

# **REPORT ON THE VALENCIA BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT**

**Prepared for:**

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**LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS**

---



**and**

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

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**June, 1999**

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## I. SUMMARY

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

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

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

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

### NEED FOR DISTRICT FORMATION

Certain areas of Los Angeles County and the City of Santa Clarita have topographical features that limit the ability to provide access. Traditionally, the County has cooperatively assisted developers in the funding and construction of needed highway improvements. However, gas tax revenues, the traditional source of highway funding, have not been made available for improvements in the Santa Clarita Valley. The District shall pursue funding for regional improvements from City, County, State, and Federal agencies, thus allowing for a reduction in the adopted construction fee.

The current highway system in the Santa Clarita Valley is considered adequate for existing development. However, at this time public funding resources do not adequately provide highway improvements for the future anticipated development in the Santa Clarita Valley. Thus, the construction of additional highway improvements would serve to directly benefit properties subject to future development.

The District has been designed to accommodate the needs of future development anticipated by both the Los Angeles County and the City of Santa Clarita General Plans. Formation of the District will provide local, regional, and inter-regional benefits. Interchange improvements will provide regional benefits that extend beyond the District boundary and

are 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. If any outside funding is received, the District costs will be revised, and the fee will be adjusted accordingly.

A development analysis based on filed tentative maps, and where no map is filed, the land use maps of both the Santa Clarita Valley Area Plan and the City of Santa Clarita General Plan, shows that an additional estimated 9,647 residential units and 654.7 acres of commercial/industrial development are expected to be built within the Valencia District boundary.

# VALENCIA B&T DISTRICT

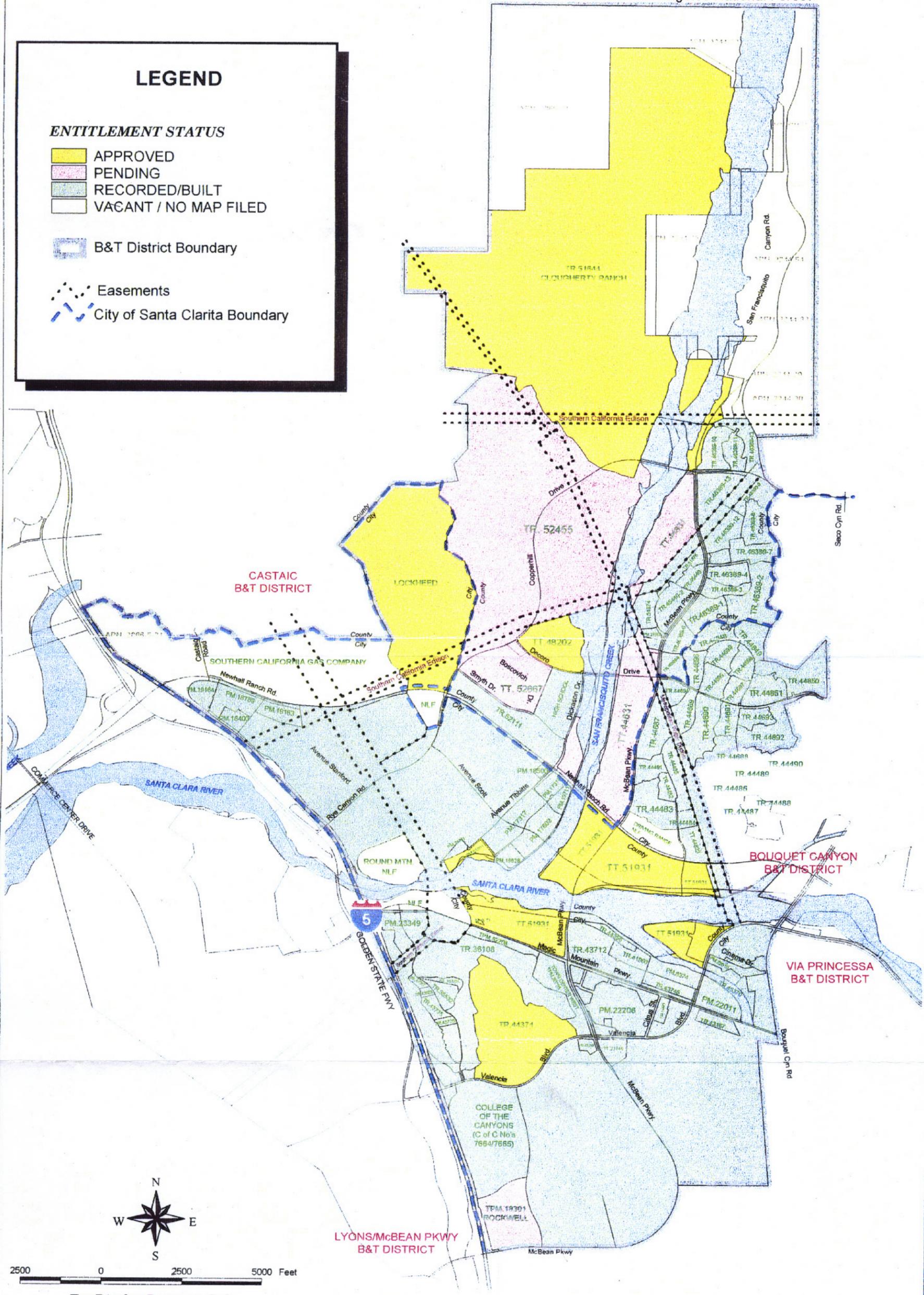
Angeles National Forest

## LEGEND

### ENTITLEMENT STATUS

- APPROVED
- PENDING
- RECORDED/BUILT
- VACANT / NO MAP FILED

- B&T District Boundary
- Easements
- City of Santa Clarita Boundary



2500 0 2500 5000 Feet

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Figure 1

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

### **A. AUTHORITY**

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

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

### **B. PURPOSE**

The purpose of the District is to fund improvements needed by new development in the Santa Clarita Valley.

### **C. CONCEPT**

As authorized by statutes cited above, the adoption of a specific area of benefit permits the County/City to levy a fee against future development located within the area of benefit. This funding method appropriately assesses developments, which create the need for additional improvements, for the additional public facility costs. The charge is levied in proportion to the estimated number of trips generated by the development which is translated into Factored Development Units (see description of FDUs on page 17 below).

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

### III. VALENCIA AREA ACCESS

#### A. BACKGROUND

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

In recent years, development has extended to outlying areas where topography is more rugged and restrictive. This geographical characteristic has dictated development locations. It has also increased the cost of providing these necessary public facilities, including roadways.

#### B. EXISTING CIRCULATION AND PROPOSED IMPROVEMENTS

The primary road network for the Valencia area consists of Interstate 5, existing and future State Route 126, three interchanges with Interstate 5, and ten arterials which are classified as either Major or Secondary Highways on both the City and County Highway Plans. (See Figure 2 and Figure 3). The improvements described below generally include: full-width grading, base, pavement, sidewalks, bus turnouts, bike lanes (where applicable), fully improved and signalized intersections, street lighting, utility relocation, necessary drainage structures, and full-width decking with footings for proposed bridges and interchanges. Except for State highways, right of-way acquisition will be dedicated by individual development projects. Please note that the descriptions provided for improvements are for purposes of defining a scope of work for cost estimating only and are subject to change at the improvement's final design stage.

1. MCBEAN PARKWAY: is currently paved for 6 lanes but is striped for 4 lanes from I-5 to Copper Hill Drive, except between Valencia Boulevard and Magic Mountain Parkway which is fully-improved to 8 lanes (striped for 7). Improvements proposed for this roadway include striping for 6 lanes, full-width improvements to 8 lanes between Magic Mountain Parkway and Newhall Ranch Road, and bridge widening from 6 to 8 lanes over the Santa Clara River.
2. MAGIC MOUNTAIN PARKWAY (SR-126): varies from 2 to 6 lanes from I-5 to McBean Parkway, and is paved for 6 lanes, striped for 4, between Bouquet Canyon Road to Valencia Boulevard. From McBean Parkway to Valencia Boulevard, Magic Mountain Parkway varies from 6 to 8 lanes. Ultimately, the District would share responsibility for financing the construction of a fully-improved right-of-way to 8-lanes, from I-5 to Valencia Boulevard, to be completed in four phases (Phase I already complete).
3. NEWHALL RANCH ROAD: currently exists as a 4-lane roadway from Bouquet Canyon Road to McBean Parkway, and 6 lanes from McBean to Dickason Drive. The District will fully improve Newhall Ranch Road to 8 lanes from I-5 to Bouquet Canyon Road.

4. VALENCIA BOULEVARD: exists as a 6-lane roadway from I-5 to Bouquet Canyon Road. This roadway is proposed to be improved to 8 lanes from I-5 to McBean Parkway.
5. COPPER HILL DRIVE: is currently paved and striped for 4 lanes between Seco Canyon Road to San Francisquito Canyon Road. From San Francisquito Canyon Road to McBean Parkway, Copper Hill Drive is now paved for 6 lanes but striped for 4. Ultimately, Copper Hill Drive will be constructed as 6 lanes from the end of existing Rye Canyon Road to Seco Canyon Road, except between Newhall Ranch Road and Decoro Drive which will be 8 lanes. Additionally, a 6-lane bridge will be constructed over San Francisquito Canyon Road.
6. DECORO DRIVE: currently exists and will remain as a 4-lane roadway between Seco Canyon Road and McBean Parkway. Decoro will be fully-improved to 4 lanes between Copper Hill Drive and McBean Parkway, including a 4-lane bridge over San Francisquito Creek.
7. RYE CANYON ROAD: is currently paved for 6 lanes but striped for 4 between The Old Road and Avenue Scott. Rye Canyon is proposed to be fully-improved to 6 lanes from Avenue Scott to Newhall Ranch Road, and restriped from 4 to 6 lanes from I-5 to Newhall Ranch Road.
8. AVENUE SCOTT: now exists as a 4-lane roadway between Rye Canyon Road and Avenue Rockefeller. District funding is proposed to extend Avenue Scott with full-width improvements to McBean Parkway, including a bridge over San Francisquito Creek.
9. SAN FRANCISQUITO CANYON ROAD/MCBEAN PARKWAY: San Francisquito Canyon now exists as a 2-lane roadway from Copper Hill Drive as an extension of McBean Parkway to the northerly District boundary. This roadway is proposed to be improved to 4 lanes.
10. CASTAIC ROAD now exists only on the County Master Plan of Highways and the City of Santa Clarita Circulation Element. This thoroughfare is to be constructed as a 2-lane roadway from Newhall Ranch Road to the northerly District boundary.
11. VALENCIA BOULEVARD/I-5 INTERCHANGE: This interchange currently exists as a two lane overcrossing with northbound and southbound diamond off-ramps and loop on-ramps. The District proposes to replace the overcrossing on Route 5, with a 7 lane access; to provide the southbound diamond on-ramp augmenting the existing loop on-ramps to complete a modified partial cloverleaf interchange; and to widen the existing southbound ramps and the northbound off-ramp. There are no alternative designs proposed for this interchange.<sup>1</sup> (Please see Attachment D).
12. MAGIC MOUNTAIN PARKWAY/I-5 INTERCHANGE:. Currently exists as a tight diamond configuration, with a modified northbound off-ramp providing opposite direction traffic allowing access to Championship Way. Three alternatives for this interchange are currently proposed in the Draft Project Study Report under review by CALTRANS.

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<sup>1</sup> Draft Project Report.

Alternative 1 proposes southbound hook ramps and northbound direct ramps. The Old Road is proposed to be realigned westerly over a length of approximately 1000 meters to provide space for the ramp configuration and provide more storage capacity for the ramps. All existing ramps would be removed and reconstructed. The southbound off-ramp would be a single lane off-ramp with three lanes at the terminus with The Old Road. The southbound on-ramp would be three lanes at the intersection with The Old Road merging to a single lane at the entrance. The intersection would be located approximately 300 meters south of Magic Mountain Parkway. The northbound off-ramp would be a two lane off-ramp at the diverge with four lanes at the terminus with Magic Mountain Parkway. The northbound on-ramp would be two lanes at Magic Mountain Parkway merging to a single lane at the freeway entrance. Alternative 2 proposes a partial cloverleaf configuration with loop off-ramps (single lane) in both directions to Magic Mountain Parkway. The existing southbound off-ramp would be reconstructed to join the new Magic Mountain Parkway profile and join the I-5. This off-ramp would provide only westbound travel on Magic Mountain Parkway. A southbound loop off-ramp would be constructed to serve eastbound Magic Mountain Parkway. The southbound on-ramp would be constructed as a hook on-ramp with an intersection 200 meters south of Magic Mountain Parkway. The new southbound on-ramp would be three lanes at The Old Road merging to a single lane at the entrance. The existing northbound off-ramp would be replaced with a single lane off-ramp directing traffic to eastbound Magic Mountain Parkway. The northbound on-ramp would be reconstructed around the northbound loop off-ramp and provide three lanes at Magic Mountain Parkway merging to a single lane at the freeway entrance. Alternative 3 proposes to improve the existing diamond interchange configuration. The Old Road would be realigned approximately 70 meters to the west at Magic Mountain Parkway to provide better intersection spacing with the southbound ramps and widened to provide six lanes with provisions for right and dual left turns at Magic Mountain Parkway. Reconstruction of the interchange would provide improved intersection spacing. The southbound off-ramp would be a single lane off-ramp with four lanes at Magic Mountain Parkway. The southbound on-ramp would be two lanes at Magic Mountain Parkway merging to a single lane at the entrance. The northbound off-ramp would be a two lane off-ramp with four lanes at the terminus on Magic Mountain Parkway. The northbound on-ramp would be two lanes at Magic Mountain Parkway merging to a single lane at the freeway entrance<sup>2</sup> (Please refer to Attachment E).

13. SR-126/I-5 INTERCHANGE: This interchange currently exists as a partial interchange with a loop on-ramp and a diamond off-ramp in the southeast quadrant and directional ramps in the northwest and southwest quadrants. The existing interchange does not provide the westbound-northbound, or southbound-eastbound movements. Proposed improvements consist of two alternatives. Alternative A proposes the construction of a directional ramp in the northeast quadrant to accommodate the westbound to

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<sup>2</sup> Draft Project Study Report – April, 1998.

northbound movement and realignment/reconstruction of the southbound directional ramps to intersect SR-126 opposite each other. The movements at this intersection on SR-126 would then be accommodated through a three-phase traffic signal. Alternative C proposes the construction of a directional ramp in the northeast quadrant of the I-5/SR-126 interchange to accommodate the westbound to northbound movement. To provide for the westbound to southbound movement, this alternative proposes the construction of a loop on-ramp in the northwest quadrant. The loop would pass through the end-bent of the existing I-5/SR-126 separation before joining the southbound I-5 mainline. The southbound off-ramp would be realigned/reconstructed to pass to the west of the loop ramp and intersect SR-126 at a right angle. The southbound to eastbound movement would be accommodated through a two-phase traffic signal. The merging end of the existing southbound off-ramp would also be relocated further to the west to allow for the construction of the southbound loop ramp. The eastbound to southbound directional ramp would be realigned/reconstructed as a two-lane freeway to freeway connector. At the merge to I-5, the right lane would become an exclusive lane off to the Rye Canyon Road ramps.<sup>3</sup> (Please see Attachment F).

In addition to the improvements listed above, the following intersections will be added or improved within the existing roadway network (See Figure 6, Page C-17).

Intersection Location	Intersection No.	Description of Improvement
<b>McBean Parkway and:</b>		
Cal Arts	132	New 4-way signal
Rockwell	60	3-way signal, Signal Modification
Alegro	219	New 3-way signal
Granary Square	220	New 4-way signal
Orchard Village	227	4-way signal, Signal Modification
Valencia Boulevard	59	4-way signal, Signal Modification
Magic Mountain Parkway	56	4-way signal, Signal Modification
Creekside (Auto Center)	119	4-way signal, Signal Modification
Avenue Scott	88	New 4-way signal
Bridgeport Entrance	228	New 3-way signal
Newhall Ranch Road	46	4-way signal, Signal Modification
Fairview	118	New 4-way signal
Creekside Village South	117	New 3-way signal

<sup>3</sup> Draft Project Study – June, 1998.

