

EASTSIDE
BRIDGE AND MAJOR THOROUGHFARE
CONSTRUCTION FEE DISTRICT
UPDATE REPORT

Prepared for:

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and

CITY OF SANTA CLARITA TRANSPORTATION and ENGINEERING SERVICES



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I. SUMMARY

The Eastside Bridge and Major Thoroughfare Construction Fee District Update Report presents to the Los Angeles County Board of Supervisors and the City of Santa Clarita City Council an update for their approval to an existing area of benefit for financing specific improvements in the Eastside area of the Santa Clarita Valley, within Los Angeles County and City of Santa Clarita jurisdictions. Improvements include, but are not limited to, new and improved roadways, bridges, intersections, and interchanges.

Updating the Eastside Bridge and Major Thoroughfare Construction Fee District, hereinafter referred to as "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 both the Los Angeles County and City of Santa Clarita codes 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 transportation related improvements.

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

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

Certain areas of Los Angeles County and the City of Santa Clarita 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 improvements from City, 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 Districts are designed to accommodate the needs of future development anticipated by both the Los Angeles County and City of Santa Clarita General Plans. A map showing the district is included as Figure 1.

NEED FOR DISTRICT UPDATING

The District was originally approved by the Los Angeles County Board of Supervisors on July 21, 1987 as the "Route 126 Bridge and Major Thoroughfare Construction Fee District". After its incorporation, the City of Santa Clarita adopted the District on November 28, 1989. The current District fee in the City of \$10,000 was approved by the City Council on September 14, 1999 and the Board of Supervisors approved the current District fee in the County on May 9, 1991. The District was renamed the "Eastside Bridge and Major Thoroughfare Construction Fee District" under the City of Santa Clarita's Resolution 93-4 on January 12, 1993. The current District fees are shown in Table 1.

TABLE 1 CURRENT DISTRICT FEES

Land Use Category	Current District Fee	
	County	City
Residential:		
Single Family (per unit)	\$4,800	\$10,000
Townhome/Condo (per unit)	\$3,840	\$8,000
Apartment (per unit)	\$3,360	\$7,000
Non-Residential:		
Commercial (per gross acre)	\$24,000	\$50,000
Industrial (per gross acre)	\$14,400	\$30,000

The District was originally established for the purpose of funding much-needed improvements to serve the circulation needs created by new developments within this District, originally estimated as \$81.70 million.

This District update is different from updates in the past where the District fee has been revised due only to changes in improvement costs and in the amount of proposed future development. This update re-analyzes build-out development of the District and expands on the scope of District improvements. Instead of including only nine improvement projects, the updated District proposes to fully improve all roadways identified on the City and County circulation elements, including intersections and interchanges. Full mitigation improvements will include full-width grading, base, pavement, curb, gutter, sidewalk, medians, striping for capacity enhancement, bus turnouts or bus pads (where applicable), bike lanes (where applicable), fully improved and signalized intersections, signal interconnect (where applicable), street lighting, roadway-related utility relocation, drainage structures within road right-of-way, 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 widenings that are unrelated to private development projects.

UPDATED DISTRICT FEE RATES

A development analysis, based on filed tentative maps, mid-point densities of the Santa Clarita Valley Area Plan, and mid-point densities of the City of Santa Clarita Zoning map, indicates that an estimated 12,598 residential units, 487 commercial land use acres, and 157 industrial land use acres are expected to be built within the District boundary. Remaining District improvements to roadways, bridges, intersections, and interchanges total an estimated \$236.94 million. 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	Proposed District Fee
	(City and County)
Residential:	
Single Family (per unit)	\$14,700
Townhome/Condo (per unit)	\$11,760
Apartment (per unit)	\$10,290
Non-Residential:	
Commercial (per gross acre)	\$73,500
Industrial (per gross acre)	\$44,100

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 local adopted ordinance must refer to the circulation element of its general plan, provide for a public hearing, provide for the establishment of boundaries of an area of benefit, and provide for the identification of the costs, a fair method of allocation of costs to the area of benefit and a fair fee apportionment (to be disclosed at the public hearing). Further, the local ordinance must provide that the payment of fees shall not be required unless the major thoroughfares are in addition to or a reconstruction of any existing thoroughfares serving the area at the time of district adoption, and that the planned bridge facility is an original bridge serving the area, or an addition to any existing bridge facility serving the area, at the time of district adoption. It must further 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 local ordinance allows acceptance of considerations in lieu of the payment of fees, permits a local agency to advance money from its general fund or road fund to be reimbursed from bridge and major thoroughfare funds, permits a local agency to incur an interest bearing indebtedness for the construction of bridge or major thoroughfare facilities, and does not preclude an agency from providing funds for the construction of bridge or major thoroughfare facilities to defray costs not allocated to the District.

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 fees to be paid by subdivider or building permit applicants. Within the City of Santa Clarita, payment of such fees is established by City of Santa Clarita Subdivision Code Section 16.21.190 established on November 24, 1992. These codes are consistent with the requirements and provisions of the State law (County Code Section 21.32.200 and City Code Section 16.21.190 are included in Attachment A).

B. PURPOSE

The District has been designed to accommodate the needs of future development anticipated by the City of Santa Clarita General Plan and 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 and City 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 Board of Supervisor's on July 21, 1987 for the purpose of financing highway and bridge improvements in the Eastside area of the Santa Clarita Valley. After incorporation, the City of Santa Clarita adopted the District on November 28, 1989. Nine projects were proposed for construction within the original District including Golden Valley Road, Lost Canyon Road, Newhall Ranch Road, Oak Springs Canyon, Sand Canyon Road, Shadow Pines Boulevard, Soledad Canyon Road, Via Princessa, and Whites Canyon Road for a total cost originally estimated at \$81.70 million. These original roadway and bridge improvements are listed and described in Table 3. Due

to inflation, the estimated project costs have been increased substantially. The original improvements proposed to be funded by the District were derived from determination of the traffic needs of the then anticipated 32,919 residential units, 635 acres of industrial development and 644 acres of commercial development expected within the area of benefit and an analysis of highways (including bridges) designated on the Highway Plan of the adopted County General Plan. The District has funded the completion of several of the original improvements. Completed improvements are identified in Table 3.

The amount of District fees collected and expended in the District, along with accrued interest is summarized in Table 4.

TABLE 3 DESCRIPTION OF ORIGINAL ROADWAY AND BRIDGE IMPROVEMENTS

Completed	Improvement Description	Project Cost
	GOLDEN VALLEY ROAD: SOLEDAD CANYON ROAD TO GREEN MOUNTAIN DRIVE	
	Soledad Canyon Road to Via Princessa Grading Drainage Base and pavement New signal Preliminary and construction engineering	\$1,885,000
	Via Princessa to Sierra Highway RW acquisition Grading Drainage Base and pavement New signal Preliminary and construction engineering	\$5,535,000
	Sierra Highway to Green Mountain Drive RW acquisition Grading Drainage Base and pavement Preliminary and construction engineering	\$3,180,000
	LOST CANYON: VIA PRINCESSA TO SAND CANYON ROAD	
Partial	Via Princessa to Canyon Park Boulevard Grading Drainage Base and pavement Bridge construction over Southern Pacific Railroad Preliminary and construction engineering	\$3,320,000

TABLE 3 DESCRIPTION OF ORIGINAL ROADWAY AND BRIDGE IMPROVEMENTS

Completed	Improvement Description	Project Cost
	Canyon Park Boulevard to Sand Canyon Road R/W acquisition Levee construction Grading Drainage Base and pavement Full-width bridge construction over Sand Canyon Wash New signal Preliminary and construction engineering	\$4,830,000
	OAK SPRINGS CANYON: LOST CANYON ROAD TO SOLEDAD CANYON ROAD	
	Lost Canyon Road to Soledad Canyon Road Grading Base and pavement Bridge construction over Santa Clara River Drainage New signal Preliminary and construction engineering	\$1,470,000
	ROUTE 126: GOLDEN VALLEY ROAD TO SR-14	
	Golden Valley Road to Soledad Canyon Road R/W acquisition Grading Drainage Base and pavement Bridge construction over the Santa Clara River Levee improvement work Preliminary and construction engineering	\$23,847,000
	Soledad Canyon Road to Sierra Highway R/W acquisition Grading Drainage Base and pavement Bridge construction over Southern Pacific Railroad Preliminary and construction engineering	\$18,824,000
	Sierra Highway to SR-14 Full-width bridge at Sierra Highway Interchange improvements with connecting ramps from Route 126 to SR-14	\$7,775,000
	SAND CANYON ROAD: AT SR-14 AND AT SANTA CLARA RIVER	
Yes	At SR-14 Widen existing Sand Canyon Bridge over SR-14 Widen the existing ramp from SR-14 northbound to Sand Canyon Road from one lane to two lanes Widen existing bridge approached on Sand Canyon Road Drainage Signal modification Preliminary and construction engineering	\$880,000

TABLE 3 DESCRIPTION OF ORIGINAL ROADWAY AND BRIDGE IMPROVEMENTS

Completed	Improvement Description	Project Cost
	At Santa Clara River Widen bridge over Santa Clara River Widen highway approaches Preliminary and construction engineering	\$920,000
	SHADOW PINES BOULEVARD: GRANDIFLORAS DRIVE TO BEGONIAS LANE	
	Grandifloras Drive to Begonias Lane Base and pavement Curb and gutter	\$230,000
	SOLEDAD CANYON ROAD: SAND CANYON ROAD TO OAK SPRINGS CANYON ROAD AND FROM SHADOW PINES BOULEVARD TO SR-14	
Yes	Sand Canyon Road to Oak Springs Canyon Road R/W acquisition Grading Drainage Full-width roadway improvements New signal Preliminary and construction engineering	\$1,830,000
Yes	Shadow Pines Boulevard to SR-14 Grading Drainage Base and pavement New signals Preliminary and construction engineering	\$750,000
	VIA PRINCESSA: TRACT NO. 38519 TO WHITES CANYON ROAD	
Yes	Tract 38519 to Whites Canyon Road R/W acquisition Grading Drainage Full-width roadway improvements Base and pavement Curb and gutter Full-width bridge at the Southern Pacific Railroad and Route 126 Preliminary and construction engineering	\$3,060,000
	WHITES CANYON ROAD: VIA PRINCESSA TO SIERRA HIGHWAY (THIS PORTION NOW REFERRED TO AS VIA PRINCESSA)	
Yes	Via Princessa to Sierra Highway R/W acquisition Grading Drainage Half-width roadway improvements Half-width bridge at the Southern Pacific Railroad and wash Preliminary and construction engineering	\$3,360,000
	Total:	\$81,696,000

TABLE 4 ANALYSIS OF DISTRICT FUNDS

District Fees	County	City	Total
Collections	\$21,924,447	\$11,527,117	\$33,451,564
Expenditures	\$21,301,254	\$13,524,358	\$34,825,612
Interest			\$1,049,830
Funds Available			-\$324,220

III. EASTSIDE 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 DISTRICT IMPROVEMENTS

The primary road network for the District consists of State Route 14 (Antelope Valley Freeway), five interchanges with SR-14, and twelve arterials which are classified as Major, Secondary, or Limited Secondary Highways on the City of Santa Clarita Circulation Element and the Los Angeles County Santa Clarita Valley Area Wide Circulation Plan.

