
CASTAIC BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT UPDATE REPORT

Prepared for:

**THE LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS**

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I. SUMMARY

This report presents to the Los Angeles County Board of Supervisors for approval, an area of benefit for financing specific improvements in the Castaic area of the Santa Clarita Valley, within the Los Angeles County jurisdiction. Improvements include, but are not limited to, new and improved roadways, bridges, intersections, and interchanges.

Updating the Castaic Bridge and Major Thoroughfare Construction Fee District, hereafter referred to as the “District”, will provide an equitable financing mechanism by which new development within an identified area will share the costs of providing full mitigation improvements, as discussed in this summary.

State Subdivision Law and the Los Angeles County code authorize the use of bridge and major thoroughfare construction fee districts for the funding and construction of improvements, provided these facilities are identified on the local agency's adopted transportation element of its General Plan. Based on the transportation needs in this area of the Santa Clarita Valley, and the limitations of other funding sources, this funding method has been determined to be the best alternative to provide needed improvements.

This report describes the concept and mechanics of the District. Information included in this report will enable subject property owners to determine the fee to be assessed against their property if and when it is developed. A map of the District is included as Figure 1.

A. BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICTS IN THE SANTA CLARITA VALLEY

Certain areas of Los Angeles County have topographical features that limit the ability to provide access. Prior to the 1980's, the County was able to assist developers in the funding and construction of needed highway improvements. However, gas tax revenue, formerly the traditional source of funding for new highway and bridge improvements, has not provided sufficient funding towards improvements in the Santa Clarita Valley. Due to the regional nature of many of the district improvements, the District shall pursue funding for eligible

regional improvements from County, State, and Federal agencies, to supplement the adopted District fee.

The current highway system in the Santa Clarita Valley is considered adequate for existing development. However, at this time public funding is not available to adequately provide highway improvements for the future anticipated development in the Santa Clarita Valley. The Santa Clarita Valley Bridge and Major Thoroughfare District is designed to accommodate the needs of future development anticipated by the Los Angeles County Santa Clarita Valley Area Wide Circulation Plan.

B. EXISTING FEES

The District was originally approved by the Los Angeles County Board of Supervisors on March 26, 1992 for the purpose of funding much-needed improvements to serve the circulation needs created by new developments within this District. The gross cost of improvements was originally estimated as \$26 million and the amount of remaining development was estimated as 6,336 trips. Taking the collected fees and the conditioned fees into account, the original District fee was \$3,400 per trip. The original and current District fees are shown in Table 1.

TABLE 1: CURRENT DISTRICT FEES

Land Use Category	Factor	Originally Approved & Current District Fee
Residential:		
Single Family (per unit)	1.0 per unit	\$3,400 per unit
Townhome/Condo (per unit)	0.8 per unit	\$2,720 per unit
Apartment (per unit)	0.7 per unit	\$2,380 per unit
Non-Residential:		
Commercial (per gross acre)	5.0 per acre	\$17,000 per acre
Industrial (per gross acre)	3.0 per acre	\$10,200 per acre

C. NEED FOR DISTRICT UPDATE

The District fee needs to be updated to keep pace with the significant changes in construction costs and changes in project scope. The updated District proposes to fully improve the roadways identified on the Santa Clarita Valley Area Wide Circulation Plan, including intersections and interchanges.

Full mitigation improvements will include full-width grading, base, pavement, curb, gutter, sidewalk, medians, striping for capacity enhancement, bus pads, fully improved and signalized intersections, signal interconnect (where applicable), street lighting, roadway-related utility relocation, drainage structures within road right-of-way which serve to drain the roadway, and full improvements for bridges and interchanges.

Right-of-way is assumed to be dedicated by individual development projects, except for state highway projects and roadway widening projects that are unrelated to private development projects. Provisions for updating the District Fee are also being included in this report.

D. UPDATED DISTRICT FEE RATES

This District update expands on the scope of District improvements and re-analyzes build-out development of the District.

Remaining District improvements to roadways, bridges, intersections, and interchanges total an estimated \$166.4 million. The estimated construction cost has increased due to the incorporation of full mitigation improvements and increased costs of labor and materials since the District was formed. The Cost Estimate for District Improvements is included as Attachment B.

A development analysis based on filed tentative maps, mid-point densities of the Santa Clarita Valley Area Plan, County of Los Angeles Zoning, and mid-point densities based on a land slope analysis; indicates that the amount of remaining development is estimated as 7,875 FDUs. The Development Analysis is included as Attachment C.

Taking the potential funding and the cash within the District into account, the proposed District fee is \$17,660 per FDU. The analysis concludes that a District fee increase is necessary to fully fund these improvements. The proposed District fees are shown in Table 2.

TABLE 2: PROPOSED DISTRICT FEES

Land Use Category	Factor	Proposed District Fee
Residential:		
Single Family (per unit)	1.0 per unit	\$17,660 per unit
Townhome/Condo (per unit)	0.8 per unit	\$14,128 per unit
Apartment (per unit)	0.7 per unit	\$12,362 per unit
Non-Residential:		
Commercial (per gross acre)	5.0 per acre	\$88,300 per acre
Industrial (per gross acre)	3.0 per acre	\$52,980 per acre

II. THE BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT

A. AUTHORITY

The State of California Government Code Section 66484, regarding Subdivisions, gives local agencies the authority to adopt local ordinances that "may require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges over waterways, railways, freeways, and canyons, or constructing major thoroughfares." The locally adopted ordinance must refer to the circulation element of the local agency's general plan and provide for a public hearing in connection with the establishment of boundaries of the area of benefit, the identification of the improvement costs, a fair method of allocation of costs to the area of benefit and a fair fee apportionment. Further, the local ordinance must provide that if owners of more than one-half of the area of property to be benefited by the improvement(s) file proper written protests, the district proceedings as proposed shall be abandoned for at least one year.

The Los Angeles County Board of Supervisors adopted Ordinance No. 82-0050 on March 2, 1982, adding Section 21.32.200 to the Los Angeles County Code, providing for the establishment of bridge and major thoroughfare construction fee districts and the imposition of fees to be paid by subdividers or building permit applicants. This ordinance implements the authority conferred by Government Code Section 66484 (Code Section 21.32.200 is included as Attachment D).

B. PURPOSE

The District has been designed to accommodate the needs of future development anticipated by the Los Angeles County Area Wide General Plan. Updating the District will provide local and regional benefits. Many of the District improvements will be eligible for local, state, and federal funding. The District intends to pursue all potential sources of out-of-district funding for these improvements including, but not limited to, State and Federal Gas Taxes,

Propositions A and C Sales Tax, Transportation Planning and Development Sales Tax on Gasoline, County Transportation Tax, State Transportation Improvement Program funding, Federal Transportation Efficiency Act for the 21st Century funds, State and Federal Highway

Trust Funds, special grants, and other sources that may be available. The District will provide the matching funds necessary to pursue greater funding from the aforementioned sources. A reasonable amount of outside funding has been anticipated and formulated into the proposed District fees. If outside funding, not anticipated in the District formation analysis or update, is received; or if funds anticipated are not received, the District costs will be revised, and the District fee may be adjusted accordingly.

C. CONCEPT

As authorized by statutes cited above, the adoption of a specific area of benefit permits the County to levy a fee against future development located within the area of benefit. This funding method appropriately assesses developments, which create the need for additional improvements, for the additional public facility costs. The charge is levied in proportion to the estimated number of trips generated by the development, which is translated into Factored Development Units (FDUs). FDUs are described in more detail in the “Development Analysis” section of this report.

The adoption of this type of funding district does not charge existing development. The District fee is collected at the time of recordation of a final map or just prior to the issuance of a building permit.

D. DISTRICT FORMATION AND STATUS

The District was originally approved by the Los Angeles County Board of Supervisors on March 26, 1992 for the purpose of financing highway and bridge improvements in the Castaic area of Santa Clarita Valley. The Projects included in the original District included the Old Road, Camino Del Valle (now referred to as Sloan Canyon Road), Castaic Road, Parker Road Interchange, Backer Road Interchange (now referred to as Hasley Canyon Road

Interchange), Route 126 Expressway, Sloan Canyon Bridge, and the Biscailuz Drive Overcrossing.

Due to inflation, the estimated project costs have increased substantially. The District has funded the completion of some of the original improvements. The amount of District fees collected and expended for the District, along with accrued interest is summarized in Table 3.

