



DEPARTMENT OF CITY PLANNING

REVISED RECOMMENDATION REPORT

City Planning Commission

Date: May 23, 2018
February 28, 2019
Time: 8:30 a.m.
Place: City Council Chamber, 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401
Public Hearing: May 3, 2018
Appeal Status: N/A
Expiration Date: N/A
Multiple Approval: (none)

Case No.: CPC-2008-3470-SP-GPA-
ZC-SUD-BL-M3
CEQA No.: ENV-2008-3471-EIR,
State Clearinghouse No.
1990011055
Incidental Cases: N/A
Related Cases: N/A
Council No.: 3-Blumenfield
Plan Area: Canoga Park-Winnetka-
Woodland Hills-West Hills
Specific Plan: Warner Center 2035
Specific Plan
Certified NC: Woodland Hills-Warner
Center Neighborhood
Council
GPLU: Regional Commercial
Zone: Various
Applicant: City of Los Angeles
Representative: Jonathan A. Hershey, AICP
Senior City Planner

PROJECT LOCATION: Warner Center 2035 Specific Plan, Woodland Hills.

PROPOSED PROJECT: Amend the Warner Center 2035 Specific Plan to update and clarify the way mobility fees, pursuant to Section 7 of the Plan, are assessed and calculated, with amendments to Sections 4, 5, and 7, and Appendices D and E of the Plan.

REQUESTED ACTION: Approve and Recommend that the proposed Ordinance be adopted, amending the Warner Center 2035 Specific Plan.

RECOMMENDED ACTIONS:

- 1) Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, that the project was assessed in the previously certified Environmental Impact Report No. ENV-2008-3471-EIR, certified on April 24, 2013, and no subsequent EIR, negative declaration, or addendum is required for approval of the project;
- 2) Approve and Recommend that the proposed Ordinance be adopted, amending the Warner Center 2035 Specific Plan.

VINCENT P. BERTONI, AICP
Director of Planning


Craig Weber, Principal City Planner


Jonathan A. Hershey, AICP, Senior City Planner
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PROJECT ANALYSIS

Project Summary

In 2013, the Warner Center 2035 Specific Plan was adopted by City Council, refining the regulations for the development and use of property within Warner Center, a regional commercial center located within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan area. The plan included a Mobility Fee to providing funding for necessary improvements to the public rights-of-way and local public transportation. Since adoption of the Specific Plan, the need to clarify the methodology utilized to calculate and assess Mobility Fees on qualified Projects has arisen, to better address how mobility improvements are funded.

On November 2, 2016, City Council adopted a motion presented by Councilmember Blumenfield (Council File No. 13-0197-S4), “to review the ordinance language [of the Warner Center 2035 Plan] for technical corrections regarding the Mobility Fee, and clarify its calculation methodology.” The proposed ordinance amends the Warner Center 2035 Specific Plan to modify the fee calculation methodology, provide additional clarification, and update the base Mobility Fee amounts.

Background

As a part of the implementation of the Warner Center 2035 Specific Plan, qualified projects are required to pay a Mobility Fee to offset a portion of the costs associated with necessary mobility improvements throughout the plan area. The related Environmental Impact Report (EIR) identified specific improvements that are linked to mobility impacts associated with the development that is anticipated by the Plan. Collected Mobility Fees would be utilized to help fund these improvements.

A qualified project is assessed a base Mobility Fee by first calculating the floor area ratio (FAR) of the proposed project. Then, using the seven-column table in Appendix D of the Specific Plan, one would look down the column corresponding to this calculated FAR to find the per-square-foot dollar values for all of the proposed uses in the project. These dollar values are then multiplied by the square-footages for each of the proposed uses, and their sum is the base Mobility Fee.

When a qualified project is assessed a base Mobility Fee, in-lieu credits may be applied to reduce the Mobility Fee amount. In-lieu credit is given when a project proposes to demolish existing development; the value of this demolition is determined in the same manner as the base Mobility Fee, but is based on the FAR and use(s) of building(s) to be demolished. Additional in-lieu credits are based on the value of dedications, improvements to the public right-of-way, or local transportation system directly undertaken by the project applicant.

A project’s net, final Mobility Fee is the difference between the base fee amount and the total of in-lieu fee credited. The methodology for calculating the final fee is based on the “Warner Center Mobility Fee Clarification Study”, dated October 15, 2013.

Following the Plan's 2013 adoption and subsequent implementation, it has been observed that the amount of in-lieu credits applied toward base Mobility Fees have been higher than anticipated, resulting in less collected Mobility Fees.

In order to examine this issue more closely, a new study was commissioned, resulting in a "Warner Center Mobility Fee Clarification Study", dated February 26, 2018. The study, prepared by Iteris, was developed in consultation with the Departments of Transportation and City Planning. This study outlines revisions to the adopted methodology and fee amounts, resulting in the necessary Mobility Fees to accomplish the mitigating improvements identified in the Plan's EIR. The significant outcome of this study is a recommendation that the adopted seven-column table of Appendix D be replaced with an updated one-column table.

The intention of the seven-column table in Appendix D is to encourage denser development (corresponding to higher FAR), with more mixed use and balanced growth (residential/commercial), which is consistent with Transit Oriented Development, transit and alternative mode (bike, walk) usage, and specifically single-occupant vehicle trip reduction strategies that are in the core foundation of the Warner Center 2035 Plan.

In order to accomplish this, the table has a sliding scale of development FARs, which is further differentiated by different land uses categories and per-square-foot dollar amounts for each category. The three columns to the left and right of the middle column in this table were created specifically for the purpose of providing financial incentives to encourage the redevelopment of low-FAR sites with higher-FAR projects. The greater the difference between the proposed FAR and the existing FAR, the lower the project's base Mobility Fee and the higher the in-lieu credits applied against it, all resulting in lower fee obligations. Project's which proposed a lower FAR than what presently exists would see little to no reduction in their Mobility Fee obligation.

A technical analysis for deriving the Mobility Fee for each land use category in this table resulted in a single-column table originally proposed for the Warner Center 2035 Specific Plan. The middle column of the seven-column table corresponds to this original proposal. The seven-column table resulted from subsequent discussions on how to further prioritize the redevelopment of lower FAR sites with higher FAR projects, in addition to the incentives for development of more desirable land use categories.

The proposed Appendix D, with its one-column table, returns the emphasis of its incentives to land uses, and no longer places an emphasis on a project's FAR. The new table incentivizes redevelopment of sites containing less desirable land use categories such as commercial, retail, recreational, and service uses, with more desirable residential land uses.

In the proposed new methodology, the base Mobility Fee would be calculated by the sum total of the square-footages of proposed land use categories multiplied by the associated per-square-foot dollar values. In-lieu credit for existing development would be calculated in the same way for existing uses.

Numerous projects have taken advantage of the generous Mobility Fee incentives currently offered by the Warner Center 2035 Plan. Approximately 7,781 housing units and approximately 2.74 million square feet of net new commercial floor area have been developed or are under review with City Planning since the Warner Center 2035 Plan was adopted. This represents more than double the number of existing residential units in 2008. The FAR incentive system embodied in the seven-column table has effectively demonstrated the desirability of development in the Plan area. However, this emphasis on FAR redevelopment should no longer be necessary to achieve the vision of the Plan. The proposed one-column table, incentivizing the development of desirable land use categories, will result in the generation of sufficient Mobility Fees to implement the mobility mitigation measures required by the Plan.

On-going implementation of the Plan has also revealed the need to provide additional clarification and modifications surrounding the Mobility Fee in other sections of the Plan, in addition to those modifications necessary to align with the proposed Mobility Fee calculation methodology.

Additions and amendments are proposed to some of the definitions contained in the Specific Plan. A new defined term, "Gross Leasable Floor Area", has been added to address the basis of calculation for mobility fees in regional shopping centers. Modifications to the definitions of "Mobility Fee" and Mobility Mitigation Measures" were made to clarify and provide internal references within the Specific Plan.

The methodology for determining Mobility Fees for multi-phased projects is clarified and better aligned with the proposed modified Mobility Fee calculation methodology.

The timing of when Mobility Fees are collected have been clarified. Further, the applicability of the proposed Mobility Fee calculation methodology and base fee amounts have been clarified so as not to penalize projects already in the development review and permitting process.

In the section entitled "Mobility Fee Calculation", modifications have been made to reflect the proposed Mobility Fee methodology, eliminate redundant references, and clarify responsible agencies.

In the section entitled "In-Lieu Credit for Mitigation Measures", modifications have been made to give the Department of Transportation wider discretion on assigning in-lieu credit amounts for project's that directly undertake one or more mobility improvement mitigation measures.

The timing of updating the value of existing use credits was clarified through the addition of a new section to the Specific Plan.

Appendix D Table 2 was updated to account for a policy incentive involving Density Bonus projects, and footnotes were added to help clarify the application of certain in-lieu credits and agency responsibilities.

Finally, the table contained in Appendix E was wholly updated to reflect more current cost estimates associated with the public improvement mitigation measures identified in the Plan's EIR.

Issues

In response to comments received at the public hearing conducted on May 3, 2018, and those received subsequent to that hearing, the draft ordinance has been modified to address some of the issues identified by community members and stakeholders. Not all of the issues raised were incorporated or resulted in changes to the proposed ordinance. The various issues raised (denoted by a bullet point) are addressed and responded to below.

- Regarding the amendment to Section 5.3.2: the addition of the proposed language would require that a change of use, otherwise eligible for administrative clearance, apply for Project Permit Compliance, for project sites adjacent to streets requiring additional dedication. This concept is antithetical to the intent of the Warner Center 2035 Plan, which encourages the reuse of existing structures or space within the structures through inclusion in the Administrative Clearance process. Requiring dedications of a change in use will be prohibitive and unduly burdensome, and as stated, in conflict with the fundamental intent of the Specific Plan.

These changes are no longer reflected in the proposed ordinance.

- Regarding proposed amendments Sections 7.3 and 7.3.1: these sections should be amended to reflect that the Mobility Fee rate (dollars/square-foot) vest at the time of entitlement; the fee should continue to be calculated at the time of B-permit issuance, however, in order to allow for certainty, the per square-foot rate should be fixed upon the issuance of the Project Permit Compliance determination.

The proposed ordinance clarifies that those project applications that have been deemed complete by the Department of City Planning, prior to the effective date of this proposed ordinance, will continue to be eligible for the annually adjusted Mobility Fee rate in effect at the time their application was deemed complete.

- Regarding proposed amendments to Section 7.3.2.2: as drafted, this language could result in a Project owing in excess of the Project's assessed mobility fee. By not crediting mitigations on a dollar for dollar basis Projects may in certain instances be subject to improvements and/or fees in excess of their calculated Mobility Fee obligation. This could be considered double dipping and runs against the intent of the Specific Plan. A Project is supposed to have a Mobility Fee assessment and either be assigned physical improvements to implement equal to that assessment value, pay the fee equal to the assessment value or a combination of the two. In no case should a project be required to pay or

complete improvements that are in excess of the mobility fee assessed on the Project.

The mobility improvements identified in the adopted Environmental Impact Report lists impacts anticipated to occur in response to proposed development over the life of the Plan. In the case of the Warner Center 2035 Plan, acknowledging its importance to the City of Los Angeles, the need to achieve and realize the development policies in the City, and in keeping with past practices of citywide specific plans, it was recognized that future development alone would not bear the entire burden of the full cost of all physical mitigation measures. The total cost of improvement measures was divided into six major categories (Appendix D, Table 2). The total Mobility Fees collected would cover only a certain percentage of the improvement categories: a portion would be provided directly by an applicant, a portion provided through collected Mobility Fees, and the remainder would be paid through other outside funding sources (Metro Call for Projects, etc.). Approximately 18% of the total value of the measures is additionally set aside for the administration of the Plan. The various percentages were assumed based on past experience and the reasonableness of availability of funds from other sources.

As a part of the calculation for a project's Mobility Fee, Section 7.3.2.2 of the Plan provides that in-lieu credit may be given "for those mobility measures implemented by a Project for up to 82% of the total Mobility Fee obligation of the Project ..." No changes to this previously approved percentage is proposed. Further, this section has been modified to authorize the Department of Transportation the discretion to determine the in-lieu credit for mitigation measures, eliminating prior credit limitations, up to 82%.

- Regarding amendments to the Mobility Fees set forth in Appendix D: these amendments dis-incentivize dense development, which is a hallmark of the Warner Center 2035 Plan. The intent of the sliding scale mobility fee was to encourage the intensity of development. Warner Center is zoned for density, allowing for and encouraging the development of dense housing, mixed-use, commercial, and office projects. As presently drafted, the mobility fee supports this type of development, which is essential to alleviating a city-wide housing crisis as well as the realization of the vision of the Specific Plan, to create an urban mixed-use transit oriented community. The proposed Amendments will increase the cost to build housing and discourage density. We recommend that the current sliding scale be maintained for new development, thereby continuing to encourage density in line with the intent of the Specific Plan and that credit for existing uses be based on the middle column of the existing table.

Refer to discussion of the seven-column table versus one-column table in the prior section of this recommendation report.

- Hotels have similar traffic patterns to a residential use and are generally local serving and as such should be classified as a residential use.

No change in response to this suggestion has been incorporated into the proposed ordinance.

- Regarding proposed changes to the Land Uses cited in Appendix D: small changes of use, ground floor mixed-use uses, non-profit hospitals and medical centers, places of worship, and non-profit recycling buyback centers are all uses that the Specific Plan intended to encourage. As such, no mobility fee was assessed for these uses. To implement a mobility fee runs contrary to the intent of the Specific Plan and good policy, places of worship do not generate a significant traffic burden, small changes of use are encouraged as are ground floor non-residential uses, which activate the street frontage and create a local serving community. Further, exempting non-profit hospitals and medical centers is a policy decision that goes back to the 1993 WC Specific Plan and continues to be an important means to incentivizing the expansion of this and the other important community serving uses. The uses discussed above should remain exempt from the Mobility Fee.

These changes are no longer reflected in the proposed ordinance.

- Regarding proposed amendments to Appendix D, Table 2 - The anticipated Orange Line Station proposed for Variel and Oxnard and addressed in this section is no longer a viable project As such, this item should be removed from the Mobility Fee calculation.

It recommended that the more appropriate opportunity to make this change will be during a Plan Restudy as required in Section 10.5 of the Warner Center 2035 Specific Plan. Improvements associated with the Orange Line Station were incorporated as part of the Plan's Environmental Impact Report, and modification of this assumption may require further evaluation that would be more appropriate as part of the Restudy. The Restudy anticipates that further environmental analysis would be conducted at that time to examine changes to the Plan and Plan assumptions.

- The Plan should be amended to reflect that any Project, with an application that has been accepted by the Department of City Planning prior to the effective date of the Ordinance should be exempt from these changes.

The proposed ordinance clarifies that the Mobility Fee rate is based on the rate in effect at the time a project's application with the Department of City Planning is deemed complete.

Conclusion

The proposed ordinance fulfils the intent of the Motion adopted by City Council and provides clarification to the process of calculating the Mobility Fees required by the Warner Center 2035 Specific Plan. The proposed ordinance results in Mobility Fees that generates the necessary funding to accomplish necessary mobility improvements throughout the Specific Plan area, and incorporates clarifications to improve process expectations, and reduce misinterpretations. Public comments that were received have been considered and resulted several changes to the proposal.

FINDINGS

CEQA Findings

Pursuant to the California Environmental Quality Act (CEQA), the project was assessed in the Warner Center Specific Plan Update EIR Case No. ENV-2008-3471-EIR, State Clearinghouse No. 1990011055, certified by City Council on April 24, 2013, and no subsequent EIR, negative declaration, or addendum is required for approval of the project.

Charter Findings

Pursuant to Charter Section 556, the proposed ordinance is in substantial conformance with the purposes, intent and provisions of the General Plan. The Warner Center 2035 Specific Plan became effective on December 25, 2013, though Ordinance No. 182,766. The proposed ordinance is an update and clarification to the Warner Center 2035 Specific Plan as it pertains to the methodology for calculating and assessing Mobility Fees pursuant to Section 7 of that Plan. The ordinance proposes no change in permitted or prohibited land uses, and no substantial change in existing development limitations or requirements. The ordinance will facilitate the collection of appropriate fees necessary to fund identified and specific mobility improvements required within the Plan area. The ordinance is consistent with and helps to further accomplish goals, objectives, and policies contained in portions of the General Plan, including the Citywide Mobility Plan 2035. Specifically:

Policy 2.3 Pedestrian Infrastructure – Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 2.5 Transit Network – Improve the performance and reliability of existing and future bus service.

Policy 2.6 Bicycle Networks – Provide safe, convenient, and comfortable local and regional bicycling facilities* for people of all types and abilities.

Policy 2.9 Multiple Networks – Consider the role of each enhanced network when designing a street that includes multiple modes.

Policy 2.14 Street Design – Designate a street's functional classification based upon its current dimensions, land use context, and role.

Policy 2.17 Street Widening – Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.

The list of specified public improvements required to be funded through the Warner Center 2035 Specific Plan's Mobility Fees are stated in terms of dedications, roadway widening, enhanced turn lanes, signalization, and public transportation. While these do not explicitly call out improvements to pedestrian or bike facilities, the Plan area does contain several enhanced network concepts for such improvements. When a public improvement is undertaken, providing pedestrian and bike enhancements and amenities are a part of the final designs which must be taken into consideration. As a result, more efficient collection of Mobility Fees will result in meeting many public infrastructure policy goals cited in Mobility Plan 2035.

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan contains the following Goals and Objectives:

GOAL 10 DEVELOP A PUBLIC TRANSIT SYSTEM THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

Objective 10-1 - To encourage improved local/shuttle bus service through the Community Plan Area and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.

GOAL 12 A WELL MAINTAINED, SAFE, EFFICIENT FREEWAY AND STREET NETWORK.

Objective 12-1 - Reduction of vehicular trip delays in the Community Plan Area through coordination of the street traffic signal system with the Caltrans freeway traffic management system.

GOAL 13 TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF FREEWAYS AND STREETS THAT PROVIDES ADEQUATE CIRCULATION TO SUPPORT EXISTING, APPROVED, AND PLANNED LAND USES AND MAINTAINS A DESIRED LEVEL OF SERVICE AT INTERSECTIONS.

Objective 13-1 - To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by new development.

Through the more efficient collection of Mobility Fees, as facilitated by the proposed ordinance, the Goals and Objectives of the Community Plan are furthered throughout the Warner Center 2035 Specific Plan area. Collected Mobility Fees are not only reserved for proscribed travel lane and roadway improvements and intersection enhancements, but can also spent on the creation and enhancement of a proposed transit node, which would support or contribute to the multi-modal public transportation

system in the Plan area. Collected Fees that result in more direct improvements to roadway system would relieve traffic congestion through lane enhancements, roadway widening, and improved intersection signalization, all goals and objective so the Community Plan.

Pursuant to Charter Sections 556 and 558 and Sections 11.5.7 and 12.32 of the Los Angeles Municipal Code, the proposed land use ordinance will be in conformity with the purposes, intent and provisions of the General Plan, as well as the public necessity, convenience, general welfare and good zoning practice, as discussed above. The proposed ordinance, updating and clarifying the Warner Center 2035 Specific Plan as it pertains to the methodology for calculating and assessing Mobility Fees pursuant to Section 7 of that Plan, will facilitate the collection of appropriate fees necessary to fund identified and specific mobility improvements required within the Plan area. Collection of appropriate Mobility Fees in conjunction with qualified Projects will result in tangible mobility improvements within the Plan area, traffic congestion relief, associated improvements and enhancements to pedestrian areas, and improvements and enhancements to local public transportation. Achieving these improvements over the life of the Plan is consistent with the purposes, intent and provisions of the General Plan, and is in conformity with public necessity, convenience, general welfare and good zoning practice.

PUBLIC HEARING AND COMMUNICATIONS

A public hearing was conducted on Thursday, May 3, 2018, at the Marvin Braude San Fernando Valley Constituent Services Center. The hearing was conducted by Department of City Planning staff, acting in the capacity of a Hearing Officer. The hearing was attended by four members of the public and the Economic Development Director for Council District 3. Oral testimony was received at the hearing and was generally in opposition to the ordinance as proposed, with suggestions on corrections and improvements that could be made to the proposed ordinance. Public comment on the ordinance was held open until Friday, May 4, 2018. Only one written comment was received. The written comment was provided by one of the hearing attendees, and represented the written version of his oral testimony. Many of the comments and suggestions have been incorporated into the proposed ordinance.

The following is a summary of the testimony received during the public hearing:

Kevin Crosby, California Home Builders – The proposed ordinance disincentivizes the construction of new buildings at a higher FAR.

Eugene Tang, Gibson Transportation – The proposed ordinance dis-incentivizes the construction of new buildings at a higher FAR.

Brad Rosenheim, Warner Center Association – I was involved with the Citizen Advisory Committee for the creation of this Plan. The proposed ordinance disincentivizes the construction of new buildings at a higher FAR, and potentially penalizes smaller projects, included changes of use, meant for quicker administrative review.

- Policy decisions were incorporated into the adopted plan that the proposed ordinance will undo.
- The ordinance should clarify that the mobility fee rate should be that which is in effect at the time of determination letter issuance.
- The proposed fee credits will result in applicant's having to pay more than 100% of actual project mitigation cost; this system may expose the City legal challenge.
- The Plan was intended to make the process more transparent.
- Proposed changes to the fees should not be retroactively applied to projects currently approved and in the pipeline.
- Appendix D – the multi-column format was adopted to incentivize smaller projects.
- Appendix D – Is there a better way to incentivize higher FAR projects?
- Appendix D – Would it be more appropriate to base fees on the multi-column format, and base credits on the middle column?
- Appendix D – For mobility fee purposes, Hotels should be considered as residential uses as they have a similar traffic generation.
- Appendix D, Table 2 – The "New Orange Line Station Terminus" is no longer a proposed improvement; the table and fees should be recalculated to incorporate current MTA proposal for the site.

- Why is there no In-Lieu Credit given for Neighborhood Protection, Local Development Corporation, TDM, Administrative and Restudy Costs (Appendix D, Table 2, Footnote).

Tricia Robbins-Kasson, Economic Development Director, Council District 3 – The proposed changes are necessary to implement the vision of the Warner Center 2035 Plan. Projects that are in the process of review or consideration need the certainty that this ordinance will provide. The Transportation Management Organization is important to the Specific Plan, and the Council Office would like a review of the TMO language to ensure that it serves the goals of the Plan.

A copy of the written communication received has been attached for reference.

CITY OF LOS ANGELES

CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

JUNE LAGMAY
City Clerk

HOLLY L. WOLCOTT
Executive Officer

When making inquiries relative to
this matter, please refer to the
Council File No.

Office of the
CITY CLERK

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SHANNON HOPPE
Council and Public Services
Division

www.cityclerk.lacity.org

April 24, 2013

To All Interested Parties:

The City Council adopted the action(s), as attached, under Council File
No. 13-0197, at its meeting held April 23, 2013.

City Clerk
kw

FILE NO. 13-0197

Committee

ENVIRONMENTAL IMPACT REPORT, STATEMENT OF OVERRIDING CONSIDERATIONS, PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT, and RESOLUTION relative to a General Plan Amendment for the Warner Center (WC) 2035 Specific Plan, bounded by Vanowen Street to the north, the Ventura Freeway to the south, De Soto Avenue to the east, Topanga Canyon Boulevard to the to the west.

1. CERTIFY that the Environmental Impact Report (EIR) (EIR No. ENV-2008-3471-EIR; State Clearing House No. 1990011055) has been completed in compliance with the California Environmental Quality Act, the State Guidelines and the City Guidelines and that the City Council has reviewed the information contained therein and considered it along with other factors related to this project; that this determination reflects the independent judgment of the City of Los Angeles; and that the documents constituting the record of proceedings in this matter are located in Council file No. 13-0197 in the custody of the City Clerk and in the files of the Department of City Planning in the custody of the Environmental Review Section; and ADOPT the EIR.
2. ADOPT the FINDINGS made pursuant to and in accordance with Section 21081 of the Public Resources Code and the Statement of Overriding Considerations prepared by the Department of City Planning (DCP).
3. ADOPT the FINDINGS of the Los Angeles City Planning Commission (LACPC), including the Environmental Findings, as the Findings of the Council.
4. ADOPT the accompanying RESOLUTION, as recommended by the Mayor, the Director of Planning and the LACPC, APPROVING the proposed General Plan Amendment General Plan Amendment to the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, Transportation Element, as part of the General Plan of the City of Los Angeles (as shown in the exhibits attached to the Council file) for the development of the WC 2035 Specific Plan, bounded by Vanowen Street to the north, the Ventura Freeway to the south, De Soto Avenue to the east, Topanga Canyon Boulevard to the to the west. The WC 2035 Specific Plan has been developed to address: 1) previously identified concerns, 2) the environmental analysis required by the 1993 Specific Plan, and 3) new planning and regulatory requirements associated with sustain ability and reducing regional greenhouse gas emissions.

Case No. CPC-2008-3470-SP-ZC-GPA-SUD

5. INSTRUCT the DCP to update the General Plan and appropriate maps pursuant to this action.

6. APPROVE the DCP technical changes dated February 19, 2013 (attached to the Council file) with the following amendment:

Revise Technical Correction No. 12 to read as follows: Clarify Section 6.1.2.3.7, Activity Nodes, to bring it into consistence with the LACPC approved map, including Victory Boulevard and De Soto Avenue as a node.

7. APPROVE the request to eliminate value limitation for remodeling projects and not limit remodeling exemptions to investments that are less than 50 percent of the replacement cost.

8. REQUEST the City Attorney to prepare and present ordinances to:

a. Include requested rezoning actions to: effect changes of zone and height district for the WC Specific Plan area, adopt the WC 2035 Specific Plan, replace the existing designation of WC Warner Center Specific Plan Zone to its revised designation of the WC CL (College), CO (Commerce), DT (Downtown), NV (North Village), PK (Park), RV (River), TP (Topanga), and UT (Uptown) Zones, and repeal and replace existing WC Specific Plan (Ordinance No. 174061), for the area generally bounded by Vanowen Street to the north, the Ventura Freeway to the south, De Soto Avenue to the east, Topanga Canyon Boulevard to the to the west.

b. Amend the Los Angeles Administrative Code to establish the WC Mobility Trust Fund and WC Cultural Arts Trust Fund.

c. Establish the WC Signage Supplemental Use District.

9. ADVISE the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.

10. ADVISE the applicant that, pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee and/or Certificate of Fee Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination filing.

B. SUBMITS WITHOUT RECOMMENDATION, the following:

1. Clarify Section 6.1.2.3.7, Activity Nodes, to bring it into consistence with the LACPC approved map, including Victory Boulevard and Owensmouth Avenue as a node.

2. Allow for director signoff, in the Uptown and Downtown districts, for signs over 75 feet rather than requiring a Project Permit for such signage, to encourage attracting tenants without unnecessary delays for discretionary approvals.

3. Allow the definition of interior signs to cover courtyards where no vehicles are

permitted, as elsewhere in the City, even if open to pedestrians.

Fiscal Impact Statement: The LACPC reports that there is no General Fund impact, as administrative costs are recovered through fees.

Community Impact Statement: None submitted.

TIME LIMIT FILE - APRIL 30, 2013

(LAST DAY FOR COUNCIL ACTION – APRIL 30, 2013)

Summary:

At the public hearing held on February 19, 2013, the PLUM Committee considered a General Plan Amendment for the Warner Center (WC) 2035 Specific Plan, bounded by Vanowen Street to the north, the Ventura Freeway to the south, De Soto Avenue to the east, Topanga Canyon Boulevard to the to the west. Staff from the DCP gave the Committee background information on the matter. Members of the public and staff from the Council Office also spoke.

After an opportunity for public comment, the Committee recommended that Council approve as amended: the reports from the Mayor, Director of Planning, and the LACPC regarding the EIR, the Statement of Overriding Considerations; the Resolution for the proposed General Plan Amendment to the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, Transportation Element, as part of the General Plan of the City of Los Angeles (as shown in the exhibits attached to the Council file) for the development of the WC 2035 Specific Plan, bounded by Vanowen Street to the north, the Ventura Freeway to the south, De Soto Avenue to the east, Topanga Canyon Boulevard to the to the west. The PLUM Committee also amended and approved the technical corrections submitted by the DCP, approved some of the requests submitted by Latham and Watkins LLP on February 19, 2013, and requested the City Attorney to prepare and present Ordinances to: include requested rezoning actions to: effect changes of zone and height district for the WC Specific Plan area, amend the Los Angeles Administrative Code to establish the WC Mobility Trust Fund and WC Cultural Arts Trust Fund, and establish the WC Signage Supplemental Use District. This matter is now submitted to Council for its consideration.

Respectfully submitted,

PLANNING AND LAND USE MANAGEMENT COMMITTEE



MEMBER
REYES:
HUIZAR:
ENGLANDER:

VOTE
YES
ABSENT
YES

SG
CD 3
3/15/13
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ADOPTED
As Amended
APR 23 2013
See Attached Motion
LOS ANGELES CITY COUNCIL

- Not Official Until Council Acts -

MOTION

I HEREBY MOVE that Council RECEIVE and FILE part B of the Planning and Land Use Management Committee report.

PRESENTED BY _____

DENNIS P. ZINE
Councilmember, 3rd District

SECONDED BY _____

TOM LABONGE
Councilmember, 4th District

April 23, 2013

CF 13-0197

ADOPTED

APR 23 2013

LOS ANGELES CITY COUNCIL

RESOLUTION

WHEREAS, Warner Center is located in southwestern corner of the San Fernando Valley within the City of Los Angeles and specifically within the communities of Woodland Hills and Canoga Park.

WHEREAS, Warner Center is designated as a Regional Center within the City's Canoga Park-West Hills-Winnetka-Woodland Hills Community Plan.

WHEREAS, historically, the Warner Center is generally bounded by Vanowen Street to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and Topanga Canyon Boulevard on the west. The area is comprised of approximately 924 acres or 1.5 square miles.

WHEREAS, the new Plan for the area will have a new name, the **Warner Center 2035 Plan** replacing the predecessor ordinance's name, the Warner Center Specific Plan and with the new name is a larger geographic boundary which generally includes the north side of Vanowen Street between the Los Angeles River to the north, Topanga Canyon Boulevard to the west and De Soto Avenue to the east.

WHEREAS, the predecessor ordinance for the area, 1993 Warner Center Specific Plan, provided a heavy-handed, overly restrictive regulatory framework which in many ways failed to create any downtown vision and was unsuccessful in achieving many of its core goals.

WHEREAS, the **Warner Center 2035 Plan** is a development guide for the Warner Center Regional Center Transit Oriented District without the heavy-handed restrictions.

WHEREAS, the new Plan will provide a blueprint to give the developer the certainty of what is permitted under the Plan and the community the certainty that a development will provide the necessary public benefits and mitigations prescribed by the Specific Plan ordinance.

WHEREAS, the new Plan, with the new name and a renewed attitude towards development, will embrace development as fundamental to supporting the regional transportation investment with the Orange Line and as a result creating a vibrant TOD area based upon sustainability, community connectedness, accessible public transit, and promotion of innovative businesses, job diversity, and a safe and friendly pedestrian environment.

WHEREAS, like the previous Specific Plan, the new Plan is essentially both the General Plan and the proposed permanent zoning controls for the area and as such, any development consistent with the rules for new development under the Plan will be in compliance with both the General Plan and zoning code.

WHEREAS, the new Plan, with its implementing tools, will guide development to the year 2035 permitting approximately up to 20,000 new dwelling units in 23,500,000 square feet of floor area and up to 14,000,000 square feet of non-residential floor area.

WHEREAS, **Warner Center 2035 Plan** will provide a comprehensive and clear process that will permit development to occur in order to facilitate the creation of an urban center where people can live, work, and play.

NOW, THEREFORE, BE IT RESOLVED, that the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan and the associated Transportation Element of the General Plan be amended.

BE IT FURTHER RESOLVED that the Final Environmental Impact Report has been found adequate to comply with the California Environmental Quality Act and the State and City Guidelines relating thereto and, that the City Council hereby certifies the Final Environmental Impact Report and instructs that a "Notice of Determination" be filed with the Los Angeles County Clerk and the Los Angeles City Clerk, in accordance with Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970, as amended.

I CERTIFY THAT THE FOREGOING
RESOLUTION WAS ADOPTED BY THE
COUNCIL OF THE CITY OF LOS ANGELES
AT ITS MEETING OF **APR 23 2013**
BY A MAJORITY OF ALL ITS MEMBERS.



DEPUTY
CLERK

[Handwritten Signature]
DEPUTY

ORDINANCE NO. _____

An Ordinance amending portions of the Warner Center 2035 Plan, Ordinance No. 182,766, to clarify how Mobility Fees and In-Lieu Credits for Mitigation Measures are calculated and applied to projects within the Warner Center 2035 Plan area.

Section 1. Section 4 of the Warner Center 2035 Plan is modified as follows:

GROSS LEASABLE FLOOR AREA. The total floor area designed for tenant occupancy and exclusive use, including any basements, mezzanines, or upper floors, expressed in square feet and measured from the centerline of joint partitions and from outside wall faces. Gross Leasable Floor Area is the area for which tenants pay rent; it is the area that produces income for the property owner.