Intersection Location	Intersection No.	Description of Improvement
Decoro Drive	41	4-way signal, Signal Modification
Summerhill	116	New 4-way signal
Skycrest	115	New 4-way signal
Sunset Hills	113	New 4-way signal
Copper Hill Drive	43	New 4-way signal
Creekside Village North	232	New 4-way signal
<b>San Francisquito Canyon Road and:</b>		
Tesoro	226	New 3-way signal
<b>Avenue Scott and:</b>		
Rye Canyon Road	51	New 3-way signal
Bridgeport Entrance	230	New 4-way signal
Avenue Tibbitts	72	4-way signal, Signal Modification
<b>Copper Hill Drive and:</b>		
Smyth	102	New 3-way signal
Lockheed (Lincoln Properties)	103	New 4-way signal
Decoro Drive	39	New 3-way signal
Westcreek South	104	New 4-way signal
Westcreek Center	105	New 4-way signal
Westcreek North	106	New 4-way signal
Tesoro Entrance East	229	New 4-way signal
Tesoro Entrance West	222	New 3-way signal
<b>Valencia Boulevard and:</b>		
Tourney	70	New 4-way signal
Rockwell	71	3-way signal, Signal Modification
Goldcrest	124	New 4-way signal
Magic Mountain Parkway	57	4-way signal, Signal Modification
Cinema	128	4-way signal, Signal Modification
Bouquet Canyon Road	55	4-way signal, Signal Modification
<b>Magic Mountain Parkway and:</b>		
Tourney	33	New 3-way signal

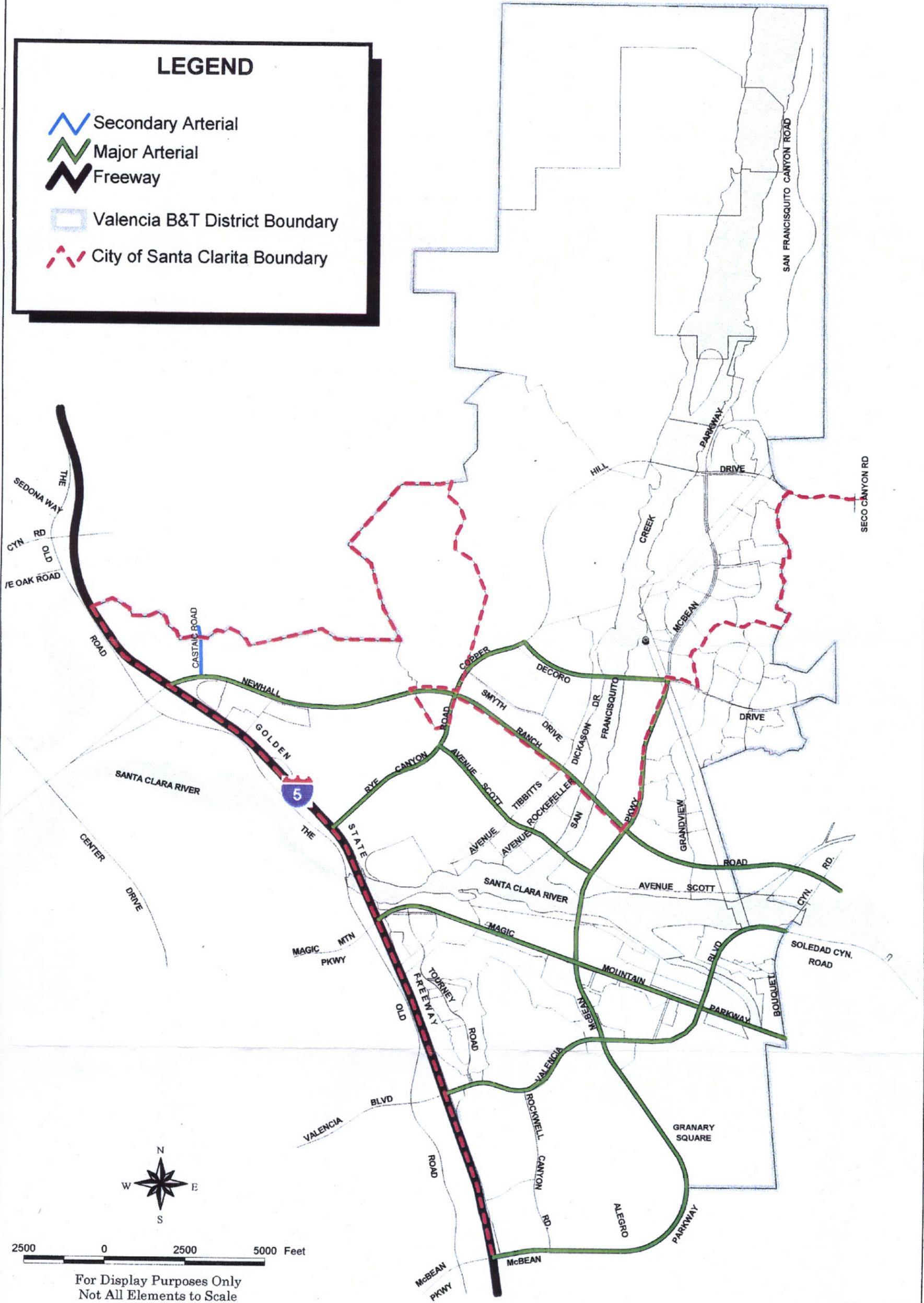
Intersection Location	Intersection No.	Description of Improvement
South River	122	New 4-way signal
River Oaks	223	New 4-way signal
Citrus	231	3-way signal, Signal Modification
<b>Newhall Ranch Road and:</b>		
Castaic Road	224	New 3-way signal
Vanderbilt	101	New 3-way signal
Lockheed (Lincoln Properties)	225	New 3-way signal
Rye Canyon Road	44	New 4-way signal
Dickason Drive	45	4-way signal, Signal Modification
Grandview	86	4-way signal, Signal Modification
Hillsborough	87	4-way signal, Signal Modification
Bouquet Canyon Road	47	4-way signal, Signal Modification
<b>Decoro Drive and:</b>		
Dickason Drive	40	New 4-way signal
Creekside Village	108	New 4-way signal

# VALENCIA BRIDGE & THOROUGHFARE DISTRICT

## City of Santa Clarita

### LEGEND

-  Secondary Arterial
-  Major Arterial
-  Freeway
-  Valencia B&T District Boundary
-  City of Santa Clarita Boundary



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Not All Elements to Scale

Figure 2

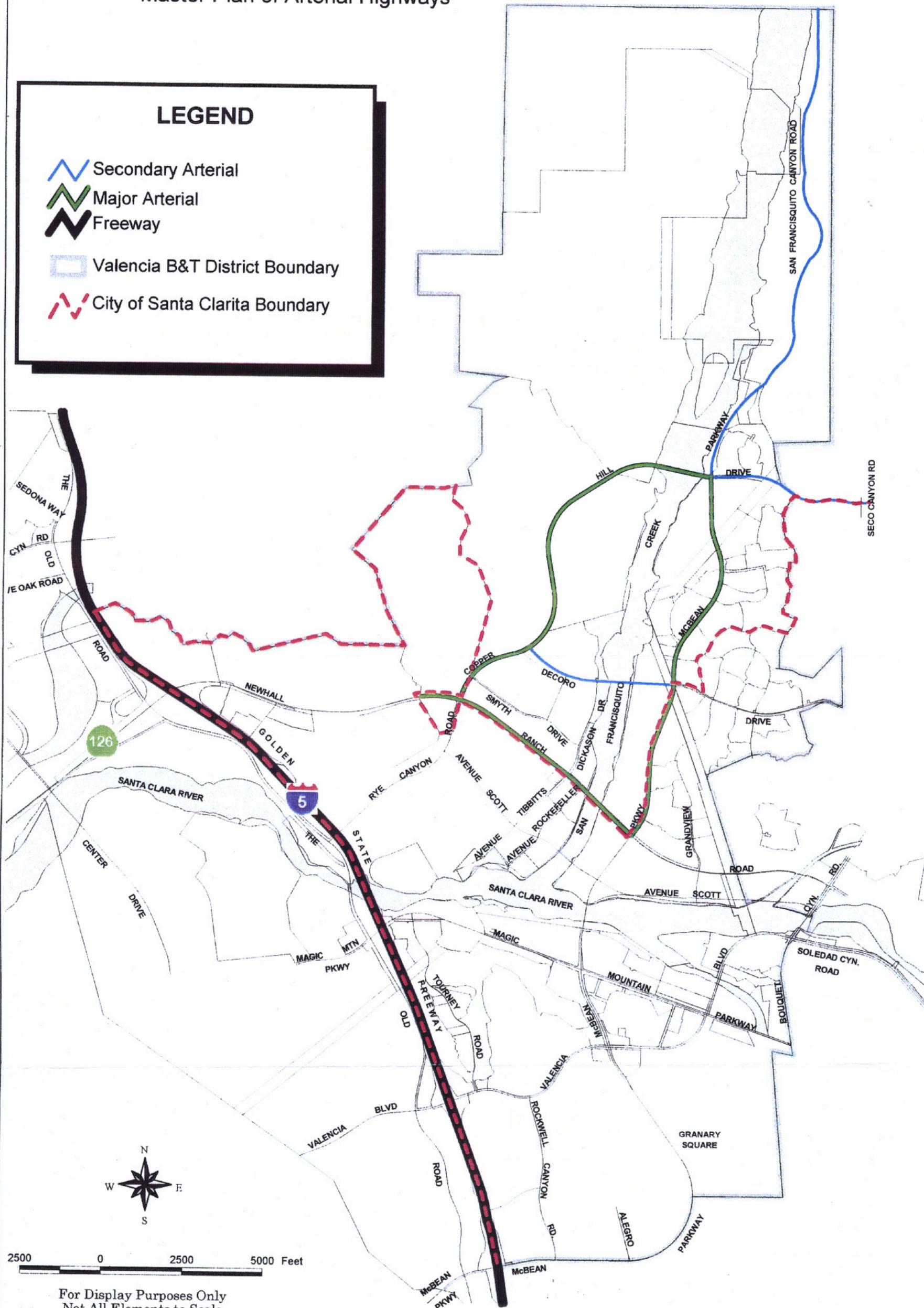
# VALENCIA BRIDGE & THOROUGHFARE DISTRICT

## County of Los Angeles

### Master Plan of Arterial Highways

#### LEGEND

-  Secondary Arterial
-  Major Arterial
-  Freeway
-  Valencia B&T District Boundary
-  City of Santa Clarita Boundary



For Display Purposes Only  
Not All Elements to Scale

Figure 3

# VALENCIA BRIDGE & THOROUGHFARE DISTRICT LANE DESIGNATION EXHIBIT

## LEGEND

-  Number of Lanes
-  Street Improvement
-  Valencia B&T Boundary

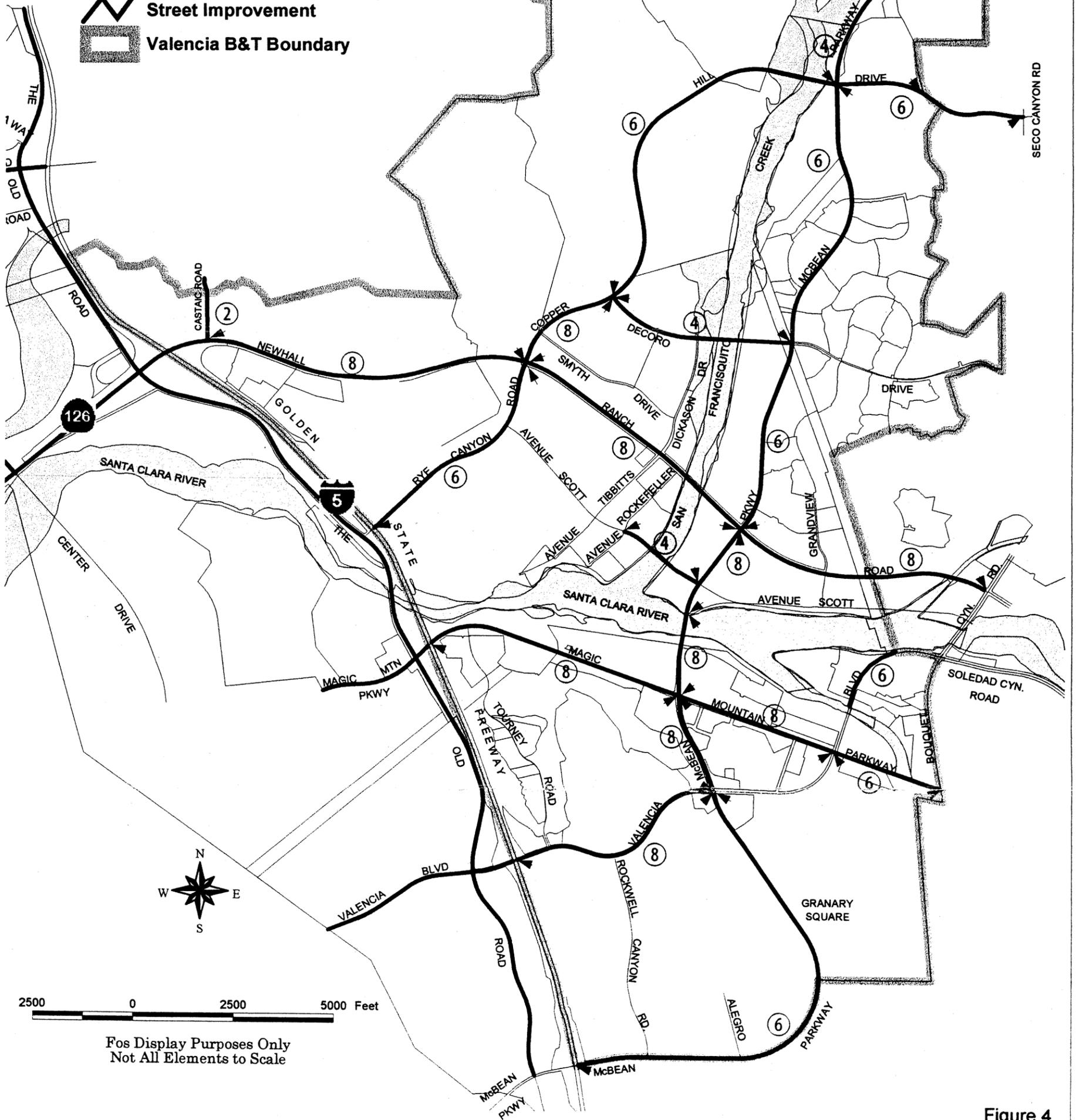


Figure 4

## IV. THE VALENCIA BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT

### A. THE AREA OF BENEFIT BOUNDARY

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

#### GENERAL BOUNDARY DESCRIPTION

##### West Boundary Line

The western district boundary follows the eastern section lines of Sections 20, 29 and private property lines of Section 32, Township 5 North, Range 16 West, San Bernardino Meridian. Further to the west, the boundary follows Interstate 5 from approximately the Biscailuz over-crossing to just north of the McBean Parkway Interchange.

##### North Boundary Line

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

##### East Boundary Line

The eastern boundary generally follows a major north-south ridgeline with consideration for recorded subdivision boundaries and ownership. This boundary is shared with the Bouquet Canyon Bridge and Major Thoroughfare District. The boundary extends south from the National Forest boundary, east of San Francisquito Canyon Road, along private property west of Seco Canyon Road. The boundary runs along Bouquet Canyon Road and San Fernando Road, south of Soledad Canyon Road and then extends to the west, parallel with the McBean Parkway interchange with I-5.

##### South Boundary Line

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

### B. DEVELOPMENT ANALYSIS

The analysis in Attachment I shows that additional 9,647 residential units, 428.8 acres of

commercial and 225.9 acres of industrial use are expected to be built on land located within the Area of Benefit<sup>4</sup>. The estimated number of residential units for remaining vacant lands within the District is based on the land use categories designated in the City of Santa Clarita General Plan and the SCVAP. In cases of projects which are currently filed (pending projects) within the City and County, the data shown on the pending tentative map was assumed.

**C. PROPOSED IMPROVEMENTS AND ESTIMATED COSTS**

Improvements to be funded by the District are based on a determination of the traffic needs of remaining development, and an analysis of the improvements designated on the highway plans of the adopted City and County General Plans. Improvements and associated costs have been estimated for purposes of determining the value of the District. Actual scope of work and costs may change as the improvements approach the final design stage.

The proposed improvements are shown in Figures 4 through 7 and described in Attachment C. Total costs for the improvements are estimated to be approximately \$118,431,688. A summary of estimated costs is shown in Attachment H.

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

TABLE 1 SOFT COST PERCENTAGES

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

**D. IMPROVEMENT PHASING**

Generally, the timing and phasing of construction of District improvements will be

<sup>4</sup> The County of Los Angeles has determined that future school sites are exempt from bridge and thoroughfare fees and, therefore, have not been included in the calculation of the District fee.

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

#### **E. TRAFFIC ANALYSIS**

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

Based on the allowable plan densities, filed tentative maps, and past and current development trends within the District, it is estimated that 53% of the future units will be single-family, 17% will be townhouse-type units, and the remaining 30% will be apartment units. Non-residential uses are projected as 65% commercial and 35% industrial. It is estimated that an additional 9,647 residential units and 654.7 acres of non-residential area will be developed over the next twenty years within the District, and that the current highway system cannot handle the traffic generated from this additional development without the District improvements.

#### **F. THE CONSTRUCTION FEE**

To ensure equitability of construction fee assignment, the proposed fee is proportionate to the degree with which future developments benefit from the proposed improvements. Therefore, the proportionate shares take into account the impacts of peak-hour vehicle trips on the system as identified in the City of Santa Clarita's and Los Angeles County's Circulation Plans. Factored Development Units (FDUs) are assigned to each of five major land use categories. All other land uses are assigned a multiplier based on the average impact for that category relative a single family residence. This factor is then multiplied by the District's adopted construction fee resulting in a project's proportionate share of fees. The multipliers are assigned as follows:

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

The adoption of this type of funding district does not levy any fees against existing development. Governmental improvements, such as those for schools, police, fire, and libraries specifically needed to support benefited development, are also excluded. Fees are collected at the time of recordation of a final map or just prior to building permit issuance.

FDUs for recorded subdivisions which are located within the area of benefit were not

included in the fee calculation<sup>5</sup>. Instead, the revenue from units which have previously paid fees was subtracted from the total construction cost prior to calculating the fee.

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

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

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

Projections for development of the land and the cost of the improvements located within the area of benefit may change over time. Project scope may change due to refinement and the need to comply with requirements imposed by other agencies, including, but not limited to, the California Department of Transportation (Caltrans). Therefore, in order to equitably assess future development as well as collect sufficient funds to complete the improvements, it is necessary to periodically re-evaluate the cost of the improvements and the type of development being constructed within the Area of Benefit and adjust the fee accordingly.

Beginning July 1, 2000, and thereafter on each succeeding July 1<sup>st</sup>, the amount the District fees shall be adjusted as follows: calculate the percentage movement for the previous year in the Los Angeles Regional Construction Cost Index (CCI) based on Engineering News Record data for that period; if the percentage increase equals or exceeds two percent, then adjust the fee per factored development unit by two percent and round up to the nearest \$10, if the increase is less than two percent, adjust the fee by said percentage and round up to the nearest \$10. Notwithstanding the foregoing, no such adjustment shall decrease any fee. A separate biennial review to reassess development trends, construction costs and refinement of project scope will also be conducted.

#### **H. CONSTRUCTION IN LIEU OF PAYING FEES**

Should District-identified improvements be constructed by a developer, that developer becomes eligible for District credit in lieu of future fee payments. If the cost of the completed and accepted improvements, along with the 5% administrative/management fee, exceeds the required fees, the developer would be given a credit which can be used to offset future

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<sup>5</sup> The exception is Tract 52206, and Parcel Maps 23349 and 20795 which have B & T agreements that commit them to pay the fee in place at District formation. Therefore, these projects have been counted as future projects in the District as their Letters of Credit will be released and the new fee paid at District formation.

bridge and thoroughfare fees of future subdivisions within the District, or if adequate funds are available, the developer may receive a cash reimbursement. ✱

Therefore, a developer has the following options with regard to construction of District improvements:

- Construct District-identified improvements for District credit
- Construct District-identified improvements and receive cash reimbursement from the District. Implementation of "prevailing wage" labor is required for the construction of District improvements in order for a developer to receive cash reimbursement from the District<sup>6</sup>. This prevailing wage requirement is only to be applied to improvement projects that commence subsequent to the formation of the District.

### **I. DISTRICT FUNDS**

Any fees collected by development projects within the District are to be restricted to the construction of District-identified improvements only. Transfer of funds or loans for improvements outside the Valencia District is prohibited. However, it would be permissible for developers/landowners to withdrawal any funds from the District once improvements are completed and approved.

To receive credit for constructed and approved improvements, the proper documentation must be submitted to the County and/or City. No documentation for "soft costs" is necessary as they are already accounted for in District fees<sup>7</sup>.