TABLE 3: ANALYSIS OF DISTRICT FUNDS

Description	Amount (as of 5/31/09)
Funds Collected to date (includes interest)	\$10,600,410
Expenditures	\$8,211,543
Funds Available	\$2,388,867

III. CASTAIC AREA ACCESS

A. BACKGROUND

Historically, access to new development has been provided cooperatively by the County and land developers. The County funded its share with Gas Tax Funds. Land development was primarily concentrated in flatter areas, expanding away from urban centers. Public facilities were constructed to accommodate this expansion.

Much of the development in recent years and that which is expected to occur in the future is and will be in outlying areas where topography is more rugged and restrictive. As a result, the cost of providing necessary public facilities, including roadways will continue to increase.

B. EXISTING CIRCULATION AND PROPOSED IMPROVEMENTS

The primary road network for the District consists of nine arterials which are classified as Major, Secondary, or Limited Secondary Highways on the Los Angeles County Santa Clarita Valley Area Wide Circulation Plan.

This update re-analyzes build-out development of the District and expands the scope of District improvements. The updated District proposes to provide full mitigation for all roadways identified on the Los Angeles County Santa Clarita Valley Area Wide Circulation Plan, including intersections and interchanges. These roadways are Castaic Road, Del Valle Road, Hillcrest Parkway, Hasley Canyon Road, Lake Hughes Road, Parker Road, Ridge Route Road, Sloan Canyon Road, and The Old Road.

The updated District also includes the interchanges at Hasley Canyon Road, Parker Road, and Lake Hughes Road. The cost of these three improvements will be shared with other Districts in the Santa Clarita Valley. Ninety seven percent of the Parker Road interchange will be funded by this District. Ninety seven percent of the Lake Hughes Road interchange will be funded by this District. Thirty four percent of the Hasley Canyon Road interchange will be funded by this District.

The roadway and bridge improvements and the intersections and regional improvements along the arterials are listed in the following pages and the detailed cost estimates are included as Attachment B.

TABLE 4: LIST OF PROPOSED IMPROVEMENTS: LINKS

Link ID	Location	Improvement
C4	Castaic Road: North from Parker Road to shopping center	Complete raised median and add sidewalk to east side
C5	Castaic Road: Northbound in front of shopping center	Complete raised median and bus pad
C6	Castaic Road: North from shopping center to Lake Hughes Road	Complete raised median and bus pad
D1	Del Valle Road: From Hasley Canyon Road to District boundary	Add AC shoulder to both sides of road and storm drain
H2	Hillcrest Parkway: East of Sloan Canyon Road 430 feet	Construct 2 lanes of roadway with sidewalk, curb & gutter on south side (including ROW acquisition)
HC2	Hasley Canyon Road: East of Del Valle Road to District boundary	Remove existing AC, install storm drain, repave & stripe
HC-B	Hasley Canyon Road: Bridge over Hasley Canyon Wash at Del Valle Road (75 percent funded by this district & 25 percent funded by the Westside B&T District)	Construct bridge and approaches
HC3	Hasley Canyon Road: West from Del Valle Road to Sloan Canyon Road	Install street lights and 2' AC shoulder on both sides of road
L2	Lake Hughes Road: East of Castaic Road 500 feet	Complete raised median, add sidewalk to south side and bus pad

TABLE 4: LIST OF PROPOSED IMPROVEMENTS: LINKS

Link ID	Location	Improvement
L3	Lake Hughes Road: West from Ridge Route Road 1450 feet	Complete raised median and add sidewalk to south side
L4	Lake Hughes Road: East from Ridge Route Road to Bridge	Roadway improvements consistent with limited secondary highway standards and right of way acquisition (residential)
L6	Lake Hughes Road: Northbound to District boundary	Roadway improvements consistent with limited secondary highway standards and right of way acquisition (residential)
P1	Parker Road: West of Castaic Road to Bridge	Widen road from 2 to 6 lanes (including median)
P3	Parker Road: From the I-5 Bridge to The Old Road	Widen road from 2 to 6 lanes (including median)
P4	Parker Road: West from The Old Road 860 feet	Roadway improvements consistent with limited secondary highway standards and right of way acquisition (residential)
R1	Ridge Route Road: North from Castaic Road 820 feet	Install street lights
R2	Ridge Route Road: Northbound 825 feet from Castaic Road for 675 feet	Remove existing sidewalk and replace
R3	Ridge Route Road: South of Lake Hughes Road 1020 feet	Right of Way acquisition (commercial) and street light installation

TABLE 4: LIST OF PROPOSED IMPROVEMENTS: LINKS

Link ID	Location	Improvement
R5	Ridge Route Road: Northbound from 150 feet past Pine Crest Place	Roadway improvements consistent with limited secondary highway standards
S1-B	Sloan Canyon Road: Bridge from Hasley Canyon Road toward Hillcrest Parkway (dirt)	Construct bridge
S2	Sloan Canyon Road: From Bridge to Hillcrest Parkway (dirt)	Construct limited secondary highway with right of way acquisition (residential)
S4	Sloan Canyon Road: From Parker Road East to The Old Road	Widen road from 2 to 4 lanes
T1	The Old Road: From Hillcrest Parkway 1200 feet to the south	Add sidewalk on east side of road and re-stripe
T2	The Old Road: North from Hillcrest Parkway to Villa Canyon	Add sidewalk on east side of road and re-stripe
T3	The Old Road: North from Villa Canyon Road to 1020 feet South of Parker	Widen road from 2 to 4 lanes with right of way acquisition (residential)
T4	The Old Road: South from Parker Road 1020 feet	Widen road from 2 to 4 lanes
T5	The Old Road: North from Parker Road to Johnson Lane	Widen road from 2 to 4 lanes with right of way acquisition (residential)
T6	The Old Road: North from Johnson Lane to Sloan Canyon Road	Widen road from 2 to 4 lanes, add sidewalk
T7	The Old Road: From Sloan Canyon to Royal Road	Widen road from 2 to 4 lanes, add sidewalk
T8	The Old Road: From Royal Road to Pinto Place	Re-stripe for 4 lane road
T9	The Old Road: North from Pinto Place to Victoria Road	Add sidewalk on east side of road, add street lights, re-stripe

TABLE 4: LIST OF PROPOSED IMPROVEMENTS: INTERSECTIONS

Intersection ID	Location	Improvement
CI-2	The Old Road and Parker Road	New 4-way signal
CI-3	The Old Road and Sloan Canyon Road/Lake Hughes Road	New 4-way signal
CI-6	Castaic Road and ridge Route Road	New 4-way signal
CI-7	Sloan Canyon Road and Hasley Canyon Road	New 3-way signal
CI-8	Sloan Canyon Road and Hillcrest parkway	New 3-way signal
CI-9	Sloan Canyon Road and Parker Road	New 3-way signal
CI-10	Del Valle and Hasley Canyon Road	New 3-way signal
CI-11	Ridge Route Road and Lake Hughes Road	New 4-way signal

TABLE 4: LIST OF PROPOSED IMPROVEMENTS: INTERCHANGES

Interchange ID	Location	Improvement
VI-1R	Halsey Canyon Road and I-5	Ramps, Right of way acquisition
CI-12R	Parker Road over I-5	Bridge widening, ramps Signals
CI-13R	Lake Hughes under I-5	Widen under crossing, Signals

IV. THE CASTAIC BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT

A. THE DISTRICT BOUNDARY

The legal description of the District (Area of Benefit) is defined in Attachment A included herewith. It encompasses those properties which have yet to be developed and which will receive benefit from the improvements funded by the District. A map of the area of benefit is shown as Figure 1. The boundaries were determined by the topographical features in the Castaic area, ownership/parcel lines, national forest land boundaries, and existing and future access.

General Boundary Description

West Boundary Line

Generally follows section lines, Rancho Temescal, recorded subdivision boundaries and ownership lines, and the Angeles National Forest.

North Boundary Line

Generally follows the Angeles National Forest and the Castaic Lake State Recreation Area.

East Boundary Line

Generally follows recorded subdivision boundaries and ownership lines and the Wayside Honor Ranch.

South Boundary Line

Generally follows the Wayside Honor Ranch, the City of Santa Clarita, and section lines.

B. DEVELOPMENT ANALYSIS

Future development is expected within the District and can be measured in terms of FDUs. The Quantity of FDUs was estimated for all vacant land within the District. Where a map has been filed (pending, approved, or recorded but not built) to develop vacant land, the FDUs were calculated from the residential development units and non-residential acreage specified in the filed map.

The Quantity of FDUs for the remaining vacant land was determined based on the mid-point densities of the Santa Clarita Valley Area Plan, County of Los Angeles Zoning, and mid-point densities based on a land slope analysis. A summary of the development analysis is shown below in Table 5. The complete development analysis is included as Attachment C.

