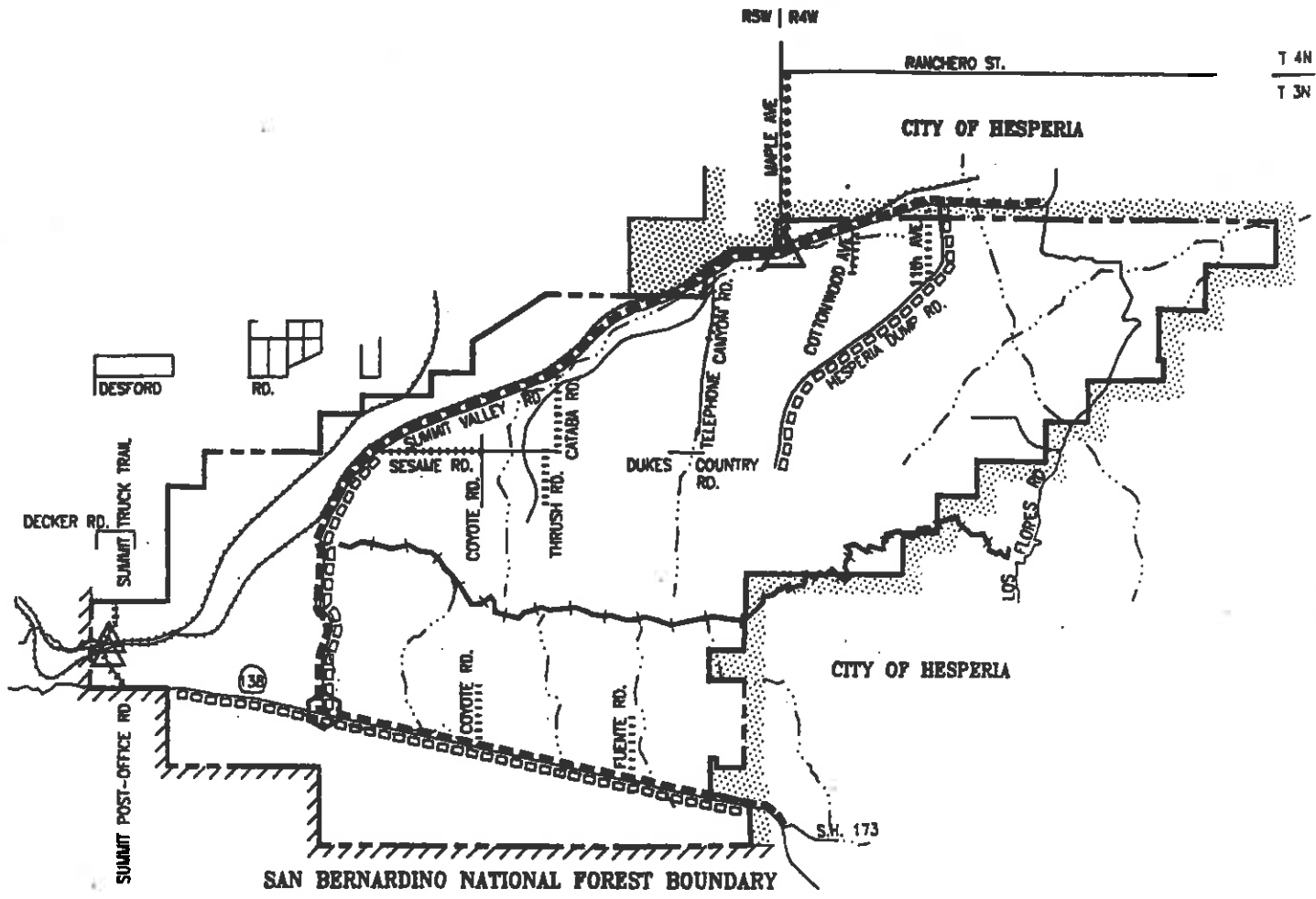
The resulting fees to fund the proposed Summit Valley Local Area Transportation Facilities Plan are recommended as follows:

Single Family Residential (SFR):	\$ 2,177.00 / D.U.
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Industrial land use designation will require special traffic studies and allow a wide variety of development intensities. Traffic impact fees will be treated on a case by case basis supported by the individual land use proposals for each development based on \$272.16 per trip.

