

VALENCIA B&T DISTRICT REPORT UPDATE

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I. SUMMARY

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

Update of the Valencia Bridge and Major Thoroughfare District, hereto after referred to as the District, will provide an equitable financing mechanism by which new development within an identified area will share the costs of providing necessary improvements.

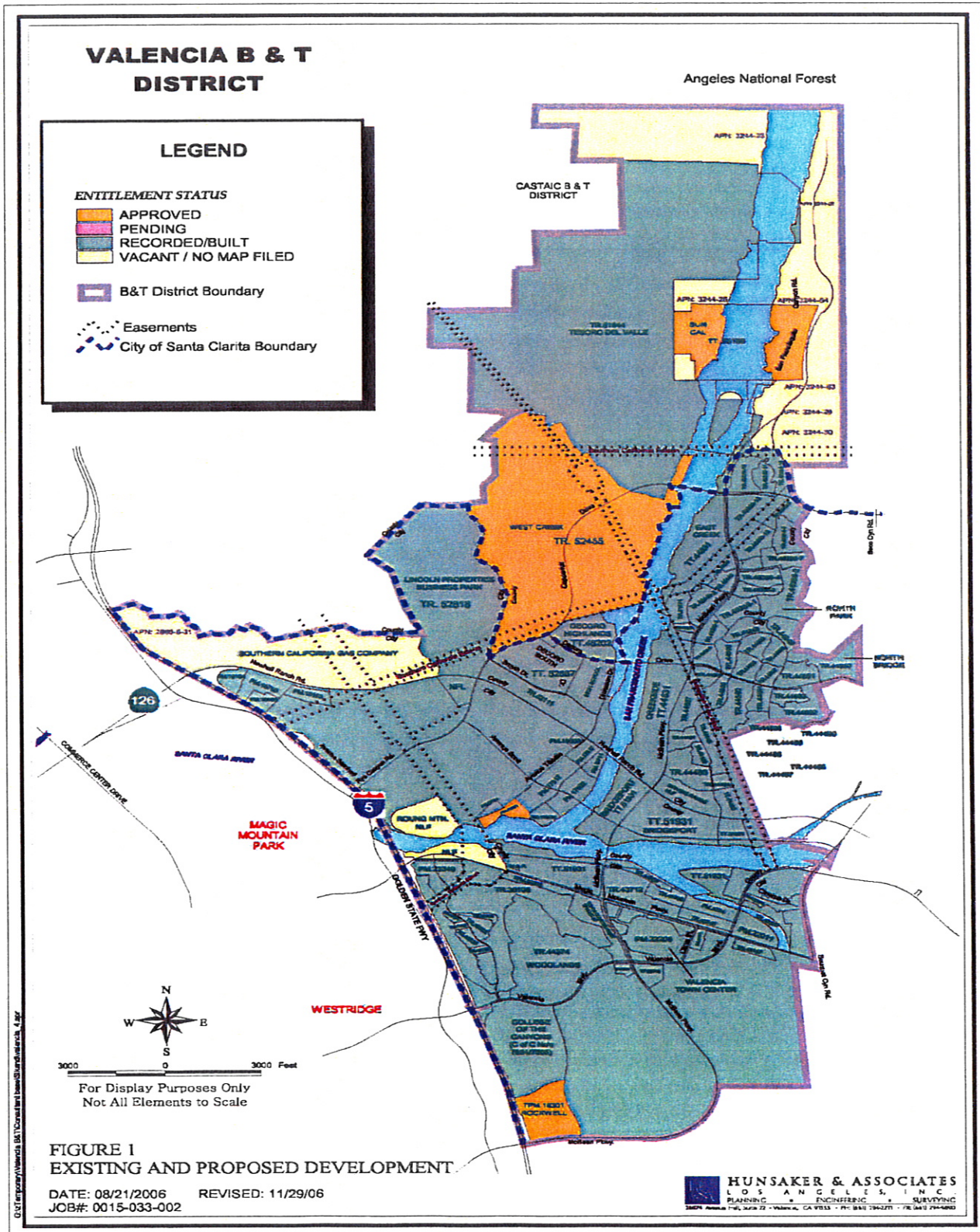
State Subdivision Law and both the Los Angeles County and City of Santa Clarita codes authorize the use of bridge and major thoroughfare construction fee districts for the funding and construction of improvements, provided these facilities are identified on the local agency's adopted transportation element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

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

A. NEED FOR DISTRICT UPDATE

Some major highway infrastructure improvements have been completed in the Valencia B&T District since its formation in June, 1999. Some of these improvements include: Valencia/I-5 interchange, I-5/SR-126 interchange, Magic Mountain Phase I interchange, Decoro Drive bridge, Avenue Scott bridge, and the Cross Valley Connector (Newhall Ranch Road between I-5 and Copper Hill Drive).

The largest of the improvement costs that remain in the District are: Phase II of the Magic Mountain/I-5 interchange, the completion of Copper Hill Drive, widening of the McBean Parkway bridge over the Santa Clara River, and widening the Copper Hill Drive and Newhall Ranch Road bridges over San Francisquito Creek. The majority of future development that is left in the District to pay for these improvements include the West Creek Area A (Tract 52455-03) and the remaining phases of Tesoro del Valle.



The proposed Valencia B&T fee is \$19,650, almost double the existing fee of \$11,320. The two major reasons for this escalation are related to construction costs and change in project scope. Changes in scope have occurred due in part to the level of information that was available at that time of District formation versus the detail we have now. In order for projects to be adequately funded, the District fee needs to be updated to keep pace with the significant changes in construction costs and project scope.

The remaining costs for District improvements are 58% of the original costs (approximately \$69.2M versus \$118M). Some of the remaining costs are for improvements that have been completed by the developer, but not yet been reimbursed, or issued credit, by the City or County.

Although costs are 58% of the original costs, only one-fourth of originally projected development units remain to fund the improvements (2,817.3 FDUs versus 11,184 FDUs).

The District documentation is also being revised to allow for a yearly change ranging from plus 5% to minus 5% in the fee rate based on the Construction Cost Index. This should allow the fee to better keep pace when there are fluctuations in construction costs. Currently, the District has a built-in escalation clause that limits the yearly fee increase to a maximum of 2% based on the local Construct Cost Index. However, over the last few years the construction cost increase has exceeded 2%. Construction costs have gone up 50 to 100% on some items.

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 thoroughfare." 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 area of benefit.

The Los Angeles County Board of Supervisors adopted Ordinance No. 82-0050 on March 2, 1982, adding Section 21.32.200 to the Los Angeles County Code, providing for the establishment of bridge and major thoroughfare construction fees to be paid by subdivider or building permit applicants. Within the City of Santa Clarita, payment of such fees is established by City of Santa Clarita Subdivision Code Section 16.21.190. These codes are consistent with the requirements and provisions of the State law.

