

**BOUQUET CANYON  
BRIDGE AND MAJOR THOROUGHFARE  
CONSTRUCTION FEE DISTRICT  
UPDATE REPORT**

Prepared for:

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**LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS**

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and

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

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**MARCH, 2002**

**AS APPROVED BY CITY COUNCIL ON MARCH 26, 2002**

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## I. SUMMARY

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

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

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

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

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

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

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

NEED FOR DISTRICT UPDATING

The District was originally approved by the Los Angeles County Board of Supervisors on October 1, 1985. After its incorporation, the City of Santa Clarita adopted the District on November 28, 1989. The current District fee in the City of \$10,000 was approved by the City Council on September 14, 1999 and the Board of Supervisors approved the current District fee in the County on May 9, 1991. The current District fees are shown in Table 1.

TABLE 1 CURRENT DISTRICT FEES

Land Use Category	Current District Fee	
	County	City
Residential:		
Single Family (per unit)	\$4,000	\$10,000
Townhome/Condo (per unit)	\$3,200	\$8,000
Apartment (per unit)	\$2,800	\$7,000
Non-Residential:		
Commercial (per gross acre)	\$20,000	\$50,000
Industrial (per gross acre)	\$14,400	\$30,000

The District was originally established for the purpose of funding much-needed improvements to serve the circulation needs created by new developments within this District, originally estimated as \$24.55 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 and County circulation elements, including intersections and interchanges. Full mitigation improvements will include full-width grading, base, pavement, curb, gutter, sidewalk, medians, striping for capacity enhancement, bus turnouts or bus pads (where applicable), bike lanes (where applicable), fully improved and signalized intersections, signal interconnect (where applicable), street lighting, roadway-related utility relocation, drainage structures within road right-of-way, and full improvements for bridges and interchanges. Right of-way is assumed to be dedicated by individual development projects, except for State highway projects and roadway widenings that are unrelated to private development projects.

UPDATED DISTRICT FEE RATES

A development analysis, based on filed tentative maps, mid-point densities of the Santa Clarita Valley Area Plan, and mid-point densities of the City of Santa Clarita Zoning map, indicates that an estimated 7,386 residential units, 420 commercial land use acres, and 42 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 \$158.62 million. The analysis concludes that a District fee increase is necessary to fully fund these improvements. The proposed District fees are shown in Table 2.

TABLE 2 PROPOSED DISTRICT FEES

Land Use Category	Proposed District Fee
	(City and County)
Residential:	
Single Family (per unit)	\$14,200
Townhome/Condo (per unit)	\$11,360
Apartment (per unit)	\$9,940
Non-Residential:	
Commercial (per gross acre)	\$71,000
Industrial (per gross acre)	\$42,600

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

### **A. AUTHORITY**

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

The Los Angeles County Board of Supervisors adopted Ordinance No. 82-0050 on March 2, 1982, adding Section 21.32.200 to the Los Angeles County Code, providing for the establishment of bridge and major thoroughfare construction fees to be paid by subdivider or building permit applicants. Within the City of Santa Clarita, payment of such fees is established by City of Santa Clarita Subdivision Code Section 16.21.190 established on November 24, 1992. These codes are consistent with the requirements and provisions of the State law (County Code Section 21.32.200 and City Code Section 16.21.190 are included in Attachment A).

## **B. PURPOSE**

The District has been designed to accommodate the needs of future development anticipated by the City of Santa Clarita General Plan and the Los Angeles County Area Wide General Plan. Updating the District will provide local and regional benefits. Many of the District improvements will be eligible for local, state, and federal funding. The District intends to pursue all potential sources of out-of-district funding for these improvements including, but not limited to, State and Federal Gas Taxes, Propositions A and C Sales Tax, Transportation Planning and Development Sales Tax on Gasoline, County Transportation Tax, State Transportation Improvement Program funding, Federal Transportation Efficiency Act for the 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 County and City to levy a fee against future development located within the area of benefit. This funding method appropriately assesses developments, which create the need for additional improvements, for the additional public facility costs. The charge is levied in proportion to the estimated number of trips generated by the development, which is translated into Factored Development Units (FDUs). FDUs are described in more detail in the "Development Analysis" section of this report.

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

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

The District was originally approved by the Los Angeles Board of Supervisor's on October 1, 1985 for the purpose of financing highway and bridge improvements in the Bouquet Canyon area of the Santa Clarita Valley. After incorporation, the City of Santa Clarita adopted the District on November 28, 1989. Five projects were proposed for construction within the original District including Rio Vista Road (now referred to as Santa Clarita Parkway), Newhall Ranch Road, Golden Valley Road, Plum Canyon Road, and Whites Canyon Road for a total cost originally estimated at \$24.55 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 8,600 residential units and non-residential development expected within the area of benefit and an analysis of highways (including bridges) designated on the Highway Plan of the adopted County General Plan. The District has funded the completion of several of the original improvements. Completed improvements are identified in Table 3.

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

TABLE 3 DESCRIPTION OF ORIGINAL ROADWAY AND BRIDGE IMPROVEMENTS

Completed	Improvement Description	Project Cost
	<b>RIO VISTA ROAD (NOW REFERRED TO AS SANTA CLARITA PARKWAY): NEWHALL RANCH ROAD TO SOLEDAD CANYON ROAD</b>	\$3,340,000
	Newhall Ranch Road to Soledad Canyon Road R/W acquisition Grading Drainage Construction for 2-lane highway 2-lane bridge construction Levee improvement work Preliminary and construction engineering	
	<b>PLUM CANYON ROAD: EASTERLY TERMINUS OF EXISTING PLUM CANYON ROAD TO EXISTING NORTHERLY TERMINUS OF WHITES CANYON ROAD</b>	\$2,600,000
Yes	Easterly terminus of existing Plum Canyon Road to existing northerly terminus of Whites Canyon Road Grading Drainage Construction for 2-lane highway Preliminary and construction engineering	
	<b>WHITES CANYON ROAD: SOLEDAD CANYON ROAD TO SIERRA HIGHWAY</b>	\$7,180,000
Yes	Soledad Canyon Road to Via Princessa R/W acquisition Grading Drainage Full-width roadway improvements Full-width bridge over the Santa Clara River Levee improvement work Preliminary and construction engineering	
Yes	Via Princessa to Sierra Highway R/W acquisition Drainage Construction for half-width roadway Half-width bridge construction at railroad crossing Preliminary and construction engineering	

TABLE 3 DESCRIPTION OF ORIGINAL ROADWAY AND BRIDGE IMPROVEMENTS

Completed	Improvement Description	Project Cost
	<b>NEWHALL RANCH ROAD: RIO VISTA ROAD (NOW REFERRED TO AS SANTA CLARITA PARKWAY) TO GOLDEN VALLEY ROAD</b>	\$2,730,000
	Rio Vista Road (now referred to as Santa Clarita Parkway) to Golden Valley Road RW acquisition Grading Drainage Construction for 2-lane highway Preliminary and construction engineering	
	<b>GOLDEN VALLEY ROAD: NEWHALL RANCH ROAD TO SOLEDAD CANYON ROAD</b>	\$8,700,000
	Newhall Ranch Road to Soledad Canyon Road RW acquisition Grading Drainage Construction for 4-lane highway 2-lane bridge construction Bridge construction at railroad crossing Levee improvement work Preliminary and construction engineering	
	<b>Total:</b>	\$24,550,000

TABLE 4 ANALYSIS OF DISTRICT FUNDS

District Fees	County	City	Total
Collections	\$25,253,422	\$9,011,420	\$34,264,842
Expenditures	\$23,133,405	\$2,455,676	\$35,589,081
Interest			\$791,776
Funds Available			\$9,467,537

### **III. BOUQUET CANYON AREA ACCESS**

#### **A. BACKGROUND**

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

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

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

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

The District will fund improvements to all of these highways except for Decoro Drive from Seco Canyon Road to the westerly district boundary, which has been fully improved, and Copper Hill Drive from the westerly district boundary to Seco Canyon Road, which will be paid for in the Valencia District.