In the past, updates have been prepared to specifically reflect changes in improvement costs of anticipated future development. This update differs from previous updates in that it re-analyzes build-out development of the District and expands the scope of District improvements. Instead of including only nine improvement projects, the updated District proposes to provide full mitigation for all roadways identified on the City and County circulation elements, including intersections and interchanges.

Full mitigation improvements will include full-width grading, base, pavement, curb, gutter, sidewalk, medians, striping for capacity enhancement, bus turnouts or bus pads (where applicable), bike lanes (where applicable), fully improved and signalized intersections, signal interconnect (where applicable), street lighting, roadway-related utility relocation, drainage structures within road right-of-way, 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 widenings or roadway construction that are unrelated to private development projects.

The arterials for the District are described below. Intersection improvements along the arterials and regional improvements are described in the Proposed Improvements and Estimated Costs Section of this Report.

1. VIA PRINCESSA ROAD: (major highway) varies from 5 to 6 lanes from Jason Drive to 0.7 mile west of Whites Canyon Road. Via Princessa will be improved to 6 lanes from the northerly boundary of Golden Valley Ranch to the westerly District boundary.

2. WHITES CANYON ROAD: (major highway) is 4 lanes from Via Princessa to the northerly District boundary. Roadway improvements include striping to 6 lanes. Whites Canyon Road will be improved to 4 lanes from the Bouquet Canyon District boundary to Vasquez Canyon Road.
3. GOLDEN VALLEY ROAD: (major highway) varies from 2 to 4 lanes between Green Mountain Drive and SR-14 and from Golden Triangle to Hope Canyon Road. Golden Valley Road will be improved to 6 lanes from SR-14 to the northerly District boundary.
4. LOST CANYON ROAD: (major/limited secondary highway) is 2 lanes from Sand Canyon Road to the City Limit and is partially constructed from Via Princessa to Canyon Park Boulevard. Lost Canyon Road will be improved to 6 lanes from Via Princessa to Sand Canyon Road.
5. SIERRA HIGHWAY: (major highway) varies from 2 to 6 lanes from the northerly District boundary to Dockweiler Drive. Sierra Highway will be improved to 6 lanes from the Via Princessa District boundary to the northerly District boundary.
6. SAND CANYON ROAD: (secondary/limited secondary highway) varies from 2 to 3 lanes between Sierra Highway and Placerita Canyon Road. Sand Canyon Road will be improved to 6 lanes from Lost Canyon Road to Soledad Canyon Road, including a 6-lane bridge over the Santa Clara River. Sand Canyon Road will be improved to 4 lanes from Soledad Canyon Road to Sierra Highway. Sand Canyon Road will remain 2 lanes with minor drainage improvements from the easterly District boundary to Lost Canyon Road. However, right-of-way will be reserved for 6 lanes.
7. SOLEDAD CANYON ROAD: (major highway) varies from 4 to 6 lanes from the westerly District boundary to the Soledad Canyon Road/SR-14 interchange. Soledad Canyon Road is 2 lanes from Soledad Canyon Road/SR-14 interchange to the easterly District boundary. The District will fund 4 of the 6 (2 additional) lanes from Soledad Canyon Road/SR-14 ramps to the easterly District boundary.
8. SHADOW PINES BOULEVARD: (secondary highway) is 4 lanes from Soledad Canyon Road to Begonias Lane and is 2 lanes from Begonias Lane to the City Limit. Shadow Pines will be improved to 4 lanes from Begonias Lane to Davenport Road.
9. CANYON PARK BOULEVARD/JAKES WAY: (secondary highway) is 2 lanes from the Union Pacific Railroad tracks to SR-14. Canyon Park will be improved to 4 lanes from Sierra Highway to Lost Canyon Road.
10. VASQUEZ CANYON ROAD: (secondary highway) is 2 lanes from the Bouquet Canyon District Boundary to Sierra Highway. Vasquez Canyon Road will be improved to 4 lanes from the Bouquet Canyon District boundary to Sierra Highway.
11. DAVENPORT ROAD: is 2 lanes from Sierra Highway to the easterly District boundary. Davenport Road will be improved to 4 lanes from Sierra Highway to the easterly District boundary.
12. SANTA CLARITA PARKWAY: is proposed as a 6-lane major highway from the westerly District boundary to Sierra Highway.

IV. THE EASTSIDE BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT

A. THE DISTRICT BOUNDARY

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

GENERAL BOUNDARY DESCRIPTION

The District includes the existing Canyon Country community and lies generally within the Friendly Valley, Mint Canyon, Sand Canyon, and Vasquez Canyon areas of the Santa Clarita Valley. Generally, the District's northern, eastern, and southern boundary lines follow the Angeles National Forest and private ownership boundary lines. The westerly District boundary is shared with the Via Princessa and Bouquet Canyon Bridge and Major Thoroughfare Districts along a north-south ridgeline approximately through and northerly of the intersection of Sierra Highway with Soledad Canyon Road and along the first and second Los Angeles Aqueducts.

B. 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 City and County General Plans and an analysis of the improvements designated on the highway plans of the adopted City of Santa Clarita Circulation Element and the County Highway 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.

Estimated costs of District improvements include construction costs based on "prevailing wage" and cost of materials; design costs and permitting fees, considered "soft costs" and included in Table 5; and an administrative/management fee equal to 5% of the wage, materials, and soft costs.

TABLE 5 SOFT COST PERCENTAGES

	Intersection	Storm Drain	Road	Bridge	State Highways	
					Road	Interchange
Engineering-Design	10%	8%	6%	5%	8%	8.5%
Plan Check	3%	2.5%	2%	2%	3%	3%
Engineering-Field	3%	2%	5%	4%	7%	3%
Survey	3%	4%	5%	5%	8%	3%
Soils	1%	2%	5%	3%	7%	1%
Geology	0%	0%	0.5%	0.5%	0.5%	0%
Bonds/Fees	1%	8%	10%	4%	10%	1%
Erosion Control (SWPPP)	0.5%	0%	0.5%	0%	0.5%	0.5%
Army Corps/Fish & Game – Environmental Inspections	0%	0%	0%	1%	0%	0%
TOTAL:	21.5%	26.5%	34.0%	24.5%	44.0%	20%

The bridge and major thoroughfare improvements for highway segments and bridges are listed in Table 6A (Attachment C). Table 6A also includes limits of the proposed improvements and an estimated cost. A detailed listing of work items required for each highway segment and bridge is included in Table 6B (Attachment C).

Intersection improvements, along with a description and estimated cost, are included in Table 7 (Attachment C). Several interchanges have been identified as “regional” improvements. Therefore, each District being updated at this time will pay its “fair share” for each regional improvement based on the respective District’s percent share of projected vehicle trips that encounter the improvement.

Regional improvements; along with a description, percent share according to District, total estimated cost, and estimated cost to the District; are included in Table 8 (Attachment C). Regional improvements are shown in Figure 1.

All District improvements to roadways, bridges, intersections, and interchanges are shown in Figure 2 and described, with estimated costs, in Attachment C. Total costs for the remaining District-identified improvements total an estimated \$237.37 million as summarized below.

- ♦ Highway Segments and Bridges \$188.87 million
- ♦ Intersections..... \$6.80 million
- ♦ District Share of Regional Improvements \$41.70 million
- ♦ Estimated Cost of Improvements..... \$237.37 million

C. 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.

D. 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. Table 9A (Attachment D) includes a list of filed maps; along with the residential units, non-residential acres, and estimated FDUs. Conditioned fees associated with filed maps are also included in Table 9A (Attachment D) were applicable. The location and status of filed maps are shown in Figure 3.

The Quantity of FDUs for the remaining vacant land, within the City of Santa Clarita, was estimated based on the City of Santa Clarita zoning map and mid-point densities. Table 9B (Attachment D) includes a summary of vacant land within the City of Santa Clarita, zoning designations, and estimated FDUs. The Quantity of FDUs for the remaining vacant land, within Los Angeles County, was estimated based on the land use categories and mid-point densities designated in the Santa Clarita Valley Area Plan. Table 9C (Attachment D) includes a summary of vacant land within Los Angeles County, county land use designations, and estimated FDUs. Table 10 (Attachment D) summarizes the development units for residential land uses, the acres for non-residential land uses, and the estimated FDUs for residential and non-residential land uses. The location of vacant land, where no map has been filed, is also shown in Figure 3.

This analysis shows expected future development estimated at 14,238 FDUs, consisting of 12,598 residential units, 487 commercial acres, and 157 industrial use acres.

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 average mid-point densities and filed tentative maps, 58% of the future units will be single-family; 25% of the future units will be townhouse-type; and the remaining 17% of the future units will be apartments. Non-residential uses are projected as 76% commercial and 24% industrial. 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 tables in Attachment D include an analysis of the estimated number of FDUs in the District. The net cost is the total estimated cost of improvements (included in Attachment A) minus anticipated grant funding, funds available as shown in Table 4, and District fees committed through developer agreements (See Table 9A). The total estimated cost of improvements, net cost of improvements, remaining development measured in FDUs, and the calculated District fee is shown below:

- ♦ Estimated Cost of Improvements..... \$237.37 million
- ♦ Anticipated Grant Funding..... \$24.39 million
- ♦ Funds available in District -\$0.32 million
- ♦ Fees committed in Developer Agreements..... \$3.46 million
- ♦ Net Cost of Improvements..... \$209.84 million
- ♦ Remaining Development 14,238 FDUs
- ♦ District Fee per FDU..... \$14,700 / FDU

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 City of Santa Clarita and Los Angeles County Circulation Plans. 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 Family 1.0 FDU
- ♦ Condominium/Townhouse..... 0.8 FDU
- ♦ Apartment 0.7 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.

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 in the County area, then District fees may be collected for the issuance of a building permit. Because the City of Santa Clarita allows some projects to pay District fees after recordation at the building permit stage, some recorded maps were included in the development analysis.

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

The County General Plan includes designations for floodways, Significant Ecological Areas (SEA), and public service related lands. The City assigns such areas urban zoning designations. The updated District fee reflects potential development for all vacant lands with urban only zoning designation. Typically, very few FDUs are assigned to these areas.

Additionally, 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 or City zoning designation. 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-Typical Cases

The City and/or 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 either the City or the County.

Non-Residential Land Development not including a Land Division

The City and County codes regarding bridge and major thoroughfare fee payment allow 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 or City, based on one of the following calculations:

Retail Commercial

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

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 in 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, the equivalent of one acre of retail development.

Office Commercial/Business Park

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

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 talking 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

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

Using a 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 the 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.