B. PURPOSE

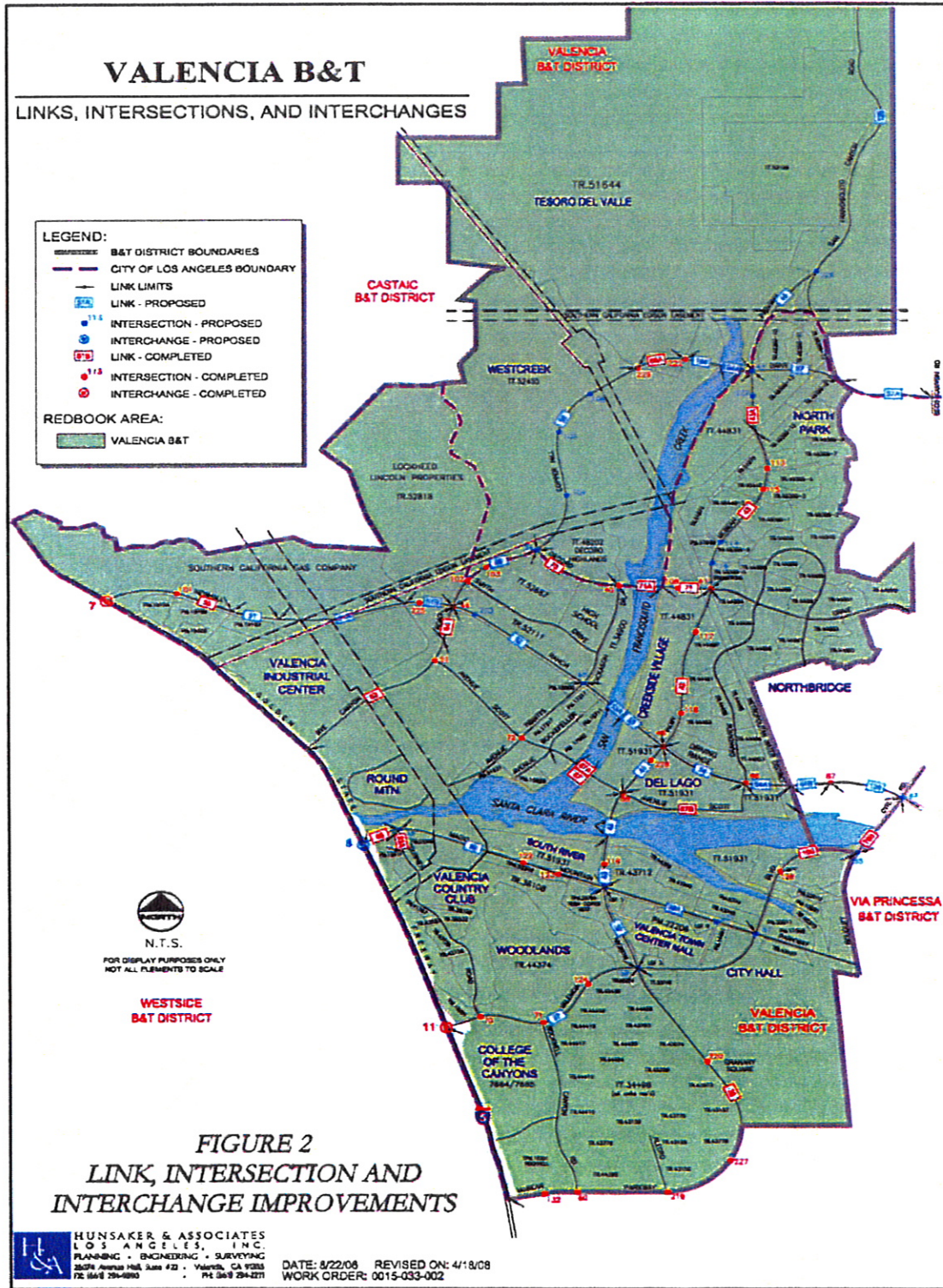
The District has been designed to accommodate the needs of future development anticipated by the City of Santa Clarita General Plan and Los Angeles County's Santa Clarita Valley Area Plan. Updating the District will provide local and regional benefits.

Some District improvements may be eligible for local, state, and federal funding. The district intends to pursue all potential sources of out-of-district funding for these improvements including, but not limited to, State and Federal Gas Taxes, Propositions A and C Sales Tax, Transportation Planning and Development Sales Tax on Gasoline, County Transportation Tax, State Transportation Improvement Program Funding, Federal Transportation Efficiency Act for the 21st Century funds, State and Federal Highway Trust Funds, special grants, and other sources that may be eligible. The District will provide the matching funds necessary to pursue greater funding from the aforementioned sources. A Proposition C grant for the Magic Mountain Parkway/I-5 Phase 2 Interchange Project has been anticipated and formulated into the proposed District fees. If outside funding not anticipated in the District update is received; or if funds anticipated are not received, the District costs will be revised, and the District fee may be adjusted accordingly.

C. CONCEPT

As authorized by statutes cited above, the adoption of a specific area of benefit permits the County of Los Angeles and City of Santa Clarita 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 (see description of FDU's on page 17 below).

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.



III. VALENCIA AREA ACCESS

A. BACKGROUND

Prior to the 1980's, the County was able to assist developers in the funding and construction of needed highway improvements. Land development was primarily concentrated in flatter areas, expanding away from urban centers. Public facilities were constructed to accommodate this expansion. Gas tax revenue no longer provides sufficient funding for highway improvements in both the City and County unincorporated areas of the Santa Clarita Valley.

Development is occurring in outlying areas where topography is more rugged and restrictive. Geographical characteristics dictate development locations resulting in increased costs to provide necessary public facilities, including roadways.

B. EXISTING CIRCULATION AND PROPOSED IMPROVEMENTS

The primary road network for the Valencia area consists of Interstate 5, three interchanges with Interstate 5, and ten arterials which are classified as either Major or Secondary Highways on both the City and County Highway Plans. (See Figure 2). The upgraded District proposes to provide full mitigation for roadways identified in the City and County circulation elements, including intersections and interchanges. Full mitigation improvements to these facilities generally include, but are not limited to: full-width grading, base, pavement, curb, gutter, sidewalks, medians, 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, roadway-related drainage structures, and full-width decking with footings for proposed bridges and interchanges. Right-of-way is assumed to be dedicated by individual development projects, except for that needed for State highway projects and roadway construction not related to private development projects.

The remaining proposed improvements are listed below.

| LINKS | | |
|---------------|---|--|
| LINK # | LOCATION | IMPROVEMENT |
| 39 | McBean: Valencia to Magic Mountain Pkwy | Stripe east side from 3 to 4 lanes |
| 40 | McBean: Magic Mountain to Santa Clara River | Complete portion of raised median before bridge |
| 41 | McBean: Avenue Scott to Newhall Ranch Road | Complete portion of raised median after bridge |
| 44 | McBean: Copper Hill to 1500' north | Construct 2 lanes of roadway from Copper Hill Drive to 1,500 feet north. |
| 45 | McBean Parkway Bridge widening over Santa Clara River | Widen bridge from 6 to 8 lanes |
| 125 | San Francisquito Canyon Road | Minor roadway improvements consistent with limited secondary highway standards |
| 63 | Rye Canyon Road: Avenue Stanford to The Old Road | Add two southbound right-turn lanes |
| 65 | Copper Hill: Newhall Ranch Rd. to Decoro | Add sidewalk to the west side |
| 66 | Copper Hill: Decoro to W'ly bndy. of Tesoro | Widen road from 2 to 6 lanes (including median and storm drain) |

*Update to the Report on the Bridge and Major
Thoroughfare Construction Fee District for Valencia*

| LINKS | | |
|---------------|--|--|
| LINK # | LOCATION | IMPROVEMENT |
| 194 | Copper Hill: E'ly bdry. Tesoro to McBean | Widen road from 4 to 6 lanes (including median retrofit) |
| 194A | Copper Hill Road Bridge over San Francisquito Creek | Widen bridge from 4 to 6 lanes |
| 67 | Copper Hill: McBean to E'ly District bdry. | Stripe from 4 to 6 lanes and modify median |
| 67A | Copper Hill: E'ly District bdry. to Seco Canyon Road | Widen roadway from 4 to 6 lanes (including median) |
| 97 | Valencia Bl: I-5 to McBean | Shift median to north and restripe 8th lane |
| 89 | Magic Mountain: Tourney Rd. to McBean | Construct 8 lanes from Edison R/W to I-5 (includes right-of-way acquisition) |
| 89A | Magic Mountain: McBean to Valencia | Phase 1: Stripe to 6 lanes from McBean to Valencia; Phase 2: Add additional eastbound and westbound lane (6 to 8) between Auto Center Drive and Valencia Blvd. (including right-of-way acquisition) |
| 52 | Newhall Ranch Road: Copper Hill to Dickason | Widen roadway from 4 to 8 lanes (excluding Home Depot Frontage which is already constructed) |
| 53 | Newhall Ranch Road: Dickason to McBean | Widen road from 6 to 8 lanes (including median) |

