

# EASTSIDE BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT UPDATE REPORT

Prepared for:



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**DEPARTMENT OF PUBLIC WORKS**  
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and



**CITY OF SANTA CLARITA**  
**TRAFFIC AND TRANSPORTATION PLANNING**  
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## **I. SUMMARY**

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

Updating the Eastside Bridge and Major Thoroughfare Construction Fee District, hereinafter referred to as “District”, will provide an equitable financing mechanism by which new development within an identified area will share the costs of providing full mitigation improvements.

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 including proposed and existing developments is included as Figure 1.

### **A. NEED FOR DISTRICT UPDATE**

Some major highway infrastructure improvements have been completed in the Eastside District since it was last updated in 2002. Some of these improvements include: completion of the Golden Valley Road extension and widening (except sidewalk and street lights), Via Princessa improvements, Soledad Canyon Road street lights, Sierra Highway streetlights and improvement, Sand Canyon Road widening, Skyline Ranch Road, and numerous intersection upgrades. District improvements for Vasquez Canyon Road, Davenport Road, and Placerita Canyon Road have been removed, and improvements for Shadow Pines Boulevard have been reduced to two lanes as these highways have been removed or revised in the City and County highway plans. Skyline Ranch Road, Vista Canyon Boulevard, and Humphreys Parkway are new roadway improvements for the District, and have been partially constructed. Skyline Ranch Road replaces the extension of Whites Canyon Road, and Vista Canyon Boulevard and Humphreys Parkway now replace portions of Lost Canyon Road. Skyline Ranch Road has been completed.

The major improvements that still remain to be completed in the district are: District-wide bus turnouts, portions of Vista Canyon Boulevard and Humphreys Parkway, Golden Valley Road sidewalk and streetlights, Via Princessa extension and widening, Soledad Canyon Road median, Santa Clarita Parkway, Sand Canyon Road widening, Lost Canyon Road, plus numerous intersection upgrades.

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 (Los Angeles region as reported by the *Engineering News Record*). This should allow the fee to better keep pace when there are fluctuations in construction costs. Previously, the District had a built-in escalation clause that limits the yearly fee increase to a maximum of 2% based on the local Construction Cost Index. However, over the years the construction cost increase has exceeded 2% in several instances.

#### **B. UPDATED DISTRICT FEE RATES**

The remaining District improvements to roadways, bridges, and intersections total an estimated \$228.9 million. The Summary of Cost Estimates for District Improvements is included as Attachment B. The scope of work has increased on some improvements, and construction costs have gone up. Thus, the overall District estimate to complete the improvements has not significantly since the last update. However, changes in the scope of work for some of the projects have occurred as a result of changes in road classifications due to County and City Circulation Element updates. 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 cost of the remaining District improvements is less than the 2002 costs (approximately \$228.9 million versus \$236.9 million) as many of the improvements that were identified back then have been built.

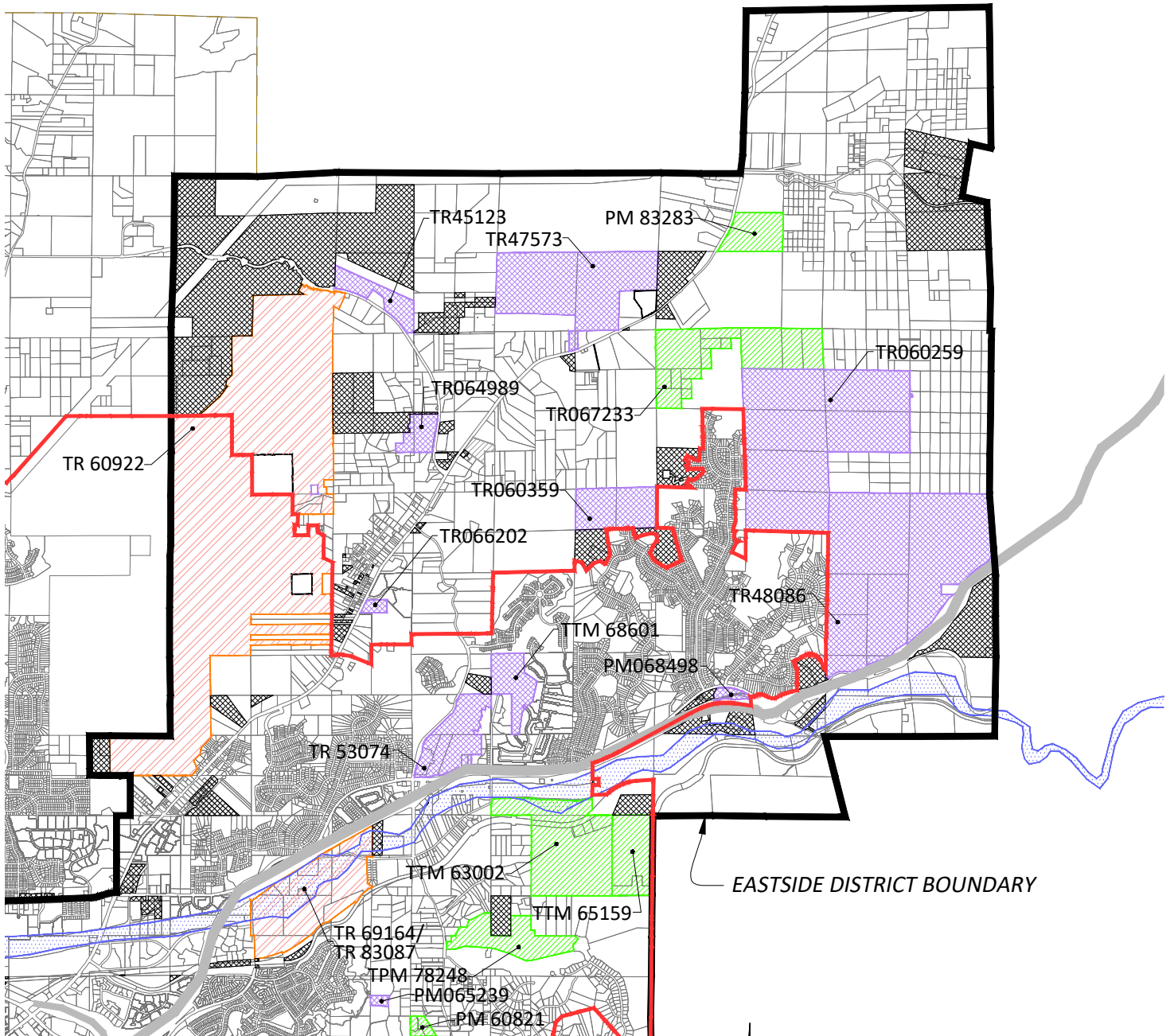
To determine District build-out, a development analysis based on filed tentative maps and the Santa Clarita Valley Area Plan was performed. This analysis indicated that the amount of remaining development is estimated at 7,972.7 factored development units (FDUs). The remaining District developable area was analyzed for vacant land for which there is no previously-recorded map. The Development Analysis is included as Attachment C. The estimated FDUs are 56% of the factored developments units in the previously-updated District (14,238 FDUs versus 7,972.7 FDUs).

Taking the potential funding and the cash in District into account, the proposed District fee is proposed to be \$23,980 per FDU. The analysis concludes that a District fee increase would reflect the funding necessary to complete the remaining improvements in light of

the construction costs versus the remaining development. The proposed District fees are shown in Table 1.









**Table 1: Proposed District Fee**

<b>Land Use Category</b>	<b>Factor</b>	<b>Proposed District Fee per Unit or Gross Acre</b>
Residential:		
Single Family (per unit)	1.0 per unit	\$23,980
Townhome/Condo (per unit)	0.8 per unit	\$19,190
Apartment (per unit)	0.7 per unit	\$16,790
Non-Residential:		
Commercial (per gross acre)	5.0 per acre	\$119,900
Industrial (per gross acre)	3.0 per acre	\$71,940



SEE SHEET 2

**LEGEND:**

-  EASTSIDE DISTRICT BOUNDARY
-  OTHER DISTRICT
-  CITY BOUNDARY
-  WATER FEATURE
-  APPROVED PROJECT
-  PENDING PROJECT
-  VACANT (NO FILED MAP)
-  RECORDED

5000' 2500' 0 5000'



FOR DISPLAY PURPOSES ONLY  
NOT ALL ELEMENTS TO SCALE

**FIGURE 1**  
**DISTRICT MAP**  
EASTSIDE B&T DISTRICT  
COUNTY OF LOS ANGELES

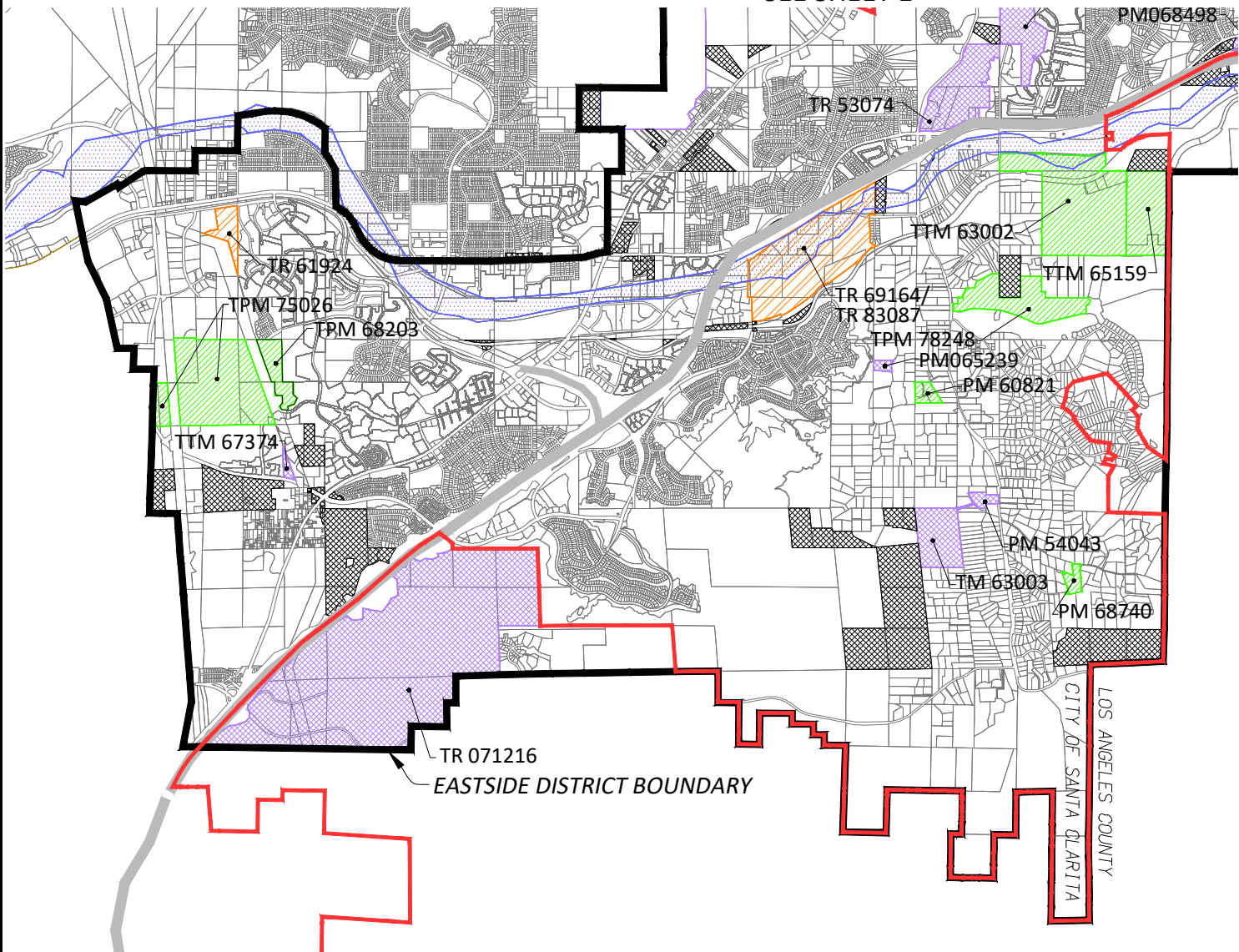
MAP DATA PROVIDED BY PLANNING & BUILDING SERVICES  
GIS DIVISION (LA COUNTY & CITY OF SANTA CLARITA)












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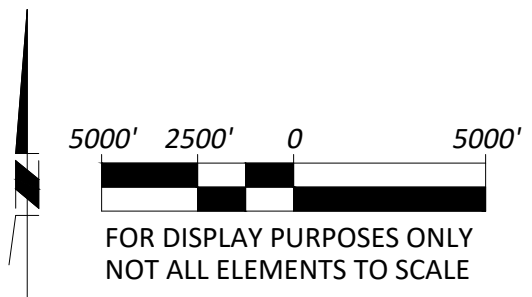
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**LEGEND:**

-  EASTSIDE DISTRICT BOUNDARY
-  OTHER DISTRICT
-  CITY BOUNDARY
-  WATER FEATURE
-  APPROVED PROJECT
-  PENDING PROJECT
-  VACANT (NO FILED MAP)
-  RECORDED / NOT BUILT (B&T FEES DEFERRED)
-  RECORDED



**FIGURE 1**  
**DISTRICT MAP**  
 EASTSIDE B&T DISTRICT  
 COUNTY OF LOS ANGELES

MAP DATA PROVIDED BY PLANNING & BUILDING SERVICES  
 GIS DIVISION (LA COUNTY & CITY OF SANTA CLARITA)



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## **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. 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 (County Code Section 21.32.200 is included as Attachment D). Within the City of Santa Clarita, payment of such fees was established by City of Santa Clarita Subdivision Code Section 16.21.190 established on November 24, 1992 (now Section 17.51.010D). 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 Los Angeles County Area Wide General Plan and the City of Santa Clarita General Plan. Since the last District update, the Santa Clarita Valley Area Plan was updated and adopted by the Board of Supervisors on November 27, 2012, and the City of Santa Clarita General Plan was adopted by the City Council on June 14, 2011. 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.

