



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

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HARRY W. STONE, Director

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April 30, 1998

IN REPLY PLEASE
REFER TO FILE # D-3
ADOPTED
BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012-2756

27

MAY 12 1998

Dear Supervisors:

Joanne Sturges
JOANNE STURGES
EXECUTIVE OFFICER

HEARING ON LYONS AVENUE/MCBEAN PARKWAY BRIDGE AND MAJOR
THOROUGHFARE CONSTRUCTION FEE DISTRICT FEE REVISIONS
SANTA CLARITA VALLEY AREA - SUPERVISORIAL DISTRICT 5
(3-VOTES)

IT IS RECOMMENDED THAT YOUR BOARD:

~~SET~~ *June 23, 1998 @* 9:30 A.M.

1. Direct the Executive Office-Clerk of the Board to:
 - a. File the enclosed Report by the Director of Public Works.
 - b. Schedule a public hearing for the proposed fee revisions for the Lyons Avenue/McBean Parkway Bridge and Major Thoroughfare Construction Fee District.
2. At the conclusion of the public hearing, and in the event written protests represent less than 50 percent of the assessable area within the proposed District:
 - a. Find that the proposed fee revisions are categorically exempt from the provisions of the California Environmental Quality Act.
 - b. Adopt the enclosed Resolution authorizing the fee revisions.

The Honorable Board of Supervisors
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PURPOSE OF RECOMMENDED ACTION

The Lyons Avenue/McBean Parkway Bridge and Major Thoroughfare Construction Fee District (the "District") was established in 1987 to finance the proposed District improvements consisting of six separate road projects.

The total estimate to construct the District improvements has increased from \$10.47 million in 1987 to \$24.68 million presently, for a \$14.21 million funding shortage. A portion of such shortage was funded from \$5.72 million in advanced developer fee payments, contributions from the State of California, and increased development density. However, a \$4.90 million shortage remains representing the net amount to be funded through this fee increase.

The fee revision would also allow funds to be redirected for the Route 126 Expressway to a cross-valley route alternative designated by the County and City of Santa Clarita.

JUSTIFICATION

On December 29, 1987, your Board adopted the District pursuant to Government Code Section 66484 and County Code Section 21.32.200. This District, located in the west Santa Clarita Valley area, has and will provide funding for much-needed roadway and bridge improvements to serve the circulation needs created by new developments within the boundaries of the District. The construction fees approved by your Board at the time of District formation and currently in affect are as follows:

Residential

Single Family	\$ 2,000/unit
Townhouse	\$ 1,600/unit
Apartment	\$ 1,400/unit

Non-Residential

Commercial	\$10,000/acre
Industrial	\$ 6,000/acre

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The fees are imposed at the time of subdivision of property within District boundaries or upon issuance of qualifying building permits.

To date, a total of \$22.50 million was spent, including fee credits to developers, to construct approximately 90 percent of the improvement projects in the District. The completed projects included the Lyons Avenue and McBean Parkway Freeway Bridges at Interstate I-5, the southern portion of The Old Road from Chiquella Lane to Pico Canyon Road and the northern portion from Pico Canyon Road to McBean Parkway.

We recently completed a comprehensive evaluation of the funding status of this District and found that the projected revenue is inadequate to fully finance the remaining District projects and pay off fee credits. We have prepared the enclosed Fee Analysis Report (Exhibit A) summarizing the results of this evaluation. As indicated above, we anticipate that \$4.90 million is the net amount needed to complete the remaining District projects and pay off fee credits. The major causes for the increase are revisions in the project scopes needed to comply with Caltrans' requirements, escalation of right-of-way costs, and construction cost inflation for the past ten years since the adoption of the District. As a result, the current projected revenue falls short of the amount originally anticipated.

Using the County General Plan as the basis for our analysis of the land use within the District and the latest cost estimates for the remaining proposed District projects, we recommend the revised fee rates shown below:

PROPOSED FEES

Residential

Single Family	\$ 2,700/unit
Townhouse	\$ 2,160/unit
Apartment	\$ 1,890/unit

Non-Residential

Commercial	\$13,500/acre
Industrial	\$ 8,100/acre

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The enclosed Board Resolution includes a provision to automatically adjust the B&T fees annually to account for inflation in accordance with the Los Angeles Regional Construction Cost Index from the Engineering News Records beginning January 1, 1999.

FISCAL IMPACT

All additional Lyons Avenue/McBean Parkway B&T Construction Fee District revenue generated from the fee revisions will be expended on the proposed District projects. There will be no fiscal impact on the County.

FINANCING

Sufficient funds will be available from the subject fee revision to finance the completion of the Lyons Avenue/McBean Parkway B&T Construction Fee District Improvements. The proposed fee increase will not affect this Department's current fiscal year budget. This will have no impact on net County cost for the current or future fiscal years.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

A public hearing must be held, under the provisions of Government Code Section 66484, and notice thereof must be given pursuant to Government Code Section 65091, prior to approval of the fee revisions. According to Code Section 66484(a)6, the fee revisions must be rejected in the event of a majority protest (based on area of developable land). A proposed Resolution approved as to form by County Counsel and containing the necessary information is submitted herewith for your Board's use following conclusion of the hearing. The Resolution also contains a proposed construction schedule for the completion of District improvements. Once adopted, a certified copy of the Resolution must be recorded with the County Recorder.

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IMPACT ON CURRENT SERVICES (OR PROJECTS)

Approval of the requested fee revision by your Board will ensure the timely completion of the much-needed roadway and bridge improvements to serve the current circulation needs created by new developments within the subject District. The District improvements will help mitigate the additional traffic congestion impacts generated by approved subdivisions and building permits.

NEGATIVE DECLARATION/ENVIRONMENTAL IMPACT REPORTS

Your Board approved a Negative Declaration on December 29, 1987, in compliance with the California Environmental Quality Act (CEQA) determining that formation of the District would not have an adverse impact on the environment. The Department has determined that these proposed fee revisions are categorically exempt from the provisions of CEQA pursuant to State CEQA Guideline Section 15273(a)4 in that they are intended only to provide full funding for the previously identified projects within the existing approved District.

CONCLUSION

Enclosed are three originals of the Resolution for the fee revision. Upon approval, please return the certified originals to this Department together with one approved copy of this letter.

Respectfully submitted,



for HARRY W. STONE
Director of Public Works

JKC:nr
b44

Enc. 1

cc: Auditor-Controller, Chief Administrative Officer and County Counsel

RECORDING REQUESTED BY
DIRECTOR OF PUBLIC WORKS

After Recording Return to
John Chin
Department of Public Works
900 South Fremont Avenue
Planning Division, 11th Floor
Alhambra, CA 91802

**RESOLUTION OF THE BOARD OF SUPERVISORS
RELATING TO THE REVISION OF FEES FOR THE
LYONS AVENUE/MCBEAN PARKWAY
BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT**

WHEREAS, the Board of Supervisors of the County of Los Angeles adopted the Lyons Avenue/McBean Parkway Bridge and Major Thoroughfare (B&T) Construction Fee District (District) on December 29, 1987 for the funding of certain highway improvements (District improvements); and

WHEREAS, the Board of Supervisors established the following fees for the District upon its formation:

Residential Property:

Single Family	\$ 2,000/unit
Townhouse	\$ 1,600/unit
Apartment	\$ 1,400/unit

Non-Residential Property:

Commercial	\$10,000/acre
Industrial	\$ 6,000/acre

WHEREAS, the District fees established by the Board of Supervisors at the time of District formation were based upon the estimated total improvement costs and the estimated potential development within the District at that time; and

WHEREAS, the established total cost of improvements for the District has increased substantially since the establishment of the District primarily due to significant increases in right-of-way costs, construction cost inflation and revisions in the scope of improvements required by the California Department of Transportation (Caltrans); and

WHEREAS, as a result of the above facts, the projected revenue from collection of District fees at the existing fee rates will be insufficient to fully finance the proposed District improvements; and

WHEREAS, there is a need to revise the District fees to provide for sufficient revenue to fully finance District improvements as is demonstrated in the Lyons Avenue/McBean Parkway B&T Construction Fee District Fee Analysis Report of this date, attached hereto as Exhibit A; and

WHEREAS, the requirements for notice and public hearing in relation to the proposed fee revisions have been met in accordance with Government Code Section 65091; and

WHEREAS, the Board of Supervisors previously approved a Negative Declaration in compliance with the California Environmental Quality Act (CEQA) determining that the formation of the District would not have an adverse impact on the environment; and

WHEREAS, it has been determined that the proposed District fee revisions are categorically exempt from the provisions of CEQA in that they are intended only to provide full funding for those previously identified improvements within the existing approved District; and

WHEREAS, the District Formation Report indicated that the District fees may be increased or decreased upon evaluation of building trends and construction costs; and

WHEREAS, applicable requirements regarding revision of development fees, as set forth in Government Code Section 66000 et. seq., have been satisfied.

NOW, THEREFORE, BE IT RESOLVED THAT:

A. The proposed District fee revisions are categorically exempt from the provisions of the California Environmental Quality Act in that they are intended only to provide full funding for those previously identified improvements within the existing approved District.

B. The projected total cost of the District improvements is now \$24.68 million.

C. The revised District fees are as follows:

Residential Property

Single Family	\$ 2,700/unit
Townhouse	\$ 2,160/unit
Apartment	\$ 1,890/unit

Non-Residential Property

Commercial	\$13,500/acre
Industrial	\$ 8,100/acre

D. The district fees shall be automatically adjusted annually to account for inflation in accordance with the Los Angeles Regional Construction Cost Index from the Engineering News Records beginning January 1, 1999.

E. The method of fee apportionment for the revised District fees is set forth in the Lyons Avenue/McBean Parkway Bridge and Major Thoroughfare Construction Fee Analysis Report, attached

hereto as Exhibit A.

- F. The purpose of the revised District fees is to finance completion of the Lyons Avenue/McBean Parkway B&T Construction Fee District Improvements as generally identified in Exhibits 3 and 4 of the original District Report for formation of the District.
- G. The revised District fees collected pursuant to this Resolution shall be used to finance, or where appropriate, to provide reimbursement for financing of the District improvements.
- H. There is a reasonable relationship between the proposed revised District fee's use for the District improvements and the affected subdivision and building permit approvals for which the fee applies because this new development will directly benefit from the improved traffic circulation provided for by the completion of the District improvements.
- I. There continues to be a reasonable relationship between the need for the District improvements and the affected subdivision and building permit approvals because the District improvements will help mitigate the additional traffic congestion impacts generated by those approvals.
- J. The proposed construction schedule for the completion of District improvements as set forth in the Lyons Avenue/McBean Parkway Bridge and Major Thoroughfare Construction Fee District Proposed Construction Fee Schedule, attached hereto as Exhibit B is adopted.

The foregoing resolution was on the _____ day of _____, 1997 adopted by the Board of Supervisors of the County of Los Angeles, and ex officio the governing body of all other special assessment and taxing districts for which said Board so acts.