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 and County circulation elements, including intersections and interchanges.

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

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

1. NEWHALL RANCH ROAD: (major highway) is shown on the City of Santa Clarita and County of Los Angeles highway plans as a Major Highway. Newhall Ranch Road will be constructed to 6 lanes between Bouquet Canyon Road and Golden Valley Road, except for 700' east of Bouquet Canyon Road where the roadway is currently improved to 8 lanes. Despite being located in the Bouquet Canyon District, improvements to Newhall Ranch Road between the westerly District boundary and Bouquet Canyon Road, including the intersection of Newhall Ranch Road and Bouquet Canyon Road, will be funded by the Valencia B&T District.
2. BOUQUET CANYON ROAD: (major & secondary Highway) is an 8-lane Major Highway from Soledad Canyon Road to Seco Canyon Road, a 6-lane Major Highway from Seco Canyon Road to Vasquez Canyon Road, and a 4-lane Secondary Highway from Vasquez Canyon Road to the northerly District boundary. Bouquet Canyon Road currently varies from 2 to 8 lanes between Soledad Canyon Road and the northerly District boundary. The District will fully improve Bouquet Canyon Road to 6 lanes from Seco Canyon Road to Vasquez Canyon Road, and 4 lanes from Vasquez to the northerly District boundary. From the southerly District boundary to Seco Canyon Road, the Bouquet Canyon Road will be improved to 8 lanes, including the existing bridge over the Santa Clara River. Bouquet Canyon Road is to be realigned from approximately 1,000 feet north of Plum Canyon Road to Copper Hill Drive.
3. SANTA CLARITA PARKWAY: (major highway) is shown on the County and City highway plans as a Major Highway. Santa Clarita Parkway will be constructed as a 6-lane roadway between Bouquet Canyon Road and the southerly District boundary. Additionally, the District proposes to fund an interchange with Soledad Canyon Road.
4. WHITES CANYON ROAD: (major & secondary highway) exists as a Major Highway between Plum Canyon Road and Via Princessa, and is proposed as a Secondary Highway between Plum Canyon and Vasquez Canyon Road. Whites Canyon Road will be completed within the District as a six-lane roadway from Plum Canyon to Soledad Canyon Road. Whites Canyon Road will be extended eastward as a four-lane roadway from Plum Canyon Road to the easterly District boundary.
5. COPPER HILL DRIVE: (major & secondary highway) exists as a Secondary Highway throughout the District. Copper Hill Drive currently varies between 2 to 4 lanes within the District. The roadway is proposed to be improved to 4 lanes from Seco Canyon Road to Bouquet Canyon Road. From the Valencia District boundary to Seco Canyon Road, Copper Hill Drive is proposed to be fully improved to 6 lanes. From Seco Canyon Road to Bouquet Canyon Road, Copper Hill Drive will be improved to 4 lanes. The Valencia B&T District is responsible for financing that portion Copper Hill Drive within the Bouquet Canyon District between the westerly District boundary and Seco Canyon Road. The intersection of Copper Hill Drive and Seco Canyon Road will be funded by the Bouquet Canyon District.

6. GOLDEN VALLEY ROAD: (major & secondary highway) is shown as a Secondary Highway from Newhall Ranch Road to Plum Canyon Road, and a Major Highway from SR-14 to Newhall Ranch Road on the City and County Circulation Elements. Golden Valley Road will be constructed as a 4-lane roadway between Plum Canyon Road and Newhall Ranch Road. The remaining portion of Golden Valley Road, between Newhall Ranch Road and the southerly District boundary, will be fully improved to 6 lanes.
7. HASKELL CANYON ROAD: (secondary highway) varies from 2 to 4 lanes within the District and is classified by the City of Santa Clarita and the County of Los Angeles as a Secondary Highway. This roadway is proposed to be improved to 4 lanes, including the bridge over Bouquet Canyon Creek.
8. PLUM CANYON ROAD: (major highway) is classified as a Major Highway and currently exists as 6 lanes from Bouquet Canyon Road to Golden Valley Road. Plum Canyon Road now exists as 2 lanes from Golden Valley Road to Whites Canyon Road. Plum Canyon Road and will be improved to 6 lanes from Golden Valley Road to Whites Canyon Road.
9. VASQUEZ CANYON ROAD: (secondary highway) now exists as a 2-lane roadway, but is shown on the County highway plan as a Major Highway (pending downgrade to a Secondary Highway). Vasquez Canyon Road is proposed to be improved to a 4-lane roadway between Bouquet Canyon Road and the easterly District boundary.
10. SECO CANYON ROAD: (secondary highway) is a Secondary Highway from Bouquet Canyon Road to Copper Hill Drive and a Limited Secondary highway from Copper Hill Drive to the City limit. Seco Canyon Road currently exists as a 4-lane roadway from Bouquet Canyon Road to Tupelo Ridge Drive and as a 2-lane lane roadway from Tupelo Ridge Drive to the northerly City limit. Seco Canyon Road will be improved to a 4-lane roadway from Tupelo Ridge Drive to Copper Hill Drive.
11. DECORO DRIVE: (secondary highway) currently fully improved, exists and will remain as a 4-lane Secondary Highway between Seco Canyon Road and the westerly District boundary. No improvements are proposed for Decoro Drive.

## **IV. THE BOUQUET CANYON BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT**

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

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

#### **GENERAL BOUNDARY DESCRIPTION**

##### West Boundary Line

Generally follows a major north-south ridgeline easterly of San Francisquito Canyon Road and westerly of Seco Canyon Road, the Metropolitan Water District right-of-way, and recorded subdivision boundaries and ownership lines.

##### North Boundary Line

Generally follows the Angeles National Forest.

##### East Boundary Line

Generally follows township and ownership lines in the vicinity of a north-south tending ridgeline emanating northerly from the intersection of Soledad Canyon Road with Sierra Highway

##### South Boundary Line

Generally follows the southerly line of the Santa Clara River and the northerly right-of-way of Soledad Canyon Road.

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

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

Estimated costs of District improvements include construction costs based on "prevailing wage" and cost of materials; design costs and permitting fees, considered "soft costs" and

included in Table 5; and an administrative/management fee equal to 5% of the wage, materials, and soft costs.

TABLE 5 SOFT COST PERCENTAGES

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

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 \$158.62 million as summarized below.

- ♦ Highway Segments and Bridges ..... \$131.05 million
- ♦ Intersections..... \$3.20 million
- ♦ District Share of Regional Improvements ..... \$24.37 million
- ♦ Estimated Cost of Improvements..... \$158.62 million

### **C. IMPROVEMENT PHASING**

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

### **D. DEVELOPMENT ANALYSIS**

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

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

This analysis shows expected future development estimated at 8,688 FDUs, consisting of 7,386 residential units, 420 commercial acres, and 42 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, 42% of the future units will be single-family; 50% of the future units will be townhouse-type; and the remaining 8% of the future units will be apartments. Non-residential uses are projected as 91% commercial



and 9% 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.....	\$158.62 million
♦ Anticipated Grant Funding.....	\$20.07 million
♦ Funds available in District .....	\$9.47 million
♦ Fees committed in Developer Agreements.....	\$6.08 million
♦ Net Cost of Improvements.....	\$123.00 million
♦ Remaining Development .....	8,688 FDUs
♦ District Fee per FDU.....	\$14,200 / FDU

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

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

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

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

### **SPECIAL CASES**

#### Governmental Uses

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

#### Lands with Physical Development Constraints

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

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

#### Non-Typical Cases

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

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

The City and County codes regarding bridge and major thoroughfare fee payment allow for the collection of District fees at either the map recordation or building permit phases of a

project. It is the County's policy to collect only at map recordation unless no land division is proposed. District fees for land development not including a land division shall be paid prior to the issuance of a building permit.