### **C. CONCEPT**

As authorized by statutes cited above, the adoption of a specific area of benefit permits the County of Los Angeles and the 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 FDUs. FDUs are described in more detail in "Development Analysis", Section IV. B, 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.

## **III. EASTSIDE AREA ACCESS**

### **A. BACKGROUND**

Historically, access to new development has been provided cooperatively by the County, the City, and land developers. The County and City funded their 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 IMPROVEMENTS**

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

This report analyzes build-out development of the District and identifies the scope of District improvements. The District proposes to provide full mitigation for many of the roadways identified on the Los Angeles County and City of Santa Clarita Plans including intersections and interchanges.

Full mitigation improvements will include full-width grading, base, pavement, curb, gutter, sidewalks, 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, full improvements for bridges and interchanges, and slope stabilization landscape for roadway-related cut/fill slopes.

Right-of-way is assumed to be dedicated by individual development projects, except for State highway projects and roadway widening or roadway construction that are unrelated to private development projects.

The City of Santa Clarita General Plan Circulation Element, dated June 2011, changed the classification of some of the major thoroughfares in the District. Los Angeles County also updated their Circulation Element in 2012 with the update of the Santa Clarita Valley Area Plan. The road classification changes included:

1. Vasquez Canyon Road from Bouquet Canyon Road to Sierra Highway is reclassified from secondary highway to limited secondary highway. (Improvements are no longer required)
2. Sand Canyon Road from City of Santa Clarita boundary to Sierra Highway, is reclassified from a major highway to secondary highway along the existing alignment.
3. Shadow Pines Boulevard/Tick Canyon Road from Grandifloras Road to Davenport Road is reclassified from secondary highway to a limited secondary highway.
4. Lost Canyon Road from Jakes Way to Sand Canyon Road is reclassified from a major highway to a secondary highway, re-alignment, and a new bridge.
5. Skyline Ranch Road from Plum Canyon Road to Sierra Highway – Reclassify planned major highway to a limited secondary highway (replaces previous alignment of Whites Canyon Road).

6. Davenport Road was reclassified from a secondary highway to a limited secondary highway. No further improvements are currently necessary for this highway.
7. Jakes Way was added as a limited secondary highway. No further improvements are currently necessary for this highway.
8. Placerita Canyon Road was revised to a secondary highway from a limited secondary highway. No roadway improvements are proposed for Placerita Canyon Road at this time.

Below is a list of proposed District improvements. The proposed improvements consist of links, bridges, and interchanges and are depicted in Figure 2. These Improvements have been planned to accommodate forecasted traffic growth occurring both within the District and cumulative traffic from outside the District. The extents of improvements are described in Table 2 below, and the estimated costs are included in Attachment B.

**Table 2: List of Improvements**

<b>LINKS</b>		
<b>LINK#</b>	<b>LOCATION</b>	<b>IMPROVEMENT</b>
<b>GOLDEN VALLEY ROAD</b>		
E-100	Via Princessa to south side of SR-14 bridge	Link Complete
E-101	North side of SR-14 bridge to Green Mountain Drive	Link Complete
E-102	Green Mountain Drive to Sierra Highway	Link Complete
E-0103	Sierra Highway to Via Princessa (City)	Construct sidewalk both sides Street lights

<b>LINKS</b>		
<b>LINK#</b>	<b>LOCATION</b>	<b>IMPROVEMENT</b>
E-0104	Via Princessa to Soledad/ Golden Valley Grade Separation	Construct sidewalk one side and south of Sheriff's Station to Via Princessa (remaining sidewalk complete) Street lights one side (complete one side)
E-105	Interchange at Soledad Canyon Road to Northerly District Boundary	Improvements complete
<b>WHITES CANYON ROAD</b>		
e-202	Westerly District Boundary to Vasquez Canyon Road	Link eliminated. Now Skyline Ranch Road (Link E-1400 and E-1401)
<b>VASQUEZ CANYON ROAD</b>		
E-0300 E-0301	Westerly District Boundary to Sierra Hwy (County)	No Improvements Needed
<b>SANTA CLARITA PARKWAY</b>		
E-0402	Westerly District Boundary to Sierra Hwy (City)	Grading 6 Lane Street Construction
<b>VIA PRINCESSA</b>		
E-0501	Santa Clarita Pkwy to Golden Valley Road (City)	Grading 6 Lane Street Construction

<b>LINKS</b>		
<b>LINK#</b>	<b>LOCATION</b>	<b>IMPROVEMENT</b>
E-0502	Golden Valley Road to Rainbow Glen Drive (City)	Grading 6 Lane Street Construction (cost and scope of improvements per PSRE)
E-0503	Rainbow Glen Drive to May Way (City)	Bus Turnouts Street Lights Signing and striping from 4 to 6 lanes Median Construction
E-0504	May Way to Whites Canyon Road(City)	Signing and striping Bus Turnouts
E-0505	Whites Canyon Road to Weyerhaeuser Way (City)	Signing and striping Median Bus turnouts
E-0506	Weyerhaeuser Way to Sierra Highway (City)	Bus Turnouts
E-0507	Sierra Hwy to Antelope Valley Freeway (City)	Bus Turnouts
E-0508	Antelope Valley Freeway to Golden Valley Road (City)	Median Signing and striping 4 to 6 lanes Bus Pads
<b>SOLEDAD CANYON ROAD</b>		
E-0600	Westerly District Boundary to Ruether Ave (City)	Bus Turnouts
E-0601	Ruether Ave to Rainbow Glen Drive (City)	Bus Turnouts
E-0602	Rainbow Glen Drive to Langside Avenue (City)	Bus Turnouts

<b>LINKS</b>		
<b>LINK#</b>	<b>LOCATION</b>	<b>IMPROVEMENT</b>
E-0603	Langside Avenue to Camp Plenty Road (City)	Bus Turnouts
E-0604	Camp Plenty Road to Whites Canyon Road (City)	Bus Turnouts
E-0605	Whites Canyon Road to Crossglade Avenue (City)	Median Bus Turnouts
E-0606	Crossglade Avenue to Luther Drive (City)	Partial Median Bus Turnouts
E-0607	Luther Drive to Shangri-la Drive (City)	Bus Turnouts
E-0608	Shangri-la Drive to Sierra Hwy (City)	Median Bus Turnouts
E-0609	Sierra Hwy to Solemint Road (City)	Bus Turnouts
E-0610	Solemint Road to Galeton Road (City)	Median (approximately 700 feet) Bus Turnouts Signing and striping 4 to 6 lanes
E-0611	Galeton Road to Anne Freda Street (City)	Bus Turnouts Signing and striping 4 to 6 lanes
E-0612	Anne Freda Street to Kenroy Avenue (City)	Bus Turnouts Signing and striping 4 to 6 lanes
E-0613	Kenroy Avenue to Sand Canyon Road (City)	Bus Turnouts Signing and striping 4 to 6 lanes
E-0614	Sand Canyon Road to SR-14 WB Ramps (City)	Signing and striping 4 to 6 lanes

<b>LINKS</b>		
<b>LINK#</b>	<b>LOCATION</b>	<b>IMPROVEMENT</b>
E-0615	SR-14 Westbound Ramps to Oak Spring Canyon Road (City)	Bus Turnouts Signing and striping 4 to 6 lanes
E-0616	Oak Spring Canyon Road to Flowerpark Drive (City)	Bus Turnouts Signing and striping 4 to 6 lanes
E-0617	Flowerpark Drive to Poppy Meadow Street (City)	Bus Turnouts Signing and striping 4 to 6 lanes
E-0618	Poppy Meadow Street to Shadow Pines Boulevard (City)	Bus Turnouts Signing and striping 4 to 6 lanes
E-0619	Shadow Pines Boulevard to SR-14 Ramps (County)	Bus Pads Signing and striping 4 to 6 lanes
E-0620	SR-14 Ramps to Easterly District Boundary (County)	Street Widening to 6 Lanes Grading Signing and Striping
E-0620B	Bridge over Bee Canyon Creek (County)	Widen Bridge from 2 to 6 lanes
<b>SIERRA HIGHWAY</b>		
E-0700	Southerly District Boundary to Placerita Canyon Road (City)	Bus Turnouts Signing and striping 4 to 6 lanes
E-0701	Placerita Canyon Road to Golden Valley Road (City)	Bus Turnouts Signing and striping 4 to 6 lanes
E-0702	Golden Valley Road to Rainbow Glen Drive (City)	Bus Turnouts Signing and striping 4 to 6 lanes
E-0703	Rainbow Glen Drive to Friendly Valley Parkway (City)	Bus Turnouts Signing and striping 4 to 6 lanes



<b>LINKS</b>		
<b>LINK#</b>	<b>LOCATION</b>	<b>IMPROVEMENT</b>
E-0704	Friendly Valley Parkway to Whispering Leaves Drive (City)	Bus Turnouts Signing and striping 4 to 6 lanes
E-0705	Whispering Leaves Drive to Via Princessa (City)	Bus Turnouts Signing and striping 4 to 6 lanes
E-0708	SR-14 off ramps to Canyon Park Blvd./Jake's Way (City)	Bus Turnouts
E-0709	Jakes Way to Sandy Drive (City)	Bus Turnouts
E-0710	Sandy Drive to Soledad Canyon Road (City)	Bus Turnouts
E-0711	Soledad Canyon Road to Scherzinger Lane (City)	Median Bus Turnouts Signing and striping 4 to 6 lanes Interconnect
E-0712	Scherzinger Lane to Sierra Cross Road (City)	Median Bus Turnouts Signing and striping 4 to 6 lanes Interconnect
E-0713	Sierra Cross Road to City Limit (City)	Street Widening to 6 lanes Median Sidewalk- 2 Sides Bus Turnouts Signing and striping Street Lights Interconnect Right-of-way acquisition

<b>LINKS</b>		
<b>LINK#</b>	<b>LOCATION</b>	<b>IMPROVEMENT</b>
E-0714	City Limit to Sand Canyon Road (County)	Street Widening to 6 lanes Median Sidewalk-2 Sides Street Lights Bus Pads Signing and striping Interconnect
E-0715	Sand Canyon Road to Vasquez Canyon Road (County)	Street Widening to 6 lanes Median Sidewalk- 2 sides Street Lights Bus Pads Signing and striping Interconnect Right-of-way acquisition
E-715B	Sierra Highway Bridge over creek	Due to the location of this bridge it has been renamed E-716B and is included below.
E-0716	Vasquez Canyon Road to Davenport Road (County)	Street Widening to 6 lanes Median Sidewalk-2 sides Street Lights Bus Pads Signing and striping Interconnect Right-of-way acquisition
E-0716B	Bridge Over Creek (County)	Bridge Widening from 2 to 6 lanes
E-0717	Davenport Road to Northerly District Boundary (County)	Street Widening to 6 lanes Median Sidewalk-2 sides Street Lights Bus Pads Signing and striping Interconnect