TABLE 5: DEVELOPMENT ANALYSIS

Land Use Category	Estimated number of Units / Estimated number Acres	Trip Factor	Factored Development Units
Residential:			
Single Family	4860 units	1.0	4860
Multi Family (Townhome / Condo)	43 units	0.8	34
Multi Family (Apartment)	2049 units	0.7	1434
TOTAL:	6952 units		
Non-Residential:			
Commercial	88 acres	5	440
Industrial	369 acres	3	1107
TOTAL:	457 acres		7875

C. PROPOSED IMPROVEMENTS AND ESTIMATED COSTS

Improvements to be funded by the District are based on a determination of the traffic needs of future development anticipated by the County General Plan and an analysis of the improvements designated on the highway plans of the adopted Los Angeles County Santa Clarita Valley Area Wide Circulation Plan. Improvements and associated costs have been estimated for purposes of determining the District fee rates. Actual scope of work and costs may change as the improvements approach the final design stage. The proposed improvements, estimated to cost approximately \$166.4 million are shown in Figure 2 and Figure 3.

Estimated costs of District improvements include construction costs based on “prevailing wage”, cost of materials, design costs and permitting fees (considered “soft costs”, shown in Table 6 below), and an administrative/management fee equal to 5% of the wage, materials, and soft costs.

TABLE 6: SOFT COST PERCENTAGES

Description	Intersection	Storm Drain	Road	Bridge	State Highways	
					Road	Interchanges
Engineering-Design	9.5%	6%	4%	7%	8%	7%
Plan Check	3%	2.5%	2%	2%	3%	3%
Engineering-Field	3%	1%	2%	2%	7%	3%
Survey	3%	3%	2%	2%	8%	2.5%
Soils	1%	1%	3%	2%	7%	1%
Geology	0%	0%	0.5%	0.5%	0.5%	0%
Bonds/Fees	1%	8%	8%	5.5%	10%	1%
Erosion Control (SWPPP)	0.0%	0%	0.5%	0%	0.5%	0.5%
Army Corps/Fish & Game: Environmental Inspections	0%	0%	0%	1%	0%	0%
TOTAL:	20.5%	21.5%	22.0%	22.0%	44.0%	18%

D. IMPROVEMENT PHASING

Generally, the timing and phasing of construction of District improvements will be determined by when and where development occurs, as well as how many units. The amount of funds received may also determine the timing of improvements.

E. TRAFFIC AND LAND USE ANALYSIS

The existing highway system adequately handles the traffic generated by existing development located within the District. As such, existing development would not require the additional highway improvements if additional development did not occur. Therefore, the improvements identified in this report are intended to accommodate the circulation needs of future development within the District and are expected to improve circulation for future development within the District. Regional improvements within, or funded by, this District are expected to improve circulation for future development on a Valley-wide basis.

Based on the development analysis, it is estimated that 70% of the future units will be single-family, 1% of the future units will be townhouse-type; and the remaining 29% of the future units will be apartment units. Non-residential uses are projected as 19% commercial and 81% industrial.

It is estimated that an additional 6952 residential units and 457 acres of non-residential area will be developed within the District. The anticipated development quantified in the Development Analysis section and categorized above will require an improved circulation system.

F. THE DISTRICT FEE

The District fee is calculated by dividing the estimated net cost of the remaining improvements by the estimated number of FDUs. The net cost is the total estimated cost of improvements less anticipated grant funding and funds available. The calculated District fee is shown below:

$$\text{District Fee} = \frac{\text{Gross Improvement Costs} - (\text{Anticipated Funding} + \text{Cash in District})}{\text{Estimated number of FDUs}}$$

$$\text{District Fee} = \frac{\$166,367,629 - (\$24,955,144 * + \$2,388,867)}{7875} = \$17,660$$

To ensure equity of District fee assignment, the proposed District fee is proportionate to the degree to which future developments benefit from the proposed improvements. Therefore, the proportionate shares take into account the impacts of peak-hour vehicle trips on the system as identified in the Los Angeles County Circulation Plan. Each of the five major land use categories have assigned FDUs based on the average impact for that category relative to a single-family residence as shown below:

- Single Family1.0 FDU
- Condo/Townhome.....0.8 FDU
- Apartment0.7 FDU
- Commercial (per gross acre).....5.0 FDUs
- Industrial (per gross acre)3.0 FDUs

Future development's units and/or acres are multiplied by the assigned FDUs and multiplied by the District's adopted District fee per FDU resulting in a project's proportionate share of District fees. The District fees for each of the five major land use categories are included in Table 2.

*

* Anticipated average of 15% grant funding.

The adoption of this type of funding district does not levy any fees against existing development. FDUs for recorded subdivisions, which are located within the District, were not included in the District fee calculation, as it has been assumed that District fees were paid at recordation. If District fees were not paid at recordation for non-residential land uses, then District fees may be collected for the issuance of a building permit.

Special Cases

Governmental Uses

Governmental improvements, such as those for schools, police, fire protection and libraries, specifically needed to support benefited development, have been excluded from the development analysis as these uses are assumed to be exempt from District fee payment.

Lands with Physical Development Constraints

Lands with physical development constraints such as landslides, faults, or other restricted use areas were considered for future development according to their County-assigned land use. This assumption was made since, in many cases, these types of constraints can be mitigated. Furthermore, these restricted use-type areas can often be used to accommodate development features such as parking lots and setbacks; and residential densities or non-residential square footage can often be transferred from landslide areas to other developable portions of a site.

Non-Residential Land Development not including a Land Division

The County code regarding bridge and major thoroughfare fee payment allows for the collection of District fees at either the map recordation or building permit phases of a project. It is the County's policy to collect only at map recordation unless no land division is proposed. District fees for land development not including a land division shall be paid prior to the issuance of a building permit.

District fees for non-residential uses that are part of a land division will be calculated based on the gross acreage within the map's boundaries.

District fees for non-residential uses on a vacant parcel that does not include a land division will be calculated based on the gross acreage within the vacant parcel boundary.

District fees for non-residential uses on an under-utilized parcel that does not include a land division will be calculated, at the discretion of the County, based on one of the following calculations:

Retail Commercial

$$\text{Total District Fee Obligation} = \frac{\text{Gross building square footage}}{16,335} * 5 * \text{District Fee per FDU}$$

A typical District fee calculation for a retail commercial development involving a land division would assume gross project acreage (all area within a map or lot's boundaries) times 5 FDUs times the District fee per FDU. However, the above calculation determines the District fee obligation by estimating the gross project acreage based on a proposed building's gross square footage and an assumed Floor Area Ratio (FAR). For example, using an FAR of 0.375:1 (as outlined by the City of Santa Clarita's Unified Development Code for retail commercial uses), a retail commercial building on a one-acre (43,560 square feet) parcel would yield a building square footage of 16,335 (43,560 x 0.375 = 16,335). Conversely, if a lease project is submitted for District fee payment, an assumed gross acreage can be determined by taking the building's gross square footage and dividing it by 16,335, which has previously been established as being one acre of retail development.

Office Commercial/Business Park

$$\text{Total District Fee Obligation} = \frac{\text{Gross building square footage}}{43,560} * 5 * \text{District Fee per FDU}$$

Using an FAR of 1.0:1, an office commercial/business park building on a one-acre (43,560 square feet) parcel would yield a building square footage of 43,560 (43,560 x 1.0 = 43,560). Again, if a lease project is submitted for District fee payment, an assumed gross acreage can be determined by taking the building's gross square footage and dividing it by 43,560, essentially one acre of commercial office development. The UDC identifies a 1:1 FAR for Business Park, a 1.25:1 FAR for Commercial Office, and a 0.75:1 FAR for Industrial Commercial. Thus, for the purposes of this analysis, a 1:1 FAR was used.

Industrial

$$\text{Total District Fee Obligation} = \frac{\text{Gross building square footage}}{29,403} * 3 * \text{District Fee per FDU}$$

Using an FAR of 0.675:1, industrial construction on a one-acre parcel would yield a building square footage of 29,403 (43,560 x 0.675 = 29,403). Again, if a lease project is submitted for District fee payment, an assumed gross acreage can be determined by taking the building's gross square footage and dividing it by 29,403, essentially one acre of industrial development.

District fees for a lease building are not required if the underlying land paid District fees based on gross acreage, including the land on which the lease building is to be sited. It should be noted that if a project proposes an upgraded use from that which was paid for the underlying parcel that project would be subject to the difference in fees between that which was paid and the proposed use.

Under-utilized parcels, such as those that may accommodate a future lease structure, were not assumed in the development analysis, as these parcels are difficult to identify.

