

Submitted by:

iteris[®]

*Warner Center Mobility
Fee Clarification Study
Final Report*

Submitted to:
City of Los Angeles

February 26, 2018

17J16-17A5

TABLE OF CONTENTS

1.0	CLARIFICATION OF THE EXISTING USE CREDIT	2
2.0	CLARIFICATION ON USAGE OF THE MOBILITY FEE TABLE.....	4
2.1	DOLLARS PER SQUARE FOOT CONVERSION	6
3.0	UPDATED MOBILITY FEE TABLE – WITHOUT POLICY DISCOUNTS	7
3.1	Updated Mobility Fee Table - Accounting For The Impact of The Density Bonus Discount On The Mobility Fee ...	9
4.0	SHARE OF TOTAL MOBILITY FEE	13
5.0	CLARIFICATION ON ROADWAY, STREETScape, AND TRANSIT IMPROVEMENTS	23
5.1	COST OF ROADWAY IMPROVEMENTS - CONSTRUCTION	24
5.2	COST OF ROADWAY IMPROVEMENTS – ROW/LAND DEDICATION COSTS	24
5.3	IN-LIEU CREDITS FOR ROADWAY IMPROVEMENTS – CONSTRUCTION COSTS	25
5.4	IN-LIEU CREDITS FOR ROADWAY IMPROVEMENTS – ROW/LAND DEDICATION COSTS	25
5.5	NEW ORANGE LINE TERMINUS IMPROVEMENTS – CONSTRUCTION AND ROWCOSTS	26
5.6	NEW ORANGE LINE TERMINUS IMPROVEMENTS – IN-LIEU CREDITS.....	26
5.7	BUS TRANSIT IMPROVEMENT COSTS – PURCHASES AND OPERATIONS	26
5.8	IN-LIEU CREDITS FOR BUS TRANSIT IMPROVEMENT COSTS – PURCHASES	26
5.9	IN-LIEU CREDITS FOR BUS TRANSIT IMPROVEMENT COSTS – OPERATIONS	26
5.10	OTHER COSTS, NEIGHBORHOOD PROTECTION, LOCAL DEVELOPMENT CORPORATION, TDM, FEE ADMINISTRATION AND RESTUDY	27
5.11	STREETScape IMPROVEMENT COSTS	27
5.12	IN-LIEU CREDITS FOR STREETScape IMPROVEMENT COSTS.....	28
6.0	GUIDES FOR MOBILITY FEE IMPLEMENTATION – FEE CALCULATION PROCEDURE	28
6.1	MOBILITY FEE CALCULATION USING FEE INCLUDED IN WC PLAN	28
6.2	MOBILITY FEE CALCULATION USING UPDATED FEE – WITHOUT POLICY DISCOUNTS.....	29

EXHIBITS

- Exhibit A: Improvement Costs (in Specific Plan)
- Exhibit B: New Mobility Fee
- Exhibit C: Revised Warner Center Mobility Fee Cost Breakdown
- Exhibit D: Improvement Costs (2017 Adjusted)