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

### **J. THE ENVIRONMENTAL ANALYSIS**

In accordance with California Environmental Quality Act (CEQA) guidelines, an Initial Study was prepared to discuss the possible consequences of District formation. Subsequently, the City of Santa Clarita has determined that the formation of the District do not constitute a "project" as established by CEQA guideline 15378(b)(5), and therefore is exempt from

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<sup>6</sup> Prevailing wage is defined as the commonly accepted rate paid to workers practicing in the same or similar locality under the same or similar circumstances.

<sup>7</sup> Soft costs consist of fees for necessary permitting fees and improvement design costs.

CEQA. Conversely, the County of Los Angeles, implementing its Environmental Document Reporting Procedures and Guidelines, has decided to prepare a Mitigated Negative Declaration. In either event, the establishment of the District will not have a significant impact on the environment.

**ATTACHMENT A LEGAL DESCRIPTION**

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**LEGAL DESCRIPTION**

**THE AREA OF BENEFIT KNOWN AS "VALENCIA"**

**BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT**

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

BEGINNING AT THE MOST NORTHWESTERLY CORNER OF SECTION 26, TOWNSHIP 5 NORTH, RANGE 16 WEST, S.B.M., SAID NORTHWESTERLY CORNER BEING AN ANGLE POINT IN THE BOUNDARY OF BOUQUET CANYON BRIDGE AND MAJOR THOROUGHFARE DISTRICT, AS SAME EXISTED ON JULY 11, 1991; THENCE SOUTHERLY ALONG SAID BOUNDARY AND FOLLOWING THE SAME IN ALL ITS VARIOUS COURSES AND CURVES TO THE SOUTHERLY BOUNDARY OF SAID BOUQUET CANYON BRIDGE AND MAJOR THOROUGHFARE DISTRICT; THENCE EASTERLY ALONG LAST SAID SOUTHERLY BOUNDARY TO ITS INTERSECTION WITH THE WESTERLY BOUNDARY OF THE VIA PRINCESSA BRIDGE AND MAJOR THOROUGHFARE DISTRICT; THENCE SOUTHERLY ALONG LAST SAID WESTERLY BOUNDARY TO ITS INTERSECTION WITH THE CENTERLINE OF VALENCIA BOULEVARD, AS SAID CENTER LINE IS SHOWN ON COUNTY SURVEYOR'S MAP NO. B-2912 ON FILE IN THE OFFICE OF THE DIRECTOR OF THE DEPARTMENT OF PUBLIC WORKS OF THE COUNTY OF LOS ANGELES; THENCE SOUTHERLY ALONG SAID WESTERLY BOUNDARY AND THE WESTERLY LINE OF BOUQUET CANYON ROAD AS SAME EXISTED ON FEBRUARY 2, 1990 THROUGH ITS VARIOUS COURSES AND DISTANCES TO ITS INTERSECTION WITH THE SOUTHWESTERLY LINE OF MAGIC MOUNTAIN PARKWAY (HIGHWAY 126) OF VARYING

WIDTH, AS SAME EXISTED FEBRUARY 2, 1990 AND THE WESTERLY LINE OF SAN FERNANDO ROAD (HIGHWAY 126), 90 FEET WIDE AS SAME EXISTED ON FEBRUARY 2, 1990; THENCE WESTERLY AT RIGHT ANGLES TO SAID WESTERLY LINE OF SAN FERNANDO ROAD TO THE WESTERLY RIGHT OF WAY LINE OF THE SANTA CLARA RIVER; THENCE SOUTHERLY ALONG LAST SAID WESTERLY RIGHT OF WAY LINE TO THE NORTHERLY BOUNDARY OF TRACT NO. 36723 FILED IN BOOK 966, PAGES 77 TO 85 OF MAPS RECORDS OF SAID COUNTY; THENCE WESTERLY ALONG LAST SAID NORTHERLY BOUNDARY AND THE NORTHERLY BOUNDARY OF TRACT 36724 FILED IN BOOK 966 PAGES 86 TO 90 OF SAID MAPS, TO THE EASTERLY LINE OF CORTINA DRIVE, 56 FEET WIDE AS SAME EXISTED ON FEBRUARY 2, 1990; THENCE WESTERLY IN A DIRECT LINE TO THE EASTERLY TERMINUS OF THE CENTERLINE OF ARROYO PARK DRIVE, 84 FEET WIDE AS SAME EXISTED ON FEBRUARY 2, 1990; THENCE WESTERLY ALONG LAST SAID CENTERLINE TO THE WESTERLY LINE OF MCBEAN PARKWAY, 100 FEET WIDE AS SAME EXISTED ON FEBRUARY 2, 1990; THENCE SOUTHERLY AND WESTERLY ALONG THE WESTERLY AND NORTHERLY LINE THEREOF THROUGH ITS VARIOUS COURSES AND DISTANCES TO THE CENTERLINE OF HIGHWAY 5 (GOLDEN STATE FREEWAY) AS SAME EXISTED ON FEBRUARY 2, 1990; THENCE NORTHERLY ALONG LAST SAID CENTERLINE ALSO BEING THE WESTERLY BOUNDARY OF THE CITY OF SANTA CLARITA THROUGH ITS VARIOUS COURSES AND DISTANCES TO THE INTERSECTIONS OF THE CENTERLINE OF THE GOLDEN STATE FREEWAY AND THAT CERTAIN COURSE HAVING A BEARING AND LENGTH OF SOUTH 85°33'30" EAST 36.20 FEET IN THE NORTHERLY BOUNDARY OF PARCEL 8 AS SHOWN ON MAP FILED IN BOOK 27, PAGES 27 THROUGH 31 OF RECORD OF SURVEYS, IN THE OFFICE OF THE RECORDER OF THE COUNTY OF LOS ANGELES; THENCE EASTERLY ALONG SAID NORTHERLY BOUNDARY TO THE EASTERLY TERMINUS OF THAT COURSE HAVING A

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BEARING AND LENGTH OF NORTH 75°19'40" EAST 1484.21 FEET IN SAID NORTHERLY BOUNDARY; THENCE EASTERLY IN A DIRECT TO THE MOST WESTERLY CORNER OF PARCEL 2 AS SHOWN ON SAID MAP; THENCE EASTERLY, SOUTHEASTERLY AND EASTERLY ALONG THE NORTHERLY BOUNDARY OF LAST SAID PARCEL TO THE EASTERLY TERMINUS OF THAT COURSE HAVING A BEARING AND LENGTH OF NORTH 86°32'05" EAST 812.31 FEET, LAST SAID EASTERLY TERMINUS ALSO BEING THE NORTHERLY TERMINUS OF THAT CERTAIN COURSE HAVING A BEARING AND LENGTH OF SOUTH 00°26'40" WEST 186.13 FEET IN THE EASTERLY BOUNDARY OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL 1 IN DEED TO SOUTHERN CALIFORNIA GAS COMPANY RECORDED SEPTEMBER 30, 1975 AS INSTRUMENT NO. 1 IN BOOK D6814, PAGE 161 OF OFFICIAL RECORDS, IN THE OFFICE OF SAID RECORDER; THENCE NORTHERLY ALONG THE EASTERLY BOUNDARY OF THAT CERTAIN PARCEL OF LAND OF THE COUNTY OF LOS ANGELES DESCRIBED IN DOCUMENT RECORDED IN BOOK 16806, PAGE 1 OF OFFICIAL RECORDS OF SAID COUNTY AND KNOWN AS THE COUNTY OF LOS ANGELES WAYSIDE HONOR RANCHO, SAID PARCEL BEING MORE PARTICULARLY SHOWN ON COUNTY SURVEYOR'S MAP B-1638 ON FILE IN SAID OFFICE THE DIRECTOR OF PUBLIC WORKS TO THE NORTHERLY BOUNDARY LINE OF THE RANCHO SAN FRANCISCO AS SHOWN ON MAP RECORDED IN BOOK 1, PAGES 521 AND 522, OF PATENTS, IN THE OFFICE OF THE RECORDER OF SAID COUNTY; THENCE NORTHWESTERLY ALONG SAID LAST MENTIONED NORTHERLY BOUNDARY LINE TO THE WEST LINE OF LOT 4 OF FRACTIONAL SECTION 32, SAID TOWNSHIP AND RANGE; THENCE NORTHERLY ALONG SAID WEST LINE TO THE EAST-WEST QUARTER SECTION LINE OF SAID FRACTIONAL SECTION 32; THENCE NORTHERLY ALONG THE WEST LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID FRACTIONAL SECTION

32 TO THE SOUTH LINE OF THE NORTH HALF OF THE NORTHEAST QUARTER OF SAID FRACTIONAL SECTION 32; THENCE WESTERLY ALONG SAID LAST MENTIONED SOUTH LINE TO THE NORTH-SOUTH QUARTER SECTION LINE OF SAID FRACTIONAL SECTION 32; THENCE NORTHERLY ALONG SAID NORTH-SOUTH QUARTER SECTION LINE TO THE NORTH LINE OF SAID FRACTIONAL SECTION 32; THENCE EASTERLY ALONG SAID LAST MENTIONED NORTH LINE TO THE NORTHEAST CORNER OF SAID FRACTIONAL SECTION 32; THENCE NORTHERLY ALONG THE EAST LINE OF SECTION 29 AND SECTION 20, SAID TOWNSHIP AND RANGE TO THE WEST QUARTER CORNER OF SECTION 21, SAID TOWNSHIP AND RANGE; THENCE EASTERLY ALONG THE EAST-WEST QUARTER SECTION LINE OF SAID LAST MENTIONED SECTION TO THE EAST LINE OF SAID LAST MENTIONED SECTION; THENCE EASTERLY ALONG THE EAST-WEST QUARTER SECTION LINE OF SECTION 22, SAID TOWNSHIP AND RANGE TO THE EAST LINE OF SAID LAST MENTIONED SECTION; THENCE SOUTHERLY ALONG LAST SAID EASTERLY LINE TO THE POINT OF BEGINNING.

**ATTACHMENT B**      **SANTA CLARITA VALLEY BRIDGE AND MAJOR  
THOROUGHFARE DISTRICTS MAP**

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**ATTACHMENT C**      **VALENCIA BRIDGE AND MAJOR THOROUGHFARE  
CONSTRUCTION FEE DISTRICT DESCRIPTION OF  
PROPOSED IMPROVEMENTS**

The following descriptions for District improvements were used to define a scope of work for cost estimating purposes only. The actual project scope and associated costs may change as each improvement reaches the final design stage.

TABLE 2    DESCRIPTION OF ROADWAY AND BRIDGE IMPROVEMENTS

LINK NO.	IMPROVEMENT DESCRIPTION
<b>MCBEAN PARKWAY: I-5 TO SAN FRANCISQUITO CANYON ROAD</b>	
36	I-5 to Valencia Boulevard (6 lanes; 13,000 linear feet) Striping Sandblasting Tree removal and replacement
39	Valencia Boulevard to Magic Mountain Parkway (east side 4 lanes; 2,582 linear feet) Striping
40	Magic Mountain Parkway to Santa Clara River (8 lanes; 1,390 linear feet) Full-width grading Curb, gutter, base, Pavement and aggregate base Deceleration lane Sidewalk (one side) Median replacement Overlay west side Transition (2 lanes to 0: Creekside to northerly side of bridge) Drainage including laterals and median inlets Street lighting, striping, signage Landscape replacement Erosion control
45	McBean Parkway Bridge Widening (8 lanes; 590' long x 26' wide) Bike trail modification, abutment protection, and retaining wall (under bridge) Dewatering Drainage including laterals and median inlets Environmental Mitigation Striping Curb and gutter

LINK NO.	IMPROVEMENT DESCRIPTION
41	<p>Santa Clara River to Newhall Ranch Road (8 lanes; 2,550 linear feet)</p> <ul style="list-style-type: none"> <li>Full-width grading</li> <li>Curb, gutter, base,</li> <li>Pavement and aggregate base</li> <li>Sidewalk (both sides)</li> <li>Drainage including laterals and median inlets</li> <li>Street lighting, striping, signage</li> <li>Two bus turnouts</li> <li>Storm drain system</li> <li>Erosion control</li> </ul>
42	<p>Newhall Ranch Road to Decoro Drive (6 lanes; 5,000 linear feet)</p> <ul style="list-style-type: none"> <li>Sidewalk (one side)</li> <li>Striping</li> </ul>
43	<p>Decoro Drive to Northerly Edison Easement (6 lanes; 5,100 linear feet)</p> <ul style="list-style-type: none"> <li>Sidewalk (both sides)</li> <li>Striping to 6 lanes</li> </ul>
43A	<p>Northerly Edison Easement to Copper Hill Drive (6 lanes; 1,900 linear feet)</p> <ul style="list-style-type: none"> <li>Median modification for left turns</li> <li>Sidewalk (both sides)</li> <li>Striping to 6 lanes</li> </ul>
44	<p>Copper Hill Drive to 1,500' north (6 lanes; 1,500 linear feet)</p> <ul style="list-style-type: none"> <li>Full-width grading</li> <li>Curb, gutter, base</li> <li>Pavement and aggregate base</li> <li>Sidewalk (both sides)</li> <li>Retaining wall</li> <li>Oak tree protection</li> <li>Drainage including laterals and median inlets</li> <li>Street lighting, striping, signage</li> <li>Erosion control</li> </ul>
125	<p>San Francisquito Canyon Road: end of existing McBean to National Forest boundary (4 lanes; 15,000 linear feet)</p> <ul style="list-style-type: none"> <li>Grading</li> <li>Pavement and aggregate base</li> <li>Striping and signage</li> <li>Storm drain culverts</li> <li>Erosion control</li> </ul>
63	<p>Rye Canyon Road: I-5 to Copper Hill Drive</p> <ul style="list-style-type: none"> <li>Striping from 4 to 6 lanes (4,300 linear feet)</li> <li>Sandblasting</li> </ul>
<b>COPPER HILL DRIVE: EXISTING RYE CANYON ROAD TO SECO CANYON ROAD</b>	

LINK NO.	IMPROVEMENT DESCRIPTION
64	Existing Rye Canyon Road to Newhall Ranch Road (6 lanes; 1,000 linear feet) Grading Curb, gutter, base Pavement and aggregate base Sidewalk (both sides) Drainage including laterals and median inlets Street lighting, striping, signage Right-of-way acquisition Storm drain system CLWA water line relocation Erosion control
65	Newhall Ranch Road to Decoro Drive (8 lanes; 2,920 linear feet) Grading (100' to 124' R/W only) Curb, gutter, base, Pavement and aggregate base Sidewalk (both sides) Drainage including laterals and median inlets Street lighting, striping, signage Storm drain system Erosion control
66	Decoro Drive to westerly boundary of Tesoro (6 lanes; 6,708 linear feet) Remove existing 2 lanes Curb, gutter, base, Pavement and aggregate base Sidewalk (both sides) Drainage including laterals and median inlets Street lighting, striping, signage Storm drain system Erosion control
66A	Westerly to easterly boundary of Tesoro (6 lanes; 1,282 linear feet) Remove existing 2 lanes Curb, gutter, base, Pavement and aggregate base Sidewalk (both sides) Drainage including laterals and median inlets Street lighting, striping, signage. Storm drain system Erosion control
194	Easterly boundary of Tesoro to McBean Parkway (6 lanes; 1,214 linear feet) Replace existing 2 lanes Curb, gutter, base Pavement and aggregate base Sidewalk (both sides) Drainage including laterals and median inlets Street lighting, striping, signage Storm drain system Erosion control

LINK NO.	IMPROVEMENT DESCRIPTION
194A	<p>Copper Hill Drive bridge over San Francisquito Creek (Phases II and III only: from 2 to 6 lanes; 580' long x 24' wide)</p> <ul style="list-style-type: none"> <li>Decking</li> <li>Bike trail</li> <li>Guard rail</li> <li>Sidewalk</li> <li>Environmental Mitigation</li> </ul>
67	<p>McBean Parkway to Easterly District boundary (6 lanes; 2,400 linear feet)</p> <ul style="list-style-type: none"> <li>Interim median removal</li> <li>Striping from 4 to 6 lanes</li> <li>Median modification for full width bridge</li> </ul>
67A	<p>Easterly District boundary to Seco Canyon Road (6 lanes; 2,270 linear feet)</p> <ul style="list-style-type: none"> <li>Overlay one lane</li> <li>Curb, gutter, base</li> <li>Pavement and aggregate base</li> <li>Sidewalk (one side)</li> <li>Drainage including laterals and median inlets</li> <li>Street lighting, striping, signage</li> <li>Erosion control</li> </ul>
56	<p>Castaic Road: Newhall Ranch Road to Northerly District Boundary (2 lanes; 5,500 linear feet)</p> <ul style="list-style-type: none"> <li>Grading</li> <li>Pavement and aggregate base</li> <li>Striping and signage</li> <li>Erosion control</li> </ul>
<b>VALENCIA BOULEVARD: I-5 TO BOUQUET CANYON ROAD</b>	
97	<p>I-5 to McBean Parkway (8 lanes; 5,450 linear feet)</p> <p>Phase I</p> <ul style="list-style-type: none"> <li>Acceleration/deceleration lane</li> <li>Remove existing curb, gutter and median</li> <li>Tree removal</li> <li>Curb, gutter, base</li> <li>Pavement and aggregate base</li> <li>Overlay</li> <li>Sidewalk (one side)</li> <li>Drainage including laterals and median inlets</li> <li>Street lighting, striping, signage</li> <li>Parkway landscape repair</li> <li>Storm Drain System</li> <li>Erosion control</li> </ul>

LINK NO.	IMPROVEMENT DESCRIPTION
	<p>Phase II Additional westbound lane Curb and gutter Pavement and aggregate base Striping and signage Erosion control</p> <p>Phase III Shift median to north and add 8th lane Remove existing median Curb, gutter, base Pavement and aggregate base Median island landscape replacement Drainage including laterals and median inlets Street lighting, striping, signage Overlay 7 lanes existing pavement Erosion control</p>
100	<p>Widening along Little League Frontage (6 lanes; 900 linear feet) Remove existing curb, gutter and median Tree removal Grading Curb, gutter, base, Pavement and aggregate base Sidewalk removal and replacement (one side) Drainage including laterals and median inlets Street lighting, striping, signage Erosion control</p>
<b>MAGIC MOUNTAIN PARKWAY: I-5 TO VALENCIA BOULEVARD</b>	
88	<p>I-5 to Tourney Road (6 lanes; approximately 800 linear feet) Pavement and aggregate base Street lighting, striping, signage</p>