JOANNE STRUGES, Executive Officer-
Clerk of the Board of Supervisors
of the County of Los Angeles

By _____
Deputy

APPROVED AS TO FORM

DE WITT W. CLINTON
County Counsel

By Frederic E. Scott
Deputy

JKC:nr
P-3:44

EXHIBIT A

LYONS AVENUE/MCBEAN PARKWAY BRIDGE AND MAJOR THOROUGHFARE
CONSTRUCTION FEE DISTRICT
FEE ANALYSIS REPORT

BACKGROUND

The Lyons Avenue/McBean Parkway Bridge and Major Thoroughfare (B&T) Construction Fee District was approved by the Board of Supervisors on December 29, 1987. The District was established to provide for the construction of the following projects: the improvements along The Old Road, Pico Canyon Road, Route 126 Expressway, Lyons Avenue/I-5 Interchange, and McBean Parkway/I-5 Interchange originally estimated at \$10.47 million. The fees charge to new development to finance these improvements were set as follows:

Residential Property:

Single Family	\$ 2,000/unit
Townhouse	\$ 1,600/unit
Apartment	\$ 1,400/unit

Non-Residential Property:

Commercial	\$10,000/acre
Industrial	\$ 6,000/acre

Since the adoption of this District, the estimated project costs have changed substantially due to increases in the right-of-way cost, revision of project scopes needed to satisfy Caltrans' requirements, and construction cost inflation for the past ten years since adoption of the District. The current estimated cost for the completion of District improvements and administration is now \$24.68 million.

GENERAL BOUNDARY DESCRIPTION

West Boundary Line - The west boundary line is partially the County boundary between Los Angeles and Ventura Counties on the southerly portion. The remainder follows the southern and eastern ownership lines of Newhall Land and Farming Company.

North Boundary Line - The northern boundary line is located to the west of Interstate 5, south of Henry Mayo Drive and North of Pico Canyon Road. It generally runs along the Newhall Land and Farming Company's ownership line in this area.

East Boundary Line - The east boundary line follows along Interstate 5. It begins at just north of McBean Parkway/Interstate 5 junction and continues southerly along the Interstate 5. It ends at the Antelope Freeway/Interstate 5 interchange.

South Boundary Line - The south boundary line is basically a westerly, roughly direct extension from the City of Los Angeles Boundary near the State Highway 14/Interstate 5 interchange, along section lines and across Rancho Simi to the Ventura County boundary. This south boundary crosses the steep undeveloped Santa Susana Mountains between the San Fernando and Santa Clarita Valleys.

FEE ANALYSIS

We have analyzed the amount of development remaining to be constructed in the District and have calculated the new fee rates needed to balance the expected cost of the District projects.

The following analysis shows the fees collected to date, the tracts that have been conditioned to pay fees, a unit breakdown for the anticipated development remaining in the District, and the District fee calculation.

District Project Costs

<u>Projects in District</u>	<u>Costs</u>
The Old Road - Southern Portion (completed)	\$ 1,200,000
Lyons Avenue Freeway Bridge (completed)	\$14,540,000*
McBean Parkway Freeway Bridge (completed)	\$ 4,530,000
McBean Parkway/I-5 -Traffic Signal N/B on-off Ramps (completed)	\$ 110,000
The Old Road - Northern Portion (completed)	\$ 1,434,000**
The Old Road - Traffic Signal at Pico Canyon Road (completed)	\$ 145,000
The Old Road - Traffic Signal at McBean Parkway (completed)	\$ 145,000
Pico Canyon Road	\$ 620,000***
Route 126 Expressway (or Designated Cross- Valley Route Alternative)	\$ 1,270,000***
McBean/I-5 Traffic Signal -S/B on-off Ramps	\$ 150,000***
Construction Engineering/ Administration Costs	\$ 500,000****
District Report Costs (completed)	<u>\$ 30,000</u> \$24,674,000

District Fund Status

Fees in Cash Collected as of <u>02/28/98</u>	\$ 5,459,101
Fee Credits applied to recorded Developments as of <u>02/28/98</u>	\$ 1,889,499
Interest Accrued in District Fund as of <u>02/28/98</u>	\$ 475,711
Fees in Cash Advanced by Developer	\$ 5,726,800*****
Contribution from the State of California for the Lyons Avenue Freeway Bridge	<u>\$ 6,225,942</u> \$19,777,053
Funds needed to complete District Projects	\$ 4,896,947

- * Included \$2.5 million in future fee credits owed to NLF Company for the project's right of way.
- ** Included \$0.5973 million in future fee credits owed to NLF Company for the project's construction.
- *** Cost projected 2 years in the future with 3 percent per year inflation cost tied to the Construction cost Index from The Engineering News Record.
- **** Projected duration of the District from the year 1987 to 2010.
- ***** Fees advanced by Dale Poe Development provided in Agreement No. 65559.

Development Remaining in District

Undeveloped Area

This includes proposed developments that have not reached the Tentative Tract approval stage, and an analysis of the remaining developable area in the District. The amount of development in this category is based on the County's current Land Use Policy.

	<u>Residential</u>	<u>Non Residential</u>
Acres Remaining	8,202	601 (Open Space)
Estimated Housing Units	1,223	-

Unit Breakdown Based on 1,223 Units

<u>Type</u>	<u>% of Total*</u>	<u># of Units</u>	<u>Factor</u>	<u>Factored Units</u>
Single Family	64	783	(1.0)	783
Townhouse/Condo	30	367	(.8)	293
Apartment	6	<u>73</u>	(.7)	<u>51</u>
		Total Units 1,223	Subtotal =	1,127 FDU

*Based on current development trends within the Area of Benefit.

Total Projected Factored Dwelling Units (FDU)

Units that have fee rates in effect at time of recordation	41 FDU
Pending Development Units	669 FDU
Projected Development Units	<u>1,127 FDU</u>
Total = 1,837 FDU	

Revenue Analysis

Deficit = Project Costs - Revenues (fees collected, fees credited, fees advanced by developers, interest accrued and contribution from the State of California)

$$= \$24,674,000 - (\$5,459,101 + \$1,889,499 + \$5,726,800 + \$475,711 + \$6,225,942)$$

$$= \$24,674,000 - \$19,777,053 = \$4,896,947 \text{ (Required)}$$

Required Fee = Deficit ÷ Total Projected FDU

$$\frac{\$4,896,947}{1,837} = \$2,666/\text{FDU}$$

$$\text{Use} = \$2,700/\text{FDU}$$

Construction Fee

<u>Residential</u>	<u>Fee</u>		<u>Factor</u>		<u>Fee Per Development Type</u>
Single Family	\$2,700	x	1	=	\$ 2,700/unit
Townhouse	\$2,700	x	.8	=	\$ 2,160/unit
Apartment	\$2,800	x	.7	=	\$ 1,890/unit
<u>Non-Residential</u>					
Commercial	\$2,700	x	5	=	\$13,500/Acre
Industrial	\$2,700	x	3	=	\$ 8,100/Acre

EXHIBIT B

LYONS/MCBEAN PARKWAY BRIDGE AND MAJOR THOROUGHFARE
CONSTRUCTION FEE DISTRICT
PROPOSED CONSTRUCTION SCHEDULE

The Old Road (Southern Section)	Completed
Lyons Avenue/I-5 (Bridge and Ramps)	Completed
McBean Parkway/I-5 (Bridge and Ramps)	Completed
McBean Parkway/I-5 Traffic signals (N/B on-off Ramps)	Completed
The Old Road (Northern Section)	Completed
McBean Parkway/I-5 Traffic signals (S/B on-off Ramps)	1998
Pico Canyon Road	1999
Route 126 Expressway (or Designated Cross-Valley Route Alternative)	2010

SUMMARY

To fully finance the project improvements for the Lyons Avenue/McBean Parkway B&T Construction Fee District, the construction fee will need to be increased to \$2,700 per single-family residential unit, \$8,100 per acre of industrial property, and \$13,500 per acre for commercial property.

JKC:nr
P-3:44

Verified 4/27/88 ~~edh~~

Final Report
Dec, 29, 1987

REPORT OF T. A. TIDEMANSON

DIRECTOR

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

ON THE

BRIDGE AND MAJOR THOROUGHFARE

CONSTRUCTION FEE DISTRICT

FOR

LYONS AVENUE - MCBEAN PARKWAY IMPROVEMENTS

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EXHIBITS

- Exhibit 1. The Area of Benefit Legal Description
- Exhibit 2. The Area of Benefit Map
- Exhibit 3. The Proposed Improvements
- Exhibit 4. The Estimated Improvement Costs
- Exhibit 5. The Bridge and Major Thoroughfare Construction Fee
- Exhibit 6. District Constructed Improvements
- Exhibit 7. County Code Section 21.32.200, 22.48.235, 22.48.280

APPENDIX

Board Letter Adopting Resolution

Board Resolution

Negative Declaration and Initial Study with Exhibits

THE LYONS AVENUE/MCBEAN PARKWAY BRIDGE AND MAJOR
THOROUGHFARE CONSTRUCTION FEE DISTRICT

I. SUMMARY

This report presents for approval by the Los Angeles County Board of Supervisors an area of benefit for financing specific bridge and major thoroughfare improvements in the Lyons Avenue/McBean Parkway area.

A Construction Fee District is proposed because existing revenues are not adequate to provide sufficient highway improvements for additional development proposed in the Lyons Avenue/McBean Parkway area. This proposed method provides an equitable financial mechanism by which new development within an identified area will share the costs of providing new roadway facilities necessitated by their additional traffic generation.

State subdivision law and the Los Angeles County Code authorize the use of a Bridge and Major Thoroughfare Construction Fee District for the funding and construction of new bridges and major thoroughfares providing these bridges and thoroughfares are identified on the local agency's adopted transportation element of its General Plan. Based on the transportation needs in the Lyons Avenue/McBean Parkway area of the Santa Clarita Valley and the lack and limitations of other funding sources, this funding method has been determined to be the best alternative in the provision of needed highway improvements.

This report describes the concept and mechanics of the proposed Lyons Avenue/McBean Parkway Bridge and Major Thoroughfare Construction Fee District. Information contained in this report will enable property owners within the boundaries of the Area of Benefit to determine the fee to be levied against their property if and when the property develops.

II. CONCLUSIONS

- A. Certain areas of Los Angeles County have topographical features that limit the ability to provide access. One such area is the Lyons Avenue/McBean Parkway area of the Santa Clarita Valley.
- B. Traditionally, the County has cooperatively assisted developers in the funding and construction of needed highway improvements.
- C. Gas Tax Revenues, the traditional source of highway funding, have not kept pace with construction inflation rates, thereby limiting public funding of highway improvements.
- D. Private decisions to locate development in outlying areas have further increased the difficulty in providing funds for adequate access.

- E. At this time, there are no public funding resources readily available to provide highway improvements for future anticipated development in the Lyons Avenue/McBean Parkway area of the Santa Clarita Valley.
- F. The current highway system in the Lyons Avenue/McBean Parkway area of the Santa Clarita Valley is considered marginally adequate for existing development. The construction of additional highway improvements will only directly benefit properties subject to further development.