MOBILITY FEE. The money a Project applicant is required to pay to the Warner Center Mobility Trust Fund, the amount of which is based on trip generation of building floor area (as defined by Building and Safety) ~~or residential units and floor area ratio~~, pursuant to the terms of this Plan (see Section 7 and **Appendixes D and E**).

MOBILITY MITIGATION MEASURES. Physical street improvements for vehicular traffic, transit improvements and/or TDM measures that would reduce significant transportation impacts to the extent physically feasible, as determined by the Department of Transportation (see Section 7 and Appendixes D and E).

Sec. 2. Section 5.3.3.1.3 of the Warner Center 2035 Plan is modified to read as follows:

5.3.3.1.3 City's Department of Transportation (DOT) Review of the Phasing Plan.

Prior to the Director's approval of the Phasing Plan, the DOT shall: (i) review the proposed Phasing Plan; (ii) identify the transportation/mobility mitigation to be undertaken by the Project applicant for the initial Project phase; (iii) determine and approve any applicable in-lieu credits, towards the payment of the Mobility Fee pursuant to Section 7 of this Plan, available to the Project; (iv) determine that the proposed Transportation Demand Management (TDM) program goals are in conformance with the provisions of this Plan; (v) calculate the Mobility Fee for the initial Project phase based on Land Use categories in Appendix D Table 1 and the FAR floor area of the building permits for that phase of the project plus any existing buildings within the project site proposed for demolition during that phase; and ~~(vi) acknowledge that the later phases of a Master Planned and/or Multi-Phased Project shall be provided credit~~

~~towards the Mobility Fees paid in previous phases to the extent that the total paid shall not exceed the Mobility Fees as calculated for the project in total.~~ If an applicant subsequently submits a modification to the Project, ~~which modification~~ that results in a change in density, land use or floor area from an approved Phasing Program, appropriate adjustments in fees, traffic impact mitigation, street dedication, widening and improvement requirements, and/or TDM requirements applicable to the change shall be made as a condition of DOT's approval of such a modification.

Sec. 3. Section 7.3 of the Warner Center 2035 Plan is modified to read as follows:

7.3 Mobility Fee.

Mobility Fees shall be collected from Project applicants, prior to issuance of a building permit, and deposited into a special Warner Center Mobility Trust Fund for the implementation of Transportation Mitigation Plans (TMP) and other mobility measures and improvements identified by the Plan.

Sec. 4. Section 7.3.1 of the Warner Center 2035 Plan is modified to read as follows:

7.3.1 Mobility Fee Calculation and Mitigation Measures.

Mobility Fee shall be calculated and mitigation measures shall be determined based on a Project's land uses and size floor area, as calculated by ~~the Department of City Planning and the Department of Building and Safety~~ based on the building code, in consultation with DOT and the Department of City Planning, using the Mobility Fee Table set forth in **Appendix D** of this Plan. The Mobility Fee rate shall be based upon those rates in effect at the time of building permit issuance; however, those projects or project phases that have submitted an application for discretionary approval to the Department of City Planning which is deemed complete prior to [the effective date of this ordinance], shall be subject to the annually adjusted fee rates in effect at the time the application was deemed complete. The Department of City Planning, in consultation with DOT, shall have discretion in determining which lots constitute the project site specifically for the purpose of calculating a Mobility Fee. ~~The Mobility Fee funds the six components of the TMP including Roadway Improvements, New Orange Line Station Terminus, Bus Purchases, Bus Operating Expenses, Streetscape Improvements, and Neighborhood Protection/Plan Implementation/Transportation Demand Management (TDM).~~

Sec. 5. Section 7.3.2.2 of the Warner Center 2035 Plan is modified to read as follows:

7.3.2.2 In-Lieu Credit for Mitigation Measures. In-Lieu Mobility Fee credit ~~shall~~ may be given (on a one dollar to one dollar basis) for those mobility mitigation measures implemented by a Project for up to 82% of the total Mobility Fee obligation of the Project; DOT shall determine the amount of in-lieu credit applicable to the Project ~~however, in-lieu credit shall be limited to the percentage share of the Mobility Fee by each individual Mobility Fee subcategory (street improvements, transit improvements, etc.) as set forth in Table 2 of~~ **Appendix D**. In-Lieu Credits shall be applied to reduce the Mobility Fees after the required transportation/mobility improvements have been completed or guaranteed to the satisfaction of DOT and Department of Public Works – Bureau of Engineering.

Sec. 6. Section 7.3.2.3(a) of the Warner Center 2035 Plan is modified to read as follows:

- (a) In-Lieu Credit shall be granted for land dedications for right-of-way purposes that implement those transportation/mobility improvements listed in Appendix ~~DE~~ of this Plan and are to be funded by the Mobility Fee. In-Lieu Credit shall be granted based on the cost of the land dedication at \$100.00 per square-foot estimated in determining the Mobility Fee in Appendix D. This In-Lieu Credit for land dedication will be adjusted by annual indexing pursuant to Section 7.4 of this Plan.

Sec. 7. A new Section 7.4.1 of the Warner Center 2035 Specific Plan is added to read as follows

7.4.1 Existing Use Credit for Mobility Fees.

The value of Existing Use Credits shall be increased or decreased at the same time, and in the same manner, as the Mobility Fees are annually adjusted pursuant to Section 7.4.

Sec. 8. Appendix D of the Warner Center 2035 Plan is modified to read as follows:

APPENDIX D
TABLE 1

WARNER CENTER 2035 PLAN – MOBILITY FEE TABLE

Categories A through F ^[1]

Category A Residential Land Uses	Dollars per Square Foot of Floor Area						
	Greater Than 3.75 Total Project FAR	Greater Than 3.25 Up To 3.75 Total Project FAR	Greater Than 2.75 Up To 3.25 Total Project FAR	Dollars per Square Foot of Floor Area Greater Than 2.25 Up To 2.75 Total Project FAR	Greater Than 1.75 Up To 2.25 Total Project FAR	Greater Than 1.25 Up To 1.75 Total Project FAR	1.25 or Less Total Project FAR
Apartment Boarding House Condominium/Townhouse Dormitory and Student Housing Mobile Home Park Rental Townhouse Senior Adult Housing-Attached Senior Adult Housing-Detached Single Family Detached Housing Work-Live ^[2]	\$1.01	\$1.08	\$1.18	\$1.31 <u>\$1.53</u>	\$1.97	\$3.26	\$6.11

Category B Institutional Land Uses	Dollars per Square Foot of Floor Area						
	Greater Than 3.75 Total Project FAR	Greater Than 3.25 Up To 3.75 Total Project FAR	Greater Than 2.75 Up To 3.25 Total Project FAR	Dollars per Square Foot of Floor Area Greater Than 2.25 Up To 2.75 Total Project FAR	Greater Than 1.75 Up To 2.25 Total Project FAR	Greater Than 1.25 Up To 1.75 Total Project FAR	1.25 or Less Total Project FAR
Adult Day Care (No Overnight) Assisted Living Facility Child Care Center Congregate Care Facility Continuing Care Rehabilitation Facility Continuing Care Retirement Community Eldercare Facility Family Day Care Home Hospital or Medical Center Library Lodge, Club, or Fraternal Organization Museum or Art Studios, No Retail Sales Nursery or Pre-School Facility Nursing Home Private School (K-12) Private University or College Recycling Buyback Center (Fixed or Mobile) Trade or Continuing Education School	\$2.65	\$2.84	\$3.09	\$3.46 <u>\$4.02</u>	\$3.65	\$4.03	\$5.16

Category C Industrial Land Uses	Dollars per Square Foot of Floor Area						
	Greater Than 3.75 Total Project FAR	Greater Than 3.25 Up To 3.75 Total Project FAR	Greater Than 2.75 Up To 3.25 Total Project FAR	Dollars per Square Foot of Floor Area Greater Than 2.25 Up To 2.75 Total Project FAR	Greater Than 1.75 Up To 2.25 Total Project FAR	Greater Than 1.25 Up To 1.75 Total Project FAR	1.25 or Less Total Project FAR
Animal Boarding Animal Clinic Animal Hospital Brewery (Not Part of a Restaurant) High-Cube Warehouse Hybrid Industrial (uses not listed in this Category and specified per Section 6.2.7 of the Plan) Industrial Park Laboratory Light Industrial Manufacturing Mini-Warehouse Mortuary Sales and Showroom, Wholesale Building Supplies and Materials Sales and Showroom, Wholesale Interior and Exterior Furnishings Sales and Showroom, Wholesale Other (Bakery, Cake, Clothing, Home/Office Furnishings, etc.) Terminal, Truck or Bus Utilities Warehouse and Storage	\$5.43	\$5.82	\$6.34	\$7.08 <u>\$8.31</u>	\$7.49	\$8.26	\$10.58

Category D General Office Land Uses	Dollars per Square Foot of Floor Area						
	Greater Than 3.75 Total Project FAR	Greater Than 3.25 Up To 3.75 Total Project FAR	Greater Than 2.75 Up To 3.25 Total Project FAR	Dollars per Square Foot of Floor Area Greater Than 2.25 Up To 2.75 Total Project FAR	Greater Than 1.75 Up To 2.25 Total Project FAR	Greater Than 1.25 Up To 1.75 Total Project FAR	1.25 or Less Total Project FAR
Business Park Office, General Office Park Real Estate Office Research and Development Center Single Tenant Office Building	\$5.43	\$5.82	\$6.34	\$7.08 <u>\$8.31</u>	\$7.49	\$8.26	\$10.58

Category E Commercial and Retail / Recreational / Service Land Uses	Dollars per Square Foot of Floor Area						
	Greater Than 3.75 Total Project FAR	Greater Than 3.25 Up To 3.75 Total Project FAR	Greater Than 2.75 Up To 3.25 Total Project FAR	Dollars per Square Foot of Floor Area Greater Than 2.25 Up To 2.75 Total Project FAR	Greater Than 1.75 Up To 2.25 Total Project FAR	Greater Than 1.25 Up To 1.75 Total Project FAR	1.25 or Less Total Project FAR
<u>Commercial and Retail Uses</u> Apparel Store Arts and Crafts Store Art Gallery Automobile Display Automobile Parts Sales Automobile Rental	\$10.47	\$11.21	\$12.21	\$13.65 <u>\$15.87</u>	\$14.42	\$15.91	\$20.38

Building Materials and Lumber Store Convenience Market Department Store Discount or Membership Club Factory Outlet Center Farmer's Market (Permanent) Furniture Store Free-Standing Discount Store Hardware or Paint Store New and Used Automobile Sales New and Used Vehicle Sales (RV, Motorcycle, Marine, etc.) Optometry Service and Sales Pharmacy and Drugstore Secondhand Store Sales and Showroom, Retail Building Supplies and Materials Sales and Showroom, Retail Interior and Exterior Furnishings Sales and Showroom, Retail Other (Bakery, Cake, Clothing, Home/Office Furnishings, Jewelry, etc.) Shopping Center Specialty Retail Center Supermarket, Full Service or Discount Superstore (Home and Home Improvement, Electronics, Pet Supply, Office Supply, Toy, Baby, Furniture, etc.) Tire Store Wholesale Market or Supermarket Wholesale Store or Superstore <u>Recreational Uses</u> Arcade, Gaming Athletic Club Amusement Park Arena Banquet Hall and Private Club Batting Cages Bowling Alley Dance Studio or Academy Golf Facility Health and Fitness Club Playground Skating Rink, Ice or Roller Live Music, Night club or Dance club Live Theater Movie Theater Miniature Golf Course Museum or Art Studio, Retail Sales Music School Pool Hall Private Recreational Center Recreational Facility, Privately Owned Stadium <u>Service Uses</u> Automobile Care and Service Bakery Bank / Credit Union (Walk-in Only) Barber and Beauty Shop							
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Car Wash (Automated or Self-Service) Coffee/Donut/Bagel Shop (Walk-in Only) Copy, Print and Express Ship Store Drinking Place or Bar Dry Cleaner Florist Gasoline Sale and Service Station Hair Salon Hotel, Motel, Suite, Lodge, Extended Stay Facility, Resort, Motor Inn, etc. Medical or Dental Office and Clinics Repair and Cleaning Service (Jewelry, Clothing, Electronics, etc.) Restaurant (Fast Food/High Turnover/Quality), Walk-in Only Surgery Center (No Overnight Stay) Veterinary Office (No Overnight Boarding)							
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Category F Exempted Land Uses	No Fee Assessed
Community Center or Facility (No greater than 40,000 Square feet) [3] Changes of Use (No greater than 1,000 Square Feet) Government Office, Facility, Station, etc. Ground Floor Mixed Uses of a Residential/Office Tower (10% or less of overall floor area) Non-Profit Facility (Hospital/Medical Center and their related Medical Uses, Library, Museum, Cultural Arts Center, Community Center, K-12 School, College, University, Trade School, Pre-School, Day Care Center, etc.) Park or Playground, Public or Philanthropic Operated Place of Worship Public Park, Playground or Other Recreational Facility Public School / K-12 (Including Charter School) Public University and College Recycling Buyback Center, Non-Profit Only Temporary Uses (Christmas Trees, Pumpkin, Farmer's Market, Circus, Carnival, etc.) Public Trade School and Continuing Educational Facility Transit Station and Park-And-Ride Facility	\$0.00

FOOTNOTES

[1] Each category contains a listing of the most common uses; however, not all uses are listed. Any use not listed in Categories A through F will be assessed at the rate as determined by the Director of Planning in consultation with the Department of Transportation.

[2] Pursuant to DOT policies, Work Live units are provided a credit that assumes that 50% of the morning trips and 35% of the afternoon trips are work to home and therefore a credit of 50% is applied for the total trips from the work-live portion of the project due to on-site travel. As a result, the

Mobility Table reflects a 50% credit for the Work Live Units in any proposed development in Warner Center. For purposes of this Table only, Work-Live is considered a residential use.

[3] Community Facilities greater than 40,000 square feet will be assessed the Category B rate for only the portion of the facility over 40,000 square feet.

[4] For Regional Shopping Centers only, Mobility Fees shall be based on Gross Leasable Floor Area FAR (minus the square footage of common areas), as determined by the Department of Building and Safety.

[5] Existing Use Credit shall be given using the rates provided in this table.

Version: ~~October 15, 2013~~ February 26, 2018

Sec. 9 Appendix D Table 2 of the Warner Center 2035 Plan is modified to read as follows:

OVERALL WARNER CENTER MOBILITY FEE COST BREAKDOWN

TOTAL MOBILITY IMPROVEMENT COSTS					
Improvement Measure	Total Cost (2010 Dollars)	% Paid for by Mobility Fee	Mobility Fees to be Collected	% Share of Total Mobility Fee	To be Collected from Outside Funding
Roadway Improvements	\$155,687,779	40%	\$62,300,000	40%	\$93,877,779
New Orange Line Station Terminus	\$10,000,000	20%	\$2,000,000	1%	\$8,000,000
Bus Purchase	\$16,000,000	20%	\$3,200,000	2%	\$12,800,000
Bus Operating Expenses	\$49,200,000	100%	\$49,200,000	32%	\$0
Streetscape Improvements	\$11,250,000	100%	\$11,250,000	7%	\$0
Neighborhood Protection, Local Development Corp, TDM, Administrative and Restudy Costs over life of the Plan	\$28,000,000	100%	\$28,000,000	18%	\$0
	\$270,137,779		\$155,950,000		\$114,187,779

Existing Warner Center Trip Fee Balance	\$7,507,019
After 10% Trip Credit for exempt project and 5.25% Incentivized Density Bonus ^[1]	33,334 31,390 Person Trips
Mobility fee per trip	\$4,454 \$4,728.99*

[1] Refer to Specific Plan Section 6.2.1.2.2

* Trip fee assumes substantial transit, TOD and TDM vehicle trip reductions modeled for the Warner Center Specific Plan. The rate is only to be used in conjunction with Warner Center 2035 Specific Plan trip rates and is not applicable to any other form of trip generation estimation.

In-Lieu Credit for Streetscape Improvements is limited to 100% of the Total Cost as shown in **Appendix D** Table 2 not to exceed \$750,000 per mile (annually adjusted; \$250,000 for each side of the street and the median island) for implementing any streetscape improvements as shown in **Appendix F**, Figures 1 through 11.

No In-Lieu Credit is given for Neighborhood Protection, Local Development Corporation, TDM, Administrative and Restudy Costs.

For the purpose of calculating the mobility fee, the final Floor Area shall be determined by the Department of Building and Safety based on the Building Code definition for Floor Area and indicated on the building permit application.

Sec. 10. The Cost per Mitigation Measure Table in Appendix E of the Warner Center 2035 Plan is superseded by the following table and footnotes:

Warner Center – Cost Per Mitigation Measure

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	
1	Signalized	Topanga Canyon Blvd and Vanowen St Add a 2nd NB right Add a 2nd NB left Remove EB right for a shared through/right & add 2nd EB left Add a dedicated WB right Signal Modification	Yes Yes No Yes	\$260,571 \$260,571 \$0 \$260,571	\$104,228 \$104,228 \$0 \$104,228	\$156,343 \$156,343 \$0 \$156,343	\$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$271,425 \$531,996 \$36,900 \$1,904,314	\$212,799 \$212,799 \$108,570 \$212,799 \$14,760 \$761,726	\$319,197 \$319,197 \$162,855 \$319,197 \$22,140 \$1,142,588	Int Total
2	Signalized	Canoga Ave and Vanowen St Add a 3rd EB through lane Add a 3rd WB through lane	No Yes	\$0 \$1,719,768	\$0 \$687,907	\$0 \$1,031,861	\$0 \$1,253,567	\$0 \$1,541,887	\$0 \$616,755	\$0 \$925,132	\$0 \$3,261,655 \$3,261,655	\$0 \$1,304,662 \$1,304,662	\$0 \$1,956,993 \$1,956,993	Int Total
3	Signalized	De Soto Ave and Vanowen St Add a 3rd EB through lane Add a 3rd WB through lane	No Yes	\$0 \$1,719,768	\$0 \$687,907	\$0 \$1,031,861	\$0 \$1,253,567	\$0 \$1,541,887	\$0 \$616,755	\$0 \$925,132	\$0 \$3,261,655 \$3,261,655	\$0 \$1,304,662 \$1,304,662	\$0 \$1,956,993 \$1,956,993	Int Total
4	Signalized	Topanga Canyon Blvd and Victory Blvd Add a 4th EB through Add a 2nd NB Left Add a dedicated NB Right Add a dedicated WB Right Add a 2nd SB Left Add a dedicated SB Right Signal Modification	Yes Yes Yes Yes Yes Yes	\$1,719,768 \$260,571 \$260,571 \$260,571 \$260,571 \$260,571	\$687,907 \$104,228 \$104,228 \$104,228 \$104,228 \$104,228	\$1,031,861 \$156,343 \$156,343 \$156,343 \$156,343 \$156,343	\$1,253,567 \$220,671 \$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$1,541,887 \$271,425 \$271,425 \$271,425 \$271,425 \$271,425 \$36,900	\$616,755 \$108,570 \$108,570 \$108,570 \$108,570 \$108,570 \$14,760	\$925,132 \$162,855 \$162,855 \$162,855 \$162,855 \$162,855 \$22,140	\$3,261,655 \$531,996 \$531,996 \$531,996 \$531,996 \$531,996 \$5,958,537	\$1,304,662 \$212,799 \$212,799 \$212,799 \$212,799 \$212,799 \$2,383,415	\$1,956,993 \$319,197 \$319,197 \$319,197 \$319,197 \$319,197 \$3,575,122	Int Total
5	Signalized	Canoga Ave and Victory Blvd Add a dedicated EB shared through/right Add a dedicated NB Right Add a 2nd WB left Add a 2nd SB left Signal Modification	Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$531,996 \$36,900 \$2,164,885	\$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$865,954	\$319,197 \$319,197 \$319,197 \$319,197 \$22,140 \$1,298,931	Int Total
6	Signalized	De Soto Ave and Victory Blvd Add a dedicated EB right Add a dedicated NB Right Add a 2nd NB left Add a WB shared through/right as a 4th, replacing dedicated right Add a 2nd SB left Add a 4th SB through Add a dedicated SB Right Signal Modification	Yes Yes Yes No Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$0 \$260,571 \$1,146,512 \$260,571	\$104,228 \$104,228 \$104,228 \$0 \$104,228 \$458,605 \$104,228	\$156,343 \$156,343 \$156,343 \$0 \$156,343 \$687,907 \$156,343	\$220,671 \$220,671 \$220,671 \$0 \$220,671 \$835,711 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$0 \$271,425 \$1,027,925 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$0 \$108,570 \$411,170 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$0 \$162,855 \$616,755 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$0 \$531,996 \$2,174,437 \$531,996 \$36,900 \$4,871,319	\$212,799 \$212,799 \$212,799 \$0 \$212,799 \$869,775 \$212,799 \$14,760 \$1,948,527	\$319,197 \$319,197 \$319,197 \$0 \$319,197 \$1,304,662 \$319,197 \$22,140 \$2,922,792	Int Total
7	Signalized	Topanga Canyon Blvd and Erwin St Add a dedicated NB Right Add a dedicated WB Right Add a 2nd WB left Signal Modification	Yes Yes Yes	\$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$36,900 \$1,632,889	\$212,799 \$212,799 \$212,799 \$14,760 \$653,156	\$319,197 \$319,197 \$319,197 \$22,140 \$979,733	Int Total
8	Signalized	Owensmouth Ave and Erwin St Add a dedicated NB Right Add a 2nd NB left Add a dedicated EB right Add a 2nd EB left Add a dedicated WB Right Change SB left-turn signal control from prot to perm/prot Add dual SB dedicated rights	Yes Yes Yes Yes Yes No Yes	\$260,571 \$260,571 \$260,571 \$260,571 \$260,571 \$0 \$521,142	\$104,228 \$104,228 \$104,228 \$104,228 \$104,228 \$0 \$208,457	\$156,343 \$156,343 \$156,343 \$156,343 \$156,343 \$0 \$312,685	\$220,671 \$220,671 \$220,671 \$220,671 \$220,671 \$30,000 \$220,671	\$271,425 \$271,425 \$271,425 \$271,425 \$271,425 \$36,900 \$271,425	\$108,570 \$108,570 \$108,570 \$108,570 \$108,570 \$14,760 \$108,570	\$162,855 \$162,855 \$162,855 \$162,855 \$162,855 \$22,140 \$162,855	\$531,996 \$531,996 \$531,996 \$531,996 \$531,996 \$36,900 \$792,567 \$3,489,449	\$212,799 \$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$317,027 \$1,395,780	\$319,197 \$319,197 \$319,197 \$319,197 \$319,197 \$22,140 \$475,540 \$2,093,669	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	
9	Signalized	Canoga Ave and Erwin St Add a 2nd NB left Add a dedicated EB right Add a 2nd EB left Add a dedicated WB Right Add a 2nd WB left Signal Modification	None available Yes Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$531,996 \$531,996 \$36,900	\$212,799 \$212,799 \$212,799 \$212,799 \$212,799 \$14,760	\$319,197 \$319,197 \$319,197 \$319,197 \$319,197 \$22,140	
											\$2,696,882	\$1,078,753	\$1,618,129	Int Total
11	Signalized	De Soto Ave and Erwin St Add a 2nd NB through Add a 4th SB through Add a dedicated SB right Relocate existing bike lane Signal Modification	No No No	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$835,711 \$0 \$220,671	\$1,027,925 \$0 \$271,425	\$411,170 \$0 \$108,570	\$616,755 \$0 \$162,855	\$1,027,925 \$0 \$271,425	\$411,170 \$0 \$108,570	\$616,755 \$0 \$162,855	
							\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	Int Total
											\$1,336,250	\$534,500	\$801,750	
12	Signalized	Topanga Canyon Blvd and Oxnard St Add a dedicated NB right Add a 2nd WB left Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671	\$271,425 \$271,425	\$108,570 \$108,570	\$162,855 \$162,855	\$531,996 \$531,996	\$212,799 \$212,799	\$319,197 \$319,197	
							\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	Int Total
											\$1,100,893	\$440,357	\$660,536	
13	Signalized	Canoga Ave and Oxnard St Add a dedicated NB right Add a dedicated WB Right Add a dedicated SB right Add a 2nd NB left Add additional through Signal Modification	Yes Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571 \$1,146,512	\$104,228 \$104,228 \$104,228 \$104,228 \$458,605	\$156,343 \$156,343 \$156,343 \$156,343 \$687,907	\$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$271,425 \$1,027,925 \$36,900	\$108,570 \$108,570 \$108,570 \$108,570 \$411,170 \$14,760	\$162,855 \$162,855 \$162,855 \$162,855 \$616,755 \$22,140	\$531,996 \$531,996 \$531,996 \$531,996 \$2,174,437 \$36,900	\$212,799 \$212,799 \$212,799 \$212,799 \$869,775 \$14,760	\$319,197 \$319,197 \$319,197 \$319,197 \$1,304,662 \$22,140	
											\$4,339,322	\$1,735,729	\$2,603,593	Int Total
14	Signalized	De Soto Ave and Oxnard St Add a dedicated NB right Add a dedicated SB right Add a 4th SB through Relocate existing bike lane	Yes Yes Yes	\$260,571 \$260,571 \$1,719,768	\$104,228 \$104,228 \$687,907	\$156,343 \$156,343 \$1,031,861	\$220,671 \$220,671 \$1,253,567	\$271,425 \$271,425 \$1,541,887	\$108,570 \$108,570 \$616,755	\$162,855 \$162,855 \$925,132	\$531,996 \$531,996 \$3,261,655	\$212,799 \$212,799 \$1,304,662	\$319,197 \$319,197 \$1,956,993	
											\$0	\$0	\$0	Int Total
											\$4,325,648	\$1,730,259	\$2,595,389	
15	Unsignalized	Topanga Canyon Blvd and Califa St Add a traffic signal Add a dedicated NB right Add a 2nd dedicated SB right	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$238,857 \$220,671	\$293,794 \$271,425	\$117,517 \$108,570	\$176,277 \$162,855	\$293,794 \$531,996	\$117,517 \$212,799	\$176,277 \$319,197	
							\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	Int Total
											\$1,357,786	\$543,115	\$814,671	
18	Unsignalized	De Soto Ave and Califa St Add a traffic signal Add a dedicated SB right Add a 2nd dedicated EB right Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$238,857 \$220,671	\$293,794 \$271,425	\$117,517 \$108,570	\$176,277 \$162,855	\$293,794 \$531,996	\$117,517 \$212,799	\$176,277 \$319,197	
							\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	Int Total
											\$1,394,686	\$557,875	\$836,811	
19	Signalized	101 Ventura Fwy WB and Burbank Blvd Add a 2nd WB through lane	No	\$0	\$0	\$0	\$626,784	\$770,944	\$308,377	\$462,567	\$770,944	\$308,377	\$462,567	Int Total
											\$770,944	\$308,377	\$462,567	
20	Signalized	Topanga Canyon Blvd and Burbank Blvd Add a 3rd WB through lane Add a shared NB through/right as a 4th through, replacing existing right Add a 2nd NB left Add a 2nd WB left Signal Modification	Yes Yes Yes Yes	\$1,719,768 \$859,884 \$260,571 \$260,571	\$687,907 \$343,954 \$104,228 \$104,228	\$1,031,861 \$515,930 \$156,343 \$156,343	\$1,253,567 \$626,784 \$220,671 \$220,671	\$1,541,887 \$770,944 \$271,425 \$271,425	\$616,755 \$308,377 \$108,570 \$108,570	\$925,132 \$462,567 \$162,855 \$162,855	\$3,261,655 \$1,630,828 \$531,996 \$531,996	\$1,304,662 \$652,331 \$212,799 \$212,799	\$1,956,993 \$978,497 \$319,197 \$319,197	
							\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	Int Total
											\$5,993,376	\$2,397,350	\$3,596,026	