LIST OF TABLES

TABLE 1: EXPANDED MOBILITY FEE TABLE WITH FAR ADJUSTMENTS..... 2

TABLE 2: WARNER CENTER MOBILITY FEE COST BREAKDOWN INCLUDING EXEMPT PROJECTS 5

TABLE 3: MOBILITY FEE TABLE - BASED ON NEXUS STUDY 7

TABLE 4: UPDATED MOBILITY FEE TABLE - 8

WITH 10% EXEMPT PROJECT DISCOUNT TO BE USED FOR EXISTING USE CREDIT AND FUTURE PROJECT MOBILITY FEE CALCULATION 8

TABLE 5: TOTAL FEES TO BE COLLECTED WITH UPDATED MOBILITY FEE TABLE – WITH 10% EXEMPT PROJECT DISCOUNT..... 9

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

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 11

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 12

TABLE 8: TOTAL FEES TO BE COLLECTED WITH UPDATED MOBILITY FEE TABLE - 12

WITH 10% EXEMPT PROJECT DISCOUNT AND 5.25% DENSITY BONUS DISCOUNT 12

TABLE 9: EXAMPLE 1 - TOTAL FUNDS REQUIRED TO FULLY MITIGATE IMPACT MAXIMUM IN-LIEU CREDIT ESTABLISHED..... 14

TABLE 10: EXAMPLE 1 – IN-LIEU CREDIT MAXIMUM IN-LIEU CREDIT ESTABLISHED 14

TABLE 11: EXAMPLE 1 – NET MOBILITY FEE MAXIMUM IN-LIEU CREDIT ESTABLISHED 15

TABLE 12: EXAMPLE 1 – IN-LIEU CREDIT NO MAXIMUM IN-LIEU CREDIT ESTABLISHED 16

TABLE 13: EXAMPLE 1 – NET MOBILITY FEE NO MAXIMUM IN-LIEU CREDIT ESTABLISHED 17

TABLE 14: EXAMPLE 1 – IN-LIEU CREDIT (LAND DEDICATION ONLY) MAXIMUM IN-LIEU CREDIT ESTABLISHED 18

TABLE 15: EXAMPLE 2 - TOTAL FUNDS REQUIRED TO FULLY MITIGATE IMPACT MAXIMUM IN-LIEU CREDIT ESTABLISHED..... 19

TABLE 16: EXAMPLE 2 – IN-LIEU CREDIT MAXIMUM IN-LIEU CREDIT ESTABLISHED 19

TABLE 17: EXAMPLE 2 – NET MOBILITY FEE MAXIMUM IN-LIEU CREDIT ESTABLISHED 20

TABLE 18: EXAMPLE 2 - TOTAL FUNDS REQUIRED TO FULLY MITIGATE IMPACT NO MAXIMUM IN-LIEU CREDIT ESTABLISHED..... 21

TABLE 19: EXAMPLE 2 – IN-LIEU CREDIT NO MAXIMUM IN-LIEU CREDIT ESTABLISHED 22

TABLE 20: EXAMPLE 2 – NET MOBILITY FEE NO MAXIMUM IN-LIEU CREDIT ESTABLISHED 22

TABLE 21: EXAMPLE 2 – IN-LIEU CREDIT (WITH LAND DEDICATION) MAXIMUM IN-LIEU CREDIT ESTABLISHED 23

TABLE 22: TOTAL FUNDS REQUIRED TO FULLY MITIGATE IMPACT NEXUS WITH THE PLAN 29

TABLE 23: TOTAL FUNDS REQUIRED TO FULLY MITIGATE IMPACT NEXUS WITH THE PLAN AND NO POLICY DISCOUNTS 30

TABLE 24: TOTAL FUNDS REQUIRED TO FULLY MITIGATE IMPACT NEXUS WITH THE PLAN AND NO POLICY DISCOUNTS, WITH IN-LIEU CREDIT 31

TABLE 25: IN-LIEU CREDIT NEXUS WITH THE PLAN AND NO POLICY DISCOUNTS, WITH IN-LIEU CREDIT 32

TABLE 26: COMPARATIVE ANALYSIS OF FEE CALCULATION SCENARIOS 32

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: **Dollars / Trip x Trips / Employee x Avg. Employees / Sq ft = Dollars / Sq ft**

Residential: **Dollars / Trip x Trips / Dwelling Unit ÷ Avg. sq. ft / Dwelling Unit = 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:
 - $\$6,900 - \$800 = \underline{\$6,100}$
- 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		

*Bolted 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:
 - $\$4,435,500 - \$1,750,000 = \underline{\$2,685,500}$
- 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: $40\% \times \$240,000 = \$96,000$
- Max in-lieu credit for ROW/land dedication of through lane: $40\% \times \$1,584,000 = \$636,600$
- Max in-lieu credit for ROW/land dedication of right-turn lane: $40\% \times \$240,000 = \$96,000$