III. THE LOS ANGELES COUNTY 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 improvements file proper written protests, the district proceedings as proposed shall be abandoned for at least one year.

The local ordinance may provide acceptance of considerations in lieu of the payment of fees, may permit a local agency to advance money from its general fund or road fund to be reimbursed from bridge and major thoroughfare funds, may permit a local agency to incur an interest bearing indebtedness for the construction of bridge facilities or major thoroughfares, and does not preclude a local agency from providing funds for the construction of bridge facilities or major thoroughfares to defray costs not allocated to the area of benefit.

The Los Angeles County Board of Supervisors adopted Ordinance No. 82-0050 on February 23, 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 subdividers or building permit applicants. This added section is consistent with the requirements and provisions of the State law (Section 21.32.200, 22.48.235, and 22.48.280 is included in this report as Exhibit 7).

B. Purpose

The purpose of the bridge and major thoroughfare construction fee district is to defray the costs of additional highway improvements needed by new development. The district provides a source of funding for new highways and bridges where County revenues are unable to do so.

C. Concept

As authorized by the statute cited above, the adoption of a specific Area of Benefit permits the County to levy a charge against future subdivisions and/or building permits located within that Area of Benefit. This funding method appropriately assesses those developments causing the need for additional highways and bridges for the additional public facility costs. The charge is levied in proportion to the estimated number of trips generated by the development, based on development type and nationally accepted trip generation data.

The adoption of this type of funding district does not charge either existing development, publicly-used land, or undeveloped land. Further, the construction fee is charged against a property only when a property owner records a subdivision or when a building permit is issued.

IV. THE LYONS AVENUE/MCBEAN PARKWAY PROBLEM

A. Background

Historically, access to new development was built cooperatively by the County and land developers. The County funded its share with Gas Tax Funds, a source of revenue that has not kept pace with the rise in construction costs. Land development generally began in the flatter areas, expanding away from urban centers. Public facilities were built to accommodate this expansion.

In recent years, development has taken place away from urban development, where land is less expensive and where topography is more rugged and restrictive. This geographical characteristic has dictated development locations and hindered the ability to provide public facilities. It has also increased the cost of providing these necessary public facilities, including roadways. An example of this phenomenon is in the Lyons Avenue/McBean Parkway area of the Santa Clarita Valley. Recent land development in this area has been brisk and ahead of the normal infrastructure construction.

B. The Current Traffic Problem

Interstate 5 and its interchanges at McBean Parkway, Lyons Avenue and Calgrove Boulevard provide the nucleus of the roadway transportation in this area. Historically, the vast majority of development within the district boundaries has occurred east of Interstate 5. These three interchanges are also the nearest interchanges along Interstate 5 from the Santa Clarita Valley to metropolitan Los Angeles. As the Santa Clarita Valley continues to develop, there will be increased use of these interchanges for both access to the freeway and for highway commercial services. Also, significant new development is now proposed or under construction west of Interstate 5. This new development promises to severely impact these interchanges unless substantial expansion of capacity occurs.

Lyons Avenue has become heavily congested due to inadequate roadway capacity to accommodate turning movements onto and off of the freeway interchanges and to a multitude of adjacent highway commercial enterprises.

McBean Parkway is not currently over-congested. It will become congested soon if anticipated projects are built nearby.

The Old Road is planned as a major frontage road running parallel to Interstate 5 to the west. This road, when built, will serve as local access to commercial developments west of Interstate 5 and to provide an alternate access route between these interchanges.

Pico Canyon Road is planned as an eventual County Major Highway, providing an east/west link between Lyons Avenue and State Highway 126 through Pico and Portero Canyons. As significant developments occur west of Interstate 5, this road will become an increasingly important east/west roadway in this area.

The Route 126 Expressway is planned as a major east-west highway facility to relieve traffic congestion in the Santa Clarita Valley. It will provide an efficient route for traffic to reach either the Route 14 or Interstate 5, thereby reducing traffic volumes on nearby arterial highways.

V. THE PROPOSED LYONS AVENUE/McBEAN PARKWAY BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT

A. The Area of Benefit Boundary

The legal description of the Area of Benefit Boundary is defined in Exhibit 1, filed herewith. It is the best estimation of those properties subject to further subdivision that will receive benefit from the improvements funded by the District. A map of the Area of Benefit is shown as Exhibit 2.

General Boundary Description

West Boundary Line - The west boundary line is partially the County boundary between Los Angeles and Ventura Counties on the southerly portion. The remainder follows the southern and eastern ownership lines of Newhall Land and Farming Company.

North Boundary Line - The northern boundary line is located to the west of Interstate 5, south of Henry Mayo Drive and North of Pico Canyon Road. It generally runs along the Newhall Land and Farming Company's ownership line in this area.

East Boundary Line

The east boundary line follows along Interstate 5. It begins at just north of McBean Parkway/Interstate 5 junction and continues southerly along the Interstate 5. It ends at the Antelope Freeway/Interstate 5 interchange.

South Boundary Line

The south boundary line is basically a westerly, roughly direct extension from the City of Los Angeles Boundary near the State Highway 14/Interstate 5 interchange, along section lines and across Rancho Simi to the Ventura County boundary. This south boundary crosses the steep, undeveloped Santa Susana Mountains between the San Fernando and Santa Clarita Valleys.

B. Development Analysis

Approximately 6,105 additional residential units, 197 acres of commercial development, and 23 acres of industrial development are expected to be built in future developments on land located within the proposed Area of Benefit. These estimates were determined by calculating: the mid-range unit count of undeveloped, urban-designated land on the Santa Clarita Valley Areawide Community Plan (all unincorporated lands); the potential additional units involved with identified Plan Amendments, Conditional Use Permits, Tentative Tract Maps and other, similar entitlement procedures in process; and an incremental development rate for the remaining non-urban land as authorized by the Santa Clarita Valley Areawide Community Plan.

As is consistent with the Los Angeles County Department of Regional Planning's cumulative analysis methodology used to estimate future development in the Santa Clarita Valley, approximately 80% of the calculated future development is determined to be the number of units used to divide their share of the total district costs. This unit reduction is used as a contingency to cover both potential cost overrides and the failure of some parcels to subdivide. The adjusted number of future residential units and non-residential acres is therefore determined to be 4,884 units and 176 acres, respectfully (See Exhibit 5).

C. The Proposed Improvements and Estimated Costs

The improvements proposed to be funded by the District are based on both a determination of the traffic needs of the future, 4,884 adjusted residential units, and 176 adjusted non-residential acres expected within the Area of Benefit and an analysis of highways (including bridges) designated on the Highway Plan of the adopted County General Plan that could meet the expected traffic needs. Special consideration was given to those highways and bridges on the Highway Plan that provided an areawide benefit and were not likely to be built as an on-site subdivision requirement.

The proposed improvements are defined on Exhibit 3. The improvements are estimated to cost approximately 10.47 million dollars (1986 dollars). A summary cost estimate is shown as Exhibit 4.

D. Improvement Phasing

The timing and phasing of the construction of improvements by the County will be determined by when and where development will be located, as well as how many units are developed. While improvements relate to when and where development is occurring, the amount of funds received will also determine the extent of improvements.

Priority will be given to the funding and construction of improvements located inside the District before funds are expended on improvements located outside the District boundaries.

E. Traffic Analysis

The proposed fee is related to the degree with which future developments benefit from the proposed improvements. Without the additional improvements, there would be insufficient traffic capacity to permit the approval of additional development. To make the fee equitable between the funding participants, the fee is based on the proportionate share or use of the improvements. Use in this case has been defined as the number of peak hour trips generated by a development, since this is considered to be the most equitable and practical basis of measure.

The peak hour trip generation factors used in this fee program are based on Federally accepted trip numbers determined by the Institute of Transportation Engineers (ITE) and incorporated herein by this reference. The ITE has compiled average trip generation figures for various types of development, including single family units, townhomes, and apartments as well as different types of industrial and commercial uses. The following findings are relative to the proposed Construction Fee.

Findings

1. The existing highway system adequately handles the traffic generated by existing development located within the Area of Benefit. Further, existing development will not specifically benefit from the additional highway improvements.
2. It is estimated an additional 4,884 adjusted residential units and 176 acres of non-residential area will be developed over the next twenty years within the Area of Benefit and that the current highway system cannot handle the traffic generated from this additional development.
3. Based on past and current development trends within the Area of Benefit, it is estimated that 14 percent of the units and unit equivalents built will be townhouse type, 24 percent will be apartment type, 62 percent will be single family type. Non-residential development is estimated to be 90 percent commercial, and 10 percent will be industrial.

F. The Construction Fee

Based on the preceding findings, the fee will be based on the number of trips generated by anticipated development.

Different development types generate different numbers of peak hour trips and this has been considered in the Fee structure.

The estimated cost of construction was divided by the total number of generated peak hour trips.

The per peak hour trip cost was calculated into a per unit construction fee based on the number of peak hour trips a unit-type generated.

The per trip cost and Fee are shown on Exhibit 5.

G. Developer Constructed Improvements

The district fee obligation may be satisfied by a developer, subject to the approval by the Director of Public Works, by constructing improvements that are designated to be funded by the district. The early construction of routes that complete a system that serves overall valley and regional circulation are more likely to be eligible for fee credit agreements. The basis of these credits for each classification of roadway is depicted on the typical sections (see Exhibit 6).

The width denoted by "A" shows the limits of credits for base and pavement. The width denoted "B" shows the limits of credit for grading and drainage structures. Although not practical for construction, these limits are vertical planes in order to provide a precise determination of credits. Drainage systems that are constructed to protect private property as part of development will not be eligible for credit. Culverts needed to construct the road with development are eligible for credit. Credit for right-of-way will be based on the timing of adjacent development. If development occurs first, then credit for right-of-way will not be eligible.

H. Provisions for Updating Costs and Development Information

Development of the land located within the Area of Benefit is not constant; neither is the cost of construction. Therefore, in order to equitably assess future development, as well as collect sufficient funds to complete the improvements, it is necessary to periodically evaluate the construction cost index and the type of development being constructed within the Area of Benefit.

This District proposes a yearly evaluation of both building trends and the construction cost index. With this information, the Fee may be adjusted, but only to an extent to match the construction cost inflation rate and development activity.

I. Environmental Analysis

The establishment of the District will not have a significant impact on the environment, and a Negative Declaration has been prepared and incorporated herewith by reference.