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	
22	Signalized	Canoga Ave and Burbank Blvd Add dual dedicated NB rights Add a 2nd NB left Signal Modification	Yes Yes	\$521,142 \$260,571	\$208,457 \$104,228	\$312,685 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$792,567 \$531,996 \$36,900 \$1,361,464	\$317,027 \$212,799 \$14,760 \$544,585	\$475,540 \$319,197 \$22,140 \$816,879	Int Total
25	Signalized	De Soto Ave 101 Ventura Fwy WB Add a 3rd NB through lane Add a 2nd NB left	Yes Yes	\$572,683 \$260,571	\$229,073 \$104,228	\$343,610 \$156,343	\$417,438 \$220,671	\$513,449 \$271,425	\$205,379 \$108,570	\$308,070 \$162,855	\$1,086,131 \$531,996 \$1,618,128	\$434,453 \$212,799 \$647,251	\$651,678 \$319,197 \$970,877	Int Total
27	Signalized	De Soto Ave and 101 Ventura Fwy EB Add a 4th NB through	No	\$0	\$0	\$0	\$417,438	\$513,449	\$205,379	\$308,070	\$513,449	\$205,379	\$308,070	I
28	Signalized	Topanga Canyon Blvd and Nordhoff St Add a 2nd WB left (restripe) Signal Modification	No	\$0	\$0	\$0	\$3,000 \$30,000	\$3,690 \$36,900	\$1,476 \$14,760	\$2,214 \$22,140	\$3,690 \$36,900 \$40,590	\$1,476 \$14,760 \$16,236	\$2,214 \$22,140 \$24,354	Int Total
29	Signalized	Topanga Canyon Blvd and Roscoe Blvd Add a 2nd SB right Add a 2nd NB left Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$319,197 \$22,140 \$660,536	Int Total
31	Signalized	Shoup Ave and Sherman Way Add a dedicated NB right Change SB left-turn signal control to prot for AM and perm/prot for PM	Yes No	\$260,571 \$0	\$104,228 \$0	\$156,343 \$0	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	Int Total
33	Signalized	Owensmouth Ave and Sherman Way Add a 2nd WB left Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	Int Total
34	Signalized	Canoga Ave and Sherman Way Add prot signal control for NB and WB Add a 2nd WB left	No Yes	\$0 \$260,571	\$0 \$104,228	\$0 \$156,343	\$30,000 \$220,671	\$36,900 \$271,425	\$14,760 \$108,570	\$22,140 \$162,855	\$36,900 \$531,996 \$568,896	\$14,760 \$212,799 \$227,559	\$22,140 \$319,197 \$341,337	Int Total
35	Signalized	De Soto Ave and Sherman Way Add a dedicated NB right Add a dedicated SB right Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$319,197 \$22,140 \$660,536	Int Total
36	Signalized	Fallbrook Ave and Vanowen St Add a NB shared through/right as 3rd through to replace existing right Add a SB shared through/right as 3rd through to replace existing right Requires relocation of existing Metro bus stops at NE & SW corners	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$0 \$48,708	\$9,742 \$9,742 \$0 \$19,483	\$14,612 \$14,612 \$0 \$29,225	I
37	Signalized	Shoup Ave and Vanowen St Add a dedicated EB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996 \$531,996	\$212,799 \$212,799	\$319,197 \$319,197	Int Total
38	Signalized	Owensmouth Ave and Vanowen St Add a 3rd EB through Add a 3rd WB through Add a 2nd WB left Add a dedicated SB right Signal Modification	Yes Yes Yes Yes	\$1,719,768 \$1,719,768 \$260,571 \$260,571	\$687,907 \$687,907 \$104,228 \$104,228	\$1,031,861 \$1,031,861 \$156,343 \$156,343	\$1,253,567 \$1,253,567 \$220,671 \$220,671 \$30,000	\$1,541,887 \$1,541,887 \$271,425 \$271,425 \$36,900	\$616,755 \$616,755 \$108,570 \$108,570 \$14,760	\$925,132 \$925,132 \$162,855 \$162,855 \$22,140	\$3,261,655 \$3,261,655 \$531,996 \$531,996 \$36,900 \$7,624,203	\$1,304,662 \$1,304,662 \$212,799 \$212,799 \$14,760 \$3,049,681	\$1,956,993 \$1,956,993 \$319,197 \$319,197 \$22,140 \$4,574,522	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	
39	Signalized	Variel Ave and Vanowen St Add a 2nd NB through Add a dedicated NB left Add a 2nd SB through Add a dedicated SB left Add a 3rd EB through Add a 3rd WB through	Part of Variel Corridor Improvement Part of Variel Corridor Improvement Part of Variel Corridor Improvement Part of Variel Corridor Improvement Yes Yes	 \$1,719,768 \$1,719,768	 \$687,907 \$687,907	 \$1,031,861 \$1,031,861	 \$0 \$0 \$0 \$0 \$1,253,567 \$1,253,567	 \$0 \$0 \$0 \$0 \$1,541,887 \$1,541,887	 \$0 \$0 \$0 \$0 \$616,755 \$616,755	 \$0 \$0 \$0 \$0 \$925,132 \$925,132	 \$0 \$0 \$0 \$0 \$3,261,655 \$3,261,655	 \$0 \$0 \$0 \$0 \$1,304,662 \$1,304,662	 \$0 \$0 \$0 \$0 \$1,956,993 \$1,956,993	 Int Total
40	Signalized	Topanga Canyon Blvd and Kittridge St	Mitigated by Variel Ave Corridor Improvement											
41	Signalized	Woodlake Ave and Victory Blvd Add a NB shared left/through & shared through/right, replacing existing left/through/right	Yes	\$1,719,768	\$687,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655	\$1,304,662	\$1,956,993	Int Total
42	Signalized	Fallbrook Ave and Victory Blvd Add a 2nd SB left Add a dedicated WB right Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$319,197 \$22,140 \$660,536	Int Total
43	Signalized	Shoup Ave and Victory Blvd Add a 3rd EB through (restripe) Add a 3rd WB through (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	Int Total
45	Signalized	Owensmouth Ave and Victory Blvd Add a 3rd NB through Add a 3rd SB through Add a 2nd SB left Add a 4th WB through Add a 4th EB through Signal Modification	Yes Yes Yes Victory Blvd Widening Victory Blvd Widening	\$1,719,768 \$1,719,768 \$260,571 \$260,571 \$260,571	\$687,907 \$687,907 \$104,228 \$104,228 \$104,228	\$1,031,861 \$1,031,861 \$156,343 \$156,343 \$156,343	\$1,253,567 \$1,253,567 \$220,671 \$220,671 \$30,000	\$1,541,887 \$1,541,887 \$271,425 \$0 \$0 \$36,900	\$616,755 \$616,755 \$108,570 \$0 \$0 \$14,760	\$925,132 \$925,132 \$162,855 \$0 \$0 \$22,140	\$3,261,655 \$3,261,655 \$531,996 \$0 \$0 \$36,900 \$7,092,207	\$1,304,662 \$1,304,662 \$212,799 \$0 \$0 \$14,760 \$2,836,883	\$1,956,993 \$1,956,993 \$319,197 \$0 \$0 \$22,140 \$4,255,324	Int Total
46	Signalized	Variel Ave and Victory Blvd Add an EB shared through/right Add a 2nd WB left Add a 2nd NB through Add a dedicated NB right Add an EB left Add a WB shared through/right New SB approach: one left, two throughs, one right Signal Modification	Yes Yes Variel Ave Corridor Improvement Variel Ave Corridor Improvement Variel Ave Corridor Improvement Variel Ave Corridor Improvement Variel Ave Corridor Improvement	\$260,571 \$260,571 \$260,571 \$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$0 \$0 \$0 \$0 \$36,900	\$108,570 \$108,570 \$108,570 \$0 \$0 \$0 \$0 \$14,760	\$162,855 \$162,855 \$162,855 \$0 \$0 \$0 \$0 \$22,140	\$531,996 \$531,996 \$531,996 \$0 \$0 \$0 \$0 \$36,900 \$1,100,893	\$212,799 \$212,799 \$212,799 \$0 \$0 \$0 \$0 \$14,760 \$440,357	\$319,197 \$319,197 \$319,197 \$0 \$0 \$0 \$0 \$22,140 \$660,536	Int Total
47	Signalized	Mason Ave and Victory Blvd Add a 2nd EB left Add a 2nd SB left Add a dedicated NB right Add a 2nd SB right by converting EB through into shared through/right Signal Modification	Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$26,057	\$104,228 \$104,228 \$104,228 \$10,423	\$156,343 \$156,343 \$156,343 \$15,634	\$220,671 \$220,671 \$220,671 \$22,067 \$30,000	\$271,425 \$271,425 \$271,425 \$27,143 \$36,900	\$108,570 \$108,570 \$108,570 \$10,857 \$14,760	\$162,855 \$162,855 \$162,855 \$16,286 \$22,140	\$531,996 \$531,996 \$531,996 \$53,200 \$36,900 \$1,686,089	\$212,799 \$212,799 \$212,799 \$21,280 \$14,760 \$674,435	\$319,197 \$319,197 \$319,197 \$31,920 \$22,140 \$1,011,654	Int Total
48	Signalized	Owensmouth Ave and Canyon Creek Dr (Pvt) Add a 2nd NB left Add a 2nd dedicated EB right Add a dedicated SB right Signal Modification	Yes Yes Yes	\$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$36,900 \$1,632,889	\$212,799 \$212,799 \$212,799 \$14,760 \$653,156	\$319,197 \$319,197 \$319,197 \$22,140 \$979,733	Int Total
49	Signalized	Shoup Ave and Erwin St Add a dedicated NB right Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	
50	Signalized	Shoup Ave and Oxnard St Add a dedicated NB right Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$14,760 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	Int Total
52	Signalized	Shoup Ave and Burbank Blvd Change WB left-turn phasing from perm to prot Change NB left-turn phasing from perm to prot Signal Modification	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$30,000	\$36,900	\$14,760	\$22,140	\$0 \$0 \$36,900 \$36,900	\$0 \$0 \$14,760 \$14,760	\$0 \$0 \$22,140 \$22,140	Int Total
53	Signalized	Shoup Ave and Ventura Blvd Reconfigure EB & WB phasing from split to prot Add a 2nd WB right by converting existing through to shared through/right	Yes	\$26,057	\$10,423	\$15,634	\$30,000 \$22,067	\$36,900 \$27,143	\$14,760 \$10,857	\$22,140 \$16,286	\$36,900 \$53,200 \$90,100	\$14,760 \$21,280 \$36,040	\$22,140 \$31,920 \$54,060	Int Total
54	Signalized	101 Ventura Fwy EB and Ventura Blvd Add a 2nd EB left Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$14,760 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	Int Total
55	Unsignalized	Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB) Restripe & construct an island to change WB off-ramp into 1 free-flowing channelized right	No	\$0	\$0	\$0	\$220,671	\$271,425	\$108,570	\$162,855	\$271,425 \$271,425	\$108,570 \$108,570	\$162,855 \$162,855	Int Total
56	Signalized	Topanga Canyon Blvd and Ventura Blvd Add a 2nd SB left Add a dedicated SB right Add a 2nd EB left Add a 2nd WB right Signal Modification	Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$531,996 \$36,900 \$2,164,885	\$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$865,954	\$319,197 \$319,197 \$319,197 \$319,197 \$22,140 \$1,298,931	Int Total
58	Signalized	De Soto Ave/Serrania Ave and Ventura Blvd Add a dedicated NB right Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	Int Total
61	Signalized	De Soto Ave and Kittridge St	Mitigated by Variel Ave Corridor Improvement											
70	Signalized	AMC Dwy and Oxnard St Add a dedicated NB right Add a dedicated NB left Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$22,140 \$660,536	Int Total
71	Unsignalized	Eton Ave and Vanowen St Add a WB shared through/right as a 3rd through, replacing dedicated right Add a 3rd EB through	Cost accounted for No	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,253,567	\$0 \$1,541,887	\$0 \$616,755	\$0 \$925,132	\$0 \$1,541,887 \$1,541,887	\$0 \$616,755 \$616,755	\$0 \$925,132 \$925,132	Int Total
72	Unsignalized	Independence Ave and Vanowen St Add a WB shared through/right as a 3rd through, replacing dedicated right Add a 3rd EB through	Cost accounted for No	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,253,567	\$0 \$1,541,887	\$0 \$616,755	\$0 \$925,132	\$0 \$1,541,887 \$1,541,887	\$0 \$616,755 \$616,755	\$0 \$925,132 \$925,132	Int Total
73	Signalized	Variel Ave and Kittridge St Add a traffic signal Add a 2nd NB through Add a dedicated NB left Add a 2nd SB through Add a dedicated SB left Signal Modification	Yes Yes Yes Yes Yes	\$260,571 \$1,719,768 \$1,719,768 \$260,571	\$104,228 \$687,907 \$687,907 \$104,228	\$156,343 \$1,031,861 \$1,031,861 \$156,343	\$238,857 \$220,671 \$1,253,567 \$1,253,567 \$220,671 \$30,000	\$293,794 \$271,425 \$1,541,887 \$1,541,887 \$271,425 \$36,900	\$117,517 \$108,570 \$616,755 \$616,755 \$108,570 \$14,760	\$176,277 \$162,855 \$925,132 \$925,132 \$162,855 \$22,140	\$293,794 \$531,996 \$3,261,655 \$3,261,655 \$531,996 \$36,900 \$7,917,997	\$117,517 \$212,799 \$1,304,662 \$1,304,662 \$212,799 \$14,760 \$3,167,199	\$176,277 \$319,197 \$1,956,993 \$1,956,993 \$319,197 \$22,140 \$4,750,798	Int Total
74	Unsignalized	Variel Ave and Oxnard St Add a traffic signal Add a dedicated WB left Add a dedicated EB left Add a dedicated WB right Add a dedicated EB right Signal Modification	Yes Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343	\$238,857 \$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$293,794 \$271,425 \$271,425 \$271,425 \$271,425 \$36,900	\$117,517 \$108,570 \$108,570 \$108,570 \$108,570 \$14,760	\$176,277 \$162,855 \$162,855 \$162,855 \$162,855 \$22,140	\$293,794 \$531,996 \$531,996 \$531,996 \$531,996 \$36,900 \$2,458,679	\$117,517 \$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$983,472	\$176,277 \$319,197 \$319,197 \$319,197 \$319,197 \$22,140 \$1,475,207	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	
77	Unsignalized	De Soto Ave and Clark St Add a dedicated NB right Add a 3rd NB through	No Cost accounted for	\$0 \$0	\$0 \$0	\$0 \$0	\$220,671 \$0	\$271,425 \$0	\$108,570 \$0	\$162,855 \$0	\$271,425 \$0	\$108,570 \$0	\$162,855 \$0	
81	Unsignalized	Topanga Canyon Blvd and Calvert St Add a traffic signal					\$238,857	\$293,794	\$117,517	\$176,277	\$293,794 \$293,794	\$117,517 \$117,517	\$176,277 \$176,277	Int Total
83	Signalized	Randi Ave and Victory Blvd Add a 3rd EB through Add a 3rd WB through	Cost accounted for Cost accounted for	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	
86	Signalized	Topanga Canyon Blvd and Clarendon St Add a 2nd EB left Add a 2nd dedicated WB right Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$108,240 \$195,999 \$195,999 \$440,357	\$162,360 \$293,999 \$293,999 \$660,536	Int Total
87	Signalized	Jordan Ave and Sherman Way Add a dedicated NB left Add a dedicated SB left Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$319,197 \$22,140 \$660,536	Int Total
88	Signalized	Remmet Ave and Sherman Way Add a dedicated NB left Add a dedicated SB left Add a dedicated WB right Signal Modification	Yes Yes Yes	\$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$36,900 \$1,632,889	\$212,799 \$212,799 \$212,799 \$14,760 \$653,156	\$319,197 \$319,197 \$319,197 \$22,140 \$979,733	Int Total
89	Signalized	Variel Ave and Sherman Way Add a dedicated NB left Add a dedicated SB left Add a dedicated EB right Add a dedicated NB right Signal Modification	Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$531,996 \$36,900 \$2,164,885	\$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$865,954	\$319,197 \$319,197 \$319,197 \$319,197 \$22,140 \$1,298,931	Int Total
91	Signalized	Owensmouth Ave and Hart St	Mitigated by Variel Ave Corridor Improvement											
93	Signalized	Mason Ave and Vanowen St Add a dedicated NB right Add a dedicated SB right Add a dedicated EB right Add a dedicated WB right Additional WB right capacity requires relocation of existing Metro stop	Yes Yes No No	\$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671	\$271,425 \$271,425 \$271,425 \$271,425	\$108,570 \$108,570 \$108,570 \$108,570	\$162,855 \$162,855 \$162,855 \$162,855	\$531,996 \$531,996 \$531,996 \$531,996 \$0 \$2,127,985	\$212,799 \$212,799 \$212,799 \$212,799 \$0 \$851,194	\$319,197 \$319,197 \$319,197 \$319,197 \$0 \$1,276,791	Int Total
95	Signalized	Owensmouth Ave and Saticoy St Add a dedicated NB left Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	Int Total
96	Signalized	Canoga Ave and Saticoy St Add a 2nd SB left Add a dedicated EB right Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$319,197 \$22,140 \$660,536	Int Total
98	Signalized	De Soto Ave and Saticoy St Add a dedicated EB right Add a dedicated WB right	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671	\$271,425 \$271,425	\$108,570 \$108,570	\$162,855 \$162,855	\$531,996 \$531,996 \$1,063,993	\$212,799 \$212,799 \$425,597	\$319,197 \$319,197 \$638,396	Int Total
99	Signalized	Shoup Ave and Valerio St Signal Modification	No mitigation				\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$568,896	\$14,760 \$227,559	\$22,140 \$341,337	Int Total
101	Signalized	Canoga Ave and Valerio St Add WB prot left, change NB from prot to perm	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	Int Total
103	Signalized	Mason Ave and Sherman Way Change SB left-turn signal control to prot for AM and perm/prot for PM Change WB left-turn signal control to prot for AM and perm/prot for PM Change NB left-turn signal control to prot for AM and perm/prot for PM Change EB left-turn signal control to prot for AM and perm/prot for PM Signal Modification	No No No No	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$30,000	\$36,900	\$14,760	\$22,140	\$0 \$0 \$0 \$0 \$36,900 \$36,900	\$0 \$0 \$0 \$0 \$14,760 \$14,760	\$0 \$0 \$0 \$0 \$22,140 \$22,140	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	
106	Signalized	Winnetka Ave and Vanowen St Add a dedicated SB right Add a dedicated NB right	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671	\$271,425 \$271,425	\$108,570 \$108,570	\$162,855 \$162,855	\$531,996 \$531,996 \$1,063,993	\$212,799 \$212,799 \$425,597	\$319,197 \$319,197 \$638,396	Int Total
108	Signalized	Winnetka Ave and Victory Blvd Add a 2nd NB left Add a 2nd EB left Add a 2nd SB left Add a 2nd WB left Signal Modification	Yes Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$531,996 \$36,900 \$2,164,885	\$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$865,954	\$319,197 \$319,197 \$319,197 \$319,197 \$22,140 \$1,298,931	Int Total
112	Signalized	Winnetka Ave and Oxnard St Add a dedicated WB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996 \$531,996	\$212,799 \$212,799	\$319,197 \$319,197	Int Total
113	Signalized	Fallbrook Ave and Burbank Blvd Add prot left-turn signal control to NB & WB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	Int Total
118	Signalized	Winnetka Ave and Ventura Blvd Add a WB shared through/right as a 3rd through, replacing existing dedicated right	No	\$1,719,768	\$687,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655 \$3,261,655	\$1,304,662 \$1,304,662	\$1,956,993 \$1,956,993	Int Total
120	Signalized	Topanga Canyon Blvd and Mullholland Dr Add a dedicated SB right Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$22,140 \$227,559	\$319,197 \$341,337 \$341,337	Int Total
121	Signalized	Fallbrook Ave and Ventura Blvd Change EB left-turn control to strictly protected	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	Int Total
123	Signalized	Tampa Ave and Ventura Blvd Change EB left-turn control to strictly protected	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	Int Total
126	Signalized	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd Add a 3rd WB through	Yes	\$1,719,768	\$687,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655 \$3,261,655	\$1,304,662 \$1,304,662	\$1,956,993 \$1,956,993	Int Total
127	Signalized	Topham St/Busway and Victory Blvd Reconfigure NB approach for 1 dedicated left & 1 shared left/through/right Signal Modification	No	\$0	\$0	\$0	\$3,000 \$30,000	\$3,690 \$36,900	\$1,476 \$14,760	\$2,214 \$22,140	\$3,690 \$36,900 \$40,590	\$1,476 \$14,760 \$16,236	\$2,214 \$22,140 \$24,354	Int Total
128	Signalized	Corbin Ave and Victory Blvd Add a 3rd EB through lane Add a 3rd WB through lane	Yes Yes	\$1,719,768 \$1,719,768	\$687,907 \$687,907	\$1,031,861 \$1,031,861	\$1,253,567 \$1,253,567	\$1,541,887 \$1,541,887	\$616,755 \$616,755	\$925,132 \$925,132	\$3,261,655 \$3,261,655 \$6,523,311	\$1,304,662 \$1,304,662 \$2,609,324	\$1,956,993 \$1,956,993 \$3,913,987	Int Total
129	Signalized	Tampa Ave and Victory Blvd Add a 3rd EB through lane (restripe) Add a 3rd WB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	Int Total
130	Signalized	Burbank Blvd and Ventura Blvd Add prot signal control for SB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	Int Total
131	Signalized	Reseda Blvd and Burbank Blvd Add a dedicated EB right Add a 3rd NB through lane Add a 2nd dedicated SB right	Yes Yes Yes	\$260,571 \$859,884 \$260,571	\$104,228 \$343,954 \$104,228	\$156,343 \$515,930 \$156,343	\$220,671 \$626,784 \$220,671	\$271,425 \$770,944 \$271,425	\$108,570 \$308,377 \$108,570	\$162,855 \$462,567 \$162,855	\$531,996 \$1,630,828 \$531,996 \$2,694,820	\$212,799 \$652,331 \$212,799 \$1,077,928	\$319,197 \$978,497 \$319,197 \$1,616,892	Int Total
132	Signalized	Reseda Blvd and 101 Ventura Fwy EB Add a 2nd EB left (optional) Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$22,140 \$227,559	\$319,197 \$341,337 \$341,337	Int Total
133	Signalized	Reseda Blvd and 101 Ventura Fwy Wb Remove WB shared LTR to add 2nd left and 2nd right Add a 3rd NB through lane	Yes Cost accounted for	\$0 \$0	\$0 \$0	\$0 \$0	\$220,671 \$0	\$271,425 \$0	\$108,570 \$0	\$162,855 \$0	\$271,425 \$271,425	\$108,570 \$108,570	\$162,855 \$162,855	Int Total
136	Signalized	De Soto Ave and Nordhoff St Add prot signal control for NB Add a 2nd EB left	Yes	\$260,571	\$104,228	\$156,343	\$30,000 \$220,671	\$36,900 \$271,425	\$14,760 \$108,570	\$22,140 \$162,855	\$36,900 \$531,996 \$568,896	\$14,760 \$212,799 \$227,559	\$22,140 \$319,197 \$341,337	Int Total
137	Signalized	Topanga Canyon Blvd and Parthenia St Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	Int Total
139	Signalized	De Soto Ave and Parthenia St Add a dedicated EB right Add a dedicated WB right Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$319,197 \$22,140 \$660,536	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	
140	Signalized	Fallbrook Ave and Roscoe Blvd Add a shared right turn to existing NB through (restripe)	No	\$0	\$0	\$0	\$3,000	\$3,690	\$1,476	\$2,214	\$3,690 \$3,690	\$1,476 \$1,476	\$2,214 \$2,214	Int Total
141	Signalized	Shoup Ave and Roscoe Blvd Add prot signal control for NB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	Int Total
142	Signalized	Canoga Ave and Roscoe Blvd Add prot signal control for NB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	Int Total
143	Signalized	De Soto Ave and Roscoe Blvd Add a dedicated NB right Add a dedicated WB right	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671	\$271,425 \$271,425	\$108,570 \$108,570	\$162,855 \$162,855	\$531,996 \$531,996 \$1,063,993	\$212,799 \$212,799 \$425,597	\$319,197 \$319,197 \$638,396	Int Total
144	Signalized	Mason Ave and Roscoe Blvd Add a dedicated NB right (restripe) Add a dedicated SB right (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$3,000 \$3,000	\$3,690 \$3,690	\$1,476 \$1,476	\$2,214 \$2,214	\$3,690 \$3,690 \$7,380	\$1,476 \$1,476 \$2,952	\$2,214 \$2,214 \$4,428	Int Total
145	Signalized	Winnetka Ave and Roscoe Blvd Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$1,980 \$1,980	\$2,435 \$2,435	\$974 \$974	\$1,461 \$1,461	\$2,435 \$2,435 \$4,871	\$974 \$974 \$1,948	\$1,461 \$1,461 \$2,923	Int Total
148	Signalized	Mason Ave and Satcoy St Add a dedicated NB right Add a dedicated SB right Add a dedicated EB right Add a dedicated WB right	Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671	\$271,425 \$271,425 \$271,425 \$271,425	\$108,570 \$108,570 \$108,570 \$108,570	\$162,855 \$162,855 \$162,855 \$162,855	\$531,996 \$531,996 \$531,996 \$531,996 \$2,127,985	\$212,799 \$212,799 \$212,799 \$212,799 \$851,194	\$319,197 \$319,197 \$319,197 \$319,197 \$1,276,791	Int Total
149	Signalized	Winnetka Ave and Satcoy St Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	Int Total
150	Signalized	Fallbrook Av and Sherman Way Add prot signal control for SB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	Int Total
151	Signalized	Winnetka Ave and Sherman Way Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	Int Total
Intersection Totals											\$145,137,703	\$58,055,081	\$87,082,622	
Net Victory Boulevard Widening - Topanga Cyn Blvd to DeSoto Ave (approximately 8,800 ft of construction & 5,800 ft of ROW), considering \$11,000,000 in existing funding											\$6,000,000			
Variel Avenue Widening - Victory Blvd to Vanowen St (approximately 2,600 ft of construction & 420 ft of ROW)											\$6,300,000			
Variel Bridge and Metro Orange Line Crossing (approximately 650 ft of 4-lane Bridge across LA River, plus signal modification costs)											\$10,000,000			
TOTAL COSTS											\$167,437,703	\$67,000,000	\$100,437,703	
* Mobility Fee = Proposed Square Feet x \$/SF for the specific type of proposed development land use														
Existing Use Credit = Existing Square Feet x \$/SF for the specific type of existing land use on the same site which is expected to be removed														
Net Mobility Fee = Mobility Fee – Existing Use Credit														

Submitted by:

iteris[®]

*Warner Center Mobility
Fee Clarification Study
Final Report*

Submitted to:

City of Los Angeles

February 26, 2018

17J16-17A5

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INTRODUCTION

This report provides clarifications on the derivation of the Mobility Fee for the Warner Center 2035 Plan. It includes but is not limited to details on how the Mobility Fee was derived, its relation to the future traffic generation, proposed mitigation measures, and the existing use credit calculations. The primary goal of the Warner Center Mobility Fee is to generate sufficient funds to finance the implementation of an identified list of circulation and mobility improvements for the proposed buildout of land uses in the Warner Center 2035 Plan. This in turn would allow the full implementation of the 2035 Plan. These mobility improvements, or project mitigation measures, as specified in the 2035 Plan and the project's Environmental Impact Report (EIR), are multimodal in nature and are comprised of physical roadway improvements, transit enhancements, and active transportation measures and related streetscape improvements.

Following the conclusion of the fee study prepared for the Warner Center 2035 Specific Plan, the Citizen Advisory Committee (CAC) members, in coordination with the City of Los Angeles Department of City Planning and LADOT, began discussions and deliberations on the development of adjustments and variations to the Mobility Fee rates for the purpose of incentivizing the appropriate mix and density of land uses towards the achievement of the Warner Center 2035 Plan's development goals.

This process resulted in the derivation of the Expanded Mobility Fee table with FAR¹ adjustment, as shown in **Table 1**, (this table is included in Appendix D titled "Mobility Fee Table" of the Warner Center 2035 Plan). The three columns to the right and left of the middle column (corresponding to 2.25-2.75 FAR) in this table were created for the purpose of providing financial incentives or disincentives for proposed future developments to enable the future development to meet and be consistent with the transportation and land use objectives of the Warner Center 2035 Plan. These policies were intended to encourage denser development (corresponding to higher FAR), with more mixed use and balanced growth (residential/commercial), which are consistent with Transit Oriented Development (TOD), transit and alternative mode (bike, walk) usage, and specifically single-occupant vehicle trip reduction strategies that are in the core foundation of the Warner Center 2035 Plan.

¹ FAR (Floor Area Ratio). The ratio of building's total floor area to the area of its lot after any dedications (or net lot area)

TABLE 1: EXPANDED MOBILITY FEE TABLE WITH FAR ADJUSTMENTS

Category	Dollars per Square Foot of Floor Area						
	Greater Than 3.75 Total Project FAR	Greater Than 3.25 Up To 3.75 Total Project FAR	Greater Than 2.75 Up To 3.25 Total Project FAR	Greater Than 2.25 Up To 2.75 Total Project FAR	Greater Than 1.75 Up To 2.25 Total Project FAR	Greater Than 1.25 Up To 1.75 Total Project FAR	1.25 or Less Total Project FAR
Category A Residential Land Uses	\$1.01	\$1.08	\$1.18	\$1.31	\$1.97	\$3.26	\$6.11
Category B Institutional Land Uses	\$2.65	\$2.84	\$3.09	\$3.46	\$3.65	\$4.03	\$5.16
Category C Industrial Land Uses	\$5.43	\$5.82	\$6.34	\$7.08	\$7.49	\$8.26	\$10.58
Category D General Office Land Uses	\$5.43	\$5.82	\$6.34	\$7.08	\$7.49	\$8.26	\$10.58
Category E Commercial & Retail / Recreational / Service Land Uses	\$10.47	\$11.21	\$12.21	\$13.65	\$14.42	\$15.91	\$20.38
Category F Exempt Land Uses	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

* Note that the numbers shown in the table are those presented in the plan based on the Nexus memo dated May 16, 2012. These numbers were revised in the Nexus Memo dated June 14, 2012 that is contained in the Warner Center EIR. However, due to an oversight, the WC 2035 Plan contains the amount from the outdated May 16, 2012 Nexus memo. This is the reason for the discrepancy between the numbers in the middle column of this table and the more recent version reflected in Table 3 of this memo.

It is anticipated that the specific plan will generate enough fees to mitigate the cumulative transportation impacts of projects over time. The Warner Center 2035 Plan allows for development projects to directly implement all or portions of the improvements identified in the plan. Doing so would qualify these developments for reductions (i.e., in-lieu credits) to their Mobility Fees.

1.0 CLARIFICATION OF THE EXISTING USE CREDIT

It is standard industry practice that typical development traffic impact studies have a base year of analysis and a future buildout year. Transportation mitigation measures are established as conditions for approval for development proposals based on trips that are directly attributable to the proposed development in the buildout year. The existing conditions are the baseline for comparison of future operating conditions based on projected levels of service. However, because the existing conditions are based on traffic counts which include “trips” from existing (on the ground) developments, there is also an allowance for granting trip adjustments (i.e., trip credits) for all existing land uses that are planned to be removed and replaced by new developments.

If a future project is proposed to be built on vacant land or a building not occupied on January 1, 2008², no existing trips from the project site were included in the existing traffic counts which are used to calculate the intersection levels of service for existing conditions, as this is when the baseline was set for the traffic analysis in the Warner Center 2035 Specific Plan. Therefore no existing trip credit is given to the proposed project in this scenario. However, if there is a current development on the site which, was fully occupied and in use on January 1, 2008, and is planned to be removed and replaced by the proposed project, it is standard practice for traffic impact studies to give existing “trip credit” for the trips that are generated by the existing development in the base year of analysis.

Therefore, in this case, the calculation of the trip generation for the proposed project is based on the net trips and not the gross future trips expected to be generated by the proposed project, as follows:

- Future trips = Proposed Square Feet x daily trip generation rate (per SF) for the specific type of proposed development land use
- Existing trips = Existing Square Feet x daily trip generation rate (per SF) for the specific type of existing land use on the same site which is expected to be removed
- **Net New trips** = Future trips – Existing Trips

Note that the existing and proposed developments could have either similar or different daily trip generation rates based on the specific type of development land uses.

In the case of the Warner Center 2035 Plan, since proposed developments that are consistent with the 2035 plan are not required to complete separate traffic impact studies, the Mobility Fee is used to allocate project responsibility and cost to proposed developments so proposed projects can fairly mitigate their potential future traffic impacts. Therefore, using the same logic as for traffic impact studies above, developments that are proposed on vacant land or have no existing use trip credit from a previous building will be charged the Mobility Fee based on the amount of square footage for the proposed land uses. However, proposed developments that are planned to replace existing developments will get credit (converted from dollars per trip to dollars per square foot) based on the corresponding land uses that were in place in the analysis base year 2008.

The expected daily trips rates (trips generated per square foot) for each type of development for both the existing and future conditions in the Warner Center area in the technical analysis are constant and directly related to the average densities as reflected in the middle column in Appendix D (Mobility Fee Table)³.

Calculating the net Mobility Fee for each proposed project which is replacing an existing development shall include the existing use credit trips based on the middle column of Table 1 of this report, regardless of the

² If an existing building or land use was used for existing use credit under the previous specific plan, then there is no existing use credit under the new plan. If a project proposed under the old plan was never built, the entitlements expired and the existing use remained in operations beyond January 1 2008, then the site may be eligible for existing use credit.

³ The columns to the right or left of the middle column in (Table 1 of this report) Appendix D Table titled “Mobility Fee Table” were created for the purpose of providing financial incentives or disincentives for proposed future developments.

project FAR.

- Mobility Fee = Proposed Square Feet x \$/SF for the specific type of proposed development land use (from middle column)
- Existing Use Credit = Existing Square Feet x \$/SF for the specific type of existing land use on the same site which is expected to be removed (from middle column only)
- **Net Mobility Fee** = Mobility Fee – Existing Use Credit (without any in-lieu credit)

2.0 CLARIFICATION ON USAGE OF THE MOBILITY FEE TABLE

The overall mobility fee is a "fee or cost per trip" which, in its simplest form, is calculated by dividing the total estimated cost of all needed improvements by the total number of net new trips that are expected to be generated by the entire future proposed Warner Center plan land uses. These future net new trips are the difference between the total existing trips in the base year (2008) and the buildout horizon year (2035) of the Specific Plan. The Mobility Fee is expressed in terms of dollars per net new trip generated.

The total daily trips generated by the expected land uses are calculated using the trip generation component of the Warner Center Travel Demand Model, which was used to develop the Transportation Element of the Warner Center Specific Plan and the Traffic Impact Section of the project's EIR. These total net new trips are expressed as the difference between the trips that are expected to be generated in the buildout year of 2035 and those trips that were generated by all the existing occupied land uses on January 1 in the base year 2008. This means that only future development is being charged for the Mobility Fee based on proposed land use. Traffic Impact mitigation measures and Mobility Fees do not apply to any existing developments that were occupied on January 1, 2008.

In the case of the Warner Center 2035 Plan, recognizing the importance of the project to the City of Los Angeles and the need to achieve and realize the development policies in the City, and in keeping with past practices of citywide specific plans, future development alone would not bear the entire burden of the full cost of all physical mitigation measures. The total cost of improvement measures was divided into six major categories, as shown in **Table 2** below (this table is included as Appendix D Table 2 of the Warner Center 2035 Plan). The Mobility Fee would cover only a certain percentage of three types of improvement categories and the remaining would be paid through other sources while for the remaining three improvement categories the Mobility Fee would cover 100% of the cost. The various percentages were assumed based on past experience and the reasonableness of availability of funds from other sources. The physical mitigation measures are to be funded through a combination of funds from the Mobility Fee and outside funding sources (Metro Call for Projects, etc.).

For example, it was assumed that only 40 percent of the total cost of physical roadway improvements, which included the cost of construction as well as land dedication, would be allocated to future developments and the remaining 60 percent would be applied for and potentially secured through other sources such as various proposition measures and Los Angeles Metro Call for Projects Grant Applications. Twenty percent of fees for Orange Line expansion and purchase of the Circulator Bus fleet were assumed to be paid by the Mobility fee. Finally, the remaining three categories including bus operating costs, streetscape improvements and general administrative and implementation costs were assumed to be paid entirely through the Mobility Fees.

Table 2 is included as Appendix D Table 2 of the Warner Center 2035 Plan.

TABLE 2: WARNER CENTER MOBILITY FEE COST BREAKDOWN INCLUDING EXEMPT PROJECTS

Improvement Measure	Total Cost (2010 Dollars)	% Paid by Mobility Fee	Mobility Fees to be Collected	% Share of Final Mobility Fee	To be Collected from Outside Funding
Roadway Improvements	\$155,687,779*	40%	\$62,300,000	40%	\$93,387,779
New Orange Line Station Terminus	\$10,000,000	20%	\$2,000,000	1%	\$8,000,000
Bus Purchase	\$16,000,000	20%	\$3,200,000	2%	\$12,800,000
Bus Operating Expenses	\$49,200,000	100%	\$49,200,000	32%	\$0
Streetscape Improvements	\$11,250,000	100%	\$11,250,000	7%	\$0
Neighborhood Protection, Local Development Corp, TDM, and Administrative and Re-study costs over life of the Plan	\$28,000,000	100%	\$28,000,000	18%	\$0
Total	\$270,137,779		\$155,950,000		\$114,187,779
Existing Warner Center Fee Balance \$7,507,019					
Total for Fee Collection \$148,442,981					
Project Generated Trips 37,038					
Project Generated Trips (after 10% trip credit for exempt projects) 33,334					
Mobility Fee per Trip \$4,453.20					

*Roadway improvement costs consisted of \$133,387,772 for intersection improvements, \$16,300,000 for Variel Ave widening, bridge construction, and Orange Line Crossing, and \$6,000,000 for Victory Blvd widening for a total cost of \$155,687,779.

As seen in this table, the total of improvement costs over the life of the Plan was estimated as \$270,137,779. Considering the assumed contribution from other sources at \$114,187,779, the total cost from the Mobility Fee was reduced to a net cost of \$155,950,000. This net total was then reduced by the existing Warner Center Trip Fee balance at the time of \$7,507,019, resulting in a total net mobility improvement cost of \$148,442,981. This total was then divided by the change in net new vehicle trips

between 2008 and 2035, which was 33,334 (accounting for a 10% trip credit for exempt projects). The resulting mobility fee was **\$4,453.20 per net new trip**.

