

CITY COUNCIL RESOLUTION NO. 86-1

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF SANTA ANA ESTABLISHING
THE AREAS OF BENEFIT AND THE MAJOR
THOROUGHFARE AND BRIDGE FEE PROGRAMS
FOR THE SAN JOAQUIN HILLS TRANSPORTATION
CORRIDOR AND THE FOOTHILL/EASTERN TRANS-
PORTATION CORRIDORS.

WHEREAS, buildout of the land use element of the General Plan of the City of Santa Ana is dependent upon providing a balanced transportation system to serve the planned level of development; and

WHEREAS, the City Council finds that implementation of the San Joaquin Hills, Foothill and Eastern Transportation Corridors will result in a transportation system which has the capacity to accommodate the additional traffic volume associated with anticipated future development; and

WHEREAS, implementation of the San Joaquin Hills, Foothill and Eastern Transportation Corridors will help to relieve congestion on the existing transportation system; and

WHEREAS, future state and federal revenue are projected to be inadequate to construct said transportation corridors in a timely manner; and

WHEREAS, the City Council finds that future development should pay a share of the cost of implementing new transportation corridors to insure that the transportation system will be adequate to serve said development and that this share of the corridor costs should be proportional to the traffic generated by the development; and

WHEREAS, Ordinance No. NS-1829 of the City of Santa Ana provides for the establishment of major thoroughfare and bridge construction fees to be paid by building permit applicants in the City of Santa Ana; and

WHEREAS, notice of the public hearing on the possible adoption of the fee program was given to all affected property owners as provided in Government Code Section 65091; and

WHEREAS, the property owners within the area of benefit did not file a majority written protest to the establishment of the San Joaquin Hills or the Foothill/Eastern Transportation Corridor Fee Program; and

WHEREAS, a Negative Declaration was issued as a result of initial studies prepared to assess the environmental impacts which might be associated with the adoption of the major thoroughfare and bridge fee program.

NOW, THEREFORE, BE IT RESOLVED as follows:

SECTION 1. The boundaries of the areas of benefit shall be described in the document dated July 1985 entitled "Major Thoroughfare and Bridge Fee Program for the San Joaquin Hills Transportation Corridor and the Foothill/Eastern Transportation Corridors" ("Program") attached hereto as Exhibit "C" and incorporated by reference herein.

SECTION 2. The estimated cost of these major thoroughfares and bridges are as follows:

San Joaquin Hills Transportation Corridor	\$341,660,000.00
Foothill/Eastern Transportation Corridor	\$516,147,000.00

The Program is presently designed to collect 48.4% of the cost of construction of the San Joaquin Hills Transportation Corridor and 48.5% of the cost of construction of the Foothill/Eastern Transportation Corridors.

SECTION 3. The fees for development within the areas of benefit are based on the trip ends generated by the development as determined from the Trip Generation Tables included in the Program and shall be assessed upon new development based upon the number of dwelling units included in the development (for residential projects) or the gross square footage of the development (for non-residential projects) in those amounts as set forth in the Area of Benefit Fee Table included in the Program.

SECTION 4. An automatic adjustment of the fees, based upon the Construction Cost Index, shall be made each fiscal year commencing in fiscal year 1986-1987. An adjustment of the fee based upon updated project cost estimates or other changed conditions shall be made in lieu of the Annual Cost Index Adjustment when necessary.

SECTION 5. The collection of the fee shall be a condition of issuance of a building permit as described in the Program. The payment of fees may be deferred for all residential rental projects or projects which include State or Federal requirements to provide units affordable to families with incomes less than 80% of the median income for those time periods and subject to those terms and conditions set forth in Section IX of the Program. Fee credits shall be granted for dedications and work performed for the corridors as set forth in Section XI of the Program.

SECTION 6. In the event the City executes the "Joint Exercise of Powers Agreement Creating the San Joaquin Hills Transportation Corridor Agency" and/or the "Joint Exercise of Powers Agreement Creating the Foothill/Eastern Transportation Corridor Agency" ("Agreements"), upon the effective date of said Agreements, the City shall remit all fees collected pursuant to the Program to the Joint Powers Agencies created by said

Agreements pursuant to the terms and conditions of said Agreements. In the event the City executes said Agreements, any person aggrieved by a decision of the City regarding the amount of any corridor fee imposed or fee credit granted may appeal the decision of the City to the San Joaquin Hills Transportation Corridor Agency or the Foothill/Eastern Transportation Corridor Agency, where appropriate, which decision shall be final.

SECTION 7. This Resolution shall be effective upon the effective date of Ordinance No. NS-1829, establishing the Major Thoroughfare and Bridge Fee Program.

PASSED AND ADOPTED, by the City Council of the City of Santa Ana at an adjourned meeting held on the 6th day of January, 1986.

D. E. Griset

Daniel E. Griset
Mayor

ATTEST:

APPROVED AS TO FORM:

Janice C. Guy

Janice C. Guy
Clerk of the Council

Edward J. Cooper

Edward J. Cooper

COUNCILMEMBERS:

Griset	<u>Aye</u>
Johnson	<u>Nay</u>
Acosta	<u>Aye</u>
Hart	<u>Aye</u>
Luxembourger	<u>Aye</u>
McGuigan	<u>Aye</u>
Young	<u>Aye</u>

MAJOR THOROUGHFARE AND BRIDGE FEE PROGRAM
FOR
SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR
AND
FOOTHILL/EASTERN TRANSPORTATION CORRIDORS

Prepared by
Environmental Management Agency
Transportation/Flood Control Program Office

JULY 1985

Exhibit C

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MAJOR THOROUGHFARE AND BRIDGE FEE PROGRAM
FOR
SAN JOAQUIN HILLS AND FOOTHILL/EASTERN
TRANSPORTATION CORRIDORS

Executive Summary

It can no longer be expected that facilities such as the San Joaquin Hills Transportation Corridor (SJHTC) and Foothill/Eastern Transportation Corridors (F/ETC) can be fully funded from the traditional revenue sources used to construct southern California's existing freeway network. Supplemental funding sources must therefore be developed if these important components of Orange County's transportation system are to be developed to provide relief to existing congested facilities and support orderly development within cities and unincorporated areas. Development fees represent a potential supplemental funding source and as such have been under consideration by the Board of Supervisors for some time.

The development fee program prepared for Board of Supervisors consideration is based upon Government Code Sections 50029, 66484.3 and California Constitution Article 11, Section 7. The concept is furthermore based on the general principle that future development within prescribed benefit areas will benefit from the construction of the transportation facilities and should pay for them in proportion to projected corridor traffic demand attributable to the development. Future development within the benefit areas is expected to account for 48% of the cost of the SJHTC and F/ETC. The remaining cost of the corridors, representing benefits derived by existing development within the benefit areas and corridor users outside the benefit areas, is proposed to be funded through traditional transportation funding sources such as existing federal and state programs. No assessment of existing developed property is proposed.

Corridor usage projections for several hundred traffic analysis zones within the County were developed as a tool to assist in defining the proposed benefit areas. Traffic analysis zones with 4% or more of their total trip making utilizing the corridor formed a fairly dense pattern. Identifiable physical features closely approximating the pattern were used to describe the boundaries of the benefit areas. Two fee zones within each area of benefit were established based upon direct use of the corridors. Traffic analysis zones with 8% or more of their total trip making utilizing the corridor were defined in the higher fee zone (A). The remainder of the zones were defined in the lower fee zone (B).

Assessment of fees on a traffic related basis was determined to be equitable. Trip ends were selected as the least common denominator and fees were established by dividing the proportion of corridor cost attributable to each fee zone by the total number of projected daily trip ends within each fee zone. Adjustments were made to trip ends between neighborhood commercial and residential land uses to reflect the relative benefit of neighborhood commercial development to residences. Land uses were combined into three general land use categories (2 residential and 1 non-residential) for the purposes of applying fees to development projects.

Fees for each of the fee zones within the areas of benefit are:

SJHTC	Single Family Residential	Multi-Unit Residential	Non-Residential
Zone A	\$1,305/unit	\$760/unit	\$1.75/sf.
Zone B	\$1,010/unit	\$590/unit	\$1.30/sf.
F/ETC			
Zone A	\$1,295/unit	\$755/unit	\$1.80/sf.
Zone B	\$ 920/unit	\$535/unit	\$1.05/sf.

Developers who are required to construct portions of the transportation corridors will receive credit for that work toward the payment of their fees. The amount of credit will not be adjusted with subsequent revisions to the fee program once it is memorialized by agreement. This credit may be transferred to another landowner within the same area of benefit only with the change in title to the land.

Payment of fees for residential multi-unit rental projects may be deferred for a period of 5 years from issuance of a building permit. The developer must enter into an agreement to pay the fee in effect at the time payment is due and provide a security in the amount of the fee plus 15%.

Properties which are exempt from payment of property taxes will generally be exempt from payment of corridor fees. Governmental owned and constructed facilities and utilities will be exempt unless the facility is used for commercial or revenue generating purposes.

Portions of twelve cities are included within the benefit areas for the SJHTC and F/ETC. The County may adopt a fee program only within the unincorporated areas. Participation by cities, therefore, is an important ingredient to a successful program that does not create inequities to property owners within differing jurisdictions. City and County cooperation is not only required in the adoption of a program and collection of fees, but should extend to decisions regarding expenditure of the funds. It is planned that Joint Powers Agencies consisting of City and County members will be created to plan and implement the Corridors. All fees collected under this program will be deposited in accounts specifically for the transportation corridors to accomplish this purpose.

MAJOR THOROUGHFARE AND BRIDGE FEE PROGRAM
FOR
SAN JOAQUIN HILLS AND FOOTHILL/EASTERN
TRANSPORTATION CORRIDORS

I. BACKGROUND

Government Code Sections 50029 and 66484.3 and California Constitution Article 11, Section 7 permits the establishment of local ordinances to require payment of fees 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.

Pursuant to the above provisions of the Government Code, and the Police Powers the Board of Supervisors adopted Section 7-9-316 of the Orange County Codified Ordinances providing for the establishment of major thoroughfare and bridge construction fees to be paid by subdividers and building permit applicants in the County of Orange.

On April 21, 1982, the Board of Supervisors, by Resolution 82-598, directed the Environmental Management Agency (EMA) to begin analyzing potential areas of benefit as an adjunct to the Orange County/Orange County Transportation Commission - Transportation Finance Study and to proceed with the establishment of a fee program. The Board, furthermore, determined that developers of subdivisions which contain portions of any transportation corridor, would dedicate right-of-way, grade and construct necessary portions of the corridor and participate in any established corridor fee program.

On February 15, 1983 the Board of Supervisors, by Resolution 83-239, identified interim areas of impact for the San Joaquin Hills and Foothill/Eastern Transportation Corridors and directed EMA to require subdividers to enter into contracts to participate in corridor implementation pending establishment of a fee program.

On September 28, 1983, EMA submitted a report on the Transportation Corridor Fee Programs to the Board of Supervisors for referral to the Planning Commission for recommendations. Public meetings were subsequently held by the Planning Commission on October 11 and November 1, 1983 to consider the Major Thoroughfare and Bridge Fee Programs.

On January 30, 1984 the Planning Commission adopted Resolution No. 45-83 recommending that the Board of Supervisors adopt Major Thoroughfare and Bridge Fee Programs for the San Joaquin Hills Transportation Corridor and the Foothill/Eastern Transportation Corridor.

On October 3, 1984 the Board of Supervisors, by Resolution 84-1462, adopted areas of Benefit and Major Thoroughfare and Bridge fees within unincorporated Orange County for the San Joaquin Hills and Foothill/Eastern Transportation Corridors. Subsequent cooperative analysis of the fee program by Orange County, Orange County Transportation

Commission, Building Industry Association, and cities within the areas of benefit have lead to the revisions contained within this report.

II. DESCRIPTION OF CORRIDOR

A TRANSPORTATION CORRIDOR is a high-speed, high volume, access-controlled multimodal facility with a median of sufficient width to be utilized for transit considerations such as fixed rail or high-occupancy vehicles. The corridors will provide for high speed movement of vehicular traffic where projected volumes exceed major arterial highway capacities. These routes will function similarly to freeways and expressways and should eventually be incorporated into the freeway and expressway system. They are, therefore, designed to meet minimum State and Federal standards.