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)**

Warner Center Mobility Fee Clarification Study

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 Add a 3rd WB through lane	No Yes	\$0 \$1,584,000	\$0 \$633,600	\$0 \$950,400	\$0 \$1,154,604	\$0 \$1,420,163	\$0 \$568,065	\$0 \$852,098	\$0 \$3,004,163	\$0 \$1,201,665	\$0 \$1,802,498	\$0 \$1,201,665	\$0 \$1,201,665
3	Signalized	De Soto Ave and Vanowen St													
		Add a 3rd EB through lane Add a 3rd WB through lane	No Yes	\$0 \$1,584,000	\$0 \$633,600	\$0 \$950,400	\$0 \$1,154,604	\$0 \$1,420,163	\$0 \$568,065	\$0 \$852,098	\$0 \$3,004,163	\$0 \$1,201,665	\$0 \$1,802,498	\$0 \$1,201,665	\$0 \$1,201,665
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 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	Dwensmouth 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					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	
Signal Modification									\$1,233,673	\$493,469	\$740,204	\$493,469			
											\$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 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	
					\$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

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)	Aid For by Mobility Fee (40%)	Fee 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	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 \$203,250 \$30,000	\$1,420,163 \$710,081 \$249,998 \$249,998 \$36,900	\$568,065 \$284,033 \$99,999 \$99,999 \$14,760	\$852,098 \$426,048 \$149,999 \$149,999 \$22,140	\$3,004,163 \$1,502,081 \$489,998 \$489,998 \$36,900 \$5,523,139	\$1,201,665 \$600,833 \$195,999 \$195,999 \$14,760 \$2,209,256	\$1,802,498 \$901,248 \$293,999 \$293,999 \$22,140 \$3,313,883	\$1,201,665 \$600,833 \$195,999 \$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 NB 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

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*)	
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	Variel Ave and Vanowen St Add a 2nd NB through Add a dedicated NB left Part of Variel Corridor Improvement Part of Variel Corridor Improvement Part of Variel Corridor Improvement Part of Variel Corridor Improvement 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	\$0 \$0 \$0 \$0 \$1,584,000 \$1,584,000	\$0 \$0 \$0 \$0 \$633,600 \$633,600	\$0 \$0 \$0 \$0 \$950,400 \$950,400	\$0 \$0 \$0 \$0 \$1,154,604 \$1,154,604	\$0 \$0 \$0 \$0 \$1,420,163 \$1,420,163	\$0 \$0 \$0 \$0 \$568,065 \$568,065	\$0 \$0 \$0 \$0 \$852,098 \$852,098	\$0 \$0 \$0 \$0 \$3,004,163 \$3,004,163	\$0 \$0 \$0 \$0 \$1,201,665 \$1,201,665	\$0 \$0 \$0 \$0 \$1,802,498 \$1,802,498	\$0 \$0 \$0 \$0 \$1,201,665 \$1,201,665	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	\$1,584,000	\$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 \$36,900	\$568,065 \$568,065 \$99,999 \$14,760	\$852,098 \$852,098 \$149,999 \$22,140	\$3,004,163 \$3,004,163 \$489,998 \$36,900 \$6,535,223	\$1,201,665 \$1,201,665 \$195,999 \$0 \$14,760 \$2,614,089	\$1,802,498 \$1,802,498 \$293,999 \$0 \$22,140 \$3,921,134	\$1,201,665 \$1,201,665 \$195,999 \$0 \$14,760 \$2,614,089	Int Total