2.1 DOLLARS PER SQUARE FOOT CONVERSION

As previously discussed, the Mobility Fee is derived by first calculating the fee per net new trip (total cost of improvement/total net trips between 2008 and 2035). The next step is to convert this fee per trip to fee per unit of development, so the fee could be easily applied to and calculated for various development applications. The fee per net new trip is multiplied by the trips per employee rates (which includes trips by both employees and patrons for businesses) for non-residential development and trips per dwelling unit in the case of residential development based on trip generation rates that are consistent with the Warner Center 2035 Plan Travel Demand Model (which is a derivative of the SCAG Regional Model), and the Traffic Study and EIR technical analyses. This resulting value is then multiplied by the number of employees per square feet for non-residential uses and trips per dwelling unit for residential and converted to dollars per square foot using average employee per square foot and average square foot per dwelling unit figures as appropriate to Warner Center, which are based on information provided by the economic study and analysis of existing development.

This calculation flow process is shown below:

Non-residential: $\text{Dollars / Trip} \times \text{Trips / Employee} \times \text{Avg. Employees / Sq ft} = \text{Dollars / Sq ft}$

Residential: $\text{Dollars / Trip} \times \text{Trips / Dwelling Unit} \div \text{Avg. sq. ft / Dwelling Unit} = \text{Dollars / Sq ft}$

The following trip rates are used for each land use, consistent with the Warner Center 2035 Plan Travel Demand Model, which utilized socio-economic data inputs in accordance with market development forecasts anticipated to occur under the proposed project (see Appendix A2 of the EIR):

- 0.32 trips per residential dwelling unit
- 0.40 trips per institutional job (employee)
- 0.55 trips per office job (employee)
- 1.05 trips per retail job (employee)

The trips per job for the retail, office, and institutional uses and trips per residential dwelling unit are converted to trips per 1,000 square feet using the following assumptions:

- 1 residential dwelling unit per 1,050 square feet (average)
- 1 institutional job (employee) per 500 square feet (2 per 1,000 square feet)
- 1 office job (employee) per 333 square feet (3 per 1,000 square feet)
- 1 retail job (employee) per 333 square feet (3 per 1,000 square feet)

The resulting final trip rates per land use category are (shown as rounded to two decimal places for clarity only):

- 0.30 residential trips per 1,000 square feet
- 0.80 institutional trips per 1,000 square feet
- 1.65 office trips per 1,000 square feet

- 3.15 retail trips per 1,000 square feet

The final trip rates (non-rounded values) are multiplied by the calculated mobility fee per trip of \$4,453.20, resulting in the following trip fee schedule:

- \$1,357.17 per 1,000 square feet of residential
- \$3,562.56 per 1,000 square feet of institutional
- \$7,355.14 per 1,000 square feet of office
- \$14,041.62 per 1,000 square feet of retail

Using the above calculations, **Table 3** is showing the mobility fee per square foot of development for each of the five land use categories.

**TABLE 3: MOBILITY FEE TABLE -
BASED ON NEXUS STUDY**

Land Use Category	Mobility Fee (Dollars/SF)
Residential Uses	\$1.36
Institutional Uses	\$3.56
Industrial Uses	\$7.35
General Office Uses	\$7.35
Commercial/Retail/Recreational Uses	\$14.04

As mentioned above, the technical analysis for deriving the Mobility Fee for each land use category resulted in a single-column table (above). This single column corresponds to the middle column in (**Table 1** of this report) the Appendix D Table titled “Mobility Fee Table”. Note that the numbers shown in the Mobility Fee Table Appendix D in the Plan are those presented in the plan based on the Nexus memo dated May 16, 2012. These numbers were revised in the Nexus Memo dated June 14, 2012 that is contained in the Warner Center EIR. However, due to an oversight, the Specific Plan contains the amounts from the outdated May 16, 2012 Nexus memo. This is the reason for the discrepancy between the amounts in the mobility fee table (middle column) in Appendix D of the Plan and the more recent version reflected in **Table 3** above.

3.0 UPDATED MOBILITY FEE TABLE – WITHOUT POLICY DISCOUNTS

This section shows the new Mobility Fee table without consideration of policy mobility fee discounts (policy discounts were incorporated in the language of the Specific Plan after the fee study was completed).

Table 4 shows the mobility fee rates to be used to calculate both the Existing Use Credit and the gross Mobility Fee for a proposed development. The updated Mobility Fee table consists of only one column,

one fee rate per land use category.

**TABLE 4: UPDATED MOBILITY FEE TABLE -
WITH 10% EXEMPT PROJECT DISCOUNT TO BE USED FOR EXISTING USE CREDIT AND FUTURE PROJECT
MOBILITY FEE CALCULATION**

Category	Dollars per Square Foot of Floor Area
Category A Residential Land Uses	\$1.36
Category B Institutional Land Uses	\$3.56
Category C Industrial Land Uses	\$7.35
Category D General Office Land Uses	\$7.35
Category E Commercial & Retail / Recreational / Service Land Uses	\$14.04
Category F Exempt Land Uses	\$0.00

It should be noted that the Mobility Fee calculation includes a 10% reduction in trips to account for exempt land uses in Category F (such as non-profit facilities, parks, places of worship, public schools, etc.) that are not charged the fee. This 10% reduction equates to 3,704 trips.

The buildout of Warner Center 2035 Specific Plan consists of a net increase of 14 million square feet of non-residential floor area (including 12.5 million square feet of office, 2.3 million square feet of retail, and a loss of 0.8 million square feet of industrial) and an increase of 23.5 million square feet of residential area. Using the updated Mobility Fee table, without consideration of any additional policy discounts, a calculation is provided to show the total expected mobility fee to be collected based on the net buildout projections for the Specific Plan. **Table 5** shows the calculation of the total mobility fee expected to be collected.

**TABLE 5: TOTAL FEES TO BE COLLECTED WITH UPDATED MOBILITY FEE TABLE –
WITH 10% EXEMPT PROJECT DISCOUNT**

Land Use Category	Net change in size (square feet)	Mobility Fee rate (Dollars/SF)	Mobility Fee to be Collected
Residential Uses	23,500,000	\$1.36	\$31,893,394
Institutional Uses	0	\$3.56	\$0
Industrial Uses	-800,000	\$7.35	-\$5,880,000
Office Uses	12,500,000	\$7.35	\$91,875,000
Commercial/Retail/Recreational Uses	2,300,000	\$14.04	\$32,292,000
TOTAL			\$150,180,394

*For the purposes of the traffic study institutional uses were assumed to remain constant

As shown in **Table 5**, a total of \$150,180,394 in mobility fees are estimated to be collected based on the updated Mobility Fee table. This value is within a very close range of the total amount needed to fund the mobility improvements (\$148,442,981 as shown in **Table 2** of this report).

3.1 UPDATED MOBILITY FEE TABLE - ACCOUNTING FOR THE IMPACT OF THE DENSITY BONUS DISCOUNT ON THE MOBILITY FEE

In order to maintain nexus and ensure that the incentivized mobility fee policy for density bonus discount can be accounted for and included in the mobility fee calculation, we recommend to cap the total incentivized density bonus to 5.25% of total trips. A 5.25% total cap in trips would translate to a total of 1,944 trips. Assuming the maximum incentive density bonus is granted, the following calculation in **Table 6** is used to develop the updated Mobility Fee table including the maximum incentivized density bonus and the 10% exempt projects discount.

TABLE 6: REVISED WARNER CENTER MOBILITY FEE COST BREAKDOWN WITH 10% EXEMPT PROJECT DISCOUNT AND 5.25% DENSITY BONUS DISCOUNT

Improvement Measure	Total Cost (2010 Dollars)	% Paid for by Mobility Fee	Mobility Fees to be Collected	% Share of Total Mobility Fee	To be Collected from Outside Funding
Roadway Improvements	\$155,687,779*	40%	\$62,300,000	40%	\$93,387,779
New Orange Line Station Terminus	\$10,000,000	20%	\$2,000,000	1%	\$8,000,000
Bus Purchase	\$16,000,000	20%	\$3,200,000	2%	\$12,800,000
Bus Operating Expenses	\$49,200,000	100%	\$49,200,000	32%	\$0
Streetscape Improvements	\$11,250,000	100%	\$11,250,000	7%	\$0
Neighborhood Protection, Local Development Corp, TDM, and Administrative and Re-study costs over life of the Plan	\$28,000,000	100%	\$28,000,000	18%	\$0
	\$270,137,779		\$155,950,000		\$114,187,779
Existing Warner Center Fee Balance			\$7,507,019		
Total for Fee Collection			\$148,442,981		
Project Generated Trips			37,038		
Project Generated Trips (after 10% trip credit for exempt projects & 5.25% Incentivized Bonus)			31,390		
Mobility Fee per Trip			\$4,728.99		

* Roadway improvement costs consisted of \$133,387,772 for intersection improvements, \$16,300,000 for Variel Ave widening, bridge construction, and Orange Line Crossing, and \$6,000,000 for Victory Blvd widening for a total cost of \$155,687,779.

As shown in **Table 6**, the updated base mobility fee per trip, when considering the incentivized density bonus discount granted, is \$4,728.99 per trip.

As previously described, the following trip rates were used for each land use, consistent with the Warner Center 2035 Plan Travel Demand Model, which utilized socio-economic data inputs in accordance with market development forecasts anticipated to occur under the proposed project (see Appendix A2 of the EIR):

- 0.32 trips per residential dwelling unit
- 0.40 trips per institutional job (employee)
- 0.55 trips per office job (employee)
- 1.05 trips per retail job (employee)

The trips per job for the retail, office, and institutional uses and trips per residential dwelling unit were converted to trips per 1,000 square feet using the following assumptions:

- 1 residential dwelling unit per 1,050 square feet

- 1 institutional job (employee) per 500 square feet (2 per 1,000 square feet)
- 1 office job (employee) per 333 square feet (3 per 1,000 square feet)
- 1 retail job (employee) per 333 square feet (3 per 1,000 square feet)

The resulting final trip rates per land use category were (shown as rounded to two decimal places for demonstration purposes only):

- 0.30 residential trips per 1,000 square feet
- 0.80 institutional trips per 1,000 square feet
- 1.65 office trips per 1,000 square feet
- 3.15 retail trips per 1,000 square feet

The final trip rates (non-rounded values) were multiplied by the calculated mobility fee of \$4,728.99, resulting in the following trip fee schedule:

- \$1,441.22 per 1,000 square feet of residential
- \$3,783.19 per 1,000 square feet of institutional
- \$7,810.64 per 1,000 square feet of office
- \$14,911.28 per 1,000 square feet of retail

Using the new base Mobility Fee shown in **Table 6**, **Table 7** was developed showing the updated Mobility Fee table, containing the mobility fee per square foot of development for each of the five land use categories that is needed to cover the potential shortfall created by the policy discounts in section 6.2.1.2.2 of the Plan.

**TABLE 7: UPDATED MOBILITY FEE TABLE -
WITH 10% EXEMPT PROJECT DISCOUNT AND 5.25% DENSITY BONUS DISCOUNT TO BE USED FOR
EXISTING USE CREDIT AND FUTURE PROJECT MOBILITY FEE CALCULATION**

Land Use Category	Mobility Fee (Dollars/SF)
Category A Residential Land Uses	\$1.44
Category B Institutional Land Uses	\$3.78
Category C Industrial Land Uses	\$7.81
Category D General Office Land Uses	\$7.81
Category E Commercial & Retail / Recreational / Service Land Uses	\$14.91
Category F Exempt Land Uses	\$0.00

As mentioned earlier, the Department of City Planning described the buildout of the Warner Center 2035 Specific Plan to consist of a net increase of 14 million square feet of new non-residential area (including 12.5 million square feet of office, 2.3 million square feet of retail, and -0.8 million square feet of industrial) and 23.5 million square feet of residential area in the EIR. Using the updated Mobility Fee table with the

5.25% in policy discounts considered, a calculation is provided to show the total expected mobility fees to be collected based on the net buildout projections for the Specific Plan.

Table 7.1 depicts the adjusted Mobility Fee rates for annual indexing as required by Section 7.4 of the Specific Plan. The adjustment annual factors are based on the City Building Cost Index. The annual adjustment factor rates are as follows: 2013 – 2%, 2014 – 2.6%, 2015 – 1.4%, 2016 – 0.9% and 2017 – 1.4%.

Mobility Fee rates in Table 7.1 must be adjusted on July 1, 2018, using the annual adjustment factor for 2018.

**TABLE 7.1: UPDATED MOBILITY FEE TABLE –
ADJUSTED FOR ANNUAL INDEX UP TO 2017
WITH 10% EXEMPT PROJECT DISCOUNT AND 5.25% DENSITY BONUS DISCOUNT TO BE USED FOR
EXISTING USE CREDIT AND FUTURE PROJECT MOBILITY FEE CALCULATION**

Land Use Category	Mobility Fee (Dollars/SF)
Category A Residential Land Uses	\$1.53
Category B Institutional Land Uses	\$4.02
Category C Industrial Land Uses	\$8.31
Category D General Office Land Uses	\$8.31
Category E Commercial & Retail / Recreational / Service Land Uses	\$15.87
Category F Exempt Land Uses	\$0.00

Table 8 shows the calculation of the total mobility fees estimated to be collected.

**TABLE 8: TOTAL FEES TO BE COLLECTED WITH UPDATED MOBILITY FEE TABLE -
WITH 10% EXEMPT PROJECT DISCOUNT AND 5.25% DENSITY BONUS DISCOUNT**

Land Use	Net change in size (square feet)	Incentivized Bonus Square Footage 5.25%	Mobility Fee rate (Dollars/SF)	Mobility Fee to be Collected
Residential Uses	23,500,000	22,266,250	\$1.44	\$32,063,400
Institutional Uses	0	0	\$3.78	\$0
Industrial Uses	-800,000	-800,000	\$7.81	(\$6,248,000)
Office Uses	12,500,000	11,843,750	\$7.81	\$92,499,687.50
Commercial/Retail/Recreational Uses	2,300,000	2,179,250	\$14.91	\$32,492,617.50
TOTAL				\$150,807,705

*For the purposes of the traffic study, the total net size of institutional uses was assumed to remain constant

As shown in **Table 8**, a total of \$150,807,705 in mobility fees are estimated to be collected based on the updated Mobility Fee table assuming the 5.25% maximum incentivized bonus is adopted.

4.0 SHARE OF TOTAL MOBILITY FEE

This section provides an analysis, for demonstration purposes, of the potential shortfall in the funds collected by the mobility fee if the Mobility Fee Table in Appendix D of the plan is used with consideration of FAR for future uses only (FAR not considered for existing use credit) and the individual mitigation measures are not constrained by the percentage of their cost shared towards the mobility fee. A maximum allowable in-lieu credit was established in order to set a limit as a percentage of what the developer paid into the mobility fee. In-lieu credit that exceeds the percentage of the net mobility fee (for each type of improvement shown in **Table 2**) would shortchange the mobility fee required as leverage funds to seek outside funding.

In order to make this assessment, some example scenarios are presented using the mobility fee numbers presented in the Plan (for demonstration purposes only). In the first set of examples, the first one calculates the fee where the maximum in-lieu credit for a mitigation measure (streetscape improvement) is established (as per the plan), and second calculates the fee where no maximum in-lieu credit for a mitigation measure is established:

Example 1:

Maximum In-lieu credit established:

- The lot size is 45,000 square feet
- Developer X has a project consisting of 150,000 square feet of residential use and 20,000 square feet of retail use.
- The total future FAR for the project is calculated as such:
 - $(150,000 + 20,000) \div 45,000 = 3.78 \text{ FAR}$
- The existing project site to be replaced by Developer X's project consists of 50,000 square feet of office use
- The existing FAR for the site is calculated is as such:
 - $50,000 \div 45,000 = 1.11 \text{ FAR}$
- Developer X's gross mobility fee would be calculated as such:
 - $(150,000 \times \$1.01) + (20,000 \times \$10.47) = \$360,900$
- This calculation utilizes the fee shown in the column corresponding to the proposed project's FAR
- Developer X's existing use credit for the existing office use to be demolished would be calculated as such:
 - $50,000 \times \$7.08 = \$354,000$
- This calculation utilizes the fee shown in the middle column of the table, regardless of the existing site's FAR
- Developer X's net mobility fee prior to in-lieu credit would be calculated as such:
 - $\$360,900 - \$354,000 = \$6,900$
- Total funds required to fully mitigate the development's impacts is \$11,868 of which \$6,900 will come from the mobility fee and \$4,968 will come from other sources (See table below):

**TABLE 9: EXAMPLE 1 - TOTAL FUNDS REQUIRED TO FULLY MITIGATE IMPACT
MAXIMUM IN-LIEU CREDIT ESTABLISHED**

Improvement Measure Categories	Total Cost	% Paid by Mobility Fee	Mobility Fee	% Paid by Other Sources	Other Sources
Roadway Improvements (Construction Cost)	\$3,657	40%	\$1,463	60%	\$2,194
Roadway Improvements (Land Dedication Cost)	\$3,243		\$1,297		\$1,946
New Orange Line Station	\$345	20%	\$69	80%	\$276
Bus Purchases	\$690	20%	\$138	80%	\$552
Bus Operating	\$2,208	100%	\$2,208	0%	\$0
Streetscape	\$483	100%	\$483	0%	\$0
NTM, LDC, TDM, Admin., Restudy	1,242	100%	\$1,242	0%	\$0
Total Funds Required to Fully Mitigate Development's Impacts	\$11,868		\$6,900		\$4,968

- Developer X's in-lieu credit for implementing a \$2,000 mitigation measure from the list of Roadway Improvements in Appendix E of the Specific Plan would be calculated as such:
 - $\$2,000 * 40\% = \800

**TABLE 10: EXAMPLE 1 – IN-LIEU CREDIT
MAXIMUM IN-LIEU CREDIT ESTABLISHED**

In-Lieu Credit for Roadway Improvements (Construction Cost)	Total Cost	% Paid by Mobility Fee	Mobility Fee	% Paid by Other Sources	Other Sources
Required Funds for Roadway Improvement(s)	\$3,657	40%	\$1,463	60%	\$2,194
Roadway Improvements Implemented by Developer	\$2,000	40%	\$800	60%	\$1,200
Shortfall in Required Funds for Roadway Improvement(s)	-\$1,657	40%	-\$663	60%	-\$994
Roadway Improvement Cost Covered by Mobility Fee & Other Sources	\$1,657	40%	\$663	60%	\$994
In-Lieu Credit			\$800		

- Thus, the Developer would get an in-lieu credit of \$800 towards their final mobility fee
- Developer X's net mobility fee after in-lieu credit would be calculated as such:
 - $\$6,900 - \$800 = \$6,100$
- As previously shown, total funds required to fully mitigate the development's impacts is \$11,868 of which \$6,100 will come from the mobility fee, \$2,000 will come from the implemented mitigation measure and \$3,768 will come from other sources.

**TABLE 11: EXAMPLE 1 – NET MOBILITY FEE
MAXIMUM IN-LIEU CREDIT ESTABLISHED**

Improvement Measure Categories	Total Funds Required to Fully Mitigate Development's Impacts	Total Improvement(s), Mobility Fee & Other Sources	Improvement(s) Done by Developer	Mobility Fee	Other Sources
Roadway Improvements (Construction Cost)	\$3,657	\$3,657	\$2,000	\$663	\$994
Roadway Improvements (Land Dedication Cost)	\$3,243	\$3,243	\$0	\$1,297	\$1,946
New Orange Line Station	\$345	\$345	\$0	\$69	\$276
Bus Purchases	\$690	\$690	\$0	\$138	\$552
Bus Operating	\$2,208	\$2,208	\$0	\$2,208	\$0
Streetscape	\$483	\$483	\$0	\$483	\$0
NTM, LDC, TDM, Admin., Restudy	\$1,242	\$1,242	\$0	\$1,242	\$0
Total	\$11,868	\$11,868	\$2,000	\$6,100	\$3,768

No maximum In-lieu credit established:

- The lot size is 45,000 square feet
- Developer X has a project consisting of 150,000 square feet of residential use and 20,000 square feet of retail use.
- The total future FAR for the project is calculated as such:
 - $(150,000 + 20,000) \div 45,000 = 3.78 \text{ FAR}$
- The existing project site to be replaced by Developer X's project consists of 50,000 square feet of office use
- The existing FAR for the site is calculated is as such:
 - $50,000 \div 45,000 = 1.11 \text{ FAR}$
- Developer X's gross mobility fee would be calculated as such:
 - $(150,000 \times \$1.01) + (20,000 \times \$10.47) = \$360,900$
- This calculation utilizes the fee shown in the column corresponding to the proposed project's FAR
- Developer X's existing use credit for the existing office use to be demolished would be calculated as such:
 - $50,000 \times \$7.08 = \$354,000$
- This calculation utilizes the fee shown in the middle column of the table, regardless of the existing site's FAR
- Developer X's net mobility fee prior to in-lieu credit would be calculated as such:
 - $\$360,900 - \$354,000 = \$6,900$
- Developer X's in-lieu credit for implementing a \$2,000 mitigation measure from the list of Roadway Improvements in Appendix E of the Specific Plan would be calculated as such:
 - Without Maximum in-lieu credit established, the developer would get \$2,000 in-lieu credit

- As shown in the table below, a \$2,000 in-lieu credit (instead of the \$800 in-lieu credit at 40%) would shortchange the fund by \$663. The Mobility Fee would be reduced to zero for this category of improvement. Thereby, eliminating the funds necessary to use as matching funds to seek outside funding.

**TABLE 12: EXAMPLE 1 – IN-LIEU CREDIT
NO MAXIMUM IN-LIEU CREDIT ESTABLISHED**

In-Lieu Credit for Roadway Improvements (Construction Cost)	Total Cost	% Paid by Mobility Fee	Mobility Fee	% Paid by Other Sources	Other Sources
Required Funds for Roadway Improvement(s)	\$3,657	40%	\$1,463	60%	\$2,194
Roadway Improvements Implemented by Developer	\$2,000 \$2,000	40% 100%	\$800 \$2,000	60% 0%	\$1,200 \$0
Shortfall in Required Funds for Roadway Improvement(s)	-\$1,657 -\$1,657	40% 0%	-\$663 \$0	60% 100%	-\$994 -\$1,657
Roadway Improvement Cost Covered by Mobility Fee & Other Sources	\$1,657 \$1,657	40% 0%	\$663 \$0	60% 100%	\$994 \$1,657
In-Lieu Credit			\$2,000		

*Bolded numbers depict the correct numbers using the appropriate methodology to calculate the in-lieu credit

- Developer X's net mobility fee after in-lieu credit would be calculated as such:
 - $\$6,900 - \$2,000 = \underline{\$4,900}$ A
- As previously shown, total funds required to fully mitigate the development's impacts is \$11,868. However, in this analysis since there is no cap on in-lieu credit, \$1,657 would have to be paid from other sources without any available matching funds from the City. Currently, there are no other sources that would provide 100% of the funds for projects. Therefore, the City would have to make up any such deficits.

**TABLE 13: EXAMPLE 1 – NET MOBILITY FEE
NO MAXIMUM IN-LIEU CREDIT ESTABLISHED**

Improvement Measure Categories	Total Funds Required to Fully Mitigate Development's Impacts	Total Improvement(s), Mobility Fee & Other Sources	Improvement(s) Done by Developer	Mobility Fee	Other Sources
Roadway Improvements (Construction Cost)	\$3,657	\$3,657 \$2,000	\$2,000 \$2,000	\$663 \$0	\$994 \$0
Roadway Improvements (Land Dedication Cost)	\$3,243	\$3,243	\$0	\$1,297	\$1,946
New Orange Line Station	\$345	\$345	\$0	\$69	\$276
Bus Purchases	\$690	\$690	\$0	\$138	\$552
Bus Operating	\$2,208	\$2,208	\$0	\$2,208	\$0
Streetscape	\$483	\$483	\$0	\$483	\$0
NTM, LDC, TDM, Admin., Restudy	\$1,242	\$1,242	\$0	\$1,242	\$0
Total Total Without Cap	\$11,868	\$11,868 \$10,211 \$1,657 shortfall	\$2,000 \$2,000	\$6,100 \$5,437	\$3,768 \$2,774

Maximum In-lieu credit established:

- In the following, the same development is considered but the mitigation measure that was implemented was assumed to be land dedication only:
- Developer X's net mobility fee without considering in-lieu credit would be calculated as such (using the land use type and size number from the previous examples):
 - $\$360,900 - \$354,000 = \$6,900$
- Land dedications are required for some of the roadway improvements as outlined in Appendix E of the plan. Developer X dedicates land without doing any construction for a mitigation measure. Then, Developer would be entitled to in-lieu credit for:
 - Up to 40% of the cost of the land dedication for a particular roadway improvement because only 40% of the land value was included in calculating the mobility
 - For this example, the developer dedicates 1,000 square feet of land. At \$100 per square foot, the value of the dedication is \$100,000

TABLE 14: EXAMPLE 1 – IN-LIEU CREDIT (LAND DEDICATION ONLY)
MAXIMUM IN-LIEU CREDIT ESTABLISHED

In-Lieu Credit for Roadway Improvements (Land Dedication Cost)	Total Cost	% Paid by Mobility Fee	Mobility Fee	% Paid by Other Sources	Other Sources
Required Funds for Roadway Improvement(s)	\$3,243	40%	\$1,297	60%	\$1,946
Roadway Improvements Implemented by Developer	\$100,000	40%	\$40,000	60%	\$60,000
Shortfall in Required Funds for Roadway Improvement(s)	-\$96,757	40%	-\$38,703	60%	-\$58,054
Roadway Improvement Cost Covered by Mobility Fee & Other Sources	\$0	40%	\$0	60%	\$0
In-Lieu Credit			\$40,000		

- Thus, the Developer would get an in-lieu credit of 40% equal to \$40,000
- The Final Net Mobility Fee would be:
 - $\$6,900 - \$40,000 = -\$33,100$ Zero Mobility Fee
- The carryover credit for future projects on the same location or any future phase, if any, would be \$33,100

Example 2:

Maximum In-lieu credit established:

- The lot size is 365,000 square feet
 - Developer X has a project consisting of 1,500,000 square feet of residential use, 250,000 General Office and 200,000 square feet of retail use.
 - The total future FAR for the project is calculated as such:
 - $(1,500,000 + 250,000 + 200,000) \div 365,000 = 5.34$ FAR
 - The existing project site to be replaced by Developer X's project consists of 50,000 square feet of office use
 - The existing FAR for the site is calculated is as such:
 - $75,000 \div 365,000 = 0.21$ FAR
 - Developer X's gross mobility fee would be calculated as such:
 - $(1,500,000 \times \$1.01) + (250,000 \times \$5.34) + (200,000 \times \$10.47) = \$4,966,500$
 - This calculation utilizes the fee shown in the column corresponding to the proposed project's FAR
 - Developer X's existing use credit for the existing office use to be demolished would be calculated as such:
 - $75,000 \times \$7.08 = \$531,000$
 - This calculation utilizes the fee shown in the middle column of the table, regardless of the existing site's FAR
 - Developer X's net mobility fee prior to in-lieu credit would be calculated as such:
 - $\$4,966,500 - \$531,000 = \$4,435,500$

- Total funds required to fully mitigate the development's impacts is \$7,629,060 of which \$4,435,500 will come from the mobility fee and \$3,193,560 will come from other sources (See table below):

**TABLE 15: EXAMPLE 2 - TOTAL FUNDS REQUIRED TO FULLY MITIGATE IMPACT
MAXIMUM IN-LIEU CREDIT ESTABLISHED**

Improvement Measure Categories	Total Cost	% Paid by Mobility Fee	Mobility Fee	% Paid by Other Sources	Other Sources
Roadway Improvements (Construction Cost)	\$4,435,500	40%	\$940,000	60%	\$1,410,489
Roadway Improvements (Land Dedication Cost)			\$833,874		\$1,250,811
New Orange Line Station	\$221,775	20%	\$44,355	80%	\$177,420
Bus Purchases	\$443,550	20%	\$88,710	80%	\$354,840
Bus Operating	\$1,419,360	100%	\$1,419,360	0%	\$0
Streetscape	\$310,485	100%	\$310,485	0%	\$0
NTM, LDC, TDM, Admin., Restudy	\$798,390	100%	\$798,390	0%	\$0
Total Funds Required to Fully Mitigate Development's Impacts	\$7,629,060		\$4,435,500		\$3,193,560

- Developer X's in-lieu credit for implementing a \$1,750,000 mitigation measure from the list of Roadway Improvements in Appendix E of the Specific Plan would be calculated as such:
 - $\$1,750,000 * 40\% = \$700,000$

**TABLE 16: EXAMPLE 2 – IN-LIEU CREDIT
MAXIMUM IN-LIEU CREDIT ESTABLISHED**

In-Lieu Credit for Roadway Improvements (Construction Cost)	Total Cost	% Paid by Mobility Fee	Mobility Fee	% Paid by Other Sources	Other Sources
Required Funds for Roadway Improvement(s)	\$2,350,815	40%	\$940,326	60%	\$1,410,489
Roadway Improvements Implemented by Developer	\$1,750,000	40%	\$700,000	60%	\$1,050,000
Shortfall in Required Funds for Roadway Improvement(s)	-\$600,815	40%	-\$240,326	60%	-\$360,489
Roadway Improvement Cost Covered by Mobility Fee & Other Sources	\$600,815	40%	\$240,326	60%	\$360,489
In-Lieu Credit			\$700,000		

- Thus, the Developer would get an in-lieu credit of \$700,000 towards their final mobility fee
- Developer X's net mobility fee after in-lieu credit would be calculated as such:
 - $\$4,435,500 - \$700,000 = \underline{\$3,735,500}$

- As previously shown, total funds required to fully mitigate development's impacts is \$7,629,060 of which \$3,735,500 will come from the mobility fee and \$1,750,000 will come from the implemented mitigation measure and \$2,143,560 will come from other sources.

**TABLE 17: EXAMPLE 2 – NET MOBILITY FEE
MAXIMUM IN-LIEU CREDIT ESTABLISHED**

Improvement Measure Categories	Total Funds Required to Fully Mitigate Development's Impacts	Total Improvement(s), Mobility Fee & Other Sources	Improvement(s) Done by Developer	Mobility Fee	Other Sources
Roadway Improvements (Construction Cost)	\$2,350,815	\$2,350,815	\$1,750,000	\$240,326	\$360,489
Roadway Improvements (Land Dedication Cost)	\$2,084,685	\$2,084,685	\$0	\$833,874	\$1,250,811
New Orange Line Station	\$221,775	\$221,775	\$0	\$44,355	\$177,420
Bus Purchases	\$443,550	\$443,550	\$0	\$88,710	\$354,840
Bus Operating	\$1,419,360	\$1,419,360	\$0	\$1,419,360	\$0
Streetscape	\$310,485	\$310,485	\$0	\$310,485	\$0
NTM, LDC, TDM, Admin., Restudy	\$798,390	\$798,390	\$0	\$798,390	\$0
Total	\$7,629,060	\$7,629,060	\$1,750,000	\$3,735,500	\$2,143,560

No maximum In-lieu credit established:

- The lot size is 365,000 square feet
- Developer X has a project consisting of 1,500,000 square feet of residential use and 200,000 square feet of retail use.
- The total future FAR for the project is calculated as such:
 - $(1,500,000 + 250,000 + 200,000) \div 365,000 > 3.75$ FAR
- The existing project site to be replaced by Developer X's project consists of 75,000 square feet of office use
- The existing FAR for the site is calculated is as such:
 - $75,000 \div 365,000 = 1.15$ FAR
- Developer X's gross mobility fee would be calculated as such:
 - $(150,000 \times \$1.01) + (250,000 \times \$5.43) + (200,000 \times \$10.47) = \$4,966,500$
- This calculation utilizes the fee shown in the column corresponding to the proposed project's FAR
- Developer X's existing use credit for the existing office use to be demolished would be calculated as such:
 - $75,000 \times \$7.08 = \$531,000$

- This calculation utilizes the fee shown in the middle column of the table, regardless of the existing site's FAR
- Developer X's net mobility fee prior to in-lieu credit would be calculated as such:
 - $\$4,966,500 - \$531,000 = \$4,435,500$
- Total funds required to fully mitigate the development's impacts is \$7,629,060 of which \$4,435,500 will come from the mobility fee and \$3,193,560 will come from other sources (See table below):

**TABLE 18: EXAMPLE 2 - TOTAL FUNDS REQUIRED TO FULLY MITIGATE IMPACT
NO MAXIMUM IN-LIEU CREDIT ESTABLISHED**

Improvement Measure Categories	Total Cost	% Paid by Mobility Fee	Mobility Fee	% Paid by Other Sources	Other Sources
Roadway Improvements (Construction Cost)	\$4,435,500	40%	\$940,000	60%	\$1,410,489
Roadway Improvements (Land Dedication Cost)			\$833,874		\$1,250,811
New Orange Line Station	\$221,775	20%	\$44,355	80%	\$177,420
Bus Purchases	\$443,550	20%	\$88,710	80%	\$354,840
Bus Operating	\$1,419,360	100%	\$1,419,360	0%	\$0
Streetscape	\$310,485	100%	\$310,485	0%	\$0
NTM, LDC, TDM, Admin., Restudy	\$798,390	100%	\$798,390	0%	\$0
Total Funds Required to Fully Mitigate Development's Impacts	\$7,629,060		\$4,435,500		\$3,193,560

- Developer X's in-lieu credit for implementing a \$1,750,000 mitigation measure from the list of Roadway Improvements in Appendix E of the Specific Plan would be calculated as such:
 - Without Maximum in-lieu credit established, the developer would get \$1,750,000 in-lieu credit
 - As shown in the table below, a \$1,750,000 in-lieu credit (instead of the \$700,000 in-lieu credit at 40%) would shortchange the fund by \$1,050,000. Therefore, to make up the \$1,050,000 shortfall, the available funds would have to be leveraged at 99.99% instead of the 60%, as calculated in the EIR. Currently, there are no other sources that would provide 100% of the funds for projects. Therefore, the City would have to make up any such deficits.

