

**VIA PRINCESSA  
BRIDGE AND MAJOR THOROUGHFARE  
CONSTRUCTION FEE DISTRICT  
UPDATE REPORT**

Prepared for:

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**CITY OF SANTA CLARITA TRANSPORTATION and ENGINEERING SERVICES**

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## SUMMARY

The Via Princessa Bridge and Major Thoroughfare Construction Fee District Update Report presents to the City of Santa Clarita City Council for approval, an update to an existing area of benefit for financing specific improvements in the existing Newhall community, as well as portions of the Valencia and Saugus areas in the Santa Clarita Valley, within the City of Santa Clarita jurisdiction. Improvements include, but are not limited to, new and improved roadways, bridges, intersections, and interchanges.

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

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

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

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

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

The current highway system in the Santa Clarita Valley is considered adequate for existing development. However, at this time public funding is not available to adequately provide highway improvements for the future anticipated development in the Santa Clarita Valley. The Santa Clarita Valley Bridge and Major Thoroughfare Districts are designed to accommodate the needs of future development anticipated by the City of Santa Clarita General Plan. A map showing the district is included as Figure 1.

NEED FOR DISTRICT UPDATING

The District was originally approved by the City of Santa Clarita on November 24, 1992. The current District fee of \$10,000 was approved by the City Council on September 14, 1999. The current District fees are shown in Table 1.

TABLE 1 CURRENT DISTRICT FEES

Land Use Category	Current District Fee
Residential:	
Single Family (per unit)	\$10,000
Townhome/Condo (per unit)	\$8,000
Apartment (per unit)	\$7,000
Non-Residential:	
Commercial (per gross acre)	\$50,000
Industrial (per gross acre)	\$30,000

The District was originally established for the purpose of funding much-needed improvements to serve the circulation needs created by new developments within this District, originally estimated as \$77.45 million.

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

UPDATED DISTRICT FEE RATES

A development analysis, based on filed tentative maps and mid-point densities of the City of Santa Clarita Zoning map, indicates that an estimated 5,418 residential units, 379 commercial land use acres, and 704 industrial land use acres are expected to be built within the District boundary. Remaining District improvements to roadways, bridges, intersections, and interchanges total an estimated \$179.72 million. The analysis concludes that a District fee increase is necessary to fully fund these improvements. The proposed District fees are shown in Table 2.

TABLE 2 PROPOSED DISTRICT FEES

Land Use Category	Proposed District Fee
Residential:	
Single Family (per unit)	\$15,500
Townhome/Condo (per unit)	\$12,400
Apartment (per unit)	\$10,850
Non-Residential:	
Commercial (per gross acre)	\$77,500
Industrial (per gross acre)	\$46,500

## **II. THE BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT**

### **A. AUTHORITY**

The State of California Government Code Section 66484, regarding Subdivisions, gives local agencies the authority to adopt local ordinances that "may require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges over waterways, railways, freeways, and canyons, or constructing major thoroughfares." The local adopted ordinance must refer to the circulation element of its general plan, provide for a public hearing, provide for the establishment of boundaries of an area of benefit, and provide for the identification of the costs, a fair method of allocation of costs to the area of benefit and a fair fee apportionment (to be disclosed at the public hearing). Further, the local ordinance must provide that the payment of fees shall not be required unless the major thoroughfares are in addition to or a reconstruction of any existing thoroughfares serving the area at the time of district adoption, and that the planned bridge facility is an original bridge serving the area, or an addition to any existing bridge facility serving the area, at the time of district adoption. It must further provide that if owners of more than one-half of the area of property to be benefited by the improvement(s) file proper written protests, the district proceedings as proposed shall be abandoned for at least one year. The local ordinance allows acceptance of considerations in lieu of the payment of fees, permits a local agency to advance money from its general fund or road fund to be reimbursed from bridge and major thoroughfare funds, permits a local agency to incur an interest bearing indebtedness for the construction of bridge or major thoroughfare facilities, and does not preclude an agency from providing funds for the construction of bridge or major thoroughfare facilities to defray costs not allocated to the District.

Within the City of Santa Clarita, payment of bridge and major thoroughfare construction fees is established by City of Santa Clarita Subdivision Code Section 16.21.190 established on November 24, 1992. This code is consistent with the requirements and provisions of the State law (City Code Section 16.21.190 is included in Attachment A).

### **B. PURPOSE**

The District has been designed to accommodate the needs of future development anticipated by the City of Santa Clarita General Plan. Updating the District will provide local and regional benefits. Many of the District improvements will be eligible for local, state, and federal funding. The District intends to pursue all potential sources of out-of-district funding

for these improvements including, but not limited to, State and Federal Gas Taxes, Propositions A and C Sales Tax, Transportation Planning and Development Sales Tax on Gasoline, County Transportation Tax, State Transportation Improvement Program funding, Federal Transportation Efficiency Act for the 21<sup>st</sup> Century funds, State and Federal Highway Trust Funds, special grants, and other sources that may be available. The District will provide the matching funds necessary to pursue greater funding from the aforementioned sources. A reasonable amount of outside funding has been anticipated and formulated into the proposed District fees. If outside funding, not anticipated in the District formation analysis or update, is received; or if funds anticipated are not received, the District costs will be revised, and the District fee may be adjusted accordingly.

### **C. CONCEPT**

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

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

### **D. DISTRICT FORMATION AND STATUS**

The District was originally approved by the City of Santa Clarita on November 24, 1992 for the purpose of financing highway and bridge improvements in the existing Newhall community, as well as portions of the Valencia and Saugus areas in the Santa Clarita Valley, within the City of Santa Clarita jurisdiction. Five projects were proposed for construction within the original District including Rio Vista Road (now referred to now as Santa Clarita Parkway), Magic Mountain Parkway, Via Princessa, Wiley Canyon Road, and Route 126 Expressway for a total cost originally estimated at \$77.45 million. These original roadway and bridge improvements are listed and described in Table 3. Due to inflation, the estimated project costs have been increased substantially. The original improvements proposed to be funded by the District were derived from determination of the traffic needs of the then anticipated 8,552 residential units, 270 acres of industrial development and 258 acres of commercial development expected within the area of benefit and an analysis of highways (including bridges) designated on the City's Circulation Element. The District has funded the completion of several of the original improvements. Completed improvements are identified in Table 3.



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

TABLE 3 DESCRIPTION OF ORIGINAL ROADWAY AND BRIDGE IMPROVEMENTS

Completed	Improvement Description	Project Cost
	<b>RIO VISTA ROAD (NOW REFERRED TO AS SANTA CLARITA PARKWAY): SOLEDAD CANYON TO SIERRA HIGHWAY</b>	\$30,660,000
	Soledad Canyon to Sierra Highway Full-width grading Drainage Construction for 4-lane highway Construct railroad bridge over Rio Vista Road Construct 4-lane bridge over Placerita Creek Extend Lyons Avenue to an at-grade crossing of Southern Pacific Railroad Construct bridge over Newhall Creek and intersect with Rio Vista Road Preliminary and construction engineering	
	<b>MAGIC MOUNTAIN PARKWAY: SAN FERNANDO ROAD TO RIO VISTA ROAD (NOW REFERRED TO AS SANTA CLARITA PARKWAY)</b>	\$22,620,000
	San Fernando Road to Rio Vista Road Construct bridge over San Fernando Road Construction for 4-lane highway Drainage Preliminary and construction engineering	
	<b>VIA PRINCESSA: CLAIBORNE LANE TO GOLDEN VALLEY ROAD</b>	\$6,500,000
	Claibourne Lane to Golden Valley Road Full-width grading Drainage Four lanes of base and pavement Preliminary and construction engineering	
	<b>WILEY CANYON ROAD (THIS PORTION NOW REFERRED TO AS VIA PRINCESSA): VIA PACIFICA TO CIRCLE "J" RANCH (NOW REFERRED TO AS OAK RIDGE DRIVE)</b>	\$7,340,000
Yes	Via Pacifica to Circle "J" Ranch Construct bridge over South Fork of Santa Clara River, Newhall Bridge, San Fernando Road, and Southern Pacific Railroad Construct levee Four lanes of base and pavement Preliminary construction and engineering	
	<b>PRO RATA SHARE OF ROUTE 126 EXPRESSWAY</b>	\$10,336,000
	<b>Total:</b>	\$77,456,000

TABLE 4 ANALYSIS OF DISTRICT FUNDS

District Fees	Total
Collections	\$5,142,378
Expenditures	\$4,944,223
Interest	\$636,428
Funds Available	\$834,583

### III VIA PRINCESSA AREA ACCESS

#### A. BACKGROUND

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

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

#### B. EXISTING CIRCULATION AND PROPOSED DISTRICT IMPROVEMENTS

The primary road network for the District consists of I-5 and State Route 14, two interchanges with I-5, one interchange with SR-14, and thirteen arterials, which are classified as Major, Secondary, or Limited Secondary Highways on the City of Santa Clarita Circulation Element.