EXHIBIT 1

THE AREA OF BENEFIT LEGAL DESCRIPTION

THE AREA OF BENEFIT KNOWN AS LYONS AVENUE -
MCBEAN PARKWAY BRIDGE AND MAJOR THOROUGHFARE
CONSTRUCTION FEE DISTRICT

That portion of the unincorporated territory of the County of Los Angeles, State of California, described as follows:

Beginning at the intersection of the center line of Golden State Freeway, as same existed on December 4, 1987, with the northerly boundary of the City of Los Angeles, as shown on County Surveyor's Map No. B-1015, Sheet 2, on file in the office of the County Engineer of said County; thence northwesterly along said center line to a straight line which passes through the intersection of the easterly boundary of that certain parcel of land described in deed to the State of California, recorded as Document No. 3187, on March 18, 1969, in Book D4311, page 508, of Official Records, in the office of the Registrar-Recorder of said County, with the southerly boundary of that certain parcel of land described in deed to Santa Clarita Junior College District, recorded as Document No. 139, on February 26, 1970, in Book D4642, page 117, of said Official Records, said intersection is shown on map, filed in Book 90, pages 61 to 66 inclusive, of Record of Surveys, in the office of said Registrar-Recorder, and which passes through the northeasterly corner of Lot 1, Tract No. 41159, as shown on map filed in Book 985, pages 81 to 87 inclusive, of Maps, in the office of said Registrar-Recorder, said northeasterly corner being on the westerly boundary of said certain parcel of land described in deed to the State of California, recorded as Document No. 3187; thence westerly along said straight line to said northeasterly corner; thence northerly along said westerly boundary to a point distant North 13°06'54" West thereon 70.00 feet from the southerly terminus of that certain course of North 13°06'54" West 743.66 feet in said westerly boundary; thence South 59°29'00" West 2310.08 feet; thence South 35°32'11" West 439.66 feet; thence South 54°55'34" West 267.62 feet; thence South 75°49'54" West 836.25 feet to the southeasterly terminus of that certain course of North 26°41'01" West 2457.71 feet in the northeasterly boundary of Parcel 4, as shown on map filed in Book 188, pages 90 to 95 inclusive, of Parcel Maps, in the office of said Registrar-Recorder; thence northwesterly along said certain course to the most easterly corner of

Parcel 5, as shown on said last mentioned map; thence northwesterly, southwesterly, southerly, easterly, southeasterly and westerly along the northeasterly, northwesterly, southerly, southwesterly, westerly and northerly boundaries of said Parcel 5 and following the same in all its various courses to the southerly line of Rancho San Francisco, as said southerly line is shown on said last mentioned map; thence westerly along said last mentioned southerly line to the easterly line of Rancho Simi, as said easterly line is shown on map filed in Book 27, pages 19 to 22 inclusive, of said Record of Surveys; thence southerly along said easterly line to the southerly boundary of said last mentioned map; thence westerly, southerly and northwesterly along the southerly, easterly and southwesterly lines of said last mentioned map and following the same in all its various courses to the Ventura-Los Angeles County boundary line, as same existed on said date; thence southeasterly along said Ventura-Los Angeles County boundary line to the southerly line of the 1772.60 acre parcel of land in Parcel O, Rancho Simi, as shown on map recorded in Book 39, page 77, of Miscellaneous Records, in the office of said Registrar-Recorder; thence easterly along said last mentioned southerly line to said easterly line of Rancho Simi; thence northerly along said easterly line of Rancho Simi to the east-west center line of Section 23, Township 3 North, Range 17 West, San Bernardino Meridian; thence easterly along said east-west center lines of said Section 23 and Section 24 of said township and range to the east quarter corner of said Section 24; thence northerly along the westerly line of Section 19, Township 3 North, Range 16 West, San Bernardino Meridian to the west quarter corner of said Section 19; thence easterly along the east-west center lines of Sections 19, 20, 21, 22, 23 and 24, said last mentioned township and range, to said northerly boundary of the City of Los Angeles; thence northeasterly and southeasterly along said northerly boundary to the point of beginning.

EXHIBIT 2

AREA OF BENEFIT MAP

(FOLD OUT)

EXHIBIT 3

LYONS AVENUE - MCBEAN PARKWAY BRIDGE AND MAJOR
THOROUGHFARE CONSTRUCTION FEE DISTRICT

PROPOSED IMPROVEMENTS

I. LYONS AVENUE FREEWAY BRIDGE

A. Bridge Improvements

1. Widen existing Lyons Avenue Bridge over Interstate 5.
2. Preliminary and construction engineering.

B. Interchange Improvements

1. Acquisition of right-of-way for ramps.
2. Improvement of on and off-ramp lanes.
3. Signalization of off-ramp interchanges.
4. Preliminary and construction engineering.

II. MCBEAN PARKWAY FREEWAY BRIDGE

A. Bridge Improvements

1. Widen existing McBean Parkway Bridge over Interstate 5.
2. Preliminary and construction engineering.

B. Interchange Improvements

1. Improvement of on-ramp lanes.
2. Signalization of off-ramp interchanges.
3. Preliminary and construction engineering.

III. THE OLD ROAD (NORTHERN SECTION - Between McBean Parkway & Pico Canyon Road)

A. Road Improvements

1. Signalize intersection at McBean Parkway.
2. Acquire fifty foot right-of-way plus slope easements between McBean Parkway and a point 1,000 ft. south of McBean Parkway.
3. Major drainage structure for Pico Creek crossing.
4. Grade fifty foot roadbed.
5. Two lanes of base and pavement.
6. Signalize intersection at Pico Canyon Road.
7. Preliminary and construction engineering.

EXHIBIT 3 (CONT.)

- 2 -

IV. THE OLD ROAD (SOUTHERN SECTION - Pico Canyon Road to existing Chiquella Lane).

A. Pico Canyon Road to 2,200' south of Pico Canyon Road

1. Grade 50 foot roadbed.
2. Two lanes of base and pavement.
3. Construct temporary intersection with Chiquella Lane.
4. Installation of temporary signal at intersection of the Old Road and Chiquella Lane (50 percent of cost).
5. Major drainage structure within roadbed.
6. Preliminary and construction engineering.

B. 3,600' south of Pico Canyon Road to existing Chiquella Lane.

1. Acquire fifty feet of right-of-way plus slope easements.
2. Grade 50 feet roadbed.
3. Two lanes of base and pavement.
4. Preliminary and construction engineering.

V. PICO CANYON ROAD (From the Old Road to 4,400' West of The Old Road)

A. Road Improvements

1. Acquire right-of-way necessary for road improvement.
2. Grading required for roadbed improvement.
3. Drainage structure at Pico Creek crossing under Pico Canyon Road.
4. One lane of base and pavement.
5. Preliminary and construction engineering.

VI. Route 126 Expressway

- A. Upgrade Route 126 Expressway from two to four lanes, from Interstate 5 to Route 14.

EXHIBIT 4

LYONS AVENUE - MCBEAN PARKWAY BRIDGE AND
MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT

ESTIMATED IMPROVEMENT COSTS
(IN MILLIONS OF DOLLARS)

<u>IMPROVEMENT</u>	<u>ROAD COST</u>	<u>BRIDGE COST</u>	<u>RIGHT OF WAY</u>	<u>TOTAL</u>
Lyons Avenue Freeway Bridge and Ramps	\$0.25	\$1.60*	\$0.90	\$2.75
McBean Parkway Freeway Bridge and Ramps	\$0.87	\$1.30	-----	\$2.17
The Old Road (Northern Section)	\$0.65	\$0.20**	\$0.1	\$0.95
The Old Road (Southern Section)				
Pico Cyn. Rd. to 2,200' south of Pico Cyn. Rd.	\$0.43	-----	-----	\$0.43
3,600' south of Pico Cyn. Rd. to existing Chiquella Ln.	\$0.33	-----	\$0.05	\$0.38
Pico Canyon Road	\$0.15	\$0.20**	\$0.12	\$0.47
Route 126 Expressway	\$2.22	-----	\$1.1***	\$3.32
 IMPROVEMENT TOTALS	 \$4.90	 \$3.30	 \$2.27	 \$10.47

* Lyons Bridge costs do not include State contribution money and improvements for any additional lanes which may be required.

** "Bridge" is a Reinforced Concrete Box.

*** Portion of total right-of-way required for the Route 126 Expressway.

EXHIBIT 5

LYONS BRIDGE - MCBEAN PARKWAY BRIDGE AND MAJOR
THOROUGHFARE CONSTRUCTION FEE DISTRICT

CONSTRUCTION FEE

RESIDENTIAL UNIT/TRIP BREAKDOWN BASED ON 4,884 UNITS (ADJUSTED)

TYPE	% OF TOTAL	# OF UNITS	PEAK GROUP TRIP GENERATION	
			PER UNIT	TOTAL BY TYPE
SINGLE FAMILY	62%	3,776	1.0	3,776
TOWNHOUSE	14%	829	0.8	663
APT	24%	1,500	0.7	<u>1,050</u>
	TOTAL UNITS	6,105	TOTAL TRIPS	5,489
	ADJUSTED UNITS	4,884	ADJUSTED TRIPS	4,391

NON-RESIDENTIAL/TRIP BREAKDOWN BASED ON 176 ACRES (ADJUSTED)

TYPE	% OF TOTAL	# OF ACRES	PEAK GROUP TRIP GENERATION	
			PER ACRE	TOTAL BY TYPE
COMMERCIAL AND/ OR OFFICE	90%	197	5.0	985
INDUSTRIAL	10%	<u>23</u>	3.0	<u>69</u>
	TOTAL ACRES	220	TOTAL TRIPS	1054
	ADJUSTED ACRES	176	ADJUSTED TRIPS	843

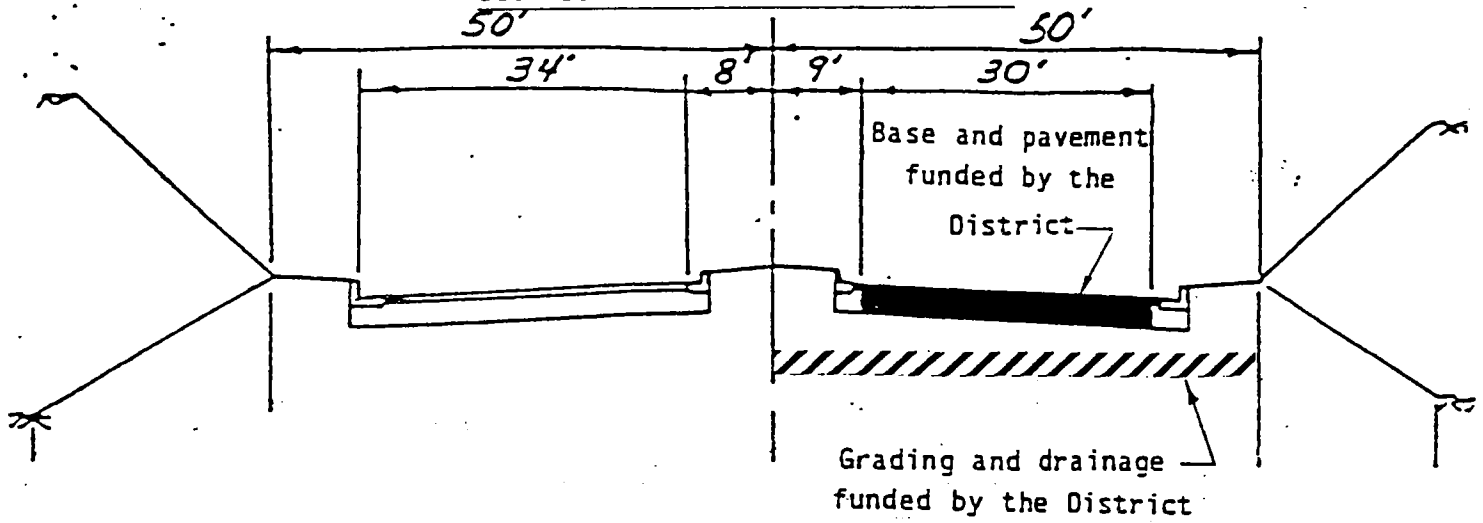
PER TRIP COST

ESTIMATED COSTS OF IMPROVEMENTS LESS STATE AND COUNTY CONTRIBUTIONS (SEE EXHIBIT 4)	\$10.47
<u>TOTAL NUMBER OF TRIPS (ADJUSTED)</u>	<u>5,234</u>