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

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

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

**Retail Commercial**

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

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

**Office Commercial/Business Park**

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

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

**Industrial**

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

Using a FAR of 0.675:1, industrial construction on a one-acre parcel would yield a building square footage of 29,403 ( $43,560 \times 0.675 = 29,403$ ). 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 County or City. Required documentation includes the "Bridge and Major Thoroughfare District Cash/Credit Request" form (included as Attachment E) and all applicable attachments documenting construction costs. No documentation for the 5% administrative/management fee is required.

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

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

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

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

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

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

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

Beginning July 1, 2002, and thereafter on each succeeding July 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 and/or County to current owners in proportion to District fees paid.

## **J. DISTRICT FUNDS**

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

### **City of Santa Clarita**

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

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

### **Los Angeles County**

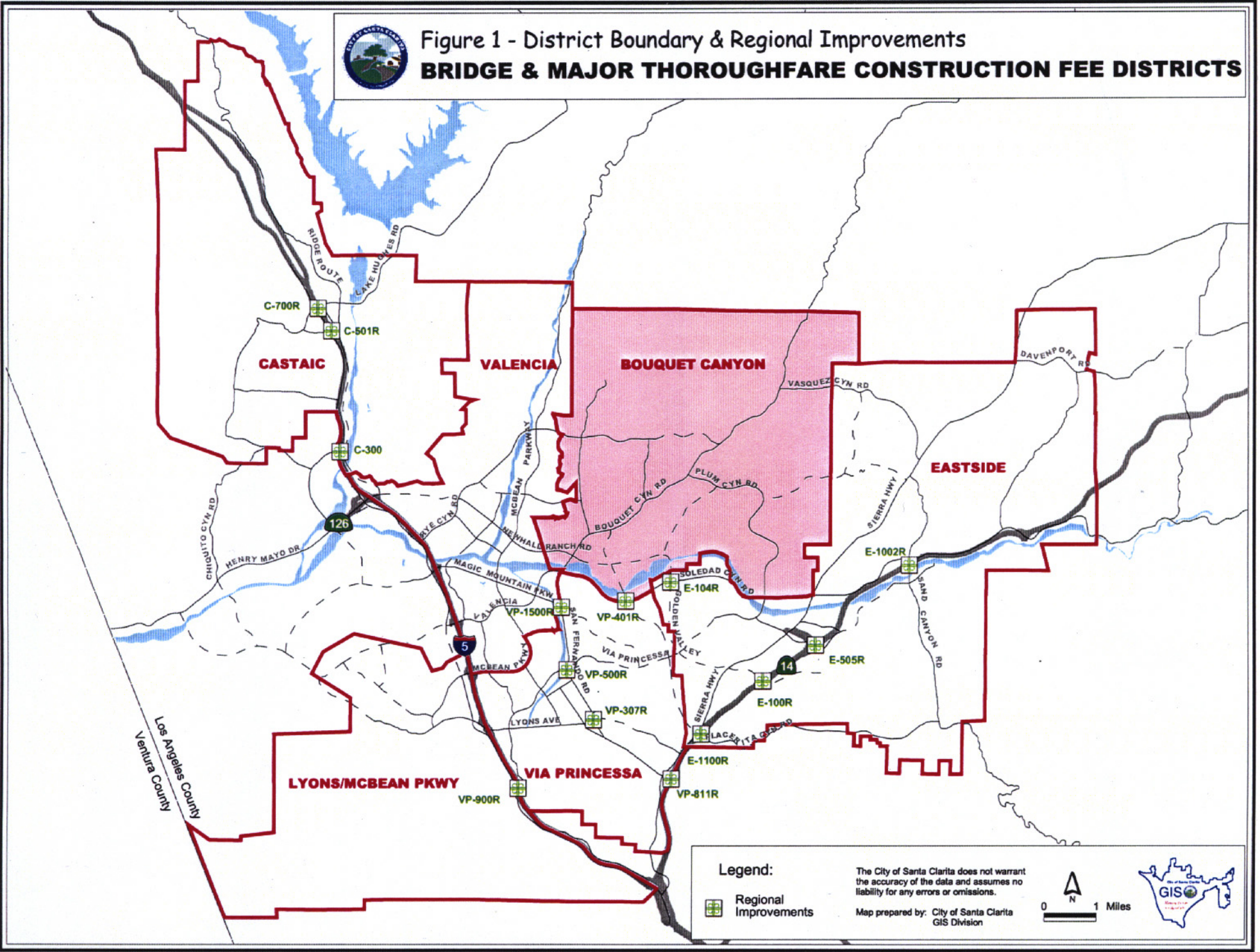
For the County portion of the District, the County will not loan money out of the District as described above.

## **K. THE ENVIRONMENTAL ANALYSIS**

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. Conversely, the County of Los Angeles, implementing its Environmental Document Reporting Procedures and Guidelines, has decided to prepare a Mitigated Negative Declaration. In either event, 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:**