**TABLE 19: EXAMPLE 2 – IN-LIEU CREDIT
NO MAXIMUM IN-LIEU CREDIT ESTABLISHED**

In-Lieu Credit for Roadway Improvements (Construction Cost)	Total Cost	% Paid by Mobility Fee	Mobility Fee	% Paid by Other Sources	Other Sources
Required Funds for Roadway Improvement(s)	\$2,350,815	40%	\$940,326	60%	\$1,410,489
Roadway Improvements Implemented by Developer	\$1,750,000 \$1,750,000	40% 100%	\$700,000 \$1,750,000	60% 0%	\$1,050,000 \$0
Shortfall in Required Funds for Roadway Improvement(s)	-\$600,815 -\$600,815	40% 0%	-\$240,326 \$0	60% 100%	-\$360,489 \$600,815
Roadway Improvement Cost Covered by Mobility Fee & Other Sources	\$600,815 \$600,815	40% 0%	\$240,326 \$0	60% 100%	\$360,489 \$600,815
In-Lieu Credit			\$1,750,000		

*Bolded numbers depict the correct numbers using the appropriate methodology to calculate the in-lieu credit

- Developer X's net mobility fee after in-lieu credit would be calculated as such:
 - $\$4,435,500 - \$1,750,000 = \$2,685,500$
- As previously shown, total funds required to fully mitigate the development's impacts is \$7,629,060. However, in this analysis since there is no cap on in-lieu credit, there will be a \$600,815 shortfall. The Mobility Fee would be reduced to zero for this category of improvement. Thereby, eliminating the funds necessary to use as matching funds to seek outside funding.

**TABLE 20: EXAMPLE 2 – NET MOBILITY FEE
NO MAXIMUM IN-LIEU CREDIT ESTABLISHED**

Improvement Measure Categories	Total Funds Required to Fully Mitigate Development's Impacts	Total Improvement(s), Mobility Fee & Other Sources	Improvement(s) Done by Developer	Mobility Fee	Other Sources
Roadway Improvements (Construction Cost)	\$2,350,815	\$2,350,815 \$1,750,000	\$1,750,000 \$1,750,000	\$240,326 \$0	\$360,489 \$0
Roadway Improvements (Land Dedication Cost)	\$2,084,685	\$2,084,685	\$0	\$833,874	\$1,250,811
New Orange Line Station	\$221,775	\$221,775	\$0	\$44,355	\$177,420
Bus Purchases	\$443,550	\$443,550	\$0	\$88,710	\$354,840
Bus Operating	\$1,419,360	\$1,419,360	\$0	\$1,419,360	\$0
Streetscape	\$310,485	\$310,485	\$0	\$310,485	\$0
NTM, LDC, TDM, Admin., Restudy	\$798,390	\$798,390	\$0	\$798,390	\$0
Total Total Without Cap	\$7,629,060	\$7,629,060 \$7,028,245 \$600,815 Shortfall	\$1,750,000 \$1,750,000	\$3,735,500 \$3,495,174	\$2,143,560 \$1,783,071

In the following, the same development is considered but the mitigation measure that was implemented was assumed to be land dedication only:

Maximum In-lieu credit established:

- Developer X's net mobility fee prior to in-lieu credit would be calculated as such (using the land use type and size number from the previous examples):
 - $\$4,966,500 - \$531,000 = \$4,435,500$
- Land dedications are required for some of the roadway improvements as outlined in Appendix E of the plan. Developer X dedicates land without doing any construction for a mitigation measure. Then, Developer would be entitled to in-lieu credit for:
 - Up to 40% of the cost of the land dedication for a particular roadway improvement because only 40% of the land value was included in calculating the mobility fee OR
 - Any amount of land Value over Total Required Funds For Roadway Improvement plus 40% of the Total Required Funds For Roadway Improvement
 - For this example, the developer dedicates 10,000 square feet of land. At \$100 per square foot the value of the dedication is \$1,000,000. Therefore, the developer is entitled to \$400,000 in-lieu credit

TABLE 21: EXAMPLE 2 – IN-LIEU CREDIT (WITH LAND DEDICATION)
MAXIMUM IN-LIEU CREDIT ESTABLISHED

In-Lieu Credit for Roadway Improvements (Land Dedication Cost)	Total Cost	% Paid by Mobility Fee	Mobility Fee	% Paid by Other Sources	Other Sources
Required Funds for Roadway Improvement(s)	\$2,084,685	40%	\$833,874	60%	\$1,250,811
Roadway Improvements Implemented by Developer	\$1,000,000	40%	\$400,000	60%	\$600,000
Shortfall in Required Funds for Roadway Improvement(s)	-\$1,084,685	40%	-\$433,874	60%	-\$650,811
Roadway Improvement Cost Covered by Mobility Fee & Other Sources	\$1,084,685	40%	\$433,874	60%	\$650,811
In-Lieu Credit			\$400,000		

- Thus, the Developer would get an in-lieu credit of \$400,000
- The Final Net Mobility Fee would be:
 - $\$4,435,500 - \$400,000 = \$4,035,500$

5.0 CLARIFICATION ON ROADWAY, STREETSCAPE, AND TRANSIT IMPROVEMENTS

This section provides background information on the assumptions and methodologies used to determine the construction and land dedication costs for the roadway improvements as well as the costs for other improvement measures. In addition, clarification on the use of in-lieu credit for each improvement measure is provided.

5.1 COST OF ROADWAY IMPROVEMENTS - CONSTRUCTION

The roadway improvement costs were developed for traffic mitigation and any right-of-way (ROW)/land dedication required based on the traffic impact section of the EIR, and shown in Appendix G-8 of the EIR (attached as Exhibit A to this document). The costs are summarized in two components, construction costs and ROW/land dedication costs.

Construction cost estimates were based on unit costs provided by LADOT and Bureau of Engineering based on recent bids during the time of the study, which equated to approximately \$85/square foot for a turn lane and approximately \$73/square foot for a through lane. These overall unit costs were developed through consideration of the individual unit costs for construction of new curb and gutter, construction of new pavement, construction of new sidewalk, removal of curb, gutter, and sidewalk, and excavation. For each physical mitigation measure the following estimates were used, using a standard lane width of 12 feet, a turn lane length of 200 feet, and a through lane length of 1,320 feet (660 feet at the intersection approach and 660 feet at the intersection departure):

- Total Left-turn lane = \$203,250
- Total Through lane = \$1,154,604
- Total Right-turn lane = \$203,250
- Total Signal modification = \$30,000
- Total New signal = \$220,000

The total construction cost of all physical mitigation measures was \$57,401,870. This construction cost was multiplied by 1.23 to account for City of Los Angeles Bureau of Engineering Design/Administrative costs. The construction cost estimates including the 1.23 factor for design/administrative costs are as follows:

- Total Left-turn lane = \$249,998
- Total Through lane = \$1,420,163
- Total Right-turn lane = \$249,998
- Total Signal modification = \$36,900
- Total New signal = \$270,600

The total construction cost of all physical mitigation measures, including the 1.23 factor to account for City of Los Angeles Bureau of Engineering Design/Administrative costs, was \$70,604,300. It is expected that construction costs will be adjusted on a yearly basis per Building Cost Index information.

5.2 COST OF ROADWAY IMPROVEMENTS – ROW/LAND DEDICATION COSTS

ROW/land dedication is required for the construction of required mitigation measures. ROW costs for each physical mitigation measure, where necessary for widening purposes, were calculated using the following estimates (assuming \$100 per square foot based on estimated cost from Bureau of Engineering):

- Total Left-turn lane: 200 foot length x 12 foot width x \$100/sq ft = \$240,000
- Total Through lane: 1,320 foot length x 12 foot width x \$100/sq ft = \$1,584,000

- Total Right-turn lane: 200 foot length x 12 foot width x \$100/sq ft = \$240,000

The total right-of-way cost of all physical mitigation measures was \$62,783,472.

If street dedication for the Warner Center street standards are applied to the Mobility Fee calculation, in addition to dedication required for the mitigation measures, the fee would increase. However, there is no nexus for collecting Mobility Fees for dedications that are not required for improving Warner Center traffic impacts. As a result, modifying the Mobility Fee based on land dedication over and above the necessary land area required to implement mitigation measures (shown in Exhibit A) is not recommended.

5.3 IN-LIEU CREDITS FOR ROADWAY IMPROVEMENTS – CONSTRUCTION COSTS

If a developer implements a roadway improvement (total cost of required funds for roadway improvement for construction not to exceed the cost per improvement as shown in Exhibit A Table 1- Warner Center - Cost Per Mitigation Measure), then the developer is entitled to in-lieu credit for 40% of the cost of the improvement implemented by the developer for roadway improvement.

5.4 IN-LIEU CREDITS FOR ROADWAY IMPROVEMENTS – ROW/LAND DEDICATION COSTS

ROW/land dedication costs as required under any street standards or any other ordinance requirements were not included in the calculation of the mobility fee. As such, in-lieu credit for land dedication should only be limited to the portion of land dedication that is strictly needed for the construction of the mitigation measure in Appendix G-8 of the EIR (attached as Exhibit A in Table 1 - Warner Center - Cost Per Mitigation Measure). Should a policy decision be made to give credit for all land dedication, the overall mobility fee should be adjusted higher to include the total cost of additional land dedication area. However, as previously indicated there is no nexus to collect additional fees for land dedication that is not necessary to mitigate project traffic impacts.

If a developer dedicates land (total cost of required funds for roadway improvement/land dedication not to exceed the cost for land dedication per improvement as shown in Exhibit A Table 1- Warner Center - Cost Per Mitigation Measure), then the developer is entitled to in-lieu credit for 40% of the cost of the land dedication by the developer.

The maximum allowable in lieu credit for the cost of the improvement per roadway improvement type are as follows:

- Max in-lieu credit for ROW/land dedication of left-turn lane: 40% x \$240,000 = \$96,000
- Max in-lieu credit for ROW/land dedication of through lane: 40% x \$1,584,000 = \$636,600
- Max in-lieu credit for ROW/land dedication of right-turn lane: 40% x \$240,000 = \$96,000

Thus, the percent share of the mobility fee (shown in **Table 2**, which is included in the Warner Center 2035 Plan, Appendix D Table 2) represents the “ceiling” or “maximum” for the amount that a developer can receive in-lieu credit for implementing an improvement.

The reason for the 40% limit is that the developer has paid into the mobility fee up to the 40% value of the improvement's land dedication cost, therefore the maximum allowable in-lieu credit must be limited to what the developer paid into the mobility fee.

5.5 NEW ORANGE LINE TERMINUS IMPROVEMENTS – CONSTRUCTION AND ROWCOSTS

The Orange Line Terminus Station construction-only cost was estimated to be \$5,000,000. In addition to this construction cost, ROW dedication costs were added at \$100/square foot for an area of 50,000 square feet. Thus, the total ROW-only cost was \$5,000,000. The total construction plus ROW dedication cost for the Orange Line Terminus Station was \$10,000,000.

5.6 NEW ORANGE LINE TERMINUS IMPROVEMENTS – IN-LIEU CREDITS

If a developer implements construction of the new Orange Line station, as identified in the Appendix G-8 of the EIR, then in-lieu credit may be given up to 20% of the cost of the construction and up to 20% of the cost of the land dedication with limitations of \$5,000,000 for land dedication and \$5,000,000 for construction.

5.7 BUS TRANSIT IMPROVEMENT COSTS – PURCHASES AND OPERATIONS

The total Warner Center share of bus purchases estimated in the fee calculation was calculated to be \$16,000,000. This calculation was derived from the estimated startup bus purchase cost of \$400,000 per standard CNG bus multiplied by 40 total buses purchased for the Warner Center dedicated circulator. The total Warner Center share of bus operating expenses through the life of the plan, estimated in the fee calculation, was \$49,200,000.

5.8 IN-LIEU CREDITS FOR BUS TRANSIT IMPROVEMENT COSTS – PURCHASES

If a developer purchases buses, then in-lieu credit may be given up to 20% of the cost the bus purchases to a maximum of \$16,000,000. The reason for the 20% maximum is that the developer has paid into the mobility fee up to the 20% value of the bus purchase cost (leveraged funds), therefore the maximum allowable in-lieu credit must be limited to what the developer paid into the mobility fee.

5.9 IN-LIEU CREDITS FOR BUS TRANSIT IMPROVEMENT COSTS – OPERATIONS

If a developer purchases buses, then in-lieu credit may be given up to 100% of the cost the bus operation to a maximum of \$49,200,000. The reason for the 100% in-lieu credit is that the developer has paid into the mobility fee up to the 100% value of the bus operation cost (not leveraged funds), therefore the maximum allowable in-lieu credit must be limited to what the developer paid into the mobility fee.

5.10 OTHER COSTS, NEIGHBORHOOD PROTECTION, LOCAL DEVELOPMENT CORPORATION, TDM, FEE ADMINISTRATION AND RESTUDY

A total of \$28,000,000 of funding was included for other costs such as neighborhood protection, local development corporation, TDM, administrative costs, and restudy costs over the life of the plan. The Neighborhood Protection Program is intended to minimize the intrusion of through traffic into the residential neighborhoods adjacent to the Warner Center 2035 Specific Plan area. Administration and restudy costs are included to fund staff and/or consultant time to validate new construction, update land use data, prepare reports, and prepare Council action, if necessary.

No in-lieu credit is given for this improvement category.

5.11 STREETSCAPE IMPROVEMENT COSTS

As per the Specific Plan Appendix F, it is the responsibility of the developer or lead public agency to provide streetscape improvements such as sidewalks, parkways, and walkways (as specified in Figures 1 through 10 as well as local and collector streets shown in Figure 11 of the Urban Design Guidelines). The average cost per mile assumed in the streetscape improvement cost calculation was \$750,000 per mile (\$250,000 for each side of the street and the median island), developed in consultation with City staff. It was estimated that, based on working with the Urban Design consultant, 15 miles of streetscape improvements would be required within Warner Center, covering the streets shown in Figures 1 through 10 as well as local and collector streets shown in Figure 11. The estimated 15 mile length of improvements is a summation of the following lengths within Warner Center for the streets identified in the figures:

- Figures 1 through 10 (totaling approximately 12 miles):
 - Burbank Boulevard - 5,470 feet
 - Canoga Avenue - 9,340 feet
 - De Soto Avenue - 10,110 feet
 - Owensmouth Avenue - 8,500 feet
 - Oxnard Street - 4,400 feet
 - Topanga Canyon Boulevard - 8,200 feet
 - Vanowen Street - 5,300 feet
 - Variel Avenue - 6,600 feet
 - Victory Boulevard - 5,350 feet
- Figure 11 (totaling approximately 3 miles):
 - Eton Avenue – 1,277 feet
 - Kittridge Street - 2,100 feet
 - Independence Avenue - 2,170 feet
 - Deering Avenue - 580 feet
 - Erwin Street - 4,600 feet
 - Califa Street - 4,450 feet
 - Marylee Street - 1,180 feet
 - Alabama Avenue – 407 feet
 - Milwood Avenue – 407 feet

Thus, the total streetscape improvement cost was calculated to be \$11,250,000.

5.12 IN-LIEU CREDITS FOR STREETSCAPE IMPROVEMENT COSTS

As outlined above, if a developer implements any of the streetscape improvements detailed in Figures 1 through 10 as well as local and collector streets shown in Figure 11 of the Urban Design guidelines (Appendix F of the Warner Center 2035 Plan), then in-lieu credit shall be given for 100% of the cost of the improvement (not leveraged funds) not to exceed \$750,000 per mile (\$250,000 for each side of the street and the median island).

6.0 GUIDES FOR MOBILITY FEE IMPLEMENTATION – FEE CALCULATION PROCEDURE

This section provides procedures for calculating the mobility fee when assessing multiple development scenarios utilizing the Mobility Fee included in the Plan and the updated Mobility Fee developed in Appendix B. These scenarios include developments that change land uses and projects that receive in-lieu credit for implementing mitigation measures.

6.1 MOBILITY FEE CALCULATION USING FEE INCLUDED IN WC PLAN

The following section provides sample calculations of the total Mobility Fee to be paid, using different development scenarios, using the fees included in the Plan.

6.1.1 SCENARIO 1 – NEXUS WITH THE PLAN

In order for a development to have a nexus with the plan, the mobility fee for an individual development must be calculated using the proposed square footage for a development multiplied by the fee in the middle column of the table included in the Plan (Appendix D – Mobility Fee Table), corresponding to the appropriate land use category (regardless of the development's FAR), minus the square footage of the existing development to be replaced multiplied by the fee in middle column for that particular land use (regardless of the development's FAR). Only the middle column must be used as a multiplier for both the calculation of the proposed development and the existing trip fee credit, regardless of the FAR of the proposed and existing developments. An example scenario for how the mobility fee must be collected in order to have nexus with the plan is provided below:

- The lot size is 45,000 square feet
- Developer X has a project consisting of 150,000 square feet of residential use and 20,000 square feet of retail use.
- The existing project site to be replaced by Developer X's project consists of 50,000 square feet of office use
- Developer X's gross mobility fee would be calculated as such:
 - $(150,000 \times \$1.31) + (20,000 \times \$13.65) = \$469,500$
 - This calculation utilizes the fee shown in the middle column of the table, regardless of the proposed project's FAR

- Developer X's existing use credit for the existing office use to be demolished would be calculated as such:
 - $50,000 \times \$7.08 = \$354,000$
 - This calculation utilizes the fee shown in the middle column of the table, regardless of the existing site's FAR
- Developer X's final net mobility fee would be calculated as such:
 - $\$469,500 - \$354,000 = \underline{\$115,500}$

**TABLE 22: TOTAL FUNDS REQUIRED TO FULLY MITIGATE IMPACT
NEXUS WITH THE PLAN**

Improvement Measure Categories	Total Cost	% Paid by Mobility Fee	Mobility Fee	% Paid by Other Sources	Other Sources
Roadway Improvements (Construction Cost)	\$115,500	40%	\$24,486	60%	\$36,729
Roadway Improvements (Land Dedication Cost)			\$21,714		\$32,571
New Orange Line Station	\$5,775	20%	\$1,155	80%	\$4,620
Bus Purchases	\$11,550	20%	\$2,310	80%	\$9,240
Bus Operating	\$36,960	100%	\$36,960	0%	\$0
Streetscape	\$8,085	100%	\$8,085	0%	\$0
NTM, LDC, TDM, Admin., Restudy	\$20,790	100%	\$20,790	0%	\$0
Total Funds Required to Fully Mitigate Development's Impacts	\$198,660		\$115,500		\$83,160

6.2 MOBILITY FEE CALCULATION USING UPDATED FEE – WITHOUT POLICY DISCOUNTS

The following sections provide sample calculations of the total Mobility Fee to be paid, using different development scenarios, using the updated Mobility Fee table (**Table 4**) without consideration of mobility policy discounts.

6.2.1 SCENARIO 1 – NEXUS WITH THE PLAN

In order for a development to have nexus with the plan, the mobility fee for an individual development should be calculated using the proposed square footage for a development multiplied by the updated mobility fee in (**Table 4**) corresponding to the appropriate land use category (regardless of the development's FAR), minus the square footage of the existing development to be replaced multiplied by the same fee in (**Table 4**) for that particular land use (regardless of the development's FAR). Only the values in this table should be used as a multiplier for both the calculation of the proposed development and the existing trip fee credit, regardless of the FAR of the proposed and existing developments.

An example scenario for how the mobility fee should be collected in order to have nexus with the plan is provided below:

- The lot size is 45,000 square feet
- Developer X has a project consisting of 150,000 square feet of residential use and 20,000 square feet of retail use.
- The existing project site to be replaced by Developer X's project consists of 50,000 square feet of office use
- Developer X's gross mobility fee would be calculated as such:
 - $(150,000 \times \$1.36) + (20,000 \times \$14.04) = \$484,800$
 - This calculation utilizes the fee shown in the middle column of the table, regardless of the proposed project's FAR
- Developer X's existing use credit for the existing office use to be demolished would be calculated as such:
 - $50,000 \times \$7.35 = \$367,500$
 - This calculation utilizes the fee shown in Table 4, regardless of the existing site's FAR
- Developer X's final net mobility fee would be calculated as such:
 - $\$484,800 - \$367,500 = \underline{\$117,300}$

**TABLE 23: TOTAL FUNDS REQUIRED TO FULLY MITIGATE IMPACT
NEXUS WITH THE PLAN AND NO POLICY DISCOUNTS**

Improvement Measure Categories	Total Cost	% Paid by Mobility Fee	Mobility Fee	% Paid by Other Sources	Other Sources
Roadway Improvements (Construction Cost)	\$117,300	40%	\$24,868	60%	\$37,301
Roadway Improvements (Land Dedication Cost)			\$22,052		\$33,079
New Orange Line Station	\$5,865	20%	\$1,173	80%	\$4,692
Bus Purchases	\$11,730	20%	\$2,346	80%	\$9,384
Bus Operating	\$37,536	100%	\$37,356	0%	\$0
Streetscape	\$8,211	100%	\$8,211	0%	\$0
NTM, LDC, TDM, Admin., Restudy	\$21,114	100%	\$21,114	0%	\$0
Total Funds Required to Fully Mitigate Development's Impacts	\$201,756		\$117,300		\$84,456

6.2.2 SCENARIO 2 –NEXUS WITH THE PLAN, IN-LIEU CREDIT

This scenario is similar to Scenario 1, but in addition, Developer X has implemented a Streetscape Improvement, per Appendix F of the Plan, which cost \$15,000. Using the same land use scenario described in the previous section, an example of how the mobility fee should be collected when considering nexus with the plan and giving in-lieu credit for implementing an improvement is provided below:

- The lot size is 45,000 square feet
- Developer X has a project consisting of 150,000 square feet of residential use and 20,000 square feet of retail use.

- The existing project site to be replaced by Developer X’s project consists of 50,000 square feet of office use
- Developer X’s gross mobility fee would be calculated as such:
 - $(150,000 \times \$1.36) + (20,000 \times \$14.04) = \$484,800$
 - This calculation utilizes the fee shown in the middle column of the table, regardless of the project’s FAR
- Developer X’s existing use credit for the existing office use to be demolished would be calculated as such:
 - $50,000 \times \$7.35 = \$367,500$
 - This calculation utilizes the fee shown in Table 4, regardless of the existing site’s FAR
- Developer X’s net mobility fee without considering in-lieu credit would be calculated as such:
 - $\$484,800 - \$367,500 = \$117,300$

**TABLE 24: TOTAL FUNDS REQUIRED TO FULLY MITIGATE IMPACT
NEXUS WITH THE PLAN AND NO POLICY DISCOUNTS, WITH IN-LIEU CREDIT**

Improvement Measure Categories	Total Cost	% Paid by Mobility Fee	Mobility Fee	% Paid by Other Sources	Other Sources
Roadway Improvements (Construction Cost)	\$117,300	40%	\$24,868	60%	\$37,301
Roadway Improvements (Land Dedication Cost)			\$22,052		\$33,079
New Orange Line Station	\$5,865	20%	\$1,173	80%	\$4,692
Bus Purchases	\$11,730	20%	\$2,346	80%	\$9,384
Bus Operating	\$37,536	100%	\$37,356	0%	\$0
Streetscape	\$8,211	100%	\$8,211	0%	\$0
NTM, LDC, TDM, Admin., Restudy	\$21,114	100%	\$21,114	0%	\$0
Total Funds Required to Fully Mitigate Development’s Impacts	\$201,756		\$117,300		\$84,456

- Developer X’s in-lieu credit for implementing a \$15,000 streetscape improvement would be calculated as such:
 - $\$15,000 \times 100\% = \$15,000$

**TABLE 25: IN-LIEU CREDIT
NEXUS WITH THE PLAN AND NO POLICY DISCOUNTS, WITH IN-LIEU CREDIT**

In-Lieu Credit for Streetscape	Total Cost	% Paid by Mobility Fee	Mobility Fee	% Paid by Other Sources	Other Sources
Required Funds for Streetscape Improvement(s)	\$8,211	100%	\$8,211	0%	\$0
Streetscape Improvements Implemented by Developer	\$15,000	100%	\$15,000	0%	\$0
Shortfall in Required Funds for Streetscape Improvement(s)	\$0	100%	\$6,789	0%	\$0
Streetscape Improvement Cost Covered by Mobility Fee & Other Sources	\$0	100%	-\$6,789	0%	\$0
In-Lieu Credit			\$15,000		

- Thus, the Developer would get an in-lieu credit of \$15,000 towards their final mobility fee
- Developer X's final net mobility fee would be calculated as such:
 - $\$117,300 - \$15,000 = \underline{\$102,300}$

Table 9 summarizes the total net mobility fee results of the two development scenarios.

TABLE 26: COMPARATIVE ANALYSIS OF FEE CALCULATION SCENARIOS

Scenario	Existing Use Credit	Total Gross Fee (Proposed Use)	Total Net Mobility Fee	Nexus with the EIR?
1	-\$367,500	\$484,800	\$117,300	Yes
2	-\$367,500	\$485,800	\$102,300	Yes

EXHIBIT A: IMPROVEMENT COSTS (IN SPECIFIC PLAN)

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Appendix

Table 1 - Warner Center - Cost Per Mitigation Measure

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Instruction 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 40%, and not to exceed 40% of net Mobility Fee*)	Int Total
1	Signalized	Topanga Canyon Blvd and Vanowen St													
		Add a 2nd NB right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a 2nd NB left	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Remove EB right for a shared through/right & add 2nd EB left	No	\$0	\$0	\$0	\$203,250	\$249,998	\$99,999	\$149,999	\$249,998	\$99,999	\$149,999	\$99,999	
		Add a dedicated WB right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	
											\$1,756,890	\$702,756	\$1,054,134	\$702,756	Int Total
2	Signalized	Canoga Ave and Vanowen St													
		Add a 3rd EB through lane	No	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Add a 3rd WB through lane	Yes	\$1,584,000	\$633,600	\$950,400	\$1,154,604	\$1,420,163	\$568,065	\$852,098	\$3,004,163	\$1,201,665	\$1,802,498	\$1,201,665	Int Total
3	Signalized	De Soto Ave and Vanowen St													
		Add a 3rd EB through lane	No	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Add a 3rd WB through lane	Yes	\$1,584,000	\$633,600	\$950,400	\$1,154,604	\$1,420,163	\$568,065	\$852,098	\$3,004,163	\$1,201,665	\$1,802,498	\$1,201,665	Int Total
4	Signalized	Topanga Canyon Blvd and Victory Blvd													
		Add a 4th EB through	Yes	\$1,584,000	\$633,600	\$950,400	\$1,154,604	\$1,420,163	\$568,065	\$852,098	\$3,004,163	\$1,201,665	\$1,802,498	\$1,201,665	
		Add a 2nd NB Left	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a dedicated NB Right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a dedicated WB Right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a 2nd SB Left	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a dedicated SB Right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	
											\$5,491,050	\$2,196,420	\$3,294,630	\$2,196,420	Int Total
5	Signalized	Canoga Ave and Victory Blvd													
		Add a dedicated EB shared through/right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a dedicated NB Right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a 2nd WB left	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a 2nd SB left	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	
											\$1,996,890	\$798,756	\$1,198,134	\$798,756	Int Total
6	Signalized	De Soto Ave and Victory Blvd													
		Add a dedicated EB right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a dedicated NB Right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a 2nd NB left	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a WB shared through/right as a 4th, replacing dedicated right	No	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Add a 2nd SB left	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a 4th SB through	Yes	\$1,056,000	\$422,400	\$633,600	\$769,736	\$946,775	\$378,710	\$568,065	\$2,002,775	\$801,110	\$1,201,665	\$801,110	
		Add a dedicated SB Right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	
											\$4,489,663	\$1,795,865	\$2,693,798	\$1,795,865	Int Total
7	Signalized	Topanga Canyon Blvd and Erwin St													
		Add a dedicated NB Right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a dedicated WB Right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a 2nd WB left	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	
											\$1,506,893	\$602,757	\$904,136	\$602,757	Int Total

Warner Center Mobility Fee Clarification Study

Appendix

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Instruction 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 40%, and not to exceed 40% of net Mobility Fee*)	
8	Signalized	Owensmouth Ave and Erwin St													
		Add a dedicated NB Right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a 2nd NB left	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a dedicated EB right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a 2nd EB left	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a dedicated WB Right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Change SB left-turn signal control from prot to perm/prot	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	
		Add dual SB dedicated rights	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
											\$2,976,885	\$1,190,754	\$1,786,131	\$1,190,754	Int Total
9	Signalized	Canoga Ave and Erwin St													
		Add a 2nd NB left	None available	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a dedicated EB right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a 2nd EB left	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a dedicated WB Right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a 2nd WB left	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	
											\$2,486,888	\$994,755	\$1,492,133	\$994,755	Int Total
11	Signalized	De Soto Ave and Erwin St													
		Add a 2nd NB through	No	\$0	\$0	\$0	\$769,736	\$946,775	\$378,710	\$568,065	\$946,775	\$378,710	\$568,065	\$378,710	
		Add a 4th SB through	No	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Add a dedicated SB right	No	\$0	\$0	\$0	\$203,250	\$249,998	\$99,999	\$149,999	\$249,998	\$99,999	\$149,999	\$99,999	
		Relocate existing bike lane									\$0	\$0	\$0	\$0	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	
											\$1,233,673	\$493,469	\$740,204	\$493,469	Int Total
12	Signalized	Topanga Canyon Blvd and Oxnard St													
		Add a dedicated NB right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a 2nd WB left	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	
											\$1,016,895	\$406,758	\$610,137	\$406,758	Int Total
13	Signalized	Canoga Ave and Oxnard St													
		Add a dedicated NB right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a dedicated WB Right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a dedicated SB right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a 2nd NB left	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add additional through	Yes	\$1,056,000	\$422,400	\$633,600	\$769,736	\$946,775	\$378,710	\$568,065	\$2,002,775	\$801,110	\$1,201,665	\$801,110	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	
											\$3,999,665	\$1,599,866	\$2,399,799	\$1,599,866	Int Total
14	Signalized	De Soto Ave and Oxnard St													
		Add a dedicated NB right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a dedicated SB right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		Add a 4th SB through	Yes	\$1,584,000	\$633,600	\$950,400	\$1,154,604	\$1,420,163	\$568,065	\$852,098	\$3,004,163	\$1,201,665	\$1,802,498	\$1,201,665	
		Relocate existing bike lane									\$0	\$0	\$0	\$0	
											\$3,984,158	\$1,593,663	\$2,390,495	\$1,593,663	Int Total
15	Un-signalized	Topanga Canyon Blvd and Califa St													
		Add a traffic signal					\$220,000	\$270,600	\$108,240	\$162,360	\$270,600	\$108,240	\$162,360	\$108,240	
		Add a dedicated NB right Add	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
		a 2nd dedicated SB right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998	\$195,999	\$293,999	\$195,999	
											\$1,250,595	\$500,238	\$750,357	\$500,238	Int Total