LINK NO.	IMPROVEMENT DESCRIPTION
89	<p>Tourney Road to McBean Parkway (8 lanes; 6,600 linear feet – construction in five phases, Phase I complete)</p> <ul style="list-style-type: none"> <li>Right-of-way acquisition</li> <li>Grading</li> <li>Remove median island curb and gutter</li> <li>Curb, gutter, base</li> <li>Pavement and aggregate base</li> <li>Sidewalk (one side)</li> <li>Drainage including laterals and median inlets</li> <li>Street lighting, striping, signage</li> <li>One lane overlay</li> <li>Edison relocation</li> <li>Four bus turnouts</li> <li>Storm drain system (50% financed by MTA)</li> <li>Environmental mitigation/monitoring</li> <li>Erosion control</li> </ul>
89A	<p>McBean Parkway to Valencia Boulevard (8 lanes; 2,667 linear feet - McBean to Valencia Boulevard)</p> <ul style="list-style-type: none"> <li>Striping (Magic Mountain Parkway to Newhall Avenue – 520 LF)</li> <li>Add 2 through lanes Newhall Avenue to Valencia</li> <li>Removals/subgrade</li> <li>Utilities (raise manholes, valve boxes, street light relocations, etc.)</li> <li>Catch basins</li> <li>Curb, gutter, base</li> <li>Right-of-way acquisition (south side)</li> <li>Remove and replace sidewalk (one side)</li> <li>Pavement and aggregate base</li> <li>Landscape replacement (one side)</li> <li>Striping and signage</li> </ul>
<b>AVENUE SCOTT: END OF EXISTING AVENUE SCOTT TO McBEAN PARKWAY</b>	
87	<p>End of existing to McBean Parkway (4 lanes; 860 linear feet)</p> <ul style="list-style-type: none"> <li>Grading</li> <li>Curb, gutter, base</li> <li>Pavement and aggregate base</li> <li>Sidewalk (both sides)</li> <li>Drainage including laterals and median inlets</li> <li>Street lighting, striping, signage</li> <li>Storm drain system</li> <li>Erosion control</li> </ul>
87A	<p>Avenue Scott Bridge over San Francisquito Creek (4 lanes; 566' long x 80' wide)</p> <ul style="list-style-type: none"> <li>Decking and footings</li> <li>Dewatering</li> <li>Abutment protection</li> <li>Environmental Mitigation</li> <li>Erosion control</li> </ul>

LINK NO.	IMPROVEMENT DESCRIPTION
<b>NEWHALL RANCH ROAD: 126 TO BOUQUET CANYON ROAD</b>	
50	SR 126 to Vanderbilt Way (8 lanes; 950 linear feet) Full-width grading Curb, gutter, base Pavement and aggregate base Sidewalk (both sides) Drainage including laterals and median inlets Street lighting, striping, signage Edison relocation One lane overlay Storm drain system Demolish shoulder Erosion control
51	Vanderbilt Way to easterly Parcel Map No. 19163 (8 lanes; 2,600 linear feet) Full-width grading Curb, gutter, base Pavement and aggregate base Sidewalk (both sides) Drainage including laterals and median inlets Street lighting, striping, signage Edison relocation One lane overlay Storm drain system Demolish shoulder Erosion control
51A	Easterly boundary Parcel Map No. 19163 to City boundary (8 lanes; 3,430 linear feet) Full-width grading Curb, gutter, base Pavement and aggregate base Sidewalk (both sides) Drainage including laterals and median inlets Street lighting, striping, signage Edison relocation Storm drain system Demolish shoulder Erosion control

LINK NO.	IMPROVEMENT DESCRIPTION
51B	City boundary to Copper Hill Drive (8 lanes; 1,240 linear feet) Full-width grading Curb, gutter, base, Pavement and aggregate base Sidewalk (both sides) Drainage including laterals and median inlets Street lighting, striping, signage CLWA water line relocation Edison relocation Storm drain structure Demolish shoulder Erosion control
52	Copper Hill Drive to Dickason Drive (8 lanes; 4,080 linear feet) Full-width grading Curb, gutter, base, Pavement and aggregate base Sidewalk (both sides) Drainage including laterals and median inlets Street lighting, striping, signage Storm drain structure Erosion control
53	Dickason Drive to McBean Parkway (8 lanes; 2,040 linear feet) Grading Curb, gutter, base Pavement and aggregate base Sidewalk (both sides) Drainage including laterals and median inlets Street lighting, striping, signage One lane overlay Power pole relocation Retaining wall demolition Erosion control
53A	Newhall Ranch Road Bridge over San Francisquito Creek (8 lanes; 608' long x 40' wide) Decking and footings Tile treatment and anodized rail (per City of Santa Clarita) Dewatering Environmental mitigation/monitoring
54	McBean Parkway to Grandview (8 lanes; 2,350 linear feet) Full-width grading Curb, gutter, base, Pavement and aggregate base Sidewalk (both sides) Interim median island curb and 26' wide concrete temporary median Drainage including laterals and median inlets Street lighting, striping, signage Erosion control Storm drain system Demolish temporary median island

LINK NO.	IMPROVEMENT DESCRIPTION
54A	<p>Grandview to Easterly District boundary (8 lanes; 1,170 linear feet)</p> <ul style="list-style-type: none"> <li>Full-width grading</li> <li>Curb, gutter, base,</li> <li>Pavement and aggregate base</li> <li>Sidewalk (both sides)</li> <li>Drainage including laterals and median inlets</li> <li>Street lighting, striping, signage</li> <li>Interim median island curb and 26' wide concrete temporary median</li> <li>Erosion control</li> <li>Demolish temporary median island</li> </ul>
54B	<p>Easterly District boundary to Hillsborough (8 lanes; 400 linear feet)</p> <ul style="list-style-type: none"> <li>Full-width grading</li> <li>Curb, gutter, base,</li> <li>Pavement and aggregate base</li> <li>Sidewalk (both sides)</li> <li>Drainage including laterals and median inlets</li> <li>Street lighting, striping, signage</li> <li>Interim median island curb and 26' wide concrete temporary median</li> <li>Erosion control</li> <li>Demolish temporary median island</li> </ul>
128	<p>Hillsborough to Bouquet Creek (8 lanes; 1,550 linear feet)</p> <ul style="list-style-type: none"> <li>Full-width grading</li> <li>Curb, gutter, base,</li> <li>Pavement and aggregate base</li> <li>Sidewalk (both sides)</li> <li>Drainage including laterals and median inlets</li> <li>Street lighting, striping, signage</li> <li>Interim median island curb and 26' wide concrete temporary median</li> <li>Erosion control</li> <li>Demolish temporary median island</li> </ul>
128A	<p>Bouquet Creek to Bouquet Canyon Road (8 lanes; 860 linear feet)</p> <ul style="list-style-type: none"> <li>Full-width grading</li> <li>Curb, gutter, base,</li> <li>Pavement and aggregate base</li> <li>Sidewalk (both sides)</li> <li>Drainage including laterals and median inlets</li> <li>Street lighting, striping, signage</li> <li>Erosion control</li> <li>Pave taper</li> <li>Striping</li> </ul>
128B,128C	<p>Bouquet Creek Bridge (8 lanes; 157' long x 65' wide)</p> <ul style="list-style-type: none"> <li>Decking</li> <li>Curb and gutter</li> <li>Tile treatment and anodized rail</li> <li>Bike trail on bridge</li> <li>Environmental Mitigation</li> </ul>

LINK NO.	IMPROVEMENT DESCRIPTION
70	Decoro Drive: Copper Hill Drive to Dickason Drive (4 lanes; 2,390 linear feet) Grading Curb, gutter, base, Pavement and aggregate base Sidewalk (both sides) Drainage including laterals and median inlets Street lighting, striping, signage Storm drain system Erosion control
71	Decoro Drive: Dickason Drive to McBean Parkway (4 lanes; 1,700 linear feet) Grading Curb, gutter, base, Pavement and aggregate base Sidewalk (both sides) Drainage including laterals and median inlets Street lighting, striping, signage Storm drain system Erosion control
71A	Decoro Drive Bridge over San Francisquito Creek (4 lanes; 580' long x 87' wide) Decking and footings Dewatering Abutment protection Environmental mitigation Erosion control

TABLE 3 DESCRIPTION OF INTERSECTION IMPROVEMENTS

Intersection No.	IMPROVEMENT DESCRIPTION
33	Magic Mountain Parkway and Tourney Road New 3-way signal
39	Copper Hill Drive and Decoro Drive New 3-way signal
40	Decoro Drive Dickason Drive New 4-way signal
41	McBean Parkway and Decoro Drive (4-way signal) Signal modification and augmentation from a 3-way signal to 4-way Add 2 right-turn pockets Right-of way acquisition (for northbound free right-turn lane) Landscape repair
43	McBean Parkway and Copper Hill Drive New 4-way signal and augmentation for a right-turn pocket and dual left-turn lanes
44	Copper Hill Drive/Rye Canyon Road and Newhall Ranch Road

Intersection No.	IMPROVEMENT DESCRIPTION
	New 4-way signal and augmentation for phasing
45	Newhall Ranch Road Dickason Drive (4-way signal) Signal modification
46	McBean Parkway and Newhall Ranch Road Signal modification and augmentation for medians, Add 4 right-turn pockets Add 4 through lanes Add 3 left-turn pockets
47	Newhall Ranch Road and Bouquet Canyon Road (4-way signal) Signal modification and augmentation for a right-turn pocket and to add 2 medians
51	Avenue Scott and Rye Canyon Road New 3-way signal
55	Valencia Boulevard and Bouquet Canyon Road (4-way signal) Signal modification and augmentation for 3 left-turn pockets, a right-turn pocket, and 2 median modifications Right-of-way acquisition
56	McBean Parkway and Magic Mountain Parkway Signal modification and augmentation for striping an additional through lane
57	Valencia Boulevard and Magic Mountain Parkway (4-way signal) Signal modification and augmentation for a right-turn pocket and median Landscape and monument sign
59	McBean Parkway and Valencia Boulevard (4-way signal) Signal modification and augmentation for a right-turn pocket and 2 additional through lanes Right-of-way acquisition Landscape repair
60	McBean Parkway and Rockwell Canyon Road (3-way signal) Signal modification
70	Valencia Boulevard and Tourney Road New 4-way signal
71	Valencia Boulevard and Rockwell (3-way signal) Signal modification
72	Avenue Scott and Avenue Tibbitts (4-way signal) Signal modification
86	Newhall Ranch Road and Grandview (4-way signal) Signal modification
87	Newhall Ranch Road and Hillsborough (4-way signal) Signal modification
88	McBean Parkway and Avenue Scott New 4-way signal

Intersection No.	IMPROVEMENT DESCRIPTION
101	Newhall Ranch Road Vanderbilt New 3-way signal
102	Copper Hill Drive and Smyth Drive New 3-way signal
103	Copper Hill Drive and Lockheed New 4-way signal
104	Copper Hill Drive and West Creek South New 4-way signal
105	Copper Hill Drive and West Creek Central New 4-way signal
106	Copper Hill Drive and West Creek North New 4-way signal
108	Decoro Drive and Creekside Village New 4-way signal
113	McBean Parkway and Sunset Hills New 4-way signal
115	McBean Parkway and Skycrest New 4-way signal
116	McBean and Summerhill New 4-way signal
117	McBean Parkway and Creekside Village South New 3-way signal
118	McBean Parkway and Fairview New 4-way signal
119	McBean Parkway and Creekside Drive – AutoCenter (4-way signal) Signal modification
122	Magic Mountain Parkway and South River New 4-way signal
223	Magic Mountain Parkway and River Oaks New 4-way signal
124	Valencia Boulevard and Goldcrest New 4-way signal
128	Valencia Boulevard and Cinema Drive (4-way signal) Signal modification and augmentation for a left and right-turn pocket
132	McBean Parkway and Cal Arts New 4-way signal
219	McBean Parkway and Alegro New 3-way signal Median island landscape repair
220	McBean Parkway and Granary Square New 4-way signal Median island landscape repair

Intersection No.	IMPROVEMENT DESCRIPTION
222	Copper Hill Drive and Tesoro Entrance East New 4-way signal
224	Newhall Ranch Road and Castaic Road New 3-way signal
225	Newhall Ranch Road and Lockheed New 3-way signal
226	San Francisquito Canyon Road and Tesoro New 3-way signal
227	McBean Parkway and Orchard Village (4-way signal) Signal modification and augmentation for a left-turn pocket and median modification Median island and landscape repair
228	McBean Parkway and Bridgeport Entrance New 3-way signal
229	Copper Hill Drive and Tesoro Entrance West New 3-way signal
230	Avenue Scott and Bridgeport Entrance New 4-way signal
231	Magic Mountain Parkway and Citrus (3-way signal) Signal modification
232	McBean Parkway and Creekside Village North New 4-way signal

TABLE 4 DESCRIPTION OF INTERCHANGE IMPROVEMENTS

<b>SR-126/I-5 INTERCHANGE:</b>
<p>This interchange currently exists as a partial interchange with a loop on-ramp and a diamond off-ramp in the southeast quadrant and directional ramps in the northwest and southwest quadrants. The existing interchange does not provide the westbound-northbound, or southbound-eastbound movements. Proposed improvements consist of two alternatives. Alternative A proposes the construction of a directional ramp in the northeast quadrant to accommodate the westbound to northbound movement and realignment/reconstruction of the southbound directional ramps to intersect SR-126 opposite each other. The movements at this intersection on SR-126 would then be accommodated through a three-phase traffic signal (Please see Attachment D). Alternative C proposes the construction of a directional ramp in the northeast quadrant of the I-5/SR-126 interchange to accommodate the westbound to northbound movement. To provide for the westbound to southbound movement, this alternative proposes the construction of a loop on-ramp in the northwest quadrant. The loop would pass through the end-bent of the existing I-5/SR-126 separation before joining the southbound I-5 mainline. The southbound off-ramp would be</p>

realigned/reconstructed to pass to the west of the loop ramp and intersect SR-126 at a right angle. The southbound to eastbound movement would be accommodated through a two-phase traffic signal. The merging end of the existing southbound off-ramp would also be relocated further to the west to allow for the construction of the southbound loop ramp. The eastbound to southbound directional ramp would be realigned/reconstructed as a two-lane freeway to freeway connector. At the merge to I-5, the right lane would become an exclusive lane off to the Rye Canyon Road ramps.<sup>8</sup> (Please see Attachment D).

**MAGIC MOUNTAIN PARKWAY/I-5 INTERCHANGE:**

Currently exists as a tight diamond configuration, with a modified northbound off-ramp providing opposite direction traffic allowing access to Championship Way. Three alternatives for this interchange are currently proposed in the Draft Project Study Report under review by CALTRANS. Alternative 1 proposes southbound hook ramps and northbound direct ramps. The Old Road is proposed to be realigned westerly over a length of approximately 1000 meters to provide space for the ramp configuration and provide more storage capacity for the ramps. All existing ramps would be removed and reconstructed. The southbound off-ramp would be a single lane off-ramp with three lanes at the terminus with The Old Road. The southbound on-ramp would be three lanes at the intersection with The Old Road merging to a single lane at the entrance. The intersection would be located approximately 300 meters south of Magic Mountain Parkway. The northbound off-ramp would be a two lane off-ramp at the diverge with four lanes at the terminus with Magic Mountain Parkway. The northbound on-ramp would be two lanes at Magic Mountain Parkway merging to a single lane at the freeway entrance (Please refer to Attachment F). Alternative 2 proposes a partial cloverleaf configuration with loop off-ramps (single lane) in both directions to Magic Mountain Parkway. The existing southbound off-ramp would be reconstructed to join the new Magic Mountain Parkway profile and join the I-5. This off-ramp would provide only westbound travel on Magic Mountain Parkway. A southbound loop off-ramp would be constructed to serve eastbound Magic Mountain Parkway. The southbound on-ramp would be constructed as a hook on-ramp with an intersection 200 meters south of Magic Mountain Parkway. The new southbound on-ramp would be three lanes at The Old Road merging to a single lane at the entrance. The existing northbound off-ramp would be replaced with a single lane off-ramp directing traffic to eastbound Magic Mountain Parkway. The northbound on-ramp would be reconstructed around the northbound loop off-ramp and provide three lanes at Magic Mountain Parkway merging to a single lane at the freeway entrance (Please see Attachment F). Alternative 3 proposes to improve the existing diamond interchange configuration. The Old Road would be realigned approximately 70 meters to the west at Magic Mountain Parkway to provide better intersection spacing with the southbound ramps and widened to provide six lanes with provisions for right and dual left turns at Magic Mountain Parkway (Please refer to Attachment F). Reconstruction of the interchange would provide improved intersection spacing. The southbound off-ramp would be a single lane off-ramp with four

<sup>8</sup> Draft Project Study – June, 1998.

lanes at Magic Mountain Parkway. The southbound on-ramp would be two lanes at Magic Mountain Parkway merging to a single lane at the entrance. The northbound off-ramp would be a two lane off-ramp with four lanes at the terminus on Magic Mountain Parkway. The northbound on-ramp would be two lanes at Magic Mountain Parkway merging to a single lane at the freeway entrance.<sup>9</sup>

**VALENCIA BOULEVARD/I-5 INTERCHANGE:**

This interchange currently exists as a two lane overcrossing with northbound and southbound diamond off-ramps and loop on-ramps. The District proposes to replace the overcrossing on Route 5, with a 7 lane access; to provide the southbound diamond on-ramp augmenting the existing loop on-ramps to complete a modified partial cloverleaf interchange; and to widen the existing southbound ramps and the northbound off-ramp. There are no alternative designs proposed for this interchange.<sup>10</sup> (Please see Attachment E).