The relatively rapid growth and planned future development in Orange County is contributing directly to the need for major transportation corridors. Three such corridors (Foothill, Eastern and San Joaquin Hills) are included on the Master Plan of Arterial Highways (MPAH), a component of the Transportation Element of the Orange County General Plan.

Transportation corridors are depicted on the MPAH map as either conceptually proposed or established alignments. These facilities are part of a planned traffic circulation system necessary to support development of the County in accordance with County and City land use plans. These facilities will also relieve recurrent congestion on major arterials and freeways in Orange County as concluded by several recent studies: Multi-Modal Transportation Study (1980), Santa Ana Transportation Corridor Study (1981), Foothill Transportation Corridor Study (1981), and the San Joaquin Hills Transportation Corridor Study (1979).

The SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR is planned as a high-speed, high capacity, access-controlled transportation facility to serve local and regional traffic and transit needs. It is an established alignment on the MPAH which includes the Corona del Mar Freeway (Route 73) in the Cities of Costa Mesa, Newport Beach and Irvine and extends southeasterly approximately 13 miles to join the San Diego Freeway (I-5) between Avery Parkway and Junipero Serra Road near the City of San Juan Capistrano (see Exhibit I). It will be designed to comport to scenic highway standards and provide approximately six to ten general purpose travel lanes with a median of sufficient width to accommodate future high-occupancy vehicle (HOV) lanes and special transit facilities if required. The central segment of the corridor carries the greatest amount of traffic because there are a limited number of other parallel highway facilities. Traffic volumes on the south end of the corridor are lowest along the route as a result of countywide traffic orientation, which is generally to the north. Access to the corridor will be limited to approximately 12 grade-separated interchanges with arterial highways plus provisions for future additional exclusive interchange ramps for HOV lanes. Additional bridges may be required as the corridors cross substantial canyons and water courses.

The EASTERN TRANSPORTATION CORRIDOR is currently shown as a conceptual alignment on the MPAH. The FOOTHILL TRANSPORTATION CORRIDOR is an

established alignment between the Eastern Corridor and a point northerly of Ortega Highway and a conceptual alignment between that point and San Diego Freeway (I-5). As depicted on Exhibit I, the Eastern Transportation Corridor will intersect the Riverside Freeway (Route 91) between Weir Canyon Road and Gypsum Canyon Road extending southeasterly approx. 13 miles to a point southerly of the Santa Ana Freeway (I-5) in the Cities of Tustin and Irvine. The Foothill Transportation Corridor will originate from the Eastern Corridor between Santiago Canyon Road and Irvine Boulevard and extend southeasterly approx. 32 miles to the San Diego Freeway (I-5) below San Clemente in San Diego County. It is anticipated the Eastern corridor will be a landscaped, grade separated scenic corridor which includes approximately six general purpose travel lanes and the Foothill Corridor, a landscaped corridor which includes four to six general purpose travel lanes with medians or other areas wide enough to accommodate HOV/Special Transit requirements if necessary. Access to the corridor will be limited to grade-separated interchanges with arterial highways plus provisions for future exclusive interchange ramps for HOV lanes.

III. CORRIDOR PLANNING

The level of facility planned in this report will support currently adopted land use plans of the County and Cities surrounding the corridors. In the event the Cities and County subsequently augment their existing General Plan land uses, particularly in areas serving the Foothill and Eastern Corridors, those facilities may require increased lanes to accommodate that growth. It is intended that the fee adopted under this program will be reevaluated if an additional level facility is identified to serve increased adopted land uses. The majority of the length of corridor alignments fall within relatively undeveloped areas of the County. Exceptions to this are either end of the San Joaquin Hills Transportation Corridor and the central segments of the Foothill/Eastern Transportation Corridors. Each corridor traverses areas of hilly terrain. A majority of the areas traversed by the corridors is zoned Planned Community with tentative tracts proceeding in various stages of approval.

An alignment was selected by the Board of Supervisors for the San Joaquin Hills Transportation Corridor on November 28, 1979 and the northwesterly segment of the Foothill Corridor on May 25, 1983. More detailed engineering work is currently underway on the San Joaquin Hills Transportation Corridor to refine the selected alignment and determine right-of-way requirements. Similar detailed engineering is also in progress for the northwesterly segment of the Foothill Transportation Corridor through developer studies of surrounding lands. Alignment selection studies are well underway on the Eastern Corridor and just getting started for the southerly end of the Foothill Corridor between about Oso Parkway and I-5.

It is proposed that all corridors will eventually be added to the State Highway System. State legislation (AB 86) has been signed into law which redefines State Route 73 (Corona Del Mar Freeway) to include the San Joaquin Hills Transportation Corridor.

IV. ESTIMATED COSTS

The construction costs within this report include estimates for all corridor grading and general travel lane improvements including bridges, structural section, interchanges, partial landscaping, and arterial highway realignments dictated by the corridor alignments. The cost of grading general High-Occupancy Vehicle (HOV) lanes is included but not the cost of HOV structural section, bridges, median barriers or special access ramps. It is intended that implementation of any transit guideway or HOV facilities, if needed, would be provided from other funding sources.

Other costs included for both Corridors includes engineering design, administration, construction inspection and right-of-way acquisition costs.

It is proposed that developers will dedicate the majority of right-of-way for the transportation corridors. The cost estimate includes a cost for the portion of the right-of-way which would exceed a standard major arterial highway constructed along the corridor alignment excluding slope easements. The portion of right-of-way equivalent to a major arterial highway is excluded from the estimate to maintain a policy consistent with other arterial highway dedications. The cost of slope easements is excluded because of the wide variations between the natural terrain conditions and final development of adjacent lands, the inability to estimate the easement areas with certainty, and for consistency with existing arterial development policy. Right-of-way required to realign any intersecting arterial highway was also excluded from the cost estimate on the assumption that it will be dedicated in accordance with established development policy. The right-of-way to be included as part of the corridor cost was assumed to have a value of \$50,000/acre.

A. SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR (SJHTC)

The cost of constructing the SJHTC to the standard of improvement as described in the previous section is based on estimates prepared for the County during the Phase II SJHTC study work and is estimated to be:

TABLE IV-1

SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR COST

Construction:	\$259,736,000
Engineering & Admin.:	38,960,000
Contingencies:	25,974,000
Right Of Way (in excess of Major Arterial Hwy.):	<u>16,990,000</u>
Total (for purposes of Fee Program):	\$341,660,000

B. FOOTHILL/EASTERN TRANSPORTATION CORRIDORS (F/ETC)

The cost for constructing the Foothill/Eastern Transportation Corridors was estimated from information obtained from the Weir Canyon Park Road Study dated October, 1982, the Foothill Transportation Corridor Route Location Study dated December, 1982, and projection of costs from the San Joaquin Hills Transportation Corridor. Unit prices used in the cost estimates are considered to adequately estimate the cost in 1984 dollars. The estimated costs are as follows:

TABLE IV-2

FOOTHILL/EASTERN TRANSPORTATION CORRIDORS COST

	<u>Foothill</u>	<u>Eastern</u>	<u>Total</u>
Construction:	\$233,557,000	\$143,526,000	\$377,083,000
Eng. & Admin.:	35,033,000	21,528,500	56,561,500
Contingencies:	35,033,000	21,528,500	56,561,500
Right Of Way (in excess of Major Art. Hwy.):	<u>14,151,000</u>	<u>11,790,000</u>	<u>25,941,000</u>
Total (for purposes of Fee Program):	\$317,774,000	\$198,373,000	\$516,147,000

V. OVERALL FINANCING

The Board of Supervisors has established a transportation corridor development policy (Exhibit II) which defines the corridor implementation obligations of land development projects, and as noted in Section I of this report has indicated its general intent to require all new development to bear a portion of the cost of the corridors by payment of development fees (Major Thoroughfare Fee). Funds from other more traditional sources (e.g., existing state and federal taxes on motor vehicle fuel) will be sought for the portion of the cost not funded by development fees. These other funds would be allocated through processes involving the California Transportation Commission and the Orange County Transportation Commission (OCTC).

In order to qualify for state and federal funding, the corridor routes must be incorporated into the state highway system and placed in one of the federal aid systems. State Route 73 (Corona Del Mar Freeway) has been legislatively redescribed to correspond with the route of San Joaquin Hills Transportation Corridor. It is intended that at an appropriate time similar legislation will ultimately be introduced to place the Foothill/Eastern Corridors in the state highway system.

This Major Thoroughfare & Bridge Fee report focuses only on the portion of the corridor implementation costs which may be attributable to new growth and for which development fees are proposed.

The statutes identified in Section I of this report which authorize the collection of development fees specify that an Area of Benefit (AOB) shall be established which encompasses real property, which will benefit from construction of the major thoroughfares and bridges. The method of determining the AOB and the share of total corridor costs proposed to be paid by new development in the form of fees is explained in Sections VI and VIII of this report.

The estimated corridor costs and the portions proposed to be allocated to new development through the Major Thoroughfare and Bridge (MT&B) fee program are:

	<u>Total Cost</u>	<u>New Development</u>	
		<u>Approximate Share of Cost</u>	<u>%</u>
San Joaquin Hills:	\$341,660,000	\$165,500,104	48.4%
Foothill/Eastern:	\$516,147,000	\$250,228,066	48.5%

In accordance with current Board of Supervisors' policy, new developments within the path of the transportation corridors will be conditioned to dedicate right-of-way and grade the corridor within the boundaries of the development, construct arterial overcrossings for internal arterial highways and construct corridor travel lanes and interchange ramps required immediately for access to the development or for closure of short gaps in the transportation system. The estimated cost of these improvements including the estimated value of R/W dedication in excess of that required for a standard major arterial highway (excluding slope easements) will be considered as a credit against the required MT&B fees to the extent that these costs are included in the fee program.

VI. AREA OF BENEFIT

In order to establish an MT&B fee program, an Area of Benefit (AOB) must be identified within which fees may be required upon issuance of building permits or recordation of final maps to defray the cost of the major thoroughfares and bridges.

Construction of the transportation corridors will provide key facilities to ensure that the County's transportation system is in balance with both existing and future land uses. The benefits, therefore, accrue not only to those properties which generate a high demand for use of the corridor but those which will benefit from less congestion and delay on the arterial highway and freeway system serving the property. Implementation of a balanced transportation system, including the corridors, will, furthermore, benefit undeveloped properties by allowing approval of land use to the level in County and City General Plans.

It is clear that both existing developed properties and undeveloped properties will benefit from construction of the transportation corridors. Development fees are proposed to finance a portion of the corridors proportional to the traffic demands, measured in trip ends, created by new

growth. The portion of cost based upon existing trip ends represents the benefit to developed properties. Revenue for the cost allocated to existing development will be provided from public funding sources identified in Section V, "Overall Financing," of this report and, therefore, will not be assessed to individual properties.

The methodology used to determine the AOB consisted of determining the influence the corridor had on trips made within the County. The analysis was conducted with a system of computer programs known as UTPS¹ (Urban Transportation Planning Systems). The computer programs were tailored for specific Orange County application and are commonly known as the SOCCS² travel demand model.

The model subdivides Orange County and portions of adjacent Los Angeles County into more than 500 traffic analysis zones (TAZ). The model estimates the number of person trips each TAZ generates based on socioeconomic variables such as population, employment, income and number of housing units. These trips are then distributed from each zone to all other zones by a well-established procedure. The model then determines how many of these person trips will travel by auto, and finally assigns these auto trips onto a highway network. The socioeconomic data used in the AOB analysis is from the San Joaquin Hills Transportation Corridor Study and the Foothill Transportation Corridor Study.

Using the trip-making data described above, a select link analysis (program UROAD³) was performed to determine the number of corridor related trip ends which originate in, or are destined for, each traffic analysis zone (TAZ). These corridor TAZ trip ends were used in conjunction with the total TAZ trip ends (arterial highways plus corridor) to compute the percentage of trip ends by TAZ which use the corridor. The resulting percentages were posted on TAZ maps in 2% increments (Exhibits III and IV).