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Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit Cost Paid For by Mobility Fee (40%)	ROW Cost Paid By Outside Sources (60%)	Construction Cost	Instruction 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 40%, and not to exceed 40% of net Mobility Fee*)	Int Total
18	Un-signalized	De Soto Ave and Califa St Add a traffic signal Add a dedicated SB right Add a 2nd dedicated EB right Signal Modification	Yes Yes	\$240,000 \$240,000	\$96,000 \$96,000	\$144,000 \$144,000	\$220,000 \$203,250 \$203,250 \$30,000	\$270,600 \$249,998 \$249,998 \$36,900	\$108,240 \$99,999 \$99,999 \$14,760	\$162,360 \$149,999 \$149,999 \$22,140	\$270,600 \$489,998 \$489,998 \$36,900 \$1,287,495	\$108,240 \$195,999 \$195,999 \$14,760 \$514,998	\$162,360 \$293,999 \$293,999 \$22,140 \$772,497	\$108,240 \$195,999 \$195,999 \$14,760 \$514,998	Int Total
19	Signalized	101 Ventura Fwy WB and Burbank Blvd Add a 2nd WB through lane	No	\$0	\$0	\$0	\$577,302	\$710,081	\$284,033	\$426,048	\$710,081 \$710,081	\$284,033 \$284,033	\$426,048 \$426,048	\$284,033 \$284,033	Int Total
20	Signalized	Topanga Canyon Blvd and Burbank Blvd Add a 3rd WB through lane Add a shared NB through/right as a 4th through, replacing existing right Add a 2nd NB left Add a 2nd WB left Signal Modification	Yes Yes Yes Yes	\$1,584,000 \$792,000 \$240,000 \$240,000	\$633,600 \$316,800 \$96,000 \$96,000	\$950,400 \$475,200 \$144,000 \$144,000	\$1,154,604 \$577,302 \$203,250 \$30,000	\$1,420,163 \$710,081 \$249,998 \$36,900	\$568,065 \$284,033 \$99,999 \$14,760	\$852,098 \$426,048 \$149,999 \$22,140	\$3,004,163 \$1,502,081 \$489,998 \$36,900 \$5,523,139	\$1,201,665 \$600,833 \$195,999 \$14,760 \$2,209,256	\$1,802,498 \$901,248 \$293,999 \$22,140 \$3,313,883	\$1,201,665 \$600,833 \$195,999 \$14,760 \$2,209,256	Int Total
22	Signalized	Canoga Ave and Burbank Blvd Add dual dedicated NB rights Add a 2nd NB left Signal Modification	Yes Yes	\$480,000 \$240,000	\$192,000 \$96,000	\$288,000 \$144,000	\$406,500 \$203,250 \$30,000	\$499,998 \$249,998 \$36,900	\$199,998 \$99,999 \$14,760	\$300,000 \$149,999 \$22,140	\$979,998 \$489,998 \$36,900 \$1,016,895	\$391,999 \$195,999 \$14,760 \$406,758	\$587,998 \$293,999 \$22,140 \$610,137	\$591,998 \$195,999 \$14,760 \$406,758	Int Total
25	Signalized	De Soto Ave 101 Ventura Fwy WB Add a 3rd WB through lane Add a 2nd NB left	Yes Yes	\$527,472 \$240,000	\$210,989 \$96,000	\$316,483 \$144,000	\$384,483 \$203,250	\$472,914 \$249,998	\$189,166 \$99,999	\$283,748 \$149,999	\$1,000,386 \$489,998 \$1,490,384	\$400,155 \$195,999 \$596,154	\$600,231 \$293,999 \$894,230	\$400,155 \$195,999 \$596,154	Int Total
27	Signalized	De Soto Ave and 101 Ventura Fwy EB Add a 4th NB through	No	\$0	\$0	\$0	\$384,483	\$472,914	\$189,166	\$283,748	\$472,914 \$472,914	\$189,166 \$189,166	\$283,748 \$283,748	\$189,166 \$189,166	Int Total
28	Signalized	Topanga Canyon Blvd and Nordhoff St Add a 2nd WB left (restripe) Signal Modification	No	\$0	\$0	\$0	\$3,000 \$30,000	\$3,690 \$36,900	\$1,476 \$14,760	\$2,214 \$22,140	\$3,690 \$36,900 \$40,590	\$1,476 \$14,760 \$16,236	\$2,214 \$22,140 \$24,354	\$1,476 \$14,760 \$16,236	Int Total
29	Signalized	Topanga Canyon Blvd and Roscoe Blvd Add a 2nd SB right Add a 2nd NB left Signal Modification	Yes Yes	\$240,000 \$240,000	\$96,000 \$96,000	\$144,000 \$144,000	\$203,250 \$203,250 \$30,000	\$249,998 \$249,998 \$36,900	\$99,999 \$99,999 \$14,760	\$149,999 \$149,999 \$22,140	\$489,998 \$489,998 \$36,900 \$1,016,895	\$195,999 \$195,999 \$14,760 \$406,758	\$293,999 \$293,999 \$22,140 \$610,137	\$195,999 \$195,999 \$14,760 \$406,758	Int Total
31	Signalized	Shoup Ave and Sherman Way Add a dedicated NB right Change SB left-turn signal control to prot for AM and perm/pro for PM	Yes No	\$240,000 \$0	\$96,000 \$0	\$144,000 \$0	\$203,250 \$30,000	\$249,998 \$36,900	\$99,999 \$14,760	\$149,999 \$22,140	\$489,998 \$36,900 \$526,898	\$195,999 \$14,760 \$210,759	\$293,999 \$22,140 \$316,139	\$195,999 \$14,760 \$210,759	Int Total
33	Signalized	Owensmouth Ave and Sherman Way Add a 2nd WB left Signal Modification	Yes	\$240,000	\$96,000	\$144,000	\$203,250 \$30,000	\$249,998 \$36,900	\$99,999 \$14,760	\$149,999 \$22,140	\$489,998 \$36,900 \$526,898	\$195,999 \$14,760 \$210,759	\$293,999 \$22,140 \$316,139	\$195,999 \$14,760 \$210,759	Int Total
34	Signalized	Canoga Ave and Sherman Way Add prot signal control for NB and WB Add a 2nd WB left	No Yes	\$0 \$240,000	\$0 \$96,000	\$0 \$144,000	\$30,000 \$203,250	\$36,900 \$249,998	\$14,760 \$99,999	\$22,140 \$149,999	\$36,900 \$489,998 \$526,898	\$14,760 \$195,999 \$210,759	\$22,140 \$293,999 \$316,139	\$14,760 \$195,999 \$210,759	Int Total

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35	Signalized	De Soto Ave and Sherman Way Add a dedicated NB right Add a dedicated SB right Signal Modification	Yes Yes	\$240,000 \$240,000	\$96,000 \$96,000	\$144,000 \$144,000	\$203,250 \$203,250 \$30,000	\$249,998 \$249,998 \$36,900	\$99,999 \$99,999 \$14,760	\$149,999 \$149,999 \$22,140	\$489,998 \$489,998 \$36,900 \$1,016,895	\$195,999 \$195,999 \$14,760 \$406,758	\$293,999 \$293,999 \$22,140 \$610,137	\$195,999 \$195,999 \$14,760 \$406,758	Int Total
36	Signalized	Fallbrook Ave and Vanowen St Add a NB shared through/right as 3rd through to replace existing right Add a SB shared through/right as 3rd through to replace existing right Requires relocation of existing Metro bus stops at NE & SW corners	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$0 \$48,708	\$9,742 \$9,742 \$0 \$19,483	\$14,612 \$14,612 \$0 \$29,225	\$9,742 \$9,742 \$0 \$19,483	Int Total
37	Signalized	Shoup Ave and Vanowen St Add a dedicated EB right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998 \$489,998	\$195,999 \$195,999	\$293,999 \$293,999	\$195,999 \$195,999	Int Total
38	Signalized	Owensmouth Ave and Vanowen St Add a 3rd EB through Add a 3rd WB through Add a 2nd WB left Add a dedicated SB right Signal Modification	Yes Yes Yes Yes	\$1,584,000 \$1,584,000 \$240,000 \$240,000	\$633,600 \$633,600 \$96,000 \$96,000	\$950,400 \$950,400 \$144,000 \$144,000	\$1,154,604 \$1,154,604 \$203,250 \$203,250 \$30,000	\$1,420,163 \$1,420,163 \$249,998 \$249,998 \$36,900	\$568,065 \$568,065 \$99,999 \$99,999 \$14,760	\$852,098 \$852,098 \$149,999 \$149,999 \$22,140	\$3,004,163 \$3,004,163 \$489,998 \$489,998 \$36,900 \$7,025,221	\$1,201,665 \$1,201,665 \$195,999 \$195,999 \$14,760 \$2,810,088	\$1,802,498 \$1,802,498 \$293,999 \$293,999 \$22,140 \$4,215,133	\$1,201,665 \$1,201,665 \$195,999 \$195,999 \$14,760 \$2,810,088	Int Total
39	Signalized	Varlei Ave and Vanowen St Add a 2nd NB through Add a dedicated NB left Add a 2nd SB through Add a dedicated SB left Add a 3rd EB through Add a 3rd WB through	Part of Varlei Corridor Improvement Part of Varlei Corridor Improvement Part of Varlei Corridor Improvement Part of Varlei Corridor Improvement Yes Yes	\$1,584,000 \$1,584,000	\$633,600 \$633,600	\$950,400 \$950,400	\$1,154,604 \$1,154,604	\$1,420,163 \$1,420,163	\$568,065 \$568,065	\$852,098 \$852,098	\$3,004,163 \$3,004,163 \$6,008,326	\$1,201,665 \$1,201,665 \$2,403,330	\$1,802,498 \$1,802,498 \$3,604,996	\$1,201,665 \$1,201,665 \$2,403,330	Int Total
40	Signalized	Topanga Canyon Blvd and Kittridge St	Mitigated by Varlei Ave Corridor Improvement												
41	Signalized	Woodlake Ave and Victory Blvd Add a NB shared left/through & shared through/right, replacing existing left/through/right	Yes	\$1,584,000	\$633,600	\$950,400	\$1,154,604	\$1,420,163	\$568,065	\$852,098	\$3,004,163 \$3,004,163	\$1,201,665 \$1,201,665	\$1,802,498 \$1,802,498	\$1,201,665 \$1,201,665	Int Total
42	Signalized	Fallbrook Ave and Victory Blvd Add a 2nd SB left Add a dedicated WB right Signal Modification	Yes Yes	\$240,000 \$240,000	\$96,000 \$96,000	\$144,000 \$144,000	\$203,250 \$203,250 \$30,000	\$249,998 \$249,998 \$36,900	\$99,999 \$99,999 \$14,760	\$149,999 \$149,999 \$22,140	\$489,998 \$489,998 \$36,900 \$1,016,895	\$195,999 \$195,999 \$14,760 \$406,758	\$293,999 \$293,999 \$22,140 \$610,137	\$195,999 \$195,999 \$14,760 \$406,758	Int Total
43	Signalized	Shoup Ave and Victory Blvd Add a 3rd EB through (restripe) Add a 3rd WB through (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	\$9,742 \$9,742 \$19,483	Int Total
45	Signalized	Owensmouth Ave and Victory Blvd Add a 3rd NB through Add a 3rd SB through Add a 2nd SB left Add a 4th WB through Add a 4th EB through Signal Modification	Yes Yes Yes Victory Blvd Widening Victory Blvd Widening	\$1,584,000 \$1,584,000 \$240,000	\$633,600 \$633,600 \$96,000	\$950,400 \$950,400 \$144,000	\$1,154,604 \$1,154,604 \$203,250 \$30,000	\$1,420,163 \$1,420,163 \$249,998 \$0 \$0 \$36,900	\$568,065 \$568,065 \$99,999 \$0 \$0 \$14,760	\$852,098 \$852,098 \$149,999 \$0 \$0 \$22,140	\$3,004,163 \$3,004,163 \$489,998 \$0 \$0 \$36,900 \$6,535,223	\$1,201,665 \$1,201,665 \$195,999 \$0 \$0 \$14,760 \$2,614,089	\$1,802,498 \$1,802,498 \$293,999 \$0 \$0 \$22,140 \$3,921,134	\$1,201,665 \$1,201,665 \$195,999 \$0 \$0 \$14,760 \$2,614,089	Int Total

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46	Signalized	Variel Ave and Victory Blvd Add an EB shared through/right Add a 2nd WB left Add a 2nd NB through Add a dedicated NB right Add an EB left Add a WB shared through/right New SB approach: one left, two throughs, one right Signal Modification	Yes Yes Yes Yes Yes Yes Yes Yes	\$240,000 \$240,000 \$240,000 \$240,000 \$240,000 \$240,000 \$240,000 \$240,000	\$96,000 \$96,000 \$96,000 \$96,000 \$96,000 \$96,000 \$96,000 \$96,000	\$144,000 \$144,000 \$144,000 \$144,000 \$144,000 \$144,000 \$144,000 \$144,000	\$203,250 \$203,250 \$203,250 \$203,250 \$203,250 \$203,250 \$203,250 \$203,250	\$249,998 \$249,998 \$249,998 \$249,998 \$249,998 \$249,998 \$249,998 \$249,998	\$99,999 \$99,999 \$99,999 \$99,999 \$99,999 \$99,999 \$99,999 \$99,999	\$149,999 \$149,999 \$149,999 \$149,999 \$149,999 \$149,999 \$149,999 \$149,999	\$489,998 \$489,998 \$489,998 \$489,998 \$489,998 \$489,998 \$489,998 \$489,998	\$195,999 \$195,999 \$195,999 \$195,999 \$195,999 \$195,999 \$195,999 \$195,999	\$293,999 \$293,999 \$293,999 \$293,999 \$293,999 \$293,999 \$293,999 \$293,999	\$195,999 \$195,999 \$195,999 \$195,999 \$195,999 \$195,999 \$195,999 \$195,999	Int Total
47	Signalized	Mason Ave and Victory Blvd Add a 2nd EB left Add a 2nd WB left Add a dedicated NB right Add a 2nd SB right by converting EB through into shared through/right Signal Modification	Yes Yes Yes Yes Yes	\$240,000 \$240,000 \$240,000 \$240,000 \$24,000	\$96,000 \$96,000 \$96,000 \$96,000 \$9,600	\$144,000 \$144,000 \$144,000 \$144,000 \$14,400	\$203,250 \$203,250 \$203,250 \$203,250 \$20,325	\$249,998 \$249,998 \$249,998 \$249,998 \$25,000	\$99,999 \$99,999 \$99,999 \$99,999 \$10,000	\$149,999 \$149,999 \$149,999 \$149,999 \$15,000	\$489,998 \$489,998 \$489,998 \$489,998 \$49,000	\$195,999 \$195,999 \$195,999 \$195,999 \$19,600	\$293,999 \$293,999 \$293,999 \$293,999 \$29,400	\$195,999 \$195,999 \$195,999 \$195,999 \$19,600	Int Total
48	Signalized	Owensmouth Ave and Canyon Creek Dr (Pvt) Add a 2nd NB left Add a 2nd dedicated EB right Add a dedicated SB right Signal Modification	Yes Yes Yes Yes	\$240,000 \$240,000 \$240,000 \$240,000	\$96,000 \$96,000 \$96,000 \$96,000	\$144,000 \$144,000 \$144,000 \$144,000	\$203,250 \$203,250 \$203,250 \$203,250	\$249,998 \$249,998 \$249,998 \$249,998	\$99,999 \$99,999 \$99,999 \$99,999	\$149,999 \$149,999 \$149,999 \$149,999	\$489,998 \$489,998 \$489,998 \$489,998	\$195,999 \$195,999 \$195,999 \$195,999	\$293,999 \$293,999 \$293,999 \$293,999	\$195,999 \$195,999 \$195,999 \$195,999	Int Total
49	Signalized	Shoup Ave and Erwin St Add a dedicated NB right Signal Modification	Yes Yes	\$240,000 \$240,000	\$96,000 \$96,000	\$144,000 \$144,000	\$203,250 \$203,250	\$249,998 \$249,998	\$99,999 \$99,999	\$149,999 \$149,999	\$489,998 \$489,998	\$195,999 \$195,999	\$293,999 \$293,999	\$195,999 \$195,999	Int Total
50	Signalized	Shoup Ave and Oxnard St Add a dedicated NB right Signal Modification	Yes Yes	\$240,000 \$240,000	\$96,000 \$96,000	\$144,000 \$144,000	\$203,250 \$203,250	\$249,998 \$249,998	\$99,999 \$99,999	\$149,999 \$149,999	\$489,998 \$489,998	\$195,999 \$195,999	\$293,999 \$293,999	\$195,999 \$195,999	Int Total
52	Signalized	Shoup Ave and Burbank Blvd Change WB left-turn phasing from perm to prot Change NB left-turn phasing from perm to prot Signal Modification	No No Yes	\$0 \$0 \$24,000	\$0 \$0 \$9,600	\$0 \$0 \$14,400	\$0 \$0 \$20,325	\$0 \$0 \$25,000	\$0 \$0 \$10,000	\$0 \$0 \$15,000	\$0 \$0 \$49,000	\$0 \$0 \$19,600	\$0 \$0 \$29,400	\$0 \$0 \$19,600	Int Total
53	Signalized	Shoup Ave and Ventura Blvd Reconfigure EB & WB phasing from split to prot Add a 2nd WB right by converting existing through to shared through/right	Yes Yes	\$240,000 \$240,000	\$96,000 \$96,000	\$144,000 \$144,000	\$203,250 \$203,250	\$249,998 \$249,998	\$99,999 \$99,999	\$149,999 \$149,999	\$489,998 \$489,998	\$195,999 \$195,999	\$293,999 \$293,999	\$195,999 \$195,999	Int Total
54	Signalized	101 Ventura Fwy EB and Ventura Blvd Add a 2nd EB left Signal Modification	Yes Yes	\$240,000 \$240,000	\$96,000 \$96,000	\$144,000 \$144,000	\$203,250 \$203,250	\$249,998 \$249,998	\$99,999 \$99,999	\$149,999 \$149,999	\$489,998 \$489,998	\$195,999 \$195,999	\$293,999 \$293,999	\$195,999 \$195,999	Int Total
55	Unsignalized	Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB) Restripe & construct an island to change WB off-ramp into 1 free-flowing channelized right	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$203,250 \$203,250	\$249,998 \$249,998	\$99,999 \$99,999	\$149,999 \$149,999	\$249,998 \$249,998	\$99,999 \$99,999	\$149,999 \$149,999	\$99,999 \$99,999	Int Total

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Appendix

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Instruction 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 40%, and not to exceed 40% of net Mobility Fee*)	
56	Signalized	Topanga Canyon Blvd and Ventura Blvd Add a 2nd SB left Add a dedicated SB right Add a 2nd EB left Add a 2nd WB right Signal Modification	Yes Yes Yes Yes	\$240,000 \$240,000 \$240,000 \$240,000	\$96,000 \$96,000 \$96,000 \$96,000	\$144,000 \$144,000 \$144,000 \$144,000	\$203,250 \$203,250 \$203,250 \$203,250 \$30,000	\$249,998 \$249,998 \$249,998 \$249,998 \$36,900	\$99,999 \$99,999 \$99,999 \$99,999 \$14,760	\$149,999 \$149,999 \$149,999 \$149,999 \$22,140	\$489,998 \$489,998 \$489,998 \$489,998 \$36,900 \$1,996,890	\$195,999 \$195,999 \$195,999 \$195,999 \$195,999 \$798,756	\$293,999 \$293,999 \$293,999 \$293,999 \$22,140 \$1,198,134	\$195,999 \$195,999 \$195,999 \$195,999 \$195,999 \$798,756	Int Total
58	Signalized	De Soto Ave/Serrania Ave and Ventura Blvd Add a dedicated NB right Signal Modification	Yes	\$240,000	\$96,000	\$144,000	\$203,250 \$30,000	\$249,998 \$36,900	\$99,999 \$14,760	\$149,999 \$22,140	\$489,998 \$36,900 \$526,898	\$195,999 \$14,760 \$210,759	\$293,999 \$22,140 \$316,139	\$195,999 \$14,760 \$210,759	Int Total
61	Signalized	De Soto Ave and Kittridge St	Mitigated by Variel Ave Corridor Improvement												
70	Signalized	AMC Dwy and Oxnard St Add a dedicated NB right Add a dedicated NB left Signal Modification	Yes Yes	\$240,000 \$240,000	\$96,000 \$96,000	\$144,000 \$144,000	\$203,250 \$203,250 \$30,000	\$249,998 \$249,998 \$36,900	\$99,999 \$99,999 \$14,760	\$149,999 \$149,999 \$22,140	\$489,998 \$489,998 \$36,900 \$1,016,895	\$195,999 \$195,999 \$195,999 \$406,758	\$293,999 \$293,999 \$22,140 \$610,137	\$195,999 \$195,999 \$195,999 \$406,758	Int Total
71	Unsignalized	Eton Ave and Vanowen St Add a WB shared through/right as a 3rd through, replacing dedicated right Add a 3rd EB through	ounted for No	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,154,604	\$0 \$1,420,163	\$0 \$568,065	\$0 \$852,098	\$0 \$1,420,163 \$1,420,163	\$0 \$568,065 \$568,065	\$0 \$852,098 \$852,098	\$0 \$568,065 \$568,065	Int Total
72	Unsignalized	Independence Ave and Vanowen St Add a WB shared through/right as a 3rd through, replacing dedicated right Add a 3rd EB through	ounted for No	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,154,604	\$0 \$1,420,163	\$0 \$568,065	\$0 \$852,098	\$0 \$1,420,163 \$1,420,163	\$0 \$568,065 \$568,065	\$0 \$852,098 \$852,098	\$0 \$568,065 \$568,065	Int Total
73	Signalized	Variel Ave and Kittridge St Add a traffic signal Add a 2nd NB through Add a dedicated NB left Add a 2nd SB through Add a dedicated SB left Signal Modification	Yes Yes Yes Yes	\$240,000 \$1,584,000 \$240,000 \$1,584,000 \$240,000	\$96,000 \$633,600 \$96,000 \$633,600 \$96,000	\$144,000 \$950,400 \$144,000 \$950,400 \$144,000	\$220,000 \$203,250 \$1,154,604 \$1,420,163 \$203,250 \$30,000	\$270,600 \$249,998 \$1,420,163 \$568,065 \$249,998 \$36,900	\$108,240 \$99,999 \$568,065 \$568,065 \$99,999 \$14,760	\$162,360 \$149,999 \$852,098 \$852,098 \$149,999 \$22,140	\$270,600 \$489,998 \$3,004,163 \$3,004,163 \$489,998 \$36,900 \$7,295,821	\$108,240 \$195,999 \$1,201,665 \$1,201,665 \$195,999 \$14,760 \$2,918,328	\$162,360 \$293,999 \$1,802,498 \$1,802,498 \$293,999 \$22,140 \$4,377,493	\$108,240 \$195,999 \$1,201,665 \$1,201,665 \$195,999 \$14,760 \$2,918,328	Int Total
74	Unsignalized	Variel Ave and Oxnard St Add a traffic signal Add a dedicated WB left Add a dedicated EB left Add a dedicated WB right Add a dedicated EB right Signal Modification	Yes Yes Yes Yes	\$240,000 \$240,000 \$240,000 \$240,000 \$240,000	\$96,000 \$96,000 \$96,000 \$96,000 \$96,000	\$144,000 \$144,000 \$144,000 \$144,000 \$144,000	\$220,000 \$203,250 \$203,250 \$203,250 \$203,250 \$30,000	\$270,600 \$249,998 \$249,998 \$249,998 \$249,998 \$36,900	\$108,240 \$99,999 \$99,999 \$99,999 \$99,999 \$14,760	\$162,360 \$149,999 \$149,999 \$149,999 \$149,999 \$22,140	\$270,600 \$489,998 \$489,998 \$489,998 \$489,998 \$36,900 \$2,267,490	\$108,240 \$195,999 \$195,999 \$195,999 \$195,999 \$14,760 \$906,996	\$162,360 \$293,999 \$293,999 \$293,999 \$293,999 \$22,140 \$1,360,494	\$108,240 \$195,999 \$195,999 \$195,999 \$195,999 \$14,760 \$906,996	Int Total
77	Unsignalized	De Soto Ave and Clark St Add a dedicated NB right Add a 3rd NB through	No Cost accounted for	\$0 \$0	\$0 \$0	\$0 \$0	\$203,250 \$0	\$249,998 \$0	\$99,999 \$0	\$149,999 \$0	\$249,998 \$0 \$249,998	\$99,999 \$0 \$99,999	\$149,999 \$0 \$149,999	\$99,999 \$0 \$99,999	Int Total
81	Unsignalized	Topanga Canyon Blvd and Calvert St Add a traffic signal					\$220,000	\$270,600	\$108,240	\$162,360	\$270,600 \$270,600	\$108,240 \$108,240	\$162,360 \$162,360	\$108,240 \$108,240	
83	Signalized	Randi Ave and Victory Blvd Add a 3rd EB through Add a 3rd WB through	Cost accounted for Cost accounted for	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	Int Total

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Appendix

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Instruction 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 40%, and not to exceed 40% of net Mobility Fee*)	
86	Signalized	Topanga Canyon Blvd and Clarendon St Add a 2nd EB left Add a 2nd dedicated WB right Signal Modification	Yes Yes	\$240,000 \$240,000	\$96,000 \$96,000	\$144,000 \$144,000	\$203,250 \$203,250 \$30,000	\$249,998 \$249,998 \$36,900	\$99,999 \$99,999 \$14,760	\$149,999 \$149,999 \$22,140	\$489,998 \$489,998 \$36,900 \$1,016,895	\$108,240 \$195,999 \$195,999 \$406,758	\$162,360 \$293,999 \$293,999 \$610,137	\$108,240 \$195,999 \$195,999 \$406,758	Int Total
87	Signalized	Jordan Ave and Sherman Way Add a dedicated NB left Add a dedicated SB left Signal Modification	Yes Yes	\$240,000 \$240,000	\$96,000 \$96,000	\$144,000 \$144,000	\$203,250 \$203,250 \$30,000	\$249,998 \$249,998 \$36,900	\$99,999 \$99,999 \$14,760	\$149,999 \$149,999 \$22,140	\$489,998 \$489,998 \$36,900 \$1,016,895	\$195,999 \$195,999 \$14,760 \$406,758	\$293,999 \$293,999 \$22,140 \$610,137	\$195,999 \$195,999 \$14,760 \$406,758	Int Total
88	Signalized	Remmet Ave and Sherman Way Add a dedicated NB left Add a dedicated SB left Add a dedicated WB right Signal Modification	Yes Yes Yes	\$240,000 \$240,000 \$240,000	\$96,000 \$96,000 \$96,000	\$144,000 \$144,000 \$144,000	\$203,250 \$203,250 \$203,250 \$30,000	\$249,998 \$249,998 \$249,998 \$36,900	\$99,999 \$99,999 \$99,999 \$14,760	\$149,999 \$149,999 \$149,999 \$22,140	\$489,998 \$489,998 \$489,998 \$1,506,893	\$195,999 \$195,999 \$195,999 \$602,757	\$293,999 \$293,999 \$293,999 \$904,136	\$195,999 \$195,999 \$195,999 \$602,757	Int Total
89	Signalized	Variel Ave and Sherman Way Add a dedicated NB left Add a dedicated SB left Add a dedicated EB right Add a dedicated NB right Signal Modification	Yes Yes Yes Yes	\$240,000 \$240,000 \$240,000 \$240,000	\$96,000 \$96,000 \$96,000 \$96,000	\$144,000 \$144,000 \$144,000 \$144,000	\$203,250 \$203,250 \$203,250 \$203,250 \$30,000	\$249,998 \$249,998 \$249,998 \$249,998 \$36,900	\$99,999 \$99,999 \$99,999 \$99,999 \$14,760	\$149,999 \$149,999 \$149,999 \$149,999 \$22,140	\$489,998 \$489,998 \$489,998 \$489,998 \$36,900 \$1,996,890	\$195,999 \$195,999 \$195,999 \$195,999 \$14,760 \$798,756	\$293,999 \$293,999 \$293,999 \$293,999 \$22,140 \$1,198,134	\$195,999 \$195,999 \$195,999 \$195,999 \$14,760 \$798,756	Int Total
91	Signalized	Owensmouth Ave and Hart St	Mitigated by Variel Ave Corridor Improvement												
93	Signalized	Mason Ave and Vanowen St Add a dedicated NB right Add a dedicated SB right Add a dedicated EB right Add a dedicated WB right Additional WB right capacity requires relocation of existing Metro stop	Yes Yes No No	\$240,000 \$240,000 \$240,000 \$240,000	\$96,000 \$96,000 \$96,000 \$96,000	\$144,000 \$144,000 \$144,000 \$144,000	\$203,250 \$203,250 \$203,250 \$203,250	\$249,998 \$249,998 \$249,998 \$249,998	\$99,999 \$99,999 \$99,999 \$99,999	\$149,999 \$149,999 \$149,999 \$149,999	\$489,998 \$489,998 \$489,998 \$489,998 \$0 \$1,959,990	\$195,999 \$195,999 \$195,999 \$195,999 \$0 \$783,996	\$293,999 \$293,999 \$293,999 \$293,999 \$0 \$1,175,994	\$195,999 \$195,999 \$195,999 \$195,999 \$0 \$783,996	Int Total
95	Signalized	Owensmouth Ave and Saticoy St Add a dedicated NB left Signal Modification	Yes	\$240,000	\$96,000	\$144,000	\$203,250 \$30,000	\$249,998 \$36,900	\$99,999 \$14,760	\$149,999 \$22,140	\$489,998 \$36,900 \$526,898	\$195,999 \$14,760 \$210,759	\$293,999 \$22,140 \$316,139	\$195,999 \$14,760 \$210,759	Int Total
96	Signalized	Canoga Ave and Saticoy St Add a 2nd SB left Add a dedicated EB right Signal Modification	Yes Yes	\$240,000 \$240,000	\$96,000 \$96,000	\$144,000 \$144,000	\$203,250 \$203,250 \$30,000	\$249,998 \$249,998 \$36,900	\$99,999 \$99,999 \$14,760	\$149,999 \$149,999 \$22,140	\$489,998 \$489,998 \$36,900 \$1,016,895	\$195,999 \$195,999 \$14,760 \$406,758	\$293,999 \$293,999 \$22,140 \$610,137	\$195,999 \$195,999 \$14,760 \$406,758	Int Total
98	Signalized	De Soto Ave and Saticoy St Add a dedicated EB right Add a dedicated WB right	Yes Yes	\$240,000 \$240,000	\$96,000 \$96,000	\$144,000 \$144,000	\$203,250 \$203,250	\$249,998 \$249,998	\$99,999 \$99,999	\$149,999 \$149,999	\$489,998 \$489,998 \$979,995	\$195,999 \$195,999 \$391,998	\$293,999 \$293,999 \$587,997	\$195,999 \$195,999 \$391,998	Int Total
101	Signalized	Canoga Ave and Valerio St Add WB prot left, change NB from prot to perm	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	\$14,760 \$14,760	Int Total

Warner Center Mobility Fee Clarification Study

Appendix

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Instruction 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 40%, and not to exceed 40% of net Mobility Fee*)	
103	Signalized	Mason Ave and Sherman Way Change SB left-turn signal control to prot for AM and perm/prot for PM Change WB left-turn signal control to prot for AM and perm/prot for PM Change NB left-turn signal control to prot for AM and perm/prot for PM Change EB left-turn signal control to prot for AM and perm/prot for PM Signal Modification	No No No No	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$30,000	\$36,900	\$14,760	\$22,140	\$0 \$0 \$0 \$0 \$36,900 \$36,900	\$0 \$0 \$0 \$0 \$14,760 \$14,760	\$0 \$0 \$0 \$0 \$22,140 \$22,140	\$0 \$0 \$0 \$0 \$14,760 \$14,760	Int Total
106	Signalized	Winnetka Ave and Vanowen St Add a dedicated SB right Add a dedicated NB right	Yes Yes	\$240,000 \$240,000	\$96,000 \$96,000	\$144,000 \$144,000	\$203,250 \$203,250	\$249,998 \$249,998	\$99,999 \$99,999	\$149,999 \$149,999	\$489,998 \$489,998 \$979,995	\$195,999 \$195,999 \$391,998	\$293,999 \$293,999 \$587,997	\$195,999 \$195,999 \$391,998	Int Total
108	Signalized	Winnetka Ave and Victory Blvd Add a 2nd NB left Add a 2nd EB left Add a 2nd SB left Add a 2nd WB left Signal Modification	Yes Yes Yes Yes	\$240,000 \$240,000 \$240,000 \$240,000	\$96,000 \$96,000 \$96,000 \$96,000	\$144,000 \$144,000 \$144,000 \$144,000	\$203,250 \$203,250 \$203,250 \$203,250 \$30,000	\$249,998 \$249,998 \$249,998 \$249,998 \$36,900	\$99,999 \$99,999 \$99,999 \$99,999 \$14,760	\$149,999 \$149,999 \$149,999 \$149,999 \$22,140	\$489,998 \$489,998 \$489,998 \$489,998 \$36,900 \$1,996,890	\$195,999 \$195,999 \$195,999 \$195,999 \$14,760 \$798,756	\$293,999 \$293,999 \$293,999 \$293,999 \$22,140 \$1,198,134	\$195,999 \$195,999 \$195,999 \$195,999 \$14,760 \$798,756	Int Total
112	Signalized	Winnetka Ave and Oxnard St Add a dedicated WB right	Yes	\$240,000	\$96,000	\$144,000	\$203,250	\$249,998	\$99,999	\$149,999	\$489,998 \$489,998	\$195,999 \$195,999	\$293,999 \$293,999	\$195,999 \$195,999	Int Total
113	Signalized	Fallbrook Ave and Burbank Blvd Add prot left-turn signal control to NB & WB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	\$14,760 \$14,760	Int Total
118	Signalized	Winnetka Ave and Ventura Blvd Add a WB shared through/right as a 3rd through, replacing existing dedicated right	No	\$1,584,000	\$633,600	\$950,400	\$1,154,604	\$1,420,163	\$568,065	\$852,098	\$3,004,163 \$3,004,163	\$1,201,665 \$1,201,665	\$1,802,498 \$1,802,498	\$1,201,665 \$1,201,665	Int Total
120	Signalized	Topanga Canyon Blvd and Mullholland Dr Add a dedicated SB right Signal Modification	Yes	\$240,000	\$96,000	\$144,000	\$203,250 \$30,000	\$249,998 \$36,900	\$99,999 \$14,760	\$149,999 \$22,140	\$489,998 \$36,900 \$526,898	\$195,999 \$14,760 \$210,759	\$293,999 \$22,140 \$316,139	\$195,999 \$14,760 \$210,759	Int Total
121	Signalized	Fallbrook Ave and Ventura Blvd Change EB left-turn control to strictly protected	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	\$14,760 \$14,760	Int Total
123	Signalized	Tampa Ave and Ventura Blvd Change EB left-turn control to strictly protected	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	\$14,760 \$14,760	Int Total
126	Signalized	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd Add a 3rd WB through	Yes	\$1,584,000	\$633,600	\$950,400	\$1,154,604	\$1,420,163	\$568,065	\$852,098	\$3,004,163 \$3,004,163	\$1,201,665 \$1,201,665	\$1,802,498 \$1,802,498	\$1,201,665 \$1,201,665	Int Total
127	Signalized	Topham St/Busway and Victory Blvd Reconfigure NB approach for 1 dedicated left & 1 shared left/through/right Signal Modification	No	\$0	\$0	\$0	\$3,000 \$30,000	\$3,690 \$36,900	\$1,476 \$14,760	\$2,214 \$22,140	\$3,690 \$36,900 \$40,590	\$1,476 \$14,760 \$16,236	\$2,214 \$22,140 \$24,354	\$1,476 \$14,760 \$16,236	Int Total
128	Signalized	Corbin Ave and Victory Blvd Add a 3rd EB through lane Add a 3rd WB through lane	Yes Yes	\$1,584,000 \$1,584,000	\$633,600 \$633,600	\$950,400 \$950,400	\$1,154,604 \$1,154,604	\$1,420,163 \$1,420,163	\$568,065 \$568,065	\$852,098 \$852,098	\$3,004,163 \$3,004,163 \$6,008,326	\$1,201,665 \$1,201,665 \$2,403,330	\$1,802,498 \$1,802,498 \$3,604,996	\$1,201,665 \$1,201,665 \$2,403,330	Int Total