G. CONSTRUCTION OF DISTRICT IMPROVEMENTS IN LIEU OF PAYING FEES AND CREDIT/CASH REQUESTS

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

If adequate funds are available, the developer may receive a cash reimbursement.

A developer has the following options with regard to construction of District-identified improvements:

- Construct District-identified improvements for District credit.
- Construct District-identified improvements and receive cash reimbursement from the District.

To receive District credit or cash reimbursement from the District for constructed and accepted improvements, the proper documentation must be submitted to the County or City. Required documentation includes the "Bridge and Major Thoroughfare District Cash/Credit Request" form (included as Attachment E) and all applicable attachments documenting construction costs. No documentation for the 5% administrative/management fee is required.

Upon submittal of a request for a withdrawal from the District, review and determination by the City and/or County will be completed within 60 days. After the "Bridge and Major Thoroughfare District Cash/Credit Request" form has been submitted and approved, withdrawal of District funds will be authorized if the City and/or County deem that sufficient funds are available in the District account, based on a review of District priorities.

If a developer constructs improvements beyond its conditioned obligation, District credit and/or cash may be given subsequent to the improvement's completion and acceptance as long as the improvement has been described in this report as a District improvement.

The City and/or County will accept improvements for maintenance upon completion and field acceptance.

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 or City improvement as a condition of project approval, the landowner receives no credit for the value of the dedicated property. Therefore, the cost estimates prepared for District improvements reflect costs for right-of-way as described above.

It may be permissible for developer/landowners to receive reimbursement for the construction of District-identified improvements from District funds as described in this report once improvements are completed and accepted by the City or County.

H. 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 District fee accordingly.

Beginning July 1, 2002, 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 two percent

increase, the District fee per FDU will be increased by two percent and rounded up to the nearest \$10. If the percentage movement increases less than two percent, the District Fee per FDU will be increased by the same percent as the percentage movement and rounded up to the nearest \$10. Notwithstanding the foregoing, no such adjustment shall decrease any District fee.

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

I. 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 City and/or County to current owners in proportion to District fees paid.

J. DISTRICT FUNDS

The City and County will each maintain a separate District fund. Money may be transferred from one fund to the other for District purposes.

City of Santa Clarita

Any District fees paid by development projects within the City portion of the District may be loaned to other Districts within the City Limits. The loans may be used provided that loans are properly recorded by no less than a resolution approved by the City Council. This provision ONLY applies to the City of Santa Clarita portion of the B&T funds within each District.

Pursuant to the above paragraph, the City shall make all funds or credits available to the District as necessary for the purpose of the City reimbursing or providing credit to developers/landowners as described in this report once improvements are completed and accepted. It will be the sole discretion of the City to determine whether developers/landowners will be provided a reimbursement or credit for improvements above B&T obligations.

Los Angeles County

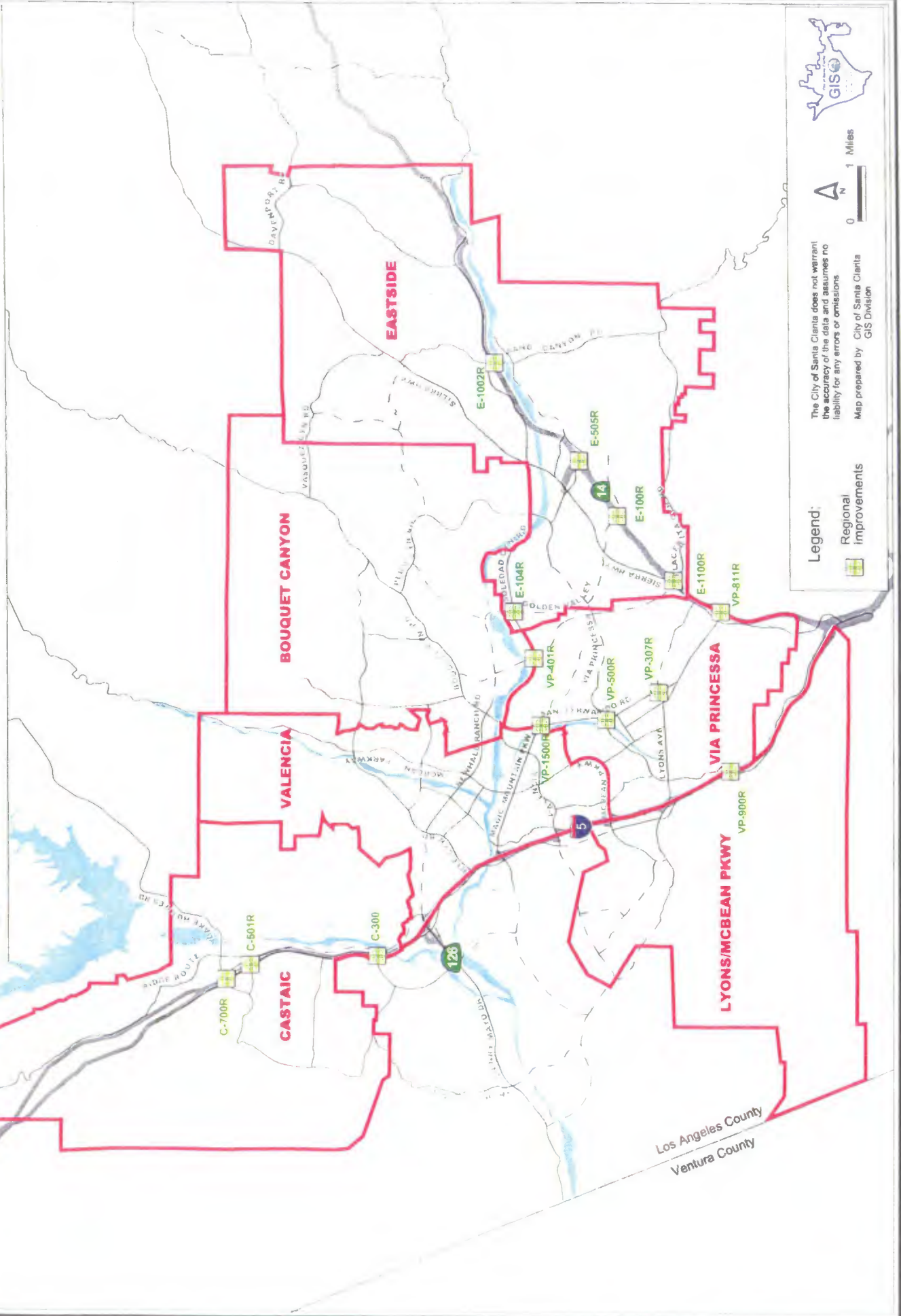
For the County portion of the District, the County will not loan money out of the District as described above.

K. THE ENVIRONMENTAL ANALYSIS

The City of Santa Clarita has determined that this District update does not constitute a "Project" as established by CEQA guideline 15378(4) and therefore is exempt from CEQA. The County of Los Angeles finds the proposed update is statutorily exempt under Public Resource Code Section 21080 B8(d).

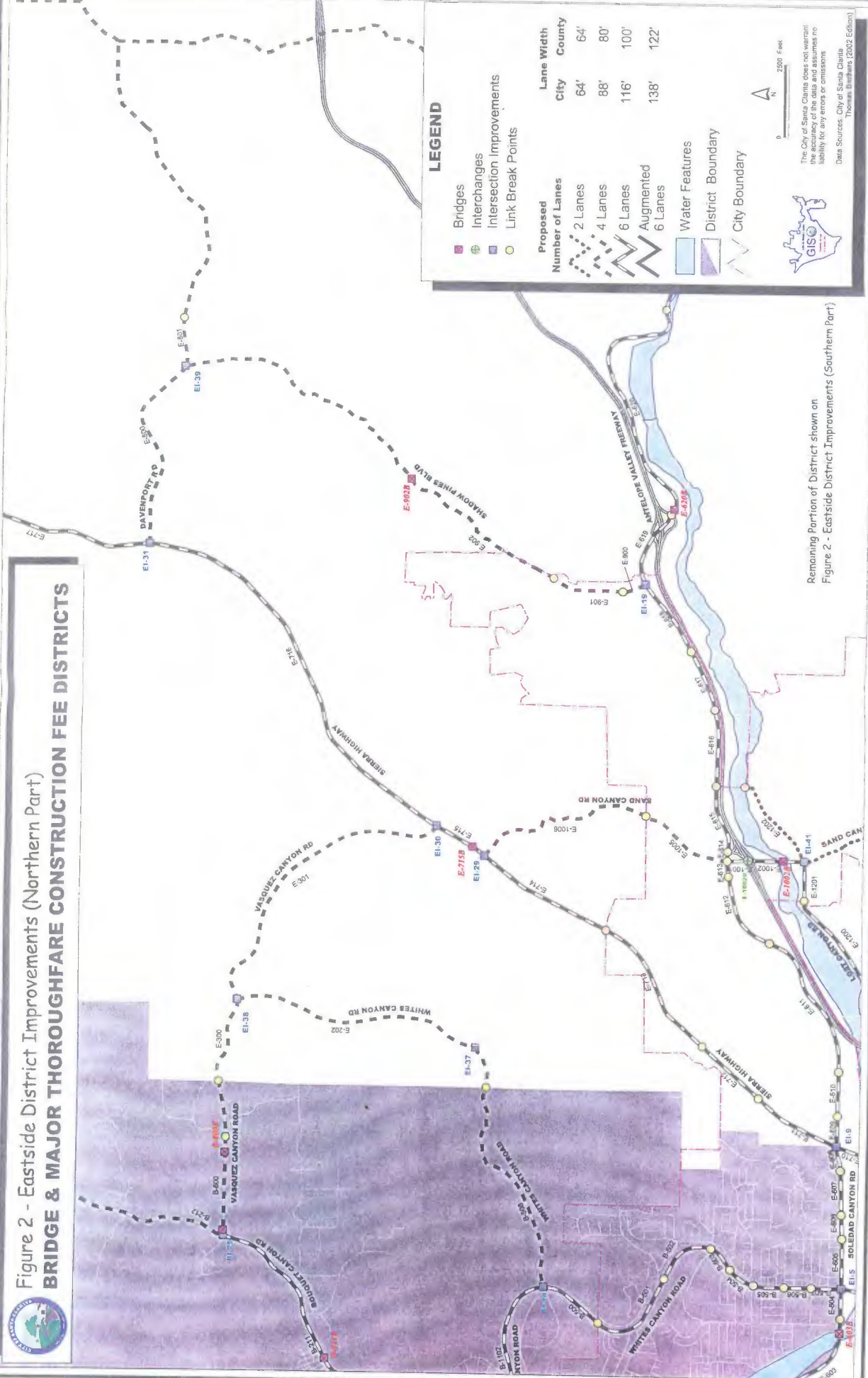


Figure 1 - District Boundary & Regional Improvements
BRIDGE & MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICTS



See Figure 1 for District Boundary

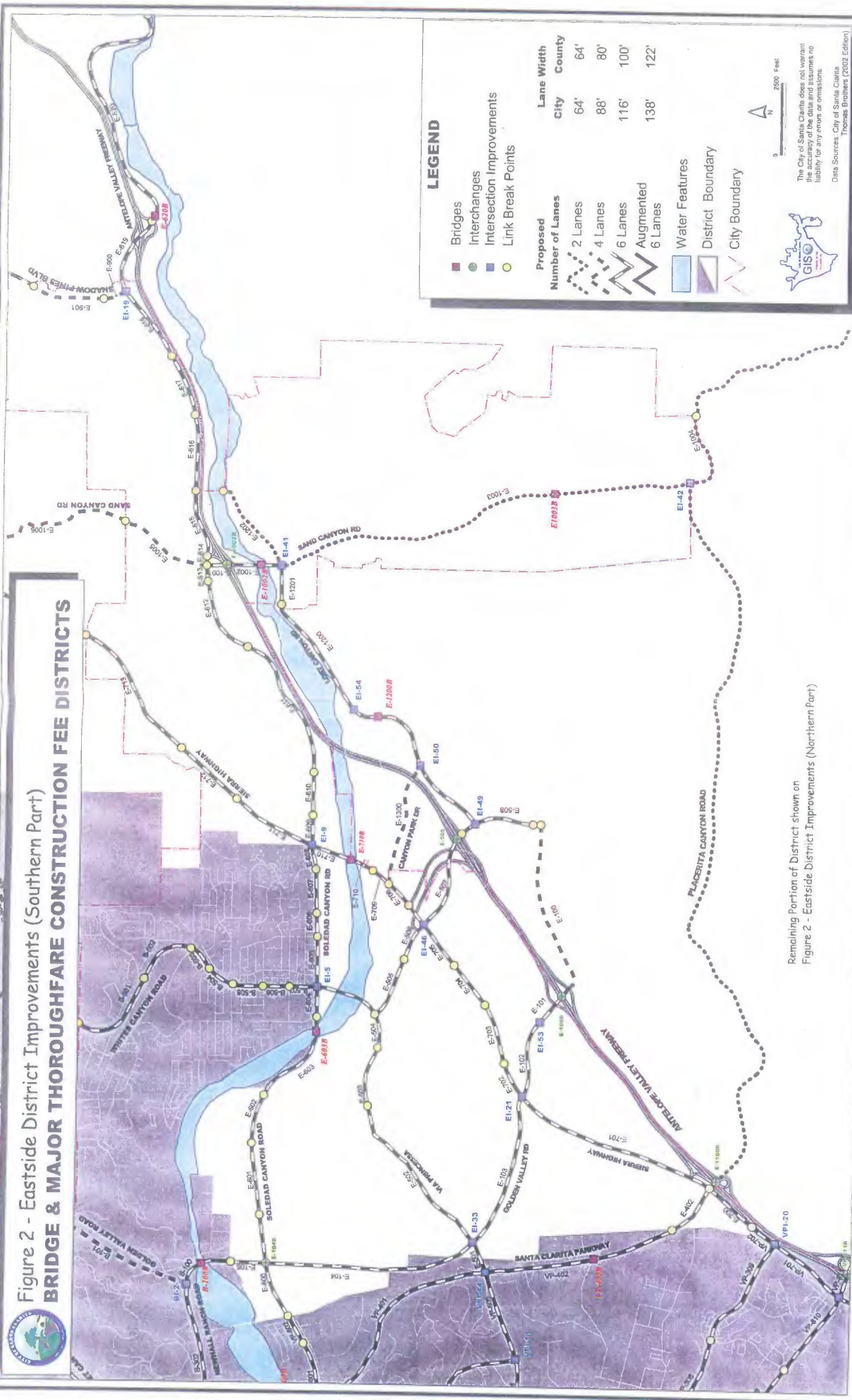
**Figure 2 - Eastside District Improvements (Northern Part)
BRIDGE & MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICTS**



Remaining Portion of District shown on Figure 2 - Eastside District Improvements (Southern Part)

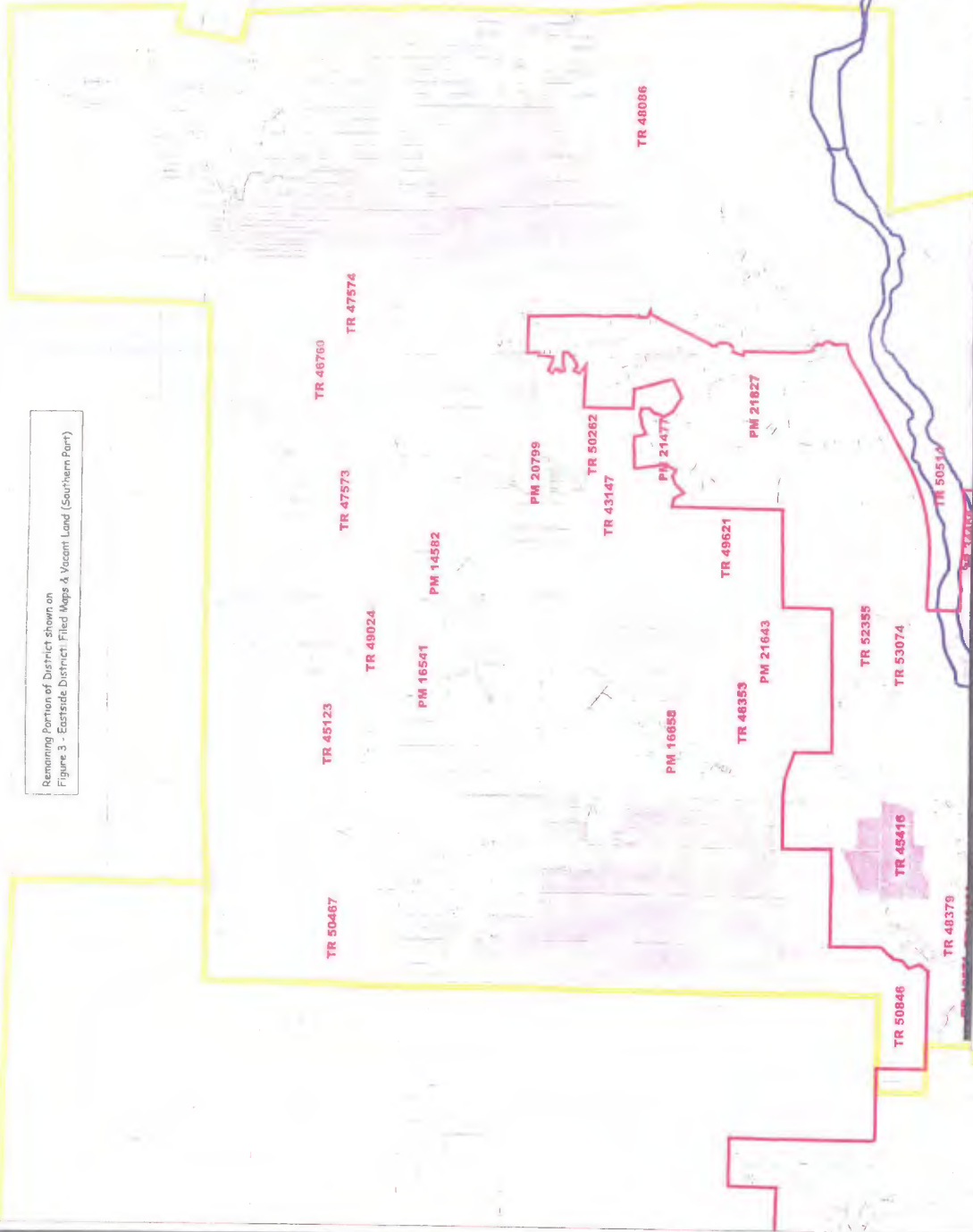
See Figure 1 for District Boundary

**Figure 2 - Eastside District Improvements (Southern Part)
BRIDGE & MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICTS**



Remaining Portion of District shown on
Figure 2 - Eastside District Improvements (Northern Part)

Remaining Portion of District shown on
Figure 3 - Eastside District: Filled Maps & Vacant Land (Southern Part)



LEGEND

- Eastside District Boundary (Northern Part)
- Other District Boundary
- City of Santa Clarita Boundary
- Water Features

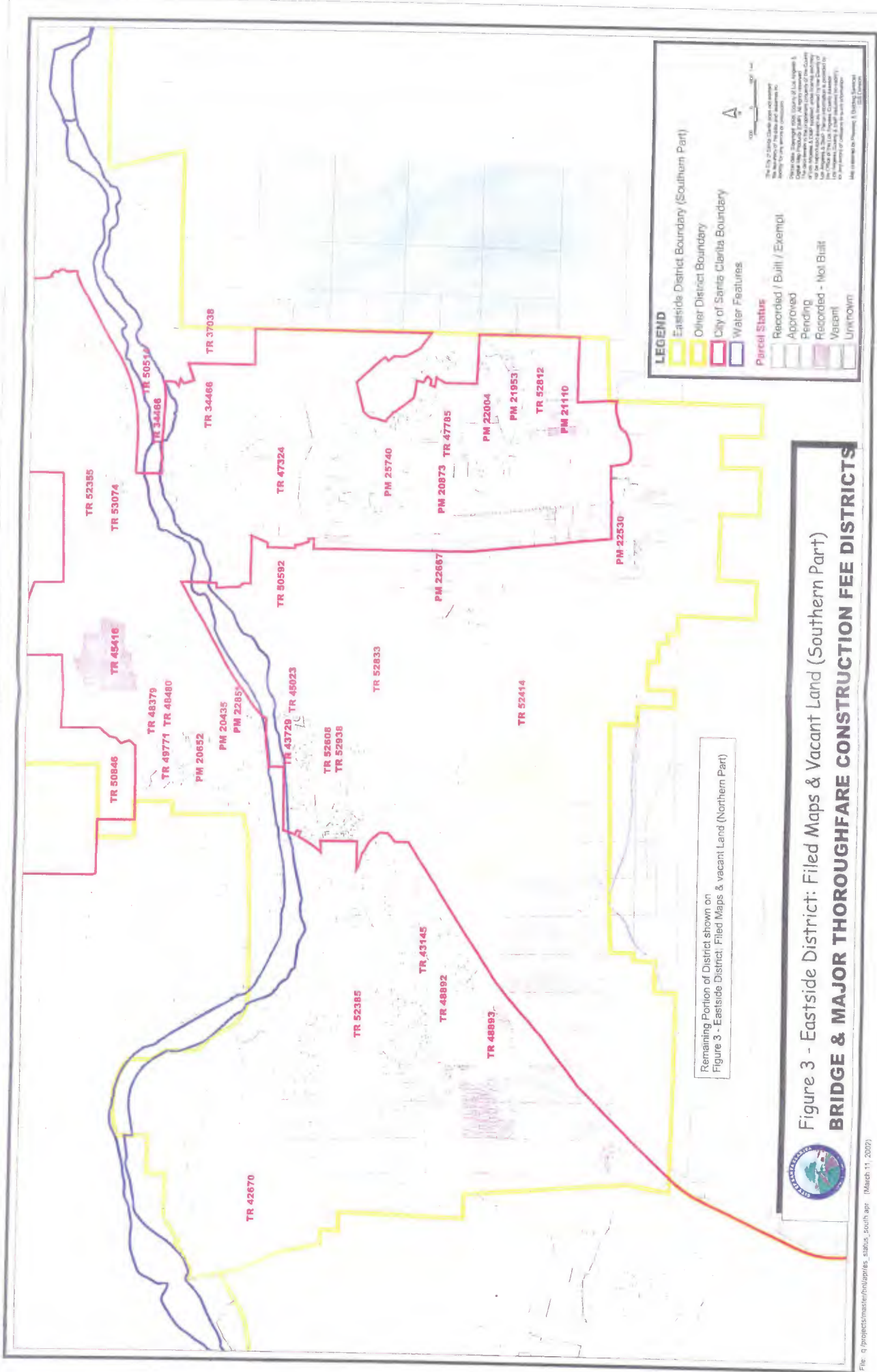
Parcel Status

- Recorded / Built / Exempt
- Approved
- Pending
- Recorded - Not Built
- Vacant
- Unknown

The City of Santa Clarita does not warrant the accuracy of the data and information. The data herein is the property of the County of Los Angeles and is provided to the City of Santa Clarita for informational purposes only. The City of Santa Clarita is not responsible for any errors or omissions in this information. Map prepared by Planning & Building Services, GIS Division.