The influence area for each of the corridors is quite pronounced at the 4% and greater trip use level as shown on the exhibits. The pattern of corridor usage becomes erratic below the 4% level.

The determination of the AOB for each of the transportation corridors was based primarily on the above corridor influence areas. However, the following additional criteria were used to supplement the percent of corridor use data to analyze relative benefits:

¹UTPS is a battery of sophisticated computer programs developed and sponsored by the Federal Urban Mass Transportation Agency (UMTA) for forecasting travel demand.

²South Orange County Circulation Study (SOCCS) travel demand forecasting model developed by EMA/Transportation Planning Division.

³UROAD is one of the computer programs in UTPS. It is a comprehensive flexible highway assignment and analysis program.

1. Corridor trip ends exceed 1.75 trip ends per gross acre of the TAZ.
2. Total corridor trip ends per TAZ exceed 2,000.
3. Trip end growth within each TAZ exceeds 45%.
4. Perceived direct and indirect benefits to the transportation system.

Identifiable physical and planned features closely approximating the pattern of corridor usage were used to describe the boundaries of the benefit areas.

Within each area of benefit, some lands were judged to receive more benefit than others from the construction of the corridors. Developments which create relatively high demands for use of the corridors were placed in a different fee zone within the area of benefit than other developments with less direct use. The boundaries between the fee zones were determined utilizing the TAZ data on Exhibits III and IV. Traffic analysis zones where the percentage of corridor trip ends equals or exceeds 8% were defined as Zone A. Traffic analysis zones with less than 8% use were defined as Zone B. Zone A and B are depicted on Exhibit I.

VII. DESCRIPTION OF AREA OF BENEFIT (AOB)

The AOB's for the San Joaquin Hills and the combined Foothill/Eastern Corridors include both incorporated and unincorporated territory and generally encompass the southeasterly half of Orange County as illustrated on Exhibit I.

A. SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR

A more detailed map of the San Joaquin Hills Transportation Corridor AOB is shown on Exhibit V. This AOB contains approximately 122 square miles. All or portions of the following cities are within this AOB:

TABLE VII-1

SAN JOAQUIN HILLS AOB BY LOCAL JURISDICTION

<u>City</u>	<u>Area Included in AOB</u>
Costa Mesa	3.2 sq. miles
Irvine	22.2
Laguna Beach	5.6
Newport Beach	8.3
San Clemente	3.8
San Juan Capistrano	8.2
Santa Ana	2.8
City Subtotal	54.1
Unincorporated Territory	68.3
Total	122.4 sq. miles

FEE EXEMPT ZONE

The Fee Exempt Zone is described as beginning at the point of origin which is the intersection of the centerline of Culver Drive and the centerline of Bonita Canyon Drive; thence northeasterly along the centerline of said Culver Drive to Campus Drive; thence westerly along the centerline of said Campus Drive to San Diego Creek; thence northerly along the centerline of said San Diego Creek to F-14 Channel; thence northeasterly along the centerline of said F-14 Channel to Old Main Street; thence southeasterly along the centerline of said Old Main Street to Culver Drive; thence northeasterly along the centerline of said Culver Drive to Irvine Center Drive; thence northwesterly along the centerline of said Irvine Center Drive to Harvard Avenue; thence northeasterly along the centerline of said Harvard Avenue to the centerline of Walnut Avenue; thence southeasterly along the centerline of said Walnut Avenue to the northerly boundary of Tract 7073; thence easterly along the northerly boundary of said Tract 7073 to the northerly boundary of Tract 7040; thence easterly along the northerly boundary of said Tract 7040 to Interstate 5; thence southeasterly along the centerline of said Interstate 5 to the southwest corner of Planning Area 8; thence clockwise around the boundary of said Planning Area 8 to Interstate 5; thence southerly along the centerline of said Interstate 5 to Jeffrey Road; thence southwest along the centerline of said Jeffrey Road to Irvine Center Drive; thence southeasterly along the centerline of said Irvine Center Drive to the northeast corner of Tract 9087; thence southwest along the southerly boundary of said Tract 9087 to the southerly boundary of Tract 9088; thence southwest along the southerly boundary of said Tract 9088 to the southerly boundary of Tract 9089; thence southwest along the southerly and westerly boundaries of Said Tract 9089 to the westerly boundary of Tract 8902; thence along the westerly boundary of said Tract 8902, and its prolongation, to Jeffrey Road; thence southwest along the centerline of said Jeffrey Road to University Drive; thence southwest along the centerline of said University Drive to the easterly boundary of Planning Area 21; thence clockwise around the boundary of said Planning Area 21 to Bonita Canyon Drive; thence westerly along the centerline of Bonita Canyon Drive to its intersection with the centerline Culver Drive and aforementioned point of origin.

The AOB is bounded by the Pacific Ocean: beginning at the easterly boundary of the City of Newport Beach at the Pacific Ocean; thence along said external boundary defined by annexation nos. 843, 64, 997, 84, and 585 to its intersection with an extension of Fifth Avenue; thence northwesterly along said extension to Fifth Avenue; thence northwesterly along the centerline of said Fifth Avenue to Coast Highway; thence northwesterly along the centerline of said Coast Highway to the crossing of the Upper Newport Bay; thence along a line northerly through said Upper Newport Bay to the point where the Santa Ana-Delhi Channel (Facility F01) enters said Upper Newport Bay; thence along the centerline of Santa Ana-Delhi Channel from Upper Newport Bay to University Drive; thence westerly along the centerline of said University Drive to Santa Ana Avenue; thence northerly along the centerline of said Santa Ana Avenue to Corona Del Mar Freeway (State Route 73); thence northwesterly along the centerline of said Corona Del Mar Freeway to the San Diego Freeway (Interstate Route 405); thence westerly along the centerline of said San Diego Freeway to Harbor Blvd.; thence northerly along the centerline of said Harbor Blvd. to MacArthur Blvd.; thence easterly along the centerline of said MacArthur Blvd. to Main Street; thence northerly along the centerline of said Main Street to Dyer Road; thence easterly along the centerline of said Dyer Road to Grand Avenue; thence northerly along the centerline of said Grand Avenue to Edinger Avenue; thence easterly along the centerline of said Edinger Avenue to the Newport-Costa Mesa Freeway (State Route 55); thence southwesterly along the centerline of said Newport-Costa Mesa Freeway to Warner Avenue; thence southeasterly along the centerline of said Warner Avenue to Red Hill Avenue; thence southwesterly along the centerline of said Red Hill Avenue to Alton Avenue; thence northwesterly along the centerline of said Alton Avenue to the Newport-Costa Mesa Freeway; thence southwesterly along the centerline of said Newport-Costa Mesa Freeway to the San Diego Freeway (Interstate 405); thence southeasterly along the centerline of said Interstate 405 to Interstate 5; thence southerly along the centerline of said Interstate 5 to its intersection with the prolongation of the southerly boundary of Rancho Mission Viejo (approximately at Via Escolar); thence southeasterly along the Rancho Mission Viejo boundary line as described by Record of Survey 9/15-18 to the easterly corner of Tract No. 6381; thence westerly along the southerly line of said Tract No. 6381 to the easterly boundary at Parcel Map No. 80-851; thence southerly along said easterly boundary of Parcel Map No. 80-851 to Rancho Viejo Road; thence southerly along the centerline of said Rancho Viejo Road to Ortega Highway; thence easterly along the centerline of said Ortega Highway to La Novia Avenue; thence southerly along the centerline of said La Novia Avenue and its proposed extension to Tentative Tract No. 11648; thence southerly along the easterly boundary of said Tentative Tract No. 11648 to the boundary of Tentative Tract No. 11832; thence southerly along the easterly boundary of said Tentative Tract No. 11832 to the northerly boundary of Tract No. 8087; thence easterly and southerly along the boundary of said Tract No. 8087 to the boundary of Tract No. 9784; thence easterly along the northerly boundary of said Tract No. 9784 and the prolongation of said boundary to the boundary of the City of San Juan

Capistrano; thence southeasterly along said city external boundary defined by Incorporation boundaries of April 19, 1961 and annexation nos. 105 and 24 and deannexation per City resolution 62-11-13-2 to Interstate 5; thence southerly along the centerline of said Interstate 5 to its intersection with the Orange/San Diego County line; and thence southerly along said County line to the Pacific Ocean.

Zone A

Zone A is bounded on the south by the Pacific Ocean and is described as follows: Beginning at the intersection of the total area of benefit westerly boundary with the Pacific Ocean; thence along said total area of benefit boundary to Marguerite Avenue; thence northerly along the centerline of said Marguerite Avenue to San Joaquin Hills Road; thence easterly along the center line of said San Joaquin Hills Road to Spyglass Hill Road; thence northerly along the centerline of said Spyglass Hill Road to San Miguel Drive; thence northerly along the centerline of said San Miguel Drive to Ford Road; thence northeasterly along the centerline of said Ford Road and its proposed northeasterly extension as shown on the Orange County Master Plan of Arterial Highways dated August 8, 1984, to Bonita Canyon Road; thence easterly along the center line of said Bonita Canyon Road to the proposed southerly extension of Sand Canyon Avenue as shown on said Master Plan of Arterial Highways; thence easterly along the centerline of the proposed extension of Sand Canyon Avenue to the westerly extension of Bake Parkway as shown on said Master Plan of Arterial Highways; thence easterly along the centerline of the proposed extension of said Bake Parkway to Laguna Canyon Road; thence southerly along the centerline of said Laguna Canyon Road to the proposed westerly extension of Santa Maria Avenue as shown on said Master Plan of Arterial Highways; thence easterly along the centerline of the proposed extension of Santa Maria Avenue and Santa Maria Avenue to Moulton Parkway; thence southerly along the centerline of said Moulton Parkway to El Toro Road, thence northeasterly along the centerline of said El Toro Road to Paseo de Valencia; thence southeasterly along the centerline of said Paseo de Valencia and its easterly prolongation to intersect Interstate 5 which is also the easterly boundary of the total area of benefit; thence southerly along said easterly boundary of the total area of benefit boundary to where it again intersects Interstate 5 in the vicinity of Camino Las Ramblas; thence northerly along the centerline of said Interstate 5 to San Juan Creek Road; thence westerly along the centerline of said San Juan Creek Road to Camino Capistrano; thence northerly along the centerline of said Camino Capistrano to Del Obispo Street; thence westerly along the centerline of said Del Obispo Street to Alipaz Street; thence southerly along the centerline of said Alipaz Street to Camino Del Avion; thence westerly along the centerline of said Camino Del Avion and its proposed westerly prolongation as shown on said Master Plan of Arterial Highways, to Crown Valley Parkway; thence southerly along the centerline of said Crown Valley Parkway to Monarch Bay Drive; thence southwesterly along Monarch Bay Drive and its southwesterly prolongation to the Pacific Ocean.

Zone B

Zone B is described by the total San Joaquin Hills area of benefit excluding Zone A as described above.