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

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

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

1. SOLEDAD CANYON ROAD: (major highway) currently exists as 6-lane roadway from Bouquet Canyon Road to the easterly District boundary. District funding is proposed to fully-improve Soledad Canyon Road within the District.

2. BOUQUET CANYON ROAD: (major highway) exists as 4 lanes between Soledad Canyon Road and Magic Mountain Parkway. The District will fully improve Bouquet Canyon Road to 6 lanes from the Soledad Canyon Road to Magic Mountain Parkway.
3. SAN FERNANDO ROAD: (major highway) varies from 4 to 6 lanes from Magic Mountain Parkway to SR-14. This roadway is proposed to be fully-improved to 6 lanes from Magic Mountain Parkway to the easterly District boundary (Antelope Valley Freeway).
4. MAGIC MOUNTAIN PARKWAY: (major highway) does not currently exist in the District but will be constructed as a 6-lane roadway from San Fernando Road to the future extension of Via Princessa.
5. VIA PRINCESSA: (major highway) is striped for 4 lanes from Via Pacifica to its terminus in Circle "J" Ranch (Claiborne Street). This roadway is proposed to be extended and fully-improved to 6 lanes from its existing terminus to the easterly District boundary, including the Via Princessa bridge.
6. WILEY CANYON ROAD: (major/secondary highway) is striped for 2 lanes from Calgrove Boulevard to Lyons Avenue and is striped for 4 lanes from Lyons Avenue to Via Pacifica. District funding is proposed to stripe Wiley Canyon Road to 6 lanes from Lyons Avenue to the Via Princessa bridge and to 4 lanes from Calgrove Boulevard to Lyons Avenue.
7. LYONS AVENUE: (major highway) is striped for four lanes, from I-5 to San Fernando Road. Ultimately, Lyons Avenue will be striped to 6-lanes and extended from San Fernando Road to the northerly terminus of Dockweiler Drive, including a bridge over San Fernando Road. Dockweiler Drive currently is striped for 2 lanes from the northerly terminus of Dockweiler Drive to Valle del Oro and is striped for 4 lanes from Valle del Oro to Sierra Highway.
8. CALGROVE BOULEVARD: (major highway) currently exists as a 4-lane roadway from the I-5 to Wiley Canyon. This roadway is proposed to be improved to a 6-lane roadway between I-5 and Wiley.
9. ORCHARD VILLAGE ROAD: (major highway) is striped as a 4-lane thoroughfare from McBean Parkway to Lyons Avenue. Orchard Village Road will be fully-improved to a 6-lane roadway from McBean Parkway to Lyons Avenue.
10. SIERRA HIGHWAY: (major highway) is now a 4-lane thoroughfare from the southerly District boundary to the northerly District boundary. Sierra Highway is proposed to be fully-improved to 6 lanes.
11. SANTA CLARITA PARKWAY: (major highway) will be constructed as a 6-lane highway from the northerly District boundary to the Eastside District boundary excluding a small portion, which lies within the Eastside District.
12. NEWHALL AVENUE: (secondary highway) currently exists as a 2-lane roadway from 16<sup>th</sup> Street to San Fernando Road. The District ultimately proposes to fully improve Newhall Avenue to 4 lanes.

13. 16TH STREET: (secondary highway) currently exists as 4 lanes from Orchard Village to Newhall Avenue and 2 lanes from Newhall Avenue to its terminus at Newhall Creek. 16<sup>th</sup> Street will be fully improved to 4 lanes from Newhall Avenue to San Fernando Road.

## **IV. THE VIA PRINCESSA BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT**

### **A. THE DISTRICT BOUNDARY**

The legal description of the District (Area of Benefit) is included as Attachment B. It encompasses those properties, which have yet to be developed, and which will receive benefit from the improvements funded by the District. A map showing the location of the District is included as Figure 1. The boundaries were determined by I-5 and SR-14, as well as topographical features in the Via Princessa District area; ownership/parcel lines; city limits of the City of Santa Clarita; and existing and future access.

#### **GENERAL BOUNDARY DESCRIPTION**

##### West Boundary Line

Generally follows I-5, McBeam Parkway, and Bouquet Canyon Road.

##### North Boundary Line

Generally follows Soledad Canyon Road, the middle of the Valencia Valley, and McBeam Parkway.

##### East Boundary Line

Generally follows State Route 14 and the first and second Los Angeles Aqueduct.

##### South Boundary Line

Generally along the southern City limit from I-5 to State Route 14.

### **B. PROPOSED IMPROVEMENTS AND ESTIMATED COSTS**

Improvements to be funded by the District are based on a determination of the traffic needs of future development anticipated by the City General Plan and an analysis of the improvements designated on the highway plans of the adopted City of Santa Clarita Circulation Element. Improvements and associated costs have been estimated for purposes of determining the District fee rates. Actual scope of work and costs may change as the improvements approach the final design stage.

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

TABLE 5 SOFT COST PERCENTAGES

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

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

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

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

All District improvements to roadways, bridges, intersections, and interchanges are shown in Figure 2 and described, with estimated costs, in Attachment C. Total costs for the remaining District-identified improvements total an estimated \$178.60 million as summarized below.

- ♦ Highway Segments and Bridges ..... \$96.34 million
- ♦ Intersections..... \$9.95 million
- ♦ District Share of Regional Improvements ..... \$73.43 million
- ♦ Estimated Cost of Improvements..... \$179.72 million

### **C. IMPROVEMENT PHASING**

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

### **D. DEVELOPMENT ANALYSIS**

Future development is expected within the District and can be measured in terms of FDUs. The Quantity of FDUs was estimated for all vacant land within the District. Where a map has been filed (pending, approved, or recorded but not built) to develop vacant land, the FDUs were calculated from the residential development units and non-residential acreage specified in the filed map. Table 9A (Attachment D) includes a list of filed maps; along with the residential units, non-residential acres, and estimated FDUs. Conditioned fees associated with filed maps are also included in Table 9A (Attachment D) were applicable. The location and status of filed maps are shown in Figure 3.

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

This analysis shows expected future development estimated at 8,796 FDUs, consisting of 5,418 residential units, 379 commercial acres, and 704 industrial use acres.

### **E. TRAFFIC AND LAND USE ANALYSIS**

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

Based on average mid-point densities and filed tentative maps, 51% of the future units will be single-family; 30% of the future units will be townhouse-type; and the remaining 19% of the future units will be apartments. Non-residential uses are projected as 35% commercial and 65% industrial. The anticipated development quantified in the Development Analysis section and categorized above will require an improved circulation system.