Figure 3 - Eastside District: File Maps & Vacant Land (Northern Part)
BRIDGE & MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICTS





ATTACHMENT A

CODE PERTAINING TO B&T DISTRICTS

Board of Supervisors—Los Angeles County Code
City of Santa Clarita, California—Municipal Code

COUNTY CODE:

TITLE 58 **Chapter 21.23** **§ 21.32.200**

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 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 benefited. 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. 34, 1985*)

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.*)

CITY CODE

16.21.190 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 hereinafter established to defray the costs of constructing bridges over waterways, railways, freeways, and canyons, and/or constructing major thoroughfares.
- B. 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 City Council at least 30 days prior to filing of a map or application for a building permit on land located within the boundaries of the area of benefit.
- C. 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.
- D. 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.
- E.
 - 1. Action to establish an area of benefit may be initiated by the City Council upon its own motion or upon the recommendation of the City Engineer.
 - 2. The City Council 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.
- F.
 - 1. At the public hearing, the City Council will consider the testimony, written protests and other evidence. At the conclusion of the public hearing, the City Council may, unless a majority written protest is filed and not withdrawn, determine to establish an area of benefit. If established, the City Council 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 City Council shall make provision 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 City Council 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 City Council 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 City Council 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 Section F above.
 5. Nothing in this section shall prohibit the City Council, which in 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 improvements or portion thereof.
- G. 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 the bridge projects and/or major thoroughfares in the benefit area. Moneys in such fund shall be expended solely for the construction of the improvement serving the area to be benefited and from which the fees comprising the fund were collected, or to reimburse the City for the costs of constructing the improvement.
- H. The City Council may approve the acceptance of considerations in lieu of the payment of fees established herein.
- I. The City Council 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.

- J. If a subdivider, as a condition of approval of a subdivision, is required or desires to construct a bridge and/or major thoroughfare, the City Council 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 funds cover more than one project, reimbursements shall be made on a pro rata basis, reflecting the actual or estimated costs of the project covered by the fund.

*SUBDIVISION CODE
City of Santa Clarita, California*

11/24/92

ATTACHMENT B

LEGAL DESCRIPTION

LEGAL DESCRIPTION

THE AREA OF BENEFIT KNOWN AS
EASTSIDE BRIDGE AND MAJOR
THOROUGHFARE CONSTRUCTION FEE DISTRICT

THAT PORTION OF THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AND THAT PORTION OF THE CITY OF SANTA CLARITA WITHIN THE FOLLOWING DESCRIBED BOUNDARIES:

BEGINNING AT THE NORTHEASTERLY CORNER OF SECTION 16, TOWNSHIP 4 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID SECTION 16 TO THE SOUTHERLY LINE OF THE NORTH HALF OF SAID SECTION 16; THENCE WESTERLY ALONG SAID SOUTHERLY LINE TO THE WESTERLY LINE OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION; THENCE SOUTHERLY ALONG SAID WESTERLY LINE TO THE NORTHERLY LINE OF THE SOUTHWEST QUARTER OF SAID SOUTHEAST QUARTER; THENCE EASTERLY AND SOUTHERLY ALONG THE NORTHERLY AND EASTERLY LINES OF SAID SOUTHWEST QUARTER TO THE SOUTHERLY LINE OF SAID SECTION 16; THENCE WESTERLY ALONG SAID LAST MENTIONED SOUTHERLY LINE TO THE NORTHWESTERLY CORNER OF LOT 1 IN SECTION 21, SAID LAST MENTIONED TOWNSHIP AND RANGE; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID LOT 1 AND THE WESTERLY LINE OF LOT 4 IN SAID LAST MENTIONED SECTION TO THE NORTHWESTERLY BOUNDARY OF SIERRA HIGHWAY, 120 FEET WIDE, AS SAME EXISTED ON MARCH 4, 2002; THENCE SOUTHWESTERLY ALONG SAID NORTHWESTERLY BOUNDARY TO THE NORTHERLY BOUNDARY OF SOLEDAD CANYON ROAD, AS SAME EXISTED ON SAID DATE; THENCE WESTERLY AND NORTHWESTERLY ALONG THE NORTHERLY AND NORTHEASTERLY BOUNDARY OF SOLEDAD CANYON ROAD TO A LINE 50 FEET EASTERLY OF AND PARALLEL WITH, MEASURED AT RIGHT ANGLE TO, THE EASTERLY BOUNDARY OF TRACT NO. 23365, AS SHOWN ON MAP FILED IN BOOK 760 PAGES 29 AND 30, OF MAPS, IN THE OFFICE OF THE REGISTRAR-RECORDER OF SAID COUNTY; THENCE NORTHERLY ALONG SAID LAST MENTIONED PARALLEL LINE TO THE MOST SOUTHERLY CORNER OF LOT 82 OF

TRACT NO. 30317 AS SHOWN ON MAP FILED IN BOOK 740, PAGES 97 TO 100, INCLUSIVE, OF SAID MAPS; THENCE NORTHERLY, NORTHWESTERLY AND WESTERLY ALONG THE EASTERLY, NORTHEASTERLY AND NORTHERLY BOUNDARIES OF SAID LAST MENTIONED LOT AND FOLLOWING THE SAME ALONG ALL ITS VARIOUS COURSES AND CURVES TO THE NORTHEASTERLY CORNER OF LOT 57 OF TRACT NO. 30319 AS SHOWN ON MAP FILED IN BOOK 757 PAGES 43, 44 AND 45, OF SAID MAPS; THENCE WESTERLY AND SOUTHERLY ALONG THE NORTHERLY AND WESTERLY LINES OF SAID LAST MENTIONED LOT TO THE NORTHWESTERLY CORNER OF LOT 55 OF SAID LAST MENTIONED TRACT; THENCE SOUTHERLY ALONG THE WESTERLY BOUNDARY OF SAID LAST MENTIONED TRACT TO THE NORTHEASTERLY CORNER OF TRACT NO. 8575 AS SHOWN ON MAP FILED IN BOOK 117 PAGES 64, 65 AND 66, OF SAID MAPS; THENCE WESTERLY AND SOUTHERLY ALONG THE NORTHERLY AND WESTERLY BOUNDARIES OF SAID LAST MENTIONED TRACT AND FOLLOWING THE SAME ALONG ALL ITS VARIOUS COURSES TO THE MOST WESTERLY, NORTHWESTERLY CORNER OF SAID LAST MENTIONED TRACT; THENCE SOUTHERLY ALONG THE WESTERLY BOUNDARY OF SAID LAST MENTIONED TRACT TO ITS INTERSECTION WITH THE NORTHERLY BOUNDARY OF LOT 2 AS SHOWN ON LICENSED SURVEYOR'S MAP RECORDED IN BOOK 27 PAGE 40, OF RECORDS OF SURVEYS, IN SAID OFFICE OF THE REGISTRAR-RECORDER; THENCE WESTERLY ALONG SAID LAST MENTIONED NORTHERLY BOUNDARY TO ITS INTERSECTION WITH THE NORTHEASTERLY PROLONGATION OF THE NORTHWESTERLY BOUNDARY OF PARCEL 4 OF PARCEL MAP NO. 6449 PER MAP FILED IN BOOK 69 PAGES 8 TO 10, INCLUSIVE, OF PARCEL MAPS, IN SAID OFFICE OF THE REGISTRAR-RECORDER; THENCE SOUTHWESTERLY ALONG SAID LAST MENTIONED NORTHEASTERLY PROLONGATION TO THE NORTHEASTERLY CORNER OF SAID PARCEL 4; THENCE SOUTHWESTERLY, NORTHWESTERLY AND WESTERLY ALONG THE NORTHWESTERLY, NORTHEASTERLY AND NORTHERLY LINES OF SAID PARCEL 4 TO THE NORTHWESTERLY CORNER OF SAID PARCEL 4; THENCE SOUTHERLY ALONG SAID WESTERLY LINE AND ITS SOUTHERLY PROLONGATION, AND ALONG THE CENTERLINE OF THE FIRST LOS ANGELES AQUEDUCT AS SHOWN ON SAID PARCEL MAP NO. 6449 FOLLOWING THE SAME IN ALL ITS VARIOUS COURSES TO THE NORTHERLY LINE OF LOT 62 OF ST. JOHN SUBDIVISION PER MAP RECORDED IN BOOK 196 PAGES 306 TO 309, INCLUSIVE, OF MISCELLANEOUS RECORDS, IN THE OFFICE OF SAID REGISTRAR-RECORDER; THENCE EASTERLY ALONG SAID NORTHERLY LINE TO THE WESTERLY BOUNDARY OF