<b>LINKS</b>		
<b>LINK#</b>	<b>LOCATION</b>	<b>IMPROVEMENT</b>
<b>DAVENPORT ROAD</b>		
E-0800-801	Sierra Highway to Easterly District Boundary (County)	No improvements necessary
<b>SHADOW PINES BLVD</b>		
E-0900	Soledad Canyon Road to Begonias Lane (City)	Interconnect
E-0901	Begonias Lane to Grandifloras Road (City)	Sidewalk-two sides Curb and gutter (one side) Street Lights (one side) Interconnect
E-0902	Grandifloras Road to Davenport Road (County)	Grading Construct 2-lane limited secondary highway
E-902B	Bridge over Creek (County)	Construct Bridge – 2 lanes
<b>SAND CANYON ROAD</b>		
E-1001	Soledad Canyon Road to SR-14 Eastbound Ramps (City)	Median Signing and striping Interconnect
E-1002	SR-14 Eastbound Ramps to Lost Canyon Road (City)	Street Widening to 6 lanes Median Sidewalk-two sides Street Lights Bus Turnouts Signing and striping Interconnect
E-1002B	Bridge over Santa Clara River (City)	Widen Bridge

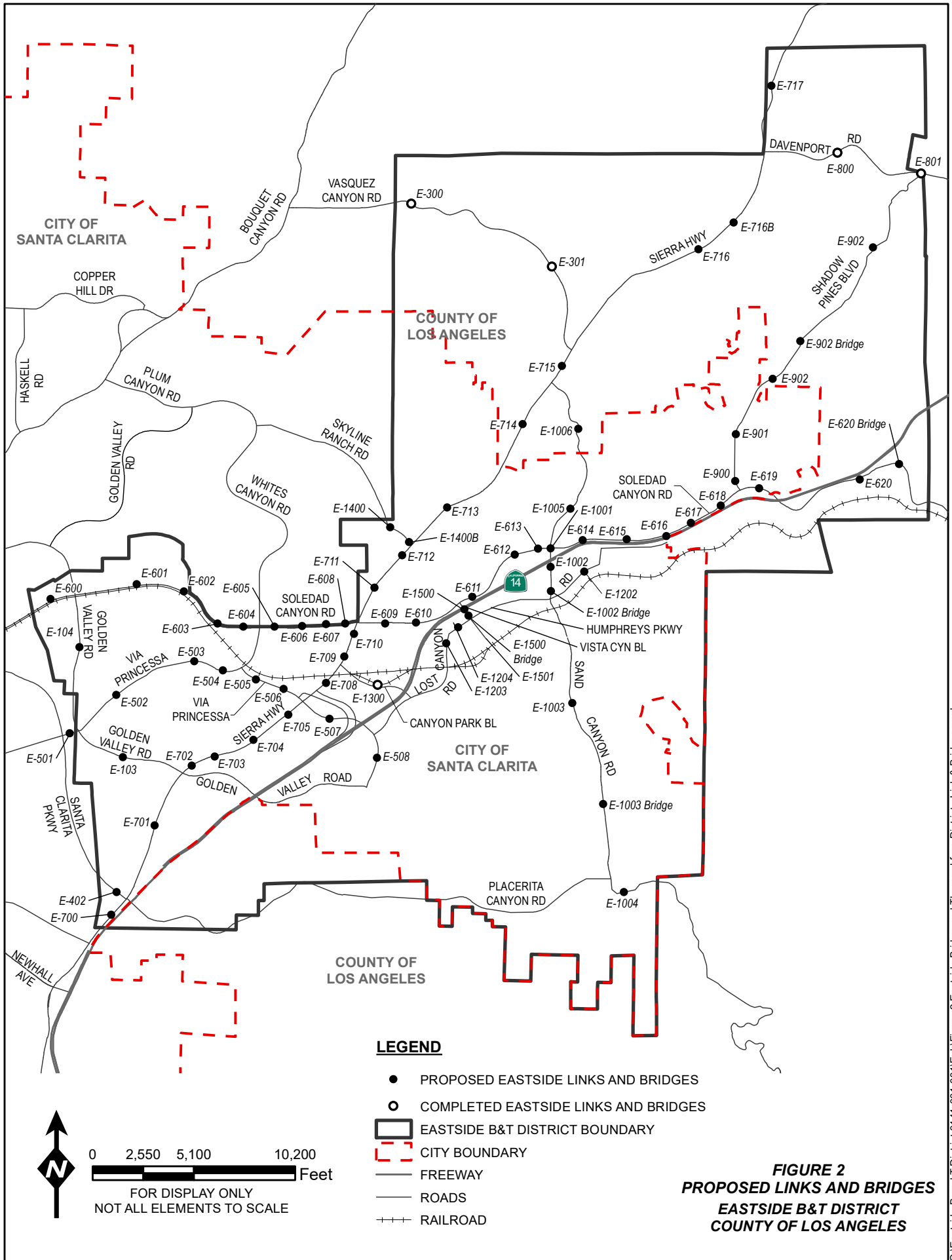
<b>LINKS</b>		
<b>LINK#</b>	<b>LOCATION</b>	<b>IMPROVEMENT</b>
E-1003	Lost Canyon Road to Placerita Canyon Road (City)	Street Widening to 2 lanes Construct storm drain
E-1003B	Bridge over Iron Canyon Creek (City)	Widen Bridge
E-1004	Placerita Canyon Road to Easterly District Boundary (City)	Street Widening to 2 lanes
E-1005	Soledad Canyon Road to City Limit (City)	Roadway realignment Class I Bike Lane Signing and striping Retaining Wall Bus Turnouts 2 Roundabouts
E-1006	City Limit to Sierra Highway (County)	4 Lane Street Construction (No Bike Lane) Grading Right-of-way acquisition
<b>LOST CANYON ROAD</b>		
E-1200	Canyon Park Boulevard to City Limit	Replaced by Links E1203 and E-1204
E-1201	City Limit to Sand Canyon Road (City)	Replaced by E-1500
E-1202	Sand Canyon Road to Oak Spring Canyon Road (City)	Street widening to 2 lanes Signing and Striping
E-1203	Jakes way to Canyon Park Blvd. (City)	Signing and Striping

<b>LINKS</b>		
<b>LINK#</b>	<b>LOCATION</b>	<b>IMPROVEMENT</b>
<b>HUMPHREYS PARKWAY (PREVIOUSLY KNOWN AS LOST CANYON ROAD)</b>		
E-1204	Jakes Way to Vista Canyon Blvd. (City)	4-Lane Street Construction (No Bike Lane) – Complete from Jakes Way tie in to Lincoln Place
<b>CANYON PARK BOULEVARD</b>		
E-1300	Railroad Tracks to Lost Canyon Road (County)	Complete
<b>SKYLINE RANCH ROAD</b>		
E-1400	West District Boundary to Sierra Highway (County)	Complete
E-1400B	Skyline Ranch Road Bridge over Mint Canyon Creek	Complete
<b>VISTA CANYON BLVD.</b>		
E-1500	Bridge to Soledad Canyon Road (City)	Grading 2 Lane Street Construction
E-1500B	Vista Canyon Bridge over Santa Clara River (City)	Bridge Construction Bank Stabilization
E-1501	Vista Canyon Bridge south to transit station	Grading 2 Lane Street Construction
<b>PLACERITA CANYON ROAD</b>		
E-1601	Antelope Valley Freeway to Easterly County Line (County)	No improvements proposed at this time.

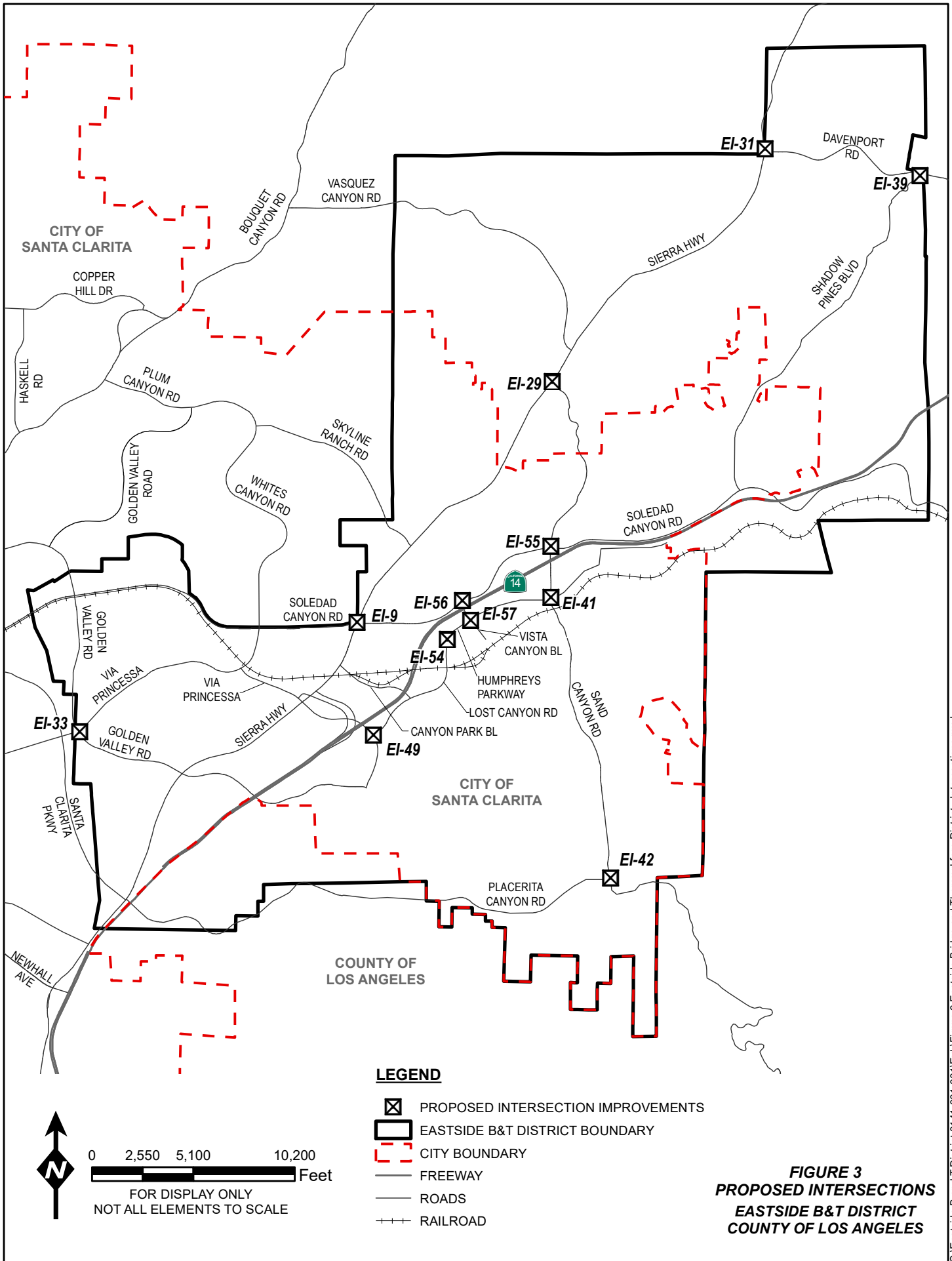
<b>LINKS</b>		
<b>LINK#</b>	<b>LOCATION</b>	<b>IMPROVEMENT</b>
E-1602	County Line to Sand Canyon Road (City)	No improvements proposed at this time.

<b>INTERSECTIONS</b>		
<b>INTERSECTION #</b>	<b>LOCATION</b>	<b>IMPROVEMENT</b>
EI-9	Sierra Highway and Soledad Canyon Road	Intersection augmentation for additional turn movements
EI-29	Sierra Highway and Sand Canyon Road (County)	Intersection augmentation Signal modification Right-of-way acquisition
EI-31	Sierra Highway and Davenport Road (County)	New 3-way signal
EI-33	Via Princessa and Golden Valley Road (City)	New 4-way signal
EI-39	Davenport Road and Shadow Pines Boulevard (County)	New 3-way signal
EI-42	Sand Canyon Road and Placerita Canyon Road (City)	New 3-way signal
EI-49	Via Princessa and Lost Canyon Road (City)	Intersection augmentation for additional turn movements
EI-54	Lost Canyon Road and Jakes Way (City)	Intersection augmentation Roundabout
EI-55	Soledad Canyon Road and Sand Canyon Road (City)	Intersection augmentation Signal modification

<b>INTERSECTIONS</b>		
<b>INTERSECTION #</b>	<b>LOCATION</b>	<b>IMPROVEMENT</b>
EI-56	Soledad Canyon Road and Vista Canyon Blvd. (City)	Intersection augmentation
EI-57	Humphreys Parkway and Vista Canyon Blvd. (City)	Construct roundabout intersection







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

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

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

#### *General Boundary Description*

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

### **B. DEVELOPMENT ANALYSIS**

Considerable 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 subdivision map has been filed, but not recorded, to develop vacant land, the FDUs were calculated from the residential development units and non-residential acreage specified in the filed map. Where no map has been filed, FDUs for vacant land was estimated based on the General Plan designations for each vacant parcel.