*Update to the Report on the Bridge and Major
Thoroughfare Construction Fee District for Valencia*

| LINKS | | |
|---------------|---|--------------------------------|
| LINK # | LOCATION | IMPROVEMENT |
| 53A | Newhall Ranch Road Bridge over San Francisquito Creek | Widen bridge from 6 to 8 lanes |

| INTERSECTIONS | | |
|-----------------------|---------------------------------------|---|
| INTERSECTION # | LOCATION | IMPROVEMENT |
| 33 | Magic Mountain and Tourney | Signal modification |
| 39 | Copper Hill and Decoro | Signal modification |
| 43 | McBean and Copper Hill | Phase 3: Add southbound right-turn lane Phase 4: Intersection modification due to 6-lane bridge Phase 5: Signal modification from 3 to 4 legs |
| 44 | Copper Hill and Newhall Ranch Road | Striping for 4 th eastbound through (striping cost included in link 52) |
| 45 | Newhall Ranch Road and Dickason | Signal modification/replacement due to 8-lane widening |
| 46 | Newhall Ranch Road and McBean Parkway | Striping for 4 th eastbound and westbound through lane |
| 47 | Newhall Ranch Road and Bouquet | Restriping to add 2nd southbound left, 3rd and 4th eastbound through, and 4th westbound through; Signal Modification and augmentation for one right-turn pocket and median modification |

*Update to the Report on the Bridge and Major
Thoroughfare Construction Fee District for Valencia*

| INTERSECTIONS | | |
|-----------------------|---|---|
| INTERSECTION # | LOCATION | IMPROVEMENT |
| 55 | Valencia and Bouquet | Add 4 th northbound through lane |
| 56 | McBean and Magic Mountain | Signal modification and augmentation for westbound and eastbound dedicated right-turn lanes; stripe eastbound and westbound 3 rd through lanes; Striping for 4 th northbound through lane; pork chop modification to accommodate 4th eastbound and westbound through lane |
| 57 | Valencia and Magic Mountain | Add northbound right-turn lane, east and westbound through lanes, additional westbound left-turn lane (relocate raised median) and westbound right-turn lane; obtain right-of-way. |
| 59 | Valencia and McBean | Add 4th Westbound Through Lane |
| 85 | Rye Canyon Road and Avenue Stanford | Signal Modification and de-facto right-turn pocket. Right-of-way acquisition |
| 104 | Copper Hill and Camino del Arte | Phase 1 – New 4-way signal (retrofitted for interim 3-way signalization) Phase 2 – Signal modification from 3 way to 4-way |
| 105 | Copper Hill and West Creek Dr./West Hills Dr. | New 4-way signal |
| 106 | Copper Hill and West Hills Drive | New 4-way signal |
| 115 | McBean and Skycrest | New 4-way signal |

| INTERSECTIONS | | |
|-----------------------|--|--|
| INTERSECTION # | LOCATION | IMPROVEMENT |
| 116 | McBean and Summerhill | New 4-way signal |
| 225 | Newhall Ranch Road and Aurora | New 4-way signal |
| 226 | San Francisquito Canyon and future Tesoro entrance | New 3-way signal |
| 227 | McBean Parkway and Orchard Village Road | Add eastbound right-turn lane, southbound left-turn lane, and shared southbound left/southbound through lane |
| 231 | Magic Mountain and Citrus | Relocate signal poles with 8-lane widening |
| 233 | Newhall Ranch Road at Home Depot Driveway | Signal modification |
| 234 | Rye Canyon Road and The Old Road | Signal modification and intersection augmentation to allow for two southbound right-turn lanes, three southbound left-turn lanes, and three northbound throughs (improvement cost to be shared with the Westside B&T District) |

SR-126/ I-5 Interchange

Add 4th westbound through lane (improvement requires striping only).

McBean Parkway/ I-5 Interchange (southbound ramps)

Add second southbound left-turn lane (new lane configuration should be one southbound left, one combined southbound through/southbound right, one southbound right).

Valencia Boulevard/ I-5 Interchange (southbound ramps)

Convert second westbound right turn lane to a shared westbound through/westbound right turn lane (improvement requires striping only).

Magic Mountain Parkway Phase 2 Interchange

The Interstate 5/Magic Mountain Parkway Phase 2 project includes the reconstruction of the four northbound and southbound ramps and the relocation of the Old Road approximately 180 feet to the west. It includes the widening of the Old Road to its ultimate width from the Edison easement on the south to Feedmill Road to the north, transitioning back to the existing bridge over the Santa Clara River. It includes the widening of Magic Mountain Parkway from Tourney Road, under the new freeway overpass, and transitions back to existing roadway westerly of The Old Road intersection. As part of this project, the Chevron station will be relocated to the new site that has been graded behind the existing station.

The project construction cost is funded by a Metropolitan Transportation Authority Prop C grant of \$10,435,000. The balance of construction is being funded through the Valencia B&T and the proposed Magic Mountain/Westside B&T Districts.

IV. THE VALENCIA 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 Attachment A included herewith. It encompasses those properties which have yet to be developed and which will receive benefit from the improvements funded by the District. A map of the Area of Benefit is shown as Figure 1. The boundaries were determined by the I-5 freeway, topographical features in the Valencia area, ownership/parcel lines, national forest land boundaries, and existing and future access.

GENERAL BOUNDARY DESCRIPTION

West Boundary Line

The western district boundary follows Interstate 5 before turning east at the Southern California Gas Company property. The westerly boundary turns north at the westerly boundary of Tract 51828 and follows the westerly boundaries of Tract 52455 and Tract 51644, and the easterly boundary of Tentative Tract 53822.

North Boundary Line

The northernmost portion of the District boundary is formed by the Angeles National Forest. The northern boundary of the western area east of Interstate 5 follows private property (Southern California Gas Company) and extends to the southern terminus of Biscailuz Drive.

East Boundary Line

The eastern boundary generally follows a major north-south ridgeline with consideration for recorded subdivision boundaries and ownership. This boundary is shared with the Bouquet Canyon and Via Princessa Bridge and Major Thoroughfare Districts. The boundary extends south from the National Forest boundary, east of San Francisquito Canyon Road, along private property west of Seco Canyon Road, and along the Metropolitan Water District fee parcel. The boundary then runs along the northerly banks of the Santa Clara River to Bouquet Canyon Road and San Fernando Road, south of Soledad Canyon Road.

South Boundary Line

The south boundary line is shared with the Via Princessa Bridge and Major Thoroughfare District. It extends easterly from I-5, along McBean Parkway and private property to San Fernando Road.

B. DEVELOPMENT ANALYSIS

The analysis in Attachment C shows that an additional 2,145 residential units and 308 acres of non-residential uses are expected to be built on land located within the Area of Benefit¹. The estimated number of residential units for remaining vacant lands within the District is based on the land use categories designated in the City of Santa Clarita General Plan and the SCVAP. In cases of projects which are currently filed (pending projects) within the City and County, the data shown on the pending tentative map was assumed.