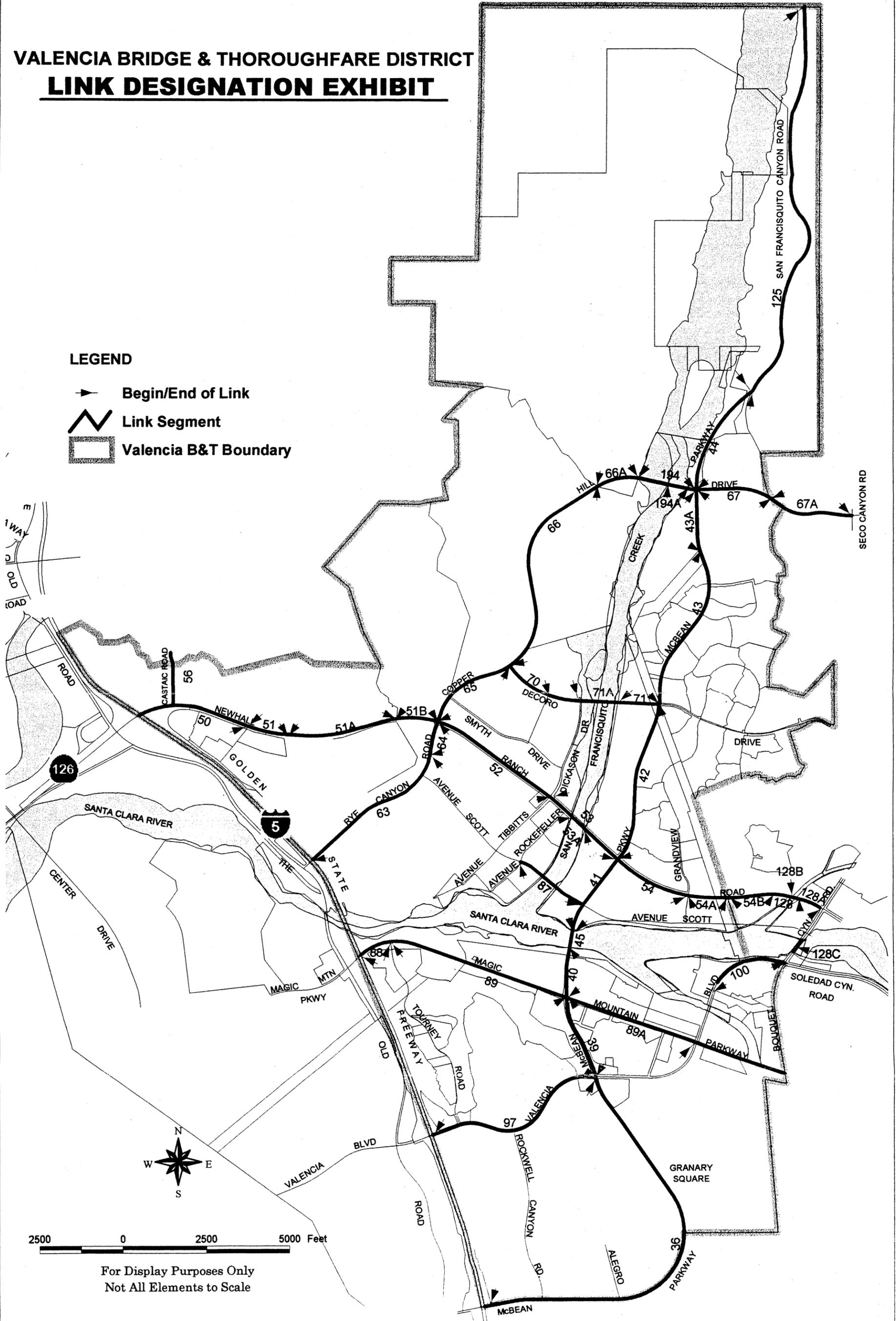
<sup>9</sup> Draft Project Study Report – April, 1998.

<sup>10</sup> Draft Project Report.

# VALENCIA BRIDGE & THOROUGHFARE DISTRICT LINK DESIGNATION EXHIBIT

## LEGEND

- ▶ Begin/End of Link
- ▬ Link Segment
- ▭ Valencia B&T Boundary



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For Display Purposes Only  
Not All Elements to Scale

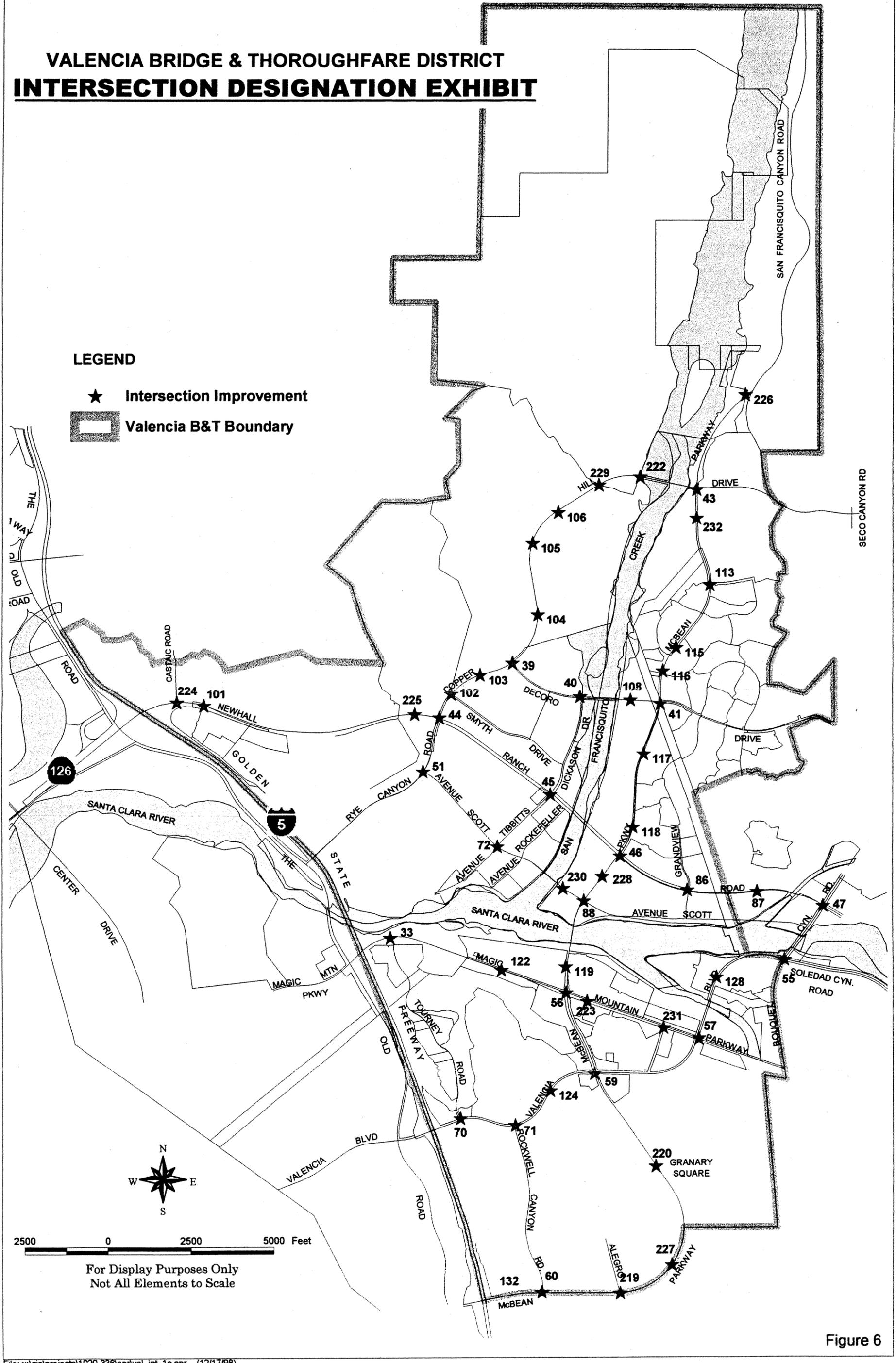
Figure 5

File: x:\gis\projects\1020-336\aprv\link 1b.apr (12/17/98)

# VALENCIA BRIDGE & THOROUGHFARE DISTRICT INTERSECTION DESIGNATION EXHIBIT

## LEGEND

- ★ Intersection Improvement
- ▭ Valencia B&T Boundary



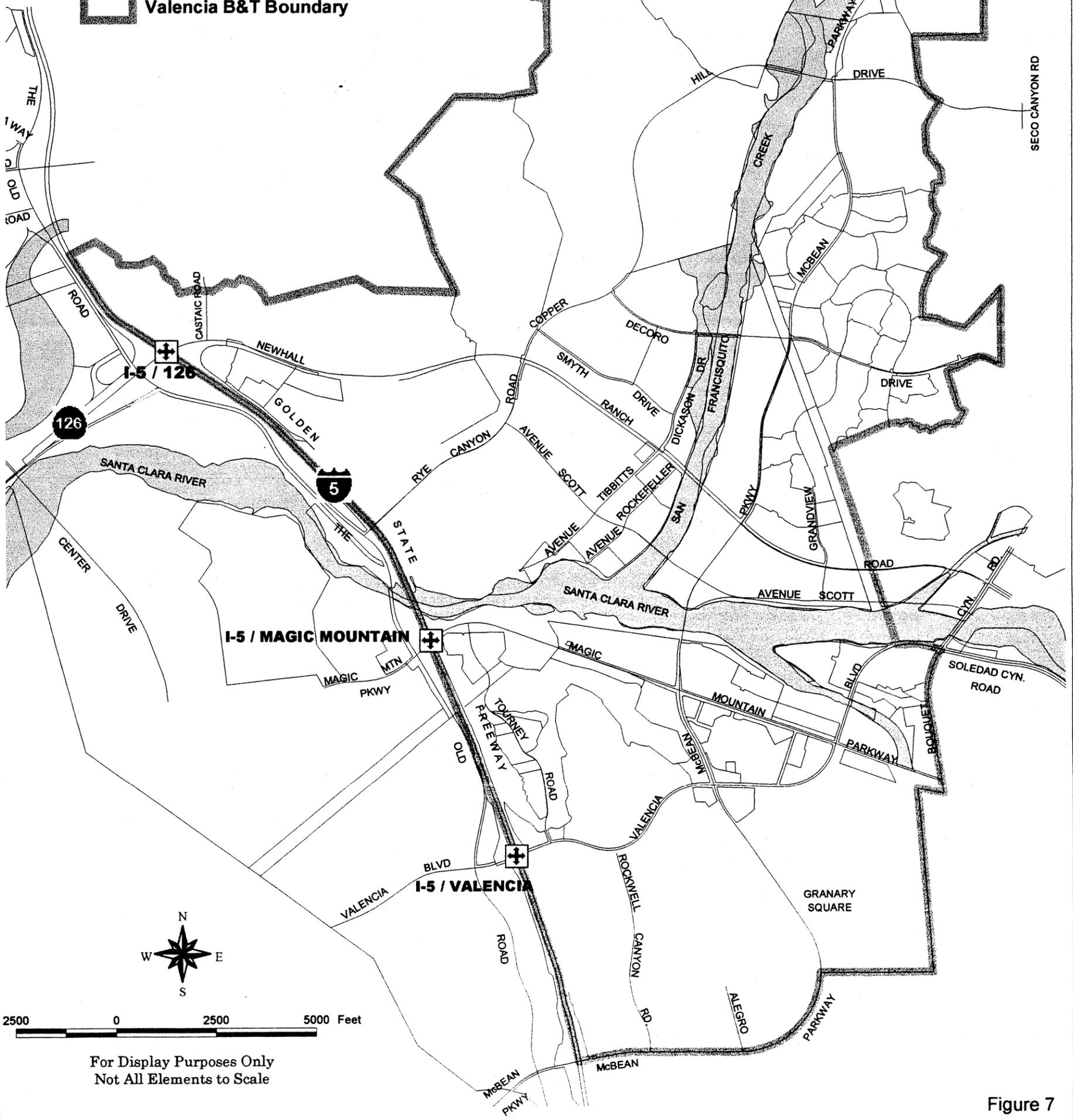
For Display Purposes Only  
Not All Elements to Scale

Figure 6

# VALENCIA BRIDGE & THOROUGHFARE DISTRICT INTERCHANGE DESIGNATION EXHIBIT

## LEGEND

-  Interchange Improvement
-  Valencia B&T Boundary



For Display Purposes Only  
Not All Elements to Scale

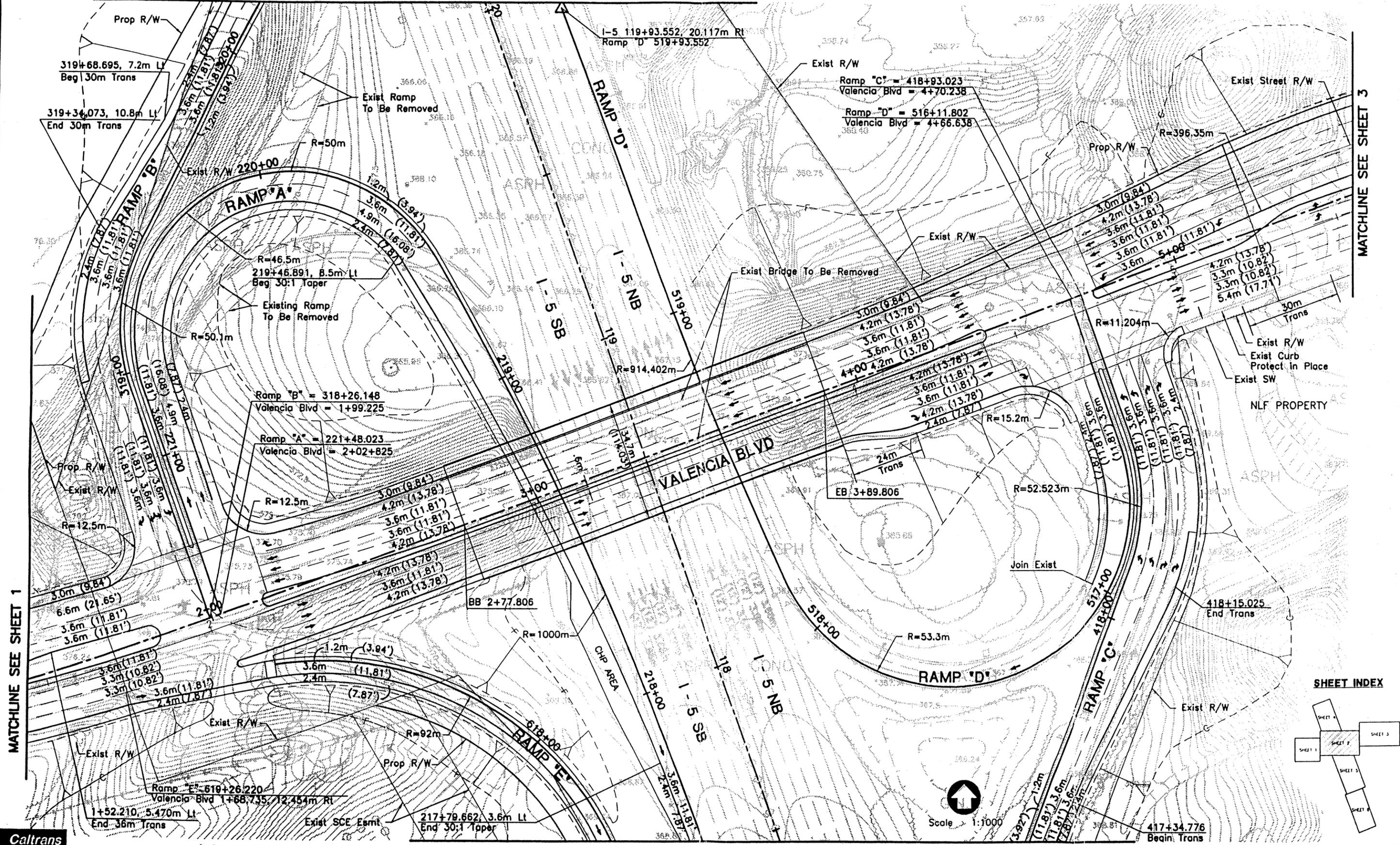
Figure 7

**ATTACHMENT D** VALENCIA BOULEVARD/I-5 INTERCHANGE CONCEPT  
EXHIBIT

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MATCHLINE SEE SHEET 4

MATCHLINE SEE SHEET 3

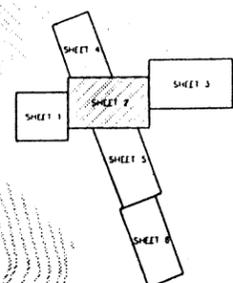


MATCHLINE SEE SHEET 1

MATCHLINE SEE SHEET 5



SHEET INDEX



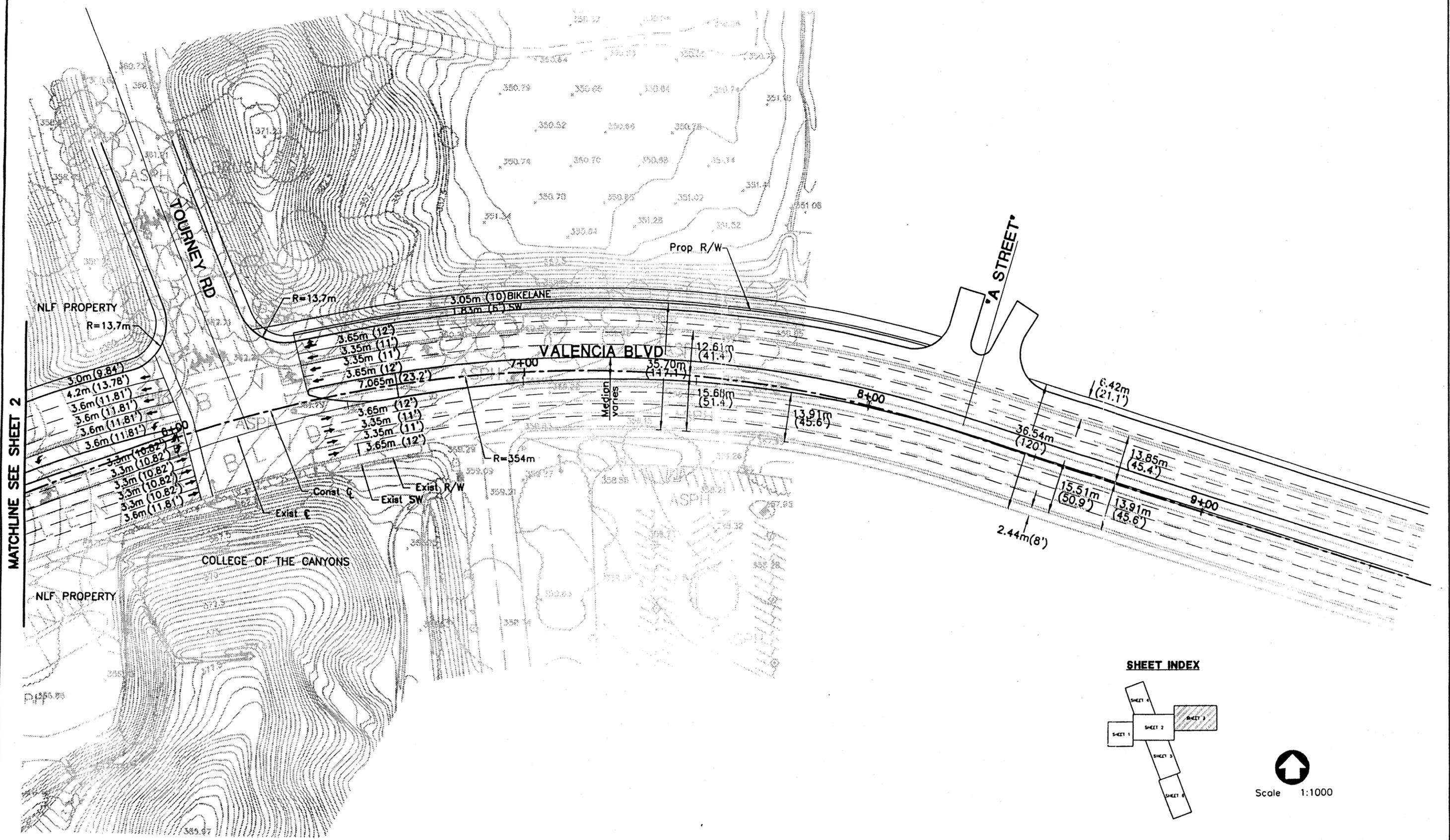
FOR REDUCED PLANS  
ORIGINAL SCALE IS IN mm