Table 3, Development Analysis, depicts the calculation of FDUs, including applicable land use categories, estimated number of units/acres, and trip factors.

**Table 3: Development Analysis**

LAND USE CATEGORY	Estimated Number of Units/Acres	FACTOR	FDUs
Single Family	3,478.8	1.0	3,478.8
Condominium	554.0	0.8	443.2
Apartment	3,773.7	0.7	2,641.6
<b>Total Residential</b>	<b>7,806.5</b>	-	<b>6,563.6</b>
Commercial	247.4	5.0	1,236.8
Industrial	57.5	3.0	172.4
<b>Total Non-Residential</b>	<b>304.8</b>	-	<b>1,416.1</b>
<b>TOTAL</b>			<b>7,972.7</b>

**C. 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 County and City General Plans, and analysis of the improvements designated on the adopted City and County highway plans. 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. The proposed improvements in the District are estimated to cost approximately \$228.9 million and are shown in Table 2.

The estimated 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 4 below), and an administrative/management fee equal to 5% of the wage, materials and soft costs.

**Table 4: Soft Cost Percentages**

Description	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)	0.5%	0%	0.5%	0%	0.5%	0.5%
Army Corps Wildlife Env. Inspections	0%	3%	3%	4%	3%	3%
<b>TOTAL :</b>	<b>21.0%</b>	<b>24.5%</b>	<b>25.0%</b>	<b>25.0%</b>	<b>47.0%</b>	<b>21.0%</b>

Several interchanges have been identified as “regional” improvements that will be impacted by the developments in each of the Districts. Therefore, each District being updated at this time will pay a portion of 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 Attachment E.

**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 AND LAND USE ANALYSIS**

The existing highway system generally 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.

It is estimated that an additional 7,972.7 residential units and 304.8 acres of non-residential area will be developed within the District. The anticipated development quantified in the Development Analysis section and categorized above will require an expanded 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 net cost is the total estimated cost of improvements less anticipated grant funding and funds available. The calculated District fee is shown below:

**Table 5: District Fee Calculation**

<b>DISTRICT FEE CALCULATION</b>		
A	LINKS	\$205,162,224
B	INTERSECTIONS	\$7,772,799
C	INTERCHANGES	\$ -
D	REGIONAL IMPROVEMENTS - DISTRICT'S SHARE OF COSTS (ATTACHMENT E)	\$15,962,224
<b>E</b>	<b>TOTAL DISTRICT COSTS (ROW A+B+C+D)</b>	<b>\$228,897,247</b>
F	EXISTING FUNDS IN DISTRICT - LA COUNTY	\$11,259,953
G	EXISTING CREDITS IN DISTRICT - LA COUNTY	\$4,727,023
H	EXISTING FUNDS IN DISTRICT - SANTA CLARITA	\$649,521
I	EXISTING CREDITS IN DISTRICT - SANTA CLARITA	\$11,927,890
J	APPROXIMATE GRANT FUNDING	\$42,491,219
	<b>TOTAL NET COST OF DISTRICT (ROW E-F+G-H+I-J)</b>	<b>\$191,151,467</b>
	TOTAL FDUS	7,972.7
	<b>TOTAL COST PER FDU</b>	<b>\$ 23,980</b>

To ensure fairness in the method of allocating fees to each land use category within the District boundaries, the fee amount is based on the number of trips measured in FDUs that are generated by each land use category. Therefore, the proportionate share of fees take into account the impacts of peak-hour vehicle trips on the system as identified in the Los Angeles County Circulation Plan and the City of Santa Clarita Circulation element. The peak hour vehicle trips are based on land use and for residential land uses peak hour trips

are based on type of unit, and not unit square footage. The traffic model used as the basis for the City and County’s circulation elements for this area do not factor in residential square footage to determine peak hour trips, but instead base trips on the type of residential unit. The traffic models make assumptions on type of units based on zoning. Square footage of future units cannot be discerned based on zoning and is usually not known until a development proposal gets submitted by a landowner. Therefore, in order to develop a traffic mitigation fee for Bridge and Thoroughfare Districts, the appropriate manner would be to use unit type rather than square footage, as the square footage is not known at the time the mitigation fee is calculated. As summarized above, consistent with Assembly Bill 602, square footage is not an appropriate metric to calculate such fee. Therefore, the City has identified other policies for equitably calculating the traffic impacts and corresponding fees for developments with lesser impacts, as described in the “Special Cases” at the end of this section IV(F).

Each of the six major land use categories have been assigned FDUs based on the average impact for that category relative to a single-family residence as shown below:

- 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
- Mixed Use ..... 0.7/DU res& 5.0/AC (com)

Future development 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 six major land use categories are included in Table 1.

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, then District fees may be collected for the issuance of a building permit.

## **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 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 or City-assigned land use. This assumption was made since, in many cases, these types of constraints can be mitigated. Furthermore, these restricted use 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.

### Mixed Use (Residential and Commercial)

Within the District there are proposed development areas that include both residential and commercial uses on the same lot. These “mixed use” areas cannot collect fees based on a single use of the lot as is typical for fee collection in most all other cases. Therefore, fee collection for these uses shall be as outlined henceforth. Fees for residential uses on mixed use lots shall be based on number of units multiplied by the appropriate factor (e.g. 0.8 FDU/unit for condos, 0.7 FDU/unit for apartments), then multiplied by the fee in effect at the time of the project’s map recordation. Fees for the non-residential area shall be based on the building square footage divided by 43,560, then multiplied by a factor of 5, then multiplied by the fee in effect at the time of the project’s map recordation.

### Assisted Living Facilities

In the event that the District includes assisted-living facility uses, fees for this type of use are to be collected at a commercial rate, based on the gross acreage of the associated lot(s), as opposed to number of units.

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

The County code regarding bridge and major thoroughfare fee payment allows for the collection of B&T fees at either the map recordation or building permit phases of a project. It is the County’s policy to collect only at the 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. They City requires fees to be paid at recordation of a subdivision map, unless a project falls under a City ordinance which defers fee payment to the building permit phase, or unless a subdivision map is not required for the project.

District fees for non-residential uses that are part of a land division will be calculated based on the gross acreage of each non-residential lot.

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's boundary.

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

*Retail Commercial*

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

A typical fee calculation of FDUs for a retail commercial development involving a land division would assume gross commercial lot acreage 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, a retail commercial building on a one-acre (43,560 square feet) parcel would yield a building square footage of 16,335 ( $43,560 \times 0.375 = 16,335$ ). Therefore, 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, which has previously been established as generally being one acre of retail development.

*Office Commercial/Business Park*

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

Using an FAR of 1.0:1, an office commercial or business park building on a one-acre (43,560 square feet) parcel would yield a building square footage of 43,560 ( $43,560 * 1 = 43,560$ ). Again, if a lease project is submitted for District fee payment, an assumed gross acreage can be determined by taking the building's gross square footage and dividing it by 43,560, essentially one acre of commercial office development.



*Industrial*

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

Using an FAR of 0.675:1, industrial buildings on a one-acre parcel would yield a building square footage of 29,403 ( $43,560 * 0.675 = 29,403$ ). 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 for 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 (e.g. commercial use proposed by fees at recordation were paid based on industrial rate), that project would be subject to the difference in fees between that which was paid and the proposed use. Underutilized 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 at this stage.

Non-Typical Cases

If either Agency (City or County) determines in their discretion that a proposed development project in their respective jurisdiction does not fit into one of the land use categories identified on Table 1, that Agency may develop and have on file a rate sheet for non-typical land uses based on the estimated number of trips generated by the development project. Development projects that include accessory dwelling units (under Government Code Section 66324), or housing development within a transit priority area or within one-half mile of a convenience retail store (under Government Code Section 66005.1), will be considered non-typical "Special Case" land uses due to a lesser impact on the transportation systems funded by the District Fee, and those uses will be the subject of a special non-typical land use fee calculation.

**G. CONSTRUCTION OF DISTRICT IMPROVEMENTS IN LIEU OF PAYING FEES**

If a developer constructs District-identified improvements prior to map recordation, 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, after improvement completion and acceptance, 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, as outlined in Section H below.

Thus, 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, if adequate funds are available. Implementation of “prevailing wages” labor is required for the construction of District improvements in order for a developer to receive cash reimbursement from the District.<sup>1</sup>

#### **H. 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 or County, in their 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 below guidelines.

1. The City and County may determine to make loans to a particular District from non- District sources (e.g. 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 and 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.

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<sup>1</sup> Prevailing wages is defined as the commonly accepted rate paid to workers practicing in the same or similar locality under the same or similar circumstances.

4. The City and 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 and County will generally attempt to make all funds repaid to the lending District available for credit reimbursement in accordance with Item Nos. 1, 2, 3, and 4 above.
6. In general, reimbursement in the form of cash will only be issued when the appropriate B&T District has a cash surplus in unobligated funds; however, it is the sole discretion of the City and/or County to determine whether developers/property owners will be issued reimbursement in the form of cash or credit for B&T-eligible improvements.
7. Nothing in Items Nos. 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.
8. Reimbursement in the form of cash requires prior approval by the City or County and must be specified in the conditions of approval for the project.

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.

#### **I. RIGHT-OF-WAY ACQUISITION**

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. If any local improvement requires land acquisitions from a third party, the cost of the property will be added to the estimated cost of the improvement for District credit. However, if right-of-way is required to be dedicated for a County 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 improvement reflect costs for right-of-way as described above.

#### **J. 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 fee accordingly.

On July 1 of every year 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 five percent increase, the District fee per FDU will be increased by five percent and rounded up to the nearest \$10. If the percentage movement increases less than five percent, the District fee per FDU will be increased by the same percent as the percentage movement and rounded 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, grant funding success, and refinement of project scope will also be conducted.

#### **K. 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.

#### **L. DISTRICT FUNDS**

The County or City will maintain a separate District Fund for the Eastside District. Funds may be loaned to or from the Eastside District provided that the loans are properly recorded by no less than a Resolution approved by the County Board of Supervisors. The County or City 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.

Upon annexation, any assets held in the B&T District under the ownership of the County of Los Angeles, but located within the City of Santa Clarita, will be transferred to City of Santa Clarita ownership; and any assets held in the District under the ownership of the City of Santa Clarita, but located within unincorporated Los Angeles County, will be transferred to County of Los Angeles ownership.

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

Improvements will be accepted for maintenance by the County or City upon completion and field acceptance. After field acceptance of constructed improvements, credit withdrawal of District funds will be authorized. Along with the “B&T Cash/Credit Request Form” included as Attachment F, copies of contracts, change orders, and purchase orders which detail construction costs will be provided to the County or City. Upon submittal of a request for the withdrawal of credits due, review and determination by the County or City will be completed within 30 days.

#### **M. THE ENVIRONMENTAL ANALYSIS**

The County of Los Angeles and the City of Santa Clarita finds the establishment of the proposed District Fees to be statutorily exempt from the California Environmental Quality Act under Public Resource Code Section 21080 (b)(8)(D).