C. PROPOSED IMPROVEMENTS AND ESTIMATED COSTS

Improvements to be funded by the District are based on a determination of the traffic needs of remaining development, and an analysis of the improvements designated on the highway plans of the adopted City and County General Plans. Improvements and associated costs have been estimated for purposes of determining the value of the District. Actual scope of work and costs may change as the improvements approach the final design stage. As improvement costs tend to increase once additional information is known at the final design stage, this District update has included a contingency in the cost of each of the remaining improvements in order to prevent a future funding shortfall. The amount of the contingency ranges based on the level of design information available for each improvement.

The proposed improvements are shown in Figure 2 and described in Section IIIB above. Total costs for the improvements are estimated to be approximately \$69.2 million. A summary of estimated costs is shown in Attachment B.

¹ Of the non-residential acreage noted, approximately 217 acres lies within a large Edison easement. As only temporary uses will be allowed on this property, the FDUs derived from this property have been assumed at 50% of the typical rate.

Proposed costs of District improvements include construction costs based on "prevailing wage", cost of materials, design costs and permitting fees (considered "soft costs", shown in Table 1 below), and administrative/management fee (5% of the total of improvement cost plus soft cost).

TABLE 1: SOFT COST PERCENTAGES

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

D. IMPROVEMENT PHASING

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

E. TRAFFIC ANALYSIS

The existing highway system adequately handles the traffic generated by existing development located within the Area of Benefit. Further, existing development would not require the additional highway improvements if additional development did not occur. However, District improvements are expected to improve circulation on a Valley-wide basis.

Based on remaining allowable plan densities, approved projects, and filed tentative maps, it is estimated that 67% of the future residential development will be single-family and 33% will be townhouse-type units. Non-residential uses are projected as 25% commercial and 75% industrial. It is estimated that an additional 2,145 residential units and 308 acres of non-residential area will be developed over the next ten years within the District, and that the current highway system cannot handle the traffic generated from this additional development without the District improvements.

F. THE CONSTRUCTION FEE

The proposed fee is proportionate to the degree with 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's and Los Angeles County's Circulation Plans. Factored Development Units (FDUs) are assigned to each of five major land use categories. All other land uses are assigned a multiplier based on the average impact for that category relative to a single family residence. This factor is then multiplied by the District's adopted construction fee resulting in a project's proportionate share of fees.

- Single Family.....1.0 FDU
- Condo/Townhome.....0.8 FDU
- Apartment.....0.7 FDU
- Commercial (per gross acre).....5.0 FDUs
- Industrial (per gross acre).....3.0 FDUs

The adoption of this type of funding district does not levy any fees against existing development. Fees are collected at the time of recordation of a final map or just prior to building permit issuance.

The construction fee is calculated by dividing the total cost of district improvements, minus the fees already paid by recorded tracts, then divided by the total number of FDUs. For a breakdown of the total number of FDUs in the District, please see Attachment 1.

TABLE 1
FEE RATES ACCORDING TO LAND USE²

| | | | |
|-----------------|--------------|---------|----------|
| Single Family | 1 unit | 1.0 FDU | \$19,650 |
| Townhouse/Condo | 1 unit | 0.8 FDU | \$15,720 |
| Apartment | 1 unit | 0.7 FDU | \$13,755 |
| Commercial | 1 Gross Acre | 5.0 FDU | \$98,250 |
| Industrial | 1 Gross Acre | 3.0 FDU | \$58,950 |

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 B&T fee payment.

Lands with Physical Development Constraints

Lands with physical development constraints such as landslides, faults, or other restricted use areas, were considered for future development according to their County-assigned land use or City zoning designation. This determination was made since, in many cases, these types of constraints can be mitigated. Furthermore, these restricted use areas can often 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. For this District's development analysis, lands with physical development constraints were calculated at 50 percent of their County land use or City zoning designation potential due to the uncertainty of future development in these areas.

Uses Not Involving a Land Division/Underutilized Parcels – Non-Residential

The City and County codes regarding bridge and thoroughfare fee payment allow for the collection of B&T fees at either the map recordation or building permit phases of a project, as outlined by the project's conditions of approval. It is the County's policy to collect only at the map recordation phase unless no land division is proposed. Fees for non-residential uses that are part of a land division

² These fees are based on the proposed rate of \$21,380 per fdu which is subject to yearly escalation in accordance with Section H of this report.

are easy to calculate as they are based on the gross acreage within the map's boundaries. However, it is difficult to calculate the B&T fee obligation for a non-residential project where there is no new lot created from which to derive a fee based on gross acreage. Thus, at the discretion of the County or City, fees for such non-residential projects are to be paid prior to the issuance of a building permit based on one of the following calculations:

Retail Commercial

$$\text{(Gross building square footage/16,335) * 5 * B\&T Fee = Fee Obligation}$$

A typical calculation of FDUs for retail commercial would assume gross project acreage (all area within a map or lot's boundaries) times a factor of 5. However, the above calculation can determine the non-residential B&T obligation by calculating a building's square footage by 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 ($43,560 * 0.375 = 16,335$). Therefore, this equation allows for B&T fees to be calculated by taking the building's gross square footage and dividing it by 16,335, which has been demonstrated above as being equal to one gross acre of retail commercial development.

Office Commercial/Business Park

$$\text{(Gross building square footage/43,560) * 5 * B\&T Fee = Fee Obligation}$$

Using an FAR of 1.0:1, a office commercial or business park building on a one-acre (43,560 square feet) parcel would yield a building square footage of 43,560 ($43,560 * 1 = 43,560$). This equation allows for B&T fees to be calculated by taking the building's gross square footage and dividing it by 43,560, which has been demonstrated above as being equal to one gross acre of office commercial/business park development. Note: the City of Santa Clarita's Unified Development Code (UDC) identified a 1:1 FAR for Business Park, a 1.25: 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

$$\text{(Gross building square footage/29,403) * 3 * B\&T Fee = Fee Obligation}$$

Using an FAR of 0.675:1, industrial buildings on a one-acre parcel would yield a building square footage of 29,403 ($43,560 * 0.675 = 29,403$). This equation allows for B&T fees to be calculated by taking the building's gross square footage and dividing it by 29,403, which has been demonstrated above as being equal to one gross acre of industrial development.

A B&T fee can only be charged for a non-subdivided/lease project if traffic from the new construction was not considered when offsite improvement (B&T improvements) were originally conditioned to the overall site. Additionally, B&T fees for such projects are not required if fees were paid on the underlying land based on gross acreage (through a previously map recordation), including the land on which the building is to be sited.

Development of underutilized parcels, such as those that may accommodate a future lease building, are difficult to anticipate in the District's development analysis since the plans of private property owners are generally unknown until requests are filed.

Non-Typical Cases

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

G. RIGHT-OF-WAY ACQUISITION

If a condition of project approval requires that a landowner dedicate a portion of its property as right of way for a State improvement, then the landowner will receive credit at fair market value for the property dedicated. However, if right-of-way is required to be dedicated for a City/County improvement, as a condition of project approval, the landowner receives no District credit for the value of the dedicated property. If any local improvement requires land acquisition from a third party, the cost of property will be added to the estimated cost of the improvement for District credit.

H. PROVISIONS FOR UPDATING COSTS AND UNIT INFORMATION

Projections for development of the land 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. Therefore, in order to equitably assess future development as well as collect sufficient funds to complete the improvements, it is necessary to periodically re-evaluate the cost of the improvements and the type of development being constructed within the Area of Benefit and adjust the fee accordingly.

Beginning July 1, 2007, and thereafter each succeeding July 1st, the amount 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; if the percentage increase equals or exceeds five percent, then adjust the fee per factored development unit by five percent and round up to the nearest \$10, if the increase is less than five percent, adjust the fee by said percentage and round up to the nearest \$10. In the event that there is a negative adjustment in the CCI, then the fee shall be adjusted downward by up to five percent. A separate biennial review to reassess development trends, construction costs and refinement of project scope should also be conducted.