B. FOOTHILL/EASTERN TRANSPORTATION CORRIDORS

A single area of benefit was selected for the combined Foothill and Eastern Transportation Corridors because of corridor usage patterns. A more detailed map of the Foothill/Eastern Corridors AOB is shown on Exhibit VI. This AOB contains approximately 291 square miles. All or portions of the following cities are included in this AOB:

TABLE VII-2

FOOTHILL/EASTERN AOB BY LOCAL JURISDICTION

<u>City</u>	<u>Area Included in AOB</u>
Anaheim	14.1 sq. miles
Irvine	18.9
Orange	10.6
San Clemente	13.5
San Juan Capistrano	5.0
Santa Ana	2.8
Tustin	11.1
Villa Park	2.1
Yorba Linda	<u>17.7</u>
City Subtotal	95.8
Unincorporated Territory	194.7
 Total	 290.5 sq. miles

The AOB is bounded generally by the northerly boundary of the San Joaquin Hills Transportation Corridor AOB from the San Diego County Line to the intersection of the San Diego Freeway (State Route-405) and the Newport-Costa Mesa Freeway (State Route 55); thence northeasterly along the centerline of State Route 55 to Alton Avenue; thence southeasterly along centerline of said Alton Avenue to Red Hill Avenue; thence northeasterly along the centerline of said Red Hill Avenue to Warner Avenue; thence northwesterly along the centerline of said Warner Avenue to State Route 55; thence northeasterly along the centerline of said State Route 55 to Edinger Avenue; thence westerly along the centerline of said Edinger Avenue to Grand Avenue; thence northerly along the centerline of said Grand Avenue to Seventeenth Street; thence easterly along the centerline of said Seventeenth Street to State Route 55; thence northerly along the centerline of said State Route 55 to the Riverside Freeway (State Route 91); thence northwesterly along the centerline of said State Route 91 to Tustin Avenue; thence northerly along the centerline of said Tustin Avenue to Jefferson Street; thence northerly along said Jefferson Street to the southerly city limits of Placentia; thence along the external boundary of said city limits defined by annexation nos. 69-1, 76-1, 71-01,

65-4, 63-3, 64-1, 65-7, 63-4, 63-2, 64-4, and 72-2 to its intersection with Imperial Highway; thence southeasterly along the centerline of said Imperial Highway to Valley View Avenue; thence northerly along the centerline of said Valley View Avenue and its prolongation to the southerly boundary of Chino Hills State Park; thence easterly along the southerly boundary of Chino Hills State Park to its intersection with the Orange/San Bernardino County line; thence southeasterly along the Orange County line to the boundary of the San Joaquin Hills Transportation Corridor Area of Benefit.

ZONE A

Zone A begins at the Orange/San Bernardino County line where said County Line intersects the centerline of the proposed extension of La Palma Avenue as shown on the Orange County Master Plan of Arterial Highways dated August 8, 1984; thence westerly along the centerline of said proposed La Palma Avenue to the proposed extension of Gypsum Canyon Road as shown in said Master Plan of Arterial Highways; thence southerly along the centerline of said proposed Gypsum Canyon Road to the Riverside Freeway (State Route 91); thence westerly along the centerline of said State Route 91 to the northwesterly prolongation of the easterly boundary of the Wallace Ranch as shown in Orange County Record of Survey 2-5; thence southeasterly along said prolongation of the easterly boundary of the Wallace Ranch and continuing southeasterly along said easterly boundary to the northeasterly corner of the Oak Hills Ranch as shown in said Record of Survey 2-5; thence southeasterly along the easterly boundary of said Oak Hills Ranch as shown in said Record of Survey 2-5 and continuing southwesterly along the southerly boundary of said Oak Hills Ranch as shown in said Record of Survey 2-5 to the proposed southerly extension of Weir Canyon Road as shown on said Master Plan of Arterial Highways; thence southerly along said Weir Canyon Road to Irvine Boulevard; thence easterly along the centerline of said Irvine Boulevard to Sand Canyon Avenue; thence southerly along the centerline of said Sand Canyon Avenue to the proposed realignment of Trabuco Road as shown on said Master Plan of Arterial Highways; thence easterly along the centerline of said proposed realignment of said Trabuco Road to the proposed northerly extension of Muirlands Boulevard; thence along said Muirlands Boulevard to the centerline of Alton Avenue; thence northerly along the centerline of said Alton Avenue to Jeronimo Road; thence easterly along the centerline of said Jeronimo Road to Bake Parkway; thence northerly along the centerline of said Bake Parkway to Trabuco Road; thence easterly along the centerline of said Trabuco Road to Alicia Parkway; thence northerly along the centerline of said Alicia Parkway to Portola Parkway; thence easterly along the centerline of said Portola Parkway to the proposed Antonio Parkway as shown on said Master Plan of Arterial Highways; thence southerly along the centerline of said Antonio Parkway to Ortega Highway; thence southwestwardly along the centerline of said Ortega Highway to the proposed easterly extension of Avery Parkway as shown on said Master Plan of Arterial Highways; thence westerly along the centerline of said proposed extension and Avery Parkway to the Santa Ana Freeway

where it intersects the common boundary between the Foothill/Eastern and the San Joaquin Hills AOBs; thence southeasterly along said common AOB boundary to the Orange/San Diego County line; thence northerly along the Orange County line to where it intersects the centerline of the proposed La Palma Avenue as shown on said Master Plan of Arterial Highways.

ZONE B

Zone B is described by the total Foothill/Eastern area of benefit excluding Zone A as described above.

VIII. FEES

In order to establish a corridor fee, it is necessary to determine who is to pay the fee, the facility cost to be supported by fees and a basis or unit of measure for the fees. As has been previously stated, it is proposed that fees be paid by future development within the defined areas of benefit in reasonable proportion to the benefit derived. The corridor facilities will, of course, also benefit existing development within the areas of benefit. The share of corridor cost attributable to benefits derived by existing development is proposed to be funded from other sources.

A. Determination of Fee Program's Share of Corridor Cost

The first step in calculating the fee program share of the corridor cost was to determine the percentage of corridor user trip ends that originate or end within the area of benefit which are attributable to new growth. Trip information derived from the SOCCS travel demand model was used for this analysis. This percentage was established as the developers share and multiplied by the total corridor cost to determine the fee program share of costs as shown in Table VIII-1.

The fee program share of corridor cost was then separated into amounts representing direct and indirect benefits to the benefit zones (A & B Zones) based upon peak hour and non-peak hour travel characteristics. Approximately sixty-one percent¹ (61%) of corridor trips are expected to occur during non-peak travel hours, thus representing a measure of the direct benefit from the corridors. Approximately thirty-nine percent¹ (39%) of corridor trips are expected to occur during peak hours of travel, thus representing lessened congestion on the remaining transportation system. This system relief is defined as indirect benefit.

The direct and indirect factors were used to identify the relative benefits between the A and B zones. The portion of fee program share representing direct benefit was divided between the A and B zones based upon the percentage of corridor user trips due to growth within each zone. The portion of developers share representing indirect benefit was distributed between the A and B zones based upon the percentage of total trip ends on the transportation system within each zone. The fees for the A and B Zones, therefore, include a measure of both direct and indirect benefits received by each zone. Exhibits VII and VIII show the method in which these calculations were made.

¹Caltrans, LARTS 1976 Urban Rural Survey.

The fee program share of Corridor Cost shown below represents an estimate of the share attributable to new development. It is expected that this share may change as future revisions are made to the fees.

TABLE VIII-1

FEE PROGRAM SHARE OF CORRIDOR COST

	Total Corridor Costs (\$)	Developers Share (%)	Developers Share (\$)
SJHTC			
Zone A		28.6%	\$ 97,856,775
Zone B		<u>19.8%</u>	<u>\$ 67,643,330</u>
Total	\$341,660,000	48.4%	\$165,500,104
F/ETC			
Zone A		25.8%	\$133,096,091
Zone B		<u>22.7%</u>	<u>\$117,131,975</u>
Total	\$316,147,000	48.5%	\$250,228,066

B. Determination of Base Fee

The cost attributable to future development must be reduced to a fee so that it may be apportioned in an equitable manner to specific types of development. Allocation of the cost on the basis of trip end generation by general land use category is proposed, where:

$$\frac{\text{cost apportioned to future development in the AOB zone}}{\text{cost/trip end trip end growth in the AOB zone}} =$$

	SJHTC	F/ETC
Zone A	$\frac{\$97,856,775}{1,321,160} = \$74/TE$	$\frac{\$133,096,091}{1,665,922} = \$80/TE$
Zone B	$\frac{\$67,643,330}{1,462,093} = \$46/TE$	$\frac{\$117,131,975}{2,730,731} = \$43/TE$

The data used in computing the average cost per trip end are summarized in Exhibit IX and X. The trip end generation factors used in the calculation were derived from the EMA Trip Generation Rates, shown in Exhibit XI. The projected growth in dwelling units was taken from the respective San Joaquin Hills and Poothill Transportation Corridor studies. Projected growth in industrial/commercial floor space was generated from MCTS II⁴ employment projections.

⁴Employment projects adopted by the Orange County Transportation Commission.

C. FEE DISTRIBUTION

Various land uses within the area of benefit have been grouped into three major categories for the purposes of distributing fees to individual developments. The three general categories used include residential single-family dwelling units, residential multi-unit dwellings, and non-residential land uses. The trip ends calculated for the non-residential land use category were a summation of more specific non-residential categories such as manufacturing, retail regional, neighborhood/community commercial, and office uses. The trip generation rates used to calculate the trip ends for each of these more specific non-residential land uses were averages of rates shown in Exhibit XI.

Prior to the summation of the trip ends from each of the more specific non-residential land uses, an adjustment was made to the projected trip ends for neighborhood/community commercial land uses. This adjustment was an attempt to reflect the benefits to residential land uses which accrue from construction of neighborhood/community commercial development. Neighborhood/community commercial primarily benefits local residents by providing an opportunity to shop close to home. Many of the trip ends typically assigned to local retail uses are accounted for by these short trips arriving from and returning to residences. These residential-related trip ends actually provide savings in travel costs due to the short nature of the trip. Additionally, neighborhood/community commercial development tends to reduce energy consumption and traffic impacts.

Residential land uses receive sufficient benefit from construction of neighborhood/community commercial development to distribute a portion of the trip ends attributable to neighborhood/community commercial development to residential land uses. For this reason, 60% of the trip ends attributable to neighborhood/community commercial development were reassigned to single family residential and multi-unit residential land uses as a measure of this increased benefit.

The reassigned trip ends were split between single family and multi-unit residential land uses based upon their respective trip ends due to growth. The adjusted trip ends are as follows:

TABLE VIII-2
ADJUSTED AOB TRIP ENDS

<u>Land Use Category</u>	<u>Zone A</u>		<u>Zone B</u>	
	<u>Generated Trip Ends</u>	<u>Adjusted Trip Ends</u>	<u>Generated Trip Ends</u>	<u>Adjusted Trip Ends</u>
SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR				
Single Family Residential Units	379,452	557,635	139,368	254,936
Multi-Unit Residential Units	193,956	285,053	240,723	440,312
Neighborhood/Community Commercial	448,800	179,520	525,262	210,105
FOOTHILL/EASTERN TRANSPORTATION CORRIDORS				
Single Family Residential Units	666,024	897,960	643,812	1,143,880
Multi-Unit Residential Units	160,377	216,238	248,906	442,221
Neighborhood/Community Commercial	479,662	191,865	1,155,638	462,255

Once this adjustment was made, the fee program share of the total corridor cost for each of the three generalized land use categories was determined. The single-family residential and multi-unit residential share of the corridor cost was calculated first by multiplying the adjusted trip ends shown above by the appropriate cost per trip end as developed in Exhibits IX and X. The non-residential share of the corridor cost was calculated by using the difference between the total fee program share and the total residential share of the corridor cost. The fee program share of corridor cost by generalized categories is:

TABLE VIII-3

FEE PROGRAM SHARE BY LAND USE CATEGORY

	<u>Single Family Residential</u>	<u>Multi-Unit Residential</u>	<u>Non-Residential</u>	<u>Total Developer's Share</u>
SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR				
Zone A	\$41,264,990	\$21,093,922	\$35,497,862	\$ 97,856,774
Zone B	\$11,727,056	\$20,254,352	\$35,661,922	\$ 67,643,330
FOOTHILL/EASTERN TRANSPORTATION CORRIDORS				
Zone A	\$71,836,800	\$17,299,040	\$43,960,251	\$133,096,091
Zone B	\$49,186,840	\$19,015,503	\$48,929,632	\$117,131,975

Once the fee program share of corridor cost by the three generalized land use categories was determined, a fee for each of these categories was determined by dividing each share by the appropriate number of residential units or area of buildings shown in Exhibits IX and X. Following is the final fee calculation for each of the three general land use categories for both A and B fee zones.