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129	Signalized	Tampa Ave and Victory Blvd Add a 3rd EB through lane (restripe) Add a 3rd WB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	\$9,742 \$9,742 \$19,483	Int Total
130	Signalized	Burbank Blvd and Ventura Blvd Add prot signal control for SB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	\$14,760 \$14,760	Int Total
131	Signalized	Reseda Blvd and Burbank Blvd Add a dedicated EB right Add a 3rd NB through lane Add a 2nd dedicated SB right	Yes Yes Yes	\$240,000 \$792,000 \$240,000	\$96,000 \$316,800 \$96,000	\$144,000 \$475,200 \$144,000	\$203,250 \$577,302 \$203,250	\$249,998 \$710,081 \$249,998	\$99,999 \$284,033 \$99,999	\$149,999 \$426,048 \$149,999	\$489,998 \$1,502,081 \$489,998 \$2,482,076	\$195,999 \$600,833 \$195,999 \$992,831	\$293,999 \$901,248 \$293,999 \$1,489,245	\$195,999 \$600,833 \$195,999 \$992,831	Int Total
132	Signalized	Reseda Blvd and 101 Ventura Fwy EB Add a 2nd EB left (optional) Signal Modification	Yes	\$240,000	\$96,000	\$144,000	\$203,250 \$30,000	\$249,998 \$36,900	\$99,999 \$14,760	\$149,999 \$22,140	\$489,998 \$36,900 \$526,898	\$195,999 \$14,760 \$210,759	\$293,999 \$22,140 \$316,139	\$195,999 \$14,760 \$210,759	Int Total
133	Signalized	Reseda Blvd and 101 Ventura Fwy Wb Remove WB shared LTR to add 2nd left and 2nd right Add a 3rd NB through lane	Yes Cost accounted for	\$0 \$0	\$0 \$0	\$0 \$0	\$203,250 \$0	\$249,998 \$0	\$99,999 \$0	\$149,999 \$0	\$249,998 \$0 \$249,998	\$99,999 \$0 \$99,999	\$149,999 \$0 \$149,999	\$99,999 \$0 \$99,999	Int Total
136	Signalized	De Soto Ave and Nordhoff St Add prot signal control for NB Add a 2nd EB left	Yes	\$240,000	\$96,000	\$144,000	\$30,000 \$203,250	\$36,900 \$249,998	\$14,760 \$99,999	\$22,140 \$149,999	\$36,900 \$489,998 \$526,898	\$14,760 \$195,999 \$210,759	\$22,140 \$293,999 \$316,139	\$14,760 \$195,999 \$210,759	Int Total
137	Signalized	Topanga Canyon Blvd and Parthenia St Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	\$9,742 \$9,742 \$19,483	Int Total
139	Signalized	De Soto Ave and Parthenia St Add a dedicated EB right Add a dedicated WB right Signal Modification	Yes Yes	\$240,000 \$240,000	\$96,000 \$96,000	\$144,000 \$144,000	\$203,250 \$203,250 \$30,000	\$249,998 \$249,998 \$36,900	\$99,999 \$99,999 \$14,760	\$149,999 \$149,999 \$22,140	\$489,998 \$489,998 \$36,900 \$1,016,895	\$195,999 \$195,999 \$14,760 \$406,758	\$293,999 \$293,999 \$22,140 \$610,137	\$195,999 \$195,999 \$14,760 \$406,758	Int Total
140	Signalized	Fallbrook Ave and Roscoe Blvd Add a shared right turn to existing NB through (restripe)	No	\$0	\$0	\$0	\$3,000	\$3,690	\$1,476	\$2,214	\$3,690 \$3,690	\$1,476 \$1,476	\$2,214 \$2,214	\$1,476 \$1,476	Int Total
141	Signalized	Shoup Ave and Roscoe Blvd Add prot signal control for NB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	\$14,760 \$14,760	Int Total
142	Signalized	Canoga Ave and Roscoe Blvd Add prot signal control for NB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	\$14,760 \$14,760	Int Total
143	Signalized	De Soto Ave and Roscoe Blvd Add a dedicated NB right Add a dedicated WB right	Yes Yes	\$240,000 \$240,000	\$96,000 \$96,000	\$144,000 \$144,000	\$203,250 \$203,250	\$249,998 \$249,998	\$99,999 \$99,999	\$149,999 \$149,999	\$489,998 \$489,998 \$979,995	\$195,999 \$195,999 \$391,998	\$293,999 \$293,999 \$587,997	\$195,999 \$195,999 \$391,998	Int Total
144	Signalized	Mason Ave and Roscoe Blvd Add a dedicated NB right (restripe) Add a dedicated SB right (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$3,000 \$3,000	\$3,690 \$3,690	\$1,476 \$1,476	\$2,214 \$2,214	\$3,690 \$3,690 \$7,380	\$1,476 \$1,476 \$2,952	\$2,214 \$2,214 \$4,428	\$1,476 \$1,476 \$2,952	Int Total

Warner Center Mobility Fee Clarification Study

Appendix

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Instruction 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 40%, and not to exceed 40% of net Mobility Fee*)	
145	Signalized	Winnetka Ave and Roscoe Blvd Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$1,980 \$1,980	\$2,435 \$2,435	\$974 \$974	\$1,461 \$1,461	\$2,435 \$2,435 \$4,871	\$974 \$974 \$1,948	\$1,461 \$1,461 \$2,923	\$974 \$974 \$1,948	Int Total
148	Signalized	Mason Ave and Saticoy St Add a dedicated NB right Add a dedicated SB right Add a dedicated EB right Add a dedicated WB right	Yes Yes Yes Yes	\$240,000 \$240,000 \$240,000 \$240,000	\$96,000 \$96,000 \$96,000 \$96,000	\$144,000 \$144,000 \$144,000 \$144,000	\$203,250 \$203,250 \$203,250 \$203,250	\$249,998 \$249,998 \$249,998 \$249,998	\$99,999 \$99,999 \$99,999 \$99,999	\$149,999 \$149,999 \$149,999 \$149,999	\$489,998 \$489,998 \$489,998 \$489,998 \$1,959,990	\$195,999 \$195,999 \$195,999 \$195,999 \$783,996	\$293,999 \$293,999 \$293,999 \$293,999 \$1,175,994	\$195,999 \$195,999 \$195,999 \$195,999 \$783,996	Int Total
149	Signalized	Winnetka Ave and Saticoy St Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	\$9,742 \$9,742 \$19,483	Int Total
150	Signalized	Fallbrook Av and Sherman Way Add prot signal control for SB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	\$14,760 \$14,760	Int Total
151	Signalized	Winnetka Ave and Sherman Way Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	\$9,742 \$9,742 \$19,483	Int Total
Intersection Totals				\$62,783,472			\$57,401,870	\$70,604,300			\$133,387,779	\$53,355,112	\$80,032,667	\$53,355,112	
Net Victory Boulevard Widening - Topanga Cyn Blvd to DeSoto Ave (approximately 8,800 ft of construction & 5,800 ft of ROW), considering \$11,000,000 in existing funding											\$6,000,000				
Variel Avenue Widening - Victory Blvd to Vanowen St (approximately 2,600 ft of construction & 420 ft of ROW)											\$6,300,000				
Variel Bridge and Metro Orange Line Crossing (approximately 650 ft of 4-lane Bridge across LA River, plus signal modification costs)											\$10,000,000				
TOTAL COSTS											\$155,687,779	\$62,300,000	\$93,387,779	\$62,300,000	

* Mobility Fee = Proposed Square Feet x \$/SF for the specific type of proposed development land use (from middle column)

Existing Use Credit = Existing Square Feet x \$/SF for the specific type of existing land use on the same site which is expected to be removed (from middle column only)

Net Mobility Fee = Mobility Fee – Existing Use Credit

Warner Center Mobility Fee Clarification Study

Appendix

New Orange Line Terminus Costs		Cost Paid For by Mobility Fee (20%)	Cost Paid by Outside Sources (80%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 20%, and not to exceed 1% of net Mobility Fee)
Terminus Station Construction Cost Estimate	\$5,000,000			
R.O.W. Dedication (sq.ft.)	\$0,000			
R.O.W. Cost (@ \$100/sq ft)	\$5,000,000			
Total Cost: Construction + R.O.W.	\$10,000,000	\$2,000,000	\$8,000,000	\$2,000,000

Bus Purchases	Orange Line	Local Metro Service	Warner Center Dedicated Circulator	TOTALS	Cost Paid For by Mobility Fee (20%)	Cost Paid by Outside Sources (80%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 20%, and not to exceed 2% of net Mobility Fee)
% Share of WC Transit Service	10%	30%	60%	100%			
Share of WC Generated PM Peak Hour Revenue Miles	112	337	674	1,123			
# Runs	8	43	169				
# Bus Routes	1	5	17				
Avg Speed Operating Speed (mph)	21	15	12.5				
Average Route Length (miles)	16	8	4				
Runs per Hour Per Bus	1.3125	1.875	3.125				
Buses Required Per Route	6	3	2				
Buses for Peak Service (PM Peak)	6	15	34	55			
Additional 15 % for Spare Buses	1	3	6	10			
Total Buses Purchased	7	18	40	65			
Total Bus Purchases				28,450,000			
Warner Center Share of Bus Purchases (assuming startup cost of \$400,000 per bus)				16,000,000	3,200,000	12,800,000	3,200,000

Bus Operations and Maintenance Costs	Peak Buses in Service (PM Peak)	O&M Cost Per Peak Operational Hour	AM Peak Period Cost (3 hours at 66% Capacity)	Mid-Day Period Cost (6 hours at 33% Peak Capacity)	PM Peak Period Cost (3 hours at 100% Peak Capacity)	Night Time Period (6 hours at 15% Capacity)	Page Weekday Cost	Total Weekly Cost	Annual Operating Cost 2035 at Full Build Out	Cost Paid For by Mobility Fee (100%)	Cost Paid by Outside Sources (0%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 100%, and not to exceed 32% of net Mobility Fee)
Metro Orange Line	6	\$130	\$1,559	\$1,559	\$2,339	\$780	\$6,236	\$37,417	\$1,908,265			
Local Metro Service	15	\$92	\$2,769	\$2,769	\$4,154	\$1,662	\$11,354	\$68,122	\$3,474,238			
Warner Center Dedicated Circulator	34	\$70	\$4,830	\$5,040	\$7,140	\$2,520	\$19,530	\$117,180	\$5,976,180			
TOTALS	55		\$9,158	\$9,368	\$13,632	\$4,961	\$37,120	\$222,719	\$11,358,683			
Total Operational Cost through the Life of the Plan									\$86,800,000			
Warner Center Share of Operating Costs through Life of the Plan									\$49,200,000	\$49,200,000	\$0	\$49,200,000

Streetscape Improvement Costs	Cost Paid For by Mobility Fee (100%)	Cost Paid by Outside Sources (0%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 100%, and not to exceed 7% of net Mobility Fee)
Average Cost Per Mile Estimate	\$750,000		
Approx. Total Miles of Existing Streetscape	15		
Total Cost Estimate	\$11,250,000	\$0	\$11,250,000

EXHIBIT B: NEW MOBILITY FEE TABLE

APPENDIX D
WARNER CENTER 2035 PLAN – UPDATED MOBILITY FEE TABLE
Categories A Through F [1]

Category A	<i>Dollars per Square Foot of Floor Area</i>
Residential Land Uses	
Apartment Boarding House Condominium/Townhouse Dormitory and Student Housing Mobile Home Park Rental Townhouse Senior Adult Housing-Attached Senior Adult Housing-Detached Single Family Detached Housing Work-Live [2]	\$1.53

Category B	<i>Dollars per Square Foot of Floor Area</i>
Institutional Land Uses	
Adult Day Care Facility (No Overnight) Assisted Living Facility Child Care Center Congregate Care Facility Continuing Care Rehabilitation Facility Continuing Care Retirement Community Eldercare Facility Family Day Care Home Private Hospital or Medical Center Lodge, Club, or Fraternal Organization Museum or Art Studios, No Retail Sales Nursery or Pre-School Facility Nursing Home Private School (K-12) Private University or College Recycling Buyback Center (Fixed or Mobile) Trade or Continuing Education School	\$4.02

Category C	
Industrial Land Uses	<i>Dollars per Square Foot of Floor Area</i>
Animal Boarding Animal Clinic Animal Hospital Brewery (Not Part of a Restaurant) High-Cube Warehouse Hybrid Industrial (uses not listed in this Category and specified per Section 6.2.7 of the Plan) Industrial Park Laboratory Light Industrial Manufacturing Mini-Warehouse Mortuary Sales and Showroom, Wholesale Building Supplies and Materials Sales and Showroom, Wholesale Interior and Exterior Furnishings Sales and Showroom, Wholesale Other (Bakery, Cake, Clothing, Home/Office Furnishings, etc.) Terminal, Truck or Bus Utilities Warehousing and Storage	\$8.31

Category D	
General Office Land Uses	<i>Dollars per Square Foot of Floor Area</i>
Business Park Office, General Office Park Real Estate Office Research and Development Center Single Tenant Office Building	\$8.31

Category E	Dollars per Square Foot of Floor Area
Commercial and Retail / Recreational / Service Land Uses	
<u>Commercial and Retail Uses</u>	
Apparel Store	
Arts and Crafts Store	
Art Gallery	
Automobile Display	
Automobile Part Sales	
Automobile Rental	
Building Materials and Lumber Store	
Convenience Market	
Department Store	
Discount or Membership Club	
Factory Outlet Center	
Farmer's Market (Permanent)	
Furniture Store	
Free-Standing Discount Store	
Hardware or Paint Store	
New and Used Automobile Sales	
New and Used Vehicle Sales (RV, Motorcycle, Marine, etc.)	
Optometry Service and Sales	
Pharmacy and Drugstore	
Secondhand Store	
Sales and Showroom, Retail Building Supplies and Materials	
Sales and Showroom, Retail Interior and Exterior Furnishings	
Sales and Showroom, Retail Other (Bakery, Cake, Clothing, Home/Office Furnishings, Jewelry, etc.)	
Shopping Center	
Specialty Retail Center	
Supermarket, Full Service or Discount	
Superstore (Home and Home Improvement, Electronics, Pet Supply, Office Supply, Toy, Baby, Furniture, etc.)	
Tire Store	
Wholesale Market or Supermarket	\$15.87
Wholesale Store or Superstore	
<u>Recreational Uses</u>	
Arcade, Gaming	
Athletic Club	
Amusement Park	
Arena	
Banquet Hall and Private Club	
Batting Cages	
Bowling Alley	
Dance Studio or Academy	
Golf Facility	
Health and Fitness Club	
Skating Rink, Ice or Roller	
Live Music, Night club or Dance club	
Live Theater	
Movie Theater	
Miniature Golf Course	
Museum or Art Studio, Retail Sales	
Music School	
Pool Hall	
Private Recreational Center	
Recreational Facility, Privately Owned	
Stadium	
<u>Service Uses</u>	
Automobile Care and Service	
Bakery	
Bank / Credit Union (Walk-in Only)	

Barber and Beauty Shop Car Wash (Automated or Self-Service) Coffee/Donut/Bagel Shop (Walk-in Only) Copy, Print and Express Ship Store Drinking Place or Bar Dry Cleaner Florist Gasoline Sale and Service Station Hair Salon Hotel, Motel, Suite, Lodge, Extended Stay Facility, Resort, Motor Inn, etc. Medical or Dental Office and Clinics Repair and Cleaning Service (Jewelry, Clothing, Electronics, etc.) Restaurant (Fast Food/High Turnover/Quality), Walk-in Only Surgery Center (No Overnight Stay) Veterinary Office (No Overnight Boarding)	
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Category F Exempted Land Uses	No Fee Assessed
Community Center or Facility (No greater than 40,000 Square feet) [3] Governmental Office, Facility, Station, etc. Public Hospital Non-Profit Facility (Library, Cultural Arts Center, Community Center, K-12 Public School, Public College, Public University, Public Trade School, Public Pre-School, Government Day Care Center, etc.) Park or Playground, Public or Philanthropic Operated Place of Worship Public Park, Public Playground, or Other Public Recreational Facility Public School / K-12 (Including Public Charter School) Public University and College Temporary Uses (Christmas Trees, Pumpkin, Farmer's Market, Circus, Carnival, etc.) Public Trade School and Continuing Educational Facility Transit Station and Park-And-Ride Facility	\$0.00

FOOTNOTES
<p>[1] Any use not listed in Categories A through F will be assessed at the rate as determined by the Director of Planning in consultation with the Department of Transportation.</p> <p>[2] Pursuant to DOT policies, Work Live units are provided a credit that assumes that 50% of the morning trips and 35% of the afternoon trips are work to home and therefore a credit of 50% is applied for the total trips from the work-live portion of the project due to on-site travel. As a result, the Mobility Table reflects a 50% credit for the Work Live Units in any proposed development in Warner Center. For the purposes of this Table only, Work-Live is considered a residential use.</p> <p>[3] Community Facilities greater than 40,000 square feet will be assessed the Category B rate for only the portion of the Facility over 40,000 square feet.</p> <p>[4] For Regional Shopping Centers only, Mobility Fees shall be based on Gross Leasable Floor Area.</p> <p>[5] Existing Use Credit shall be given using the rates provided in this table.</p>

**EXHIBIT C:
REVISED WARNER CENTER MOBILITY
FEE COST BREAKDOWN TABLE**

**APPENDIX D
TABLE 2
WARNER CENTER MOBILITY FEE COST BREAKDOWN**

Improvement Measure	Total Cost (2010 Dollars)	% Paid for by Mobility Fee	Mobility Fees to be Collected	% Share of Total Mobility Fee	To be Collected from Outside Funding
Roadway Improvements	\$155,687,779*	40%	\$62,300,000	40%	\$93,387,779
New Orange Line Station Terminus	\$10,000,000	20%	\$2,000,000	1%	\$8,000,000
Bus Purchase	\$16,000,000	20%	\$3,200,000	2%	\$12,800,000
Bus Operating Expenses	\$49,200,000	100%	\$49,200,000	32%	\$0
Streetscape Improvements	\$11,250,000	100%	\$11,250,000	7%	\$0
Neighborhood Protection, Local Development Corp, and TDM over life of the Plan	\$28,000,000	100%	\$28,000,000	18%	\$0
Total	\$270,137,779		\$155,950,000		\$114,187,779
<div>Existing Warner Center Fee Balance</div> <div>\$7,507,019</div> <div>Total for Fee Collection</div> <div>\$148,442,981</div> <div>Project Generated Trips</div> <div>37,038</div> <div>Project Generated Trips (after 10% trip credit for exempt projects & 5.25% Incentivized Bonus)</div> <div>31,390</div> <div>Mobility Fee per Trip</div> <div>\$4,728.99</div>					

* Roadway improvement costs consisted of \$133,387,772 for intersection improvements, \$16,300,000 for Variel Ave widening, bridge construction, and Orange Line Crossing, and \$6,000,000 for Victory Blvd widening for a total cost of \$155,687,779.

EXHIBIT D: IMPROVEMENT COSTS (2017 ADJUSTED)

Appendix G-8

Table 1 - Warner Center - Cost Per Mitigation Measure

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 40%, and not to exceed 40% of net Mobility Fee*)	
1	Signalized	Topanga Canyon Blvd and Vanowen St													
		Add a 2nd NB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Add a 2nd NB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Remove EB right for a shared through/right & add 2nd EB left	No	\$0	\$0	\$0	\$220,671	\$271,425	\$108,570	\$162,855	\$271,425	\$108,570	\$162,855	\$108,570	
		Add a dedicated WB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	
											\$1,904,314	\$761,726	\$1,142,588	\$761,726	Int Total
2	Signalized	Canoga Ave and Vanowen St													
		Add a 3rd EB through lane	No	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Add a 3rd WB through lane	Yes	\$1,719,768	\$687,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655	\$1,304,662	\$1,956,993	\$1,304,662	
											\$3,261,655	\$1,304,662	\$1,956,993	\$1,304,662	Int Total
3	Signalized	De Soto Ave and Vanowen St													
		Add a 3rd EB through lane	No	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Add a 3rd WB through lane	Yes	\$1,719,768	\$687,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655	\$1,304,662	\$1,956,993	\$1,304,662	
											\$3,261,655	\$1,304,662	\$1,956,993	\$1,304,662	Int Total
4	Signalized	Topanga Canyon Blvd and Victory Blvd													
		Add a 4th EB through	Yes	\$1,719,768	\$687,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655	\$1,304,662	\$1,956,993	\$1,304,662	
		Add a 2nd NB Left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Add a dedicated NB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Add a dedicated WB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Add a 2nd SB Left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Add a dedicated SB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	
											\$5,958,537	\$2,383,415	\$3,575,122	\$2,383,415	Int Total
5	Signalized	Canoga Ave and Victory Blvd													
		Add a dedicated EB shared through/right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Add a dedicated NB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Add a 2nd WB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Add a 2nd SB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	
											\$2,164,885	\$865,954	\$1,298,931	\$865,954	Int Total
6	Signalized	De Soto Ave and Victory Blvd													
		Add a dedicated EB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Add a dedicated NB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Add a 2nd NB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Add a WB shared through/right as a 4th, replacing dedicated right	No	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Add a 2nd SB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Add a 4th SB through	Yes	\$1,146,512	\$458,605	\$687,907	\$835,711	\$1,027,925	\$411,170	\$616,755	\$2,174,437	\$869,775	\$1,304,662	\$869,775	
		Add a dedicated SB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	
											\$4,871,319	\$1,948,527	\$2,922,792	\$1,948,527	Int Total
7	Signalized	Topanga Canyon Blvd and Erwin St													
		Add a dedicated NB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Add a dedicated WB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Add a 2nd WB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	
											\$1,632,889	\$653,156	\$979,733	\$653,156	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 40%, and not to exceed 40% of net Mobility Fee*)	
8	Signalized	Owensmouth Ave and Erwin St Add a dedicated NB Right Add a 2nd NB left Add a dedicated EB right Add a 2nd EB left Add a dedicated WB Right Change SB left-turn signal control from prot to perm/prot Add dual SB dedicated rights	Yes Yes Yes Yes Yes No Yes	\$260,571 \$260,571 \$260,571 \$260,571 \$260,571 \$0 \$521,142	\$104,228 \$104,228 \$104,228 \$104,228 \$104,228 \$0 \$208,457	\$156,343 \$156,343 \$156,343 \$156,343 \$156,343 \$0 \$312,685	\$220,671 \$220,671 \$220,671 \$220,671 \$220,671 \$30,000 \$220,671	\$271,425 \$271,425 \$271,425 \$271,425 \$271,425 \$36,900 \$271,425	\$108,570 \$108,570 \$108,570 \$108,570 \$108,570 \$14,760 \$108,570	\$162,855 \$162,855 \$162,855 \$162,855 \$162,855 \$22,140 \$162,855	\$531,996 \$531,996 \$531,996 \$531,996 \$531,996 \$36,900 \$792,567 \$3,489,449	\$212,799 \$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$317,027 \$1,395,780	\$319,197 \$319,197 \$319,197 \$319,197 \$319,197 \$22,140 \$475,540 \$2,093,669	\$212,799 \$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$317,027 \$1,395,780	Int Total
9	Signalized	Canoga Ave and Erwin St Add a 2nd NB left Add a dedicated EB right Add a 2nd EB left Add a dedicated WB Right Add a 2nd WB left Signal Modification	None available Yes Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$531,996 \$531,996 \$36,900 \$2,696,882	\$212,799 \$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$1,078,753	\$319,197 \$319,197 \$319,197 \$319,197 \$319,197 \$22,140 \$1,618,129	\$212,799 \$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$1,078,753	Int Total
11	Signalized	De Soto Ave and Erwin St Add a 2nd NB through Add a 4th SB through Add a dedicated SB right Relocate existing bike lane Signal Modification	No No No No	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$835,711 \$0 \$220,671 \$30,000	\$1,027,925 \$0 \$271,425 \$36,900	\$411,170 \$0 \$108,570 \$14,760	\$616,755 \$0 \$162,855 \$22,140	\$1,027,925 \$0 \$271,425 \$36,900 \$1,336,250	\$411,170 \$0 \$108,570 \$14,760 \$534,500	\$616,755 \$0 \$162,855 \$22,140 \$801,750	\$411,170 \$0 \$108,570 \$14,760 \$534,500	Int Total
12	Signalized	Topanga Canyon Blvd and Oxnard St Add a dedicated NB right Add a 2nd WB left Signal Modification	Yes Yes No	\$260,571 \$260,571 \$0	\$104,228 \$104,228 \$0	\$156,343 \$156,343 \$0	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$319,197 \$22,140 \$660,536	\$212,799 \$212,799 \$14,760 \$440,357	Int Total
13	Signalized	Canoga Ave and Oxnard St Add a dedicated NB right Add a dedicated WB Right Add a dedicated SB right Add a 2nd NB left Add additional through Signal Modification	Yes Yes Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571 \$1,146,512	\$104,228 \$104,228 \$104,228 \$104,228 \$458,605	\$156,343 \$156,343 \$156,343 \$156,343 \$687,907	\$220,671 \$220,671 \$220,671 \$220,671 \$835,711 \$30,000	\$271,425 \$271,425 \$271,425 \$271,425 \$1,027,925 \$36,900	\$108,570 \$108,570 \$108,570 \$108,570 \$411,170 \$14,760	\$162,855 \$162,855 \$162,855 \$162,855 \$616,755 \$22,140	\$531,996 \$531,996 \$531,996 \$531,996 \$2,174,437 \$36,900 \$4,339,322	\$212,799 \$212,799 \$212,799 \$212,799 \$869,775 \$14,760 \$1,735,729	\$319,197 \$319,197 \$319,197 \$319,197 \$1,304,662 \$22,140 \$2,603,593	\$212,799 \$212,799 \$212,799 \$212,799 \$869,775 \$14,760 \$1,735,729	Int Total
14	Signalized	De Soto Ave and Oxnard St Add a dedicated NB right Add a dedicated SB right Add a 4th SB through Relocate existing bike lane	Yes Yes Yes No	\$260,571 \$260,571 \$1,719,768	\$104,228 \$104,228 \$687,907	\$156,343 \$156,343 \$1,031,861	\$220,671 \$220,671 \$1,253,567	\$271,425 \$271,425 \$1,541,887	\$108,570 \$108,570 \$616,755	\$162,855 \$162,855 \$925,132	\$531,996 \$531,996 \$3,261,655 \$0 \$4,325,648	\$212,799 \$212,799 \$1,304,662 \$0 \$1,730,259	\$319,197 \$319,197 \$1,956,993 \$0 \$2,595,389	\$212,799 \$212,799 \$1,304,662 \$0 \$1,730,259	Int Total
15	Unsignalized	Topanga Canyon Blvd and Califa St Add a traffic signal Add a dedicated NB right Add a 2nd dedicated SB right	Yes Yes Yes	\$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343	\$238,857 \$220,671 \$220,671	\$293,794 \$271,425 \$271,425	\$117,517 \$108,570 \$108,570	\$176,277 \$162,855 \$162,855	\$293,794 \$531,996 \$531,996 \$1,357,786	\$117,517 \$212,799 \$212,799 \$543,115	\$176,277 \$319,197 \$319,197 \$814,671	\$117,517 \$212,799 \$212,799 \$543,115	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 40%, and not to exceed 40% of net Mobility Fee*)	
18	Unsignalized	De Soto Ave and Califa St Add a traffic signal Add a dedicated SB right Add a 2nd dedicated EB right Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$238,857 \$220,671 \$220,671 \$30,000	\$293,794 \$271,425 \$271,425 \$36,900	\$117,517 \$108,570 \$108,570 \$14,760	\$176,277 \$162,855 \$162,855 \$22,140	\$293,794 \$531,996 \$531,996 \$36,900 \$1,394,686	\$117,517 \$212,799 \$212,799 \$14,760 \$557,875	\$176,277 \$319,197 \$319,197 \$22,140 \$836,811	\$117,517 \$212,799 \$212,799 \$14,760 \$557,875	Int Total
19	Signalized	101 Ventura Fwy WB and Burbank Blvd Add a 2nd WB through lane	No	\$0	\$0	\$0	\$626,784	\$770,944	\$308,377	\$462,567	\$770,944 \$770,944	\$308,377 \$308,377	\$462,567 \$462,567	\$308,377 \$308,377	Int Total
20	Signalized	Topanga Canyon Blvd and Burbank Blvd Add a 3rd WB through lane Add a shared NB through/right as a 4th through, replacing existing right Add a 2nd NB left Add a 2nd WB left Signal Modification	Yes Yes Yes Yes	\$1,719,768 \$859,884 \$260,571 \$260,571	\$687,907 \$343,954 \$104,228 \$104,228	\$1,031,861 \$515,930 \$156,343 \$156,343	\$1,253,567 \$626,784 \$220,671 \$220,671 \$30,000	\$1,541,887 \$770,944 \$271,425 \$271,425 \$36,900	\$616,755 \$308,377 \$108,570 \$108,570 \$14,760	\$925,132 \$462,567 \$162,855 \$162,855 \$22,140	\$3,261,655 \$1,630,828 \$531,996 \$531,996 \$36,900 \$5,993,376	\$1,304,662 \$652,331 \$212,799 \$212,799 \$14,760 \$2,397,350	\$1,956,993 \$978,497 \$319,197 \$319,197 \$22,140 \$3,596,026	\$1,304,662 \$652,331 \$212,799 \$212,799 \$14,760 \$2,397,350	Int Total
22	Signalized	Canoga Ave and Burbank Blvd Add dual dedicated NB rights Add a 2nd NB left Signal Modification	Yes Yes	\$521,142 \$260,571	\$208,457 \$104,228	\$312,685 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$792,567 \$531,996 \$36,900 \$1,361,464	\$317,027 \$212,799 \$14,760 \$544,585	\$475,540 \$319,197 \$22,140 \$816,879	\$317,027 \$212,799 \$14,760 \$544,585	Int Total
25	Signalized	De Soto Ave 101 Ventura Fwy WB Add a 3rd NB through lane Add a 2nd NB left	Yes Yes	\$572,683 \$260,571	\$229,073 \$104,228	\$343,610 \$156,343	\$417,438 \$220,671	\$513,449 \$271,425	\$205,379 \$108,570	\$308,070 \$162,855	\$1,086,131 \$531,996 \$1,618,128	\$434,453 \$212,799 \$647,251	\$651,678 \$319,197 \$970,877	\$434,453 \$212,799 \$647,251	Int Total
27	Signalized	De Soto Ave and 101 Ventura Fwy EB Add a 4th NB through	No	\$0	\$0	\$0	\$417,438	\$513,449	\$205,379	\$308,070	\$513,449 \$513,449	\$205,379 \$205,379	\$308,070 \$308,070	\$205,379 \$205,379	Int Total
28	Signalized	Topanga Canyon Blvd and Nordhoff St Add a 2nd WB left (restripe) Signal Modification	No	\$0	\$0	\$0	\$3,000 \$30,000	\$3,690 \$36,900	\$1,476 \$14,760	\$2,214 \$22,140	\$3,690 \$36,900 \$40,590	\$1,476 \$14,760 \$16,236	\$2,214 \$22,140 \$24,354	\$1,476 \$14,760 \$16,236	Int Total
29	Signalized	Topanga Canyon Blvd and Roscoe Blvd Add a 2nd SB right Add a 2nd NB left Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$319,197 \$22,140 \$660,536	\$212,799 \$212,799 \$14,760 \$440,357	Int Total
31	Signalized	Shoup Ave and Sherman Way Add a dedicated NB right Change SB left-turn signal control to prot for AM and perm/prot for PM	Yes No	\$260,571 \$0	\$104,228 \$0	\$156,343 \$0	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	\$212,799 \$14,760 \$227,559	Int Total
33	Signalized	Owensmouth Ave and Sherman Way Add a 2nd WB left Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	\$212,799 \$14,760 \$227,559	Int Total
34	Signalized	Canoga Ave and Sherman Way Add prot signal control for NB and WB Add a 2nd WB left	No Yes	\$0 \$260,571	\$0 \$104,228	\$0 \$156,343	\$30,000 \$220,671	\$36,900 \$271,425	\$14,760 \$108,570	\$22,140 \$162,855	\$36,900 \$531,996 \$568,896	\$14,760 \$212,799 \$227,559	\$22,140 \$319,197 \$341,337	\$14,760 \$212,799 \$227,559	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 40%, and not to exceed 40% of net Mobility Fee*)	
35	Signalized	De Soto Ave and Sherman Way Add a dedicated NB right Add a dedicated SB right Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$319,197 \$22,140 \$660,536	\$212,799 \$212,799 \$14,760 \$440,357	Int Total
36	Signalized	Fallbrook Ave and Vanowen St Add a NB shared through/right as 3rd through to replace existing right Add a SB shared through/right as 3rd through to replace existing right Requires relocation of existing Metro bus stops at NE & SW corners	No No No	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$19,800 \$19,800 \$0	\$24,354 \$24,354 \$0	\$9,742 \$9,742 \$0	\$14,612 \$14,612 \$0	\$24,354 \$24,354 \$0 \$48,708	\$9,742 \$9,742 \$0 \$19,483	\$14,612 \$14,612 \$0 \$29,225	\$9,742 \$9,742 \$0 \$19,483	Int Total
37	Signalized	Shoup Ave and Vanowen St Add a dedicated EB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996 \$531,996	\$212,799 \$212,799	\$319,197 \$319,197	\$212,799 \$212,799	Int Total
38	Signalized	Owensmouth Ave and Vanowen St Add a 3rd EB through Add a 3rd WB through Add a 2nd WB left Add a dedicated SB right Signal Modification	Yes Yes Yes Yes	\$1,719,768 \$1,719,768 \$260,571 \$260,571	\$687,907 \$687,907 \$104,228 \$104,228	\$1,031,861 \$1,031,861 \$156,343 \$156,343	\$1,253,567 \$1,253,567 \$220,671 \$220,671 \$30,000	\$1,541,887 \$1,541,887 \$271,425 \$271,425 \$36,900	\$616,755 \$616,755 \$108,570 \$108,570 \$14,760	\$925,132 \$925,132 \$162,855 \$162,855 \$22,140	\$3,261,655 \$3,261,655 \$531,996 \$531,996 \$36,900 \$7,624,203	\$1,304,662 \$1,304,662 \$212,799 \$212,799 \$14,760 \$3,049,681	\$1,956,993 \$1,956,993 \$319,197 \$319,197 \$22,140 \$4,574,522	\$1,304,662 \$1,304,662 \$212,799 \$212,799 \$14,760 \$3,049,681	Int Total
39	Signalized	Variel Ave and Vanowen St Add a 2nd NB through Add a dedicated NB left Add a 2nd SB through Add a dedicated SB left Add a 3rd EB through Add a 3rd WB through	Part of Variel Corridor Improvement Part of Variel Corridor Improvement Part of Variel Corridor Improvement Part of Variel Corridor Improvement Yes Yes	 \$1,719,768 \$1,719,768	 \$687,907 \$687,907	 \$1,031,861 \$1,031,861	 \$1,253,567 \$1,253,567	 \$1,541,887 \$1,541,887	 \$616,755 \$616,755	 \$925,132 \$925,132	 \$0 \$0 \$0 \$0 \$3,261,655 \$3,261,655 \$6,523,311	 \$0 \$0 \$0 \$0 \$1,304,662 \$1,304,662 \$2,609,324	 \$0 \$0 \$0 \$0 \$1,956,993 \$1,956,993 \$3,913,987	 \$0 \$0 \$0 \$0 \$1,304,662 \$1,304,662 \$2,609,324	Int Total
40	Signalized	Topanga Canyon Blvd and Kittridge St	Mitigated by Variel Ave Corridor Improvement												
41	Signalized	Woodlake Ave and Victory Blvd Add a NB shared left/through & shared through/right, replacing existing left/through/right	Yes	\$1,719,768	\$687,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655 \$3,261,655	\$1,304,662 \$1,304,662	\$1,956,993 \$1,956,993	\$1,304,662 \$1,304,662	Int Total
42	Signalized	Fallbrook Ave and Victory Blvd Add a 2nd SB left Add a dedicated WB right Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$319,197 \$22,140 \$660,536	\$212,799 \$212,799 \$14,760 \$440,357	Int Total
43	Signalized	Shoup Ave and Victory Blvd Add a 3rd EB through (restripe) Add a 3rd WB through (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	\$9,742 \$9,742 \$19,483	Int Total
45	Signalized	Owensmouth Ave and Victory Blvd Add a 3rd NB through Add a 3rd SB through Add a 2nd SB left Add a 4th WB through Add a 4th EB through Signal Modification	Yes Yes Yes Victory Blvd Widening Victory Blvd Widening	\$1,719,768 \$1,719,768 \$260,571	\$687,907 \$687,907 \$104,228	\$1,031,861 \$1,031,861 \$156,343	\$1,253,567 \$1,253,567 \$220,671 \$0 \$0 \$30,000	\$1,541,887 \$1,541,887 \$271,425 \$0 \$0 \$36,900	\$616,755 \$616,755 \$108,570 \$0 \$0 \$14,760	\$925,132 \$925,132 \$162,855 \$0 \$0 \$22,140	\$3,261,655 \$3,261,655 \$531,996 \$0 \$0 \$36,900 \$7,092,207	\$1,304,662 \$1,304,662 \$212,799 \$0 \$0 \$14,760 \$2,836,883	\$1,956,993 \$1,956,993 \$319,197 \$0 \$0 \$22,140 \$4,255,324	\$1,304,662 \$1,304,662 \$212,799 \$0 \$0 \$14,760 \$2,836,883	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 40%, and not to exceed 40% of net Mobility Fee*)	
46	Signalized	Variel Ave and Victory Blvd Add an EB shared through/right Add a 2nd WB left Add a 2nd NB through Add a dedicated NB right Add an EB left Add a WB shared through/right New SB approach: one left, two throughs, one right Signal Modification	Yes Yes Variel Ave Corridor Improvement Variel Ave Corridor Improvement Variel Ave Corridor Improvement Variel Ave Corridor Improvement Variel Ave Corridor Improvement Variel Ave Corridor Improvement	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671	\$271,425 \$271,425	\$108,570 \$108,570	\$162,855 \$162,855	\$531,996 \$531,996	\$212,799 \$212,799	\$319,197 \$319,197	\$212,799 \$212,799	
							\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	Int Total
											\$1,100,893	\$440,357	\$660,536	\$440,357	
47	Signalized	Mason Ave and Victory Blvd Add a 2nd EB left Add a 2nd SB left Add a dedicated NB right Add a 2nd SB right by converting EB through into shared through/right Signal Modification	Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$26,057	\$104,228 \$104,228 \$104,228 \$10,423	\$156,343 \$156,343 \$156,343 \$15,634	\$220,671 \$220,671 \$220,671 \$22,067	\$271,425 \$271,425 \$271,425 \$27,143	\$108,570 \$108,570 \$108,570 \$10,857	\$162,855 \$162,855 \$162,855 \$16,286	\$531,996 \$531,996 \$531,996 \$53,200	\$212,799 \$212,799 \$212,799 \$21,280	\$319,197 \$319,197 \$319,197 \$31,920	\$212,799 \$212,799 \$212,799 \$21,280	
							\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	Int Total
											\$1,686,089	\$674,435	\$1,011,654	\$674,435	
48	Signalized	Owensmouth Ave and Canyon Creek Dr (Pvt) Add a 2nd NB left Add a 2nd dedicated EB right Add a dedicated SB right Signal Modification	Yes Yes Yes	\$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671	\$271,425 \$271,425 \$271,425	\$108,570 \$108,570 \$108,570	\$162,855 \$162,855 \$162,855	\$531,996 \$531,996 \$531,996	\$212,799 \$212,799 \$212,799	\$319,197 \$319,197 \$319,197	\$212,799 \$212,799 \$212,799	
							\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	Int Total
											\$1,632,889	\$653,156	\$979,733	\$653,156	
49	Signalized	Shoup Ave and Erwin St Add a dedicated NB right Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900	\$212,799 \$14,760	\$319,197 \$22,140	\$212,799 \$14,760	
											\$568,896	\$227,559	\$341,337	\$227,559	Int Total
50	Signalized	Shoup Ave and Oxnard St Add a dedicated NB right Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900	\$212,799 \$14,760	\$319,197 \$22,140	\$212,799 \$14,760	
											\$568,896	\$227,559	\$341,337	\$227,559	Int Total
52	Signalized	Shoup Ave and Burbank Blvd Change WB left-turn phasing from perm to prot Change NB left-turn phasing from perm to prot Signal Modification	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$30,000	\$36,900	\$14,760	\$22,140	\$0 \$0 \$36,900	\$0 \$0 \$14,760	\$0 \$0 \$22,140	\$0 \$0 \$14,760	
											\$36,900	\$14,760	\$22,140	\$14,760	Int Total
53	Signalized	Shoup Ave and Ventura Blvd Reconfigure EB & WB phasing from split to prot Add a 2nd WB right by converting existing through to shared through/right	Yes	\$26,057	\$10,423	\$15,634	\$30,000 \$22,067	\$36,900 \$27,143	\$14,760 \$10,857	\$22,140 \$16,286	\$36,900 \$53,200	\$14,760 \$21,280	\$22,140 \$31,920	\$14,760 \$21,280	
											\$90,100	\$36,040	\$54,060	\$36,040	Int Total
54	Signalized	101 Ventura Fwy EB and Ventura Blvd Add a 2nd EB left Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900	\$212,799 \$14,760	\$319,197 \$22,140	\$212,799 \$14,760	
											\$568,896	\$227,559	\$341,337	\$227,559	Int Total
55	Unsignalized	Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB) Restripe & construct an island to change WB off-ramp into 1 free-flowing channelized right	No	\$0	\$0	\$0	\$220,671	\$271,425	\$108,570	\$162,855	\$271,425	\$108,570	\$162,855	\$108,570	Int Total
											\$271,425	\$108,570	\$162,855	\$108,570	