Non-Typical Cases

The County may develop and have on file a rate sheet for non-typical land uses that do not fit the generally adopted fee rate categories. Special calculations for non-typical land uses may also be considered at the discretion of the County.

G. CONSTRUCTION OF DISTRICT IMPROVEMENTS

If a developer constructs District-identified improvements, that developer becomes eligible for District credit which can be used to offset current and future District fee obligations. For example, if the developer completes District-identified improvements and cost of the completed and accepted improvements, along with the soft costs and 5% administrative/management fee, exceeds the developer's District fee obligation for the current subdivision, the developer would be given a credit which could be used to offset District fee obligations for future subdivision projects within the District.

If adequate District funds are available, the County could, in its discretion, provide the developer with a cash reimbursement as described in Section H, below.

The construction of District improvements is subject to the prevailing wage requirements of the California Labor Code.¹

H. CREDIT AWARD AND CASH REIMBURSEMENT

To receive District credit for a District-identified project, the developer must submit to the County a “B&T Cash/Credit Request Form” (sample included as Attachment E), and copies of contracts, change orders, and purchase orders which detail the construction costs for the District-identified project. No documentation for “soft costs” is necessary as they are already accounted for in District fees.² The County will attempt to complete its review and determination regarding each request for District credit within 30 days of when the request is submitted.

Credit is awarded upon review and approval of the costs to implement a District project based on supporting the documentation submitted by the developer. Generally credit is awarded after project completion and acceptance. However, the County may issue credits at

¹ Prevailing wages is defined as the commonly accepted rate paid to workers practicing in the same or similar locality under the same or similar circumstances.

² Soft costs consist of fees for necessary permitting fees and improvement design costs.

an earlier stage (nearly complete) if the cost documentation is acceptable.

The County, in its discretion, may elect to provide cash reimbursement for district credits. The determination of whether or not to provide cash reimbursement for district credits will generally be made in accordance with the following guidelines:

1. The County may determine to make loans to a particular District from non-District sources (e.g., County General Fund) or from other Districts. If a loan has been made to a particular District, no reimbursement of district credits will be made from that District until the loan(s) have been repaid by that District.
2. The County may determine to set aside previously collected funds or earmark funds to be collected for the construction of a particular B&T project or projects within a District. District funds that have been set aside or earmarked for a particular B&T project will be excluded from consideration as a source of funds for reimbursement of district credits.
3. In general, credits will be reimbursed according to the chronological order in which credits were granted, i.e., older outstanding credits will generally be reimbursed prior to credits that were granted more recently.
4. The County may elect to reimburse a block of credit holders at the same time. In this case, all outstanding credit holders with the same or earlier credit dates will be reimbursed an equal amount.
5. Where a particular District has previously loaned funds to another District, the County will generally attempt to make all funds repaid to the lending District available for credit reimbursement in accordance with Item Nos. 1, 2, 3, and 4 above.
6. Nothing in 1 to 5 above should be interpreted as requiring the County to provide reimbursement at any given time. The County may elect to continue to accumulate funds in order to fund planned projects.

I. RIGHT OF WAY ACQUISITION

If a condition of project approval requires a landowner to dedicate property as right-of-way for a State improvement, then the landowner will receive credit at fair market value for the property dedicated. Additionally, if any local improvement requires land acquisition from a third party, the cost of the property will be added to the cost of the improvement. However, if right-of-way is required to be dedicated for a County improvement as a condition of project approval, the landowner receives no District credit for the value of the dedicated property. Therefore, the cost estimates prepared for District improvement reflect costs for right-of-way as described above.

If any local improvement requires land acquisitions from a third party, the cost of property will be added to the estimated cost of the improvement for District credit.

J. PROVISIONS FOR UPDATING COSTS AND UNIT INFORMATION

Projections for build-out development and the cost of the improvements located within the area of benefit may change over time. Project scope may change due to refinement and the need to comply with requirements imposed by other agencies, including, but not limited to, the California Department of Transportation (Caltrans). A reasonable amount of outside funding has been anticipated and formulated into the proposed District fees. Outside funding, not anticipated in the District formation analysis or update, may be received or funds anticipated may not be received. Therefore, in order to equitably assess future development as well as collect sufficient funds to complete the improvements, it will be necessary to periodically re-evaluate the net cost of the improvements, the remaining land to be developed, and the type of development being constructed within the District and to adjust the fee accordingly.

Beginning July 1, 2010, and thereafter on each succeeding July 1st, the District fees shall be adjusted as follows: calculate the percentage movement for the previous year in the Los Angeles Regional Construction Cost Index (CCI) based on Engineering News Record data for that period. Then, if the percentage movement equals or exceeds a five percent increase,

the District fee per FDU will be increased by five percent and round up to the nearest \$10. If the percentage movement increases less than five percent, the District fee per FDU will be increased by the same percent as the percentage movement and round up to the nearest \$10. In the event that there is a negative adjustment in the CCI, then the fee shall be adjusted downward by up to five percent.

A separate biennial review to reassess development trends, construction costs, grant funding success, and refinement of project scope will also be conducted.

K. PROPOSAL FOR DISTRICT CLOSURE

In the event that District fees collected from developers exceed the cost of improvements, the surplus funds, less administrative costs, will be refunded at District closure by the County to current owners in proportion to District fees paid.

L. DISTRICT FUNDS

The County will maintain a separate District fund into which all District fees shall be deposited. Loans between the Castaic B&T District and other B&T Districts are allowed provided that the loans are recorded by a resolution of the Board of Supervisors.

M. THE ENVIRONMENTAL ANALYSIS

The County of Los Angeles finds the proposed update is statutorily exempt under Public Resource Code Section 21080 B8(d).