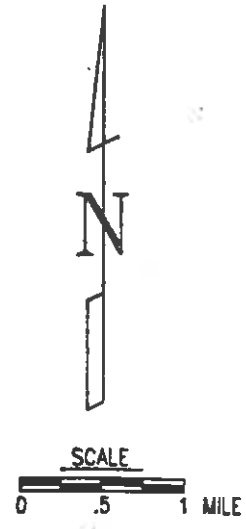
Only unincorporated portions of the County are within the benefit area for the facilities financing. All fees collected under this program will be deposited into accounts specifically to construct the Summit Valley Local Area Transportation Facilities Plan only. These fees will not be used to construct any other road facility not expressly shown within said Summit Valley Local Area Transportation Facilities Plan.

SUMMIT VALLEY LOCAL AREA TRANSPORTATION FACILITIES PLAN



LEGEND

- ++++ Ridge
- Proposed 6-lane Roadway
- Proposed 4-lane Roadway
- Proposed 2-lane Roadway
- ▣ Existing Pavement
- Project Boundary
- Traffic Signal
- △ Railroad Crossing



SUMMIT VALLEY
TRANSPORTATION FACILITIES PLAN

PROJECT SUMMARY AND COSTS

AREA: 16 Square Miles

Projected New

Residential Dwelling Units: 7,850

ESTIMATED COSTS:	Summit Valley Share (less state and outside share)
6 Lane Roads: 1.3 Miles	\$ 1,570,000
4 Lane Roads: 8.9 Miles	\$ 6,058,000
2 Lane Roads: 4.1 Miles	\$ 1,093,000
SIGNAL (COUNTY SHARE)	\$ 80,000
BRIDGE CROSSING	\$ 1,485,000
3 RAILROAD CROSSINGS	\$ 10,538,000
<hr/>	
SUBTOTAL	\$ 20,824,000
LESS MEASURE "I" FUNDS	\$ -31,000
<hr/>	
TOTAL	\$ 20,793,000

PROPOSED DEVELOPMENT FEE

Single Family Residential (SFR) \$ 2,177.00/D.U.

Commercial and Industrial

Commercial and Industrial land use designation will require special traffic studies and allow a wide variety of development intensities. Traffic impact fees will be treated on a case by case basis supported by the individual traffic studies for each development based on \$272.16 per trip.