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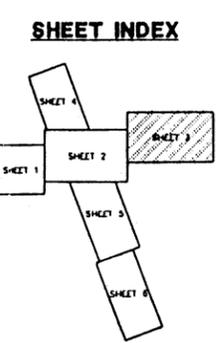
**IWA ENGINEERS**  
600 The City Parkway West, Suite 500  
Orange, CA 92868  
(714) 456-0166 Fax (714) 456-0161

PROJECT REPORT FOR THE  
**I-5/VALENCIA BOULEVARD INTERCHANGE**  
LAYOUT SHEET 2 OF 8

EXHIBIT 3

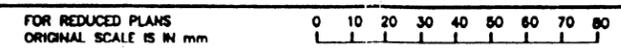


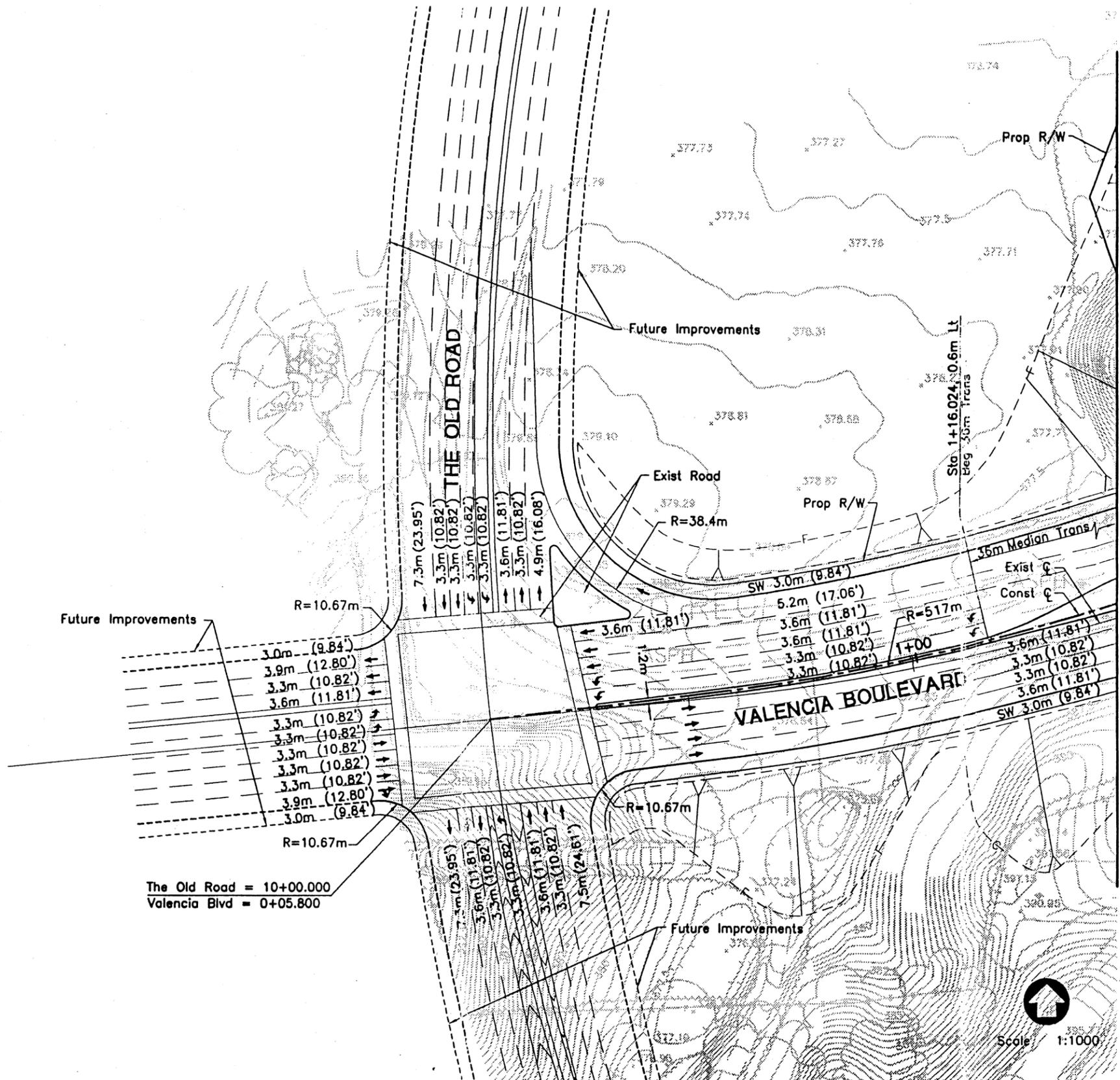
MATCHLINE SEE SHEET 2



**IWA ENGINEERS**  
 600 The City Parkway West, Suite 500  
 Orange, CA 92868  
 (714) 456-0166 Fax (714) 456-0161

**PROJECT REPORT FOR THE  
 I-5/VALENCIA BOULEVARD INTERCHANGE  
 LAYOUT SHEET 3 OF 6  
 EXHIBIT 4**

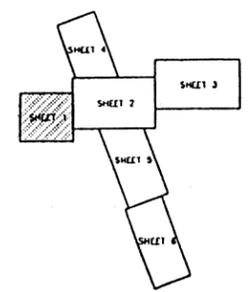




MATCHLINE SEE SHEET 2

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 Valencia Blvd = 0+05.800

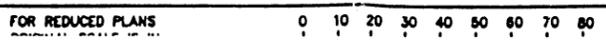
**SHEET INDEX**



**IWA ENGINEERS**  
 600 The City Parkway West, Suite 300  
 Orange, CA 92868  
 (714) 456-0166 Fax (714) 456-0161

**PROJECT REPORT FOR THE  
 I-5/VALENCIA BOULEVARD INTERCHANGE  
 LAYOUT SHEET 1 OF 6**

EXHIBIT 2

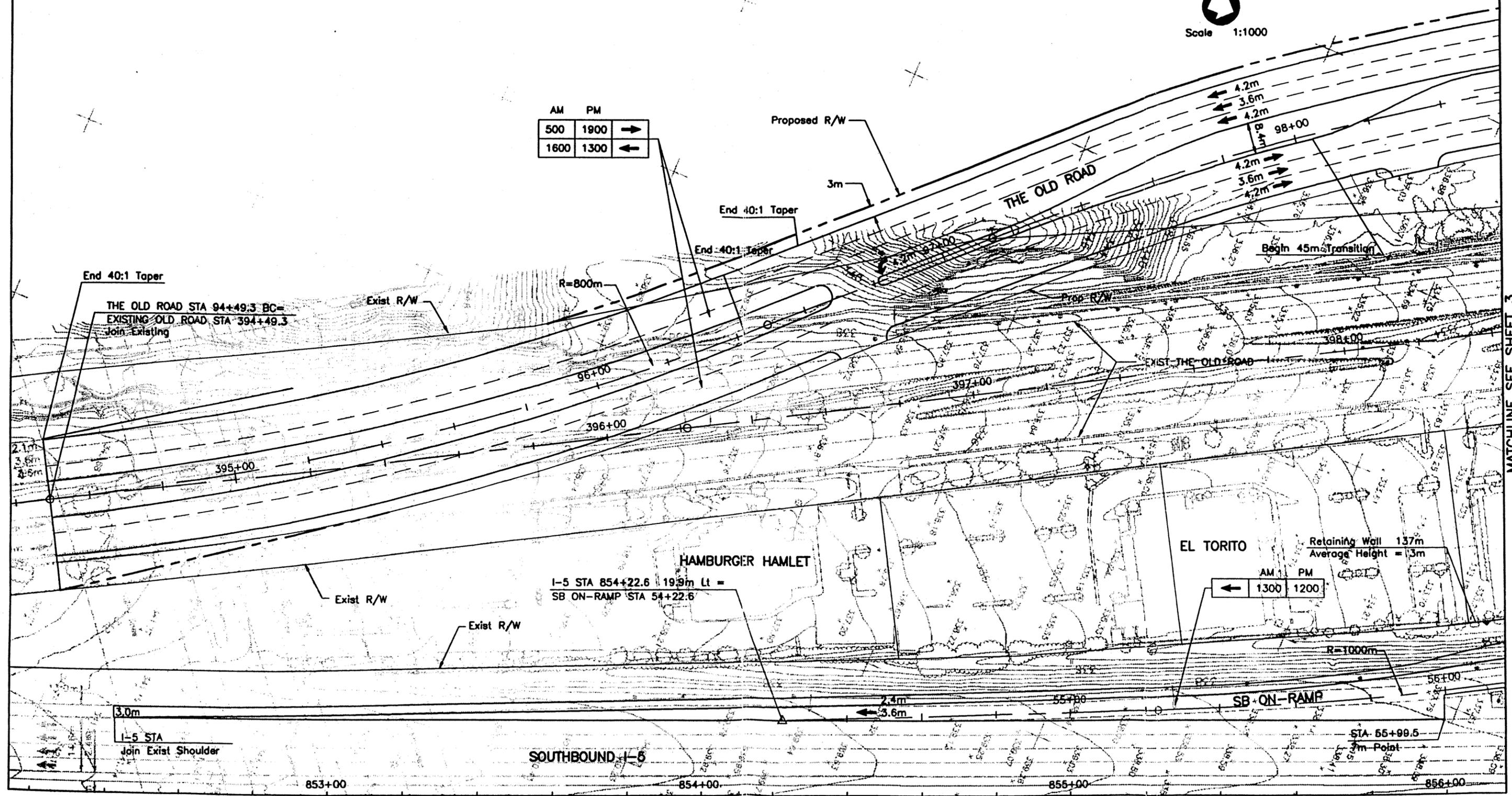


**ATTACHMENT E      MAGIC MOUNTAIN PARKWAY/I-5 INTERCHANGE CONCEPT  
EXHIBIT**

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Scale 1:1000

AM	PM	
500	1900	→
1600	1300	←



MATCHLINE SEE SHEET 3

FOR NORTHBOUND I-5 SEE SHEET 1

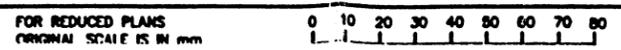


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FILE = AL13-2.DWG

2020 PEAK HOUR TRAFFIC VOLUMES	AM	PM	
	XXXX	XXXX	↗
	XXXX	XXXX	→
	XXXX	XXXX	↘

**IWA ENGINEERS**  
600 The City Parkway West, Suite 300  
Orange, CA 92663  
(714) 456-0166 Fax (714) 456-0161

PROJECT STUDY REPORT FOR THE  
I-5/MAGIC MOUNTAIN PARKWAY INTERCHANGE  
ALTERNATIVE 3  
LAYOUT SHEET 2 of 8  
EXHIBIT 3



AM	PM	
500	300	↗
2100	2100	↘
200	400	↖

AM	PM	
600	600	↗
900	500	↘
100	200	↖

AM	PM	
1800	2200	↗
800	900	↘

AM	PM	
100	100	↗
1200	1800	↘
1600	900	↖

AM	PM	Exist. R/W
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200	600	↘
400	800	↖

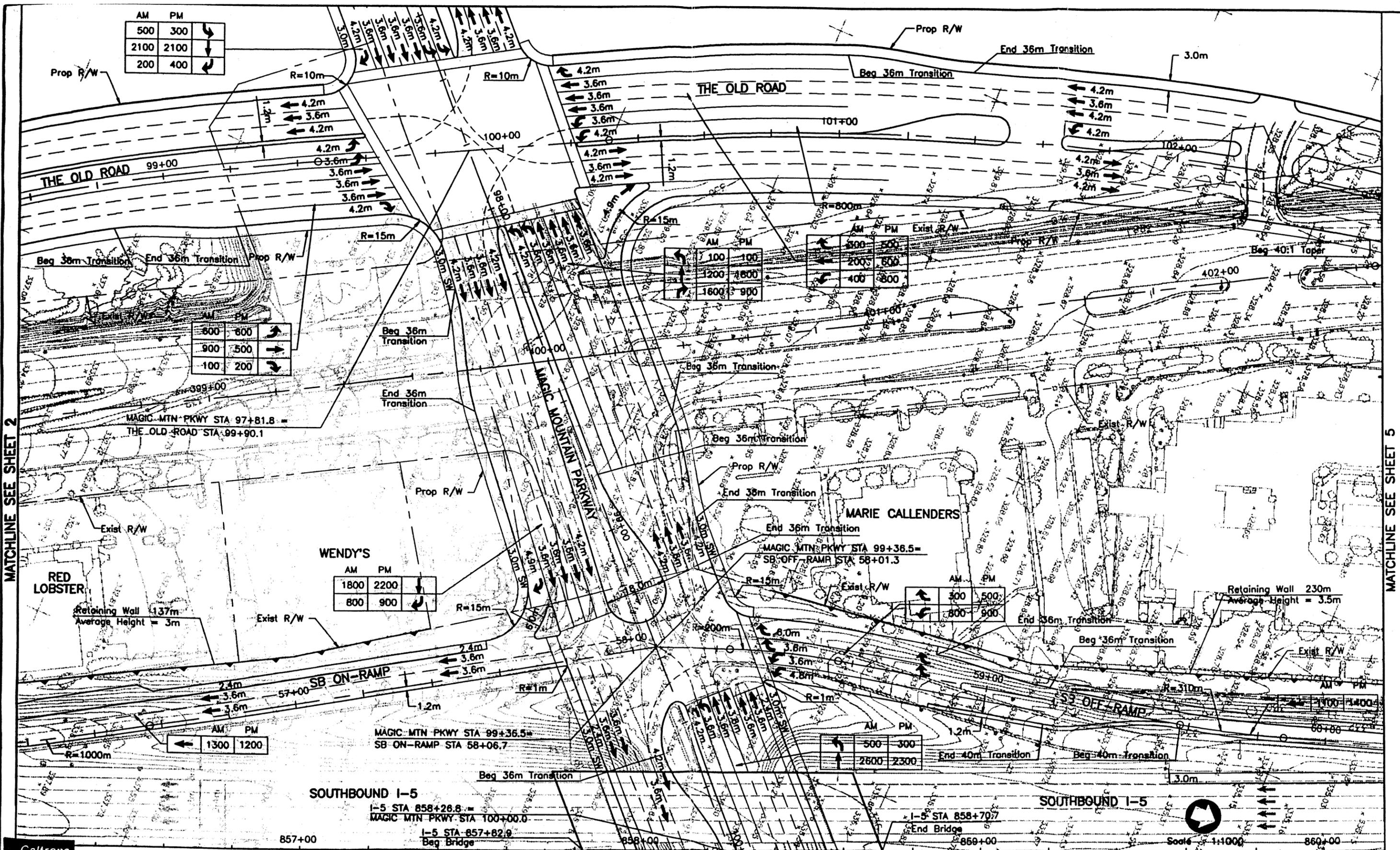
AM	PM	
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800	900	↘

AM	PM	
500	300	↗
2600	2300	↘

AM	PM	
1300	1200	↗

MATCHLINE SEE SHEET 2

MATCHLINE SEE SHEET 5



MATCHLINE SEE SHEET 4

2020 PEAK HOUR TRAFFIC VOLUMES

AM	PM	
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XXXX	XXXX	↘
XXXX	XXXX	↖

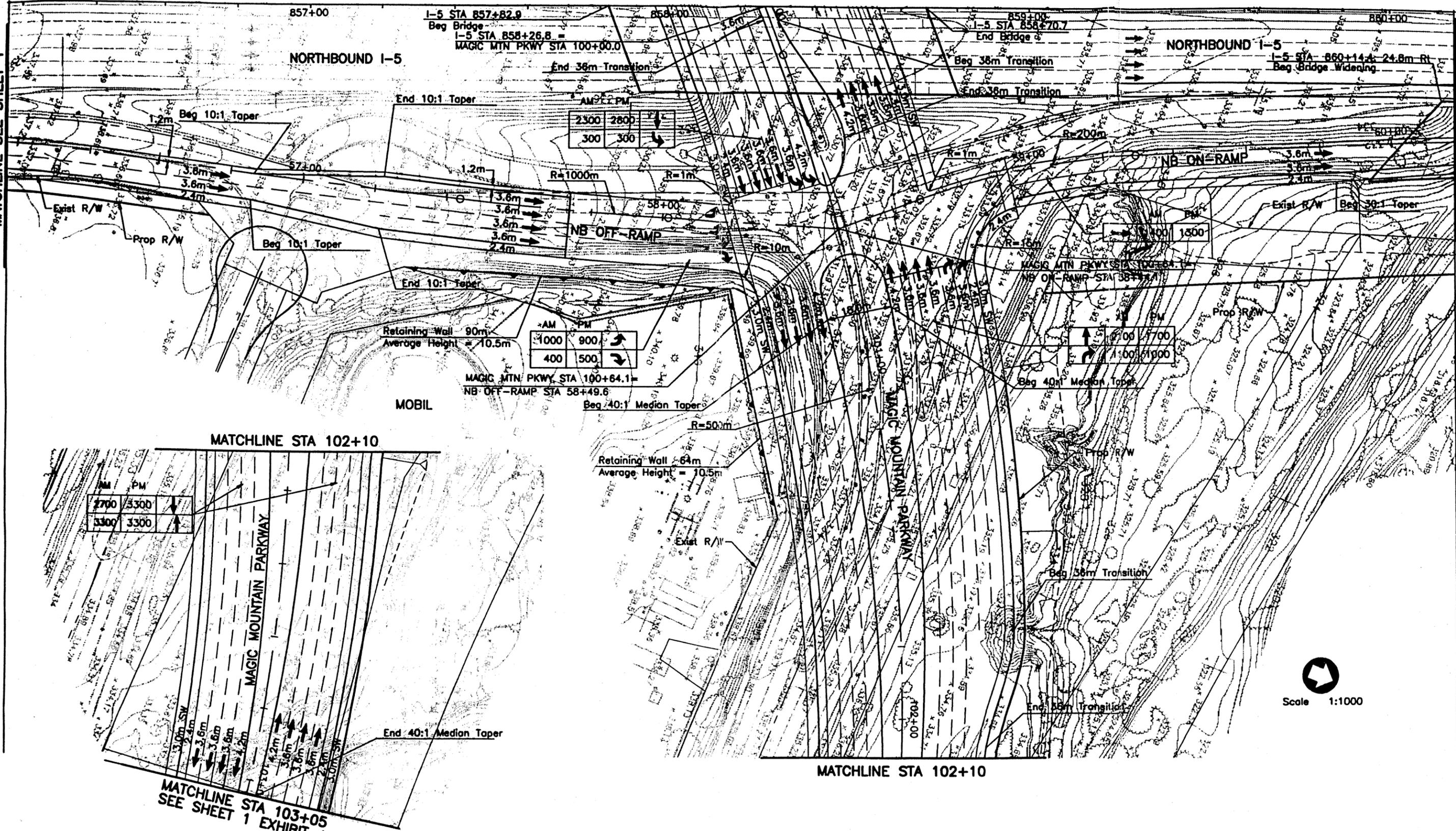
**IWA ENGINEERS**  
 600 The City Parkway West, Suite 300  
 Orange, CA 92668  
 (714) 456-0166 Fax (714) 456-0161