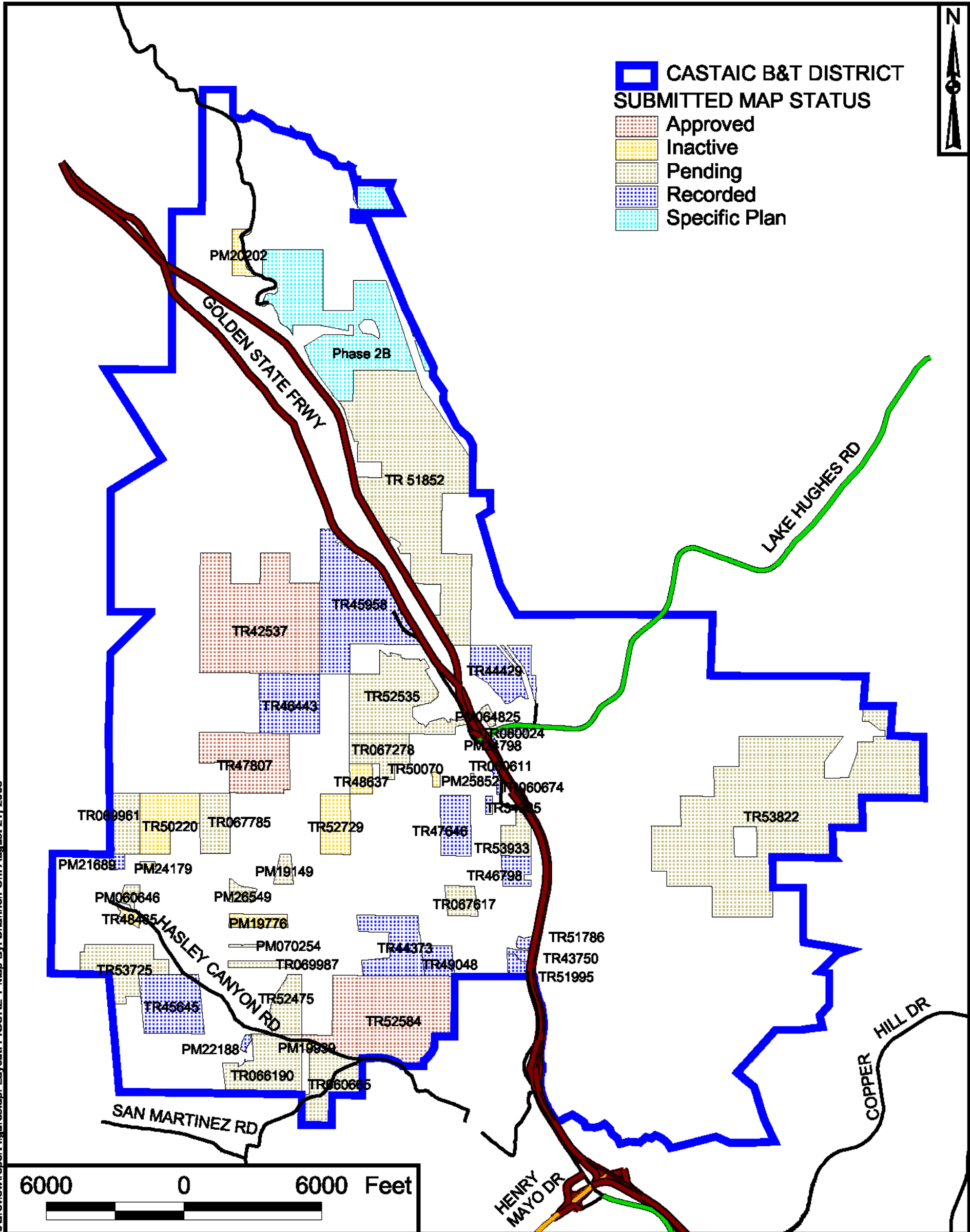
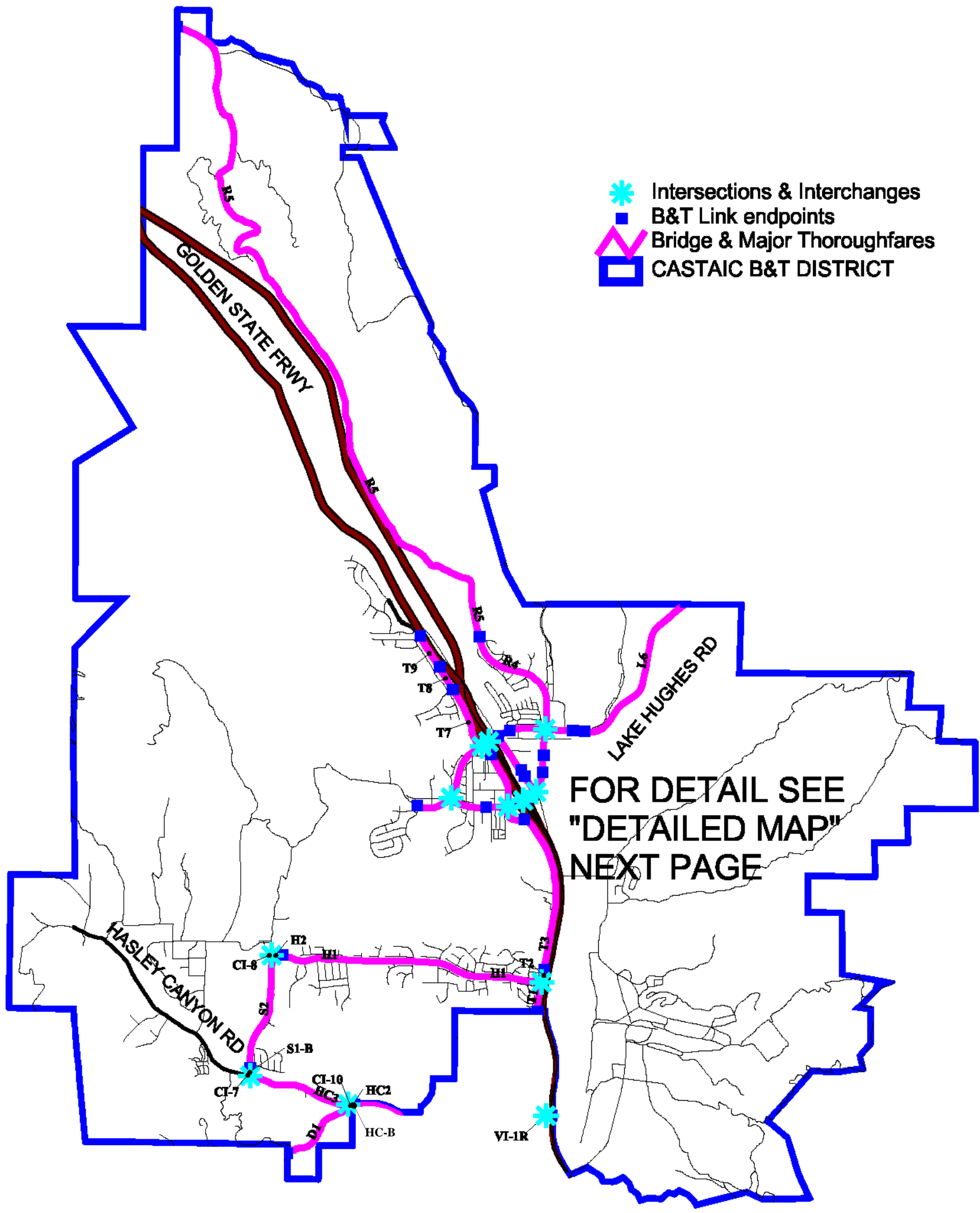
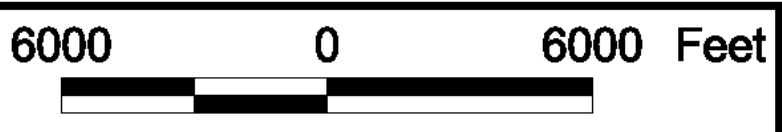


FIGURE 1: DISTRICT MAP
CASTAIC B&T DISTRICT
COUNTY OF LOS ANGELES

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FOR DETAIL SEE
 "DETAILED MAP"
 NEXT PAGE



CIVIL ENGINEERING LAND SURVEYING PLANNING GIS

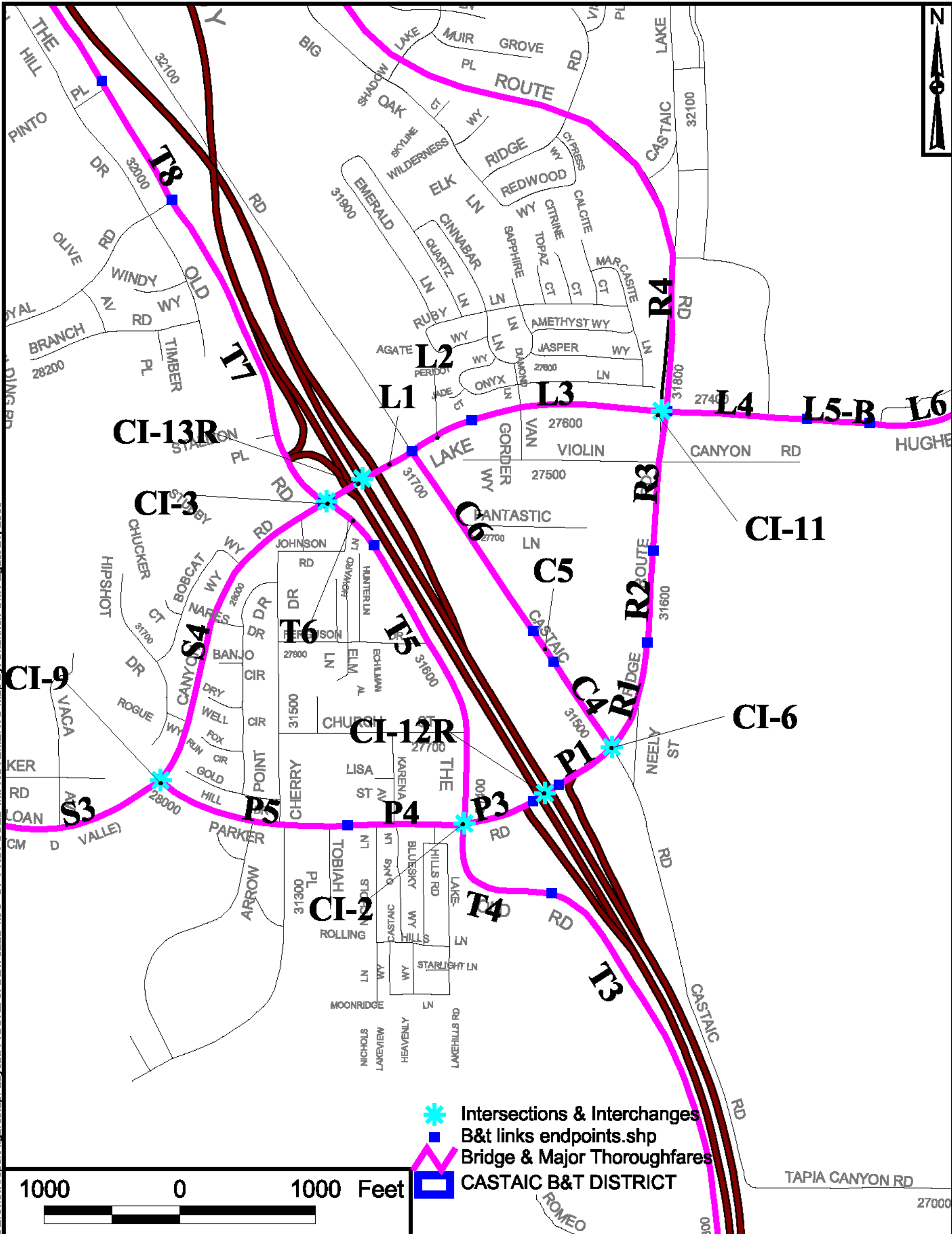
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FIGURE 2: PROPOSED IMPROVEMENTS
 CASTAIC B&T DISTRICT
 COUNTY OF LOS ANGELES