THE LAND DESCRIBED IN DEED RECORDED JUNE 9, 1997, AS INSTRUMENT NO. 97-855038 OF OFFICIAL RECORDS, IN THE OFFICE OF SAID REGISTRAR-RECORDER; THENCE SOUTHERLY AND EASTERLY ALONG THE WESTERLY AND SOUTHERLY LINES OF SAID LAND TO THE EASTERLY LINE OF SAID LOT 62; THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO THE SOUTHERLY LINE OF FRACTIONAL SECTION 25, TOWNSHIP 4 NORTH, RANGE 16 WEST, SAN BERNARDINO MERIDIAN; THENCE EASTERLY ALONG LAST SAID SOUTHERLY LINE AND THE SOUTHERLY LINE OF SECTION 30, TOWNSHIP 4 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN TO THE WESTERLY BOUNDARY OF THE SECOND LOS ANGELES AQUEDUCT; THENCE SOUTHERLY ALONG SAID WESTERLY BOUNDARY TO THE NORTHEASTERLY PROLONGATION OF THE SOUTHEASTERLY BOUNDARY OF THE FIRST LOS ANGELES AQUEDUCT WITHIN SECTION 6, TOWNSHIP 3 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN; THENCE SOUTHWESTERLY ALONG LAST SAID PROLONGATION AND LAST SAID SOUTHEASTERLY BOUNDARY TO THE EAST-WEST CENTER LINE OF SECTION 6, TOWNSHIP 3 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN; THENCE EASTERLY ALONG SAID EAST-WEST CENTER LINE TO THE WEST QUARTER CORNER OF SECTION 5, TOWNSHIP 3 NORTH, RANGE 15 WEST; THENCE EASTERLY ALONG THE SOUTHERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION 5 TO THE SOUTHEAST CORNER THEREOF; THENCE NORTHERLY ALONG THE WESTERLY LINE OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 5 TO THE SOUTHERLY LINE OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 5; THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE EAST LINE OF THE WEST 15 ACRES OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 5; THENCE NORTHERLY ALONG SAID EAST LINE TO THE SOUTHERLY LINE OF LOT 2 OF SAID SECTION 5; THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE SOUTHEAST CORNER OF LOT 2; THENCE NORTHERLY ALONG THE EASTERLY LINE OF SAID LOT 2 TO THE NORTHERLY LINE OF SAID SECTION 5; THENCE EASTERLY ALONG SAID NORTHERLY LINE TO THE NORTHWEST CORNER OF SECTION 4, TOWNSHIP 3 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN; THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID SECTION 4 TO THE NORTHWEST CORNER OF SECTION 3, TOWNSHIP 3 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN; THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID SECTION 3 TO THE NORTHWEST CORNER OF LOT 3 OF

SAID SECTION 3; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID LOT 3 TO THE SOUTHWEST CORNER THEREOF; THENCE EASTERLY ALONG THE SOUTHERLY LINE OF SAID LOT 3 TO THE WEST LINE OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 3; THENCE SOUTHERLY ALONG SAID WEST LINE TO THE SOUTHERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION 3; THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE SOUTHEAST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 3; THENCE NORTHERLY ALONG THE EASTERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION 3 A DISTANCE OF 15.00 CHAINS; THENCE EAST 15.00 CHAINS; THENCE SOUTH 5.00 CHAINS; THENCE EAST 10.00 CHAINS; THENCE SOUTH 5.00 CHAINS; THENCE EAST 5.00 CHAINS; THENCE SOUTH 5.00 CHAINS TO THE SOUTHERLY LINE OF THE NORTHEAST QUARTER OF SAID SECTION 3; THENCE EASTERLY ALONG SAID SOUTHERLY LINE 10.00 CHAINS MORE OR LESS TO THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 3; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID SECTION 3 TO THE SOUTHWEST CORNER OF SECTION 2, TOWNSHIP 3 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN; THENCE EASTERLY ALONG THE SOUTHERLY LINE OF SAID SECTION 2 TO THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 2; THENCE NORTHERLY AND EASTERLY ALONG THE WESTERLY AND NORTHERLY LINES OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 2 TO THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 2; THENCE EASTERLY ALONG THE NORTHERLY LINE OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 2 TO THE NORTHWEST CORNER OF THE EAST-HALF OF THE EAST-HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 2; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF THE EAST-HALF OF THE EAST-HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 2 TO THE SOUTHERLY LINE OF SAID SECTION 2; THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE SOUTHWEST CORNER OF SECTION 1, TOWNSHIP 3 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN; THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID SECTION 1 TO THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 1; THENCE EASTERLY AND SOUTHERLY ALONG THE NORTHERLY AND EASTERLY LINES OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF

SAID SECTION 1 TO THE SOUTHERLY LINE OF SAID SECTION 1; THENCE
EASTERLY ALONG SAID SOUTHERLY LINE TO THE SOUTH-QUARTER CORNER OF SAID
SECTION 1; THENCE NORTHERLY ALONG THE NORTH-SOUTH CENTER LINE OF SAID
SECTION 1 TO THE NORTHWEST CORNER OF LOT 2 OF SAID SECTION 1; THENCE
EASTERLY ALONG THE NORTHERLY LINE OF SAID SECTION 1 TO THE SOUTHWEST
CORNER OF SECTION 31, TOWNSHIP 4 NORTH, RANGE 14 WEST, SAN BERNARDINO
MERIDIAN; THENCE NORTHERLY ALONG THE WESTERLY LINES OF SECTIONS 31, 30
AND 19 OF TOWNSHIP 4 NORTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN TO
THE NORTHWEST CORNER OF SAID SECTION 19; THENCE EASTERLY ALONG THE
NORTHERLY LINE OF SAID SECTION 19 TO THE SOUTHWEST CORNER OF SECTION
17, TOWNSHIP 4 NORTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN; THENCE
NORTHERLY ALONG THE WESTERLY LINE OF SAID SECTION 17 TO THE WEST-
QUARTER CORNER THEREOF; THENCE EASTERLY ALONG THE SOUTHERLY LINE OF
THE NORTH-HALF OF SAID SECTION 17 TO THE EAST-QUARTER CORNER THEREOF;
THENCE NORTHERLY ALONG THE EASTERLY LINE OF SAID SECTION 17 TO THE
SOUTHEAST CORNER OF SECTION 8, TOWNSHIP 4 NORTH, RANGE 14 WEST; SAN
BERNARDINO MERIDIAN; THENCE NORTHERLY ALONG THE EASTERLY LINES OF
SECTIONS 8 AND 5 OF TOWNSHIP 4 NORTH, RANGE 14 WEST, SAN BERNARDINO
MERIDIAN TO THE NORTHEAST CORNER OF SAID SECTION 5 AND THE SOUTHEAST
CORNER OF SECTION 32, TOWNSHIP 5 NORTH, RANGE 14 WEST, SAN BERNARDINO
MERIDIAN; THENCE NORTHERLY ALONG THE EASTERLY LINE OF SAID SECTION 32
TO THE SOUTHEAST CORNER OF SECTION 29, TOWNSHIP 5 NORTH, RANGE 14
WEST, SAN BERNARDINO MERIDIAN; THENCE NORTHERLY AND WESTERLY ALONG THE
EASTERLY AND NORTHERLY LINES OF SAID SECTION 29 TO THE NORTHEAST
CORNER OF SECTION 30, TOWNSHIP 5 NORTH, RANGE 14 WEST, SAN BERNARDINO
MERIDIAN; THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID SECTION 30
TO THE NORTH-QUARTER CORNER THEREOF; THENCE SOUTHERLY ALONG THE NORTH-
SOUTH CENTER LINE OF SAID SECTION 30 TO THE SOUTH-QUARTER CORNER
THEREOF; THENCE WESTERLY ALONG THE SOUTHERLY LINE OF SAID SECTION 30
TO THE NORTHEAST CORNER OF SECTION 36, TOWNSHIP 5 NORTH, RANGE 15
WEST, SAN BERNARDINO MERIDIAN; THENCE WESTERLY ALONG THE NORTHERLY
LINES SECTION 36, 35 AND 34 OF TOWNSHIP 5 NORTH, RANGE 15 WEST, SAN
BERNARDINO MERIDIAN TO THE NORTHWEST CORNER OF SAID SECTION 34; THENCE
SOUTHERLY ALONG THE WESTERLY LINE OF SAID SECTION 34 TO THE NORTHWEST

CORNER OF SECTION 3, TOWNSHIP 4 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN; THENCE SOUTHERLY ALONG WESTERLY LINES OF SECTIONS 3 AND 10 OF TOWNSHIP NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN TO THE POINT OF BEGINNING.

ATTACHMENT C

DESCRIPTION OF PROPOSED IMPROVEMENTS AND ESTIMATED COSTS

TABLE 6A BRIDGE AND MAJOR THOROUGHFARE IMPROVEMENTS

Highway	Limits of Proposed Improvements	Estimated Cost
Golden Valley Road	SR-14 to the northerly District boundary	\$28,958,320
Whites Canyon Road	District boundary to Vasquez Canyon Road	\$5,545,380 ✓
Vasquez Canyon Road	District Boundary to Sierra Highway	\$21,876,580 ✓
Santa Clarita Parkway	District Boundary to Sierra Highway	\$1,270,380
Via Princessa Road	Northerly boundary of Golden Valley Ranch to the westerly District boundary	\$25,928,390
Soledad Canyon Road	Westerly District boundary to the easterly District boundary	\$9,263,790
Sierra Highway	Southerly District boundary to the northerly District boundary	\$19,795,060
Davenport Road	Sierra Highway to the easterly District boundary	\$8,809,160 ✓
Shadow Pines Blvd	Begonias Lane to Davenport Road	\$13,243,320
Sand Canyon Road	Soledad Canyon Road to easterly District boundary and Soledad Canyon Road to Sierra Highway	\$32,028,670
Lost Canyon Road	Via Princessa to Sand Canyon Road	\$21,807,390
Canyon Park Boulevard	Sierra Highway to Lost Canyon Road	\$345,200 ✓
TOTAL:		\$188,871,640

TABLE 6B DETAILED DESCRIPTION OF BRIDGE AND MAJOR
THOROUGHFARE IMPROVEMENTS

ID	Highway/Location	Description Of Improvements
Golden Valley Road		
E-0100	Via Princessa to South End of Bridge over SR-14	6 Lane Street Construction
E-0101	N. End of Bridge over SR-14 to Green Mountain	Signing and striping
E-0102	Green Mountain to Sierra Hwy	Grading 6 Lane Street Construction Landslide Mitigation
E-0103	Sierra Hwy to via Princessa	Bus Turnouts Sidewalk-two sides Street Lights
E-0104	Via Princessa to Interchange	Grading 6 Lane Street Construction
E-0105	Interchange at Soledad Canyon Road to Northerly District boundary	Grading 6 Lane Street Construction
Whites Canyon Road		
E-0202	Westerly District boundary to Vasquez Canyon Road	Grading 4 Lane Street Construction
Vasquez Canyon Road		
E-0300	Westerly District boundary to Whites Canyon Road	Grading 4 Lane Street Construction Right-of-way acquisition
E-0301	Whites Canyon To Sierra Hwy	Grading 4 Lane Street Construction Right-of-way acquisition
Santa Clarita Parkway		
E-0402	Westerly District Boundary to Sierra Hwy	Grading 6 Lane Street Construction
Via Princessa Road		
E-0501	Santa Clarita Pkwy to Golden Valley Road	Grading 6 Lane Street Construction
E-0502	Golden Valley Road to Rainbow Glen	Grading 6 Lane Street Construction
E-0503	Rainbow Glen to May Way	Street Widening to 6 lanes Right-of-way acquisition Bus Turnouts Street Lights Sidewalk-two sides Signing and striping
E-0504	May Way to Whites Canyon	Signing and striping Bus Turnouts
E-0505	Whites Canyon to Weyerhaeuser Way	Signing and Striping Median Bus turnouts
E-0506	Weyerhaeuser Way to Sierra Highway	Bus Turnouts Signing and Striping
E-0507	Sierra Hwy to Antelope Valley Freeway	Bus Turnouts