I. PROPOSAL FOR DISTRICT CLOSURE

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

J. CONSTRUCTION IN LIEU OF PAYING FEES

Should District-identified improvements be constructed by a developer, that developer becomes eligible for District credit in lieu of future fee payments. If the cost of the completed and accepted improvements, along with the 5% administrative/management fee, exceeds the required fees, the developer would be given a credit which can be used to offset future bridge and thoroughfare fees of future subdivisions within the District, or if adequate funds are available, the developer may receive a cash reimbursement.

Therefore, the following options exist with regard to reimbursements for completed improvements:

- Construct District-identified improvements for District credit
- Construct District-identified improvements and receive cash reimbursement from the District. Implementation of "prevailing wage" labor is required for

the construction of District improvements in order for a developer to receive cash reimbursement from the District³.

K. CREDIT AWARD AND CASH REIMBURSEMENT

Credit is awarded upon review and approval of the costs to implement a District project based on supporting documentation submitted by the developer. Generally credit is awarded after project completion and acceptance. However, the City or County may issue credits at an earlier stage (nearly complete) if the cost documentation is acceptable.

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

1. The City or County may determine to make loans to a particular District from non-District sources (e.g., City or County General Fund) or from other Districts. If a loan has been made to a particular District, no reimbursement of district credits will be made from that District until the loan(s) have been repaid by that District.
2. The City or County may determine to set aside previously collected funds or earmark funds to be collected for the construction of a particular B&T project or projects within a District. District funds that have been set aside or earmarked for a particular B&T project will be excluded from consideration as a source of funds for reimbursement of district credits.
3. In general, credits will be reimbursed according to the chronological order in which credits were granted, i.e., older outstanding credits will generally be reimbursed prior to credits that were granted more recently.
4. The City or County may elect to reimburse a block of credit holders at the same time. In this case, all outstanding credit holders with the same or earlier credit dates will be reimbursed an equal amount.
5. Where a particular District has previously loaned funds to another District, the City or County will generally attempt to make all funds repaid to the

³ Prevailing wage is defined as the commonly accepted rate paid to workers practicing in the same or similar locality under the same or similar circumstances.

lending District available for credit reimbursement in accordance with Item Nos. 1, 2, 3 and 4, above.

6. Nothing in 1 to 5 above should be interpreted as requiring the City or County to provide reimbursement at any given time. The City or County may elect to continue to accumulate funds in order to fund planned projects.

L. DISTRICT FUNDS

The City and County will each maintain a separate District fund. Funds may be transferred from one fund to the other for District purposes. Loans between B&T Districts are allowed provided that the loans are properly recorded by no less than a resolution approved by the City Council or Board of Supervisors. The City or County shall make all funds or credits available to the District, as necessary, for the purpose of reimbursing or providing credit to developers/landowners, as outlined in this report, once the improvements are completed, accepted, and the proper documentation filed with the reimbursement request.

To receive credit for constructed and approved improvements, the proper documentation must be submitted to the County and/or City. No documentation for "soft costs" is necessary as they are already accounted for in District fees⁴.

Improvements will be accepted for maintenance by either the City or the County upon completion and field acceptance. After field acceptance of constructed improvement(s), credit withdrawal of District funds is authorized. Along with the "Request for Credit for Completed Improvements" form, copies of contracts, change orders, and purchase orders which detail construction costs will be provided to the County and/or City. Upon submittal of a request for the withdrawal of credits due, review and determination by the County and/or City will be completed within 30 days.

M. THE ENVIRONMENTAL ANALYSIS

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

⁴ Soft costs consist of fees for necessary permitting fees and improvement design costs.

ATTACHMENT A – LEGAL DESCRIPTION

LEGAL DESCRIPTION

THE AREA OF BENEFIT KNOWN AS THE

“VALENCIA BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT”

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

BEGINNING AT THE MOST NORTHWESTERLY CORNER OF SECTION 26 , TOWNSHIP 5NORTH, RANGE 16 WEST, S.B.M., SAID NORTHWESTERLY CORNER BEING AN ANGLE POINT IN THE BOUNDARY OF BOUQUET CANYON BRIDGE AND MAJOR THOROUGHFARE DISTRICT, AS SAME EXISTED ON JULY 11, 1991 ; THENCE SOUTHERLY ALONG SAID BOUNDARY AND FOLLOWING THE SAME IN ALL ITS VARIOUS COURSES AND CURVES TO THE SOUTHERLY BOUNDARY OF SAID BOUQUET CANYON BRIDGE AND MAJOR THOROUGHFARE DISTRICT; THENCE EASTERLY ALONG LAST SAID SOUTHERLY BOUNDARY TO ITS INTERSECTION WITH THE WESTERLY BOUNDARY OF THE VIA PRINCESSA BRIDGE AND MAJOR THOROUGHFARE DISTRICT; THENCE SOUTHERLY ALONG LAST SAID WESTERLY BOUNDARY TO ITS INTERSECTION WITH THE CENTERLINE OF VALENCIA BOULEVARD, AS SAID CENTER LINE IS SHOWN ON COUNTY SURVEYOR'S MAP NO. B-2912 ON FILE IN THE OFFICE OF THE DIRECTOR OF THE DEPARTMENT OF PUBLIC WORKS OF THE COUNTY OF LOS ANGELES; THENCE SOUTHERLY ALONG SAID WESTERLY BOUNDARY AND THE WESTERLY LINE OF BOUQUET CANYON ROAD AS SAME EXISTED ON FEBRUARY 2, 1990 THROUGH ITS VARIOUS COURSES AND DISTANCES TO ITS INTERSECTION WITH THE SOUTHWESTERLY LINE OF MAGIC MOUNTAIN PARKWAY (HIGHWAY 126) OF VARYING WIDTH, AS SAME EXISTED 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 SANTA CLARA RIVER; THENCE SOUTHERLY ALONG LAST SAID WESTERLY RIGHT OF WAY LINE TO THE NORTHERLY BOUNDARY OF TRACT NO. 36723 FILED IN BOOK 966, PAGES 77 TO 85 OF MAPS RECORDS OF SAID COUNTY; THENCE WESTERLY ALONG LAST SAID NORTHERLY BOUNDARY AND THE NORTHERLY BOUNDARY OF TRACT 36724 FILED IN BOOK 966 PAGES 86. TO 90 OF SAID MAPS, TO THE EASTERLY LINE OF CORINA 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 LAST SAID CENTERLINE TO THE WESTERLY LINE OF MCBEAN PARKWAY, 100 FEET WIDE AS SAME EXISTED ON FEBRUARY 2, 1990; THENCE SOUTHERLY AND WESTERLY ALONG THE WESTERLY AND NORTHERLY LINE THEREOF THOUGH ITS VARIOUS COURSES AND DISTANCES TO THE CENTERLINE OF HIGHWAY 5 (GOLDEN STATE FREEWAY) AS SAME EXISTED ON FEBRUARY 2, 1990; THENCE NORTHERLY ALONG LAST SAID CENTERLINE ALSO BEING THE WESTERLY BOUNDARY OF THE CITY OF SANTA CLARITA THROUGH ITS VARIOUS COURSES AND DISTANCES TO THE INTERSECTIONS OF THE CENTERLINE OF THE GOLDEN STATE FREEWAY AND THAT CERTAIN COURSE HAVING A BEARING AND LENGTH OF SOUTH 85°33'30" EAST 36.20 FEET IN THE NORTHERLY BOUNDARY OF PARCEL 8 AS SHOWN ON MAP FILED IN BOOK 27, PAGES 27 THROUGH 31 OF RECORD OF SURVEYS, IN THE OFFICE OF THE RECORDER OF THE COUNTY OF LOS ANGELES; THENCE EASTERLY ALONG SAID NORTHERLY BOUNDARY TO THE EASTERLY TERMINUS OF THAT COURSE HAVING A BEARING AND LENGTH OF NORTH 75°19'40" EAST 1484.21 FEET IN SAID NORTHERLY BOUNDARY; THENCE EASTERLY IN A DIRECT TO THE MOST WESTERLY CORNER OF PARCEL 2 AS SHOWN ON SAID MAP; THENCE EASTERLY, SOUTHEASTERLY AND EASTERLY ALONG THE NORTHERLY BOUNDARY OF LAST SAID PARCEL TO THE EASTERLY TERMINUS OF THAT COURSE HAVING A BEARING AND LENGTH OF NORTH 86°32'05" EAST 812.31 FEET, LAST