## F. THE DISTRICT FEE

The District fee is calculated by dividing the estimated net cost of the remaining improvements by the estimated number of FDUs. The tables in Attachment D include an analysis of the estimated number of FDUs in the District. The net cost is the total estimated cost of improvements (included in Attachment A) minus anticipated grant funding, funds available as shown in Table 4, and District fees committed through developer agreements (See Table 9A). The total estimated cost of improvements, net cost of improvements, remaining development measured in FDUs, and the calculated District fee is shown below:

♦ Estimated Cost of Improvements.....	\$179.72 million
♦ Anticipated Grant Funding.....	\$41.26 million
♦ Funds available in District .....	\$0.83 million
♦ Fees committed in Developer Agreements.....	\$1.54 million
♦ Net Cost of Improvements.....	\$136.08 million
♦ Remaining Development .....	8,796 FDUs
♦ District Fee per FDU.....	\$15,500 / FDU

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

♦ Single Family .....	1.0 FDU
♦ Condominium/Townhouse.....	0.8 FDU
♦ Apartment .....	0.7 FDU
♦ Commercial (per gross acre).....	5.0 FDUs
♦ Industrial (per gross acre) .....	3.0 FDUs

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

The adoption of this type of funding district does not levy any fees against existing development. FDUs for recorded subdivisions, which are located within the District, were not included in the District fee calculation, as it has been assumed that District fees were paid at recordation. If District fees were not paid at recordation for non-residential land uses in the County area, then District fees may be collected for the issuance of a building permit. Because the City of Santa Clarita allows some projects to pay District fees after recordation at the building permit stage, some recorded maps were included in the development analysis.

## **SPECIAL CASES**

### Governmental Uses

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

### Lands with Physical Development Constraints

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

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

### Non-Typical Cases

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

### Non-Residential Land Development not including a Land Division

The City code regarding bridge and major thoroughfare fee payment allows for the collection of District fees at either the map recordation or building permit phases of a project. District fees for land development not including a land division shall be paid prior to the issuance of a building permit.

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

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

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

**Retail Commercial**

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

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

**Office Commercial/Business Park**

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

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

**Industrial**

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

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

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

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

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

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

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

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

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

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

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

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

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

If a condition of project approval requires a landowner to dedicate property as right-of-way for a State improvement, then the landowner will receive credit at fair market value for the

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

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

## **H. PROVISIONS FOR UPDATING COSTS AND UNIT INFORMATION**

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

Beginning July 1, 2002, and thereafter on each succeeding July 1<sup>st</sup>, the District fees shall be adjusted as follows: calculate the percentage movement for the previous year in the Los Angeles Regional Construction Cost Index (CCI) based on Engineering News Record data for that period. Then, if the percentage movement equals or exceeds a two percent increase, the District fee per FDU will be increased by two percent and rounded up to the nearest \$10. If the percentage movement increases less than two percent, the District Fee per FDU will be increased by the same percent as the percentage movement and rounded up to the nearest \$10. Notwithstanding the foregoing, no such adjustment shall decrease any District fee.

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

## **I. PROPOSAL FOR DISTRICT CLOSURE**

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

## **J. DISTRICT FUNDS**

Any District fees paid by development projects may be loaned to other Districts within the City Limits. The loans may be used provided that loans are properly recorded by no less than a resolution approved by the City Council.

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

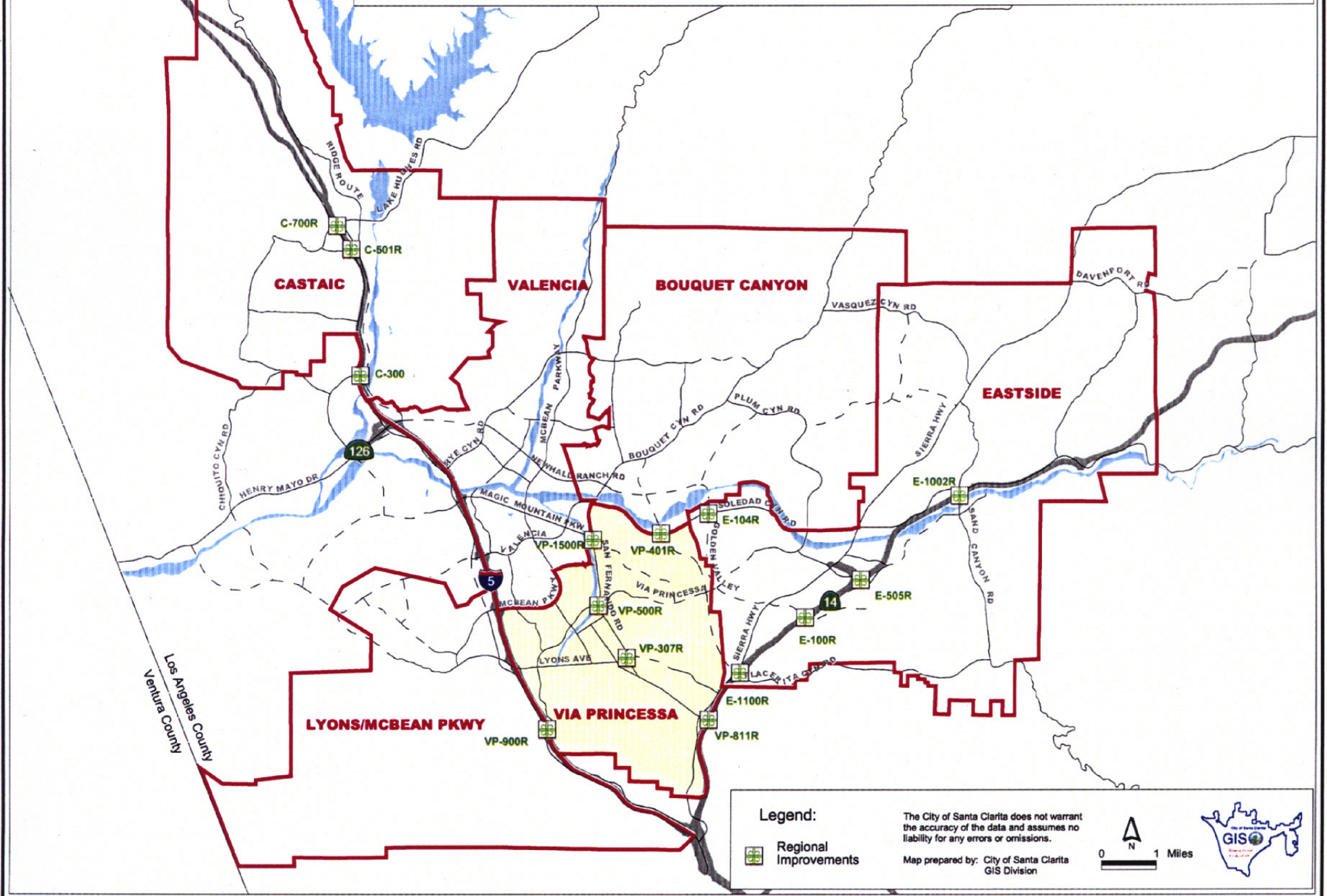
## **K. THE ENVIRONMENTAL ANALYSIS**

In accordance with California Environmental Quality Act (CEQA) guidelines, an Initial Study was prepared to discuss the possible consequences of this District update. Subsequently, the City of Santa Clarita has determined that this District update does not constitute a "Project" as established by CEQA guideline 15378(b)(5), and therefore is exempt from CEQA. This District update will not have a significant impact on the environment.