TABLE VIII-4

AREA OF BENEFIT FEES

<u>Land Use</u>	<u>Fee Calculation</u>	<u>Fee</u>	<u>Rounded Fee</u>
SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR			
<u>Zone A</u>			
Single-family residential	\$41,264,990 ÷ 31,621 units	\$1,305/unit	\$1,305/unit
Multi-unit residential	\$21,093,922 ÷ 27,708 units	\$761/unit	\$760/unit
Non-residential	\$35,497,862 ÷ 20,021,185 sf	\$1.77/sf	\$1.75/sf
<u>Zone B</u>			
Single-family residential	\$11,727,056 ÷ 11,614 units	\$1,010/unit	\$1,010/unit
Multi-unit residential	\$20,254,352 ÷ 34,389 units	\$589/unit	\$590/unit
Non-residential	\$35,661,922 ÷ 27,700,559 sf	\$1.29/sf	\$1.30/sf

<u>Land Use</u>	<u>Fee Calculation</u>	<u>Fee</u>	<u>Rounded Fee</u>
FOOTHILL/EASTERN TRANSPORTATION CORRIDOR			
<u>Zone A</u>			
Single-family residential	\$71,836,800 + 55,502 units	\$1,294/unit	\$1,295/unit
Multi-unit residential	\$17,299,040 + 22,911 units	\$755/unit	\$755/unit
Non-residential	\$43,960,251 + 24,231,767 sf	\$1.81/sf	\$1.80/sf
<u>Zone B</u>			
Single-family residential	\$49,196,840 + 53,651 units	\$917/unit	\$920/unit
Multi-unit residential	\$19,015,503 + 35,558 units	\$535/unit	\$535/unit
Non-residential	\$48,929,632 + 46,616,669 fees	\$1.05/sf	\$1.05/sf

D. APPLICATION OF FEES

When development fees are collected at the time of building permit issuance, the number of residential units or area of non-residential buildings will be known. The fees for each development will simply be calculated by multiplying the number of residential units or gross floor area of non-residential buildings times the appropriate land use category and the fee zone. Gross floor area shall be defined as total floor area including each floor of multiple story buildings within the outer footprint of the building as described on the building permit. Adjustments will not be made to traffic generation rates to reflect anomalies due to project design or other conditions. All land uses will be determined to be within the most appropriate of the three general land use categories.

In the event an existing non-residential building is proposed to be expanded, the fee will be determined by the net increase of building area. If a non-residential building is converted to another non-residential use with no net increase in building area, no fees shall be required. Parking structures shall also be exempt from payment of fees since they do not generate a vehicular attraction in and of themselves.

The following categories which receive exemptions from payment of property taxes will also be generally exempt from paying transportation corridor fees: 1) Church; 2) Religious; 3) College; 4) Welfare; 5) Wholly Exempt; 6) Other. The final determination of whether a property is exempt will be based upon verification of a property tax exemption for those specified categories on the latest Assessor's roll as defined for Orange County by the State of California.

Government-owned facilities or utilities shall be exempt from payment of fees to the extent that the facilities will not be used for generating revenue or commercial purposes. Examples of exempt public uses are city halls, park buildings, and other public buildings. Privately owned utilities will not be exempt from payment of corridor fees.

Notwithstanding property tax exemptions, governmental-owned or constructed facilities (including but not limited to counties, cities and redevelopment agencies) which will generate revenue or be leased for commercial purposes shall pay fees in accordance with the established fee schedules. Examples of this include the revenue generating portions of airports, train stations, stadiums, sports arenas, convention centers, bus terminals, hotels, or concessions on public lands. In the event construction of these facilities is an expansion of an existing use, the fee shall be determined based upon the net increase of building area.

All disputes over application of fees to specific projects or disputes over exemptions of projects from fee requirements shall be presented to the Joint Powers Agency described in Section XIII of this report for resolution.

Examples of fee calculations:

1. The fee for a development consisting of 100 single-family detached units, 300 condo units and 25,000 s.f. of office and Neighborhood Shopping Center uses would be:

San Joaquin Hills AOB (Zone A):

(100 D.U. x \$1305/D.U.)	=	\$ 130,500
(300 D.U. x \$760/D.U.)	=	\$ 228,000
(25,000 S.F. x \$1.75/S.F.)	=	<u>\$ 43,750</u>

Total fee for development if located in Zone A of SJHTC AOB	=	<u>\$ 402,250</u>
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Foothill/Eastern AOB (Zone B):

(100 D.U. x 920/D.U.)	=	\$ 92,000
(300 D.U. x \$535/D.U.)	=	\$ 160,500
(25,000 S.F. x \$1.05/S.F.)	=	<u>\$ 26,250</u>

Total fee for development if located in Zone B of Foothill/Eastern AOB	=	<u>\$ 278,750</u>
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2. Total fee for reconstruction of a 10,000 sf. office building to a 15,000 s.f. Neighborhood Shopping Center would be calculated as follows:

San Joaquin Hills AOB (Zone B):

(5,000 s.f. x \$1.30/s.f.)	=	\$ 6,500
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Total fee for development if located in Zone A of SJHTC AOB	=	<u>\$ 6,500</u>
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Foothill/Eastern AOB (Zone A):

(5,000 s.f. x \$1.80/s.f.)	=	\$ 9,000
Total fee for development if located in Zone A of Foothill/Eastern AOB	=	<u>\$ 9,000</u>

IX. DEFERRAL OF FEES

It is proposed that fees may be deferred for residential multi-unit rental projects or projects which include State or Federal requirements to provide units affordable to families with incomes less than 80% of the median income (Section VIII housing). The deferral may be for a period of five years from the issuance of building permits or the period of the State/Federal funding requirements beginning upon issuance of the first building permit. The fees to be paid shall be those in effect at the time of payment and shall be secured by an agreement and renewable letter of credit held by an escrow company, or cash or time certificate of deposit in the amount of fees plus 15 percent in anticipation of inflationary increases.

X. CRITERIA FOR COLLECTION OF FEES

The enabling ordinance provides for collection of fees as a condition of final map approval or issuance of building permits. Fees shall be collected prior to issuance of all building permits for new residential structures and commercial/industrial structures which establish new and enlarged floor space. Fees will not be required for remodeling or reconstructing existing structures to the same number of residential dwelling units or equal commercial building area. Fees will not be required for construction of retaining walls, patio covers, swimming pools or other non inhabitable residential structures.

XI. DEVELOPMENT EXACTIONS & CREDITS

Development Projects containing portions of transportation corridors within their boundaries shall be required by condition of approval of cities or County to accomplish the following:

1. Dedicate right-of-way in accordance with schematic plans approved by the Joint Powers Agency.
2. Grade corridor right-of-way in accordance with schematic plans approved by the Joint Powers Agency and shown on the Tentative Tract Map and rough grading plans.
3. Construct arterial overcrossings for internal arterials. Width of overcrossing structure (i.e., number of travel lanes) is to be determined based upon vehicular and pedestrian traffic generated by the proposed project.
4. Construct corridor travel lanes and interchange ramps required immediately for access to proposed development or system continuity

(closure of short gaps). Number of lanes required is to be based upon traffic generated by proposed project.

5. Participate, among other designated beneficiaries, in the San Joaquin Hills or Foothill/Eastern Transportation Corridor fee program.

Subdivisions in which right-of-way, grading and improvements are required for the transportation corridors will be eligible for credit toward payment of the MT&B fees to the extent that the costs are included in development of the fee program. Whenever subdivisions are conditioned to grade or improve portions of transportation corridors or dedicate right-of-way in excess of Major Arterial Highway Standards, and these costs exceed fees, the developer shall enter into an agreement prior to recordation of final tract or parcel maps to identify the difference in the dollar amount between the estimated costs of the grading, improvements, and/or right-of-way, and the calculated fees. Such agreements will establish the amount of reimbursement for which the subdivision is entitled. A developer shall be entitled to reimbursement for a period of fifteen (15) years after acceptance of improvements by the appropriate legislative body. If the estimated costs of the grading, improvements, and/or excess right of way are less than the calculated fee, a developer may relinquish credits in lieu of paying fees until credits are fully utilized with the remainder of the fee collected prior to issuance of building permits.

In the event a development not requiring subdivision is conditioned to construct or grade portions of the transportation corridors or dedicate right-of-way, reimbursement agreements shall be executed prior to issuance of any building permits within the project boundaries.

Developers will be allowed to apply credits earned on one project to another project within the same area of benefit owned by the same developer. In the event title to the land of a project changes, credits can be transferred to another developer with the title to the land upon written notification to the appropriate legislative body that is a party to the reimbursement agreement. Credits will otherwise be non transferable from one developer to another. Credits can be used for the purpose of reducing fees prior to completion and acceptance of grading, improvements or right-of-way dedication. However, no reimbursements shall be made until all grading, improvements or dedication are completed and accepted by the Board of Supervisors or City Council and funds are available for reimbursement as determined by the appropriate legislative body.

The guidelines for determination of fee credits are as follows:

1. General

Credit for right-of-way dedication, grading, and other improvements will only be given to the extent that the cost of such right-of-way or improvements are included in the calculation of fees in the Major Thoroughfare and Bridge Fee Program.

2. Right-of-Way

Credit will be given for right-of-way dedication at the rate of \$50,000 per acre except for slope easements and a 120-foot-wide strip along centerline of the transportation corridor which would normally be required for arterial highway dedication.

3. Grading

Credit will be given for earthwork, road and slope drainage, buttressing, stabilization, hydroseeding and erosion control at the following combined rates:

<u>Corridor Segment</u>	<u>Credit Rate</u>
SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR	
Jamboree to Station 511+50	\$149,784 per acre road easement
Station 511+50 to Moulton Parkway	\$124,132 per acre road easement
Moulton Parkway to Paseo de Colinas	\$124,915 per acre road easement
FOOTHILL/EASTERN TRANSPORTATION CORRIDOR	
Foothill/Eastern Corridor	\$137,060 per acre road easement

The term road easement as used above includes the entire area within right-of-way (hinge point to hinge point) excluding slope and drainage easements. The credit values furthermore include percentages or work estimated for engineering, administration and contingencies for the respective transportation corridors.

4. Drainage Structures

Credit will be given for drainage structures in accordance with lengths of pipe and unit prices estimated as costs in the fee program or for as-built structures which the Director, EMA or his designee determine are reasonable equivalents of the structures in the fee program cost estimate. Unit prices for as-built drainage structures will be those used in the latest fee program cost estimate. Engineering and administration credit of 15% of the drainage structure credit will be added. Contingency credit of 10% of the drainage structure credit will be added. Terrace drains, downdrains and temporary drainage facilities or erosion control facilities are included in the average unit cost of grading.

5. Other Improvements

Credit will be given for other improvements at the rate at which the improvement was estimated in the fee program plus 15% for engineering and administration plus 10% for contingencies.

The credit rates specified above will be revised whenever the corridor cost estimates are revised for the purpose of adjusting fees. Once

fee credits are established by an executed reimbursement agreement, no further adjustments will be made to those credits because of revisions to the corridor cost estimates or fee adjustments.