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SAID EASTERLY TERMINUS ALSO BEING THE NORTHERLY TERMINUS OF THAT CERTAIN COURSE HAVING A BEARING AND LENGTH OF SOUTH 00°26'40" WEST 186.13 FEET IN THE EASTERLY BOUNDARY OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL 1 IN DEED TO SOUTHERN CALIFORNIA GAS COMPANY RECORDED SEPTEMBER 30, 1975 AS INSTRUMENT NO. 1 IN BOOK D6814, PAGE 161 OF OFFICIAL RECORDS, IN THE OFFICE OF SAID RECORDER; THENCE NORTHERLY ALONG THE EASTERLY BOUNDARY OF THAT CERTAIN PARCEL OF LAND OF THE COUNTY OF LOS ANGELES DESCRIBED IN DOCUMENT RECORDED IN BOOK 16806, PAGE 1 OF OFFICIAL RECORDS OF SAID COUNTY AND KNOWN AS THE COUNTY OF LOS ANGELES WAYSIDE HONOR RANCHO, SAID PARCEL BEING MORE PARTICULARLY SHOWN ON COUNTY SURVEYOR'S MAP B-1638 ON FILE IN SAID OFFICE THE DIRECTOR OF PUBLIC WORKS TO THE NORTHERLY BOUNDARY LINE OF THE RANCHO SAN FRANCISCO AS SHOWN ON MAP RECORDED IN BOOK 1, PAGES 521 AND 522, OF PATENTS, IN THE OFFICE OF THE RECORDER OF SAID COUNTY; THENCE NORTHWESTERLY ALONG SAID LAST MENTIONED NORTHERLY BOUNDARY LINE TO THE WEST LINE OF LOT 4 OF FRACTIONAL SECTION 32, SAID TOWNSHIP AND RANGE; THENCE NORTHERLY ALONG SAID WEST LINE TO THE EAST-WEST QUARTER SECTION LINE OF SAID FRACTIONAL SECTION 32; THENCE NORTHERLY ALONG THE WEST LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID FRACTIONAL SECTION 32 TO THE SOUTH LINE OF THE NORTH HALF OF THE NORTHEAST QUARTER OF SAID FRACTIONAL SECTION 32; THENCE WESTERLY ALONG SAID LAST MENTIONED SOUTH LINE TO THE NORTH-SOUTH QUARTER SECTION LINE OF SAID FRACTIONAL SECTION 32; THENCE NORTHERLY ALONG SAID NORTH-SOUTH QUARTER SECTION LINE TO THE NORTH LINE OF SAID FRACTIONAL SECTION 32; THENCE EASTERLY ALONG SAID LAST MENTIONED NORTH LINE TO THE NORTHEAST CORNER OF SAID FRACTIONAL SECTION 32; THENCE NORTHERLY ALONG THE EAST LINE OF SECTION 29 TO THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 28, SAID TOWNSHIP AND RANGE; THENCE EASTERLY ALONG THE SOUTH LINE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 28 TO THE SOUTHEAST CORNER OF THE LAST MENTIONED NORTHWEST QUARTER OF THE SOUTHWEST QUARTER; THENCE NORTHERLY ALONG THE EAST LINE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 28 TO THE EAST-WEST QUARTER SECTION LINE OF SAID SECTION 28; THENCE EASTERLY ALONG THE LAST MENTIONED EAST-WEST QUARTER SECTION LINE TO THE SOUTHEAST CORNER OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 28; THENCE NORTHERLY ALONG THE EAST LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 28 TO THE SOUTH LINE OF SECTION 21, SAID TOWNSHIP AND RANGE; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID SECTION 21 TO THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 21; THENCE NORTHERLY ALONG THE NORTH-SOUTH QUARTER SECTION LINE OF SAID SECTION 21 TO THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 21; THENCE WESTERLY ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 21 TO THE EAST LINE OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 21; THENCE NORTHERLY ALONG THE EAST LINE OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 21 TO THE EAST-WEST QUARTER SECTION LINE OF SAID SECTION 21; THENCE EASTERLY ALONG THE EAST-WEST QUARTER SECTION LINE OF SAID LAST MENTIONED SECTION TO THE EAST LINE OF SAID LAST MENTIONED SECTION; THENCE EASTERLY ALONG THE EAST-WEST QUARTER SECTION LINE OF SECTION 22, SAID TOWNSHIP AND RANGE TO THE EAST LINE OF SAID LAST MENTIONED SECTION; THENCE SOUTHERLY ALONG LAST SAID EASTERLY LINE TO THE POINT OF BEGINNING.

ATTACHMENT B – COST ESTIMATE FOR DISTRICT IMPROVEMENTS

| LINKS | | |
|---|---|---------------------|
| LINK # | IMPROVEMENT DESCRIPTION | PROJECT COST |
| 39 | McBean: Valencia to Magic Mountain Pkwy | \$15,408 |
| 40 | McBean: Magic Mountain to Santa Clara River (8 lanes) | \$114,329 |
| 41 | McBean: Avenue Scott to Newhall Ranch Road (8lanes) | \$80,703 |
| 42 (complete) | McBean: Newhall Ranch to Decoro (Improvement complete – credit has not yet been issued) | \$383,019 |
| 43/43A (complete) | McBean: Decoro to Copper Hill (6 lanes) Improvement complete – credit has not yet been issued | \$181,806 |
| 44 | McBean: Copper Hill to 1500' north (4 lanes) | \$1,235,549 |
| 45 | McBean Parkway Bridge widening over Santa Clara River (Estimated 1 million outside funding) | \$4,850,026 |
| 50 (complete) | Newhall Ranch Road: I-5 to Vanderbilt Way - Link complete Any further improvement to be completed with Cross Valley Connector. Actual cost for complete improvements shown here. | \$1,891,874 |
| 51, 51A & Portion 51B (complete) | Newhall Ranch Road: Rye Canyon Business Park Frontage (Improvement complete – credit has not yet been issued) | \$1,600,000 |
| 52 | Newhall Ranch Road: Copper Hill to Dickason (4 to 8 lanes) | \$144,799 |
| 53 | Newhall Ranch Road: Dickason to McBean (6 to 8 lanes) | \$1,122,713 |
| 53A | Newhall Ranch Road Bridge over San Francisquito Creek (6 to 8 lanes) Phase II | \$7,771,687 |
| 54 | Newhall Ranch Road: McBean to Grandview –Phase II (6 to 8 lanes) | \$314,497 |
| 54A | Newhall Ranch Road: Grandview to E'ly District Boundary (6 to 8 lanes) | \$156,579 |
| 54B | Newhall Ranch Road: E'ly District Boundary to Hillsborough – Phase II (6 to 8 lanes). | \$53,531 |