Figure 1 - District Boundary & Regional Improvements

**BRIDGE & MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICTS**

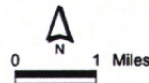


**Legend:**

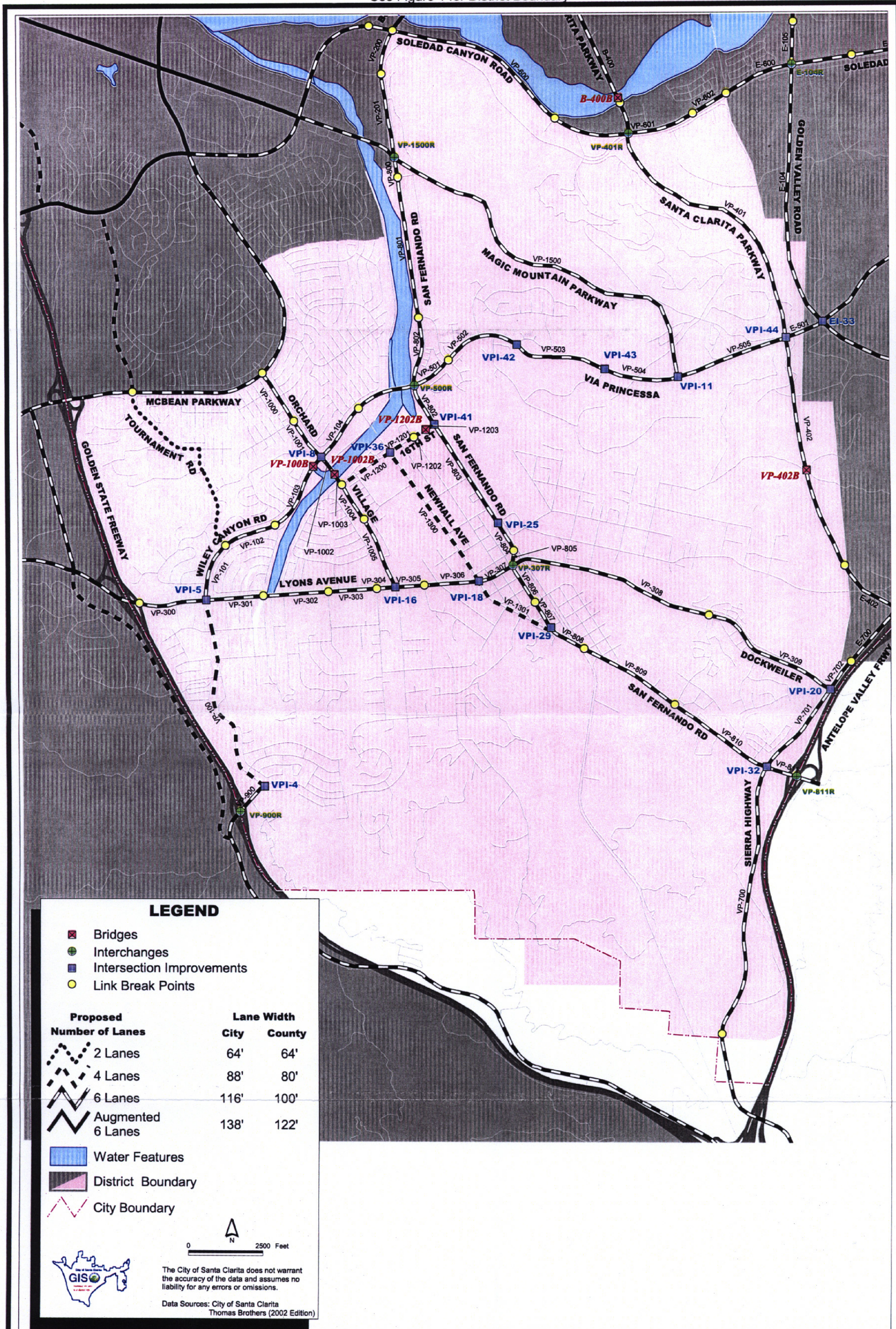
Regional Improvements

The City of Santa Clarita does not warrant the accuracy of the data and assumes no liability for any errors or omissions.

Map prepared by: City of Santa Clarita GIS Division



See Figure 1 for District Boundary

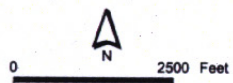


**LEGEND**

- Bridges
- Interchanges
- Intersection Improvements
- Link Break Points

Proposed Number of Lanes	Lane Width	
	City	County
2 Lanes	64'	64'
4 Lanes	88'	80'
6 Lanes	116'	100'
Augmented 6 Lanes	138'	122'

- Water Features
- District Boundary
- City Boundary



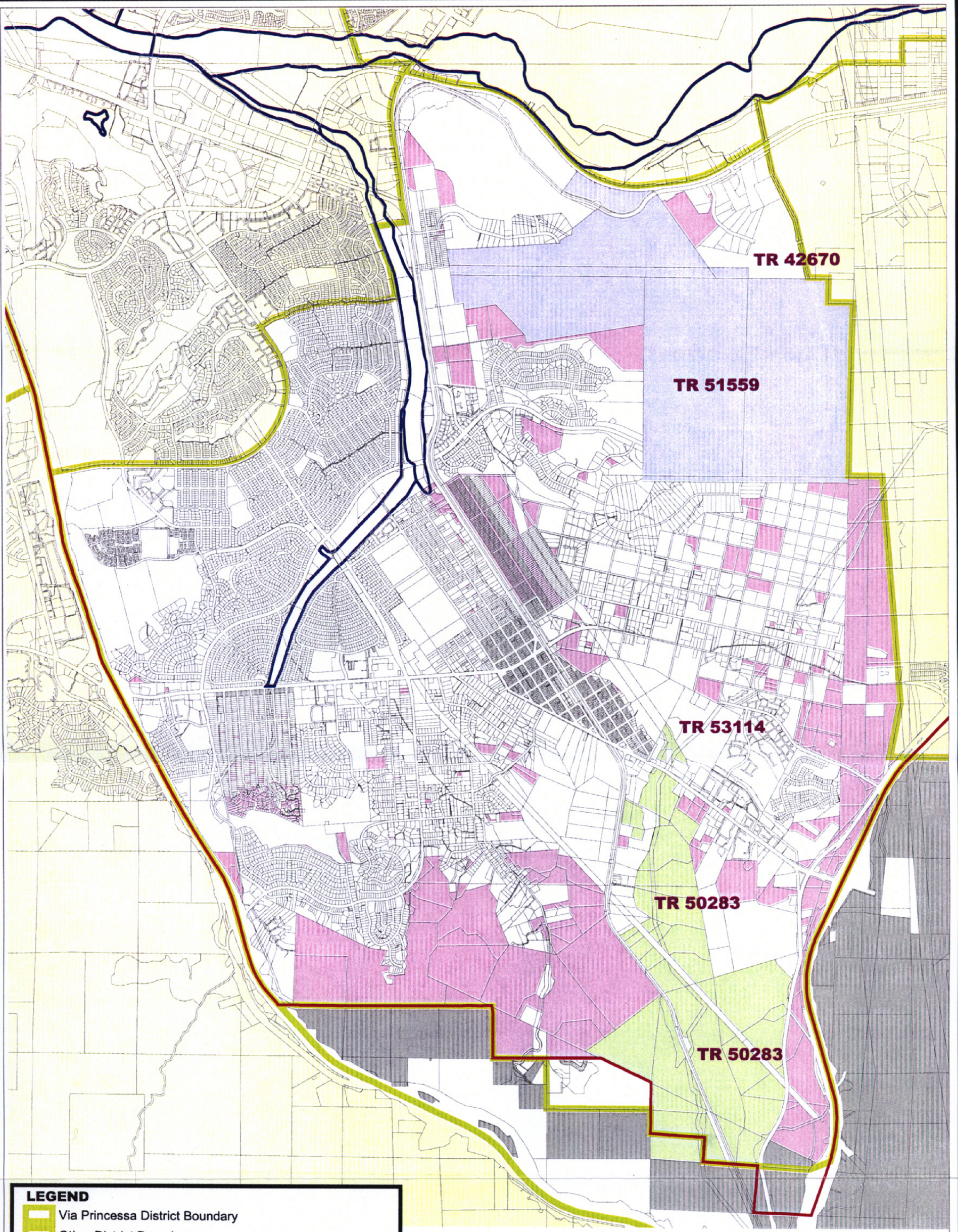
The City of Santa Clarita does not warrant the accuracy of the data and assumes no liability for any errors or omissions.

Data Sources: City of Santa Clarita  
Thomas Brothers (2002 Edition)







**Figure 2 - Via Princessa District Improvements  
BRIDGE & MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICTS**











**LEGEND**

-  Via Princessa District Boundary
-  Other District Boundary
-  City of Santa Clarita Boundary
-  Water Features

**Parcel Status**

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

The City of Santa Clarita does not warrant the accuracy of the data and assumes no liability for any errors or omissions.