PROJECT STUDY REPORT FOR THE  
**I-5/MAGIC MOUNTAIN PARKWAY INTERCHANGE**  
 ALTERNATIVE 3  
 LAYOUT SHEET 8 of 8  
 EXHIBIT 3

MATCHLINE SEE SHEET 3

MATCHLINE SEE SHEET 1

MATCHLINE SEE SHEET 6



AM	PM
2700	3300
3300	3300

AM	PM
1000	900
400	500

AM	PM
2700	2700
1000	1000

AM	PM
XXXX	XXXX
XXXX	XXXX
XXXX	XXXX

2020 PEAK HOUR TRAFFIC VOLUMES



**IWA ENGINEERS**  
 600 The City Parkway West, Suite 500  
 Orange, CA 92668  
 (714) 456-0166 Fax (714) 456-0161

PROJECT STUDY REPORT FOR THE  
**I-5/MAGIC MOUNTAIN PARKWAY INTERCHANGE**  
 ALTERNATIVE 3  
 LAYOUT SHEET 4 of 6  
 EXHIBIT 3

**ATTACHMENT F SR-126/I-5 INTERCHANGE CONCEPT EXHIBIT**

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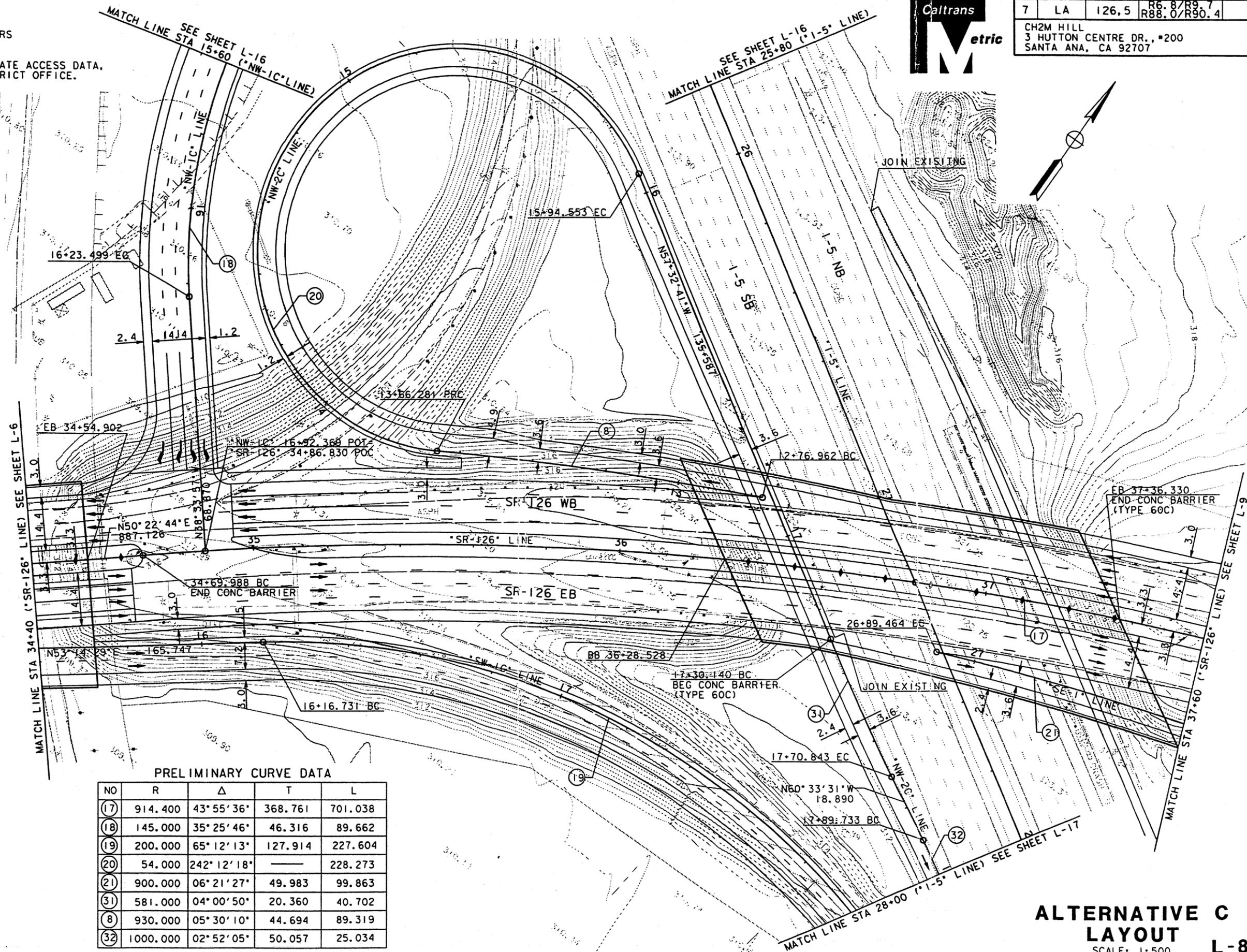
**NOTES:**

1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.
2. FOR COMPLETE R/W AND ACCURATE ACCESS DATA, SEE R/W RECORD MAP AT DISTRICT OFFICE.



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
7	LA	126, 5	R86.8/R90.7 R88.0/R90.4		

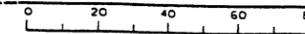
CH2M HILL  
3 HUTTON CENTRE DR., #200  
SANTA ANA, CA 92707



**PRELIMINARY CURVE DATA**

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(17)	914.400	43° 55' 36"	368.761	701.038
(18)	145.000	35° 25' 46"	46.316	89.662
(19)	200.000	65° 12' 13"	127.914	227.604
(20)	54.000	242° 12' 18"	—	228.273
(21)	900.000	06° 21' 27"	49.983	99.863
(31)	581.000	04° 00' 50"	20.360	40.702
(8)	930.000	05° 30' 10"	44.694	89.319
(32)	1000.000	02° 52' 05"	50.057	25.034

FOR REDUCED PLANS  
ORIGINAL SCALE IN MILLIMETERS



USERNAME -> \*\*\*\*\*USER\*\*\*\*\*  
DGN FILE -> \*\*\*\*\*DGN SPEC\*\*\*\*\*

CU X

EA 18720K

F-2

**ALTERNATIVE C  
LAYOUT  
SCALE: 1:500 L-8**

NOTES:

1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.
2. FOR COMPLETE R/W AND ACCURATE ACCESS DATA, SEE R/W RECORD MAP AT DISTRICT OFFICE.

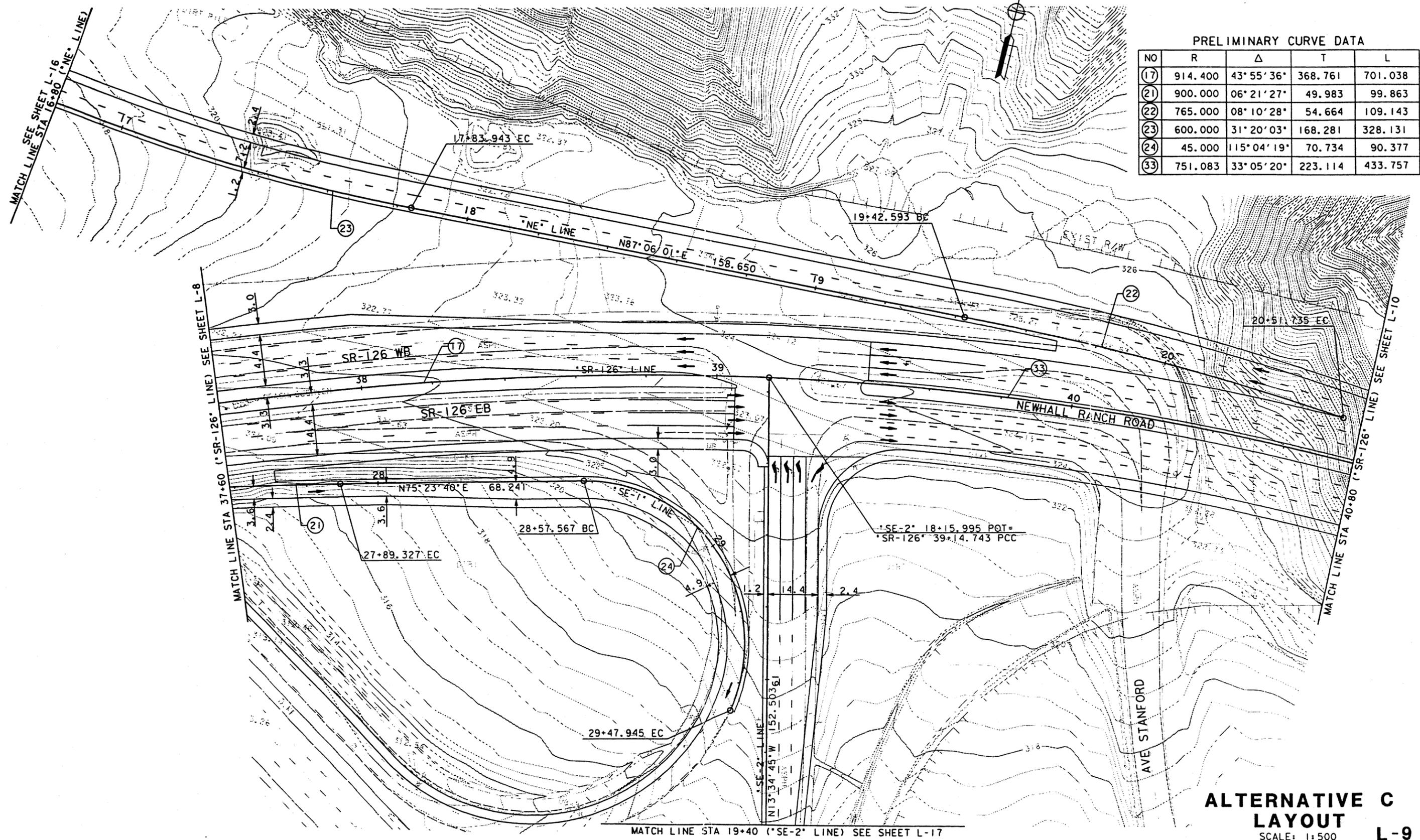


DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
7	LA	126.5	R6.8/R9.7 R88.0/R90.4		

CH2M HILL  
3 HUTTON CENTRE DR., #200  
SANTA ANA, CA 92707

PRELIMINARY CURVE DATA

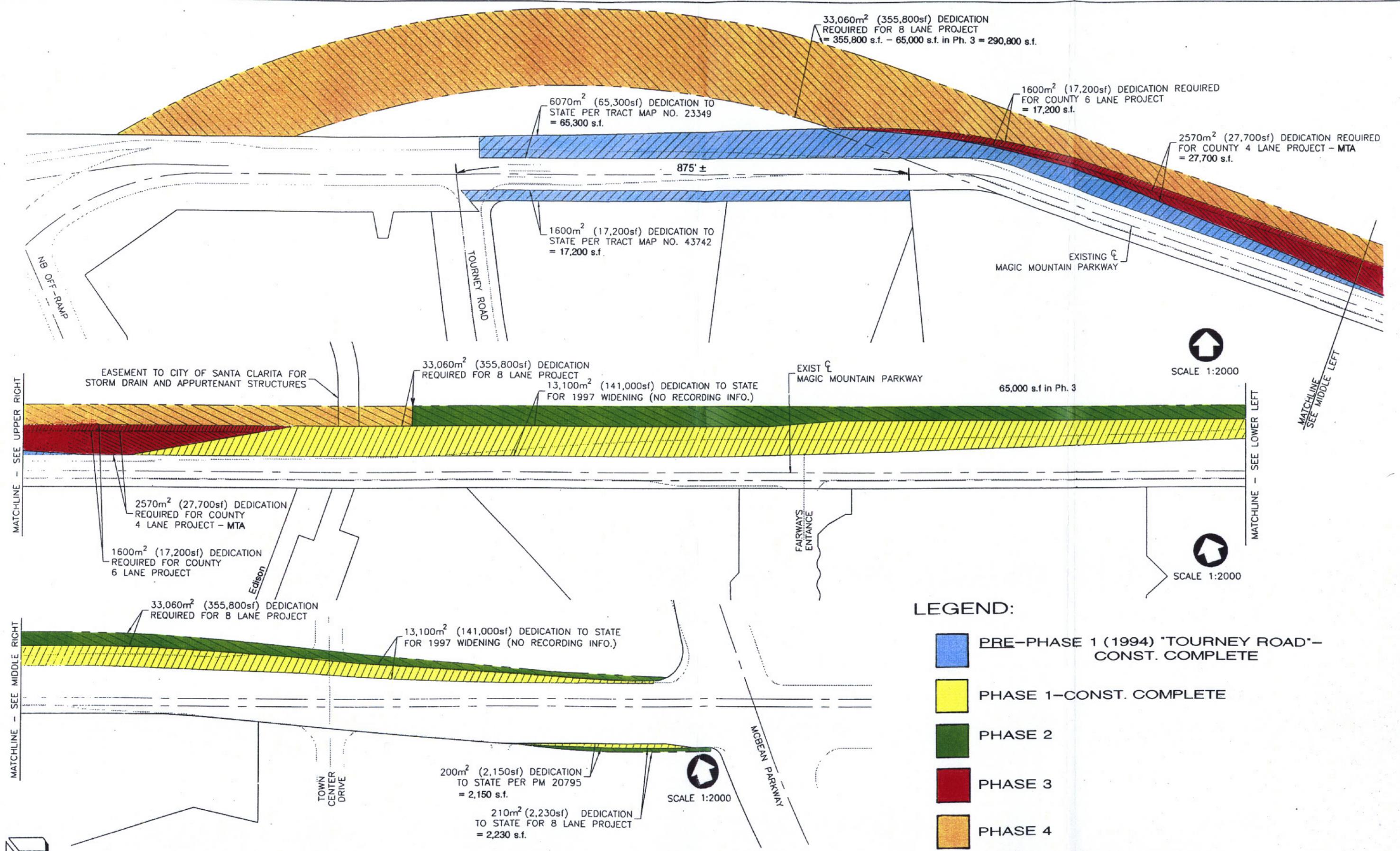
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21	900.000	06°21'27"	49.983	99.863
22	765.000	08°10'28"	54.664	109.143
23	600.000	31°20'03"	168.281	328.131
24	45.000	115°04'19"	70.734	90.377
33	751.083	33°05'20"	223.114	433.757



**ALTERNATIVE C LAYOUT**  
SCALE: 1:500 L-9

**ATTACHMENT G MAGIC MOUNTAIN PARKWAY PHASING EXHIBIT**

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**LEGEND:**

- PRE-PHASE 1 (1994) "TOURNEY ROAD"- CONST. COMPLETE
- PHASE 1-CONST. COMPLETE
- PHASE 2
- PHASE 3
- PHASE 4



**IWA ENGINEERS**  
 600 The City Parkway West, Suite 300  
 Orange, CA 92868  
 (714) 456-0166 • Fax (714) 456-0161

MAGIC MOUNTAIN PARKWAY  
 R/W DEDICATIONS

**ATTACHMENT H ESTIMATED IMPROVEMENT COSTS<sup>11</sup>**

The following costs for District improvements were derived from an anticipated scope of work which is subject to change as each improvement reaches the final design stage.

**TABLE 5 LIST OF ROADWAY AND BRIDGE IMPROVEMENTS INCLUDING ASSOCIATED ESTIMATED COSTS**

LINK NO.	IMPROVEMENT DESCRIPTION	PROJECT COST
36, 39, 40, 41, 42, 43, 43A, 44, 45	McBean Parkway: I-5 to 1550' north of Copper Hill Drive	\$6,857,215
97, 100	Valencia Boulevard: I-5 to Bouquet Canyon Road	\$2,997,747
88, 89, 89A	Magic Mountain Parkway: I-5 to Bouquet Canyon Road	\$14,450,605
87, 87A	Avenue Scott: Avenue Rockefeller to McBean Parkway	\$8,335,022
50, 51, 51A, 51B, 52, 53, 53A, 54, 54A, 54B, 128, 128A, 128B, 128C	Newhall Ranch Road: I-5 to Bouquet Canyon Road	\$25,738,285
70, 71, 71A	Decoro Drive: Copper Hill Drive to McBean Parkway	\$11,488,386
125	San Francisquito Canyon Road: End of McBean Parkway to National Forest Boundary	\$3,239,423
56	Castaic Road: Newhall Ranch Road to Northerly District Boundary	\$998,635
63	Rye Canyon Road: I-5 to Newhall Ranch Road	\$74,906
64, 65, 66, 66A, 67, 67A, 194, 194A	Copper Hill Drive: End of Rye Canyon Road to Seco Canyon Road	\$10,369,255
<i>Links Subtotal:</i>		<b>\$84,549,479</b>
<b>Total (including 5% project management cost):</b>		<b>\$88,776,953</b>

**TABLE 6 LIST OF INTERSECTION IMPROVEMENTS INCLUDING ASSOCIATED ESTIMATED COSTS**

INTERSECTION NO.	IMPROVEMENT DESCRIPTION	PROJECT COST
33	Magic Mountain Parkway Tourney Road	\$224,775
39	Copper Hill Drive and Decoro Drive	\$145,800

<sup>11</sup> Due to rounding, numbers may not exactly match to actual improvement cost estimates.