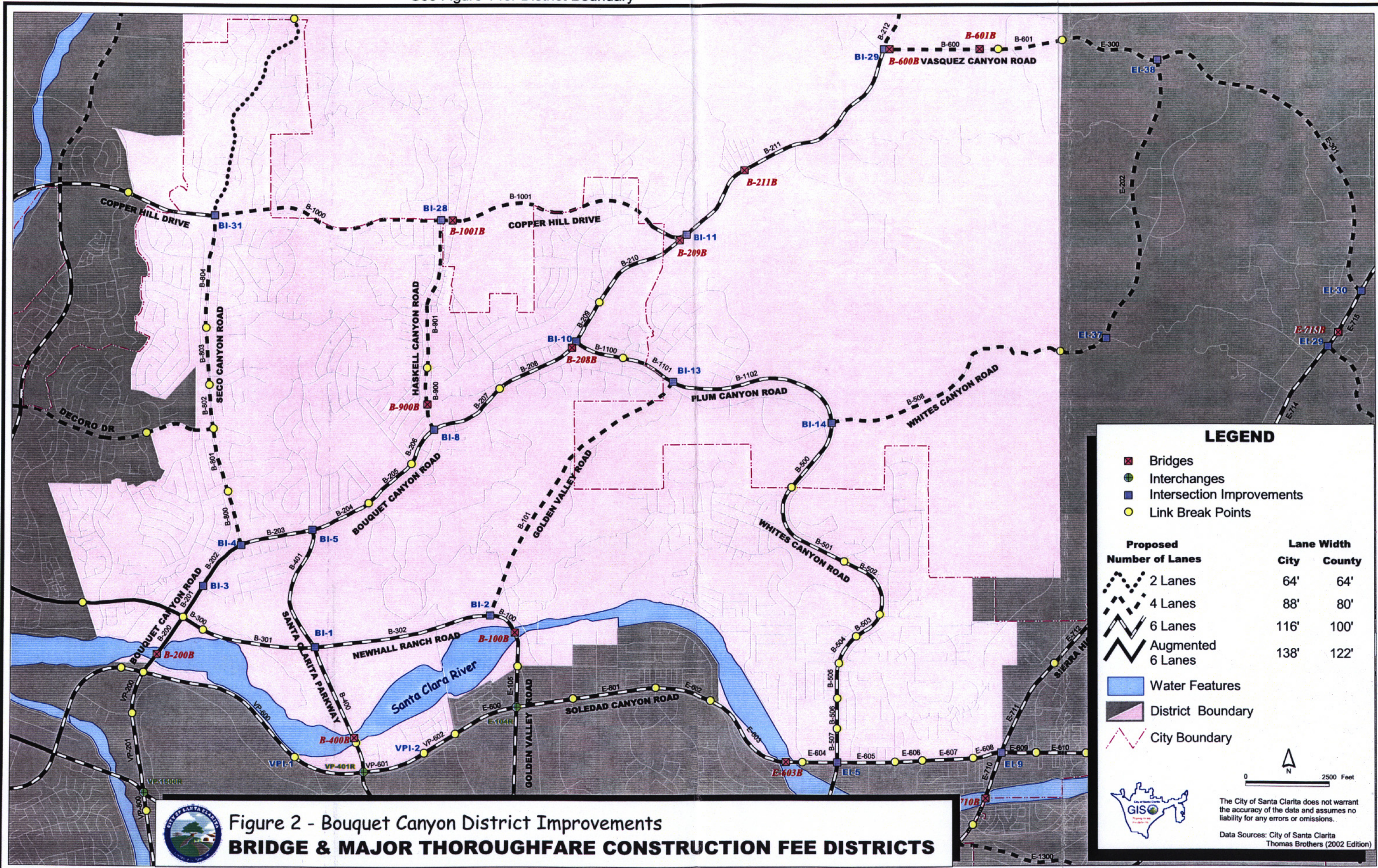
Regional Improvements

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

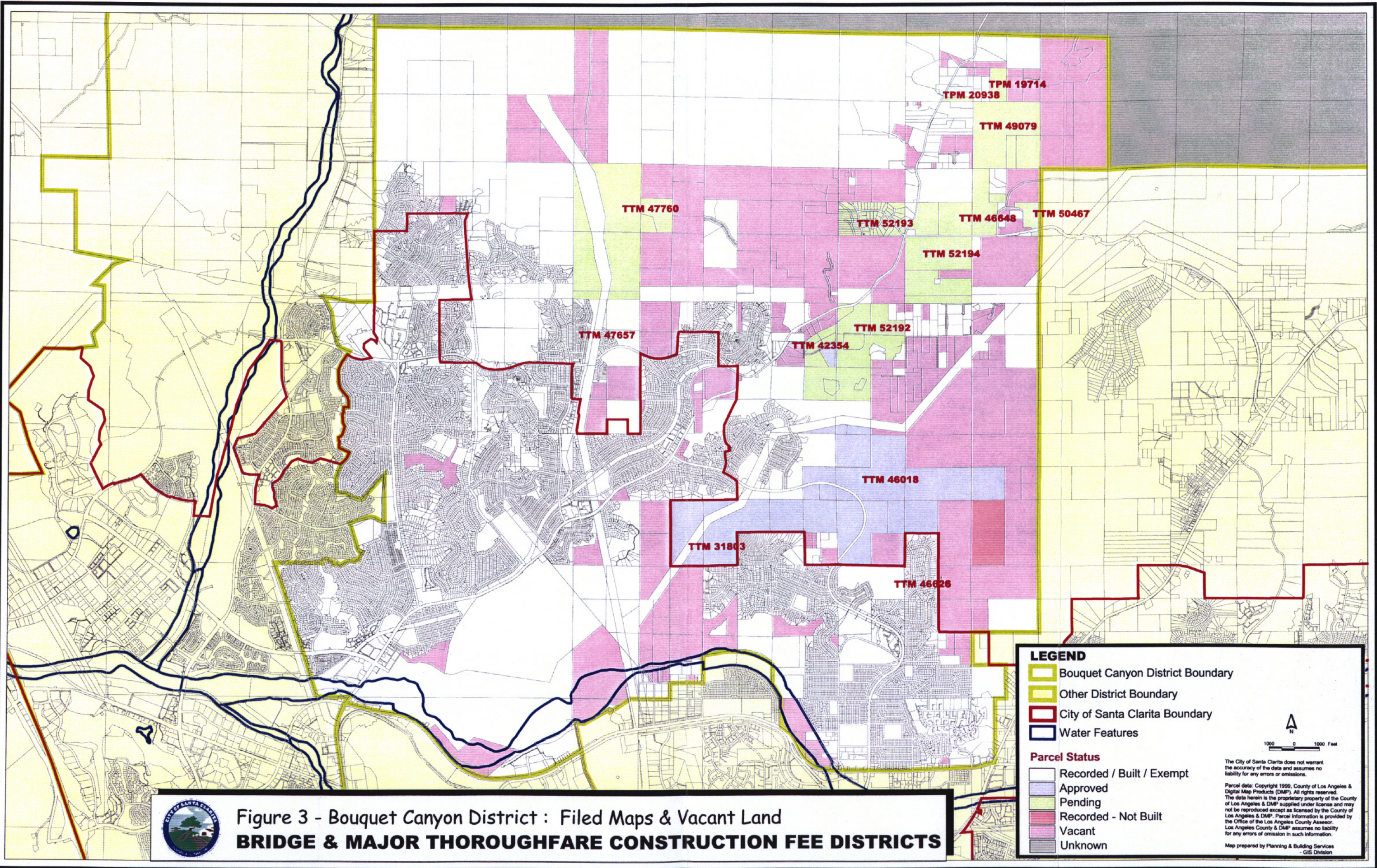
0 N 1 Miles

See Figure 1 for District Boundary



**Figure 2 - Bouquet Canyon District Improvements  
BRIDGE & MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICTS**





## **ATTACHMENT A**

### CODE PERTAINING TO B&T DISTRICTS

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

COUNTY CODE:

**TITLE 58 Chapter 21.23 § 21.32.200**

**21.32.200 MAJOR THOROUGHFARE AND BRIDGE FEES.**

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

B. Definitions.

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

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

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

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

F.

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

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

G.

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

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

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

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

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

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

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

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

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

**22.48.235. MAJOR BRIDGE AND THOROUGHFARE FEES.** Except as otherwise provided in Section 22.48.280, a building or structure shall not be used on any lot or parcel of land, any portion of which is located within a Bridge or Major Thoroughfare District established pursuant to Section 21.32.200, unless the required district fee has been paid as a condition of issuing a building permit. (*Ord. 85-0168, Sec. 34, 1985*)

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

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

CITY CODE

16.21.190 MAJOR THOROUGHFARE AND BRIDGE FEES

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

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

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

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

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

*SUBDIVISION CODE  
City of Santa Clarita, California*

11/24/92



## **ATTACHMENT B**

### LEGAL DESCRIPTION

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## LEGAL DESCRIPTION

### THE AREA OF BENEFIT KNOWN AS BOUQUET CANYON BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT

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

BEGINNING AT THE NORTHWESTERLY CORNER OF SECTION 26, TOWNSHIP 5 NORTH, RANGE 16 WEST, SAN BERNARDINO MERIDIAN; THENCE EASTERLY ALONG THE NORTHERLY LINES OF SECTIONS 26 AND 25, SAID TOWNSHIP AND RANGE TO THE NORTHEASTERLY CORNER OF SAID SECTION 25; THENCE EASTERLY ALONG THE NORTHERLY LINES OF SECTIONS 30, 29, 28, AND 27, TOWNSHIP 5 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN, TO THE EASTERLY LINE OF THE WEST HALF OF SAID SECTION 27; THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO THE SOUTHERLY LINE OF SAID SECTION 27; THENCE WESTERLY ALONG SAID SOUTHERLY LINE TO THE NORTHEASTERLY CORNER OF SECTION 33 OF SAID LAST MENTIONED TOWNSHIP AND RANGE; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID SECTION 33 TO THE SOUTHEASTERLY CORNER OF SAID SECTION 33; THENCE SOUTHERLY ALONG THE EASTERLY LINES OF SECTIONS 4, 9, AND 16, TOWNSHIP 4 NORTH, RANGE 15 WEST SAN BERNARDINO MERIDIAN, TO THE SOUTHERLY LINE OF THE NORTH HALF OF SAID SECTION 16; THENCE WESTERLY ALONG SAID LAST MENTIONED SOUTHERLY LINE TO THE WESTERLY LINE OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID LAST MENTIONED SECTION; THENCE SOUTHERLY ALONG SAID LAST MENTIONED WESTERLY LINE TO THE NORTHERLY LINE OF THE SOUTHWEST QUARTER OF SAID SOUTHEAST QUARTER; THENCE EASTERLY AND SOUTHERLY ALONG THE NORTHERLY AND EASTERLY LINES OF SAID SOUTHWEST QUARTER