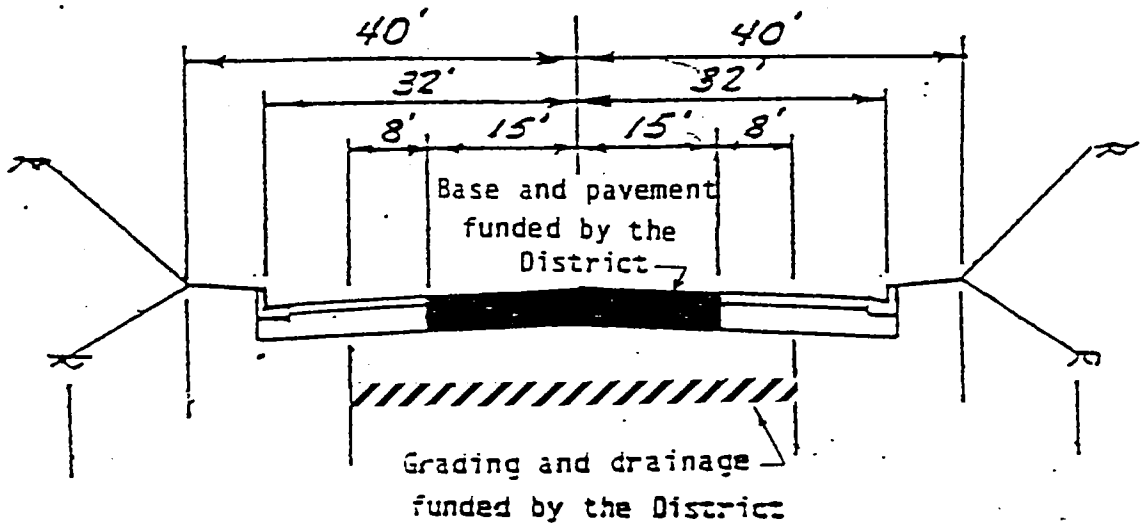
PEAK HOUR TRIP COST = \$2,000

CONSTRUCTION FEE

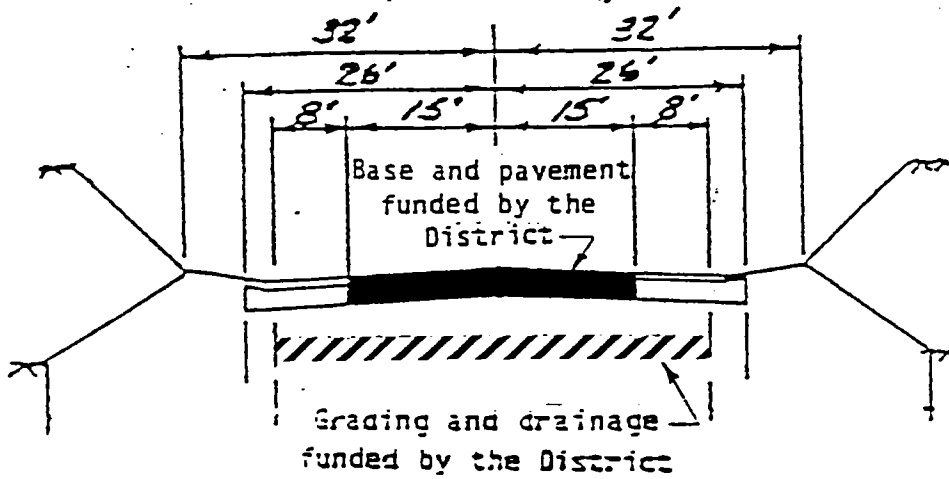
Single Family (1 trip)	\$ 2,000/UNIT
Townhouse (.8 trip)	\$ 1,600/UNIT
Apartment (.7 trip)	\$ 1,400/UNIT
Commercial and/ or Office (5 trips)	\$10,000/ACRE
Industrial (3 trips)	\$ 6,000/ACRE



MAJOR



SECONDARY



LIMITED SECONDARY

EXHIBIT 7

County Code Section 21.32.300

21.32.200 Major Thoroughfare and Bridge Fees.

- A. A subdivider, as a condition of approval of a final map for property within an area of benefit, or a building permit applicant, as a condition of issuance of a building permit for property within an area of benefit, shall pay a fee as hereinafter established to defray the cost of constructing bridges over waterways, railways, freeways, and canyons, and/or constructing major thoroughfares.
- B. Definitions
1. "Area of benefit" means a specified area wherein it has been determined that the real property located therein will benefit from the construction of a bridge and/or major thoroughfare.
 2. "Bridge facilities" means those locations in the transportation element of the General Plan requiring a bridge.
 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 boundaries of the area of benefit.

EXHIBIT 7 (CONT.)

- 2 -

- 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.

EXHIBIT 7 (CONT.)

- 3 -

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 cost 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 prorata basis, reflecting the actual or estimated cost of the projects covered by the fund. (Ord. 82-0240 § 1, 1982; Ord. 82-0050 § 1, 1982).

EXHIBIT 7 (CONT.)

- 4 -

COUNTY CODE SECTIONS 22.48.235, 22.48.280

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 and Thoroughfare District established pursuant to Section 21.32.200, unless the required district fee has been paid as a condition of issuing a building permit (Ord. 85-0168, Sec. 33)

22.48.280. EXEMPTIONS - EXISTING BUILDINGS AND STRUCTURES. This Part 4 does not apply to the use, alteration or enlargement of an existing building or structure or the erection of one or more buildings or structures accessory thereto, or both, on the same lot or parcel of land, if the total value of such alteration, enlargement, or construction does not exceed one-half of the current market value of all existing buildings or structures on such lot or parcel of land. (Ord. 1494 Ch. 4 Art. 4 § 497, 1927)

APPENDIX



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

THOMAS A. TIDEMANSON, Director

IN REPLY PLEASE
REFER TO FILE:

P-3
850.18.1

June 25, 1987

Honorable Board of Supervisors
County of Los Angeles
383 Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

HEARING ON LYONS AVENUE/MC BEAN PARKWAY
BRIDGE AND MAJOR THOROUGHFARE
CONSTRUCTION FEE DISTRICT
3-VOTE
SUPERVISORIAL DISTRICT 5

RECOMMENDATIONS:

That your Board:

1. Direct the Executive Officer/Clerk of the Board to:
 - a. File the enclosed Report by the Director of Public Works.
 - b. File the enclosed Negative Declaration (ND).
 - c. Schedule a Public Hearing for the proposed Lyons Avenue/McBean Parkway Bridge and Major Thoroughfare Construction Fee District and Negative Declaration.
2. At the conclusion of the Public Hearing, adopt the enclosed Resolution.
3. Following adoption, instruct the Clerk of the Board to record a certified copy of the adopted Resolution with the County Recorder.

The Department of Public Works is proposing the establishment of the Lyons Avenue/McBean Parkway Bridge and Major Thoroughfare Construction Fee District, as described in the enclosed Report. The District will provide funding for the improvement of roadway facilities which is needed to allow for proper traffic circulation because of the additional traffic generated by anticipated private development in the area.

Honorable Board of Supervisors
Page 2
June 25, 1987

In compliance with the California Environmental Quality Act (CEQA) and the State and County Guidelines, the enclosed ND has also been prepared by this Department and circulated and commented on by the involved and interested agencies. A Notice of Preparation of the ND will be published jointly with the Public Hearing notice in the area affected by the proposed District.

The proposed District creates an Area of Benefit within which all subdividable parcels shall be subject to a fee at the time a subdivision is recorded or a building permit is issued. The fees collected shall be held in a separate account and used to finance the construction of improvements along McBean Parkway, The Old Road, Pico Canyon Road, Lyons Avenue, and Route 126 Expressway. These highways will be required by future development located within the Area of Benefit. Adoption of the enclosed Resolution establishing the District defines the improvements to be funded, approves the total cost of constructing the improvements, sets the method of fee apportionment, and provides for a yearly fee increase based on a construction cost inflation rate. Once adopted, a certified copy of the Resolution will be recorded with the County Recorder. The financing of these improvements by this fee program is consistent with implementation policies set forth in the County General Plan.

The total estimated cost of improvements in this District is \$10.47 million. Fees of \$2,000 per single-family residence, \$6,000 per acre of industrial property, and \$10,000 per acre for commercial property are proposed.

The establishment of the District is permitted under the provisions of County Code Section 21.32.200. This Section also sets specific conditions under which your Board can approve District Formation. Any written protests still outstanding by the end of the public hearing must total less than 50 percent of the assessable area for your Board to approve District Formation. However, the Board does have the option, in cases where written protests are only directed against a portion of the proposed improvement, to abandon that portion of the proceedings and continue with the remaining improvements.

Please return two copies of the letter indicating the Board's action at the conclusion of the Hearing.

Respectfully submitted,

T. A. TIDEMANSON
Director of Public Works

HS:kb/HSBOA

Enc. 2

cc: County Counsel
Department of Regional Planning

RESOLUTION

LYONS AVENUE/MCBEAN PARKWAY AREA OF BENEFIT

WHEREAS, the Board of Supervisors, on February 23, 1982, added 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 subdividers in the County of Los Angeles; and

WHEREAS, the requirements for a Public Hearing and proper noticing of said Public Hearing have been met in accordance with Government Code Section 65091; and

WHEREAS, there is an identified need for additional highway improvements to serve the circulation needs of new development expected in certain Canyon areas of the Santa Clarita Valley; and

WHEREAS, the County General Plan identifies Lyons Avenue, McBean Parkway, The Old Road, Pico Canyon Road, and Route 126 as future Major or Secondary Highways and these same highways are considered Major Thoroughfares under Section 21.32.200; and

WHEREAS, portions of these thoroughfares are currently unimproved and require bridges over the Golden State Freeway; and

WHEREAS, any future subdivisions within a specific area will benefit from the improvement of said thoroughfares; and

WHEREAS, the County General Plan contains specific policies and land use implementation procedures that require developers to finance costs of public service facility extensions needed as a result of their projects; and

WHEREAS, amendments to Title 22 (Zoning Ordinance) relative to establishing Bridge and Major Thoroughfare Fees when buildings or structures are to be used on any lot or parcel of land which is wholly or partially within a Bridge or Major Thoroughfare District are currently being considered; and

WHEREAS, a cost estimate has been prepared for the improvement of said thoroughfares including the cost of bridges; and

WHEREAS, the requirements of the California Environmental Quality Act (CEQA) have been satisfied by a Negative Declaration (ND) prepared, reviewed, and considered prior to any determinant action of this project.