SCHEDULE A

avscs96

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

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

ACTIVITY STARTING IN YEARS 1-10	ESTIMATED TOTAL COST	SUMMIT VALLEY CONTRIBUTION	OUTSIDE CONTRIBUTION	STATE SHARE (10%)
1. SUMMIT VALLEY ROAD				
A) Pave Existing Dirt Section (2 Lanes to Maple Ave)	\$1,400,000	\$1,159,000	\$101,000	\$140,000
B) Pave Existing Dirt Section -(2 lns Maple to Las Flores Rd.)	\$900,000	\$737,000	\$73,000	\$90,000
C) Signal @ S.H. 138 (S.H. 50%)	\$125,000	\$80,000	\$32,000	\$13,000
2. S.H. 138				
A) Summit Valley Rd. east to SH 173 - 4 lane rd.	\$3,628,000	\$1,681,000	\$1,584,000	\$363,000
B) Intersection of SH 138 and SH 173 connector road	\$1,200,000	\$205,000	\$875,000	\$120,000
FUTURE PROJECTS				
1. CATABA ROAD				
Summit Valley Rd. South .4 Miles-2 lane rd.	\$120,000	\$108,000	\$0	\$12,000
2. SESAME RD.				
A) Cataba Rd. to Thrush Rd.-2 lane rd.	\$30,000	\$27,000	\$0	\$3,000
B) Summit Valley Rd. east to Coyote Rd.-2 lane rd.	\$225,000	\$202,000	\$0	\$23,000
3. THRUSH ROAD				
Sesame Rd. South .2 Miles-2 lane rd.	\$60,000	\$54,000	\$0	\$6,000
4. TELEPHONE CANYON ROAD				
Summit Valley Rd South .4 Miles-2 lane rd.	\$120,000	\$108,000	\$0	\$12,000
5. COYOTE ROAD				
State Highway 138 north .4 Miles-2 lane rd.	\$120,000	\$108,000	\$0	\$12,000
6. FUENTE ROAD				
State Highway 138 north .4 Miles-2 lane rd.	\$120,000	\$108,000	\$0	\$12,000
7. COTTONWOOD AVE.				
Summit Valley Road south .3 Miles-2 lane rd.	\$90,000	\$81,000	\$0	\$9,000
8. 11 TH AVE.				
Summit Valley Road south .5 Miles-2 lane rd.	\$150,000	\$135,000	\$0	\$15,000
9. SUMMIT TRUCK TRAIL/SUMMIT POST RD.				
A) S.H. 138 north .6 miles-2 lane rd.	\$180,000	\$162,000	\$0	\$18,000
B) RR Xing @ Summit Truck Trail	\$15,000	\$13,000	\$0	\$2,000
C) RR Xing @ Summit Post Rd.	\$15,000	\$13,000	\$0	\$2,000
10. SUMMIT VALLEY ROAD				
A) Maple Ave to Las Flores Rd. (widen to 4 lanes)	\$900,000	\$737,000	\$73,000	\$90,000
B) SH 138 north to Maple (widen to 4 lanes)	\$1,900,000	\$1,539,000	\$171,000	\$190,000
11. MAPLE AVE.				
A) Summit Valley Rd north 0.7 miles - 6 lane rd.	\$1,287,000	\$845,000	\$313,000	\$129,000
B) 0.7 miles north of Summit Valley Rd. to Rancho Rd.-6 lane	\$1,103,000	\$725,000	\$288,000	\$110,000
C) RR Xing @ Maple Ave (portion of ultimate \$29 million)	\$16,000,000	\$10,512,000	\$3,888,000	\$1,600,000
12. RANCHERO BRIDGE	\$15,000,000	\$1,485,000	\$12,015,000	\$1,500,000
TOTALS (rounded)	\$44,688,000	\$20,824,000	\$19,393,000	\$4,471,000

**SUMMIT VALLEY LOCAL AREA TRANSPORTATION FACILITIES PLAN
RELATIONSHIP BETWEEN FEE AND DEVELOPMENT PROPERTY**

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

Proposed new trips used to compute the cost per trip to determine the cost per dwelling units and commercial/industrial units was obtained from information contained in the Hesperia area model prepared by Robert Khan, John Kain & Associates and in the Transportation Department, Traffic Division, land development files. Future dwelling unit estimation is based on existing land use from the adopted County General Plan.

PLAN AREA TRIP GENERATION

Residential: For single family detached residential (single family residential) (SFR) the ITE recommended average of 8 trips per unit was used. Based on that information, 7,850 SFR DU are projected within the plan area. **Commercial/Industrial:** Commercial land uses within the plan area have had traffic generator factors introduced to account for a summation of diverted links, passerby, and induced trips as follows:

- Acres of zoned commercial = 0
- Acres of zoned industrial = 340
- Percentage of gross leasable square feet (GLSF) in an acre = 35%
- Institute of Transportation Engineers (ITE) trips based on 1,000 GLSF
- ITE rate per 1,000 GLSF (Commercial) = 34 trips
- ITE rate per ACRE for industrial = 100 trips
- Induced trip percentage (Commercial) = 20%
- Induced trip percentage (Industrial) = 40%

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

Single Family Residential (SFR)	
7850 DU X 8 trips per DU	= 62,800
*Industrial trips: 340 ac X 100 trips/ac X .4	<u>= 13,600</u>
Total fee trips	= 76,400

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

The cost estimate as shown on the "Summit Valley Local Area Transportation Facilities Plan Cost Estimate" is \$20,793,000.

$$\text{Cost per trip} = \frac{\$20,793,000}{76,400} = \$272.16 \text{ per trip}$$