TABLE 6B DETAILED DESCRIPTION OF BRIDGE AND MAJOR
THOROUGHFARE IMPROVEMENTS

ID	Highway/Location	Description Of Improvements
E-0508	Lost Canyon Road to the northerly boundary of Golden Valley Ranch	Median Signing and striping Bus Pads
Soledad Canyon Road		
E-0600	Westerly District Boundary to Ruether	Bus Turnouts
E-0601	Ruether Avenue to Rainbow Glen	Bus Turnouts
E-0602	Rainbow Glen to Langside Avenue	Bus Turnouts
E-0603	Langside Avenue to Camp Plenty Road	Bus Turnouts
E-0604	Camp Plenty Road to Whites Canyon	Bus Turnouts
E-0605	Whites Canyon to Crossglade Avenue	Median Bus Turnouts
E-0606	Crossglade Avenue to Luther Drive	Partial Median Bus Turnouts
E-0607	Luther Drive to Shangri-la Drive	Bus Turnouts
E-0608	Shangri-la Drive to Sierra Highway	Median Bus turnouts
E-0609	Sierra Highway to Solemint Road	Bus Turnouts Signing and striping
E-0610	Solemint Road to Galeton Road	Median Bus turnouts Signing and striping
E-0611	Galeton Road to Anne Freda Street	Bus Turnouts Interconnect Signing and striping
E-0612	Anne Freda Street to Kenroy Avenue	Bus Turnouts Signing and Striping
E-0613	Kenroy Avenue to Sand Canyon Road	Bus Turnouts Signing and Striping
E-0614	Sand Canyon Road to SR-14 Westbound Ramps	Signing and Striping
E-0615	SR-14 Westbound Ramps to Oak Spring Canyon	Bus Turnouts Signing and striping
E-0616	Oak Spring Canyon to Flowerpark Drive	Bus Turnouts Signing and striping
E-0617	Flowerpark Drive to Poppy Meadow Street	Bus Turnouts Signing and striping
E-0618	Poppy Meadow Street to Shadow Pines Boulevard	Bus Turnouts Signing and Striping
E-0619	Shadow Pines Boulevard to SR-14 Ramps (County)	Bus Pads Signing and striping
E-0620	SR-14 Ramps to Easterly District Boundary	Street Widening to 4 lanes Grading Signing and Striping Sidewalk-two sides Street lights Bus Pads Right-of-way acquisition
E-620B	Bridge over Creek	Widen

TABLE 6B DETAILED DESCRIPTION OF BRIDGE AND MAJOR
THOROUGHFARE IMPROVEMENTS

ID	Highway/Location	Description Of Improvements
<i>Sierra Highway</i>		
E-0700	Southerly District Boundary to Placerita Canyon Road	Bus Turnouts Signing and striping
E-0701	Placerita Canyon Road To Golden Valley Road	Bus Turnouts Signing and striping
E-0702	Golden Valley Road to Rainbow Glen Drive	Bus Turnouts Signing and striping
E-0703	Rainbow Glen Drive to Friendly Valley Parkway	Bus Turnouts Signing and striping
E-0704	Friendly Valley Parkway to Whispering Leaves Drive	Bus Turnouts Signing and striping
E-0705	Whispering Leaves Drive to Via Princess	Bus Turnouts Signing and striping
E-0708	SR-14 off ramps to Canyon Park Drive	Bus Turnouts
E-0709	Canyon Park Drive to Jakes Way	Bus Turnouts
E-0710	Jakes Way to Soledad Canyon Road	Bus Turnouts
E-0711	Soledad Canyon Road to Scherzinger Lane	Median Bus Turnouts Signing and striping Interconnect
E-0712	Scherzinger Lane to Sierra Cross Road	Street Widening to 6 lanes Median Sidewalk-two sides Bus Turnouts Signing and striping Interconnect
E-0713	Sierra Cross Road to City Limit	Street Widening to 6 lanes Median Sidewalk-two sides Bus Turnouts Signing and striping Street Lights Interconnect Right-of-way acquisition
E-0714	City Limit to Sand Canyon Road (County)	Street Widening to 6 lanes Median Sidewalk-two sides Street Lights Bus pads Signing and striping Interconnect
E-0715	Sand Canyon Road to Vasquez Canyon Road (County)	Street Widening to 6 lanes Median Sidewalk-two sides Street Lights Bus pads Signing and striping Interconnect Right-of-way acquisition
E-715B	Bridge over creek	Widen

TABLE 6B DETAILED DESCRIPTION OF BRIDGE AND MAJOR
THOROUGHFARE IMPROVEMENTS

ID	Highway/Location	Description of Improvements
E-0716	Vasquez Canyon Road to Davenport Road (County)	Street Widening to 6 lanes Median Sidewalk-two sides Street Lights Bus pads Signing and striping Interconnect Right-of-way acquisition
E-0717	Davenport Road to Northerly District Boundary (County)	Street Widening to 6 lanes Median Sidewalk-two sides Street Lights Bus pads Signing and striping Interconnect
Davenport Road		
E-0800	Sierra Highway to Shadow Pines Boulevard (County)	Grading 4 Lane Street Construction Right-of-way acquisition
E-801	Shadow Pines Boulevard to Easterly District Boundary (County)	Grading 4 Lane Street Construction Right-of-way acquisition
Shadow Pines Blvd		
E-0900	Soledad Canyon Road to Begonias Lane (City)	Signing and striping Interconnect
E-0901	Begonias Lane to Grandifloras Road (City)	Street Widening to 4 lanes Median Sidewalk-two sides Signing and Striping Street Lights Right-of-way acquisition
E-0902	Grandifloras Road to Davenport Road (County)	Grading 4 Lane Street Construction
E-902B	Bridge over creek	Construct Bridge
Sand Canyon Road		
E-1001	Soledad Canyon Road to SR-14 Eastbound Ramps	Median Signing and striping Interconnect
E-1002	SR-14 Eastbound Ramps to Lost Canyon Road	Street Widening to 6 lanes Median Sidewalk-two sides Street Lights Bus turnouts Signing and Striping Interconnect
E-1002B	Bridge over Santa Clara River	Widen
E-1003	Lost Canyon Road to Placerita Canyon Road	Street Widening to 2 lanes Construct storm drain Interconnect Right-of-way acquisition (for 6 lanes)

TABLE 6B DETAILED DESCRIPTION OF BRIDGE AND MAJOR
THOROUGHFARE IMPROVEMENTS

ID	Highway/Location	Description Of Improvements
E-1003B	Bridge over Iron Canyon Creek	Widen
E-1004	Placerita Canyon Road to Easterly District Boundary	Street Widening to 2 lanes Interconnect
E-1005	Soledad Canyon Road to City Limit	Street Widening to 4 lanes Grading Median Street Lights Sidewalk-one side Interconnect Signing and striping
E-1006	City Limit to Sierra Highway (County)	4 Lane Street Construction Grading Right-of-way acquisition
Lost Canyon Road		
E-1200	Canyon Park Boulevard to City Limit (County)	Grading 6 Lane Street Construction Levee R.C. Box
E-1200B	Railroad crossing (County)	Construct Bridge
E-1201	City Limit to Sand Canyon Road	Street Widening to 6 lanes Median Sidewalk-one side Street lights Interconnect Signing and striping Bus Turnouts Right-of-way acquisition
E-1202	Sand Canyon to end of existing (City)	Street Widening to 2 lanes Signing and striping
Canyon Park Boulevard		
E-1300	Railroad Tracks to Lost Canyon Road (County)	4 Lane Street Construction

TABLE 7 INTERSECTION IMPROVEMENTS

ID	Location	Description of Improvements	Estimated Cost
EI-5	Soledad Canyon Road and Whites Canyon Road	Intersection augmentation, Signal modification, Right-of-way acquisition	\$1,215,500
EI-9	Soledad Canyon Road and Sierra Highway	Intersection augmentation, Signal modification, Right of way acquisition	\$624,170
EI-19	Soledad Canyon Road and Shadow Pines Boulevard	Intersection augmentation, Signal modification, Right of way acquisition	\$771,150
EI-21	Sierra Highway and Golden Valley Road	New 4-way signal	\$180,600
EI-29	Sierra Highway and Sand Canyon Road	Intersection augmentation, Signal modification, Right of way acquisition	\$709,500
EI-30	Sierra Highway and Vasquez Canyon Road	Intersection augmentation, Signal modification, Right of way acquisition	\$709,500
EI-31	Sierra Highway and Davenport Road	New 3-way signal	\$154,800
EI-33	Via Princessa and Golden Valley Road	New 4-way signal	\$180,600
EI-38	Whites Canyon Road and Vasquez Canyon Road	New 3-way signal	\$154,800
EI-39	Davenport Road and Shadow Pines Boulevard	New 3-way signal	\$154,800
EI-41	Sand Canyon Road and Lost Canyon Road	Intersection augmentation, Signal modification, Right of way acquisition	\$923,640
EI-42	Sand Canyon Road and Placerita Canyon Road	New 3-way signal	\$154,800
EI-46	Via Princessa and Sierra Highway	Intersection augmentation, Signal modification, Right of way acquisition	\$224,980
EI-49	Via Princessa and Lost Canyon Road	New 3-way signal	\$154,800
EI-50	Lost Canyon Road and Canyon Park	New 3-way signal	\$154,800
EI-53	Golden Valley Road and Green Mountain Road	New 4-way signal	\$180,600
EI-54	Lost Canyon Road and Jakes Way	New 3-way signal	\$154,800
TOTAL:			\$6,803,840

NOTE: The construction of additional signals at highway locations within the District which are not listed above will be considered to be District projects and are eligible for credit.