NOW, THEREFORE BE IT RESOLVED, that:

A. The Board of Supervisors does hereby establish the Area of Benefit known as the Lyons Avenue/McBean Parkway Bridge and Major Thoroughfare Construction Fee District (hereafter known as District) described in the Report prepared by the Director of Public Works, which is incorporated herein by this reference;

B. The establishment of the District will be for the construction of improvements designated in the Report;

C. The Board of Supervisors approves the construction fees shown in the Report;

D. The Board of Supervisors approves the assessment of the fees if and when parcels are subdivided, or building permit is issued;

E. The Board of Supervisors directs the Auditor-Controller, Accounting Division, set up a new Special Revenue Fund to account for these new subdivider contributions and reimbursement for construction projects in this new District.

F. The Board of Supervisors approves the establishment of a budget of \$10.47 million with offsetting revenue for this district in 1987-88.

G. The Board of Supervisors approves the ND prepared for the formation of this District, thereby finding the project will not have a significant impact on the environment;

H. The County and possible other governmental agencies may contribute to the Lyons Avenue/McBean Parkway Bridge and Major Thoroughfare Construction Fee District Fund by contributing the cost of route studies and preliminary design work, as well as acquiring portions of the necessary right of way and the balance of any construction costs not covered by fees.

I. All provisions of Section 21.32.200 apply except for stated modifications in this resolution.

J. Any parcel located within the adopted boundaries of this District that was previously considered undividable and, therefore, not a part of this District may be subject to the fees established herein if the parcel is subdivided.

STATE OF CALIFORNIA)
County of Los Angeles) s.s.

I, LARRY J. MONTEILH, Executive Officer-Clerk of the the Board of Supervisors of the County of Los Angeles, do hereby certify that the attached is a full, true and correct copy of a

Resolution adopted on _____

by the the Board of Supervisors of the County of Los Angeles, and ex officio the governing body of all other special assessment and taxing districts for which said Board so acts.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the County of Los Angeles this ____ day of _____, 1987.

LARRY J. MONTEILH, Executive Officer-Clerk of the the Board of Supervisors of the County of Los Angeles.

By _____
Deputy

APPROVED AS TO FORM

DE WITT W. CLINTON
County Counsel

By _____
Principal Deputy County Counsel

HS:mz/HSLY

NEGATIVE DECLARATION
COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

LYONS AVENUE/MC BEAN PARKWAY BRIDGE AND
MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT

I. LOCATION AND BRIEF DESCRIPTION OF PROJECT

The proposed District is located in the unincorporated area of northern Los Angeles County, generally within the west side of Interstate 5, in the Pico Canyon area of the Santa Clarita Valley.

The project is the formation of a Bridge and Major Thoroughfare Construction Fee District, whereby an area of benefit is established and all future development within that area of benefit will be charged construction fees. The fees collected shall be used to finance the construction of improvements along portions of Pico Canyon Road, Old Road, Route 126 Expressway, Lyons Avenue Bridge, and McBean Parkway Bridge.

II. MITIGATION MEASURES INCLUDED IN THE PROJECT TO AVOID

POTENTIALLY SIGNIFICANT EFFECTS

Mitigation measures are not considered necessary at this stage of approval. No environmental impact will result from the District formation nor from the designation of the highway facilities to be improved.

Discussion of the potential impacts of the road construction and mitigation measures are provided in the Initial Study. It is premature at this time to determine the extent of impact in sufficient detail to specify appropriate mitigation. However, based on available data, normal County Department and State agency review, and feasible mitigation measures, it has been determined that the highway improvements are not likely to significantly impact the environment.

III. FINDING OF NO SIGNIFICANT EFFECT

Based on the attached Initial Study, it has been determined that the project will not have a significant effect on the environment.

LYONS AVENUE - MCBEAN PARKWAY
BRIDGE AND MAJOR THOROUGHFARE
CONSTRUCTION FEE DISTRICT

INITIAL STUDY

Prepared For: County of Los Angeles
Department of Public Works

Draft Prepared By: Engineering Service Corporation

Final Prepared By: County of Los Angeles
Department of Public Works

Date: November 6, 1987

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INITIAL STUDY
LYONS AVENUE-McBEAN PARKWAY BRIDGE AND MAJOR THOROUGHFARE
CONSTRUCTION FEE DISTRICT

This initial study was prepared for the Los Angeles County Department of Public Works pursuant to the California Environmental Quality Act of 1970, as amended (Division 13, California Public Resources Code) and the "State CEQA Guidelines" Division 6, California Administrative Code.

I. LOCATION AND DESCRIPTION OF PROJECT

Location

The proposed project is located in the unincorporated Santa Clarita Valley area of Los Angeles County; generally between the Ventura County boundary and Newhall Land and Farming Company's ownership line to the west; the Newhall Land and Farming Company's ownership line to the north; and the Santa Susana Mountains, south of Pico Canyon, to the south. The easterly boundary of the project runs along the Interstate 5 adjacent to the City of Santa Clarita. The proposed district is shown on the location maps, Exhibits A and B.

Objective

The purpose of the bridge and major thoroughfare construction fee district is to defray the costs of additional highway improvements needed by new development. The district provides a source of funding for new highways and bridges where County revenues are unable to do so. Establishment of the Lyons Avenue/McBean Parkway Bridge and Major Thoroughfare Construction Fee District will provide funds by permitting the County to collect fees from new development for specific highway improvements. These improvements will provide additional traffic capacity for the Lyons Avenue and McBean Parkway interchanges with Interstate 5, a major freeway bisecting the project area. Other highway improvements proposed for this district include the enlargement of Pico Canyon Road, which will facilitate an eventual link through the project area to Highway 126, and the construction of the Route 126 Expressway from McBean Parkway Road to Bouquet Canyon Road. Another improvement is the construction of the connecting portion of The Old Road between Tract 31399 south of Pico Canyon Road to existing improvements north of Calgrove Boulevard.

Description

The Lyons Avenue/McBean Parkway Bridge and Major Thoroughfare Construction Fee District, hereinafter referred to as "District", is authorized by State of California Government Code Section 66484 and Los Angeles County Code Section 21.32.200. Formation of such a District creates an "area of benefit" within which a trip fee will be charged against new development. The District, by funding the improvements of specified bridges and highways, also provides a traffic mitigation measure for future development within the area of benefit.

The establishment of the District does not encourage or approve additional development. The collection of fees is dependent on individual and

private development decisions as to when, where, and how much to build. Further, the fee is charged against development when a subdivision is recorded, or upon issue of a building permit.

The particular road improvements proposed to be funded by the District were determined after careful consideration of current and future traffic patterns, the Santa Clarita Valley Areawide General Plan (SCV-AGP) land use categories, proposed SCV-AGP plan amendments, and the SCV-AGP's Circulation Element in regard to planned major highways. The selected improvements are:

- A. Lyons Avenue Freeway Bridge: These improvements are to be located at the Lyons Avenue interchange with Interstate 5. The existing Lyons Avenue Bridge will be widened to accommodate the additional traffic flow generated in the area as a result of further development. Road improvements will include widening the northbound off-ramp at its terminus, constructing a new southbound on-ramp, and realigning the existing southbound off-ramp. The widened overcrossing will be improved with curb, gutter, and sidewalk. Signals will be installed at the primary intersections of the northbound ramps, southbound ramps, and Chiquella Lane. The construction will also include guardrailling, drainage facilities, retaining walls, and grading as required by Caltrans and Los Angeles County.
- B. McBean Parkway Freeway Bridge: These improvements are to be located at the McBean Parkway interchange with Interstate 5. The existing McBean Parkway Freeway Bridge will be widened to accommodate the additional traffic flow generated in the area as a result of further development. Road improvements will include northbound and southbound on-ramps. The completed roadways and bridge will be improved with curb, gutter, sidewalks, guardrails, drainage facilities, traffic signals, signage, retaining walls, and grading as required by Caltrans and Los Angeles County.
- C. The Old Road (Northern Section - McBean Parkway to Pico Canyon Road): These improvements are to be located along the County's Interdepartmental Engineering Committee (IEC) adopted alignment of The Old Road, between McBean Parkway and Pico Canyon Road. The Old Road in this area is designated as an Unconstructed Secondary Highway on the Santa Clarita Valley Areawide Circulation Plan. The IEC has designated this road's width as 100'. The IEC corrected the Minutes of February 16, 1984, to show that it has approved recommendations to amend the Highway Plan to change the Old Road from a Secondary Highway to a Major Highway between Valencia Boulevard and Pico Canyon Road. There are no existing improvements, except for a partially constructed section of roadway approximately 200 feet long, immediately north of Pico Canyon Road. This 200-foot section will be abandoned and removed to be replaced by a new alignment to the west, as adopted by the Los Angeles County IEC on May 2, 1985. Road improvements will provide two lanes within the necessary right of way to accommodate the road section and its grading and drainage. A major box culvert drainage crossing will be constructed over Pico Creek. Intersections

will be improved with full traffic signalization at McBean Parkway and at Pico Canyon Road. Grading is required to construct these improvements. Right-of-way acquisition may be required.

- D. The Old Road (Southern Section - Pico Canyon Road to existing Chiquella Lane): Two portions of this road between Pico Canyon Road on the north and Calgrove Boulevard on the south are proposed for improvements. The first of these two portions is immediately south of Pico Canyon Road to the merger of this road with the existing portion of Chiquella Lane which will be renamed "The Old Road". Chiquella Lane will be realigned to intersect, radially, with the Old Road. The second portion of these improvements will include the currently unconstructed portion of The Old Road between Tract 31399 and the existing improved section of Chiquella Lane, north of Calgrove Boulevard. Road improvements for both portions will provide two lanes of paving within the necessary right-of-way to accommodate the road section and its grading and drainage. Right-of-way acquisition will be required.
- E. Pico Canyon Road (From 4,400 feet west of The Old Road to The Old Road): These improvements are to be located within the realignment of Pico Canyon Road as it traverses Tentative Tract 43896. This realignment was adopted by the County's IEC on May 29, 1986. Road improvements will provide one lane within a 100 foot right-of-way.
- F. Route 126 Expressway The construction of the Route 126 Expressway from Interstate 5 to Route 14 will require the acquisition of right-of-way plus easements. Proposed improvements include four lanes of grading, base, drainage, paving, and full width bridges. Construction of the Route 126 Expressway will mitigate traffic congestion Valley wide. Therefore, a portion of the fee's generated in the Lyons/McBean District will be used to fund the construction of the Route 126 Expressway.

Environmental Impact of Improvements

No direct impacts on the physical or human environment are seen as a result of the District formation. Further, and based on current data, it appears that the selected improvements will also not cause significant impacts. However, since alignments have not yet been finalized, and there is presently insufficient data regarding the construction timing and sequence of improvements, as well as future environmental conditions, an additional and more specific environmental review will be done with each project, and prior to final construction approval. Reference will be made in this document to more specific environmental data where it is appropriate and available.