TO THE SOUTHERLY LINE OF SAID SECTION 16; THENCE WESTERLY ALONG SAID LAST MENTIONED SOUTHERLY LINE TO THE NORTHWESTERLY CORNER OF LOT 1 IN SECTION 21 OF SAID LAST MENTIONED TOWNSHIP AND RANGE; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID LOT 1 AND THE WESTERLY LINE LOT 4 IN SAID LAST MENTIONED SECTION TO THE NORTHWESTERLY BOUNDARY OF SIERRA HIGHWAY, AS SAME EXISTED ON MARCH 4, 2002; THENCE SOUTHWESTERLY ALONG SAID NORTHWESTERLY BOUNDARY TO THE NORTHERLY BOUNDARY OF SOLEDAD CANYON ROAD, AS SAME EXISTED ON MARCH 4, 2002; THENCE WESTERLY AND NORTHWESTERLY ALONG THE NORTHERLY AND NORTHEASTERLY BOUNDARY OF SAID SOLEDAD CANYON ROAD TO A LINE 50 FEET EASTERLY OF AND PARALLEL WITH THE EASTERLY LINE OF TRACT NO. 23365 AS SHOWN ON MAP FILED IN BOOK 760 PAGES 29 AND 30, OF MAPS, IN THE OFFICE OF THE REGISTRAR-RECORDER OF SAID COUNTY; THENCE NORTHERLY ALONG SAID PARALLEL LINE TO THE MOST SOUTHERLY CORNER OF LOT 82 OF TRACT NO. 30317 AS SHOWN ON MAP FILED IN BOOK 740 PAGES 97 TO 100, INCLUSIVE, OF SAID MAPS; THENCE NORTHERLY, NORTHWESTERLY AND WESTERLY ALONG THE EASTERLY, NORTHEASTERLY AND NORTHERLY BOUNDARIES OF SAID LAST MENTIONED LOT AND FOLLOWING THE SAME IN ALL ITS VARIOUS COURSES AND CURVES TO THE NORTHEASTERLY CORNER OF LOT 57 OF TRACT NO. 30319 AS SHOWN ON MAP FILED IN BOOK 757 PAGES 43, 44, AND 45, OF SAID MAPS; THENCE WESTERLY AND SOUTHERLY ALONG THE NORTHERLY AND WESTERLY BOUNDARIES OF SAID LAST MENTIONED LOT TO THE NORTHWESTERLY CORNER OF LOT 56 OF SAID LAST MENTIONED TRACT; THENCE SOUTHERLY ALONG THE WESTERLY BOUNDARY OF SAID LAST MENTIONED TRACT TO THE NORTHEASTERLY CORNER OF TRACT NO. 8575 AS SHOWN ON MAP FILED IN BOOK 117 PAGES 64, 65 AND 66, OF SAID MAPS; THENCE WESTERLY AND SOUTHERLY ALONG THE NORTHERLY AND WESTERLY BOUNDARIES OF SAID LAST MENTIONED TRACT AND FOLLOWING THE SAME IN ALL ITS VARIOUS COURSES TO THE MOST WESTERLY NORTHWESTERLY CORNER OF SAID LAST MENTIONED TRACT; THENCE SOUTHERLY ALONG THE WESTERLY BOUNDARY OF SAID LAST MENTIONED

TRACT TO ITS INTERSECTION WITH THE NORTHERLY BOUNDARY OF LOT 2 AS SHOWN ON LICENSED SURVEYOR'S MAP RECORDED IN BOOK 27 PAGE 40, OF RECORDS OF SURVEYS, IN SAID OFFICE OF THE REGISTRAR-RECORDER; THENCE WESTERLY ALONG SAID LAST MENTIONED NORTHERLY BOUNDARY TO ITS INTERSECTION WITH THE NORTHEASTERLY PROLONGATION OF THE NORTHWESTERLY LINE OF PARCEL 4 OF PARCEL MAP NO. 6449 PER MAP FILED IN BOOK 69 PAGES 8 TO 10, INCLUSIVE, OF PARCEL MAPS, IN SAID OFFICE OF THE REGISTRAR-RECORDER; THENCE SOUTHWESTERLY ALONG SAID PROLONGATION TO THE NORTHEASTERLY CORNER OF SAID PARCEL 4; THENCE SOUTHWESTERLY, NORTHWESTERLY AND WESTERLY ALONG THE NORTHWESTERLY, NORTHEASTERLY AND NORTHERLY BOUNDARIES OF SAID PARCEL 4 TO THE NORTHWESTERLY CORNER OF SAID PARCEL 4; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID PARCEL 4 AND ITS SOUTHERLY PROLONGATION TO THE NORTHERLY BOUNDARY OF SOLEDAD CANYON ROAD, AS THE SAME EXISTED ON MARCH 4, 2002; THENCE WESTERLY ALONG SAID NORTHERLY BOUNDARY FOLLOWING THE SAME ALONG ALL ITS VARIOUS COURSES AND CURVES AND ITS WESTERLY PROLONGATION TO THE NORTHWESTERLY BOUNDARY OF BOUQUET CANYON ROAD, AS THE SAME EXISTED ON JULY 11, 1991; THENCE NORTHEASTERLY ALONG LAST SAID NORTHWESTERLY BOUNDARY, TO THE WESTERLY PROLONGATION OF THE NORTHERLY BOUNDARY OF LOT 1 AS SHOWN ON MAP FILED IN BOOK 27, PAGES 32 TO 39, INCLUSIVE, OF RECORD OF SURVEYS, IN OFFICE OF SAID REGISTRAR-RECORDER; THENCE ALONG SAID WESTERLY PROLONGATION TO THE EASTERLY BOUNDARY OF PARCEL 2, AS SHOWN ON MAP FILED IN BOOK 86, PAGES 43 TO 48, INCLUSIVE, OF SAID RECORD OF SURVEYS; THENCE NORTHERLY ALONG SAID EASTERLY BOUNDARY TO THE NORTHEASTERLY CORNER OF SAID PARCEL 2; THENCE NORTHERLY IN A DIRECT LINE TO THE SOUTHEASTERLY CORNER OF PARCEL 1, AS SHOWN ON SAID LAST MENTIONED MAP; THENCE NORTHERLY ALONG THE EASTERLY BOUNDARY OF SAID LAST MENTIONED PARCEL 1 TO THE NORTHERLY LINE OF PARCEL 4, AS SHOWN ON MAP FILED IN BOOK 27, PAGES 32 TO 39, INCLUSIVE, OF SAID RECORD OF SURVEYS; THENCE EASTERLY ALONG SAID