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 40%, and not to exceed 40% of net Mobility Fee*)	
56	Signalized	Topanga Canyon Blvd and Ventura Blvd Add a 2nd SB left Add a dedicated SB right Add a 2nd EB left Add a 2nd WB right Signal Modification	Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$531,996 \$36,900 \$2,164,885	\$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$865,954	\$319,197 \$319,197 \$319,197 \$319,197 \$22,140 \$1,298,931	\$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$865,954	Int Total
58	Signalized	De Soto Ave/Serrania Ave and Ventura Blvd Add a dedicated NB right Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	\$212,799 \$14,760 \$227,559	Int Total
61	Signalized	De Soto Ave and Kittridge St	Mitigated by Variel Ave Corridor Improvement												
70	Signalized	AMC Dwy and Oxnard St Add a dedicated NB right Add a dedicated NB left Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$319,197 \$22,140 \$660,536	\$212,799 \$212,799 \$14,760 \$440,357	Int Total
71	Unsignalized	Eton Ave and Vanowen St Add a WB shared through/right as a 3rd through, replacing dedicated right Add a 3rd EB through	Cost accounted for No	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,253,567	\$0 \$1,541,887	\$0 \$616,755	\$0 \$925,132	\$0 \$1,541,887 \$1,541,887	\$0 \$616,755 \$616,755	\$0 \$925,132 \$925,132	\$0 \$616,755 \$616,755	Int Total
72	Unsignalized	Independence Ave and Vanowen St Add a WB shared through/right as a 3rd through, replacing dedicated right Add a 3rd EB through	Cost accounted for No	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,253,567	\$0 \$1,541,887	\$0 \$616,755	\$0 \$925,132	\$0 \$1,541,887 \$1,541,887	\$0 \$616,755 \$616,755	\$0 \$925,132 \$925,132	\$0 \$616,755 \$616,755	Int Total
73	Signalized	Variel Ave and Kittridge St Add a traffic signal Add a 2nd NB through Add a dedicated NB left Add a 2nd SB through Add a dedicated SB left Signal Modification	Yes Yes Yes Yes	\$260,571 \$1,719,768 \$1,719,768 \$260,571	\$104,228 \$687,907 \$687,907 \$104,228	\$156,343 \$1,031,861 \$1,031,861 \$156,343	\$220,671 \$1,253,567 \$1,253,567 \$220,671 \$30,000	\$293,794 \$271,425 \$1,541,887 \$271,425 \$36,900	\$117,517 \$108,570 \$616,755 \$616,755 \$108,570 \$14,760	\$176,277 \$162,855 \$925,132 \$925,132 \$162,855 \$22,140	\$293,794 \$531,996 \$3,261,655 \$3,261,655 \$531,996 \$36,900 \$7,917,997	\$117,517 \$212,799 \$1,304,662 \$1,304,662 \$212,799 \$14,760 \$3,167,199	\$176,277 \$319,197 \$1,956,993 \$1,956,993 \$319,197 \$22,140 \$4,750,798	\$117,517 \$212,799 \$1,304,662 \$1,304,662 \$212,799 \$14,760 \$3,167,199	Int Total
74	Unsignalized	Variel Ave and Oxnard St Add a traffic signal Add a dedicated WB left Add a dedicated EB left Add a dedicated WB right Add a dedicated EB right Signal Modification	Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$293,794 \$271,425 \$271,425 \$271,425 \$36,900	\$117,517 \$108,570 \$108,570 \$108,570 \$14,760	\$176,277 \$162,855 \$162,855 \$162,855 \$22,140	\$293,794 \$531,996 \$531,996 \$531,996 \$36,900 \$2,458,679	\$117,517 \$212,799 \$212,799 \$212,799 \$14,760 \$983,472	\$176,277 \$319,197 \$319,197 \$319,197 \$22,140 \$1,475,207	\$117,517 \$212,799 \$212,799 \$212,799 \$14,760 \$983,472	Int Total
77	Unsignalized	De Soto Ave and Clark St Add a dedicated NB right Add a 3rd NB through	No Cost accounted for	\$0 \$0	\$0 \$0	\$0 \$0	\$220,671 \$0	\$271,425 \$0	\$108,570 \$0	\$162,855 \$0	\$271,425 \$0 \$271,425	\$108,570 \$0 \$108,570	\$162,855 \$0 \$162,855	\$108,570 \$0 \$108,570	Int Total
81	Unsignalized	Topanga Canyon Blvd and Calvert St Add a traffic signal					\$238,857	\$293,794	\$117,517	\$176,277	\$293,794 \$293,794	\$117,517 \$117,517	\$176,277 \$176,277	\$117,517 \$117,517	
83	Signalized	Randi Ave and Victory Blvd Add a 3rd EB through Add a 3rd WB through	Cost accounted for Cost accounted for	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 40%, and not to exceed 40% of net Mobility Fee*)	
86	Signalized	Topanga Canyon Blvd and Clarendon St Add a 2nd EB left Add a 2nd dedicated WB right Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$108,240 \$195,999 \$195,999 \$440,357	\$162,360 \$293,999 \$293,999 \$660,536	\$108,240 \$195,999 \$195,999 \$440,357	Int Total
87	Signalized	Jordan Ave and Sherman Way Add a dedicated NB left Add a dedicated SB left Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$319,197 \$22,140 \$660,536	\$212,799 \$212,799 \$14,760 \$440,357	Int Total
88	Signalized	Remmet Ave and Sherman Way Add a dedicated NB left Add a dedicated SB left Add a dedicated WB right Signal Modification	Yes Yes Yes	\$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$36,900 \$1,632,889	\$212,799 \$212,799 \$212,799 \$14,760 \$653,156	\$319,197 \$319,197 \$319,197 \$22,140 \$979,733	\$212,799 \$212,799 \$212,799 \$14,760 \$653,156	Int Total
89	Signalized	Variel Ave and Sherman Way Add a dedicated NB left Add a dedicated SB left Add a dedicated EB right Add a dedicated NB right Signal Modification	Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$531,996 \$36,900 \$2,164,885	\$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$865,954	\$319,197 \$319,197 \$319,197 \$319,197 \$22,140 \$1,298,931	\$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$865,954	Int Total
91	Signalized	Owensmouth Ave and Hart St	Mitigated by Variel Ave Corridor Improvement												
93	Signalized	Mason Ave and Vanowen St Add a dedicated NB right Add a dedicated SB right Add a dedicated EB right Add a dedicated WB right Additional WB right capacity requires relocation of existing Metro stop	Yes Yes No No	\$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671	\$271,425 \$271,425 \$271,425 \$271,425	\$108,570 \$108,570 \$108,570 \$108,570	\$162,855 \$162,855 \$162,855 \$162,855	\$531,996 \$531,996 \$531,996 \$531,996 \$0 \$2,127,985	\$212,799 \$212,799 \$212,799 \$212,799 \$0 \$851,194	\$319,197 \$319,197 \$319,197 \$319,197 \$0 \$1,276,791	\$212,799 \$212,799 \$212,799 \$212,799 \$0 \$851,194	Int Total
95	Signalized	Owensmouth Ave and Satcoy St Add a dedicated NB left Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	\$212,799 \$14,760 \$227,559	Int Total
96	Signalized	Canoga Ave and Satcoy St Add a 2nd SB left Add a dedicated EB right Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$319,197 \$22,140 \$660,536	\$212,799 \$212,799 \$14,760 \$440,357	Int Total
98	Signalized	De Soto Ave and Satcoy St Add a dedicated EB right Add a dedicated WB right	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671	\$271,425 \$271,425	\$108,570 \$108,570	\$162,855 \$162,855	\$531,996 \$531,996 \$1,063,993	\$212,799 \$212,799 \$425,597	\$319,197 \$319,197 \$638,396	\$212,799 \$212,799 \$425,597	Int Total
101	Signalized	Canoga Ave and Valerio St Add WB prot left, change NB from prot to perm	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	\$14,760 \$14,760	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 40%, and not to exceed 40% of net Mobility Fee*)	
103	Signalized	Mason Ave and Sherman Way Change SB left-turn signal control to prot for AM and perm/prot for PM Change WB left-turn signal control to prot for AM and perm/prot for PM Change NB left-turn signal control to prot for AM and perm/prot for PM Change EB left-turn signal control to prot for AM and perm/prot for PM Signal Modification	No No No No	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	 \$30,000	 \$36,900	 \$14,760	 \$22,140	\$0 \$0 \$0 \$0 \$36,900 \$36,900	\$0 \$0 \$0 \$0 \$14,760 \$14,760	\$0 \$0 \$0 \$0 \$22,140 \$22,140	\$0 \$0 \$0 \$0 \$14,760 \$14,760	Int Total
106	Signalized	Winnetka Ave and Vanowen St Add a dedicated SB right Add a dedicated NB right	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671	\$271,425 \$271,425	\$108,570 \$108,570	\$162,855 \$162,855	\$531,996 \$531,996 \$1,063,993	\$212,799 \$212,799 \$425,597	\$319,197 \$319,197 \$638,396	\$212,799 \$212,799 \$425,597	Int Total
108	Signalized	Winnetka Ave and Victory Blvd Add a 2nd NB left Add a 2nd EB left Add a 2nd SB left Add a 2nd WB left Signal Modification	Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$531,996 \$36,900 \$2,164,885	\$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$865,954	\$319,197 \$319,197 \$319,197 \$319,197 \$22,140 \$1,298,931	\$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$865,954	Int Total
112	Signalized	Winnetka Ave and Oxnard St Add a dedicated WB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996 \$531,996	\$212,799 \$212,799	\$319,197 \$319,197	\$212,799 \$212,799	Int Total
113	Signalized	Fallbrook Ave and Burbank Blvd Add prot left-turn signal control to NB & WB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	\$14,760 \$14,760	Int Total
118	Signalized	Winnetka Ave and Ventura Blvd Add a WB shared through/right as a 3rd through, replacing existing dedicated right	No	\$1,719,768	\$687,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655 \$3,261,655	\$1,304,662 \$1,304,662	\$1,956,993 \$1,956,993	\$1,304,662 \$1,304,662	Int Total
120	Signalized	Topanga Canyon Blvd and Mulholland Dr Add a dedicated SB right Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	\$212,799 \$14,760 \$227,559	Int Total
121	Signalized	Fallbrook Ave and Ventura Blvd Change EB left-turn control to strictly protected	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	\$14,760 \$14,760	Int Total
123	Signalized	Tampa Ave and Ventura Blvd Change EB left-turn control to strictly protected	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	\$14,760 \$14,760	Int Total
126	Signalized	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd Add a 3rd WB through	Yes	\$1,719,768	\$687,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655 \$3,261,655	\$1,304,662 \$1,304,662	\$1,956,993 \$1,956,993	\$1,304,662 \$1,304,662	Int Total
127	Signalized	Topham St/Busway and Victory Blvd Reconfigure NB approach for 1 dedicated left & 1 shared left/through/right Signal Modification	No	\$0	\$0	\$0	\$3,000 \$30,000	\$3,690 \$36,900	\$1,476 \$14,760	\$2,214 \$22,140	\$3,690 \$36,900 \$40,590	\$1,476 \$14,760 \$16,236	\$2,214 \$22,140 \$24,354	\$1,476 \$14,760 \$16,236	Int Total
128	Signalized	Corbin Ave and Victory Blvd Add a 3rd EB through lane Add a 3rd WB through lane	Yes Yes	\$1,719,768 \$1,719,768	\$687,907 \$687,907	\$1,031,861 \$1,031,861	\$1,253,567 \$1,253,567	\$1,541,887 \$1,541,887	\$616,755 \$616,755	\$925,132 \$925,132	\$3,261,655 \$3,261,655 \$6,523,311	\$1,304,662 \$1,304,662 \$2,609,324	\$1,956,993 \$1,956,993 \$3,913,987	\$1,304,662 \$1,304,662 \$2,609,324	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 40%, and not to exceed 40% of net Mobility Fee*)	
129	Signalized	Tampa Ave and Victory Blvd Add a 3rd EB through lane (restripe) Add a 3rd WB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	\$9,742 \$9,742 \$19,483	Int Total
130	Signalized	Burbank Blvd and Ventura Blvd Add prot signal control for SB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	\$14,760 \$14,760	Int Total
131	Signalized	Reseda Blvd and Burbank Blvd Add a dedicated EB right Add a 3rd NB through lane Add a 2nd dedicated SB right	Yes Yes Yes	\$260,571 \$859,884 \$260,571	\$104,228 \$343,954 \$104,228	\$156,343 \$515,930 \$156,343	\$220,671 \$626,784 \$220,671	\$271,425 \$770,944 \$271,425	\$108,570 \$308,377 \$108,570	\$162,855 \$462,567 \$162,855	\$531,996 \$1,630,828 \$531,996 \$2,694,820	\$212,799 \$652,331 \$212,799 \$1,077,928	\$319,197 \$978,497 \$319,197 \$1,616,892	\$212,799 \$652,331 \$212,799 \$1,077,928	Int Total
132	Signalized	Reseda Blvd and 101 Ventura Fwy EB Add a 2nd EB left (optional) Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	\$212,799 \$14,760 \$227,559	Int Total
133	Signalized	Reseda Blvd and 101 Ventura Fwy Wb Remove WB shared LTR to add 2nd left and 2nd right Add a 3rd NB through lane	Yes Cost accounted for	\$0 \$0	\$0 \$0	\$0 \$0	\$220,671 \$0	\$271,425 \$0	\$108,570 \$0	\$162,855 \$0	\$271,425 \$0 \$271,425	\$108,570 \$0 \$108,570	\$162,855 \$0 \$162,855	\$108,570 \$0 \$108,570	Int Total
136	Signalized	De Soto Ave and Nordhoff St Add prot signal control for NB Add a 2nd EB left	Yes	\$260,571	\$104,228	\$156,343	\$30,000 \$220,671	\$36,900 \$271,425	\$14,760 \$108,570	\$22,140 \$162,855	\$36,900 \$531,996 \$568,896	\$14,760 \$212,799 \$227,559	\$22,140 \$319,197 \$341,337	\$14,760 \$212,799 \$227,559	Int Total
137	Signalized	Topanga Canyon Blvd and Parthenia St Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	\$9,742 \$9,742 \$19,483	Int Total
139	Signalized	De Soto Ave and Parthenia St Add a dedicated EB right Add a dedicated WB right Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$319,197 \$22,140 \$660,536	\$212,799 \$212,799 \$14,760 \$440,357	Int Total
140	Signalized	Fallbrook Ave and Roscoe Blvd Add a shared right turn to existing NB through (restripe)	No	\$0	\$0	\$0	\$3,000	\$3,690	\$1,476	\$2,214	\$3,690 \$3,690	\$1,476 \$1,476	\$2,214 \$2,214	\$1,476 \$1,476	Int Total
141	Signalized	Shoup Ave and Roscoe Blvd Add prot signal control for NB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	\$14,760 \$14,760	Int Total
142	Signalized	Canoga Ave and Roscoe Blvd Add prot signal control for NB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	\$14,760 \$14,760	Int Total
143	Signalized	De Soto Ave and Roscoe Blvd Add a dedicated NB right Add a dedicated WB right	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671	\$271,425 \$271,425	\$108,570 \$108,570	\$162,855 \$162,855	\$531,996 \$531,996 \$1,063,993	\$212,799 \$212,799 \$425,597	\$319,197 \$319,197 \$638,396	\$212,799 \$212,799 \$425,597	Int Total
144	Signalized	Mason Ave and Roscoe Blvd Add a dedicated NB right (restripe) Add a dedicated SB right (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$3,000 \$3,000	\$3,690 \$3,690	\$1,476 \$1,476	\$2,214 \$2,214	\$3,690 \$3,690 \$7,380	\$1,476 \$1,476 \$2,952	\$2,214 \$2,214 \$4,428	\$1,476 \$1,476 \$2,952	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	Maximum In-Lieu Credit (not to exceed cost paid by Mobility Fee, 40%, and not to exceed 40% of net Mobility Fee*)	
145	Signalized	Winnetka Ave and Roscoe Blvd Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$1,980 \$1,980	\$2,435 \$2,435	\$974 \$974	\$1,461 \$1,461	\$2,435 \$2,435 \$4,871	\$974 \$974 \$1,948	\$1,461 \$1,461 \$2,923	\$974 \$974 \$1,948	Int Total
148	Signalized	Mason Ave and Saticoy St Add a dedicated NB right Add a dedicated SB right Add a dedicated EB right Add a dedicated WB right	Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671	\$271,425 \$271,425 \$271,425 \$271,425	\$108,570 \$108,570 \$108,570 \$108,570	\$162,855 \$162,855 \$162,855 \$162,855	\$531,996 \$531,996 \$531,996 \$531,996 \$2,127,985	\$212,799 \$212,799 \$212,799 \$212,799 \$851,194	\$319,197 \$319,197 \$319,197 \$319,197 \$1,276,791	\$212,799 \$212,799 \$212,799 \$212,799 \$851,194	Int Total
149	Signalized	Winnetka Ave and Saticoy St Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	\$9,742 \$9,742 \$19,483	Int Total
150	Signalized	Fallbrook Av and Sherman Way Add prot signal control for SB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	\$14,760 \$14,760	Int Total
151	Signalized	Winnetka Ave and Sherman Way Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	\$9,742 \$9,742 \$19,483	Int Total
Intersection Totals											\$145,137,703	\$58,055,081	\$87,082,622	\$58,055,081	
Net Victory Boulevard Widening - Topanga Cyn Blvd to DeSoto Ave (approximately 8,800 ft of construction & 5,800 ft of ROW), considering \$11,000,000 in existing funding											\$6,000,000				
Variel Avenue Widening - Victory Blvd to Vanowen St (approximately 2,600 ft of construction & 420 ft of ROW)											\$6,300,000				
Variel Bridge and Metro Orange Line Crossing (approximately 650 ft of 4-lane Bridge across LA River, plus signal modification costs)											\$10,000,000				
TOTAL COSTS											\$167,437,703	\$67,000,000	\$100,437,703	\$67,000,000	

* Mobility Fee = Proposed Square Feet x \$/SF for the specific type of proposed development land use (from middle column)
Existing Use Credit = Existing Square Feet x \$/SF for the specific type of existing land use on the same site which is expected to be removed (from middle column only)
Net Mobility Fee = Mobility Fee – Existing Use Credit



Jonathan Hershey <jonathan.hershey@lacity.org>

CPC-2008-3470-SP-GPA-ZC-SUD-BL-M3- Warner Center 2035 Plan Mobility Fee Amendments

Sarah Golden <sarahg@raa-inc.com>

Fri, May 4, 2018 at 9:28 AM

To: Jonathan Hershey <jonathan.hershey@lacity.org>

Cc: "Mr. Brad M. Rosenheim" <brad@raa-inc.com>

Hi Jonathan,

I hope this email finds you well. I am writing to follow up with you on the testimony Brad gave yesterday at the hearing regarding the proposed Mobility Fee Amendments, CPC 2008-3470-SP-GPA-ZC-SUD-BL-M3. Below I have provided an item-by-item summary of Brad's testimony.

- Section 2 of the proposed Ordinance, amending Section 5.3.2 of the Warner Center 2035 Plan- The addition of the proposed language would require that a change of use, otherwise eligible for administrative clearance, apply for Project Permit Compliance, for project sites adjacent to streets requiring additional dedication. This concept is antithetical to the intent of the Warner Center 2035 Plan, which encourages the reuse of existing structures or space within the structures through inclusion in the Administrative Clearance process. Requiring dedications of a change in use will be prohibitive and unduly burdensome, and as stated, in conflict with the fundamental intent of the Specific Plan.
- Sections 4 of and 5 the proposed Ordinance, amending Sections 7.3 and 7.3.1 of the Warner Center 2035 Plan- These sections should be amended to reflect that the Mobility Fee rate (\$/SF) vest at the time of entitlement. The fee should continue to be calculated at the time of B-permit, however, in order to allow for certainty, the per square foot rate should be fixed upon the issuance of the Project Permit Compliance determination.
- Section 6 of the proposed Ordinance, amending section 7.3.2.2 of the Warner Center 2035 Plan- As drafted, this language could result in a Project owing in excess of the Project's assessed mobility fee. By not crediting mitigations on a dollar for dollar basis Projects may in certain instances be subject to improvements and/or fees in excess of their calculated Mobility Fee obligation. This could be considered double dipping and runs against the intent of the Specific Plan. A Project is supposed to have a Mobility Fee assessment and either be assigned physical improvements to implement equal to that assessment value, pay the fee equal to the assessment value or a combination of the two. In no case should a project be required to pay or complete improvements that are in excess of the mobility fee assessed on the Project.
- Amendments to Mobility Fees set forth in Appendix D- These amendments disincentivize dense development, which is a hallmark of the Warner Center 2035 Plan. The intent of the sliding scale mobility fee was to encourage the intensity of development. Warner Center is zoned for density, allowing for and encouraging the development of dense housing, mixed-use, commercial, and office projects. As presently drafted, the mobility fee supports this type of development, which is essential to alleviating a city-wide housing crisis as well as the realization of the vision of the Specific Plan, to create an urban mixed- use transit oriented community. The proposed Amendments will increase the cost to build housing and discourage density. We recommend that the current sliding scale be maintained for new development, thereby continuing to encourage density in line with the intent of the Specific Plan and that credit for existing uses be based on the middle column of the existing table.
- Amendments to the Use Categories set forth in Appendix D-
 - Hotels have similar traffic patterns to a residential use and are generally local serving and as such should be classified as a residential use.
 - Small changes of use, ground floor mixed-use uses, non-profit hospitals and medical centers, places of worship, and non-profit recycling buyback centers are all uses that the Specific Plan intended to encourage. As such, no mobility fee was assessed for these uses. To implement a mobility fee runs contrary to the intent of the Specific Plan and good policy, places of worship do not generate a significant traffic burden, small changes of use are encouraged as are ground floor non-residential uses, which activate the street frontage and

create a local serving community. Further, exempting non-profit hospitals and medical centers is a policy decision that goes back to the 1993 WC Specific Plan and continues to be an important means to incentivizing the expansion of this and the other important community serving uses. The uses discussed above should remain exempt from the Mobility Fee.

- Amendments to Appendix D Table 2- The anticipated Orange Line Station proposed for Variel and Oxnard and addressed in this section is no longer a viable project As such, this item should be removed from the Mobility Fee calculation.
- The proposed Ordinance should be amended to reflect that any Project, with an application that has been accepted by the Department of City Planning prior to the effective date of the Ordinance should be exempt from these changes.

Thank you for your efforts on this and for hearing our concerns. If you have any questions or would like to discuss further, please do not hesitate to reach out.

Thanks,

Sarah

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