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| LINKS | | |
|------------------|---|---------------------|
| LINK # | IMPROVEMENT DESCRIPTION | PROJECT COST |
| 63 | Rye Canyon Road: I-5 to Avenue Stanford | \$1,459,089 |
| 64 (complete) | Copper Hill: Ave Scott to Newhall Ranch Rd. (Improvement complete – credit has not yet been issued) | \$19,164 |
| 65 (complete) | Copper Hill: Newhall Ranch Rd. to Decoro (6 lanes) Improvement complete-credit has not yet been issued | \$126,243 |
| 66 | Copper Hill: Decoro to W'ly bndy. of Tesoro (2 to 6 lanes) | \$4,408,177 |
| 67 | Copper Hill: McBean to E'ly District bdy. (6 lanes) | \$280,039 |
| 67A | Copper Hill: E'ly District bdy. to Seco Canyon Road (4 to 6 lanes) | \$1,368,198 |
| 70 (complete) | Copper Hill to Dickason -10' sidewalk along frontage of Tr. 52667 (Improvement complete – credit has not yet been issued) | \$26,020 |
| 89 | Magic Mountain: Tourney Rd. to McBean –construct 8 lanes from Edison R/W to I-5 (50% funding match) | \$4,407,391 |
| 89A | Magic Mountain: McBean to Valencia – Phase I & II | \$1,758,039 |
| 125 | San Francisquito Canyon Road – Misc. Improvements for Limited Secondary highway - Allowance | \$960,750 |
| 97 | Valencia Bl: I-5 to McBean shift median to north & restripe 8the lane) | \$3,106,623 |
| 128 | Newhall Ranch Road: Hillsborough to Bouquet Creek Phase II (6 to 8 lanes) | \$207,434 |
| 194 | Copper Hill: E'ly bdy. Tesoro to McBean (from 4 to 6 lanes with median retrofit) | \$718,016 |

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| LINKS | | |
|---------------|--|---------------------|
| LINK # | IMPROVEMENT DESCRIPTION | PROJECT COST |
| 194A | Copper Hill Road Bridge over San Francisquito Creek Phase II (4 to 6 lane deck) | \$1,669,727 |

Subtotal: \$40,431,430

| INTERSECTIONS | | |
|----------------------|--|---------------------|
| INTER. # | IMPROVEMENT DESCRIPTION | PROJECT COST |
| 33 | Magic Mountain and Tourney | \$58,676 |
| 39 | Copper Hill and Decoro | \$39,855 |
| 43 | McBean and Copper Hill | \$1,029,546 |
| 41B (complete) | McBean and Decoro – (75% of improvement costs as outlined by the initial district cost estimate have been reimbursed. Remaining credit has not yet issued). | \$514,000 |
| 45 | Newhall Ranch Road and Dickason | \$332,128 |
| 47 | Newhall Ranch Road and Bouquet | \$629,263 |
| 55 | Valencia and Bouquet | \$1,576,572 |
| 56 | McBean and Magic Mountain | \$854,005 |
| 57 | Valencia and Magic Mountain | \$2,272,377 |
| 59 | Valencia and McBean | \$291,008 |
| 85 | Rye Canyon Road and Avenue Stanford | \$375,071 |
| 104 | Copper Hill and Camino del Arte | \$407,853 |
| 105 | Copper Hill and West Creek Dr./West Hills Dr. | \$328,143 |
| 106 | Copper Hill and West Hills Drive | \$328,143 |
| 108 (complete) | Decoro and Sunny Creek – (75% of improvement costs as outlined by the initial district cost estimate have been reimbursed. Remaining credit has not yet issued). | \$53,996 |

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| INTERSECTIONS | | |
|----------------------|---|---------------------|
| INTER. # | IMPROVEMENT DESCRIPTION | PROJECT COST |
| 115 | McBean and Skycrest | \$341,428 |
| 116 | McBean and Summerhill | \$341,428 |
| 119 | McBean at Creekside Drive | \$112,924 |
| 226 | San Francisquito Canyon and future Tesoro entrance | \$264,374 |
| 227 | McBean Parkway and Orchard Village Road – intersection improvement | \$2,205,000 |
| 231 | Magic Mountain and Citrus | \$112,924 |
| 232 (complete) | McBean Parkway and Grovehouse – (improvement complete. Credit has not yet been issued). | \$259,376 |
| 233 | Newhall Ranch Road at Home Depot Driveway | \$79,711 |
| 234 | Rye Canyon Road and The Old Road | \$199,274 |

Subtotal: \$13,007,075

| INTERCHANGES | | |
|-----------------------|---|---------------------|
| INTER-CHANGE # | IMPROVEMENT DESCRIPTION | PROJECT COST |
| 7 (complete) | SR 126/I-5 – Improvement complete – (remaining reimbursable costs). | \$993,271 |
| None | McBean/I-5 – add 2nd southbound left turn lane | \$89,641 |
| 8 | Magic Mountain/I-5 – Phase II improvements | \$11,024,200 |
| 11 (complete) | Valencia / I-5 – (Improvement complete – remaining reimbursable costs). | \$3,654,800 |

Subtotal: \$15,761,912

Total of All Improvements: \$69,200,418

Update to the Report on the Bridge and Major Thoroughfare Construction Fee District for Valencia

ATTACHMENT C – DEVELOPMENT ANALYSIS

VALENCIA BRIDGE AND THOROUGHFARE DEVELOPMENT ANALYSIS

| | MF | FDUs | Condbd Town. | FDUs | SF | FDUs | Comm./ BP | FDUs | Ind. | FDUs | Total FDUs |
|---------------------|---|----------|--------------|------------|-------------|------------|--------------|-------------|------------|---------------|-----------------|
| <i>Pending Maps</i> | | | | | | | | | | | |
| 1 | TTM 53189 (SunCal) | | | | 60 | 60 | | | | | 60 |
| 2 | PM 060475 | | | | 2 | 2 | | | | | 2 |
| 3 | Tesoro del Valle (Phase II) | | | | 714 | 714 | | | | | 714 |
| 4 | Town Center Expansion (1) | | 700 | 560 | | | 50.00 | 250 | | | 810 |
| 5 | Henry Mayo Hospital Expansion | | | | | | | 37.6 | | | 37.6 |
| 6 | Westcreek | | | | | | | | | | |
| 7 | Legacy Properties | | | 0 | 329 | 329 | 15.3 | 76.5 | * | 20.8 | 405.5 |
| 8 | Lot 4 Tr 51931-06 - Auto Mall Extension APN 2811-067-028 | | | | | | | | | | 20.8 |
| 9 | Vacant Land - City | | | | | | 2.83 | 14.15 | | | 14.15 |
| 10 | Old Info Center (APN: 2861-0044-011) Lot 4 Tr 51931-06 - Valencia BI behind transit center(2) | | | | | | 1.3 | 6.5 | | | 6.5 |
| 11 | Southwest corner of Newhall Ranch Road and Avenue Tibbits (APNs : 2866-018-060 and 2811-001-068) | | | | | | 4.5 | 11.25 | | | 11.25 |
| 12 | Southwest Corner of Magic Mountain Parkway and San Fernando Road (APN: 2811-003-028/29) | | | | | | 2 | 10 | 5.24 | 15.72 | 15.72 |
| 13 | Edison Transmission Easement Valencia Industrial Center APN:2866-006-013, 015, 016; 2866-007-09, 13, 17, 22, 27, 41, 43, 46, 52, 58, 60, 61 (3) | | | | | | | | 216.9 | 325.5 | 325.5 |
| 14 | Under-utilized Parcels-City | | | | | | | | | | |
| 15 | For Lot 4 & 5 of PM 20795 - JMB Mixed use | | 10 | 7 | | | | | | | 7 |
| 16 | Vacant Land-County | | | | | | | | | | |
| 17 | North and East of Tesoro del Valle | | | | | 330 | | 330 | | | 330 |
| 18 | 2866-005-031 Bradley Business Center | | | | | | | | 9.49 | 28.47 | 28.47 |
| 19 | Misc | | | | | | | | | | |
| 20 | Tr. 51931-06 Condo Conversion at 0.1 additional FDU (188 units) | | | | | | | | | | |
| TOTAL: | | 0 | 0 | 710 | 1435 | 567 | 75.93 | 1435 | 406 | 231.63 | 362.0322 |