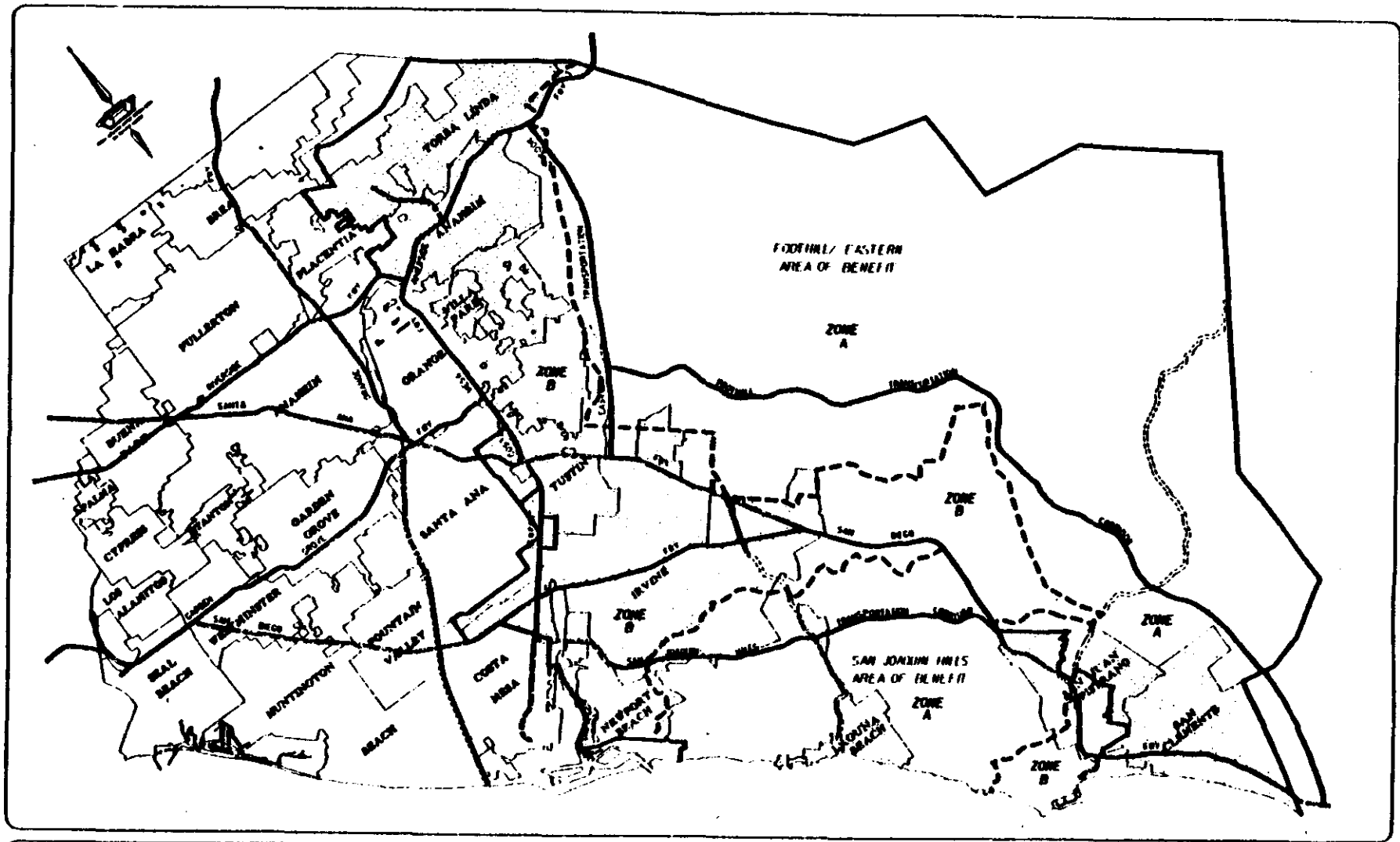
XII. ANNUAL FEE ADJUSTMENT

It is intended that the fee programs be submitted annually to the Board of Supervisors and City Councils for fees to be automatically adjusted based upon an approved construction cost index. Updated project cost estimates, substantial changes in general plan land use elements, or other pertinent information may also be cause for adjustment by the Board of Supervisors and City Councils.

In the event an annual evaluation of the fee programs causes fees to be reduced for any reasons, reimbursements will not be considered for fees already paid.

XIII. CITY PARTICIPATION IN FEE PROGRAM

There are twelve different cities within the proposed areas of benefit for the Foothill/Eastern and San Joaquin Hills Transportation Corridors. Joint Powers Agencies (JPA) consisting of City and County members are proposed for the purposes of planning and implementing the San Joaquin Hills, Foothill and Eastern Transportation Corridors. It is proposed that separate JPA's be created for the San Joaquin Hills Corridor and the combined Foothill/Eastern Corridors. Fees collected by Cities and the County will be deposited with each JPA for the purposes of designing and constructing the corridors. The JPA will be responsible for administering fees collected under this fee program including any reimbursements called for in reimbursement agreements identified in Section XI of this report.



<p>LEGEND</p> <ul style="list-style-type: none"> CITY AREA WITHIN AREA OF BENEFIT AREA OF BENEFIT BOUNDARY TRANSPORTATION CORRIDOR FILE LINE BOUNDARY 	<p>AREA OF BENEFIT INDEX MAP WITH CITY BOUNDARIES</p>	<p>SAN JOAQUIN HILLS FOOTHILL/EASTERN TRANSPORTATION CORRIDORS</p> <p style="text-align: right;">EXHIBIT I</p>
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EXHIBIT II

RESOLUTION OF THE BOARD OF SUPERVISORS OF
ORANGE COUNTY, CALIFORNIA

April 21, 1982

On motion of Supervisor Wieder, duly seconded and carried, the following Resolution was adopted:

WHEREAS, development of lands is occurring which contributes directly to the need for transportation corridors; and

WHEREAS, said development may obstruct future right-of-way for the transportation corridors; and

WHEREAS, development benefitting from implementation of the transportation corridors should contribute toward the cost generally in proportion to the need generated; and

WHEREAS, right-of-way for the transportation should be protected as development occurs; and

WHEREAS, grading should be accomplished, whenever possible, in conjunction with the grading and development of surrounding property; and

WHEREAS, implementation of logical increments of the corridor should occur in conjunction with the land development process whenever the transportation needs of that development require those facilities for access; and

WHEREAS, development policies for the implementation of the transportation corridor will provide a basis for planning of future development and serve as notice to the public as to the future locations of the corridors;

Resolution No. 82-598
Transportation Corridors
Development Policy

OFFICE
COUNTY CLERK
ORANGE COUNTY

92-210 (5/77)

RG:dh

1 NOW, FURTHERMORE, BE IT RESOLVED that as a condition of approval
2 of subdivisions containing within their boundaries portions of
3 transportation corridors shown on the Transportation Element of the
4 County General Plan the developer shall:

5 1. Dedicate right-of-way to County.

6 2. Grade corridor right-of-way in accordance with schematic
7 plans approved on the tentative map and rough grading plans approved
8 by the Director, EMA.

9 3. Construct arterial overcrossings for internal arterials.
10 Width of overcrossing structure (i.e., number of travel lanes) is to
11 be determined based upon vehicular and pedestrian traffic generated
12 by the proposed project.

13 4. Construct corridor travel lanes and interchange ramps
14 required immediately for access to proposed development or system
15 continuity (closure of short gaps). Number of lanes required is to be
16 based upon traffic generated by proposed project.

17 5. Participate, among other designated beneficiaries, in any
18 established corridor development fee program. Costs incurred pursuant
19 to Conditions 2 through 4 shall be creditable against fees. Costs
20 incurred pursuant to Condition 1 shall be creditable against fees to
21 the extent that the development fee program includes said right-of-way
22 cost.

23 BE IT FURTHER RESOLVED that EMA is hereby directed to amend
24 appropriate sections of the Subdivision and Zoning Codes to implement
25 this policy.

26 BE IT FURTHER RESOLVED that EMA is hereby directed to incorporate
27 in General Plan amendment elements, zoning actions, area plans and
28 site plans recommendations appropriate for implementing this policy.

OFFICE OF
COUNTY CLERK
ORANGE COUNTY

1/11/11 01:12:21



1 BE IT FURTHER RESOLVED that EMA is hereby directed to begin
2 analyzing potential areas of benefit as an adjunct to the Orange County/
3 Orange County Transportation Commission Transportation Finance Study.

4 BE IT FURTHER RESOLVED that affected cities be requested to adopt
5 similar policies.

6 BE IT FURTHER RESOLVED that EMA is hereby directed to proceed
7 expeditiously with the establishment of a fee program.

OFFICE OF
COUNTY CLERK
ORANGE COUNTY

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18 AYES: SUPERVISORS HARRIETT M. WIEDER, RALPH B. CLARK, AND ROGER R.
19 STANTON
20 NOES: SUPERVISORS NONE
21 ABSENT: SUPERVISORS BRUCE NESTANDE AND THOMAS F. RILEY

22 STATE OF CALIFORNIA }
23 COUNTY OF ORANGE } ss.

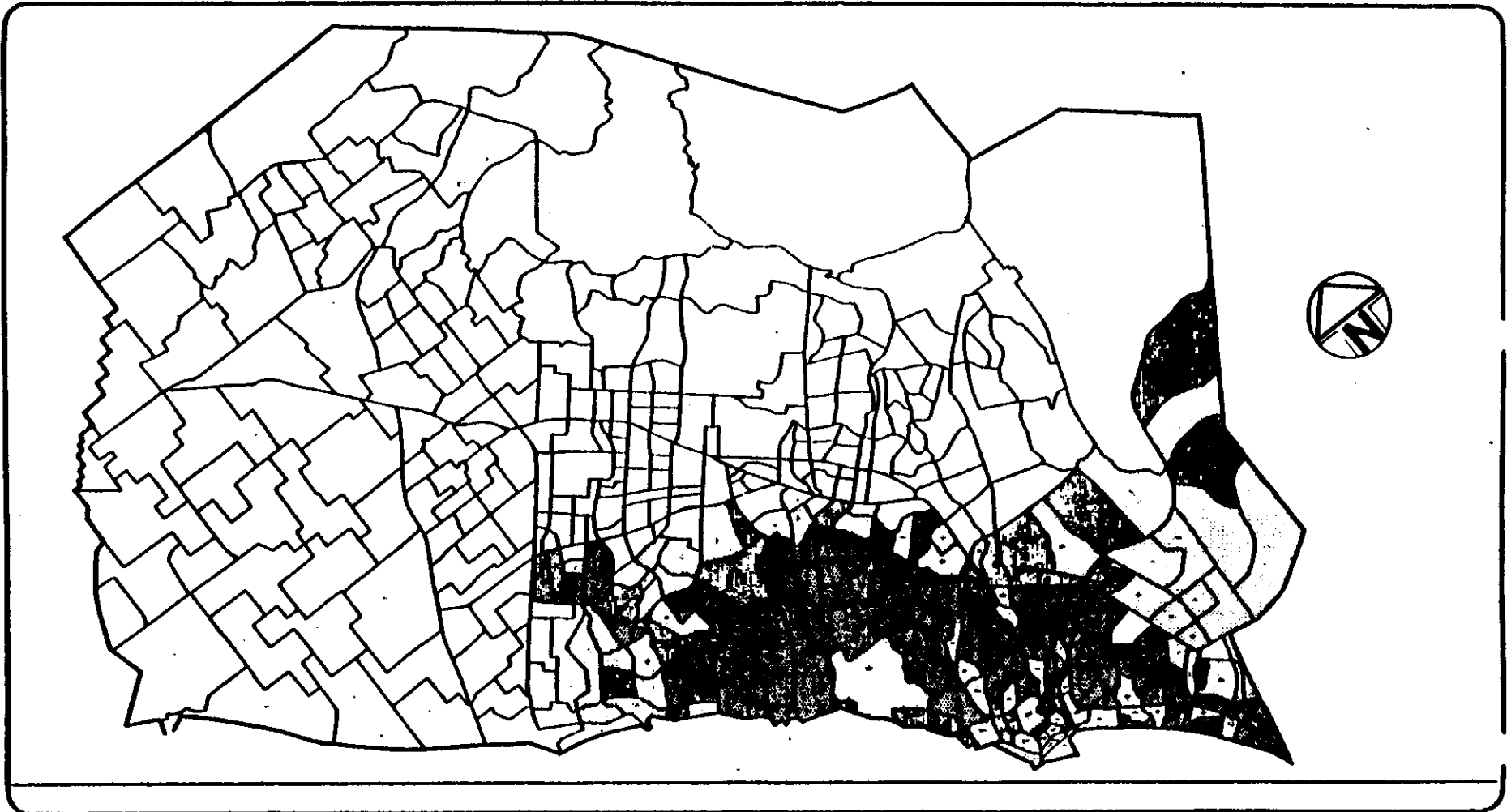
24 I, JUNE ALEXANDER, Clerk of the Board of Supervisors of Orange County, California
25 hereby certify that the above and foregoing Resolution was duly and regularly adopted by
26 the said Board at a regular meeting thereof held on the 21st day of April,
27 19 82, and passed by a unanimous vote of said Board members present.