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

INTERSECTION NO.	IMPROVEMENT DESCRIPTION	PROJECT COST
40	Dickason Drive and Decoro Drive	\$170,100
41	McBean Parkway and Decoro Drive	\$285,525
43	McBean Parkway and Copper Hill Drive	\$224,775
44	Copper Hill Drive and Newhall Ranch Road	\$224,775
45	Dickason Drive and Newhall Ranch Road	\$72,900
46	McBean Parkway and Newhall Ranch Road	\$224,775
47	Newhall Ranch Road and Bouquet Canyon Road	\$567,405
51	Avenue Scott and Rye Canyon Road	\$145,800
55	Soledad Canyon Road and Bouquet Canyon Road	\$1,183,410
56	McBean Parkway and Magic Mountain Parkway	\$72,900
57	Valencia Boulevard and Magic Mountain Parkway	\$321,975
59	McBean Parkway and Valencia Boulevard	\$403,988
60	Rockwell Canyon Road and McBean Parkway	\$72,900
70	Tourney Road and Valencia Boulevard	\$170,100
71	Rockwell Canyon Road and Valencia Boulevard	\$97,200
72	Avenue Scott and Avenue Tibbitts	\$72,900
86	Grandview and Newhall Ranch Road	\$145,800
87	Hillsborough and Newhall Ranch Road	\$145,800
88	McBean Parkway and Avenue Scott	\$224,775
101	Newhall Ranch Road Vanderbilt	\$145,800
102	Smyth Drive and Copper Hill Drive	\$145,800
103	Boskovich and Copper Hill Drive	\$170,100
104	Copper Hill Drive and West Creek South	\$170,100
105	Copper Hill Drive and West Creek Central	\$170,100
106	Copper Hill Drive and West Creek North	\$170,100
108	Decoro Drive and Creekside Village	\$170,100
113	McBean Parkway and Sunset Hills	\$170,100
115	McBean Parkway and Skycrest	\$170,100
116	McBean and Summerhill	\$170,100

INTERSECTION NO.	IMPROVEMENT DESCRIPTION	PROJECT COST
117	McBean Parkway and Creekside Village	\$145,800
118	McBean Parkway and Fairview	\$170,100
119	McBean Parkway and Creekside Drive	\$145,800
122	Magic Mountain Parkway and Fairways	\$170,100
123	Magic Mountain Parkway and Town Center	\$72,900
124	Valencia Boulevard Goldcrest	\$170,100
128	Valencia Boulevard Cinema Drive	\$218,700
132	McBean Parkway and Cal Arts	\$170,100
219	McBean Parkway and Alegro	\$157,950
220	McBean Parkway and Granary Square	\$182,250
222	Copper Hill Drive and Tesoro Entrance East	\$170,100
223	Magic Mountain Parkway and Mall East	\$170,100
224	Newhall Ranch Road and Castaic Road	\$145,800
225	Newhall Ranch Road and Lockheed	\$145,800
226	San Francisquito Canyon Road and Tesoro	\$145,800
227	McBean Parkway and Orchard Village	\$109,350
228	McBean Parkway and Lago de Valencia Entrance	\$145,800
229	Copper Hill Drive and Tesoro Entrance West	\$145,800
230	Avenue Scott and Lago de Valencia Entrance	\$170,100
231	Magic Mountain Parkway and Citrus	\$72,900
232	McBean Parkway and Creekside Village North	\$170,100
<i>Intersections Subtotal:</i>		<b>\$10,046,228</b>
<b>Total (including 5% project management cost):</b>		<b>\$10,548,539</b>

TABLE 7 LIST OF INTERCHANGES INCLUDING ASSOCIATED ESTIMATED COSTS<sup>12</sup>

INTERCHANGE No.	IMPROVEMENT DESCRIPTION	VALENCIA DISTRICT'S SHARE
11	Valencia/I-5	\$8,700,000
8	Magic Mountain Pkwy./I-5	\$5,586,370
7	SR 126/I-5	\$3,910,007
<i>Interchange Subtotal:</i>		<b>\$18,196,377</b>
<b>Total (including 5% project management cost):</b>		<b>\$19,106,196</b>
<b>IMPROVEMENTS TOTAL:</b>		<b>\$118,431,688</b>

<sup>12</sup> Magic Mountain Parkway/I-5 Interchange Phase II and SR-126/I-5 Interchange costs assume financial assistance by public funds. If funding is not secured at time of construction, District fees may have to be adjusted to absorb additional costs to provide improvements. Efforts to obtain federal assistance will continue throughout all phases of construction.

**ATTACHMENT I DISTRICT FEE CALCULATION**

TABLE 8 RESIDENTIAL

LAND USE <sup>13</sup>	PERCENT	UNITS	RATE	TOTAL FDUs
Single Family	53%	5,139	1.0	5,139.0
Townhouse/Condo	17%	1,631	0.8	1,304.8
Apartment	30%	2,877	0.7	2,013.9
<b>TOTAL:</b>	<b>100%</b>	<b>9,647</b>	<b>---</b>	<b>8,457.7</b>

TABLE 9 NON-RESIDENTIAL

LAND USE <sup>14</sup>	PERCENT	ACRES	RATE	TOTAL FDUs
Commercial	65%	428.8	5.0	2,144.0
Industrial	35%	225.9	3.0	582.6
<b>TOTAL:</b>	<b>100%</b>	<b>654.7</b>	<b>---</b>	<b>2,726.6</b>

<sup>13</sup> Unit count is based on pending and approved tentative maps. Where no map is filed, densities were assumed at the midpoint for the corresponding land use categories as designated by the City of Santa Clarita and the County of Los Angeles.

<sup>14</sup> Acreage is based on pending and approved tentative maps. Where no map is filed, gross acreage was taken from assessor parcel maps.

**TABLE 10 LAND USE AREA AND UNIT COUNT BREAKDOWN  
(FOR DEVELOPABLE RESIDENTIAL AREA WHERE NO MAP HAS BEEN FILED)**

Area Description	Southern California Gas Company (5) <sup>15</sup>			West San Francisquito Canyon Road (2) <sup>15</sup>			East San Francisquito Canyon Road (3) <sup>15</sup>			North of Clougherty (1) <sup>15</sup>		
	Gross AC	Midpoint Density	DUs	Gross AC	Midpoint Density	DUs	Gross AC	Midpoint Density	DUs	Gross AC	Midpoint Density	DUs
<b>County</b>												
<b>HM</b>												
0-50% slope												
¼ mile within urban				1.5	1.0	1.5	6.4	1.0	6.4	19.9	1.0	19.9
beyond ¼ mile				13.3	0.5	6.6	57.4	0.5	28.7	178.7	0.5	89.3
50%+ slope				44.3	0.05	2.2	191.3	0.05	9.6	595.5	0.05	29.8
<b>N1</b>												
0-50% slope				212.4	0.5	106.2	220.5	0.5	110.3	65.3	0.5	32.6
50%+ slope				23.6	0.05	1.2	24.5	0.05	1.2	7.3	0.05	0.4
<b>W</b>				118	0	0	0	0	0	31.0	0	0
<b>U1</b>							18.0	2.2	39.6	0	0	0
<b>City</b>												
<b>RE</b>	179.8	0.25	45									
<b>Subtotal:</b>	179.8	---	45.0	413.1	---	117.7	518.1	---	195.8	897.7	---	172
<b>TOTAL ACRES:</b>	<b>2,008.7</b>											
<b>TOTAL UNITS:</b>	<b>530.5</b>											

LEGEND:

County Land Use

- HM Hillside Management (density calculated according to slope)
- N1 Nonurban (density calculated according to slope, not to exceed 0.5 du/ac)
- W Floodway
- U1 Urban (1.1-3.3 du/ac)

City Land Use

- RE Residential Estate (0.0-0.5 du/ac)

<sup>15</sup> See Figure 8 for location.

TABLE 11 VALENCIA BRIDGE AND MAJOR THOROUGHFARE LAND USES

Ref. No <sup>16</sup> .	Pending Maps	MF	FDUs	Condo/ Town.	FDUs	SF	FDUs	Comm./ BP	FDUs	Ind	FDUs	Total FDUs
14	West Creek - 52455	410	287	840	672	1295	1295	15.6	78			2332
9	18301 Rockwell							66.1	330.5			330.5
17	Creekside Village - 44831	250	175			950	950	15	75			1200
19	TPM 25058 –assisted living (beds)+apts+day care (ac) <sup>17</sup>	402	281.4			-1	-1	1.3	6.5			286.9
15	Decoro South - 52677	250	175			450	450					625
	<i>Approved Maps</i>											
4	Lincoln Properties (Lockheed) <sup>18</sup>									181		447.9
13	Clougherty - 51644	735	514.5	159	127.2	897	897	6.2	31			1569.7
18	Bridgeport (51931)					650	650	11.7	58.5	6.4	19.2	727.7
23	South River Neighborhood (51931)	830	581					17.5	87.5			668.5
24	Creekside Extension (51931)							14	70			70
25	Woodlands (44374)			138	110.4	178	178					288.4
16	Decoro Highlands - 48202			268	214.4	190	190					404.4
	<i>Vacant Land - City</i>											
5	So Cal Gas					45	45	116.7	583.5			628.5
6	Round Mountain							59.2	296			296
7	Edison Curve									0.00	0.00	0
11	Info Center							1.3	6.5			6.5
8	Golf Academy							28.3	141.5			141.5
	<i>Vacant Land - County</i>											
10	VIC Expansion									38.5	115.5	115.5
12	Smyth Drive Extension							31.4	157			157
2	West San Francisquito Cyn. Rd.					118	118					118

<sup>16</sup> See Figure 8 for location.

<sup>17</sup> This area was previously recorded as a portion of a 1-lot commercial tract known as Tract 46389-13 (shown in Figure 1 as "recorded/built"). A new tentative parcel map is now pending over this area.

<sup>18</sup> The factored development unit (FDU) count for Lockheed has been adjusted based on a Memorandum of Understanding with the City of Santa Clarita which caps Bridge and Thoroughfare fees at \$4,444,000. Thus, their FDU count is noted above as based on a District fee of 11,184.3.

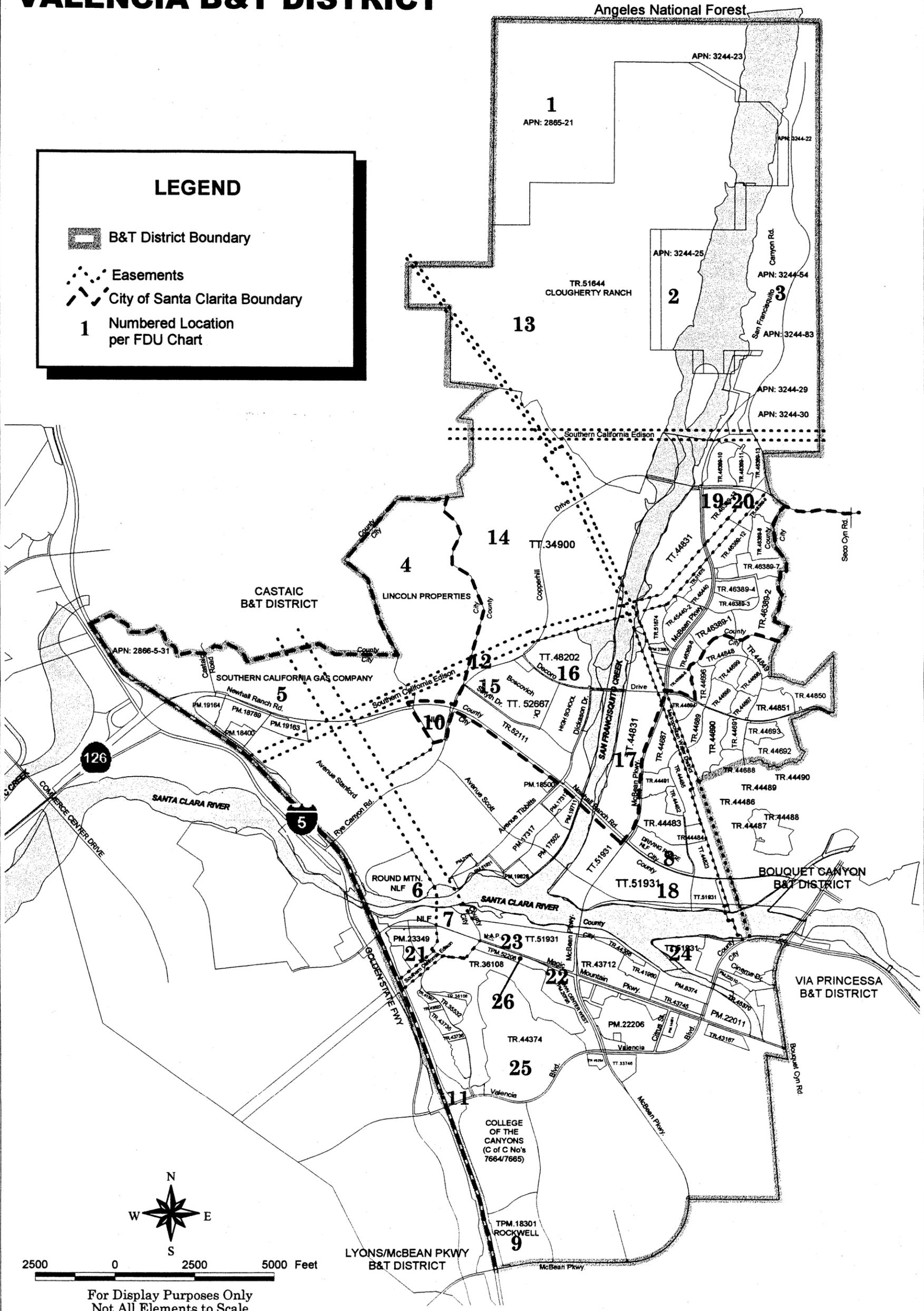
Report on the Bridge and Major  
Thoroughfare Construction Fee District for Valencia

Ref. No. <sup>16</sup>	Pending Maps	MF	FDUs	Condo/ Town.	FDUs	SF	FDUs	Comm./ BP	FDUs	Ind	FDUs	Total FDUs
3	East San Francisquito Cyn. Rd.					196	196					196
1	North of Clougherty					172	172					172
<i>Recorded Maps w/ FDUs in District</i>												
20	Area L Northpark (46389-13)			150	120	-1	-1					119
26	Avignon (52206)			76	60.8							60.8
21	PM 23349							30.4	152			152.0
22	PM 20795							14.1	70.5			70.5
<b>Total Units</b>		<b>2,877</b>		<b>1,631</b>		<b>5,139</b>						<b>9,647</b>
<b>Total Non-Res. Ac.</b>								<b>428.8</b>		<b>225.9</b>		<b>654.7</b>
<b>Percentage of Total Units</b>		<b>30%</b>		<b>17%</b>		<b>53%</b>						
<b>Percentage of Total Acreage</b>								<b>65%</b>		<b>35%</b>		
<b>Total Valencia B&amp;T FDUs</b>			<b>2,013.9</b>		<b>1,304.8</b>		<b>5,139.0</b>		<b>2,144.0</b>		<b>582.6</b>	<b>11,184.3</b>

# VALENCIA B&T DISTRICT

## LEGEND

-  B&T District Boundary
-  Easements
-  City of Santa Clarita Boundary
- 1** Numbered Location per FDU Chart



2500 0 2500 5000 Feet

For Display Purposes Only  
Not All Elements to Scale

Figure 8

TABLE 12 DISTRICT FEE CALCULATION

$\frac{\text{COST OF IMPROVEMENTS - CASH AND SECURITIES IN DISTRICT}}{\text{TOTAL FACTORED DEVELOPMENT UNITS}} = \text{DISTRICT FEE}$
$\frac{\$118,431,688 - \$7,455,869}{11,184.3} = \$9,922$

TABLE 13 FEE RATES ACCORDING TO LAND USE

Single Family	1 Unit	1.0 FDU	\$9,922
Townhouse/Condo	1 Unit	0.8 FDU	\$7,938
Apartment	1 Unit	0.7 FDU	\$6,945
Commercial	1 Gross Acre	5.0 FDU	\$49,610
Industrial	1 Gross Acre	3.0 FDU	\$29,766

**ATTACHMENT J COUNTY/CITY CODES PERTAINING TO BRIDGE AND  
THOROUGHFARE DISTRICTS**

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

B. Definitions.

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

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

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

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

F.

1. Action to establish an area of benefit may be initiated by the Board of Supervisors upon its own motion or upon the recommendation of the Road Commissioner.
2. The Board of Supervisors will set a public hearing for each proposed area benefited. Notice of the time and place of said hearing, including preliminary information related to the boundaries of the area of benefit, estimated costs and the method of fee apportionment shall be given pursuant to Section 65905 of the Government Code.

**G.**

1. At the public hearing, the Board of Supervisors will consider the testimony, written protests and other evidence. At the conclusion of the public hearing, the Board of Supervisors may, unless a majority written protest is filed and not withdrawn, determine to establish an area of benefit. If established, the Board of Supervisors shall adopt a resolution describing the boundaries of the area of benefit, setting forth the cost, whether actual or estimated, and the method of fee apportionment. A certified copy of such resolution shall be recorded with the County Recorder.
2. Such apportioned fees shall be applicable to all property within the area of benefit, and shall be payable as a condition of approval of a final map or as a condition of issuing a building permit for such property or portions thereof. Where the area of benefit includes lands not subject to the payment of fees pursuant to this section, the Board of Supervisors shall make provisions for payment of the share of improvement cost apportioned to such lands from other sources.
3. Written protest will be received by the Clerk of the Board of Supervisors at any time prior to the close of the public hearing. If written protests are filed by the owners of more than one-half of the area of the property to be benefited by the improvement, and sufficient protests are not withdrawn so as to reduce the area represented by the protests to less than one-half of the area to be benefited, then the proposed proceedings shall be abandoned and the Board of Supervisors shall not, for one year from the filing of said written protests, commence or carry on any proceedings for the same improvement under the provisions of this section. Any protest may be withdrawn by the owner making the same, in writing, at any time prior to the close of the public hearing.
4. If any majority protest is directed against only a portion of the improvement, then all further proceedings under the provisions of this section to construct that portion of the improvement so protested against shall be barred for a period of one year, but the Board of Supervisors shall not be barred from commencing new proceedings not including any part of the improvement so protested against. Such proceedings shall be commenced by a new notice and public hearing as set forth in Subsection F above.
5. Nothing in this section shall prohibit the Board of Supervisors, within such one-year period, from commencing and carrying on new proceedings for the construction of an improvement or portion of the improvement so protested against if it finds, by the affirmative vote of four-fifths of its members, that the owners of more than one-half of the area of the

property to be benefited are in favor of going forward with such improvement or portion thereof.

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

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

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

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

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

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

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

June 1987

CITY CODE

16.21.190 MAJOR THOROUGHFARE AND BRIDGE FEES

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

shall be payable as a condition of approval of a final map or as a condition of issuing a building permit for such property or portions thereof. Where the area of benefit includes lands not subject to the payment of fees pursuant to this section, the city Council shall make provision for payment of the share of improvement cost apportioned to such lands from other sources.

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

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

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

*SUBDIVISION CODE  
City of Santa Clarita, California*

*11/24/92*