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

$$\text{SFR at 8 trips/DU} \quad 8 \times \$272.16 = \$2,177.00 \text{ per DU}$$

Summit Valley Sample Commercial Trip Generations

1. Supermarket (High) = $\frac{150\text{trips}}{1000\text{ft}^2}$
(Such as Vons,
Stator Bros.)

Assuming 100' X 100'
floor size = $10,000\text{ft}^2 \cdot \frac{150\text{trips}}{1000\text{ft}^2} = 1,500 \text{ trips}$

applying induced trip adjustment factor of 20%
 $1,500 \times .2 = 300 \text{ trips}$

FEE: $\$272.16/\text{trip} \times 300 \text{ trips} = \underline{\$81,648}$

2. Standard Commercial Office (Medium) = $\frac{34.5\text{trips}}{1000\text{ft}^2}$
(Such as accounting, insurance,
or attorney offices)

Assuming 45' X 45"
floor size = $2,025\text{ft}^2 \cdot \frac{34.5\text{trips}}{1000\text{ft}^2} = 70 \text{ trips}$

applying induced trip adjustment factor of 20%
 $70 \times .2 = 14 \text{ trips}$

FEE: $\$272.16/\text{trip} \times 14 \text{ trips} = \underline{\$3,810}$

3. Specialty Store (Low) = $\frac{3\text{trips}}{1000\text{ft}^2}$
(Such as shoe repair,
hobby shop, or
florist)

Assuming 40' X 35"
floor size = $1,400\text{ft}^2 \cdot \frac{3\text{trips}}{1000\text{ft}^2} = 4.2 \text{ trips}$

applying induced trip adjustment factor of 20%
 $4.2 \times .2 = .84 \text{ trips}$

FEE: $\$272.16/\text{trip} \times .84 \text{ trips} = \underline{\$229}$

**Summit Valley
Sample Industrial Trip Generations**

TYPICAL INDUSTRIAL USES:

- 1. Industrial Park (High) 63 trips/AC**

$$63 \text{ trips/acre} \times \$272.16/\text{trip} = \underline{\$17,146/\text{AC}}$$

- 2. Manufacturing (Medium) 39 trips/AC**

$$39 \text{ trips/acre} \times \$272.16/\text{trip} = \underline{\$10,614/\text{AC}}$$

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

$$7 \text{ trips/acre} \times \$272.16/\text{trip} = \underline{\$1,905/\text{AC}}$$

SUMMIT VALLEY LOCAL AREA TRANSPORTATION FACILITIES PLAN

ENGINEER'S REPORT

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

DESCRIPTION

The Summit Valley Plan area consists of approximately 16 square miles of unincorporated area of San Bernardino County generally bounded by the the west by RR tracks, on the south by SH 138, on the east by Las Flores development, and on the north by the city of Hesperia. An estimated 7,850 additional new residential homes can be built in the remainder of the area exclusive of the existing residences.

PURPOSE

The area has experienced growth and the needed transportation facilities cannot be fully funded through traditional revenue sources. Supplemental funding sources must be developed if the major components of an adequate transportation system are to be constructed. A study of the existing transportation needs and projected future impacts were prepared by the firm of Robert Khan, John Kain & Associates. The study clearly shows the need to upgrade the sparse two lane paved roads and several existing dirt roads to current standards for County maintenance.

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

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

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

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

ESTIMATE OF DEVELOPABLE LANDS

Based on a review of the existing Assessor's Office information, United States Geological Survey topographical mapping, aerial photos, and the existing land use from the current County General Plan, it is projected that approximately 7,850 lots will be developed as single family residential. Additionally, approximately 340 acres are available for industrial development.

AREA PLAN

Approximately \$44.7 million in two lane, four lane, and six lane roads, signals, and railroad crossings were identified to meet the needs of future development. Included is an

estimated \$19.4 million to cover the local traffic share of the costs for improvements to Maple Ave., Summit Valley Rd., State Highway 138 and the Ranchero Bridge Crossing. The included projects are the minimal improvements deemed necessary to provide the community with a transportation system adequately meeting the basic needs of the future 7,850 single family residential units (SFR) and approximately 340 acres of industrial development.

The results of the traffic model prepared by Robert Khan, John Kain & Associates clearly showed the impacts of traffic from the Hesperia area on roads within the neighboring Summit Valley Plan area to the south. Substantial traffic is being attracted by the employment and services of the commercial and industrial areas north of the plan area boundary. A "fair share" contribution based on trip percentages developed from the traffic model has been allocated in this plan to proportion the costs of the projects impacting the local traffic.