Parcel data: Copyright 1999, County of Los Angeles & Digital Map Products (DMP). All rights reserved. The data herein is the proprietary property of the County of Los Angeles & DMP supplied under license and may not be reproduced except as licensed by the County of Los Angeles & DMP. Parcel information is provided by the Office of the Los Angeles County Assessor. Los Angeles County & DMP assumes no liability for any errors or omission in such information.

Map prepared by Planning & Building Services - GIS Division



**Figure 3 - Via Princessa District : Filed Maps & Vacant Land  
BRIDGE & MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICTS**

# **ATTACHMENT A**

CODE PERTAINING TO B&T DISTRICTS

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City of Santa Clarita, California—Municipal Code

CITY CODE

16.21.190 MAJOR THOROUGHFARE AND BRIDGE FEES

- A. A subdivider, as a condition of approval of a final map for property within an area of benefit, or a building permit applicant, as a condition of issuance of a building permit for property within an area of benefit, shall pay a fee hereinafter established to defray the costs of constructing bridges over waterways, railways, freeways, and canyons, and/or constructing major thoroughfares.
- B. The provisions herein for payment of a fee shall apply only if the bridge and/or major thoroughfare has been included in an element of the General Plan adopted by the City Council at least 30 days prior to filing of a map or application for a building permit on land located within the boundaries of the area of benefit.
- C. Payment of fees shall not be required unless any major thoroughfares are in addition to, or a widening or reconstruction of, any existing major thoroughfares serving the area at the time of the adoption of the boundaries of the area of benefit.
- D. Payment of fees shall not be required unless any planned bridge facility is a new bridge serving the area or an addition to an existing bridge facility serving the area at the time of the adoption of the boundaries of the area of benefit.
- E.
  - 1. Action to establish an area of benefit may be initiated by the City Council upon its own motion or upon the recommendation of the City Engineer.
  - 2. The City Council will set a public hearing for each proposed area of benefit. Notice of the time and place of said hearing, including preliminary information related to the boundaries of the area of benefit, estimated costs and the method of fee apportionment shall be given pursuant to Section 65905 of the Government Code.
- F.
  - 1. At the public hearing, the City Council will consider the testimony, written protests and other evidence. At the conclusion of the public hearing, the City Council may, unless a majority written protest is filed and not withdrawn, determine to establish an area of benefit. If established, the City Council shall adopt a resolution describing the boundaries of the area of benefit, setting forth the cost, whether actual or estimated, and the method of fee apportionment. A certified copy of such resolution shall be recorded with the County Recorder.
  - 2. Such apportioned fees shall be applicable to all property within the area of benefit, and shall be payable as a condition of approval of a final map or as a condition of issuing a

building permit for such property or portions thereof. Where the area of benefit includes lands not subject to the payment of fees pursuant to this section, the City Council shall make provision for payment of the share of improvement cost apportioned to such lands from other sources.

3. Written protest will be received by the Clerk of the City Council at any time prior to the close of the public hearing. If written protests are filed by the owners of more than one-half of the area of the property to be benefited by the improvement, and sufficient protests are not withdrawn so as to reduce the area represented by the protests to less than one-half of the area to be benefited, then the proposed proceedings shall be abandoned and the City Council shall not, for one year from the filing of said written protests, commence or carry on any proceedings for the same improvement under the provisions of this section. Any protest may be withdrawn by the owner making the same, in writing, at any time prior to the close of the public hearing.
  4. If any majority protest is directed against only a portion of the improvement, then all further proceedings under the provisions of this section to construct that portion of the improvement so protested against shall be barred for a period of one year, but the City Council shall not be barred from commencing new proceedings not including any part of the improvement so protested against. Such proceedings shall be commenced by a new notice and public hearing as set forth in Section F above.
  5. Nothing in this section shall prohibit the City Council, which in such one-year period, from commencing and carrying on new proceedings for the construction of an improvement or portion of the improvement so protested against if it finds, by the affirmative vote of four-fifths of its members, that the owners of more than one-half of the area of the property to be benefited are in favor of going forward with such improvements or portion thereof.
- G. Fees paid pursuant to this section shall be deposited in a planned bridge facility and/or major thoroughfare fund. A fund shall be established for each planned bridge facility project and/or each planned major thoroughfare project. If the benefit area is one in which more than one bridge and/or major thoroughfare is required to be constructed, a separate fund may be established covering all the bridge projects and/or major thoroughfares in the benefit area. Moneys in such fund shall be expended solely for the construction of the improvement serving the area to be benefited and from which the fees comprising the fund were collected, or to reimburse the City for the costs of constructing the improvement.
- H. The City Council may approve the acceptance of considerations in lieu of the payment of fees established herein.
- I. The City Council may approve the advancement of money from the General Fund or Road Fund to pay the costs of constructing the improvements covered herein and may reimburse

the General Fund or Road Fund for such advances from planned bridge facility and/or major thoroughfare funds established pursuant to this section.

- J. If a subdivider, as a condition of approval of a subdivision, is required or desires to construct a bridge and/or major thoroughfare, the City Council may enter into a reimbursement agreement with the subdivider. Such agreement may provide for payments to the subdivider from the bridge facility and/or major thoroughfare fund covering that specific project to reimburse the subdivider for costs not allocated to the subdivider's property in the resolution establishing the area of benefit. If the bridge and/or major thoroughfare funds cover more than one project, reimbursements shall be made on a pro rata basis, reflecting the actual or estimated costs of the project covered by the fund.

*SUBDIVISION CODE  
City of Santa Clarita, California*

*11/24/92*

## **ATTACHMENT B**

### LEGAL DESCRIPTION

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## LEGAL DESCRIPTION

**THE AREA OF BENEFIT KNOWN AS**  
**VIA PRINCESSA BRIDGE AND MAJOR**  
**THOROUGHFARE CONSTRUCTION FEE DISTRICT**

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

BEGINNING AT THE INTERSECTION OF THE CENTER LINE OF HIGHWAY 14 (ANTELOPE VALLEY FREEWAY), ALSO BEING THE SOUTHEASTERLY BOUNDARY OF THE CITY OF SANTA CLARITA, AS THE SAME EXISTED ON MARCH 4, 2002 WITH THE EAST-WEST CENTER LINE OF SECTION 6, TOWNSHIP 3 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN; THENCE WESTERLY ALONG SAID EAST-WEST CENTER LINE TO THE SOUTHEASTERLY LINE OF THE FIRST LOS ANGELES AQUEDUCT, AS THE SAME EXISTED ON MARCH 4, 2002; THENCE NORTHEASTERLY ALONG SAID SOUTHEASTERLY LINE AND ITS NORTHEASTERLY PROLONGATION TO THE WESTERLY LINE OF THE SECOND LOS ANGELES AQUEDUCT, AS THE SAME EXISTED ON MARCH 4, 2002; THENCE NORTHERLY ALONG SAID WESTERLY LINE, ALSO BEING THE WESTERLY BOUNDARY OF THE EAST SIDE BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT TO THE SOUTH LINE OF SECTION 30, TOWNSHIP 4 NORTH, RANGE 15 WEST SAN BERNARDINO MERIDIAN; THENCE WESTERLY ALONG SAID SOUTH LINE AND THE SOUTH LINE OF FRACTIONAL SECTION 25, TOWNSHIP 4 NORTH, RANGE 16 WEST, SAN BERNARDINO MERIDIAN TO THE EASTERLY LINE OF LOT 62 OF ST. JOHN SUBDIVISION PER MAP RECORDED IN BOOK 196 PAGES 306 TO 309, INCLUSIVE, OF MISCELLANEOUS RECORDS, RECORDS OF SAID COUNTY; THENCE NORTHERLY ALONG SAID EASTERLY LINE TO THE SOUTHERLY LINE OF THE LAND DESCRIBED IN DEED RECORDED JUNE 9, 1997 AS INSTRUMENT NO. 97-855038, OF OFFICIAL RECORDS, RECORDS OF SAID COUNTY; THENCE WESTERLY AND NORTHERLY ALONG THE SOUTHERLY AND WESTERLY LINES OF LAST SAID LAND TO THE NORTHERLY LINE OF SAID LOT 62; THENCE WESTERLY ALONG SAID SOUTHERLY LINE TO THE EASTERLY LINE OF THE FIRST LOS ANGELES AQUEDUCT; THENCE NORTHERLY ALONG LAST SAID EASTERLY LINE AND FOLLOWING THE SAME ALONG ITS VARIOUS COURSES TO THE NORTHERLY