**ATTACHMENT A: LEGAL DESCRIPTION**

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

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

BEGINNING AT THE NORTHEASTERLY CORNER OF SECTION 16, TOWNSHIP 4 NORTH, RAGE 15 WEST, SAN BERNARDINO MERIDIAN;

THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID SECTION 16 TO THE SOUTHERLY LINE OF THE NORTH HALF OF SAID SECTION 16;

THENCE WESTERLY ALONG SAID SOUTHERLY LINE TO THE WESTERLY LINE OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION;

THENCE SOUTHERLY ALONG SAID WESTERLY LINE TO THE NORTHERLY LINE OF THE SOUTHWEST QUARTER OF SAID SOUTHEAST QUARTER;

THENCE EASTERLY AND SOUTHERLY ALONG THE NORTHERLY AND EASTERLY LINES OF SAID SOUTHWEST QUARTER TO THE SOUTHERLY LINE OF SAID SECTION 16;

THENCE WESTERLY ALONG SAID LAST MENTIONED SOUTHERLY LINE TO THE NORTHWESTERLY CORNER OF LOT 1 IN SECTION 21, SAID LAST MENTIONED TOWNSHIP AND RANGE;

THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID LOT 1 AND THE WESTERLY LINE OF LOT 4 IN SAID LAST MENTIONED SECTION TO THE NORTHWESTERLY BOUNDARY OF SIERRA HIGHWAY, 120 FEET WIDE, AS SAME EXISTED ON MARCH 4, 2002;

THENCE SOUTHWESTERLY ALONG SAID NORTHWESTERLY BOUNDARY TO THE NORTHERLY BOUNDARY OF SOLEDAD CANYON ROAD, AS SAME EXISTED ON SAID DATE;

THENCE WESTERLY AND NORTHWESTERLY ALONG THE NORTHERLY AND NORTHEASTERLY BOUNDARY OF SOLEDAD CANYON ROAD TO A LINE 50 FEET EASTERLY OF AND PARALLEL WITH, MEASURED AT RIGHT ANGLE TO,

THE EASTERLY BOUNDARY OF TRACT NO. 23365, AS SHOWN ON MAP FILED IN BOOK 760 PAGES 29 AND 30, OF MAPS, IN THE OFFICE OF THE REGISTRAR- RECORDER OF SAID COUNTY;

THENCE NORTHERLY ALONG SAID LAST MENTIONED PARALLEL LINE TO THE MOST SOUTHERLY CORNER OF LOT 82 OF TRACT NO. 30317 AS SHOWN ON MAP FILED IN BOOK 740, PAGES 97 TO 100, INCLUSIVE, OF SAID MAPS;

THENCE NORTHERLY, NORTHWESTERLY AND WESTERLY ALONG THE EASTERLY, NORTHEASTERLY AND NORTHERLY BOUNDARIES OF SAID LAST MENTIONED LOT AND FOLLOWING THE SAME ALONG ALL ITS VARIOUS COURSES AND CURVES TO THE NORTHEASTERLY CORNER OF LOT 57 OF TRACT NO. 30319 AS SHOWN ON MAP FILED IN BOOK 757 PAGES 43, 44 AND 45, OF SAID MAPS;

THENCE WESTERLY AND SOUTHERLY ALONG THE NORTHERLY AND WESTERLY LINES OF SAID LAST MENTIONED LOT TO THE NORTHWESTERLY CORNER OF LOT 55 OF SAID LAST MENTIONED TRACT;

THENCE SOUTHERLY ALONG THE WESTERLY BOUNDARY OF SAID LAST MENTIONED TRACT TO THE NORTHEASTERLY CORNER OF TRACT NO. 8575 AS SHOWN ON MAP FILED IN BOOK 117 PAGES 64, 65 AND 66, OF SAID MAPS;

THENCE WESTERLY AND SOUTHERLY ALONG THE NORTHERLY RND WESTERLY BOUNDARIES OF SAID LAST MENTIONED TRACT AND FOLLOWING THE SAME ALONG ALL ITS VARIOUS COURSES TO THE MOST WESTERLY, NORTHWESTERLY CORNER OF SAID LAST MENTIONED TRACT;

THENCE SOUTHERLY ALONG THE WESTERLY BOUNDARY OF SAID LAST MENTIONED TRACT TO ITS INTERSECTION WITH THE NORTHERLY BOUNDARY OF LOT 2 AS SHOWN ON LICENSED SURVEYOR'S MAP RECORDED IN BOOK 27 PAGE 40, OF RECORDS OF SURVEYS, IN SAID OFFICE OF THE REGISTRAR-RECORDER;

THENCE WESTERLY ALONG SAID LAST MENTIONED NORTHERLY BOUNDARY TO ITS INTERSECTION WITH THE NORTHEASTERLY PROLONGATION OF THE NORTHWESTERLY BOUNDARY OF PARCEL 4 OF PARCEL MAP NO. 6449 PER MAP FILED IN BOOK 69 PAGES 8 TO 10, INCLUSIVE, OF PARCEL MAPS, IN SAID OFFICE OF THE REGISTRAR-RECORDER;

THENCE SOUTHWESTERLY ALONG SAID LAST MENTIONED NORTHEASTERLY PROLONGATION TO THE NORTHEASTERLY CORNER OF SAID PARCEL 4;

THENCE SOUTHWESTERLY, NORTHWESTERLY AND WESTERLY ALONG THE NORTHWESTERLY, NORTHEASTERLY AND NORTHERLY LINES OF SAID PARCEL 4 TO THE NORTHWESTERLY CORNER OF SAID PARCEL 4;

THENCE SOUTHERLY ALONG SAID WESTERLY LINE AND ITS SOUTHERLY PROLONGATION, AND ALONG THE CENTERLINE OF THE FIRST LOS ANGELES AQUEDUCT AS SHOWN ON SAID PARCEL MAP NO. 6449 FOLLOWING THE SAME IN ALL ITS VARIOUS COURSES TO THE NORTHERLY LINE OF LOT 62 OF ST. JOHN SUBDIVISION PER MAP RECORDED IN BOOK 196 PAGES 306 TO 309, INCLUSIVE, OF MISCELLANEOUS RECORDS, IN THE OFFICE OF SAID REGISTRAR-RECORDER;

THENCE EASTERLY ALONG SAID NORTHERLY LINE TO THE WESTERLY BOUNDARY OF THE LAND DESCRIBED IN DEED RECORDED JUNE 9, 1997, AS INSTRUMENT NO. 97- 855038 OF OFFICIAL RECORDS, IN THE OFFICE OF SAID REGISTRAR RECORDER;

THENCE SOUTHERLY AND EASTERLY ALONG THE WESTERLY AND SOUTHERLY LINES OF SAID LAND TO THE EASTERLY LINE OF SAID LOT 62;

THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO THE SOUTHERLY LINE OF FRACTIONAL SECTION 25, TOWNSHIP 4 NORTH, RANGE 16 WEST, SAN BERNARDINO MERIDIAN;

THENCE EASTERLY ALONG LAST SAID SOUTHERLY LINE AND THE SOUTHERLY LINE OF SECTION 30, TOWNSHIP 4 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN TO THE WESTERLY BOUNDARY OF THE SECOND LOS ANGELES AQUEDUCT;

THENCE SOUTHERLY ALONG SAID WESTERLY BOUNDARY TO THE NORTHEASTERLY PROLONGATION OF THE SOUTHEASTERLY BOUNDARY OF THE FIRST LOS ANGELES AQUEDUCT WITHIN SECTION 6, TOWNSHIP 3 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN;

THENCE SOUTHWESTERLY ALONG LAST SAID PROLONGATION AND LAST SAID SOUTHEASTERLY BOUNDARY TO THE EAST-WEST CENTER LINE OF SECTION 6, TOWNSHIP 3 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN;

THENCE EASTERLY ALONG SAID EAST -WEST CENTER LINE TO THE WEST QUARTER CORNER OF SECTION 5, TOWNSHIP 3 NORTH, RANGE 15 WEST;

THENCE EASTERLY ALONG THE SOUTHERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION 5 TO THE SOUTHEAST CORNER THEREOF; THENCE NORTHERLY ALONG THE WESTERLY LINE OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 5 TO THE SOUTHERLY LINE OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 5;

THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE EAST LINE OF THE WEST 15 ACRES OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 5;

THENCE NORTHERLY ALONG SAID EAST LINE TO THE SOUTHERLY LINE OF LOT 2 OF SAID SECTION 5;



THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE SOUTHEAST CORNER OF LOT 2;

THENCE NORTHERLY ALONG THE EASTERLY LINE OF SAID LOT 2 TO THE NORTHERLY LINE OF SAID SECTION 5;

THENCE EASTERLY ALONG SAID NORTHERLY LINE TO THE NORTHWEST CORNER OF SECTION 4, TOWNSHIP 3 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN;

THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID SECTION 4 TO THE NORTHWEST CORNER OF SECTION 3, TOWNSHIP 3 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN;

THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID SECTION 3 TO THE NORTHWEST CORNER OF LOT 3 OF SAID SECTION 3;

THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID LOT 3 TO THE SOUTHWEST CORNER THEREOF;

THENCE EASTERLY ALONG THE SOUTHERLY LINE OF SAID LOT 3 TO THE WEST LINE OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 3;

THENCE SOUTHERLY ALONG SAID WEST LINE TO THE SOUTHERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION 3;

THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE SOUTHEAST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 3;

THENCE NORTHERLY ALONG THE EASTERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION 3 A DISTANCE OF 15.00 CHAINS;

THENCE EAST 15.00 CHAINS;

THENCE SOUTH 5.00 CHAINS;

THENCE EAST 10.00 CHAINS;

THENCE SOUTH 5.00 CHAINS;

THENCE EAST 5.00 CHAINS;

THENCE SOUTH 5.00 CHAINS TO THE SOUTHERLY LINE OF THE NORTHEAST QUARTER OF SAID SECTION 3;

THENCE EASTERLY ALONG SAID SOUTHERLY LINE 10.00 CHAINS MORE OR LESS TO THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 3;

THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID SECTION 3 TO THE SOUTHWEST CORNER OF SECTION 2, TOWNSHIP 3 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN;

THENCE EASTERLY ALONG THE SOUTHERLY LINE OF SAID SECTION 2 TO THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 2;

THENCE NORTHERLY AND EASTERLY ALONG THE WESTERLY AND NORTHERLY LINES OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 2 TO THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 2;

THENCE EASTERLY ALONG THE NORTHERLY LINE OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 2 TO THE NORTHWEST CORNER OF THE EAST-HALF OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 2;

THENCE SOUTHERLY ALONG THE WESTERLY LINE OF THE EAST-HALF OF THE EAST-HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 2 TO THE SOUTHERLY LINE OF SAID SECTION 2;

THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE SOUTHWEST CORNER OF SECTION 1, TOWNSHIP 3 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN;

THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID SECTION 1 TO THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 1;

THENCE EASTERLY AND SOUTHERLY ALONG THE NORTHERLY AND EASTERLY LINES OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 1 TO THE SOUTHERLY LINE OF SAID SECTION 1;

THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE SOUTH-QUARTER CORNER OF SAID SECTION 1;

THENCE NORTHERLY ALONG THE NORTH-SOUTH CENTER LINE OF SAID SECTION 1 TO THE NORTHWEST CORNER OF LOT 2 OF SAID SECTION 1;

THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID SECTION 1 TO THE SOUTHWEST CORNER OF SECTION 31, TOWNSHIP 4 NORTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN;

THENCE NORTHERLY ALONG THE WESTERLY LINES OF SECTIONS 31, 30 AND 19 OF TOWNSHIP 4 NORTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN TO THE NORTHWEST CORNER OF SAID SECTION 19;

THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID SECTION 19 TO THE SOUTHWEST CORNER OF SECTION 17, TOWNSHIP 4 NORTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN;

THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID SECTION 17 TO THE WEST QUARTER CORNER THEREOF;

THENCE EASTERLY ALONG THE SOUTHERLY LINE OF THE NORTH-HALF OF SAID SECTION 17 TO THE EAST-QUARTER CORNER THEREOF;

THENCE NORTHERLY ALONG THE EASTERLY LINE OF SAID SECTION 17 TO THE SOUTHEAST CORNER OF SECTION 8, TOWNSHIP 4 NORTH, RANGE 14 WEST; SAN BERNARDINO MERIDIAN;

THENCE NORTHERLY ALONG THE EASTERLY LINES OF SECTIONS 8 AND 5 OF TOWNSHIP 4 NORTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN TO THE NORTHEAST CORNER OF SAID SECTION 5 AND THE SOUTHEAST CORNER OF SECTION 32, TOWNSHIP 5 NORTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN;

THENCE NORTHERLY ALONG THE EASTERLY LINE OF SAID SECTION 32 TO THE SOUTHEAST CORNER OF SECTION 29, TOWNSHIP 5 NORTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN;

THENCE NORTHERLY AND WESTERLY ALONG THE EASTERLY AND NORTHERLY LINES OF SAID SECTION 29 TO THE NORTHEAST CORNER OF SECTION 30, TOWNSHIP 5 NORTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN;

THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID SECTION 30 TO THE NORTH-QUARTER CORNER THEREOF;

THENCE SOUTHERLY ALONG THE NORTH-SOUTH CENTER LINE OF SAID SECTION 30 TO THE SOUTH-QUARTER CORNER THEREOF;

THENCE WESTERLY ALONG THE SOUTHERLY LINE OF SAID SECTION 30 TO THE NORTHEAST CORNER OF SECTION 36, TOWNSHIP 5 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN;

THENCE WESTERLY ALONG THE NORTHERLY LINES SECTION 36, 35 AND 34 OF TOWNSHIP 5 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN TO THE NORTHWEST CORNER OF SAID SECTION 34;

THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID SECTION 34 TO THE NORTHWEST CORNER OF SECTION 3, TOWNSHIP 4 NORTH, RANGE 15 WEST, SAN BERNARDINO MERIDIAN;