II. COMPATIBILITY WITH GENERAL PLAN(S)

The project is consistent with the County General Plan, adopted on November 25, 1980, and the Santa Clarita Valley Areawide General Plan (SCV-AGP), adopted on February 16, 1984.

Both plans stress the need for a circulation system that meets the needs of current and future residents. The highways proposed for construction or improvement under the District are designated on both the County General Plan's Highway Plan and the SCV-AGP's Circulation Plan as necessary parts of the circulation network supporting the Land Use Elements of both Plans. Increased width from what is shown on the SCV-AGP is specified for the improvements in this district, as adopted by the Los Angeles County Interdepartmental Engineering Committee.

III. ENVIRONMENTAL SETTING

Regional Setting

Using the Southern California Association of Governments' boundaries to define the regional base, the area's extent is approximately 38,000 square miles with approximately 10 million people. This six-county region provides a mix of home, work and shopping location choices and is assisted by a regional transportation network.

The six-county region shares similar and prominent east/west trending mountain ranges with most of the urban development in the coastal and inland valley areas close to the transportation network. Primary physical hazards associated with the region are earthquakes, flood and fire. The region contains two air basins, with the South Coast Air Basin encompassing the more dense, developed areas. Most of the region's water is imported from outside sources. A wide array of topographic and urban features provides the region with many scenic resources. Public services are provided either on a local or countywide basis. The provision of some services, such as water supplies and waste disposal, is more complete in the highly-urbanized areas than in isolated developments.

Los Angeles County Setting

Los Angeles County is considered topographically diverse and can be grouped into four natural sub-regions: northern desert, central mountains, coastal lowlands, and off-shore islands. The northern desert includes the Antelope Valley portion of the County and includes the Cities of Lancaster and Palmdale. Its topography consists of mostly level desert plains with hills, buttes, and dry lake beds. The central mountains cover nearly half of the County. The major elements of these mountains are the San Gabriel and Santa Susana Mountains to the south and the northeastern mountains and hills to the north. The Santa Clarita Valley, a major growth area within the County, lies between the two mountainous areas and contains the smaller proposed District area. The coastal lowlands, a relatively level area, are separated by the Transverse Hill Chain. This area is highly urbanized and contains 97 percent of the County's population. The fourth sub-region, the off-shore islands, include Santa Catalina and San Clemente Islands, the two most easterly of Southern California's eight Channel Islands.

Area and Community Setting

The proposed District lies within the County's Santa Clarita Valley Areawide General Plan (SCV-AGP) area which contains approximately 550 square miles. Approximately 50 percent of this area is contained within the Angeles and Los Padres National Forests. The SCV-AGP area includes the urban communities of Valencia, Newhall, Castaic, Canyon Country, Seco Canyon, and portions of Bouquet Canyon and Saugus. Rural residential development is found in the communities of Val Verde and Placerita Canyon, as well as Sand, Mint, and Vasquez Canyons.

The proposed District is generally located in the southwestern area of the Santa Clarita Valley. Much of this area, is steep, mountainous, undeveloped terrain in the Santa Susana Mountains. Significant new urban development is proposed for the areas west of Interstate 5, particularly at the mouth of Pico Canyon. The proposed District boundaries are shown on "Exhibit B".

Further discussions of the area's environmental setting can be found in the SCV-AGP and its Environmental Impact Report (EIR) as well as the County General Plan and its EIR.

Transportation Setting

The transportation network in the Santa Clarita Valley, particularly within the District area, is limited by topographical features as well as financial constraints. Hilly terrain restricts the location of routes in the area as well as increases construction costs. This restricts the development of additional routes. At the same time, governmental revenue has decreased while construction costs have increased. Further, development has continued to occur in less expensive areas away from existing transportation facilities. The combination of these factors has resulted in limited highway access to areas west of Interstate 5, even though these areas are geographically adjacent to this major transportation artery.

Recent development approvals have been conditioned to require developers to financially participate in an improvement district which would fund additional access routes to the Lyons Avenue/McBean Parkway area. This would provide adequate traffic capacity for the additional development.

IV. IDENTIFICATION OF ENVIRONMENTAL EFFECTS

The establishment of the District will not have any significant effects on the environmental setting since it does not encourage development, increase population, or directly impact the physical environment. Therefore, discussion will focus on potential environmental impacts associated with the improvement of the proposed highways.

These highways are still considered general in terms of alignment. Precise alignments will be prepared as the need arises and funds are available.

Previously prepared environmental documents used as part of this analysis are the Quinton-Redgate material, Volumes I through V, approved with the Santa Clarita Valley Areawide Plan on July 12, 1977, and the EIR for the revised Santa Clarita Valley Areawide General plan, certified on February 16, 1984. In addition, Environmental Impact Reports prepared for Tentative Tracts 33698 and 43896 and a traffic study prepared as an environmental mitigation for Tentative Tract 31399 was used in determining potential impacts from highway construction.

The draft ND/EA for the Lyons Avenue interchange project has been completed and has been approved for circulation. Additional environmental studies will be prepared as additional projects are proposed and as part of the ongoing traffic mitigation requirements of previously approved projects.

Geotechnical Hazards

Geology constraints in the area include potentially active faults, potential liquefaction zones, areas of slope instability and/or landslide potential, and soil erosion.

The Holser and San Gabriel Faults traverse the Santa Clarita Valley area and the San Andreas Fault is approximately 25 miles northeast. Slope instability and/or landslide potentials occur in some areas due to specific soil and topographical characteristics. Lastly, and because of the Valley's mountainous terrain, long, narrow, tributary canyons, and the typical long dry summer/wet winter weather conditions, the area is very susceptible to soil erosion.

Specific geological hazards associated with the alignment areas of each of the routes are as follows:

Lyons Avenue Bridge:	close to seismic fault zone; soil erosion.
McBean Parkway Bridge:	close to seismic fault zone; soil erosion.
The Old Road (Northerly):	close to seismic fault zone; potential liquefaction; soil erosion.
The Old Road (Southerly):	close to seismic fault zone; soil erosion.
Pico Canyon Road:	close to seismic fault zone; potential liquefaction; soil erosion.
Route 126 Expressway	close to seismic fault zone; potential liquefaction; soil erosion

Mitigation measures will reduce or eliminate the potential geotechnical hazards associated with the highway construction. Specific measures will

be determined during design. Available measures include minor realignment to avoid the identified hazard, the use of retaining walls or buttress fills, and/or grading and recompaction.

Flood Hazards

Potential flood hazards in the area are associated with the Santa Clara River drainage, the primary collector for runoff from the north slope San Gabriel Mountain and Santa Susana Mountain watersheds. Its major tributary, affecting this district, is Pico Canyon Wash. Most of the floodway areas remain unchanneled, and are therefore subject to a greater degree of flood hazard.

Two of the highways proposed to be constructed under the District will traverse the flood hazard area. These are the northerly portion of The Old Road and Pico Canyon Road. Without proper design and mitigation, heavy rains and flooding could wash out the roads.

These potential hazards can be significantly mitigated during the design and approval stages. Design of the above-referenced highways will include the construction of bridges across portions of the flood hazard areas. Flood control levees, channels, and other flood control improvements may also be required as part of this flood hazard mitigation. Plan review will determine the necessary bridge spans and clearances as well as the need for partial or full channelization of the drainage courses and Debris Basins. Additional environmental analysis will occur when design requirements are known.

Fire Hazards

Because of the semi-arid climate, certain portions of the area are subject to brush fires. Some of the proposed improvements are in the high fire hazard areas. At this time, mitigation measures are not considered necessary with the improvement of the highways. However, further environmental review will occur again during the design stage and prior to construction approval.

Noise

High noise levels in the Santa Clarita Valley are associated primarily with the Southern Pacific Railroad Corridors and the Golden State and Antelope Valley Freeways.

The selection of mitigation measures will be reviewed at the time a specific improvement is designated and proposed for construction and must be based on the then-current County standards and the existence of development adjacent to the roadway. Since the highways are protected under the Highway Plan, land is required from adjacent subdivisions to be reserved for highway construction. Adjacent development, under subdivision and environmental review and zoning requirements, can be construction of concrete block walls. Design measures could also include clustering, landscaping, berms, and housing insulation. Highways constructed after adjacent developments will be reviewed for their impact

on the present and future noise levels. The highway design, if deemed necessary, may include an alignment readjustment, landscaping, berms, and/or block walls.

At the design level, and with appropriate mitigation, it is expected that the impact on noise levels can be reduced to an insignificant level.

Air Quality

Air quality in the area, compared to the remainder of the South Coast Air Basin, is considered generally better. Air quality degradation in the Santa Clarita Valley is primarily caused by ozone emissions from mobile sources generally the result of inter-basin transportation between the Valley and the Los Angeles Basin.

Air quality adjacent to the proposed highways is likely to be affected by the highway improvements. However, it is difficult to calculate the extent because of the uncertainty of improvement timing in relation to development conditions. One can expect, however, that the additional highways will permit traffic to flow smoother and more efficiently. With fewer starts and stops, automobile emissions will be reduced. Further, these highways will not increase local traffic but will be built as a response to local development needs. By providing a more efficient circulation system, the construction of these highways is seen as one means of reducing local mobile emissions.

Additional pollution emissions should be mitigated via measures in the Air Quality Management Plan such as ridesharing, bicycle commuting, rail transit, and traffic signal synchronization. In addition, the County has also sponsored a demonstration bus system project in the Santa Clarita Valley which includes a morning and evening commuting run to downtown Los Angeles, as well as intra-Valley routes. Ongoing air quality monitoring at the SCAQMD's Newhall station should also determine if mitigation measures need to be stepped up. The State has also recently passed a law requiring biennial inspection of automobile smog devices. (It should also be noted that the EIR for the Countywide General Plan showed a substantial decrease in air pollution because of anticipated improvements in technology for both stationary sources and vehicles). While a decrease in air emissions is anticipated, this does not imply that the air basin will meet Federal clean air standards.

Water Quality

Water quality is not generally considered a problem in the area except for impacts associated with septic tank use. The only major groundwater recharge area within the District is the Santa Clara River.

No significant effects are anticipated with the construction of the improvements and therefore no mitigation is necessary.

Biotic Resources

The area, because of its mountain and desert features, is characterized by a variety of plant habitats including those types known as riparian, sagebrush, pine belt, coniferous forest, subalpine forest, oak woodland, chaparral, and desert woodland. Of greater biotic concern in the area are those habitats recognized as Significant Ecological Areas (SEA). The Valley Oaks Savannah and the Lyons Canyon SEA are within the proposed district. A portion of the Santa Clara River SEA is adjacent to the proposed district.

None of the new highways will cause impact on the Santa Clara River habitat or on the Unarmored Three-Spine Stickleback. The McBean Bridge improvements are adjacent to the Valley Oads Savannah. Mitigations to impacts on the Valley Oaks Savannah will be required as a part of the McBean Bridge Construction project. The Lyons Canyon SEA is not affected by district improvements.