BOUNDARY OF SOLEDAD CANYON ROAD, AS SAME EXISTED ON MARCH 4, 2002; THENCE WESTERLY ALONG LAST SAID NORTHERLY BOUNDARY AND ALONG THE SOUTHERLY BOUNDARY OF THE BOUQUET CANYON BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT TO ITS INTERSECTION WITH THE NORTHWESTERLY BOUNDARY OF BOUQUET CANYON ROAD, 93 FEET WIDE AS SAME EXISTED ON FEBRUARY 2, 1990; THENCE SOUTHERLY ALONG SAID LAST MENTIONED NORTHWESTERLY BOUNDARY AND THE WESTERLY BOUNDARY OF VALENCIA BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT THROUGH ITS VARIOUS COURSES AND CURVES TO ITS INTERSECTION WITH THE SOUTHWESTERLY LINE OF MAGIC MOUNTAIN PARKWAY (HIGHWAY 126) OF VARYING WIDTH, AS SAME EXISTED ON FEBRUARY 2, 1990 AND THE WESTERLY LINE OF SAN FERNANDO ROAD (HIGHWAY 126), 90 FEET WIDE AS SAME EXISTED ON FEBRUARY 2, 1990; THENCE WESTERLY AT RIGHT ANGLES TO SAID WESTERLY LINE OF SAN FERNANDO ROAD TO THE WESTERLY RIGHT OF WAY LINE OF THE SOUTH FORK OF THE SANTA CLARA RIVER; THENCE SOUTHERLY ALONG SAID LAST MENTIONED WESTERLY RIGHT OF WAY LINE TO THE NORTHERLY BOUNDARY OF TRACT NO. 36723 FILED IN BOOK 966, PAGES 77 TO 85, INCLUSIVE, OF MAPS, RECORDS OF SAID COUNTY; THENCE WESTERLY ALONG SAID NORTHERLY BOUNDARY OF TRACT NO. 36723 AND THE NORTHERLY BOUNDARY OF TRACT NO. 36724 FILED IN BOOK 966, PAGES 86 TO 90, OF SAID MAPS AND THE NORTHERLY BOUNDARY OF TRACT NO. 36725 FILED IN BOOK 966 PAGES 91 TO 96, INCLUSIVE OF SAID MAPS AND THE SOUTHERLY BOUNDARY OF THE VALENCIA BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT TO THE EASTERLY BOUNDARY OF CORTINA DRIVE, 56 FEET WIDE, AS SAME EXISTED ON FEBRUARY 2, 1990; THENCE WESTERLY IN A DIRECT LINE TO THE EASTERLY TERMINUS OF THE CENTERLINE OF ARROYO PARK DRIVE, 84 FEET WIDE, AS SAME EXISTED ON FEBRUARY 2, 1990; THENCE WESTERLY ALONG SAID LAST MENTIONED CENTERLINE TO THE WESTERLY BOUNDARY OF MCBEAN PARKWAY, 100 FEET WIDE, AS SAME EXISTED ON FEBRUARY 2, 1990; THENCE SOUTHERLY AND WESTERLY ALONG THE WESTERLY AND NORTHERLY BOUNDARY THEREOF THROUGH ITS VARIOUS COURSES AND CURVES TO THE CENTER LINE OF HIGHWAY 5 (GOLDEN STATE FREEWAY) AS SAME EXISTED ON FEBRUARY 2, 1990; THENCE SOUTHERLY ALONG SAID LAST MENTIONED CENTER LINE, ALSO BEING THE WESTERLY BOUNDARY OF THE CITY OF SANTA CLARITA, THROUGH ITS VARIOUS COURSES AND CURVES TO THE SOUTHERLY BOUNDARY OF SAID CITY OF



SANTA CLARITA; THENCE IN AN EASTERLY DIRECTION ALONG SAID SOUTHERLY BOUNDARY THROUGH ITS VARIOUS COURSES TO THE CENTER LINE OF HIGHWAY 14 (ANTELOPE FREEWAY); THENCE NORTHERLY ALONG SAID LAST MENTIONED CENTER LINE ALSO BEING THE SOUTHEASTERLY BOUNDARY OF THE CITY OF SANTA CLARITA THROUGH ALL ITS VARIOUS COURSES AND CURVES TO THE POINT OF BEGINNING.

TABLE 6A BRIDGE AND MAJOR THOROUGHFARE IMPROVEMENTS

Highway	Limits of Proposed Improvements	Estimated Cost
Wiley Canyon	Calgrove Boulevard to Via Pacifica	\$2,750,460
Bouquet Canyon Road	Soledad Canyon Road to Magic Mountain Parkway	\$542,040
Lyons Avenue	I-5 NB to Sierra Highway	\$9,719,950
Santa Clarita Parkway	South end of bridge over Santa Clara River to Easterly District Boundary	\$37,269,530
Via Princessa	Via Pacifica to Santa Clarita Parkway	\$12,160,690
Soledad Canyon Road	Bouquet Canyon Road to Easterly District Boundary	\$198,800
Sierra Highway	Southerly District Boundary to Easterly District Boundary	\$287,040
San Fernando Road	Magic Mountain Parkway to SR-14	\$5,857,320
Calgrove Boulevard	I-5 to Wiley Canyon Road	\$615,710
Orchard Village	McBean Parkway to Lyons Avenue	\$827,310
16 <sup>th</sup> Street	Orchard Village Road to San Fernando Road	\$4,118,290
Newhall Avenue	16 <sup>th</sup> Street to San Fernando Road	\$6,590,950
Magic Mountain Parkway	San Fernando Road to Via Princessa	\$15,404,720
<b>TOTAL:</b>		<b>\$96,342,810</b>

TABLE 6B DETAILED DESCRIPTION OF BRIDGE AND MAJOR  
THOROUGHFARE IMPROVEMENTS

ID	Highway/Location	Description Of Improvements
<b>Wiley Canyon</b>		
VP-0100	Calgrove Boulevard to Lyons Avenue	Street Widening to 4 lanes Sidewalk-two sides Street lights Bus Turnouts Right-of-way acquisition
VP-0100B	Bridge over Newhall Creek	Widen
VP-0101	Lyons Avenue to Tournament	Bus Turnouts Signing and striping
VP-0102	Tournament to Avenida Cappela	Bus Turnouts Signing and striping
VP-0103	Avenida Capella to Orchard Village Road	Bus Turnouts Signing and striping
VP-0104	Orchard Village Road to Via Pacifica	Bus Turnouts Signing and striping
<b>Bouquet Canyon Road</b>		
VP-0200	Soledad Canyon Road to Cinema Drive	Signing and striping Median
VP-0201	Cinema Drive to Magic Mountain Parkway	Signing and striping Median
<b>Lyons Avenue</b>		
VP-0300	I-5 Northbound Ramps to Wiley Canyon	Bus Turnouts Signing and striping
VP-0301	Wiley Canyon to Everett Drive	Bus Turnouts Signing and striping
VP-0302	Everett Drive to Peachland Avenue	Bus Turnouts Signing and striping
VP-0303	Peachland Avenue to Apple Street	Bus Turnouts Signing and striping
VP-0304	Apple Street to Orchard Village Road	Signing and striping
VP-0305	Orchard Village Road to Wayman Street	Bus Turnouts Signing and striping
VP-0306	Wayman Street to Newhall Avenue	Bus Turnouts Signing and striping
VP-0307	Newhall Avenue to East End of Bridge	Bus Turnouts Signing and striping
VP-0308	Lyons Avenue Extension - San Fernando Road to Valle del Oro	6 Lane Street Construction