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

**ATTACHMENT B: SUMMARY OF COST ESTIMATES FOR DISTRICT IMPROVEMENTS**

<b>LINK – INTERSECTION</b>	<b>Year 2002</b>	<b>Year 2024</b>	<b>Status</b>
	<b>Cost Estimates</b>	<b>Cost Estimates</b>	
E-0100	\$5,052,790		Complete
E-0101	\$5,450		Complete
E-0102	\$7,382,620		Complete
E-0103	\$2,931,680	\$1,442,347	Not Complete
E-0104	\$13,000,140	\$712,672	Not Complete
E-105	\$585,640		Complete
E-202	\$5,545,380		Complete
E-0300	\$3,466,560		Improvements no longer necessary
E-0301	\$18,410,020		Improvements no longer necessary
E-0402	\$1,270,380	\$3,597,667	Not Complete
E-0501	\$2,820,400	\$9,065,133	Not Complete
E-0502	\$20,117,140	\$27,156,811	Not Complete
E-0503	\$2,098,490	\$954,378	Partially Complete
E-0504	\$77,430	\$69,027	Partially Complete
E-0505	\$290,350	\$1,413,451	Partially Complete
E-0506	\$32,180	\$69,027	Not Complete
E-0507	\$58,800	\$138,054	Partially Complete
E-0508	\$435,590	\$1,706,281	Not Complete
E-0600	\$85,200	\$207,080	Not Complete
E-0601	\$58,800	\$138,054	Not Complete
E-0602	\$28,400	\$69,027	Not Complete
E-0603	\$71,000	\$172,567	Partially Complete
E-0604	\$28,400	\$69,027	Not Complete
E-0605	\$278,730	\$1,114,800	Not Complete
E-0606	\$53,600	\$199,028	Not Complete
E-0607	\$28,400	\$69,027	Not Complete
E-0608	\$307,630	\$555,994	Not Complete
E-0609	\$16,930	\$34,513	Not Complete

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LINK – INTERSECTION	Year 2002	Year 2024	Status
	Cost Estimates	Cost Estimates	
E-0610	\$261,170	\$493,794	Partially Complete
E-0611	\$224,930	\$269,676	Not Complete
E-0612	\$67,020	\$157,495	Not Complete
E-0613	\$15,560	\$37,106	Not Complete
E-0615	\$49,420	\$565,021	Not Complete
E-0616	\$64,350	\$152,418	Not Complete
E-0617	\$48,850	\$115,421	Not Complete
E-0618	\$64,650	\$152,986	Not Complete
E-0619	\$14,260	\$40,022	Not Complete
E-0620	\$6,965,810	\$11,654,392	Not Complete
E-0620B	\$532,000	\$1,333,500	Not Complete
E-0700	\$48,170	\$114,125	Partially Complete
E-0701	\$162,320	\$383,773	Partially Complete
E-0702	\$33,140	\$78,045	Partially Complete
E-0703	\$48,640	\$115,016	Partially Complete
E-0704	\$47,370	\$112,613	Partially Complete
E-0705	\$33,519	\$78,747	Partially Complete
E-0708	\$14,200	\$34,513	Not Complete
E-0709	\$14,200	\$34,513	Not Complete
E-0710	\$28,400	\$69,027	Partially Complete
E-0711	\$468,420	\$2,195,249	Partially Complete
E-0712	\$487,660	\$1,848,546	Partially Complete
E-0713	\$3,776,930	\$5,451,406	Not Complete
E-0714	\$2,148,280	\$8,940,716	Not Complete
E-0715	\$1,509,850	\$3,229,689	Not Complete
E-0715B			Now 716B
E-0716	\$8,227,460	\$23,701,588	Not Complete
E-0716B	\$0	\$1,200,150	Not Complete
E-0717	\$2,267,710	\$9,098,990	Not Complete
E-0800	\$6,950,350		Roadway downgraded. Improvements no longer necessary
E-0801	\$1,858,810		Roadway downgraded. Improvements no longer necessary

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LINK – INTERSECTION	Year 2002	Year 2024	Status
	Cost Estimates	Cost Estimates	
E-0900	\$13,120	\$24,386	Partially Complete
E-0901	\$2,562,900	\$597,583	Not Complete
E-0902	\$10,148,600	\$16,164,187	Not Complete
E-0902B	\$518,700	\$1,300,163	Not Complete
E-1001	\$86,070	\$294,509	Not Complete
E-1002	\$764,750	\$2,512,052	Not Complete
E-1002B	\$4,256,000	\$10,668,000	Not Complete
E-1003	\$15,634,550	\$2,532,188	Not Complete
E-1003B	\$124,490	\$312,039	Not Complete
E-1004	\$174,750	\$481,977	Not Complete
E-1005	\$1,081,540	\$1,960,234	Not Complete
E-1006	\$9,906,520	\$17,565,843	Not Complete
E-1200	\$7,843,200		Complete
E-1200B	\$11,970,000		Complete
E-1201			Replaced by E-1500
E-1202	\$215,640	\$775,636	Not Complete
E-1203		\$1,217,646	Not Complete
E-1204		\$0	Complete
E-1300	\$345,200		Complete
E-1400		\$0	Complete
E-1400B		\$0	Complete
E-1500		\$3,202,500	Not Complete
E-1500B		\$22,932,656	Not Complete
E-1501		\$2,008,125	Not Complete
E-1601		\$0	Complete
E-1602		\$0	Complete
<b>LINKS SUBTOTAL</b>	<b>\$186,617,609</b>	<b>\$205,162,224</b>	
EI-5	\$1,215,500		Complete
EI-9	\$624,170	\$632,625	Partially Complete
EI-19	\$771,150		Complete
EI-21	\$180,600		Complete
EI-29	\$709,500	\$1,437,514	Not Complete
EI-31	\$154,800	\$449,923	Not Complete
EI-33	\$180,600	\$594,541	Not Complete

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<b>LINK – INTERSECTION</b>	<b>Year 2002</b>	<b>Year 2024</b>	<b>Status</b>
	<b>Cost Estimates</b>	<b>Cost Estimates</b>	
EI-38	\$154,500		Complete
EI-39	\$154,500	\$449,923	Not Complete
EI-41	\$923,640	\$0	Not Complete
EI-42	\$154,500	\$449,923	Not Complete
EI-46	\$224,980		Complete
EI-49	\$154,500	\$129,961	Partially Complete
EI-50	\$154,500	\$0	Complete
EI-53	\$180,600		Complete
EI-54	\$154,800	\$0	Not Complete
EI-55		\$363,596	Not Complete
EI-56		\$1,240,393	Not Complete
EI-57		\$2,024,400	Not Complete
<b>INTERSECTION SUBTOTAL</b>	<b>\$6,802,340</b>	<b>\$9,210,313</b>	
<b>TOTAL</b>	<b>\$193,419,949</b>	<b>\$228,897,247</b>	<b>115%</b>



**ATTACHMENT C: DEVELOPMENT ANALYSIS**

**Table 6: Development Analysis of Filed Maps**

Map Number	Jurisdiction	Map Status	Single Family		Condos/Town houses		Multi Family		Commercial /Business Park			Industrial			Total FDU's
			Units	FDUs @ 1	Units	FDUs @ 0.8	Units	FDUs @ 0.7	SF	Acres	FDUs @ 5.00	SF	Acres	FDUs @ 3	
<i>PM 54043</i>	<i>City of Santa Clarita</i>	<i>Approved</i>	4	4	0	0	0	0	0	0.00	0.00	0	0.00	0	4.0
<i>PM 60821</i>	<i>City of Santa Clarita</i>	<i>Recorded-Fees Deferred</i>	3	3	0	0	0	0	0	0.00	0.00	0	0.00	0	3.0
<i>PM 68740</i>	<i>City of Santa Clarita</i>	<i>Recorded</i>	4	4	0	0	0	0	0	0.00	0.00	0	0.00	0	4.0
<i>PM068498</i>	<i>City of Santa Clarita</i>	<i>Recorded</i>	0	0	0	0	0	0	63,960	8.23	41.15	0	0.00	0	41.2
<i>PM65239</i>	<i>City of Santa Clarita</i>	<i>Approved</i>	2	2	0	0	0	0	0	0.00	0.00	0	0.00	0	2.0
<i>TR 53074</i>	<i>City of Santa Clarita</i>	<i>Approved</i>	119	119	0	0	461	323	0.0	10.60	53.00	0	0.00	0	494.7
<i>TR 63003</i>	<i>City of Santa Clarita</i>	<i>Approved</i>	18	18	0	0	0	0	0	0.00	0.00	0	0.00	0	18.0
<i>TR 65159</i>	<i>City of Santa Clarita</i>	<i>Pending</i>	48	48	0	0	0	0	0	0.00	0.00	0	0.00	0	48.0
<i>TTM 63022</i>	<i>City of Santa Clarita</i>	<i>Pending</i>	354	354	0	0	0	0	0	0.00	0.00	0	0.00	0	354.0
<i>TTM 67374</i>	<i>City of Santa Clarita</i>	<i>Recorded</i>	9	9	0	0	0	0	0	0.00	0.00	0	0.00	0	9.0
<i>TTM 68601</i>	<i>City of Santa Clarita</i>	<i>Approved</i>	35	35	0	0	0	0	0	0.00	0.00	0	0.00	0	35.0

Map Number	Jurisdiction	Map Status	Single Family		Condos/Town houses		Multi Family		Commercial /Business Park			Industrial			Total FDU's
			Units	FDUs @ 1	Units	FDUs @ 0.8	Units	FDUs @ 0.7	SF	Acres	FDUs @ 5.00	SF	Acres	FDUs @ 3	
VTTM69164	City of Santa Clarita	Recorded	0	0	0	0	375	263		20.00	100.00	0	0.00	0	362.5
VTTM 75026	City of Santa Clarita	Pending	0	0	300	240	0	0		63.00	315.00	0	0.00	0	555.0
VTPM 78248	City of Santa Clarita	Denied	0	0	0	0	0	0	0	41.00	205.00	0	0.00	0	0.0
PM 74160	City of Santa Clarita	Recorded	4	4	0	0	0	0	0	0.00	0.00	0	0.00	0	4.0
TPM 80287	City of Santa Clarita	Pending	4	4	0	0	0	0	0	0.00	0.00	0	0.00	0	4.0
TTM 82375	City of Santa Clarita	Pending	0	0	0	0	20	14	0	0.00	0.00	0	0.00	0	14.0
Soledad and Lost Canyon Gas/ Commercial	City of Santa Clarita	Approved	0	0	0	0	0	0	7,100	0.43	2.2	0	0.00	0	2.2
Chandler Apartments	City of Santa Clarita	Approved	0	0	0	0	136	95	0	0.00	0.00	0	0.00	0	95.2
TTM 61924	City of Santa Clarita	Recorded	0	0	0	0	164	114.8	0	0.00	0.00	0	0.00	0	114.8
TTM 83087	City of Santa Clarita	Recorded	0	0	150	120	348	244	0	0.00	0.00	0	0.00	0	363.6
TR060922	City of Santa Clarita	Recorded -B&T Obligation Met	403	403	0	0	0	0	0	0.00	0.00	0	0.00	0	0.0

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Map Number	Jurisdiction	Map Status	Single Family		Condos/Town houses		Multi Family		Commercial /Business Park			Industrial			Total FDU's
			Units	FDUs @ 1	Units	FDUs @ 0.8	Units	FDUs @ 0.7	SF	Acres	FDUs @ 5.00	SF	Acres	FDUs @ 3	
18171 Soledad Canyon Gas Station	City of Santa Clarita	Approved							2,493	0.46	2.30				2.3
TTM 68203	City of Santa Clarita	Pending			73	58.4				9.20	46.00				104.4
Valley Center Skilled Nursing	City of Santa Clarita	Approved							51,000	3.81	19.05				19.1
<b>City Subtotal</b>			<b>1,007</b>	<b>1,007</b>	<b>523</b>	<b>418</b>	<b>1,504</b>	<b>1,053</b>	<b>124,553</b>	<b>157</b>	<b>784</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,261.9</b>
TR060259	County	Approved	492	492	0	0	0	0	0	0.00	0.00	0	0.00	0	492.0
TR060359	County	Approved	34	34	0	0	0	0	0	0.00	0.00	0	0.00	0	34.0
TR064989	County	Approved	24	24	0	0	0	0	0	0.00	0.00	0	0.00	0	24.0
TR066202	County	Approved	0	0	31	24.8	0	0	0	0.00	0.00	0	0.00	0	24.8
TR067233	County	Pending	51	51	0	0	0	0	0	0.00	0.00	0	0.00	0	51.0
TR071216	County	Approved	0	0	0	0	0	0		27.68	138.40	0	0.00	0	138.4
TR45123	County	Approved	10	10	0	0	0	0	0	0.00	0.00	0	0.00	0	10.0
TR47573	County	Approved	75	75	0	0	0	0	0	0.00	0.00	0	0.00	0	75.0
TR48086	County	Approved	492	492	0	0	0	0	0	0.00	0.00	0	0.00	0	492.0
PM 83283	County	Pending	4	4		0	0	0	0	0.00	0.00	0	0.00	0	4.0
<b>County Subtotal</b>			<b>1182</b>	<b>1178</b>	<b>31</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>138</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,345.2</b>
<b>TOTAL BY USE</b>			<b>2,189</b>	<b>2,185</b>	<b>554</b>	<b>443.2</b>	<b>1,504</b>	<b>1,052.8</b>	<b>124,553</b>	<b>184.4</b>	<b>922.1</b>	<b>156,060</b>	<b>2.3</b>	<b>6.9</b>	<b>4,607.1</b>