Warner Center Mobility Fee Clarification Study

Appendix

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 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	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 NB through						\$0	\$0	\$0	\$0	\$0	\$0	\$0		
		Add a dedicated NB right						\$0	\$0	\$0	\$0	\$0	\$0	\$0		
		Add an EB left						\$0	\$0	\$0	\$0	\$0	\$0	\$0		
		Add a WB shared through/right						\$0	\$0	\$0	\$0	\$0	\$0	\$0		
		New SB approach: one left, two throughs, one right						\$0	\$0	\$0	\$0	\$0	\$0	\$0		
		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
47	Signalized	Mason Ave and Victory Blvd														
		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 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 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 SB right by converting EB through into shared through/right	Yes	\$24,000	\$9,600	\$14,400	\$20,325	\$25,000	\$10,000	\$15,000	\$49,000	\$19,600	\$29,400	\$19,600		
Signal Modification						\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760			
										\$1,555,892	\$622,357	\$933,535	\$622,357	Int Total		
48	Signalized	Owensmouth Ave and Canyon Creek Dr (Pvt)														
		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 2nd 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 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			
										\$1,506,893	\$602,757	\$904,136	\$602,757	Int Total		
49	Signalized	Shoup 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		
Signal Modification						\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760			
										\$526,898	\$210,759	\$316,139	\$210,759	Int Total		
50	Signalized	Shoup 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		
Signal Modification						\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760			
										\$526,898	\$210,759	\$316,139	\$210,759	Int Total		
52	Signalized	Shoup Ave and Burbank Blvd														
		Change WB left-turn phasing from perm to prot	No	\$0	\$0	\$0					\$0	\$0	\$0	\$0		
		Change NB left-turn phasing from perm to prot	No	\$0	\$0	\$0					\$0	\$0	\$0	\$0		
Signal Modification						\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$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				\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760			
		Add a 2nd WB right by converting existing through to shared through/right	Yes	\$24,000	\$9,600	\$14,400	\$20,325	\$25,000	\$10,000	\$15,000	\$49,000	\$19,600	\$29,400	\$19,600		
										\$85,900	\$34,360	\$51,540	\$34,360	Int Total		
54	Signalized	101 Ventura Fwy EB and Ventura Blvd														
		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		
Signal Modification						\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760			
										\$526,898	\$210,759	\$316,139	\$210,759	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	\$203,250	\$249,998	\$99,999	\$149,999	\$249,998	\$99,999	\$149,999	\$99,999		
										\$249,998	\$99,999	\$149,999	\$99,999	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*)	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	\$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	
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 \$14,760 \$406,758	\$293,999 \$293,999 \$22,140 \$610,137	\$195,999 \$195,999 \$14,760 \$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	Counted for No	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0 \$1,154,604	\$0 \$0 \$1,420,163	\$0 \$0 \$568,065	\$0 \$0 \$852,098	\$0 \$0 \$1,420,163 \$1,420,163	\$0 \$0 \$568,065 \$568,065	\$0 \$0 \$852,098 \$852,098	\$0 \$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	Counted for No	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0 \$1,154,604	\$0 \$0 \$1,420,163	\$0 \$0 \$568,065	\$0 \$0 \$852,098	\$0 \$0 \$1,420,163 \$1,420,163	\$0 \$0 \$568,065 \$568,065	\$0 \$0 \$852,098 \$852,098	\$0 \$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 \$1,584,000 \$240,000	\$96,000 \$633,600 \$633,600 \$96,000	\$144,000 \$950,400 \$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 \$1,201,665 \$568,065 \$99,999 \$14,760	\$162,360 \$149,999 \$852,098 \$3,004,163 \$149,999 \$22,140	\$270,600 \$489,998 \$3,004,163 \$3,004,163 \$489,998 \$14,760 \$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	\$96,000 \$96,000 \$96,000 \$96,000	\$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 \$14,760 \$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	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	\$0 \$0 \$0	\$0 \$0 \$0	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)	Paid For by Mobility Fee (40%)	Fee 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 \$36,900 \$1,506,893	\$195,999 \$195,999 \$195,999 \$14,760 \$602,757	\$293,999 \$293,999 \$293,999 \$22,140 \$904,136	\$195,999 \$195,999 \$195,999 \$14,760 \$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 Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Instruction 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)	Bid 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	\$0 \$0 \$0 \$0 \$14,760	\$0 \$0 \$0 \$0 \$22,140	\$0 \$0 \$0 \$0 \$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

Warner Center Mobility Fee Clarification Study

Appendix

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*)	
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 \$0 \$195,999	\$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	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*)	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	\$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

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 Weekly Cost	Total Weekly Cost	Annual Operating Cost 2035 at Full Build Out	Cost Paid For by Mobility Fee (100%)	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	<i>Dollars per Square Foot of Floor Area</i>
Industrial Land Uses	
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	<i>Dollars per Square Foot of Floor Area</i>
General Office Land Uses	
Business Park Office, General Office Park Real Estate Office Research and Development Center Single Tenant Office Building	\$8.31

Category E	<i>Dollars per Square Foot of Floor Area</i>
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 Wholesale Store or Superstore	\$15.87
<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)	
--	--

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
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.