TABLE 6B DETAILED DESCRIPTION OF BRIDGE AND MAJOR  
THOROUGHFARE IMPROVEMENTS

ID	Highway/Location	Description Of Improvements
VP-0309	Lyons Avenue Extension - Valle del Oro to Sierra Highway	Street Widening to 6 lanes Signing and striping Median Street lights Sidewalk-two sides Bus Turnouts Right-of-way acquisition
<b>Santa Clarita Parkway</b>		
VP-0401	South end of bridge over Santa Clara River to Via Princessa	Grading 6 Lane Street Construction
VP-0402	Via Princessa to Easterly District Boundary	Grading 6 Lane Street Construction Bridge
VP-0402B	Santa Clarita Parkway - Bridge	Construct Bridge
<b>Via Princessa</b>		
VP-0501	Via Pacifica to Oak Ridge Drive	Signing and striping
VP-0502	Oak Ridge Drive to 300 feet east of Claibourne Lane	Signing and striping
VP-0503	300 east of Claibourne Lane to Ridge Route Drive	Grading 6 Lane Street Construction
VP-0504	Ridge Route Drive to Magic Mountain Parkway	Grading 6 Lane Street Construction
VP-0505	Magic Mountain Parkway to Santa Clarita Parkway	Grading 6 Lane Street Construction
<b>Soledad Canyon Road</b>		
VP-0600	Bouquet Canyon Road to Commuter Way	Bus Turnouts
VP-0601	Commuter Way to Golden Oak Drive	Bus Turnouts
VP-0602	Golden Oak Drive to Easterly District Boundary	Bus Turnouts
<b>Sierra Highway</b>		
VP-0700	Southerly District Boundary to San Fernando Road	Bus Turnouts Signing and striping
VP-0701	San Fernando Road to Lyons Avenue/Dockweiler Drive	Bus Turnouts Signing and striping
VP-0702	Lyons Avenue/Dockweiler Drive to Easterly District Boundary	Bus Turnouts Signing and striping
<b>San Fernando Road</b>		
VP-0800	Magic Mountain Parkway to Drayton Street	Median Bus Turnouts Signing and striping
VP-0801	Drayton Street to Oak Ridge Drive	Median Bus Turnouts Signing and striping
VP-0802	Oak Ridge Drive to 16 <sup>th</sup> Street	Median Bus Turnouts Signing and striping

TABLE 6B DETAILED DESCRIPTION OF BRIDGE AND MAJOR  
THOROUGHFARE IMPROVEMENTS

ID	Highway/Location	Description Of Improvements
VP-0803	16 <sup>th</sup> Street to 13 <sup>th</sup> Street	Median Bus Turnouts Signing and striping
VP-0804	13 <sup>th</sup> Street to 11 <sup>th</sup> Street/Railroad Street	Median Bus Turnouts Signing and striping
VP-0805	11 <sup>th</sup> Street/Railroad Street to Lyons Avenue	Median Signing and striping
VP-0806	Lyons Avenue to Market Street	Street Widening to 6 lanes Median Sidewalk-two sides Street lights Bus Turnouts
VP-0807	Market Street to Newhall Avenue	Street Widening to 6 lanes Median Sidewalk-two sides Street lights Bus Turnouts
VP-0808	Newhall Avenue to Railroad Avenue	Bus Turnouts Signing and striping
VP-0809	Railroad Avenue to Valle del Oro	Street Widening to 6 lanes Median Sidewalk-two sides Street lights Bus Turnouts
VP-0810	Valle del Oro to Sierra Highway	Median Bus Turnouts
VP-0811	Sierra Highway to SR-14	Median Bus Turnouts
<b>Calgrove Boulevard</b>		
VP-0900	I-5 to Wiley Canyon Road	Street Widening to 6 lanes Median Sidewalk-one side Street lights Bus Turnouts Right-of-way acquisition
<b>Orchard Village</b>		
VP-1000	McBean Parkway to Mill Valley Road	Bus Turnouts Signing and striping
VP-1001	Mill Valley Road to Wiley Canyon Road	Bus Turnouts Signing and striping
VP-1002	Wiley Canyon Road to north end of bridge	Bus Turnouts Signing and striping
VP-1002B	Bridge over Santa Clara South Fork	Widen
VP-1003	South end of bridge to 16th Street	Signing and striping
VP-1004	16th Street to Dalbey Drive	Bus Turnouts Signing and striping
VP-1005	Dalbey Drive to Lyons Avenue	Bus Turnouts Signing and striping

TABLE 6B DETAILED DESCRIPTION OF BRIDGE AND MAJOR  
THOROUGHFARE IMPROVEMENTS

ID	Highway/Location	Description Of Improvements
<b>16<sup>th</sup> Street</b>		
VP-1200	Orchard Village Road to Newhall Avenue	No work required
VP-1201	Newhall Avenue to Walnut Street	Street Widening to 4 lanes Sidewalk-one side Signing and striping Right-of-way acquisition
VP-1202	Walnut Street to Bridge	Street Widening to 4 lanes Sidewalk-one side Signing and striping Right-of-way acquisition
VP-1202B	Bridge over Newhall Creek	Construct Bridge Right-of-way acquisition
VP-1203	Bridge to San Fernando Road	Grading 4 Lane Street Construction Right-of-way acquisition
<b>Newhall Avenue</b>		
VP-1300	16th Street to Lyons Avenue	Street Widening to 4 lanes Median Sidewalk-both sides Street lights Signing and striping Right-of-way acquisition
VP-1301	Lyons Avenue to San Fernando Road	Street Widening to 4 lanes Median Sidewalk-both sides Street lights Signing and striping Right-of-way acquisition
<b>Magic Mountain Parkway</b>		
VP-1500	San Fernando Road to Via Princessa	6 Lane Street Construction

TABLE 7 INTERSECTION IMPROVEMENTS

ID	Location	Description of Improvements	Estimated Cost
VPI-4	Wiley Canyon Road and Calgrove Boulevard	New 3-way signal	\$154,800
VPI-5	Wiley Canyon Road and Lyons Avenue	Intersection augmentation, Right of way acquisition	\$1,040,690
VPI-8	Wiley Canyon Road and Orchard Village	Intersection augmentation, Right of way acquisition	\$446,000
VPI-11	Via Princessa and Magic Mountain Parkway	New 3-way signal	\$154,800
VPI-16	Lyons Avenue and Orchard Village Road/Valley Boulevard	Intersection augmentation, Right of way acquisition	\$668,990
VPI-18	Lyons Avenue and Newhall Avenue	Intersection augmentation, Right of way acquisition	\$705,600
VPI-20	Lyons Avenue (Dockweiler Drive) and Sierra Highway	Intersection augmentation, Right of way acquisition	\$3,842,870
VPI-25	San Fernando Road and 13th Street	Intersection augmentation, Signal Modification, Railroad gates	\$129,000
VPI-29	San Fernando Road and Newhall Avenue	Intersection augmentation	\$212,850
VPI-32	San Fernando Road and Sierra Highway	Intersection augmentation, Right of way acquisition	\$1,745,590
VPI-36	16 <sup>th</sup> Street and Newhall Avenue	New 4-way signal	\$180,600
VPI-41	San Fernando and 16 <sup>th</sup> Street	New 4-way signal	\$180,600
VPI-42	Via Princessa and Claibourne Lane	New 3-way signal	\$154,800
VPI-43	Via Princessa and Rolling Ridge Drive	New 3-way signal	\$154,800
VPI-44	Via Princessa and Santa Clarita Parkway	New 4-way signal	\$180,600
<b>TOTAL:</b>			<b>\$9,952,590</b>