**Table 7: Development Analysis of Vacant Land by Assessor Parcel Number**

Assessor Parcel No.	Housing Element Site Number	ZONE CODE	Area (AC)	Jurisdiction	DU/AC	Units	Factor	FDUs
2802003003		UR1	14.86	City	2	29.7	1	29.7
2802003004		UR1	4.97	City	2	9.9	1	9.9
2802004010		UR1	2.66	City	2	5.3	1	5.3
2802004090		UR1	0.90	City	2	1.8	1	1.8
2803032001	Site 9	MX-C	1.59	City			5	25.3
2803032026	Site 9	MX-C	0.90	City				
2803032034	Site 9	MX-C	0.83	City				
2803032035	Site 9	MX-C	1.09	City		75.0	0.7	52.5
2803032042	Site 9	MX-C	0.22	City				
2803032043	Site 9	MX-C	0.42	City				
2836013106-Com		MX-N	4.93	City			5	24.6
2836013106-Res		MX-N	4.93	City	6.0	29.6	0.7	20.7
2836013107 Com		MX-N	9.90	City			5	49.5
2836013107 Res		MX-N	9.90	City	6	59.4	0.7	41.6
2836013117		UR2	5.27	City	5	26.4	1	26.4
2836013121		UR2	13.89	City	5	69.4	1	69.4
2836013128 - Com		MX-N	2.75	City			5	13.8
2836013128 - Res		MX-N	2.75	City	6.0	16.5	0.7	11.6
2836013135	Site 4	UR5	35.07	City		850.0	0.7	595.0

<b>Assessor Parcel No.</b>	<b>Housing Element Site Number</b>	<b>ZONE CODE</b>	<b>Area (AC)</b>	<b>Jurisdiction</b>	<b>DU/AC</b>	<b>Units</b>	<b>Factor</b>	<b>FDUs</b>
2836013911	Site 4	UR5	1.01	City				
2836013912	Site 4	UR5	0.42	City				
2836013919	Site 4	UR5	22.29	City				
2836014056	Site 3	UR5	9.25	City		Now VTTM 75062		
2836014057	Site 3	UR5	30.63	City		Now VTTM 75063		
2836014058		UR5	22.78	City	25	569.5	0.7	398.6
2836020058 - Com		MX-N	0.30	City			5	1.5
2836020058 - Res		MX-N	0.30	City	6.0	1.8	0.7	1.3
2836020077		UR2	0.01	City	5	0.0	1	0.0
2836020078- Com		MX-N	0.18	City			5	0.9
2836020078-Res		MX-N	0.18	City	6.0	1.1	0.7	0.8
2836020084		UR2	0.34	City	5	1.7	1	1.7
2836020085		UR2	0.26	City	5	1.3	1	1.3
2836020086- Com		MX-N	0.43	City			5	2.2
2836020086-Res		MX-N	0.43	City	6.0	2.6	0.7	1.8
2836020087- Com		MX-N	0.30	City			5	1.5
2836020087-Res		MX-N	0.30	City	6.0	1.8	0.7	1.3
2836020270		UR2	0.53	City	5	2.7	1	2.7
2836020279		UR2	0.10	City	5	0.5	1	0.5
2836020281		UR2	0.19	City	5	0.9	1	0.9

<b>Assessor Parcel No.</b>	<b>Housing Element Site Number</b>	<b>ZONE CODE</b>	<b>Area (AC)</b>	<b>Jurisdiction</b>	<b>DU/AC</b>	<b>Units</b>	<b>Factor</b>	<b>FDUs</b>
2839001020		NU4	13.03	City	0.5	6.5	1	6.5
2839002033		NU4	3.17	City	0.5	1.6	1	1.6
2839020001	Site 5	UR5	0.34	City				0.0
2839020002	Site 5	UR5	0.37	City				0.0
2839020003	Site 5	UR5	0.71	City				0.0
2839020004	Site 5	UR5	0.62	City				0.0
2839020005	Site 5	UR5	0.72	City				0.0
2839020006	Site 5	UR5	0.61	City				0.0
2839020007	Site 5	UR5	0.22	City				0.0
2839020008	Site 5	UR5	0.85	City				0.0
2839020009	Site 5	UR5	0.34	City				0.0
2839020010	Site 5	UR5	0.50	City				0.0
2839020011	Site 5	UR5	0.83	City				0.0
2839020012	Site 5	UR5	0.79	City				0.0
2839021006	Site 5	UR5	3.41	City				0.0
2839021007	Site 5	UR5	3.02	City				0.0
2839021008	Site 5	UR5	2.66	City				0.0
2839021009	Site 5	UR5	2.37	City				0.0
2839021010	Site 5	UR5	1.84	City				0.0
2839021016	Site 5	UR5	1.37	City				0.0
2839021017	Site 5	UR5	0.17	City				0.0
2839021018	Site 5	UR5	1.99	City		200.0	0.7	140.0
2840001106		UR1	18.09	City	2	36.2	1	36.2
2840001902		NU2	0.92	City	0.1	0.1	1	0.1
2840003027		UR5	1.34	City	25	33.6	0.7	23.5

<b>Assessor Parcel No.</b>	<b>Housing Element Site Number</b>	<b>ZONE CODE</b>	<b>Area (AC)</b>	<b>Jurisdiction</b>	<b>DU/AC</b>	<b>Units</b>	<b>Factor</b>	<b>FDUs</b>
2840003900		UR5	0.79	City	25	19.8	0.7	13.9
2840003901		UR5	1.09	City	25.0	27.2	0.7	19.0
2840003902		UR5	3.33	City	25	83.2	0.7	58.2
2840004010		BP	3.90	City			3	11.7
2840004039		BP	0.30	City			3	0.9
2840004040		BP	0.26	City			3	0.8
2840006019		UR1	8.00	City	2.0	16.0	1	16.0
2840007019		CC	0.04	City			5	0.2
2840015025		UR1	6.56	City	2	13.1	1	13.1
2840016002		NU5	19.83	City	1	19.8	1	19.8
2842004023		UR2	12.40	City	5	62.0	1	62.0
2842004024		UR2	68.64	City	5	343.2	1	343.2
2842004030		UR2	0.43	City	5	2.2	1	2.2
2842004031		UR2	3.30	City	5	16.5	1	16.5
2842004032		UR2	4.10	City	5	20.5	1	20.5
2842033009		UR2	0.46	City	5	2.3	1	2.3
2842033010		UR2	0.18	City	5	0.9	1	0.9
2842033011		UR2	0.46	City	5	2.3	1	2.3
2842033017		UR2	0.20	City	5	1.0	1	1.0
2842033018		UR2	0.10	City	5	0.5	1	0.5
2842033019		UR2	0.36	City	5	1.8	1	1.8
2842036064		CC	1.29	City			5	6.4
2844001024	Site 11	MX-C	0.29	City				0.0
2844001025	Site 11	MX-C	0.29	City				0.0
2844001032	Site 11	MX-C	0.19	City				0.0

<b>Assessor Parcel No.</b>	<b>Housing Element Site Number</b>	<b>ZONE CODE</b>	<b>Area (AC)</b>	<b>Jurisdiction</b>	<b>DU/AC</b>	<b>Units</b>	<b>Factor</b>	<b>FDUs</b>
2844001033	Site 11	MX-C	0.33	City				0.0
2844001038	Site 11	MX-C	0.73	City				0.0
2844001046	Site 11	MX-C	0.39	City				0.0
2844001056	Site 11	MX-C	1.09	City				0.0
2844001063	Site 11	MX-C	2.52	City				0.0
2844001068	Site 11	MX-C	1.64	City				0.0
2844001072	Site 11	MX-C	1.03	City				0.0
2844001804	Site 11	MX-C	1.52	City				0.0
2844003904	Site 11	MX-C	3.62	City				0.0
2844003004	Site 11	MX-C	0.40	City				0.0
2844003005	Site 11	MX-C	0.37	City				0.0
2844003006	Site 11	MX-C	0.63	City				0.0
2844003009	Site 11	MX-C	0.53	City				0.0
2844003902	Site 11	MX-C	2.16	City				0.0
2844005016	Site 11	MX-C	0.60	City				0.0
2844005907	Site 11	MX-C	2.39	City			5	108.1
2844005028	Site 11	MX-C	0.89	City		275.0	0.7	192.5
2844016009		CC	1.11	City			5	5.6
2844016012		CC	1.86	City			5	9.3
2844022014		UR5	0.10	City	25	2.6	0.7	1.8
2844042002		UR5	0.84	City	25	21.0	0.7	14.7
2848005044		NU5	25.69	City	1	25.7	1	25.7
2848005075		NU1	28.71	City	0.05	1.4	1	1.4
2848005076		NU1	27.15	City	0.05	1.4	1	1.4
2848008001		NU4	39.39	City	0.5	19.7	1	19.7



Assessor Parcel No.	Housing Element Site Number	ZONE CODE	Area (AC)	Jurisdiction	DU/AC	Units	Factor	FDUs
2848008018		NU4	39.86	City	0.5	19.9	1	19.9
2848008024		NU4	39.10	City	0.5	19.5	1	19.5
2848008025		NU4	38.93	City	0.5	19.5	1	19.5
2848030008		NU4	10.35	City	0.5	5.2	1	5.2
2848030014		NU4	8.60	City	0.5	4.3	1	4.3
2848030015		NU4	5.33	City	0.5	2.7	1	2.7
2848031003		NU4	9.31	City	0.5	4.7	1	4.7
2848031004		NU4	18.54	City	0.5	9.3	1	9.3
2854001001		CC	0.18	City			5	0.9
2854001002		CC	0.21	City			5	1.0
2854001003		CC	0.06	City			5	0.3
2854001004		CC	0.07	City			5	0.3
2854001005		CC	3.04	City			5	15.2
2854001031		CC	2.13	City			5	10.6
2854001071		CC	0.71	City			5	3.5
2864003919		BP	1.89	City			3	5.7
<b>SF Sub</b>								<b>829.3</b>
<b>Condo Sub</b>								
<b>Apt Sub</b>						<b>2269.7</b>		<b>1588.8</b>
<b>Com AC Sub</b>			<b>51.8</b>					<b>280.8</b>
<b>Ind AC Sub</b>			<b>6.3</b>					<b>19.0</b>
<b>City Subtotal</b>						<b>3099.0</b>		<b>2717.9</b>
2812001006		A-2-1	41.11	County	0.2	8.2	1	8.2
2812001007		A-2-1	4.71	County	0.2	1.0	1	1.0

<b>Assessor Parcel No.</b>	<b>Housing Element Site Number</b>	<b>ZONE CODE</b>	<b>Area (AC)</b>	<b>Jurisdiction</b>	<b>DU/AC</b>	<b>Units</b>	<b>Factor</b>	<b>FDUs</b>
2812001008		A-2-1	20.41	County	0.2	4.1	1	4.1
2812001009		A-2-1	6.61	County	0.2	1.3	1	1.3
2812001010		A-2-1	10.04	County	0.2	2.0	1	2.0
2812001012		A-2-1	5.73	County	0.2	1.1	1	1.1
2812001013		A-2-1	14.50	County	0.2	2.9	1	2.9
2813015001		A-1-1	40.59	County	0.2	8.1	1	8.1
2813015007		A-1-1	44.30	County	0.2	8.9	1	8.9
2813015008		A-1-1	129.01	County	0.2	25.8	1	25.8
2813015009		A-1-1	21.70	County	0.2	4.3	1	4.3
2813015010		A-1-1	143.63	County	0.2	28.7	1	28.7
2813016011		A-1-1	102.72	County	0.2	20.5	1	20.5
2813017017		A-1-1	35.50	County	0.1	3.6	1	3.6
2813017028		A-1-1	2.49	County	0.5	1.2	1	1.2
2813017030		A-1-1	2.10	County		1.0	1	1.0
2813017031		A-1-1	3.12	County		1.0	1	1.0
2813017032		A-1-1	7.49	County		1.0	1	1.0
2813017033		A-1-1	1.27	County		1.0	1	1.0
2813017039		A-1-1	1.23	County		1.0	1	1.0
2813017042		A-1-1	0.21	County		1.0	1	1.0
2813017043		A-1-1	4.39	County		1.0	1	1.0
2813017044		A-1-1	3.07	County		1.0	1	1.0
2813017045		A-1-1	5.57	County		1.0	1	1.0
2813017046		A-1-1	0.63	County		0.0	1	0.0
2813017047		A-1-1	2.49	County		1.0	1	1.0
2813018006		C-3	0.11	County			5	0.5