* This number is based on the following calculation: \$408,960 divided by \$19,650 (proposed Valencia B&T FDU fee). Please see table below.
 (1) Acreage for the Town Center Expansion consists of developable pad area for future commercial development (does not necessarily coincide with subdivided parcels).
 (2) The FDUs for this parcel were assumed at 50% of the typical FDU rate of 5 for commercial as it is a restricted use area.
 (3) The FDUs for this parcel were assumed at 50% of the typical FDU rate of 3 for industrial as it is easement area.
 † Hall and Crocker (Lot 13 of PM 8940) APN 2866-013-105 - was not conditioned to pay B&T fees

| Legacy Property - Maintaining Lots Owning B&T Fees | Building square footage | B&T fee (\$1.44/sq. ft.) |
|--|-------------------------|--------------------------|
| Lot 7 | 165,000 | \$237,600.00 |
| Lot 28 (North Park Community Church) | 165,000 | \$171,360.00 |
| | | \$408,960.00 |

ATTACHMENT D – COUNTY AND CITY CODES PERTAINING TO B&T DISTRICTS

TITLE 58 Chapter 21.23 & 32.32.200

21.32.200 MAJOR THOROUGHFARE AND BRIDGE FEES

- A. A subdivider, as a condition of approval of final map for property within an area of benefit, or a building permit applicant, as condition of issuance of a building permit for property within an area of benefit, shall pay a fee as hereinafter established to defray the cost of constructing bridges over waterways, railways, freeways and canyons, and/or constructing major thoroughfares.
- B. Definitions.
1. Area of benefit means a specified area wherein it has been determined that the real property located therein will benefit from the construction of a bridge and/or major thoroughfare.
 2. Bridge facility means any crossing for a highway or local road, involving a railway, freeway, steam or canyon, which is required by the General Plan in order to accommodate new urban development within the area of benefit.
 3. Construction means and includes preliminary studies, design, acquisition of right-of-way, administration of construction contracts, and actual construction.
 4. Major thoroughfare means those roads designated in the transportation element of the General Plan, the primary purpose of which is to carry through traffic and provide a network connecting to the state highway system.
 5. The singular number includes the plural, and the plural the singular.
- C. The provisions herein for payment of a fee shall apply only if the bridge and/or major thoroughfare has been included in an element of the General Plan adopted by the Board of Supervisors at least 30 days prior to the filing of a map or application for a building permit on land located within the boundaries of the area of benefit.
- D. Payment of fees shall not be required unless any major thoroughfare are in addition to, or a widening or reconstruction of, any existing major thoroughfares serving the area at the time of the adoption of the boundaries of the area of benefit.
- E. Payment of Fees shall not be required unless any planned bridge facility is a new bridge serving the area or an addition to an existing bridge facility serving the area at the time of the adoption of the boundaries of the area of benefit.
- F.
1. Action to establish an area of benefit may be initiated by the Board of Supervisors upon its own motion or upon the recommendation of the Road Commissioner.

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

G.

1. At the public hearing, the Board of Supervisors will consider the testimony, written protests and other evidence. At the conclusion of the public hearing, the Board of Supervisors may, unless a majority written protest is filed and not withdrawn, determine to establish an area of benefit. If established, the Board of Supervisors shall adopted 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 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 receive by the Clerk of The Board of Supervisors at any time prior to the close of the public hearing. If written protest are filed by the owners of more than one-half of the area of the property to be benefited by the improvement, and sufficient protest are not withdrawn so as to reduce the area represented by the protests to less than one-half of the are 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 apportion of the improvement, then all further proceedings under the provisions of this section to construct that portion of the improvement so protested against shall be barred for a period of one year, but the Board of Supervisors shall not be barred from commencing new proceedings not including any part of the improvement so protested against. Such proceedings shall be commenced by a new notice and public hearing as set forth in Subsection F above.
5. Noting 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 consideration in lieu of the payment of fees established herein.
- J. The Board of Supervisors may approve the advancement of money from the General Fund or Road Fund to pay the costs of constructing the improvements covered herein and may reimburse the General Fund or Road Fund for such advances from planned bridge facility and/or major thoroughfare funds established pursuant to this section.
- K. If a subdivider, as a condition of approval of a subdivision, is required or desires to construct a bridge and/or major thoroughfare, the Board of Supervisors may enter into a reimbursement agreement with the subdivider. Such agreement may provide for payments to the subdivider from the bridge facility and/or major thoroughfare fund covering that specific project to reimburse the subdivider for costs not allocated to the subdivider's property in the resolution establishing the area of benefit. If the bridge and/or major thoroughfare fund covers more than one project, reimbursements shall be made on a pro-rata basis, reflecting the actual or estimated costs of the projects covered by the fund. (Ord. 82-0240 Sec. 1, 1982; Ord. 82-0050 Sec. 1, 1982)

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

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

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

June 1987

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 of property within an area of benefit, shall pay a fee hereinafter established to defray the costs of construction 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 of an addition to an existing bridge facility serving the area at the time of 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 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.
- F.
 - 1. At the public hearing, the City Council will consider the testimony, written protest and other evidence. At the conclusion of 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 recorder 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 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.

*Update to the Report on the Bridge and Major
Thoroughfare Construction Fee District for Valencia*

3. Written protests 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 of Supervisors shall not be barred from commencing new proceedings not including any part of the improvement so protested against. Such proceedings shall be commenced by a new notice and public hearing as set forth in Subsection F above.
5. Nothing in this section shall prohibit the City Council, 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.
- 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 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 City for the costs of constructing the improvement.
- H. The City Council may approve the acceptance of consideration 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.

*Update to the Report on the Bridge and Major
Thoroughfare Construction Fee District for Valencia*

- 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 fund covers more than one project, reimbursements shall be made on a pro-rata basis, reflecting the actual or estimated costs of the projects covered by the fund.

SUBDIVISION CODE
City of Santa Clarita, California

11/24/92

ATTACHMENT E – B & T CASH/CREDIT REQUEST FORM

BRIDGE & MAJOR THOROUGHFARE DISTRICT CASH/CREDIT REQUEST FORM

District Percentages:

| | | | | |
|-----------------------------|---------|------------------|-------------------------------|---------------------------------|
| Valencia | _____ % | Amount: \$ _____ | <input type="checkbox"/> Cash | <input type="checkbox"/> Credit |
| Bouquet Canyon | _____ % | Amount: \$ _____ | <input type="checkbox"/> Cash | <input type="checkbox"/> Credit |
| Route 126 (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 | | | |
| Applicable District Formation Documents | | | |
| Applicable District Values | | | |
| Project Acceptance Letter | | | |
| 75% Refund Calculations | | | |
| Site Location Map | | | |
| Contract & Change Orders | | | |
| Purchasing Authorizations | | | |
| Credit Summary | | | |
| Expense Recap | | | |
| Cancelled Checks & Supporting Documentation | | | |
| Additional Documentation | | | |
| Plans | | | |

Completed by: _____ Name _____ Title - Company _____ Date: _____

Submitted to: _____ Name _____ Title - County/City _____ Date: _____

FOR CITY OR COUNTY USE ONLY

| | | | |
|--------------------|------------|-------------|-------------|
| Assigned to: | Name _____ | Title _____ | Date: _____ |
| Approved by: | Name _____ | Title _____ | Date: _____ |
| Sent to Fiscal by: | Name _____ | Title _____ | Date: _____ |