**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	Int Total
										\$3,261,655	\$1,304,662	\$1,956,993	\$1,304,662		
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	Int Total
										\$3,261,655	\$1,304,662	\$1,956,993	\$1,304,662		
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	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 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 2nd EB 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 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	
		Change SB left-turn signal control from prot to perm/prot Add dual SB dedicated rights	No Yes	\$0 \$521,142	\$0 \$208,457	\$0 \$312,685	\$30,000 \$220,671	\$36,900 \$271,425	\$14,760 \$108,570	\$22,140 \$162,855	\$36,900 \$792,567	\$14,760 \$317,027	\$22,140 \$475,540	\$14,760 \$317,027	\$1,395,780
9	Signalized	Canoga Ave and Erwin St													
		Add a 2nd NB left	None available	\$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 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 2nd EB 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 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	
11	Signalized	De Soto Ave and Erwin St													
		Add a 2nd NB through	No	\$0	\$0	\$0	\$835,711	\$1,027,925	\$411,170	\$616,755	\$1,027,925	\$411,170	\$616,755	\$411,170	
		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	\$220,671	\$271,425	\$108,570	\$162,855	\$271,425	\$108,570	\$162,855	\$108,570	
		Relocate existing bike lane Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	
12	Signalized	Topanga Canyon Blvd and Oxnard 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 2nd WB left Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	
13	Signalized	Canoga Ave and Oxnard 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 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	
		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 additional 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	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760	
14	Signalized	De Soto Ave and Oxnard 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 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	
		Add a 4th SB through Relocate existing bike 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	
15	Unsignalized	Topanga Canyon Blvd and Califa St													
		Add a traffic signal				\$238,857	\$293,794	\$117,517	\$176,277	\$293,794	\$117,517	\$176,277	\$117,517		
		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	\$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	
											\$4,339,322	\$1,735,729	\$2,603,593	\$1,735,729	Int Total
											\$1,357,786	\$543,115	\$814,671	\$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 \$652,331 \$531,996 \$531,996 \$36,900 \$5,993,376	\$1,304,662 \$652,331 \$978,497 \$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	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	Int Total	
			Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799		
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	\$0	\$0	\$0	\$19,800	\$24,354	\$9,742	\$14,612	\$24,354	\$9,742	\$14,612	\$9,742	Int Total	
			No	\$0	\$0	\$0	\$19,800	\$24,354	\$9,742	\$14,612	\$24,354	\$9,742	\$14,612	\$9,742		
				\$0	\$0	\$0	\$19,800	\$24,354	\$9,742	\$14,612	\$24,354	\$9,742	\$14,612	\$9,742		
				\$0	\$0	\$0	\$48,708	\$19,483	\$29,225	\$48,708	\$19,483	\$29,225	\$19,483			
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	\$212,799	\$319,197	\$212,799	Int Total	
										\$531,996	\$212,799	\$319,197	\$212,799			
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	\$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	Int Total	
			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		
			Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799		
			Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799		
				\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760		
							\$7,624,203	\$3,049,681	\$4,574,522	\$7,624,203	\$3,049,681	\$4,574,522	\$3,049,681			
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				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Int Total	
			Part of Variel Corridor Improvement				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
			Part of Variel Corridor Improvement				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
			Part of Variel Corridor Improvement	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
				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
										\$6,523,311	\$2,609,324	\$3,913,987	\$2,609,324			
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	\$1,304,662	Int Total	
										\$3,261,655	\$1,304,662	\$1,956,993	\$1,304,662			
42	Signalized	Fallbrook Ave and Victory Blvd Add a 2nd SB left Add a dedicated WB right Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799	Int Total	
			Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799		
				\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760		
							\$1,100,893	\$440,357	\$660,536	\$1,100,893	\$440,357	\$660,536	\$440,357			
43	Signalized	Shoup Ave and Victory Blvd Add a 3rd EB through (restripe) Add a 3rd WB through (restripe)	No	\$0	\$0	\$0	\$19,800	\$24,354	\$9,742	\$14,612	\$24,354	\$9,742	\$14,612	\$9,742	Int Total	
			No	\$0	\$0	\$0	\$19,800	\$24,354	\$9,742	\$14,612	\$24,354	\$9,742	\$14,612	\$9,742		
							\$48,708	\$19,483	\$29,225	\$48,708	\$19,483	\$29,225	\$19,483			
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	\$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	Int Total	
			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		
			Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	\$212,799		
			Victory Blvd Widening				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0
			Victory Blvd Widening				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0
							\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	\$14,760		
										\$7,092,207	\$2,836,883	\$4,255,324	\$2,836,883			