REASONABLE COST DISTRIBUTION

The development generated costs were distributed to the anticipated land uses based on the trips per land use as defined in the "Institute of Transportation Engineers Trip Generation Manual" and the existing land use factors for the Summit Valley area. Trip generation was computed at 8 trips per day for single family residential.

Approximately 340 acres of industrial land are contained within the plan area boundary. This land use designation will require special traffic studies and allow a wide variety of development intensities. Traffic impact fees will be treated on a case by case basis, supported by individual traffic studies for each development. This land use will be charged the cost per trip multiplied by the anticipated number of average daily trips generated by the development. Industrial development shall have the opportunity to submit for approval an independent traffic study, prepared by a traffic engineer, estimating the anticipated traffic from a development. If it is agreed that the trip generation rates are different than the averages used in this report, the fees will be based on the cost per trip.

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

$$\begin{aligned} 30 \text{ trips/acre} \times .7 &= 21 \text{ trips/acre} \\ 21 \text{ trips/acre} \times \$272.16/\text{trip} &= \$5,715.36/\text{acre} \end{aligned}$$

COMMUNITY REVIEW

Direct public input was received from area property owners and through a series of meetings during the development of the plan. County Counsel will review the reports and prepare the required ordinances on August 1, 1996. The plan will be presented before the Planning Commission on August 8, 1996.

On August 27, 1996 the Transportation/Flood Control Department will take forth to the Board of Supervisors, for their consideration, a Fee Ordinance and related actions for transportation facilities in the community of Summit Valley. These documents will be on file with the Clerk of the Board of Supervisors.

ENVIRONMENTAL ANALYSIS

The preliminary environmental description forms for the identified transportation facilities plan were submitted to the County Planning Department, Environmental Section, for review and processing. It was determined that the Summit Valley Local Area Transportation Facilities Plan will not have a significant environmental impact on the communities in the area.