LAST MENTIONED NORTHERLY LINE TO THE WESTERLY BOUNDARY OF TRACT NO. 27541, AS SHOWN ON MAP FILED IN BOOK 878 PAGES 99 AND 100, OF SAID MAPS; THENCE NORTHERLY, NORTHEASTERLY, AND EASTERLY ALONG THE WESTERLY, NORTHWESTERLY AND NORTHERLY BOUNDARIES OF SAID LAST MENTIONED TRACT TO THE SOUTHERLY BOUNDARY OF TRACT NO. 44692 FILED IN BOOK 1132 PAGES 26 TO 35, INCLUSIVE, OF SAID MAPS; THENCE EASTERLY AND NORTHERLY ALONG THE GENERAL SOUTHERLY AND EASTERLY BOUNDARIES OF LAST SAID TRACT AND FOLLOWING THE SAME ALONG ITS VARIOUS COURSES AND CURVES TO THE EASTERLY LINE OF LOT 106 OF SAID TRACT NO. 44692; THENCE NORTHERLY ALONG LAST SAID EASTERLY LINE AND ITS NORTHERLY PROLONGATION TO THE CENTERLINE OF DECORO DRIVE AS SHOWN ON MAP OF SAID TRACT NO. 44692; THENCE EASTERLY ALONG LAST SAID LINE AND FOLLOWING THE SAME ALONG ITS VARIOUS COURSES AND CURVES TO THE SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DEED TO SAUGUS UNION SCHOOL DISTRICT, RECORDED AS DOCUMENT NO. 124, ON JULY 28, 1959, IN BOOK 3550, PAGE 215, OF SAID OFFICIAL RECORDS; THENCE NORTHERLY ALONG SAID LAST MENTIONED SOUTHERLY PROLONGATION AND SAID LAST MENTIONED WESTERLY LINE TO THE SOUTHWESTERLY CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DEED TO COUNTY OF LOS ANGELES, RECORDED AS DOCUMENT NO. 1447, ON NOVEMBER 6, 1963, IN BOOK D2246, PAGE 597, OF SAID OFFICIAL RECORDS; THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID LAST MENTIONED CERTAIN PARCEL OF LAND TO THE SOUTHERLY BOUNDARY OF TRACT NO. 29958, AS SHOWN ON MAP FILED IN BOOK 816, PAGES 50 TO 59, INCLUSIVE, OF SAID MAPS; THENCE SOUTHWESTERLY ALONG THE SOUTHEASTERLY BOUNDARY OF SAID LAST MENTIONED TRACT TO THE MOST EASTERLY CORNER OF LOT 134, TRACT NO. 29766, AS SHOWN ON MAP FILED IN BOOK 835, PAGES 7 TO 15, INCLUSIVE, OF SAID MAPS; THENCE WESTERLY, NORTHWESTERLY, NORTHERLY AND NORTHEASTERLY ALONG THE SOUTHERLY, SOUTHWESTERLY, WESTERLY AND NORTHWESTERLY BOUNDARIES OF SAID LAST MENTIONED

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TRACT AND FOLLOWING THE SAME ALONG ALL ITS VARIOUS COURSES TO THE MOST WESTERLY CORNER OF LOT 93 OF TRACT NO. 29852, AS SHOWN ON MAP FILED IN BOOK 871, PAGES 82 TO 89, INCLUSIVE, OF SAID MAPS; THENCE NORTHEASTERLY, NORTHERLY, NORTHWESTERLY AND EASTERLY ALONG THE NORTHWESTERLY, WESTERLY, SOUTHWESTERLY AND NORTHERLY BOUNDARIES OF SAID LAST MENTIONED TRACT AND FOLLOWING THE SAME ALONG ALL ITS VARIOUS COURSES TO THE WESTERLY BOUNDARY OF TRACT NO. 30321, AS SHOWN ON MAP FILED IN BOOK 893, PAGES 9 TO 16, INCLUSIVE, OF SAID MAPS; THENCE NORTHERLY AND NORTHWESTERLY ALONG THE WESTERLY AND SOUTHWESTERLY BOUNDARIES OF SAID LAST MENTIONED TRACT AND FOLLOWING THE SAME IN ALL ITS VARIOUS COURSES TO THE MOST SOUTHERLY CORNER OF LOT 66, TRACT NO. 29894, AS SHOWN ON MAP FILED IN BOOK 917, PAGES 61 TO 67, INCLUSIVE, OF SAID MAPS; THENCE NORTHERLY AND NORTHEASTERLY ALONG THE WESTERLY AND NORTHWESTERLY BOUNDARIES OF SAID LAST MENTIONED TRACT AND FOLLOWING THE SAME ALONG ALL ITS VARIOUS COURSES TO THE CENTERLINE OF THAT CERTAIN 60 FOOT STRIP OF LAND DESCRIBED IN DEED TO COUNTY OF LOS ANGELES, KNOWN AS SAN FRANCISQUITO CANYON ROAD, RECORDED ON MARCH 16, 1926 IN BOOK 5628 PAGE 173, OF SAID OFFICIAL RECORDS; THENCE NORTHWESTERLY, NORTHERLY AND WESTERLY ALONG SAID LAST MENTIONED CENTERLINE AND FOLLOWING THE SAME ALONG ALL ITS VARIOUS COURSES AND CURVES TO THE WESTERLY TERMINUS OF THAT CERTAIN 120 FOOT RADIUS CURVE IN SAID LAST MENTIONED CENTERLINE; THENCE NORTHERLY ALONG A PROLONGED RADIAL OF SAID LAST MENTIONED CERTAIN CURVE TO THE NORTHERLY BOUNDARY OF RANCHO SAN FRANCISCO AS SHOWN ON MAP RECORDED IN BOOK 1, PAGES 521 AND 522, OF PATENTS, IN THE OFFICE OF SAID REGISTRAR-RECORDER; THENCE EASTERLY ALONG SAID LAST MENTIONED NORTHERLY BOUNDARY TO THE SOUTHERLY BOUNDARY OF LOT 4 IN FRACTIONAL SECTION 34, TOWNSHIP 5 NORTH, RANGE 16 WEST, SAN BERNARDINO MERIDIAN; THENCE EASTERLY ALONG SAID LAST MENTIONED SOUTHERLY BOUNDARY TO THE SOUTHWESTERLY CORNER OF SECTION 35, OF

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SAID LAST MENTIONED TOWNSHIP AND RANGE; THENCE NORTHERLY ALONG  
THE WESTERLY LINES OF SAID SECTIONS 35 AND 26 TO THE POINT OF  
BEGINNING.