28 IN WITNESS WHEREOF, I have hereunto set my hand and seal this 21st day of
April, 19 82.

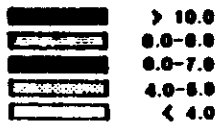
June Alexander

JUNE ALEXANDER
Clerk of the Board of Supervisors
of Orange County, California

110761
FOI



LEGEND

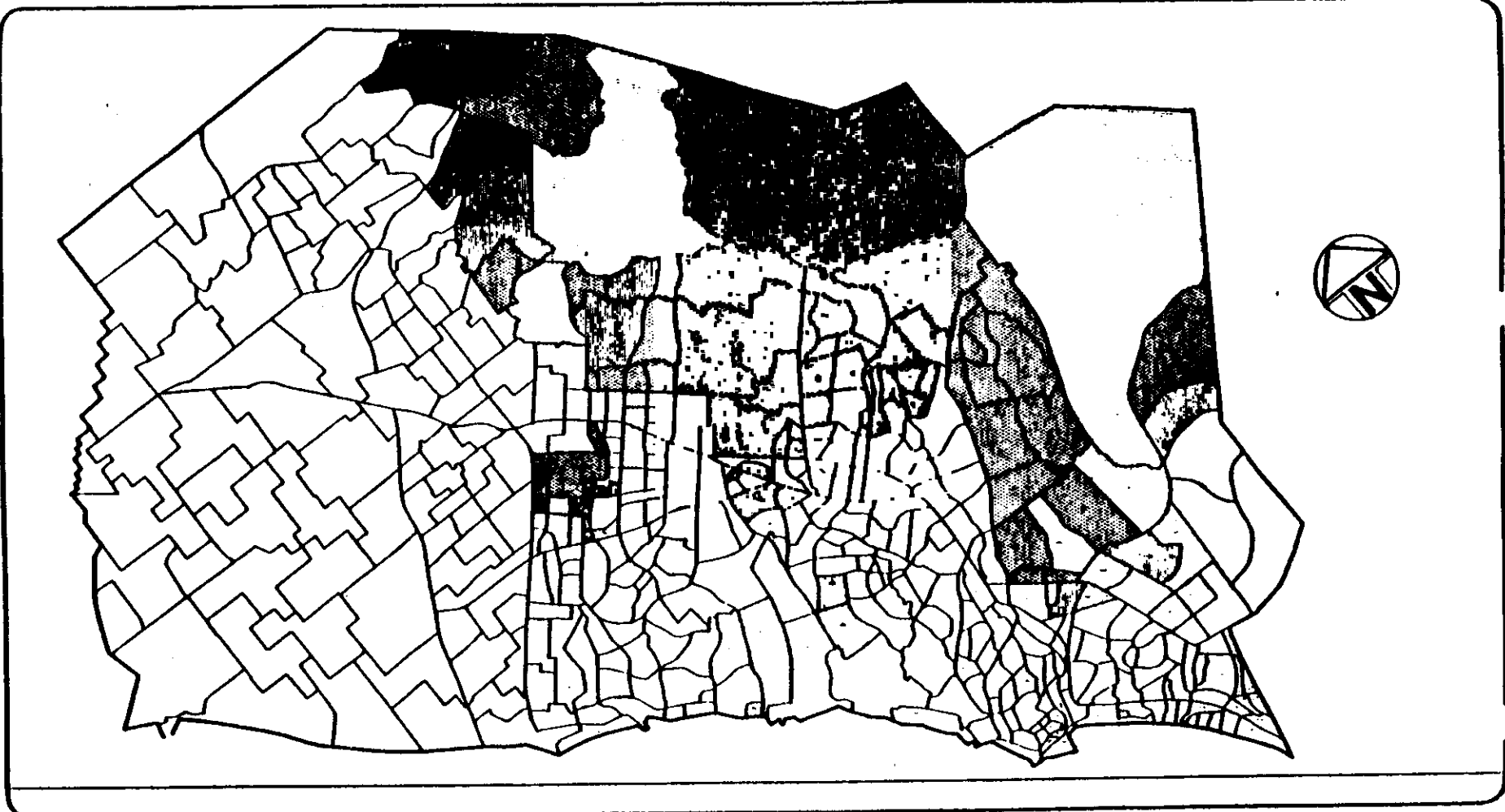


**AREA OF INFLUENCE
FOR CORRIDOR USERS**






(BASED ON PERCENTAGE OF USER TRIPS)

**SAN JOAQUIN HILLS
TRANSPORTATION CORRIDOR**

EXHIBIT III



LEGEND

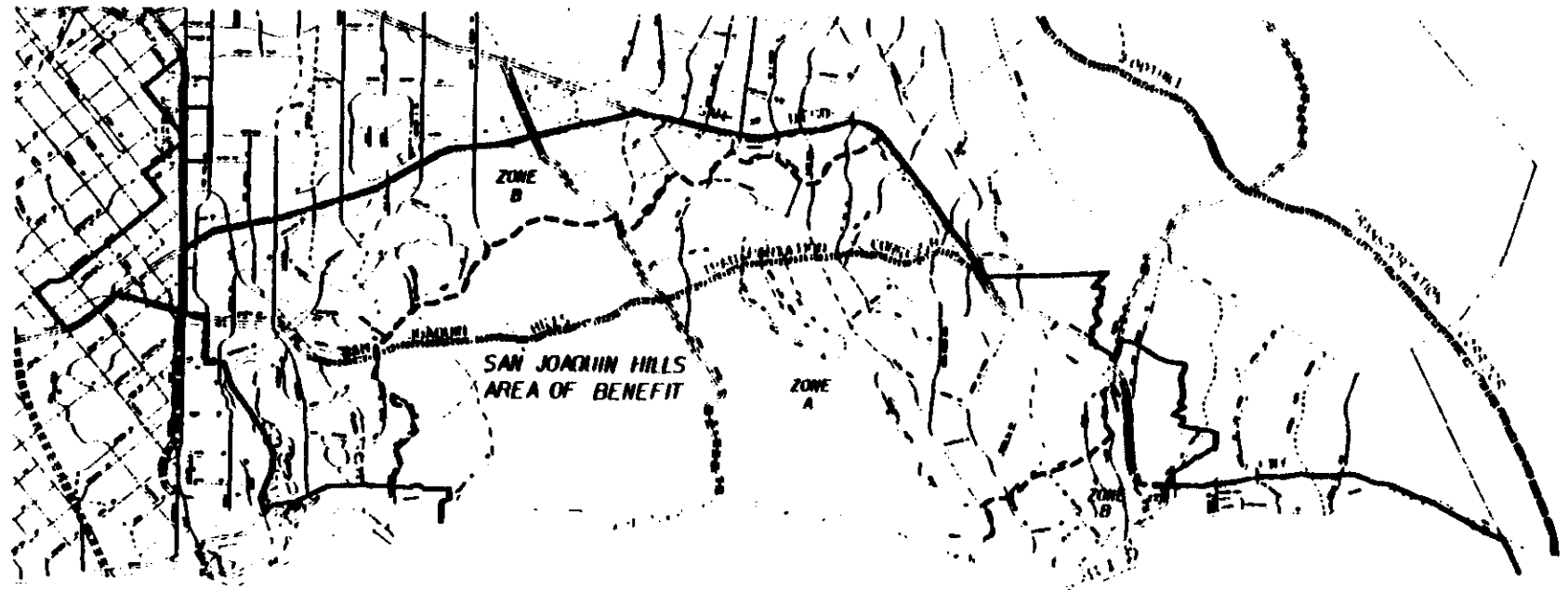
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**AREA OF INFLUENCE
FOR CORRIDOR USERS**

(BASED ON PERCENTAGE OF USER TRIPS)

**FOOTHILL/EASTERN
TRANSPORTATION CORRIDOR**

EXHIBIT IV



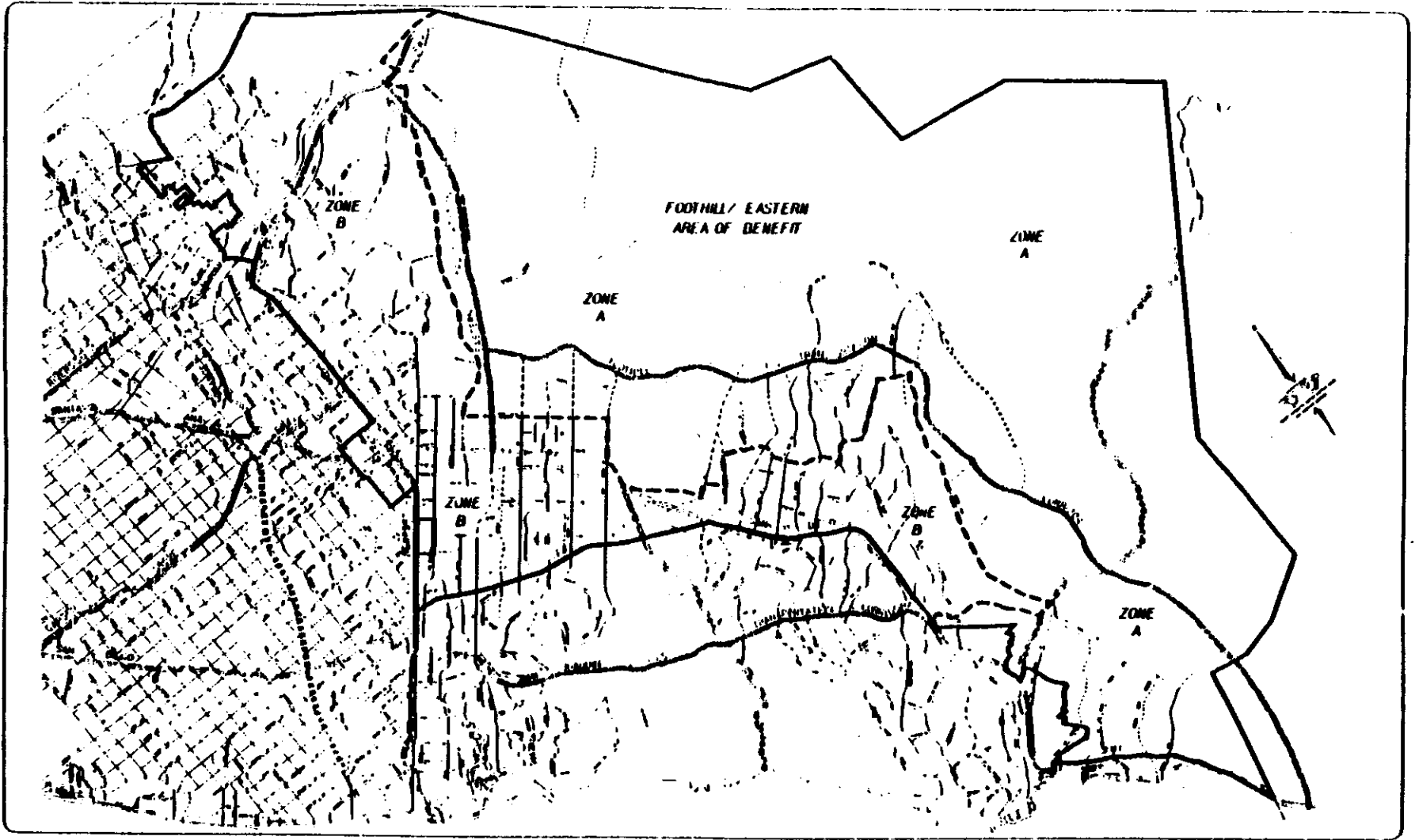
LEGEND

- AREA OF BENEFIT BOUNDARY
- ZONE BOUNDARY
- ZONE BOUNDARY

AREA OF BENEFIT

**SAN JOAQUIN HILLS
TRANSPORTATION CORRIDOR**

EXHIBIT V



<p>LEGEND</p> <ul style="list-style-type: none"> ————— AREA TO BE BUILT (INDICATED) - - - - - TRANSPORTATION CORRIDOR ▣▣▣▣▣ ALL OTHER ROADWAY 	<p>AREA OF BENEFIT</p>	<p>FOOTHILL/EASTERN TRANSPORTATION CORRIDORS</p> <p>EXHIBIT VI</p>
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EXHIBIT VII
Page 1 of 2
FEE PROGRAM SHARE OF TOTAL CORRIDOR COST
SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR

	<u>Zone A</u>	<u>Zone B</u>	<u>Outside AOB</u>
<u>Corridor User Trips</u>			
<u>With One or Both Ends In Zone</u>			
Trips beginning and ending in zone			
(Trips due to growth)	27,109	5,890	9,116
(Total trips)	29,047	9,811	22,195
In/Out Trips			
(Trips due to growth)	60,145	25,834	49,798
(Total trips)	78,820	35,345	69,894
Out/In Trips			
(Trips due to growth)	57,362	28,141	50,274
(Total trips)	73,274	38,582	72,203
Trip End Analysis			
(Trip ends due to growth)	171,725	65,755	118,304
(Total trip ends)	210,188	93,549	186,487
(Percent corridor TE due to growth) ¹	81.70%	70.29%	63.44%
(Percent corridor users TE by Zone) ²	42.88%	19.08%	38.04%
(Percent corridor users TE due to growth) ³	35.03%	13.41%	24.13%

¹Percent corridor TE due to growth = $\frac{\text{trip ends due to growth}}{\text{Total Trip Ends}}$

²Percent corridor users TE by zone = $\frac{\text{Total trip ends per zone}}{\text{Summation of total trip ends}}$

³Percent corridor users TE due to growth = Percent TE due to growth x percent corridor users TE by zone

EXHIBIT VII
Page 2 of 2
FEE PROGRAM SHARE OF TOTAL CORRIDOR COST
SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR

Zone	% Corridor Users TE Due to Growth	Direct Benefit	Indirect Benefit	Fee Program Share	Growth in Trip ends	Fee
A	35.03%	\$ 73,006,934	\$ 24,849,841	\$ 97,856,775	1,321,160	\$74/TE
B	13.41%	\$ 27,948,130	\$ 39,695,200	\$ 67,643,330	1,462,093	\$46/TE
Total	48.44%	\$100,955,064	\$ 64,545,041	\$165,500,105	2,783,253	\$59/TE (Ave.)