<b>Assessor Parcel No.</b>	<b>Housing Element Site Number</b>	<b>ZONE CODE</b>	<b>Area (AC)</b>	<b>Jurisdiction</b>	<b>DU/AC</b>	<b>Units</b>	<b>Factor</b>	<b>FDUs</b>
2813018007		C-3	0.17	County			5	0.9
2813021015		A-1-1	0.00	County	0.5	0.0	1	Now PM 83283
2813024002		A-1-1	39.66	County	0.5	19.8	1	19.8
2813024004		M1	4.22	County			3	12.7
2839005027		A-2-1	9.10	County	0.2	1.8	1	1.8
2853001006		IL (Light Ind)	3.84	County			3	11.5
2853002007		IL (Light Ind)	0.58	County			3	1.7
2853008003		R-1-11000	32.31	County	2.6	84.0	1	84.0
2854004003		R-1-9000	0.36	County	2	1.0	1	1.0
2854004004		R-1-9000	18.35	County	2	36.7	1	36.7
2854004005		R-1-9000	0.28	County	2	1.0	1	1.0
2854004008		R-1-9000	1.80	County	2	3.6	1	3.6
2854004009		R-1-10000	3.92	County	2	7.8	1	7.8
2854004016		R-1-11000	22.91	County	2	45.8	1	45.8
2854004019		R-1-10000	5.02	County	2	10.0	1	10.0
2854061001		A-1-1	11.25	County	2	22.5	1	22.5
2854061002		A-1-1	9.02	County	2	18.0	1	18.0
3210014022		A-2-1	0.09	County	1		1	
3210014024		A-2-1	2.50	County	1		1	
3210014033		A-2-1	74.79	County	1		1	
3210015026		M-1.5	27.04	County			3	81.1
3210015027		M-1.5	5.15	County			3	15.5

<b>Assessor Parcel No.</b>	<b>Housing Element Site Number</b>	<b>ZONE CODE</b>	<b>Area (AC)</b>	<b>Jurisdiction</b>	<b>DU/AC</b>	<b>Units</b>	<b>Factor</b>	<b>FDUs</b>
3210016005		IO	3.50	County			3	10.5
3210016017		M-1.5	0.50	County			3	1.5
3210017059		IO	6.29	County			3	18.9
3211008036		A-2-1	20.21	County	0.1	2.0	1	2.0
3211008037		A-2-1	9.41	County	0.1	1.0	1	1.0
3211008038		A-2-1	7.93	County	0.1	1.0	1	1.0
3211008039		A-2-1	20.49	County	0.1	2.0	1	2.0
3211008040		A-2-1	5.32	County	0.1	1.0	1	1.0
3211008041		A-2-1	15.60	County	0.1	1.6	1	1.6
3211008042		A-2-1	33.84	County	0.1	3.4	1	3.4
3211008043		A-2-1	78.90	County	0.1	7.9	1	7.9
3231001012		A-1-1	20.36	County	0.1	2.0	1	2.0
3231001013		A-1-1	19.91	County	0.1	2.0	1	2.0
3231002004		A-1-1	19.98	County	0.1	2.0	1	2.0
3231002013		A-1-1	17.94	County	1.0	17.9	1	17.9
3231006008		A-1-10000	1.12	County	1.0	1.1	1	1.1
3231006011		A-1-10000	4.07	County	1.0	4.1	1	4.1
3231007006		C-3	0.43	County			5	2.1
3231007020		C-3	0.65	County			5	3.2
3231007021		C-3	0.84	County			5	4.2
3231007036		C-3	0.23	County			5	1.2
3231007037		C-3	0.76	County			5	3.8
3231007061		A-1-10000	0.27	County			1	0.0
3231007065		CG	0.51	County			5	2.6
3231007066		C-3	1.70	County			5	8.5

<b>Assessor Parcel No.</b>	<b>Housing Element Site Number</b>	<b>ZONE CODE</b>	<b>Area (AC)</b>	<b>Jurisdiction</b>	<b>DU/AC</b>	<b>Units</b>	<b>Factor</b>	<b>FDUs</b>
3231008028		A-1-10000	0.89	County			1	1.0
3231008030		A-1-10000	1.37	County			1	1.0
3231008032		A-1-10000	1.97	County			1	1.0
3231008033		CG	2.22	County			5	11.1
3231008034		CG	1.84	County			5	9.2
3231009012		C-3	1.68	County			5	8.4
3231019003		A-1-10000	0.01	County			1	0.0
3231019004		A-1-10000	0.13	County			1	1.0
3231019021		A-1-10000	0.01	County			1	1.0
3231019022		A-1-10000	0.19	County			1	1.0
3231019024		A-1-10000	0.11	County			1	0.0
3231020015		A-1-10000	0.17	County			1	1.0
3231020016		A-1-10000	2.06	County	4	8.3	1	8.3
3231021002		A-1-10000	0.30	County			1	1.0
3231021004		A-1-10000	0.29	County			1	1.0
3231021013		A-1-10000	1.28	County	4	5.1	1	5.1
3231021019		A-1-10000	0.27	County			1	1.0
3231023004		R-3	0.12	County			1	1.0
3231023009		R-3	0.11	County			1	1.0
3231025012		R-3	0.17	County			1	1.0
3231025015		R-3	0.24	County			1	1.0
County single family						460.5		460.5
Commercial AC						11.14		55.7
Ind AC						51.13		153.4

<b>Assessor Parcel No.</b>	<b>Housing Element Site Number</b>	<b>ZONE CODE</b>	<b>Area (AC)</b>	<b>Jurisdiction</b>	<b>DU/AC</b>	<b>Units</b>	<b>Factor</b>	<b>FDUs</b>
<b>County Subtotal</b>								<b>669.5</b>
<b>TOTAL</b>								<b>3,387.48</b>

**Table 8: Summary of Development Analysis**

LAND USE	DEVELOPMENT UNITS				MULTIPLIER	FDUs	% OF TOTAL UNITS
	FILED MAPS	COUNTY VACANT LAND	CITY VACANT LAND	TOTAL			
Single Family	2,189.0	460.5	829.3	3,478.8	1.0	3,478.8	53.0%
Condominium	554.0	0.0		554.0	0.8	443.2	6.8%
Apartment	1,504.0	0.0	2,269.7	3,773.7	0.7	2,641.6	40.2%
<b>Total Residential</b>	<b>4,247.0</b>	<b>460.5</b>	<b>3,099.0</b>	<b>7,806.5</b>	-	<b>6,563.6</b>	100.0%
LAND USE	AREA (ACRES)				MULTIPLIER	FDUs	% OF TOTAL
	FILED MAPS	COUNTY VACANT LAND	CITY VACANT LAND	TOTAL			
Commercial	184.4	11.1	51.8	247.4	5.0	1,236.7	87.8%
Industrial	0	51.1	6.3	57.5	3.0	172.4	12.2%
<b>Total Non-Residential</b>	<b>184.4</b>	<b>62.3</b>	<b>58.2</b>	<b>304.8</b>	-	<b>1,409.1</b>	100.0%
<b>TOTAL</b>						<b>7,972.7</b>	

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

**COUNTY CODE: 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 a final map for property within an area of benefit, or a building permit applicant, as a condition of issuance of a building permit for property within an area of benefit, shall pay a fee as hereinafter established to defray the cost of constructing bridges over waterways, railways, freeways and canyons, and/or constructing major thoroughfares.
- B. Definitions.
1. *Area of benefit* means a specified area wherein it has been determined that the real property located herein 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 connection 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 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 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 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 to 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. 33)

**22.48280 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: 17.51.010 MAJOR BRIDGE AND THOROUGHFARE FEES**

1. A subdivider, as a condition of approval of a final map for property within an area of benefit, or a building permit applicant, as a condition of issuance of a building permit for property within an area of benefit, shall pay a fee as hereinafter established to defray the costs of constructing bridges over waterways, railways, freeways, and canyons, and/or constructing major thoroughfares.
2. 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 Council at least thirty (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.
3. 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.
4. 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.
5. Establishing a New Area of Benefit.
  - a. Action to establish an area of benefit may be initiated by the Council upon its own motion or upon the recommendation of the City Engineer.
  - b. The Council 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.
6. Process for a New Area of Benefit.
  - a. At the public hearing, the Council will consider the testimony, written protests and other evidence. At the conclusion of the public hearing, the Council may, unless a majority written protest is filed and not withdrawn, determine to establish an area of benefit. If established, the 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.

b. 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 Council shall make provision for payment of the share of improvement cost apportioned to such lands from other sources.

c. Any written protest will be received by the City Clerk at any time prior to the close of the public hearing. If written protests are filed by the owners of more than one-half (1/2) 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 (1/2) of the area to be benefited, then the proposed proceedings shall be abandoned and the Council shall not, for one (1) 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.

d. 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 (1) year, but the 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 subsection (D)(5) of this section.

e. Nothing in this section shall prohibit the Council, which in such one (1) 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 (4/5) of its members, that the owners of more than one-half (1/2) of the area of the property to be benefited are in favor of going forward with such improvements or portion thereof.

7. 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 (1) 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.

8. The Council may approve the acceptance of considerations in lieu of the payment of fees established herein.

9. The 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.

10. If a subdivider, as a condition of approval of a subdivision, is required or desires to construct a bridge and/or major thoroughfare, the 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 (1) project, reimbursements shall be made on a pro rata basis, reflecting the actual or estimated costs of the projects covered by the fund.

11. Except as otherwise provided in this document, a building or structure shall not be used on any lot or parcel of land, any portion of which is located within a major bridge or thoroughfare district established by the City, unless the required district fee has been paid as a condition of issuing a building permit.

12. This fee does not apply to the use, alteration or enlargement of an existing building or structure or the erection of one (1) 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 (1/2) of the current market value of existing buildings or structures on such lot or parcel of land.

*ZONING CODE  
City of Santa Clarita, California*

**ATTACHMENT E: REGIONAL IMPROVEMENTS**

Interchange #	Location	Description of Improvements	Percent Share According to District				Total Estimated Cost 2002	Total Estimated Cost 3/2024 <sup>1</sup>	Estimated Cost to District
			Bouquet	Eastside	Via Princessa	Castaic			
VP-0307R	Lyons Avenue and Railroad Ave.	Bridge	9.8%	15.6%	72.8%	1.9%	\$14,611,340	\$30,099,360	\$4,695,500
		Signals							
		Right-of-way acquisition							
VP-0811R	Newhall Road and SR-14	Signals	3.6%	21.2%	75.2%	0.0%	\$1,198,170	\$2,468,230	\$523,265
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	\$17,568,298	\$1,475,737
C-0501R	Parker Road and I-5	Bridge widening, Ramps, Signals	3.4%	4.5%	7.0%	85.1%	\$4,047,820	\$8,338,509	\$375,233

Interchange #	Location	Description of Improvements	Percent Share According to District				Total Estimated Cost 2002	Total Estimated Cost 3/2024 <sup>1</sup>	Estimated Cost to District
			Bouquet	Eastside	Via Princessa	Castaic			
E-0505R	Via Princessa and SR-14	Widen under crossing, Signals	4.9%	83.6%	11.3%	0.1%	\$4,022,300	\$8,285,938	\$6,927,044
E-1100R	Placerita Canyon and SR-14	Signals, Right-of-way acquisition	14.3%	47.6%	37.5%	0.6%	\$2,004,410	\$4,129,085	\$1,965,444
<b>TOTAL:</b>							<b>\$34,412,340</b>	<b>\$70,889,420</b>	<b>\$15,962,223</b>

<sup>1</sup> Based on CCI from 12/2002 to March 2024



**ATTACHMENT F: B&T CASH/CREDIT REQUEST FORM**

IO#: \_\_\_\_\_

**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 District	_____ %	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	N/A
Signature Page			
Applicable District Formation Documents			
Applicable District Values			
County Project Acceptance Letter			
75% Refund Calculations			
Site Location Map			
Contract & Change Orders			
Purchasing Authorizations			
Contract Summary			
Payment Recap			
Cancelled Checks & Supporting Documentation			
Additional Documentation			
Plans			

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

Name	Title - Developer	Date
------	-------------------	------

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

Name	Title – County	Date
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FOR COUNTY USE ONLY			
Assigned to :	Name	Title	Date
Approved by:	Name	Title	Date
Sent to Fiscal by:	Name	Title	Date