## **ATTACHMENT C**

### **DESCRIPTION OF PROPOSED IMPROVEMENTS AND ESTIMATED COSTS**

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TABLE 6A BRIDGE AND MAJOR THOROUGHFARE IMPROVEMENTS

Highway	Limits of Proposed Improvements	Estimated Cost
Golden Valley Road	Southerly District Boundary to Plum Canyon Road	\$29,349,110
Bouquet Canyon Road	Soledad Canyon Road to Northerly District Boundary	\$35,723,770
Newhall Ranch Road	Bouquet Canyon Road to Golden Valley Road	\$15,916,500
Santa Clarita Parkway	Southerly District Boundary to Bouquet Canyon Road	\$25,612,850
Whites Canyon Road	Plum Canyon Road to Soledad Canyon Road and Plum Canyon Road to Easterly District Boundary	\$8,517,890
Vasquez Canyon Road	Bouquet Canyon Road to Easterly District Boundary	\$6,543,670
Seco Canyon Road	Bouquet Canyon Road to Copper Hill Drive	\$113,600
Haskell Canyon Road	Bouquet Canyon Road to Copper Hill Drive	\$1,326,960
Copper Hill Drive	Seco Canyon Road to Bouquet Canyon Road	\$6,044,880
Plum Canyon Road	Bouquet Canyon Road to Whites Canyon Road	\$1,902,340
<b>TOTAL:</b>		<b>\$131,051,570</b>

TABLE 6B DETAILED DESCRIPTION OF BRIDGE AND MAJOR  
THOROUGHFARE IMPROVEMENTS

ID	Highway/Location	Description Of Improvements
<b>Golden Valley Road</b>		
B-0100	Southerly District Boundary to Newhall Ranch Road	Grading 6 Lane Street Construction
B-0100B	Bridge over Santa Clara River	Construct Bridge
B-0101	Newhall Ranch Road to Plum Canyon Road	Grading 4 Lane Street Construction
<b>Bouquet Canyon Road</b>		
B-0200	Soledad Canyon Road to Newhall Ranch Road	Grading Street Widening to 8 lanes Bus Turnouts Street Lights Levee Lining for easterly sidewalk
B-0200B	Bridge over Santa Clara River	Widen
B-0201	Newhall Ranch Road to Espuella Drive	Bus Turnouts
B-0202	Espuella Drive to Seco Canyon Road	Bus Turnouts
B-0203	Seco Canyon Road to Santa Clarita Parkway	Bus Turnouts
B-0204	Santa Clarita Parkway to Central Park	Bus Turnouts
B-0205	Central Park to Centurion Way	Bus Turnouts
B-0206	Centurion Way to Haskell Canyon Road	Bus Turnouts
B-0207	Haskell Canyon Road and Urbandale Avenue	Bus Turnouts
B-0208	Urbandale Avenue to Plum Canyon Road	Bus Turnouts Median
B-0208B	Bridge over Plum Canyon Channel	Median
B-0209	Plum Canyon Road to 1000 feet north of Plum Canyon Road	Street Widening to 6 lanes Median Street Lights Bus Turnouts
B-0209B	Bridge over Bouquet Creek	Construct Bridge
B-0210	1000 feet north of Plum Canyon Road to Copper Hill Drive	Right-of-way acquisition 6 Lane Street Construction
B-0211	Copper Hill Drive to Vasquez Canyon Road (County)	Right-of-way acquisition Grading 6 Lane Street Construction
B-0212	Vasquez Canyon Road to Northerly District Boundary (County)	Right-of-way acquisition Grading 4 Lane Street Construction

TABLE 6B DETAILED DESCRIPTION OF BRIDGE AND MAJOR  
THOROUGHFARE IMPROVEMENTS

ID	Highway/Location	Description Of Improvements
<b>Newhall Ranch Road</b>		
B-0300	Bouquet Canyon Road to 700 feet east of Bouquet Canyon Road	Street Widening to 8 lanes Sidewalk-one side Street Lights Catch basin and laterals Bus Turnouts
B-0301	700 feet east of Bouquet Canyon Road to Santa Clarita Parkway	6 Lane Street Construction
B-0302	Santa Clarita Parkway to Golden Valley Road	6 Lane Street Construction
<b>Santa Clarita Parkway</b>		
B-0400	Southerly District Boundary to Newhall Ranch Road	Grading 6 Lane Street Construction
B-0400B	Bridge over Santa Clara River (Flyover)	Construct Bridge
B-0401	Newhall Ranch Road to Bouquet Canyon Road	Grading 6 Lane Street Construction
<b>Whites Canyon Road</b>		
B-0500	Plum Canyon Road to Steinway Street (County)	Grading Street Widening to 6 lanes Bus Turnouts Street Lights Sidewalk-two sides
B-0501	Steinway Street to Canyon Crest (City)	Bus Turnouts
B-0502	Canyon Crest to Nadal Street	Bus Turnouts
B-0503	Nadal Street to Ranier Street	Bus Turnouts Median
B-0504	Ranier Street to Delight Street	Bus Turnouts Median
B-0505	Delight Street to Pleasantdale Street	Bus Turnouts Median
B-0506	Pleasantdale Street to Stillmore Street	Bus Turnouts Median
B-0507	Stillmore Street to Soledad Canyon Road	Bus Turnouts Median
B-0508	Plum Canyon Road to Easterly District Boundary (County)	Grading 4 Lane Street Construction
<b>Vasquez Canyon Road</b>		
B-0600	Bouquet Canyon Road to approximately 3400 feet east of Bouquet Canyon Road (County)	4 Lane Street Construction
B-0600B	Bridge over Bouquet Creek near Bouquet Canyon Road (County)	Widen
B-0601	Approximately 3400 feet east of Bouquet Canyon Road to Easterly District Boundary (County)	Right-of-way acquisition Grading 4 Lane Street Construction
B-0601B	Bridge over Bouquet Creek near Lost Creek Road (County)	Widen

TABLE 6B DETAILED DESCRIPTION OF BRIDGE AND MAJOR  
THOROUGHFARE IMPROVEMENTS

ID	Highway/Location	Description Of Improvements
<b>Seco Canyon Road</b>		
B-0800	Bouquet Canyon Road to Garzota Drive	Bus Turnouts
B-0801	Garzota Drive to Decoro Drive	Bus Turnouts
B-0802	Decoro Drive to Guadilamar Drive	no work required
B-0803	Guadilamar Drive to Pamplico Drive	Bus Turnouts
B-0804	Pamplico Drive to Copper Hill Drive	Bus Turnouts
<b>Haskell Canyon Road</b>		
B-0900	Bouquet Canyon Road to Grove Park	Street Widening to 4 lanes Sidewalk-one side Street Lights Catch basin and laterals Signing and Striping Bus Turnouts
B-0900B	Bridge over Bouquet Canyon Channel	Construct Bridge (westerly half)
B-0901	Grove Park to Copper Hill Drive	Bus Turnouts
<b>Copper Hill Drive</b>		
B-1000	Seco Canyon Road to Haskell Canyon Road	Signing and Striping Bus Turnouts
B-1001	Haskell Canyon Road to Bouquet Canyon Road	Grading 4 Lane Street Construction Bus Turnouts
B-1001B	Bridge over Haskell Canyon	Double Reinforced Conc. Box
<b>Plum Canyon Road</b>		
B-1100	Bouquet Canyon Road to Rodgers Drive	Bus Turnouts Median
B-1101	Rodgers Drive to Golden Valley Road	Bus Turnouts
B-1102	Golden Valley Road to Whites Canyon Road	Street Widening to 6 lanes Sidewalk-two sides Street Lights Bus Turnouts Median