TABLE 8 DISTRICT SHARE OF REGIONAL IMPROVEMENTS

ID	Location	Description of Improvements	Percent Share According to District				Total Estimated Cost	Estimated Cost to District
			Bouquet	Eastside	Via Princessa	Castaic		
VP-0307R	Lyons Avenue and San Fernando Road	Bridge, Signals, Right-of-way acquisition	9.8%	15.6%	72.8%	1.9%	\$14,611,340	\$10,630,540
VP-0401R	Santa Clarita Parkway and Soledad Canyon Road	Bridge, interchange, Signals	26.7%	24.7%	47.5%	1.1%	\$27,265,000	\$12,955,450
VP-0500R	Wiley Canyon Road/Via Princessa and San Fernando Road	Bridge widening, interchanges	11.2%	13.0%	75.6%	0.2%	\$23,940,000	\$18,100,270
VP-0811R	San Fernando Road and SR-14	Signals	3.6%	21.2%	75.2%	0.0%	\$1,198,170	\$900,590
VP-0900R	Calgrove and I-5	Widen under crossing, Flood control channel, retaining wall, Signals, Right-of-way acquisition	3.2%	8.4%	79.3%	9.2%	\$8,528,300	\$6,761,480
VP-1500R	Magic Mountain Parkway and San Fernando Road	Bridge, Right-of-way acquisition	17.4%	15.9%	64.5%	2.3%	\$23,648,730	\$15,244,640
C-0501R	Parker Road and I-5	Bridge widening, ramps, Signals	3.4%	4.5%	7.0%	85.1%	\$4,047,820	\$282,910
C-0700R	Lake Hughes and I-5	Widen under crossing, Signals	1.2%	1.2%	3.2%	94.3%	\$4,452,570	\$143,190
E-0100R	Golden Valley Road and SR-14	Bridge widening, Signals	21.9%	54.7%	19.8%	3.6%	\$2,617,440	\$518,940
E-0104R	Golden Valley Road and Soledad Canyon Road	Interchange	21.9%	54.7%	19.8%	3.6%	\$33,290,690	\$6,600,320
E-0505R	Via Princessa and SR-14	Widen under crossing, Signals	4.9%	83.6%	11.3%	0.1%	\$4,022,300	\$456,140
E-1002R	Sand Canyon and SR-14	Signals	5.8%	82.9%	10.4%	0.9%	\$787,670	\$81,810
E-1100R	Placerita Canyon and SR-14	Signals, Right-of-way acquisition	14.3%	47.6%	37.5%	0.6%	\$2,004,410	\$751,270
C-0300	Hasley Road and I-5	Ramps, right of way acquisition	0.0%	0.0%	0.0%	100.0%	\$24,136,700	\$0
<b>TOTAL:</b>							<b>\$174,551,140</b>	<b>\$73,427,550</b>



# **ATTACHMENT D**

## DEVELOPMENT ANALYSIS

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

Map Number	Multi-Family		Condominium		Single Family		Commercial		Industrial		Total FDU's	Conditioned Fees
	Units	FDUs @	Units	FDUs @	Units	FDUs @	Acres	FDUs @	Acres	FDUs @		
<b>Pending Maps</b>												
Needham Ranch (50283)									571.0	1713	1713	
TTM 53114					53	53					53	
<b>Approved Maps</b>												
Santa Clarita Business Park (TT 42670)											0	\$1,541,183
Porta Bella (51559)	791	554	676	701	1244	1244	103.0	515			3014	
<b>Recorded/Not Built Maps</b>												
None												
<b>Totals</b>	<b>791.0</b>	<b>553.7</b>	<b>876.0</b>	<b>700.8</b>	<b>1297.0</b>	<b>1297.0</b>	<b>103.0</b>	<b>515.0</b>	<b>571.0</b>	<b>1713.0</b>	<b>4780</b>	<b>\$1,541,180</b>

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

Zoning Category	Zoning Code	Area (ac)	Medium Density (units/ac)	Development Units	Multiplier	FDUs
Single Family	RE	362.5	0.5	181	1	181
Single Family	RE(MOCA)	13.5	0.5	7	1	7
Single Family	RH			0	1	0
Single Family	RL	106.5	2.2	234	1	234
Single Family	RL(MOCA)	136.2	2.2	300	1	300
Single Family	RS	61.7	5	309	1	309
Single Family	RVL	194.4	1	194	1	194
Single Family	RVL(MOCA)	13.3	1	13	1	13
Single Family	RVL(PD)		1	0	1	0
	<i>SubTotal</i>	888.1		1238		1238
Condominium / Townhouse	MHP		11	0	0.8	0
Condominium / Townhouse	RM	33.9	11	373	0.8	298.4
Condominium / Townhouse	RM(MOCA)	33.0	11	363	0.8	290.4
Condominium / Townhouse	RM(PD)		11	0	0.8	0
	<i>SubTotal</i>	66.9		736		589
Multi Family (apartment)	RMH	12.0	20	240	0.7	168
Multi Family (apartment)	RMH(PD)		20	0	0.7	0
	<i>SubTotal</i>	12.0		240		168
Commercial	BP	22.6	N/A	N/A	5	113
Commercial	BP(PD)	160.7	N/A	N/A	5	803.5
Commercial	BP(PD)(MOCA)		N/A	N/A	5	0
Commercial	CC	21.1	N/A	N/A	5	105.5
Commercial	CC(PD)	70.1	N/A	N/A	5	350.5
Commercial	CN		N/A	N/A	5	0
Commercial	CN(PD)	1.4	N/A	N/A	5	7
Commercial	CO		N/A	N/A	5	0
Commercial	CO(PD)	0.0	N/A	N/A	5	0
	<i>SubTotal</i>	275.9		0		1380
Industrial	I	53.6	N/A	N/A	3	160.8
Industrial	IC	20.1	N/A	N/A	3	60.3
Industrial	IC(PD)	59.8	N/A	N/A	3	179.4
	<i>SubTotal</i>	133.5		0		401
	<b>Total</b>	1376		2214		3775

TABLE 10 SUMMARY OF DEVELOPMENT ANALYSIS

Residential Land Use	Development Units				Multiplier	FDUs	Percent of Total Units
	Filed Maps	County	City	Total			
Single Family	1297	N/A	1238	2535	1	2535	47%
Condominium / Townhouse	876	N/A	736	1612	0.8	1290	30%
Multi Family (apartment)	791	N/A	240	1031	0.7	722	19%
Single Family (existing SF lots)			240	240	1	240	4%
<b>Total Residential</b>	2964	0	2454	5418		4787	100%
Non-Residential Land Use	Acres (a)				Multiplier	FDUs	Percent of Total Acres
	Filed Maps	County	City	Total			
Commercial	103.0	N/A	275.9	378.9	5	1895	35%
Industrial	571.0	N/A	133.5	704.5	3	2114	65%
<b>Total Non-Residential</b>	674.0	0.0	409.4	1083.4		4009	100%
<b>Total</b>						8796	

## **ATTACHMENT E**

### BRIDGE AND MAJOR THOROUGHFARE DISTRICT CASH/CREDIT REQUEST FORM

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

**District Percentages:**

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

**Area Identification:**

Link#(s): \_\_\_\_\_ Intersection #(s): \_\_\_\_\_ Interchange #(s): \_\_\_\_\_

Project Description: \_\_\_\_\_

**ATTACHMENTS**

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

Completed by: \_\_\_\_\_ Date: \_\_\_\_\_

Name Title - Company

Submitted to: \_\_\_\_\_ Date: \_\_\_\_\_

Name Title - County/City

**FOR CITY OR COUNTY USE ONLY**

Assigned to: \_\_\_\_\_ Date: \_\_\_\_\_

Name Title

Approved by: \_\_\_\_\_ Date: \_\_\_\_\_

Name Title

Sent to Fiscal by: \_\_\_\_\_ Date: \_\_\_\_\_

Name Title