Extractive Resources

The District is extensively pumped for petroleum resources. None of the proposed highways will affect these extractive resources directly. Therefore, no mitigation is necessary. The proposed highways will affect existing transmission pipelines which must be relocated. These existing pipelines are protected through easement rights and lease rights.

Prime Agricultral Lands and Major Open Space

No land considered as prime agricultral land is located within the proposed District and none of the highways traverse prime agricultural land outside of the District boundary.

No impact on prime agricultural land will result from either the formation of the District of highway improvements. No mitigation is necessary. No National Forest land are within the district.

Energy Consumption

The planned pattern of land use and growth in the area is expected to be relatively energy efficient based on residential patterns in relation to the location of future industrial and commercial centers. However, in terms of transportation and because of the present pattern of long commuting trips, energy efficiency is considered relatively low at the present time.

Construction of the highways will provide a portion of those routes considered necessary for an adequate circulation system for the area. While not encouraging the development of closer work opportunities, the improvement of these and other highways will allow route alternatives and smoother and more efficient traffic flow. Also, these additional improvments to the hgihway system will provide shorter routes for many current trips and therefore should greatly reduce both vehicle miles traveled and energy consumed. In addition, as the area becomes more

selfcontained, and if the need arises, the current demonstration bus system could be extended, increasing every efficiency further. No other mitigation is considered necessary.

Archaelolgy/Historical/Paleontological

The area is not known to be archaeologically sensitive. The resources and remains found in the Santa Clarita Valley are largely those of early Native American culture. In addition, paleontological resources of similar origin are possible throughout the area. While historical resources exist near and in the District area (Placerita Canyon, William S. Hart Park with Old Hart Ranch and the Saugus Train Station, and several downtown Newhall sites), no historical sites within the District will be affected by the planned highway construction. Improvements of the highways could impact archaeological or paleontological sites, but will be reviewed by a qualified archaeologist prior to approval of the individual construction projects. Any specific mitigation measures, if needed, will be determined by this Department at the project level in conjunction with the recommendations of a qualified archaeologist when more is known about the alignment. No further mitigation is considered necessary in order to protect any potential archaeological, paleontological, or historic resources.

Traffic/Access

Further development of the area's circulation system has been restricted by topography and financial constraints. Practical locations of roads have been dictated by the canyons and ridges as well as limited by costs associated with traversing the Pico Canyon Wash flood plain. Development of the circulation system has not been able to keep pace with private development proposals in the Newhall/Stevenson Ranch area. This has started a heavy demand on the existing highway system, particularly at locations where alternative routes are unavailable. The most severe situation is a level of service "F" experienced at the Lyons Bridge/Interstate 5 Interchange.

The circulation system adopted with the SCV-AGP is projected to handle the expected year 2000 population of 165,000 and the proposed highways under the District are part of this needed system. The construction of the improvements to the Lyons and McBean interchanges will relieve congestion caused by existing and proposed development on these two freeway interchanges. The construction of a major portion of Pico Canyon Road should begin to provide a future east-west route across the Santa Susana Mountains between the Golden State Freeway and Route 126. The construction of The Old Road extensions and connection will provide an alternative access for development along the westerly side of the Golden State Freeway as well as provide another access alternative to Interstate 5 congestion at the Lyons Bridge Interchange. The construction of Route 126 will mitigate traffic congestion in the Valley by providing a major east-west alternative route.

The development of these highways will have a positive effect on traffic flow and accessibility. They also provide mitigation for future development expected within the District boundaries.

Minor localized negative impacts may occur as the roads are developed. However, the impacts are considered mitigable and will be reviewed at the project level prior to approval.

Visual Qualities

The area's visual qualities include rolling hillsides and mountains with semi-arid vegetation, narrow tributary canyons (Pico, Wiley, and Lyons Canyons), and the urbanized communities of Newhall and Valencia. There are 64 miles of roadway proposed as first and second priority scenic highway routes in the Santa Clarita Valley. These within the District Boundary include the Golden State Freeway. Construction of both portions of the Old Road will require extensive grading and modification of hillside areas immediately westerly of Interstate 5. This grading will be visible from Interstate 5. This is a continuation of the existing pattern of development, along this corridor. No extensive signage or similar nuisances are proposed as a part of this construction.

None of the proposed highways are adjacent to parks or significant open space areas so they are not expected to disturb views from any recreational areas. They will be noticeable from points along proposed biking and hiking trails. However, the trails are adjacent to residential and commercial development and along existing highways of similar size, so the new improvements would not be out of character from current trail views. At the time each highway is designed, consideration will be given to the visual effects of grading activities. Appropriate mitigation will be determined at the project level and may include alignment readjustment and additional slope planting.

Review and mitigation at the time the highways are designed will reduce the potential impact on visual qualities to an insignificant level.

Sewage Disposal

Two sanitation districts cover the bulk of the Valley's urban areas and the planned sewage system capacity was recently increased to permit a year 2000 population projection of 165,000 people.

The proposed District and highway improvements will not impact the present and future sewer systems in the area either directly or indirectly since the project is not growth inducing. In addition, each subdivision, in itself, will be reviewed at the project level for environmental impact. Therefore, since no impact is anticipated by the proposed District, no mitigation measures are considered necessary.

Education

The Santa Clarita Valley is served by six elementary and two high school districts. In addition, two colleges are also found in the Santa Clarita Valley.

To this date, none of the school districts in the area have experienced difficulties of a magnitude to cause them to apply to the State for SB 201 funding relief.

Neither the highway construction nor District formation is expected to impact the local school systems since neither induce growth. If anything, the additional highway improvements should improve school bus programs.

No impact is anticipated. therefore, no mitigation is necessary.

Safety Services

Both the County Sheriff and Fire Departments serve the area. Issues impacting the type of service provided include location and increase of population as well as available access.

The proposed District and highway improvements do not encourage further growth in the area. Rather, they are a response to the traffic needs of future development in the area. The addition of these highways is therefore expected to improve access to development as well as provide additional access to Interstate 5 during emergency conditions.

Safety services should be assisted by the development of the highways. No significant negative impact is anticipated and no mitigation is necessary.

Water Services

Four major water purveyors are located in the Santa Clarita Valley. No constraints on water service are seen now or in the future with the anticipated 165,000 population.

The proposed project will not impact water service in that it is not growth inducing.

No mitigation is necessary.

DISCUSSION OF WAYS TO MITIGATE SIGNIFICANT EFFECTS

No significant effects are anticipated at this time with the establishment of the District and the decision to improve the discussed highways.

Potential impacts on the environment from the improvements can be reduced to an insignificant level at the time the projects are designed. Prior to each individual improvement project, an additional environmental analysis will be completed to determine site-specific impacts and appropriate mitigation measures. Further, normal design review by other County departments and agencies will also assist the Public Works Department in eliminating potential environmental hazards.

A discussion of the potential impacts and available mitigation measures are included under each of the individual impact discussions.

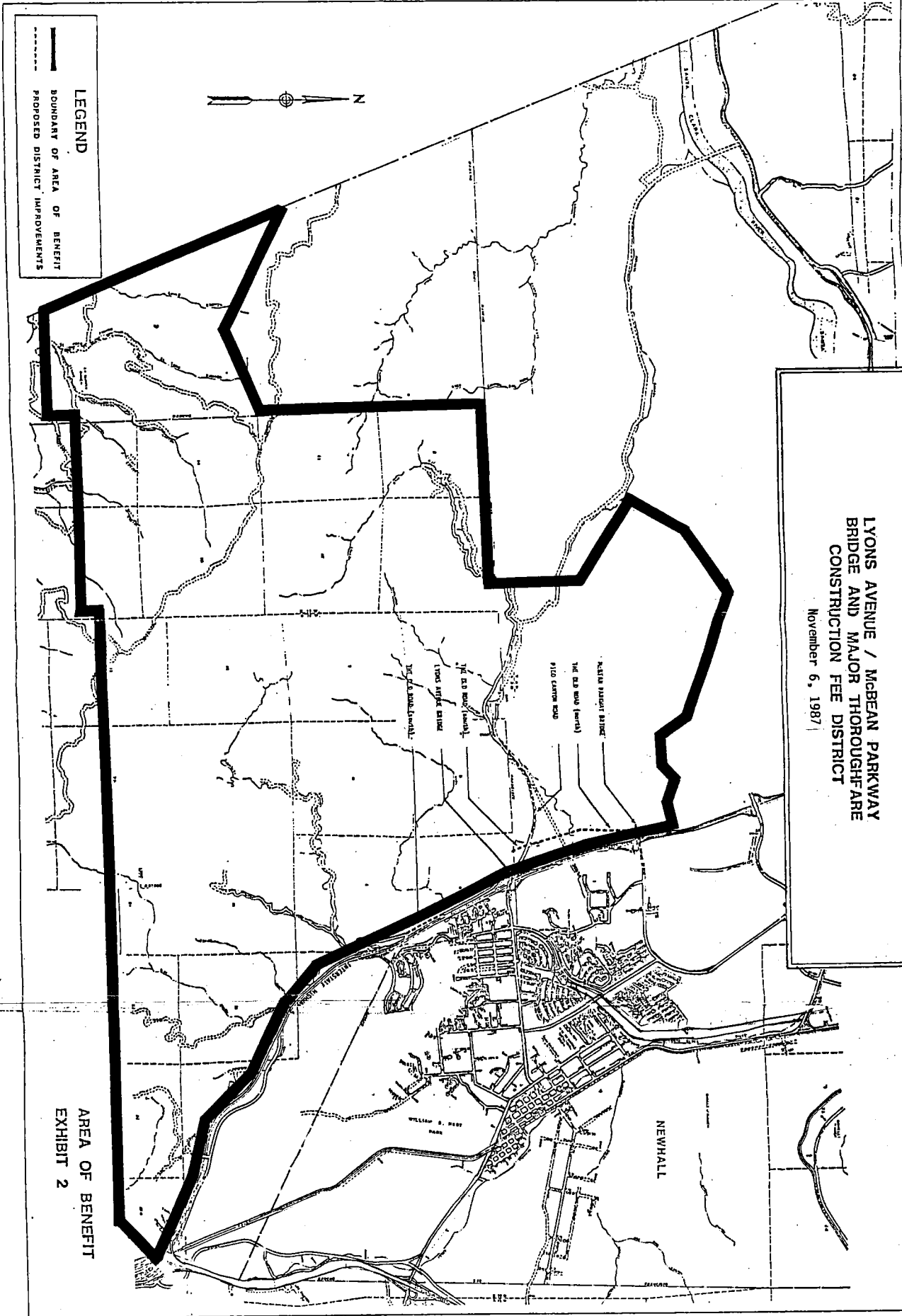
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EXHIBITS

- A. District Vicinity Map
- B. Construction Fee District Boundary showing existing Santa Clarita Valley Areawide Circulation Plan

LYONS AVENUE / MGBEAN PARKWAY
BRIDGE AND MAJOR THOROUGHFARE
CONSTRUCTION FEE DISTRICT

November 6, 1987



LEGEND
—— BOUNDARY OF AREA OF BENEFIT
----- PROPOSED DISTRICT IMPROVEMENTS

AREA OF BENEFIT
EXHIBIT 2