1. Total Corridor Cost = \$341,660,000

2. Fee Program share = 48.44% x \$341,660,000 = \$165,500,105

3. Direct Benefit 61% x \$165,500,105 = \$100,955,064

4. Indirect Benefit 39% x \$165,500,105 = \$64,545,041

5. Zone A Share

Direct Benefit	35.03% x \$341,660,000 x 61%	=	\$ 73,006,934
Indirect Benefit	38.51%* x \$64,545,041	=	\$ 24,849,841
	Subtotal		\$ 97,856,775

6. Zone B Share

Direct Benefit	13.41% x \$341,660,000 x 61%	=	\$ 27,948,130
Indirect Benefit	61.51%* x \$64,545,041	=	\$ 39,695,200
	Subtotal		\$ 67,643,330

Total Fee Program Share \$165,500,105

*% Total system trip ends within A & B Zones

EXHIBIT VIII
Page 1 of 2
FEE PROGRAM SHARE OF TOTAL CORRIDOR COST
FOOTHILL/EASTERN TRANSPORTATION CORRIDOR

	<u>Zone A</u>	<u>Zone B</u>	<u>Outside AOB</u>
<u>Corridor User Trips With One or Both Ends In Zone</u>			
Trips beginning and ending in zone			
(Trips due to growth)	27,922	9,322	20,555
(Total trips)	28,200	11,657	37,307
In/Out Trips			
(Trips due to growth)	68,629	31,320	64,217
(Total trips)	80,763	46,004	88,512
Out/In Trips			
(Trips due to growth)	75,449	33,648	55,069
(Total trips)	89,823	45,760	79,696
Trip End Analysis			
(Trip ends due to growth)	199,922	83,612	160,396
(Total trip ends)	226,986	115,078	242,822
(Percent corridor TE due to growth) ¹	88.08%	72.66%	66.05%
(Percent corridor users TE by Zone) ²	38.81%	19.68%	41.52%
(Percent corridor users TE due to growth) ³	34.18%	14.30%	27.42%

¹Percent corridor TE due to growth = $\frac{\text{trip ends due to growth}}{\text{Total Trip Ends}}$

²Percent corridor users TE by zone = $\frac{\text{Total trip ends per zone}}{\text{Summation of total trip ends}}$

³Percent corridor users TE due to growth = Percent TE due to growth x percent corridor users TE by zone

EXHIBIT VIII
Page 2 of 2
FEB PROGRAM SHARE OF TOTAL CORRIDOR COST
FOOTHILL/EASTERN TRANSPORTATION CORRIDOR

Zone	% Corridor Users TE Due to Growth	Direct Benefit	Indirect Benefit	Fee Program Share	Growth in Trip ends	Fee
A	34.10%	\$107,615,617	\$ 25,480,474	\$133,096,091	1,665,922	\$80/TE
B	14.30%	\$ 45,023,503	\$ 72,108,472	\$117,131,975	2,730,731	\$43/TE
Total	48.40%	\$152,639,120	\$ 97,588,946	\$250,228,066	4,396,653	\$57/TE (Ave.)

1. Total Corridor Cost = \$516,147,000
 2. Fee Program share = 48.40% x \$516,147,000 = \$250,228,066
 3. Direct Benefit 61% x \$250,228,066 = \$152,639,120
 4. Indirect Benefit 39% x \$250,228,066 = \$97,588,946
 5. Zone A Share

Direct Benefit	34.10% x \$516,147,000 x 61%	=	\$107,615,617
Indirect Benefit	26.11%* x \$97,588,946	=	\$ 25,480,474
Subtotal			\$133,096,091
 6. Zone B Share

Direct Benefit	14.30% x \$516,147,000 x 61%	=	\$ 45,023,503
Indirect Benefit	73.89%* x \$97,588,946	=	\$ 72,108,472
Subtotal			\$117,131,975
- Total Fee Program Share \$250,228,066

*% Total system trip ends within A & B Zones

-36-

**EXHIBIT 1X
COST PER TRIP END ANALYSIS**

SAN JOAQUIN HILLS

	<u>Zone A</u>	<u>Zone B</u>
<u>Projected Growth In Dwelling Units</u>		
Single Dwelling Units (SDU)	31,621	11,614
Multiple Dwelling Units (MDU)	27,708	34,389
<u>Projected Growth In Industrial/Commercial Floor Space</u>		
Manufacturing Floor Space (Sq. Ft.)	5,659,168	6,701,072
Retail-Regional Floor Space (Sq. Ft.)	1,496,000	5,826,375
Retail-Local* Floor Space (Sq. Ft.)	4,488,000	5,252,625
Office/Other Floor Space (Sq. Ft.)	8,378,017	9,920,487
Total Floor Space (Sq. Ft.)	20,021,185	27,700,559
<u>Trip End Growth By Landuse Trip Rate Factors</u>		
SDU (12 T.E./D.U.)	379,452	139,368
MDU (7 T.E./D.U.)	193,956	240,723
Manufacturing (10 T.E./ksf)	56,592	67,011
Retail-Regional (50 T.E./ksf)	74,800	291,319
Retail-Local* (100 T.E./ksf)	448,800	525,262
Office/Other (20 T.E./ksf)	167,560	198,410
Total Trip Ends	1,321,160	1,462,093
<u>New Development Share of Total Corridor Costs</u>	\$ 97,856,775	\$ 67,643,330
<u>Average Cost per Trip End</u>		
Cost in 1984 Dollars	\$ 74(1)	\$ 46(2)

*Same as neighborhood/community commercial

(1) \$97,856,775 ÷ 1,321,160 TE = \$74.07/Trip End; say \$74/Trip End

(2) \$67,643,330 ÷ 1,462,093 TE = \$46.26/Trip End; say \$46/Trip End

**EXHIBIT X
COST PER TRIP END ANALYSIS**

FOOTHILL/EASTERN

	<u>Zone A</u>	<u>Zone B</u>
<u>Projected Growth In Dwelling Units</u>		
Single Dwelling Units (SDU)	55,502	53,651
Multiple Dwelling Units (MDU)	22,911	35,558
<u>Projected Growth In Industrial/Commercial Floor Space</u>		
Manufacturing Floor Space (Sq. Ft.)	7,680,998	13,439,465
Retail-Regional Floor Space (Sq. Ft.)	1,598,875	3,852,125
Retail-Local* Floor Space (Sq. Ft.)	4,796,625	11,556,375
Office/Other Floor Space (Sq. Ft.)	10,155,269	17,768,704
Total Floor Space (Sq. Ft.)	24,231,767	46,616,669
<u>Trip End Growth By Landuse Trip Rate Factors</u>		
SDU (12 T.E./D.U.)	666,024	643,812
MDU (7 T.E./D.U.)	160,377	248,906
Manufacturing (10 T.E./ksf)	76,810	134,395
Retail-Regional (50 T.E./ksf)	79,944	192,606
Retail-Local* (100 T.E./ksf)	479,662	1,155,638
Office/Other (20 T.E./ksf)	203,105	355,374
Total Trip Ends	1,665,922	2,730,731
<u>New Development Share of Total Corridor Costs</u>	\$133,096,091	\$117,131,975
<u>Average Cost per Trip End</u>		
Cost in 1982 Dollars	\$ 80(1)	\$ 43(2)

*Same as neighborhood/community commercial

(1) $\$133,096,091 \div 1,665,922 = \$79.89/\text{Trip End}$; say \$80/Trip End

(2) $\$117,131,975 \div 2,730,731 = \$42.89/\text{Trip End}$; say \$43/Trip End

EXHIBIT XI
Page 1 of 2
DAILY VEHICLE TRIP GENERATION RATES
ORANGE COUNTY ENVIRONMENTAL MANAGEMENT AGENCY
August 1982

The following is a listing of vehicle trip generation rates used for planning purposes by the Environmental Management Agency. These rates have been compiled from a variety of sources, including County conducted studies, and are deemed representative of land uses within Orange County. "TE/Ksf" is an abbreviation for trip ends per thousand square feet of gross building floor area. "TE/Acre" refers to trip ends per developed acre.

Land Use	TE/Ksf	TE/Acre	TE/Other
<u>INDUSTRIAL</u>			
Light Industrial/Industrial Park	13	176	
Warehouse	5	62	
<u>RESIDENTIAL</u>			
Single Family Detached			12 TE/Du
Single Family Detached-Estate			15 TE/Du
Multiple Unit (Apartments, Condos)			7 TE/Du
Mobile Home			5 TE/Du
Retirement Community			4 TE/Du
<u>LODGING</u>			
Hotel			10 TE/Room
Motel			9 TE/Room
Resort Hotel (TRC Use)		300	18 TE/Room
<u>RECREATIONAL</u>			
Neighborhood Park		6	
Regional Park		5	
State Park		1	
Marina			4 TE/Berth
Beach			350 TE/1000' Shore
Golf Course		9	
Campground			5 TE/Campsite
Tennis Club			43 TE/Court
Raquetball Club	26		31 TE/Court
<u>INSTITUTION</u>			
Elementary School		47	1.0 TE/Student
Junior High School		60	0.9 TE/Student
High School		80	1.4 TE/Student
Junior College		80	1.5 TE/Student
Church - Weekday	19	60	
Church - Sunday	44	135	
Library	42	310	

EXHIBIT XI
Page 2 of 2

Land Use	TE/Ksf	TE/Acre	TE/Other
<u>MEDICAL</u>			
Hospital	18	200	14 TE/Bed
Nursing Home			3 TE/Bed
<u>OFFICE</u>			
General Office	15	240	
Medical Office	75		
Research Center	10	40	
<u>RETAIL</u>			
Discount Store	65		
Hardware/Home Improvement	50	550	
Shopping Center - Regional (30 Acres)	50	500	
Shopping Center - Community (10-30 Acres)	70	900	
Shopping Center - Neighborhood (10 Acres)	135	1250	
Restaurant - Quality (i.e., Velvet Turtle, Hungry Tiger, etc.)	110		
Restaurant - High Turnover (ie., Bob's, Denny's, etc.)	350		
Restaurant - Fast Food (i.e., MacDonald's, Carl's Jr., etc.)	900		
Automobile Sales		400	
Service Station			750 TE/Station
Supermarket	125		
Convenience Market (i.e., 7-11, Stop & Go, etc.)	550		
<u>SERVICES</u>			
Bank - Walk In	180		
Bank - Drive In	195		
Savings and Loan - Walk In	65		
Savings and Loan - Drive In	75		