TABLE 7 INTERSECTION IMPROVEMENTS

ID	Location	Description of Improvements	Estimated Cost
BI-1	Newhall Ranch Road and Santa Clarita Parkway	New 4-way signal, augmented intersection	\$264,190
BI-2	Newhall Ranch Road and Golden Valley Road	New 3-way signal, augmented intersection	\$322,500
BI-4	Bouquet Canyon Road and Seco Canyon Road	Intersection augmentation, Right of way acquisition	\$248,580
BI-5	Bouquet Canyon Road and Santa Clarita Parkway	New 3-way signal, augmented intersection	\$175,700
BI-8	Bouquet Canyon Road and Haskell Canyon Road	New 4-way signal	\$180,600
BI-10	Bouquet Canyon Road and Plum Road	Intersection augmentation, Right of way acquisition	\$197,120
BI-11	Bouquet Canyon Road and Copper Hill Drive	New 3-way signal	\$154,800
BI-13	Plum Canyon Road and Golden Valley Road	New 3-way signal	\$154,800
BI-14	Plum Canyon Road and Whites Canyon Road	New 3-way signal	\$154,800
BI-28	Haskell Canyon Road and Copper Hill Drive	New 4-way signal	\$180,600
BI-29	Bouquet Canyon Road and Vasquez Canyon Road	New 3-way signal	\$154,800
BI-31	Seco Canyon Road and Copper Hill Drive	New 4-way signal, augmented intersection	\$1,012,810
<b>TOTAL:</b>			<b>\$3,201,300</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	\$1,424,940
VP-0401R	Santa Clarita Parkway and Soledad Canyon Road	Bridge, interchange, Signals	26.7%	24.7%	47.5%	1.1%	\$27,265,000	\$7,282,870
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	\$2,672,910
VP-0811R	San Fernando Road and SR-14	Signals	3.6%	21.2%	75.2%	0.0%	\$1,198,170	\$43,070
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	\$271,820
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	\$4,104,330
C-0501R	Parker Road and I-5	Bridge widening, ramps, Signals	3.4%	4.5%	7.0%	85.1%	\$4,047,820	\$137,830
C-0700R	Lake Hughes and I-5	Widen under crossing, Signals	1.2%	1.2%	3.2%	94.3%	\$4,452,570	\$54,550
E-0100R	Golden Valley Road and SR-14	Bridge widening, Signals	21.9%	54.7%	19.8%	3.6%	\$2,617,440	\$571,970
E-0104R	Golden Valley Road and Soledad Canyon Road	Interchange	21.9%	54.7%	19.8%	3.6%	\$33,290,690	\$7,274,810
E-0505R	Via Princessa and SR-14	Widen under crossing, Signals	4.9%	83.6%	11.3%	0.1%	\$4,022,300	\$196,970
E-1002R	Sand Canyon and SR-14	Signals	5.8%	82.9%	10.4%	0.9%	\$787,670	\$45,580
E-1100R	Placerita Canyon and SR-14	Signals, Right-of-way acquisition	14.3%	47.6%	37.5%	0.6%	\$2,004,410	\$286,340
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>\$24,367,990</b>

# **ATTACHMENT D**

## **DEVELOPMENT ANALYSIS**

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

Map Number	Multi Family		Condominium/ Townhouse		Single Family		Commercial/ Business Park		Industrial		Total FDU's	Conditioned Fees
	Units	FDUs @ 0.7/Unit	Units	FDUs @ 0.8/Unit	Units	FDUs @ 1/Unit	Acres	FDUs @ 5/Acre	Acres	FDUs @ 3/Acre		
<b>Pending Maps</b>												
TPM 19714					3	3					3	Not Conditioned
TPM 20938					2	2					2	
TTM 42354											0	\$100,700
TTM 46648					73	73					73	
TTM 47760					160	160					160	
TTM 49079					78	78					78	
TTM 50467					12	12					12	
TTM 52192					140	140					140	
TTM 52193					62	62					62	
TTM 52194					126	126					126	
<b>Approved Maps</b>												
TTM 31803	630	441			178	178					619	
TTM 46018											0	\$5,251,240
TTM 47657			115	92	421	421					513	
<b>Recorded/Not Built Maps</b>												
TTM 46626												\$731,400
<b>Totals</b>	<b>630.0</b>	<b>441.0</b>	<b>115.0</b>	<b>92.0</b>	<b>1255.0</b>	<b>1255.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1788</b>	<b>\$6,083,340</b>



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

Zoning Category	Zoning Code	Area (ac)	Midpoint Density (units/ac)	Development Units	Multiplier	FDUs
Single Family	RE		0.5	0	1	0
Single Family	RE(MOCA)		0.5	0	1	0
Single Family	RH			0	1	0
Single Family	RL	100.2	2.2	220	1	220
Single Family	RL(MOCA)		2.2	0	1	0
Single Family	RS	151.1	5	756	1	756
Single Family	RVL	324.7	1	325	1	325
Single Family	RVL(MOCA)		1	0	1	0
Single Family	RVL(PD)		1	0	1	0
	<i>SubTotal</i>	576.0		1301		1301
Condominium / Townhouse	MHP	37.8	11	416	0.8	332.8
Condominium / Townhouse	RM	286.5	11	3152	0.8	2521.6
Condominium / Townhouse	RM(MOCA)		11	0	0.8	0
Condominium / Townhouse	RM(PD)		11	0	0.8	0
	<i>SubTotal</i>	324.3		3568		2854
Multi Family (apartment)	RMH		20	0	0.7	0
Multi Family (apartment)	RMH(PD)		20	0	0.7	0
	<i>SubTotal</i>	0.0		0		0
Commercial	BP		N/A	N/A	5	0
Commercial	BP(PD)		N/A	N/A	5	0
Commercial	BP(PD)(MOCA)		N/A	N/A	5	0
Commercial	CC	8.5	N/A	N/A	5	42.5
Commercial	CC(PD)	150.6	N/A	N/A	5	753
Commercial	CN	25.9	N/A	N/A	5	129.5
Commercial	CN(PD)	5.7	N/A	N/A	5	28.5
Commercial	CO		N/A	N/A	5	0
Commercial	CO(PD)	229.7	N/A	N/A	5	1148.5
	<i>SubTotal</i>	420.4		0		2102
Industrial	I		N/A	N/A	3	0
Industrial	IC	42.0	N/A	N/A	3	126
Industrial	IC(PD)		N/A	N/A	3	0
	<i>SubTotal</i>	42.0		0		126
	<b>Total</b>	1363		4869		6383

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

Land Use Category	Land Use Code	Slope Range	Slope Note	Area (ac)	Midpoint Density (units/ac)	Development Units	Multiplier	FDUs
Single Family	HM	0-50%	10% of Total	217.0	0.5	108.5	1	108.5
Single Family	HM	> 50%	90% of Total	1953.1	0.05	97.7	1	97.7
Single Family	N2	0-50%	10% of Total	57.0	0.5	28.5	1	28.5
Single Family	N2	> 50%	90% of Total	512.8	0.05	25.6	1	25.6
Single Family	N1	0-50%	40% of Total	261.6	0.5	130.8	1	130.8
Single Family	N1	> 50%	60% of Total	392.4	0.05	19.6	1	19.6
Single Family	U1	N/A		4.2	2.2	9.2	1	9.2
Single Family	U2	N/A		19.4	5	97	1	97
<b>SubTotal</b>				<b>3418</b>		<b>517</b>		<b>517</b>
Industrial	I	N/A		0.0	N/A	N/A	3	0
<b>SubTotal</b>				<b>0</b>				<b>0</b>
<b>Total</b>				<b>3418</b>		<b>517</b>		<b>517</b>

**Notes:**

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

TABLE 10 SUMMARY OF DEVELOPMENT ANALYSIS

Residential Land Use	Development Units				Multiplier	FDUs	Percent of Total Units
	Filed Maps	County	City	Total			
Single Family	1255	517	1301	3073	1	3073	42%
Condominium / Townhouse	115		3568	3683	0.8	2946	50%
Multi Family (apartment)	630		0	630	0.7	441	9%
<b>Total Residential</b>	<b>2000</b>	<b>517</b>	<b>4869</b>	<b>7386</b>		<b>6460</b>	<b>100%</b>
Non-Residential Land Use	Area (ac)				Multiplier	FDUs	Percent of Total Acres
	Filed Maps	County	City	Total			
Commercial	0.0		420.4	420.4	5	2102	91%
Industrial	0.0	0	42	42.0	3	126	9%
<b>Total Non-Residential</b>	<b>0.0</b>	<b>0.0</b>	<b>462.4</b>	<b>462.4</b>		<b>2228</b>	<b>100%</b>
<b>Total</b>						<b>8688</b>	

## **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: \_\_\_\_\_ 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: _____