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**FIGURE 3: DETAILED MAP OF PROPOSED IMPROVEMENTS
CASTAIC B&T DISTRICT
COUNTY OF LOS ANGELES**

Attachment A LEGAL DESCRIPTION

LEGAL DESCRIPTION
THE AREA OF BENEFIT KNOWN AS
CASTAIC BRIDGE AND MAJOR
THOROUGHFARE CONSTRUCTION FEE DISTRICT

That portion of the unincorporated territory of the County of Los Angeles, State of California, within the following described boundaries:

BEGINNING at the east quarter corner of Section 20, Township 5 North, Range 16 West, San Bernardino Meridian, said east quarter corner being in the southerly boundary line of the Angeles National Forest as shown on County Surveyor's Map No. B-5375, filed May 6, 1980 in the office of the Director of Public Works of said County;

- 1) thence westerly along said southerly boundary to the westerly line of said Section 20;
- 2) thence northerly along the westerly line of said Section 20 and the westerly boundary of the Angeles National Forest to the northeast corner of Section 19, Township 5 North, Range 16 West, San Bernardino Meridian;
- 3) thence leaving the westerly boundary of the Angeles National Forest and westerly along the northerly line of said Section 19 to the northeast corner of Section 24, Township 5 North, Range 17 West, San Bernardino Meridian;
- 4) thence westerly along the northerly line of said Section 24 and the southerly line of the Castaic Lake State Recreation Area to the southwest corner of the Castaic Lake State Recreation Area;

- 5) thence northwesterly along the southwesterly boundary of the Castaic Lake State Recreation Area to the Northerly line of Section 13, Township 5 North, Range 17 West, San Bernardino Meridian;
- 6) thence westerly along the northerly line of said Section 13 to the northeast corner of said Section 13;
- 7) thence northerly along the westerly line of Section 12, Township 5 North, Range 17 West, San Bernardino Meridian to the southeast corner of the Castaic Lake State Recreation Area as described in the deed to the State of California, recorded April 10, 1967 as Instrument No. 472;
- 8) thence northwesterly along the southwesterly boundary the said Castaic Lake State Recreation Area, to the southerly line of Lot 4 of Fractional Section 2, Township 5 north, Range 17 West, San Bernardino Meridian;
- 9) thence westerly along the southerly line of said Lot 4 to the westerly line of said Fractional Section 2, Township 5 North, Range 17 West, San Bernardino Meridian;
- 10) thence northerly along the westerly line of said Fractional Section 2 to the northwest corner of said Fractional Section 2;
- 11) thence easterly along the northerly line of said Fractional Section 2 to the southeast corner of the land described in Parcel No. 6C of the final order of condemnation in case No. 881776 Superior Court Los Angeles County California, a certified copy of said order being recorded August 4, 1971 as Instrument No. 1946;

- 12) thence northwesterly and northeasterly along the southwesterly and northwesterly line of said Parcel No. 6C, to the northwest corner of said Parcel No. 6C and the northerly line of the south half of the southwest quarter of Section 36, Township 5 North, Range 17 West, San Bernardino Meridian;
- 13) thence westerly along last said northerly line to the westerly line of said Section 36;
- 14) thence northwesterly along the southwesterly line of the Castaic Lake State Recreation Area partially described in the deed to the State of California, recorded May 19, 1966 as Instrument No. 576 to the southeast corner of the land described in the deed to the State of California, recorded May 16, 1967 as Instrument No. 478;
- 15) thence westerly along the southerly line of the land described in said Instrument No. 478 to the westerly line of Section 35, Township 5 North, Range 17 West, San Bernardino Meridian;
- 16) thence northerly along the westerly line of said Section 35 to the northwest corner of said Section 35;
- 17) thence westerly along the northerly line of Section 34, Township 5 North, Range 17 West, San Bernardino Meridian to the westerly line of the east half of the northeast quarter of said Section 34;
- 18) thence southerly along the westerly line of said east half and the westerly line of the east half of the southeast quarter of said Section 34 to the southerly line of said Section 34 and boundary of the Angeles National Forest;
- 19) thence westerly along the southerly line of said Section 34 and the Angeles National Forest to the south quarter corner of said Section 34;

- 20) thence southerly and westerly along the Angeles National Forest Boundary to the northeasterly line of the Rancho Temascal, as patented to Ramon De La Cuesta and Francisco Gonzales Camino, as shown on the map attached to said patent, recorded in book 9, page 23 of Patents, records of said county, as relocated by a survey made by V. J. Rowan in June, July, and August 1917;

- 21) thence southeasterly along the northeasterly line of said Rancho Temascal to the northernmost northeast corner of Lot 13 as shown on the L.A.C.A. Map No. 54, recorded February 28, 1952 in book 1, page 2 of Assessors Maps, in the office of the County Recorder of said County

- 22) thence leaving the easterly line of the Rancho Temascal southwesterly, southerly, and easterly along the boundary of said Lot 13, to the easterly line of said Rancho Temascal;

- 23) thence southwesterly along the southeasterly line of said Rancho Temascal to the easterly line of Section 20, Township 5 North, Range 17 West, San Bernardino Meridian;

- 24) thence southerly along the easterly line of last said Section 20 and the easterly line of Section 29, Township 5 North, Range 17 West, San Bernardino Meridian to the northeast corner of said Section 32, Township 5 North, Range 17 West, San Bernardino Meridian;

- 25) thence westerly along the northerly line of said Section 32 to the north quarter corner of said Section 32;

- 26) thence south along the north-south centerline of said Section 32 to the south quarter corner of said Section 32;

- 27) Thence easterly along the southerly line of said Section 32 to the southeast corner of said Section 32;

- 28) Thence southerly along the westerly line of Section 4, , Township 4 North, Range 17 West, San Bernardino Meridian to the southwest corner of said Section 4;
- 29) Thence easterly along the southerly line of said Section 4 and the southerly line of Section 3, Township 4 North, Range 17 West, San Bernardino Meridian to the south quarter corner of said Section 3;
- 30) thence southerly, easterly, and northerly along the westerly line, southerly line, and easterly line of the northwest quarter of the northeast quarter of Section 10, Township 4 North, Range 17 West, San Bernardino Meridian to the northeast corner of said northwest quarter;
- 31) thence easterly along the southerly line of said Section 3 to the southeast corner of said Section 3;
- 32) Thence northerly along the easterly line of said Section 3 to the northerly right-of-way of Hasley Canyon Road as shown on County Surveyor's Map No. B-5149 filed May 19, 1972 in the office of the Director of Public Works of said County;
- 33) thence easterly along the northerly right-of-way of said Hasley Canyon Road to the westerly most northwest corner of Tract No. 45084, in the County of Los Angeles, State of California, as per map filed in book 1254 pages 12 to 39 inclusive of maps, in the office of the County Recorder of said County;
- 34) thence easterly and northerly along the northerly and westerly boundary of said Tract No. 45084 to the northerly line of Section 2, Township 4 North, Range 17 West, San Bernardino Meridian;

- 35) thence easterly along the northerly line of last said Section 2 and along the northerly line of Section 1, Township 4 North, Range 17 West, San Bernardino Meridian to a point of intersection with the easterly right-of-way of the Golden State Freeway, Interstate Route 5, as shown on County Surveyor's Filed Map No. 12010, page 4, on file in the office of the Director of Public Works of said County;
- 36) thence southerly along said last mentioned easterly right-of-way to a point of intersection with the southerly line of that certain parcel of land of the County of Los Angeles described in document recorded in book 16806, page 1, of Official Records of said County and known as the County of Los Angeles Wayside Honor Rancho, said parcel being more particularly shown on County Surveyor's Map B-1638 on file in the office of the Director of Public Works of said County;
- 37) thence easterly and northerly along the southerly and easterly lines of said Wayside Honor Rancho to the northerly boundary line of the Rancho San Francisco as shown on map recorded in book 1, pages 521 and 522, of Patents, in the office of the County Recorder of said County and the southerly line of Parcel Map No. 26320, in the County of Los Angeles, State of California as per map filed in book 310 pages 1 through 51 inclusive of maps, in the office of the County Recorder of said County;
- 38) Thence westerly and northerly and continuing along the general westerly boundary of said Parcel Map No. 26320 to the southerly line of Section 21, Township 5 North, Range 16 West, San Bernardino Meridian;
- 39) thence westerly along the southerly line of said Section 21 to the south quarter corner of said Section 21;

- 40) thence northerly along the easterly line of the southeast quarter of the southwest quarter of said Section 21 to the northeast corner of said southeast quarter;
- 41) thence westerly along the northerly line of said southeast quarter to the northwest corner of said southeast quarter;
- 42) thence northerly along the westerly line of the northeast quarter of the southwest quarter of said Section 21 to the northwest corner of said northeast quarter and the southerly boundary of the Angeles National Forest;
- 43) thence westerly along the southerly boundary of the Angeles National Forest to the east quarter corner of first said Section 20 and the Point of Beginning.