TABLE 8 DISTRICT SHARE OF REGIONAL IMPROVEMENTS

ID	Location	Description of Improvements	Percent Share According to District				Total Estimated Cost	Estimated Cost to District
			Bouquet	Eastside	Via Princesa	Castaic		
VP-0307R	Lyons Avenue and San Fernando Road	Bridge, Signals, Right-of-way acquisition	9.8%	15.6%	72.8%	1.9%	\$14,611,340	\$2,284,440
VP-0401R	Santa Clarita Parkway and Soledad Canyon Road	Bridge, interchange, Signals	26.7%	24.7%	47.5%	1.1%	\$27,265,000	\$6,733,910
VP-0500R	Wiley Canyon Road/Via Princesa and San Fernando Road	Bridge widening, interchanges	11.2%	13.0%	75.6%	0.2%	\$23,940,000	\$3,108,710
VP-0811R	San Fernando Road and SR-14	Signals	3.6%	21.2%	75.2%	0.0%	\$1,198,170	\$254,510
VP-0900R	Calgrove and I-5	Widen under crossing, Flood control channel, retaining wall, Signals, Right-of-way acquisition	3.2%	8.4%	79.3%	9.2%	\$8,528,300	\$713,520
VP-1500R	Magic Mountain Parkway and San Fernando Road	Bridge, Right-of-way acquisition	17.4%	15.9%	64.5%	2.3%	\$23,648,730	\$3,752,530
C-0501R	Parker Road and I-5	Bridge widening, ramps, Signals	3.4%	4.5%	7.0%	85.1%	\$4,047,820	\$181,350
C-0700R	Lake Hughes and I-5	Widen under crossing, Signals	1.2%	1.2%	3.2%	94.3%	\$4,452,570	\$54,550
E-0100R	Golden Valley Road and SR-14	Bridge widening, Signals	21.9%	54.7%	19.8%	3.6%	\$2,617,440	\$1,431,830
E-0104R	Golden Valley Road and Soledad Canyon Road	Interchange	21.9%	54.7%	19.8%	3.6%	\$33,290,690	\$18,211,120
E-0505R	Via Princesa and SR-14	Widen under crossing, Signals	4.9%	83.6%	11.3%	0.1%	\$4,022,300	\$3,364,010
E-1002R	Sand Canyon and SR-14	Signals	5.8%	82.9%	10.4%	0.9%	\$787,670	\$653,280
E-1100R	Placerita Canyon and SR-14	Signals, Right-of-way acquisition	14.3%	47.6%	37.5%	0.6%	\$2,004,410	\$954,480
C-0300	Hasley Road and I-5	Ramps, right of way acquisition	0.0%	0.0%	0.0%	100.0%	\$24,136,700	\$0
TOTAL:							\$174,551,140	\$41,698,240

ATTACHMENT D

DEVELOPMENT ANALYSIS

TABLE 9A FDU ESTIMATE (FILED MAPS WITHIN THE DISTRICT)

Map Number	Multi-Family		Condominium Townhomes		Single Family		Commercial		TOTAL	Construction Fee		
	Units	FDU @ \$7/Unit	Units	FDU @ \$10/Unit	Units	FDU @ \$17/Unit	Area	FDU @ \$17/ft ²				
Pending Maps												
PM 16658					2	2			2			
PM 20799					2	2			2			
PM 21643					4	4			4			
PM 22530					2	2			2			
TR 45123					36	36			36			
TR 46760					8	8			8			
TR 47573					174	174			174			
TR 47574					152	152			152			
TR 48086					546	546			546			
TR 49024					84	84			84			
TR 50262					20	20			20			
TR 50467					172	172			172			
TR 50514					0	0		21	64	64		
TR 50592					94	94		14	42	136		
TR 50846					56	56			56			
TR 52833 (Fair Oaks)			293	234	747	747			981			
TR 52938			192	154					154			
TR 49621 (Wes Thompson Ranch)					350	350			350			
TR 52385	44	31							31			
TR 52355					28	28			28			
TR 52414					866	866	50	250	1,116			
TR 53074					24	24	10.2	51	75			
Approved Maps												
PM 14582					2	2			2			
PM 16541					2	2			2			
PM 21477					3	3			3			
PM 22667					2	2			2			
TR 32571					136	136			136			
TR 37038					45	45			45			
TR 43147					26	26			26			
TR 43729			544	435		0			435			
TR 45023			752	602		0			602			
PM 20435					4	4			4			
PM 20652					2	2			2			
PM 20873					2	2			2			
PM 21827					4	4			4			
PM 21953					2	2			2			
PM 22004					2	2			2			
PM 22851					3	3			3			
TR 25740					3	3			3			
TR 34466												
TR 42670 (Santa Clarita Bus Park)										\$3,461,360		
TR 43145	82	57							57			
TR 46353			110	88					88			
TR 47324					70	70			70			
TR 47785					12	12			12			
TR 48379			35	28					28			
TR 48480			46	37					37			
TR 48892					101	101			101			
TR 48893					163	163			163			
TR 49771			28	22					22			
TR 52608			63	50					50			
Recorded/Not Built Maps												
PM 21110					3	3			3			
TR 45416					253	253			253			
TR 52812					8	8			8			
Totals	126	88.0	2063.0	1649.8	4215.0	4215.0	60.2	301.0	35.2	105.7	6360	\$3,461,360

TABLE 9B FDU ESTIMATE (VACANT LAND-CITY-NO FILED MAP)

Zoning Category	Zoning Code	Area (ac)	Minimum Density (units/ac)	Development Units	Multipher	FDU
Single Family	RE	158.5	0.5	79	1	79
Single Family	RE(MOCA)	223.1	0.5	112	1	112
Single Family	RH			0	1	0
Single Family	RL	188.6	2.2	415	1	415
Single Family	RL(MOCA)	79.9	2.2	176	1	176
Single Family	RS	129.0	5	645	1	645
Single Family	RVL	56.2	1	56	1	56
Single Family	RVL(MOCA)	52.0	1	52	1	52
Single Family	RVL(PD)	270.4	1	270	1	270
	<i>SubTotal</i>	1157.7		1805		1805
Condominium / Townhouse	MHP	0.0	11	0	0.8	0
Condominium / Townhouse	RM	57.3	11	630	0.8	504
Condominium / Townhouse	RM(MOCA)		11	0	0.8	0
Condominium / Townhouse	RM(PD)	36.0	11	396	0.8	316.8
	<i>SubTotal</i>	93.3		1026		821
Multi Family (apartment)	RMH		20	0	0.7	0
Multi Family (apartment)	RMH(PD)	101.8	20	2036	0.7	1425.2
	<i>SubTotal</i>	101.8		2036		1425
Commercial	BP	111.5	N/A	N/A	5	557.5
Commercial	BP(PD)	167.1	N/A	N/A	5	835.5
Commercial	BP(PD)(MOCA)	28.9	N/A	N/A	5	144.5
Commercial	CC	48.3	N/A	N/A	5	241.5
Commercial	CC(PD)	35.8	N/A	N/A	5	179
Commercial	CN	0.9	N/A	N/A	5	4.5
Commercial	CN(PD)	28.1	N/A	N/A	5	140.5
Commercial	CO	6.3	N/A	N/A	5	31.5
Commercial	CO(PD)	0.0	N/A	N/A	5	0
	<i>SubTotal</i>	426.9		0		2135
Industrial	I		N/A	N/A	3	0
Industrial	IC	25.5	N/A	N/A	3	76.5
Industrial	IC(PD)		N/A	N/A	3	0
	<i>SubTotal</i>	25.5		0		77
	Total	1805		4867		6263

TABLE 9C FDU ESTIMATE (VACANT LAND-COUNTY-NO FILED MAP)

Land Use Category	Land Use Code	Slope Range	Slope %	Area (ac)	Median Density (units/ac)	Development Units	Multipl	FDU
Single Family	HM	0-50%	10% of Total	573.0	0.5	286.5	1	286.5
Single Family	HM	> 50%	90% of Total	5157.0	0.05	257.9	1	257.9
Single Family	N2	0-50%	10% of Total	33.7	0.5	16.8	1	16.8
Single Family	N2	> 50%	90% of Total	303.1	0.05	15.2	1	15.2
Single Family	N1	0-50%	40% of Total	43.4	0.5	21.7	1	21.7
Single Family	N1	> 50%	60% of Total	65.2	0.05	3.3	1	3.3
Single Family	U1	N/A		256.5	2.2	564.3	1	564.3
Single Family	U2	N/A		32.3	5	161.5	1	161.5
SubTotal				6464		1327		1327
Industrial	I	N/A		96.5	N/A	N/A	3	289.5
SubTotal				97				290
Total				6561		1327		1617

Notes:

- HM Hillside Management: 90% of acreage = 50%+ slope (.05 du/ac); 10% of acreage = 0-50% slope (.5 du/ac.)
- N2 Nonurban: 90% of acreage = 50%+ slope (.05 du/ac); 10% of acreage = 0-50% slope (.5 du/ac.)
- N1 Nonurban: 60% of acreage = 50%+ slope (.05 du/ac); 40% of acreage = 0-50% slope (.5 du/ac.)
- U2 Urban: .5 du/ac

TABLE 10 SUMMARY OF DEVELOPMENT ANALYSIS

Residential Land Use	Development Units				Multiplier	FDU	Percent of Total FDU
	Filed Maps	County	City	Total			
Single Family	4215	1327	1805	7347	1	7347	58%
Condominium / Townhouse	2063		1026	3089	0.8	2471	25%
Multi Family (apartment)	126		2036	2162	0.7	1513	17%
Total Residential	6404	1327	4867	12598		11331	100%
Non-Residential Land Use	Area (ac)				Multiplier	FDU	Percent of Total FDU
	Filed Maps	County	City	Total			
Commercial	60.2		426.9	487.1	5	2435	76%
Industrial	35.2	97	25.5	157.2	3	472	24%
Total Non-Residential	95.4	96.5	452.4	644.3		2907	100%
Total						14238	

ATTACHMENT E

BRIDGE AND MAJOR THOROUGHFARE DISTRICT CASH/CREDIT REQUEST FORM

**BRIDGE & MAJOR THOROUGHFARE DISTRICT
CASH/CREDIT REQUEST FORM**

District Percentages:

Valencia	_____ %	Amount: \$ _____	<input type="checkbox"/> Cash	<input type="checkbox"/> Credit
Bouquet Canyon	_____ %	Amount: \$ _____	<input type="checkbox"/> Cash	<input type="checkbox"/> Credit
Eastside	_____ %	Amount: \$ _____	<input type="checkbox"/> Cash	<input type="checkbox"/> Credit
Castaic	_____ %	Amount: \$ _____	<input type="checkbox"/> Cash	<input type="checkbox"/> Credit
Via Princessa	_____ %	Amount: \$ _____	<input type="checkbox"/> Cash	<input type="checkbox"/> Credit
Lyons Avenue/McBean Parkway	_____ %	Amount: \$ _____	<input type="checkbox"/> Cash	<input type="checkbox"/> Credit

Area Identification:

Link#(s): _____ Intersection #(s): _____ Interchange #(s): _____

Project Description: _____

ATTACHMENTS	Yes	No	Not Applicable
Signature Page			
Project Acceptance Letter			
Site Location Map			
Contract & Change Orders			
Credit Summary			
Expense Summary			
Cancelled Checks & Supporting Documentation			
Additional Documentation			
Plans			

Completed by: _____ Date: _____
Name Title - Company
Submitted to: _____ Date: _____
Name Title - County/City

FOR CITY OR COUNTY USE ONLY			
Assigned to:	_____	_____	Date: _____
	Name	Title	
Approved by:	_____	_____	Date: _____
	Name	Title	
Sent to Fiscal by:	_____	_____	Date: _____
	Name	Title	