**SUMMIT VALLEY LOCAL AREA
TRANSPORTATION FACILITIES PLAN COST ESTIMATES**

ROUTE	LENGTH (MILES)	ESTIMATED TOTAL COST	SUMMIT VALLEY CONTRIBUTION	OUTSIDE CONTRIBUTION	STATE SHARE (10%)
1. 8 LANE ROADS					
MAPLE AVE.					
A) Summit Valley Rd north 0.7 miles	0.7	\$1,287,000	\$845,000	\$313,000	\$129,000
B) 0.7 miles north of Summit Valley Rd. to Rancho Rd.	0.6	\$1,103,000	\$725,000	\$268,000	\$110,000
SUB TOTALS	1.3	\$2,390,000	\$1,570,000	\$581,000	\$239,000
ROUTE 2. 4 LANE ROADS					
SUMMIT VALLEY ROAD					
A) Pave Existing Dirt Section (2 Lanes to Maple Ave)		\$1,400,000	\$1,159,000	\$101,000	\$140,000
B) Pave Existing Dirt Section (2 lns Maple to Las Flores Rd.)		\$800,000	\$737,000	\$73,000	\$90,000
C) Maple Ave to Las Flores Rd. (widen to 4 lanes)	1.8	\$900,000	\$737,000	\$73,000	\$90,000
D) SH 138 north to Maple (widen to 4 lanes)	3.8	\$1,900,000	\$1,539,000	\$171,000	\$190,000
S.H. 138					
C) Summit Valley Rd. east 1 mile	1	\$1,139,000	\$718,000	\$307,000	\$114,000
D) 1 mile east of Summit Vly. Rd. to SH 173	2.3	\$2,489,000	\$983,000	\$1,277,000	\$249,000
E) Intersection of SH 138 and SH 173 connector road		\$1,200,000	\$205,000	\$875,000	\$120,000
SUB TOTALS	8.9	\$9,928,000	\$6,058,000	\$2,877,000	\$993,000
ROUTE 2. 2 LANE ROADS					
CATABA ROAD					
Summit Valley Rd. South .4 Miles	0.4	\$120,000	\$108,000	\$0	\$12,000
SESAME RD.					
A) Catoba Rd. to Thrush Rd.	0.1	\$30,000	\$27,000	\$0	\$3,000
B) Summit Valley Rd. east to Coyote Rd.	0.8	\$225,000	\$202,000	\$0	\$23,000
THRUSH ROAD					
Sesama Rd. South .2 Miles	0.2	\$60,000	\$54,000	\$0	\$6,000
TELEPHONE CANYON ROAD					
Summit Valley Rd. South .4 Miles	0.4	\$120,000	\$108,000	\$0	\$12,000
COYOTE ROAD					
State Highway 138 north .4 Miles	0.4	\$120,000	\$108,000	\$0	\$12,000
FUENTE ROAD					
State Highway 138 north .4 Miles	0.4	\$120,000	\$108,000	\$0	\$12,000
COTTONWOOD AVE.					
Summit Valley Road south .3 Miles	0.3	\$90,000	\$81,000	\$0	\$9,000
11 TH AVE.					
Summit Valley Road south .5 Miles	0.5	\$150,000	\$135,000	\$0	\$15,000
SUMMIT TRUCK TRAIL/SUMMIT POST RD.					
S.H. 138 north .6 miles	0.6	\$180,000	\$162,000	\$0	\$18,000
SUB TOTALS	4.1	\$1,215,000	\$1,083,000	\$0	\$122,000
5. SIGNALS					
Summit Valley Rd. @ S.H. 138 (S.H. 50%)		\$125,000	\$80,000	\$32,000	\$13,000
SUB TOTAL		\$125,000	\$80,000	\$32,000	\$13,000
6. RAILROAD CROSSINGS					
⊗ Summit Truck Trail		\$15,000	\$13,000	\$0	\$2,000
⊗ Maple Ave (portion of ultimate \$29 million)		\$16,000,000	\$10,512,000	\$3,888,000	\$1,600,000
⊗ Summit Post Rd.		\$15,000	\$13,000	\$0	\$2,000
SUB TOTAL		\$16,030,000	\$10,538,000	\$3,888,000	\$1,804,000
7. BRIDGES					
Rancho Rd. Bridge		\$15,000,000	\$1,485,000	\$12,015,000	\$1,500,000
SUB TOTAL		\$15,000,000	\$1,485,000	\$12,015,000	\$1,500,000
TOTALS (rounded)		\$44,688,000	\$20,824,000	\$19,393,000	\$4,471,000

Less Measure "I" Funds (\$31,000)
 Total Summit Valley Development Fee Contribution \$20,793,000

MINUTES OF THE BOARD OF SUPERVISORS
OF SAN BERNARDINO COUNTY, CALIFORNIA

Transp.-Summit Vly.
Local Area Transp.
Facil. Plan; Ord.

September 10, 1996

FROM: KEN A. MILLER, Director
Transportation/Flood Control Department

SUBJECT: PUBLIC HEARING FOR SUMMIT VALLEY LOCAL AREA
TRANSPORTATION FACILITIES PLAN

RECOMMENDATION:

1. Conduct Public Hearing to consider an ordinance adding Subsection 16.0224(h)(9) to Chapter 2 of Division 6 of Title 1, and adding Subsection 811.0240(i) to Chapter 2 of Division 11 of Title 8 of the San Bernardino County Code, relating to road fees to assist in financing and construction of roads and providing for the collection of said fees in the unincorporated territory included within the boundaries of the Summit Valley Plan.
2. Read title only of the proposed ordinance for Summit Valley local Area Transportation Facilities Plan, waive reading of the entire text, and continue to Tuesday, September 17, 1996 for adoption on the consent calendar.
3. Make the following findings in relation to establishing this fee:
 - a. The purpose of the fee has been identified in the Engineer's Report for the transportation plan.
 - b. The use for which the fee is to be applied for the construction of facilities has been identified in the Engineer's Report for the transportation plan.
 - c. There is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.
 - d. There is a reasonable relationship between the need for the transportation facilities and the development project on which the fee is imposed.
4. Adopt the Summit Valley Local Area Transportation Facilities Plan.

cc: Transportation-Miller
Transportation/Surveyor
Co. Counsel-Scolastico
Planning
Transportation/Rt. of Way
Transportation/Traffic
File

lw

Action of the Board of Supervisors

APPROVE RECS. #1, 3, 4 & 5 AND CONTINUE
ORDINANCE TO TUESDAY, 9/17/96 @ 10 A.M.