Attachment B SUMMARY OF COST ESTIMATE FOR DISTRICT IMPROVEMENTS

TABLE 7: COST ESTIMATE FOR DISTRICT IMPROVEMENTS: LINKS

Link ID	Improvement Description	Project Cost
C4	Castaic Road: North from Parker Road to shopping center	\$177,603
C5	Castaic Road: Northbound in front of shopping center	\$62,246
C6	Castaic Road: North from shopping center to Lake Hughes Road	\$316,094
D1	Del Valle Road: From Hasley Canyon Road to District boundary	\$147,607
H2	Hillcrest Parkway: East of Sloan Canyon Road 430 feet	\$723,933
HC2	Hasley Canyon Road: East of Del Valle Road to District boundary	\$101,280
HC-B	Hasley Canyon Road: Bridge over Hasley Canyon Wash at Del Valle Road	\$5,400,000
HC3	Hasley Canyon Road: West from Del Valle Road to Sloan Canyon Road	\$419,613
L2	Lake Hughes Road: East of Castaic Road 500 feet	\$155,968
L3	Lake Hughes Road: West from Ridge Route Road 1450 feet	\$451,058
L4	Lake Hughes Road: East from Ridge Route Road to Bridge	\$623,330
L6	Lake Hughes Road: Northbound to District boundary	\$1,281,000
P1	Parker Road: West of Castaic Road to Bridge	\$402,549
P3	Parker Road: From the I-5 Bridge to The Old Road	\$548,750
P4	Parker Road: West from The Old Road 860 feet	\$130,348
R1	Ridge Route Road: North from Castaic Road 820 feet	\$56,876
R2	Ridge Route Road: Northbound 823 feet from Castaic Road for 675 feet	\$13,835
R3	Ridge Route Road: South of Lake Hughes Road 1020 feet	\$115,931
R5	Ridge Route Road: Northbound from 150 feet past Pine Crest Place	\$14,241,686
S1-B	Sloan Canyon Road: Bridge from Hasley Canyon Road toward Hillcrest Parkway (dirt)	\$7,783,539
S2	Sloan Canyon Road: From Bridge to Hillcrest Parkway (dirt)	\$3,856,475
S4	Sloan Canyon Road: From Parker Road East to The Old Road	\$1,080,180
T1	The Old Road: From Hillcrest Parkway 1200 feet to the south	\$32,739
T2	The Old Road: North from Hillcrest Parkway to Villa Canyon	\$1,258,231

TABLE 7: COST ESTIMATE FOR DISTRICT IMPROVEMENTS: LINKS

Link ID	Improvement Description	Project Cost
T3	The Old Road: North from Villa Canyon Road to 1020 feet South of Parker	\$15,537,274
T4	The Old Road: South from Parker Road 1020 feet	\$2,536,393
T5	The Old Road: North from Parker Road to Johnson Lane	\$5,496,348
T6	The Old Road: North from Johnson Lane to Sloan Canyon Road	\$1,303,078
T7	The Old Road: From Sloan Canyon to Royal Road	\$280,590
T8	The Old Road: From Royal Road to Pinto Place	\$ 8,919
T9	The Old Road: North from Pinto Place to Victoria Road	\$140,240
Subtotal:		\$64,683,713

TABLE 7: COST ESTIMATE FOR DISTRICT IMPROVEMENTS: INTERSECTIONS

Intersection ID	Improvement Description	Project Cost
CI-2	The Old Road and Parker Road	\$397,795
CI-3	The Old Road and Sloan Canyon Road/Lake Hughes Road	\$397,795
CI-6	Castaic Road and Ridge Route Road	\$397,795
CI-7	Sloan Canyon Road and Hasley Canyon Road	\$306,444
CI-8	Sloan Canyon Road and Hillcrest Parkway	\$306,444
CI-9	Sloan Canyon Road and Parker Road	\$306,444
CI-10	Del Valle and Hasley Canyon Road	\$306,444
CI-11	Ridge Route Road and Lake Hughes Road	\$397,795
Subtotal:		\$2,816,956

TABLE 7: COST ESTIMATE FOR DISTRICT IMPROVEMENTS: INTERCHANGES

Interchange ID	Improvement Description	Project Cost	% to District	District Cost
CI-12R	Parker Road over I-5 (includes P-2_bridge)	\$ 44,604,000	97*	\$43,265,880
CI-13R	Lake Hughes under I-5 (includes L-1)	\$ 44,604,000	97*	\$43,265,880
VI-1R	Hasley Canyon Road and I-5 (under construction; credit has not yet been issued)	\$ 44,060,000	28**	\$12,335,200**

Subtotal: \$98,866,960

Total of All Improvements: \$166,367,629

* The remaining 3% will be funded by other Bridge and Major Thoroughfare Construction Fee Districts in the Santa Clarita Valley.

** Amount remaining to pay Developer. District is responsible for a total of 34% of the project cost. This District already contributed \$2,600,000 (6 %) for the construction of the project. This District still owed Developer \$12,335,200 (28%) for the construction of the project. A total of \$30,838,000 of credit is still owed to Developer. This District is responsible for 40% of credit owed (\$12,335,200) to Developer. The unadopted Westside B&T District is responsible for 60% of credit owed (\$18,502,800) to Developer.

Attachment C DEVELOPMENT ANALYSIS

TABLE 8: FILED MAPS

Map Number	Land Area (acres)	Status	Single-Family Units	Multi-Family Units	Commercial Area (acres)	Industrial Area (Acres)	FDU
PM25852	1	Approved	4	0	0	0	4
TR42537	553	Approved	224	0	0	0	224
TR47807	197	Approved	77	0	0	0	77
TR52584	438	Approved	209	0	0	0	209
PM19776	34	Inactive	15	0	0	0	15
PM19939	4	Inactive	3	0	0	0	3
PM20202	28	Inactive	3	0	0	0	3
PM24179	5	Inactive	2	0	0	0	2
TR48465	10	Inactive	5	0	0	0	5
TR48637	30	Inactive	18	0	0	0	18
TR50070	5	Inactive	18	0	0	0	18
TR50220	120	Inactive	21	0	0	0	21
TR52729	80	Inactive	70	0	0	0	70
TR069961	81	Pending	4	0	0	0	4
TR067278	90	Pending	23	0	0	0	23
PM067785	80	Pending	4	0	0	0	4
PM070254	5	Pending	2	0	0	0	2
TR069987	21	Pending	9	0	0	0	9
PM060646	13	Pending	4	0	0	0	4
PM064825	9	Pending	0	0	8	0	40
PM19149	20	Pending	4	0	0	0	4
PM26549	18	Pending	2	0	0	0	2
TR 51852	826	Pending	1051	645	22	18	1667
TR060665	134	Pending	0	109	0	0	76
TR066190	168	Pending	67	0	0	0	67
TR067617	40	Pending	0	13	0	0	9
TR52475	70	Pending	58	0	0	0	58

TR52535	260	Pending	198	0	0	0	198
TR53725	139	Pending	42	0	0	0	42
TR53822	1167	Pending	405	0	0	0	405
TR53933	47	Pending	70	0	3	0	85
Northlake Phase 2B	550	Sp. Plan	1305	980	0	0	1991
TOTAL:	5243		3917	1747	33	18	5359

Factors: SFU = 1.0, MFU = 0.7, Commercial Area = 5.0/acre, Industrial Area = 3.0/acre