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	\$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	\$260,571 \$260,571 \$26,057	\$104,228 \$104,228 \$10,423	\$156,343 \$156,343 \$15,634	\$220,671 \$220,671 \$22,067	\$271,425 \$271,425 \$27,143	\$108,570 \$108,570 \$10,857	\$162,855 \$162,855 \$16,286	\$531,996 \$531,996 \$53,200	\$212,799 \$212,799 \$21,280	\$319,197 \$319,197 \$31,920	\$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	\$36,900	\$14,760	\$22,140	\$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	\$22,067	\$27,143	\$10,857	\$16,286	\$53,200	\$21,280	\$31,920	\$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	
											\$271,425	\$108,570	\$162,855	\$108,570	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*)	
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	\$271,425 \$1,541,887 \$1,541,887 \$271,425 \$36,900	\$108,570 \$616,755 \$616,755 \$108,570 \$14,760	\$162,855 \$925,132 \$925,132 \$162,855 \$22,140	\$531,996 \$3,261,655 \$3,261,655 \$531,996 \$36,900 \$7,917,997	\$212,799 \$1,304,662 \$1,304,662 \$212,799 \$14,760 \$3,167,199	\$319,197 \$1,956,993 \$1,956,993 \$319,197 \$22,140 \$4,750,798	\$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	\$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 \$2,458,679	\$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$983,472	\$319,197 \$319,197 \$319,197 \$319,197 \$22,140 \$1,475,207	\$212,799 \$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 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	\$212,799 \$14,760 \$227,559	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	\$212,799 \$212,799 \$14,760 \$440,357	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	\$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	\$0 \$0 \$0 \$0 \$14,760	\$0 \$0 \$0 \$0 \$22,140	\$0 \$0 \$0 \$0 \$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	\$271,425	\$108,570	\$162,855	\$531,996 \$531,996	\$212,799 \$212,799	\$319,197 \$319,197	\$212,799 \$212,799	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	\$30,000	\$36,900	\$14,760	\$22,140	\$531,996 \$531,996 \$531,996 \$531,996 \$36,900	\$212,799 \$212,799 \$212,799 \$212,799 \$14,760	\$319,197 \$319,197 \$319,197 \$319,197 \$22,140	\$212,799 \$212,799 \$212,799 \$212,799 \$14,760	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	\$212,799	\$319,197	\$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	\$14,760	\$22,140	\$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	\$1,304,662	\$1,956,993	\$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	\$30,000	\$36,900	\$14,760	\$22,140	\$531,996 \$36,900	\$212,799 \$14,760	\$319,197 \$22,140	\$212,799 \$14,760	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	\$14,760	\$22,140	\$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	\$14,760	\$22,140	\$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	\$1,304,662	\$1,956,993	\$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	\$3,690	\$1,476	\$2,214	\$3,690 \$36,900	\$1,476 \$14,760	\$2,214 \$22,140	\$1,476 \$14,760	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	\$1,541,887	\$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
											\$6,523,311	\$2,609,324	\$3,913,987	\$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											\$62,155,907	\$76,451,766	\$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