BOARD OF SUPERVISORS
COUNTY OF SAN BERNARDINO

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

EARLENE SPROAT, CLERK OF THE BOARD

BY 

Deputy

DATED: SEPTEMBER 10, 1996

**SUBJECT: PUBLIC HEARING FOR SUMMIT VALLEY LOCAL AREA
TRANSPORTATION FACILITIES PLAN**

September 10, 1996
Page 2 of 2

5. Adopt the associated Negative Declaration and file the Notice of Determination.

BACKGROUND: The Transportation/Flood Control Department has conducted several public meetings in the Summit Valley community regarding transportation needs and has developed a plan of improvements to local roads, including paving, railroad crossings, and signals.

REASON FOR RECOMMENDATION: Board approval is required on all changes to the County Development Code and adoption of fee ordinances.

REVIEW BY OTHERS: This item was reviewed and approved by Deputy County Counsel Charles S. Scolastico on August 1, 1996, First District Supervisorial Staff on August 12, 1996 and the County Planning Commission at their meeting on August 8, 1996.

FINANCIAL DATA: There will be no direct costs to the County as a result of this action.

PRESENTER: Ken A. Miller

***DISCUSSION:** Ken Miller, Director of the Transportation/Flood Control Department, presents the staff report.

Mark Eagleton and Walter Verhoef state their support of the plan.

Bob Nelson feels this should have been done 20 years ago. He also states safety concerns about the paving of Lugo Road to accommodate more traffic for access to the freeway. He also says he never heard about any public meetings regarding this plan. He requests that this not be put on the consent calendar next week so that it can be discussed further.

Mona Pargac of the Summit Valley Property Owner's Association, states that in their last meeting there was an overwhelming consensus to support this fee-based plan. She states the people in Summit Valley believe it is important to do the best they can to ensure whatever development does occur in the area is done properly and that the impact on everyone is one that is not a concern to their traveling safety. She encourages the Board to approve the plan.

On call of the Chairman, no further testimony is presented.

Supervisor Turoci states that today Hesperia is the result of very poor planning in the past, which has resulted in a very dangerous situation. She feels this project is way past due and that it shows that they are going to try to plan ahead in the future and put the infrastructure in as they grow.

9/10/96 lw #75

MINUTES OF THE BOARD OF SUPERVISORS
OF SAN BERNARDINO COUNTY, CALIFORNIA

September 17, 1996

ORDINANCE 3664: TRANSPORTATION: SUMMIT VALLEY LOCAL AREA
TRANSPORTATION FACILITIES PLAN: ADOPTED:

On motion by Supervisor Riordan, seconded by Supervisor Eaves, and carried, the Board adopts Ordinance No. 3664, the same as is set forth in full, and is entitled:

"AN ORDINANCE OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ADDING SUBSECTION 16.0225(h) (9) TO CHAPTER 2 OF DIVISION 6 OF TITLE 1; AND ADDING SUBSECTION 811.0240(i) 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 SUMMIT VALLEY LOCAL AREA TRANSPORTATION FACILITIES PLAN."

PASSED AND ADOPTED by the Board of Supervisors of the County of San Bernardino, State of California, by the following vote:

AYES: Mikels, Riordan, Walker, Eaves, Turoci

NOES: None

ABSENT: None

* * * * *

STATE OF CALIFORNIA
COUNTY OF SAN BERNARDINO ss.

I, EARLENE SPROAT, Clerk of the Board of Supervisors of the County of San Bernardino, State of California, hereby certify the foregoing to be a full, true and correct copy of the record of the action taken by said Board of Supervisors by vote of the members present, as the same appears in the Official Minutes of said Board at its meeting of 9/17/96, Item #42.

cc: Transportation-Miller
Transportation/Surveyor
Co. Counsel
Planning
Transportation/Rt. of Way
Transportation/Traffic
File

EARLENE SPROAT
Clerk of the Board