TABLE 9: DEVELOPMENT ANALYSIS BASED ON THE
SANTA CLARITA VALLEY AREA PLAN LAND USE DESIGNATIONS

Land Use	Land Area (acres)	Midpoint Density (DU / Acre)	Multiplier	FDU
C - Commercial	43	1.0	5.0	215
M - Industry	105	1.0	3.0	315
N1 - Non-Urban 1 (0.5 du/ac)	308	0.5	1.0	154
N2 - Non-Urban 2 (1.0 du/ac)	243	1.0	1.0	243
U1 - Urban 1 (1.1 to 3.3 du/ac)	22	2.2	1.0	48
U2 - Urban 2 (3.4 to 6.6 du/ac)	18	5.0	1.0	90
U3 - Urban 3 (6.7 to 15.0 du/ac)	4	10.8	0.8	34
U4 - Urban 4 (15.0 to 40.0 du/ac)	11	27.5	0.7	211
TOTAL:	754			1310

TABLE 10: DEVELOPMENT ANALYSIS BASED ON THE
COUNTY OF LOS ANGELES ZONE DESIGNATIONS

Land Use	Land Area (acres)	Multiplier	FDU
C - Commercial	12	5.0	60
M - Industrial	246	3.0	738
TOTAL:	258		798

TABLE 11: DEVELOPMENT ANALYSIS
BASED ON THE ALLOWABLE SLOPE DENSITY

Slope Range (percent)	Land Area (acres)	Midpoint Density (1 DU / ____Acre)	Multiplier FDU
0 – 25	2999	3.5	857
25 – 50	4238	6.0	706
> 50	3067	10.0	307
TOTAL:	10304		1870

TABLE 12: SUMMARY OF DEVELOPMENT ANALYSIS

Method of Analysis	Land Area (acres)	FDU
Filed Maps	5243	5359
Land Use Designations	754	1310
Zone Designations	258	798
Slope Density	10304	1870
Previously Developed	4395	0
SUB TOTAL:	20954	9337
Parcels with only one FDU potential		(101)
FDUs estimated within the Honor Ranch		(1361)
TOTAL:	20954	7875

Attachment D COUNTY CODE PERTAINING TO B&T DISTRICTS

TITLE 58 Chapter 21.23 § 32.32.200

21.32.200 MAJOR THOROUGHFARE AND BRIDGE FEES.

A. A subdivider, as a condition of approval of a final map for property within an area of benefit, or a building permit applicant, as a condition of issuance of a building permit for property within an area of benefit, shall pay a fee as hereinafter established to defray the cost of constructing bridges over waterways, railways, freeways and canyons, and/or constructing major thoroughfares.

B. Definitions.

1. *Area of benefit* means a specified area wherein it has been determined that the real property located therein will benefit from the construction of a bridge and/or major thoroughfare.
2. *Bridge facility* means any crossing for a highway or local road, involving a railway, freeway, stream or canyon, which is required by the General Plan in order to accommodate new urban development within the area of benefit.
3. *Construction* means and includes preliminary studies, design, acquisition of right-of-way, administration of construction contracts, and actual construction.
4. *Major thoroughfare* means those roads designated in the transportation element of the General Plan, the primary purpose of which is to carry through traffic and provide a network connecting to the state highway system.
5. The singular number includes the plural, and the plural the singular.

C. The provisions herein for payment of a fee shall apply only if the bridge and/or major thoroughfare has been included in an element of the General Plan adopted by the Board of Supervisors at least 30 days prior to the filing of a map or application for a building permit on land located within the boundaries of the area of benefit.

D. Payment of fees shall not be required unless any major thoroughfares are in addition to, or a widening or reconstruction of, any existing major thoroughfares serving the area at the time of the adoption of the boundaries of the area of benefit.

E. Payment of Fees shall not be required unless any planned bridge facility is a new bridge serving the area or an addition to an existing bridge facility serving the area at the time of the adoption of the boundaries of the area of benefit.

F.

1. Action to establish an area of benefit may be initiated by the Board of Supervisors upon its own motion or upon the recommendation of the Road Commissioner.

2. The Board of Supervisors will set a public hearing for each proposed area of benefit. Notice of the time and place of said hearing, including preliminary information related to the boundaries of the area of benefit, estimated costs and the method of fee apportionment shall be given pursuant to Section 65905 of the Government Code.

G.

1. At the public hearing, the Board of Supervisors will consider the testimony, written protests and other evidence. At the conclusion of the public hearing, the Board of Supervisors may, unless a majority written protest is filed and not withdrawn, determine to establish an area of benefit. If established, the Board of Supervisors shall adopt a resolution describing the boundaries of the area of benefit, setting forth the cost, whether actual or estimated, and the method of fee apportionment. A certified copy of such resolution shall be recorded with the County Recorder.

2. Such apportioned fees shall be applicable to all property within the area of benefit, and shall be payable as a condition of approval of a final map or as a condition of issuing a building permit for such property or portions thereof. Where the area of benefit includes lands not subject to the payment of fees pursuant to this section, the Board of Supervisors shall make provisions for payment of the share of improvement cost apportioned to such lands from other sources.

3. Written protest will be received by the Clerk of the Board of Supervisors at any time prior to the close of the public hearing. If written protests are filed by the owners of more than one-half of the area of the property to be benefited by the improvement, and sufficient protests are not withdrawn so as to reduce the area represented by the protests to less than one-half of the area to be benefited, then the proposed proceedings shall be abandoned and the Board of Supervisors shall not, for one year from the filing of said written protests, commence or carry on any proceedings for the same improvement under the provisions of this section. Any protest may be withdrawn by the owner making the same, in writing, at any time prior to the close of the public hearing.

4. If any majority protest is directed against only a portion of the improvement, then all further proceedings under the provisions of this section to construct that portion of the improvement so protested against shall be barred for a period of one year, but the Board of Supervisors shall not be barred from commencing new proceedings not including any part of the improvement so protested against. Such proceedings shall be commenced by a new notice and public hearing as set forth in Subsection F above.

5. Nothing in this section shall prohibit the Board of Supervisors, within such one-year period, from commencing and carrying on new proceedings for the construction of an improvement or portion of the improvement so protested against if it finds, by the affirmative vote of four-fifths of its members, that the owners of more than one-half of the area of the property to be benefited are in favor of going forward with such improvement or portion thereof.

H. Fees paid pursuant to this section shall be deposited in a planned bridge facility and/or major thoroughfare fund. A fund shall be established for each planned bridge facility project and/or each planned major thoroughfare project. If the benefit area is one in which more than one bridge and/or major thoroughfare is required to be constructed, a separate fund may be established covering all of the bridge projects and/or major thoroughfares in the benefit area. Moneys in such fund shall be expended solely for the construction or reimbursement for construction of the improvement serving the area to be benefited and from which the fees comprising the fund were collected, or to reimburse the County for the costs of constructing the improvement.

I. The Board of Supervisors may approve the acceptance of considerations in lieu of the payment of fees established herein.

J. The Board of Supervisors may approve the advancement of money from the General Fund or Road Fund to pay the costs of constructing the improvements covered herein and may reimburse the General Fund or Road Fund for such advances from planned bridge facility and/or major thoroughfare funds established pursuant to this section.

K. If a subdivider, as a condition of approval of a subdivision, is required or desires to construct a bridge and/or major thoroughfare, the Board of Supervisors may enter into a reimbursement agreement with the subdivider. Such agreement may provide for payments to the subdivider from the bridge facility and/or major thoroughfare fund covering that specific project to reimburse the subdivider for costs not allocated to the subdivider's property in the resolution establishing the area of benefit. If the bridge and/or major thoroughfare fund covers more than one project, reimbursements shall be made on a pro-rata basis, reflecting the actual or estimated costs of the projects covered by the fund. (*Ord. 82-0240 Sec. 1, 1982; Ord. 82-0050 Sec. 1, 1982*)

22.48.235. MAJOR BRIDGE AND THOROUGHFARE FEES. Except as otherwise provided in Section 22.48.280, a building or structure shall not be used on any lot or parcel of land, any portion of which is located within a Bridge or Major Thoroughfare District established pursuant to Section 21.32.200, unless the required district fee has been paid as a condition of issuing a building permit.
(*Ord. 85-0168, Sec. 33*)

22.48.280. EXEMPTIONS - EXISTING BUILDINGS AND STRUCTURES. This Part 4 does not apply to the use, alteration or enlargement of an existing building or structure or the erection of one or more buildings or structures accessory thereto, or both, on the same lot or parcel of land, if the total value of such alteration, enlargement, or construction does not exceed one-half of the current market value of all existing buildings or structures on such lot or parcel of land.

(*Ord. 1494 Ch. 4 Art. 4 & 497. 1927.*)

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