

**PLANNING DEPARTMENT TRANSMITTAL
TO THE CITY CLERK'S OFFICE
*SUPPLEMENTAL***

CITY PLANNING CASE:	ENVIRONMENTAL DOCUMENT:	COUNCIL DISTRICT:
CPC-2008-3470-SPR-GPA-ZC-SUD-BL-M3	ENV-2008-3471-EIR; SCH No. 1990011055	3 – Blumenfield
PROJECT ADDRESS:		
CITYWIDE		
PLANNER CONTACT INFORMATION:	TELEPHONE NUMBER:	EMAIL ADDRESS:
Jonathan Hershey	213-978-1337	jonathan.hershey@lacity.org

NOTES / INSTRUCTION(S):	
<p>Supplemental Transmittal for Corrected Determination Letter and Amended Ordinance.</p>	
TRANSMITTED BY:	TRANSMITTAL DATE:
Cecilia Lamas Commission Executive Assistant	May 23, 2019



LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300

www.planning.lacity.org

***CORRECTED* LETTER OF DETERMINATION**

MAILING DATE: **MAY 23 2019**

Case No. CPC-2008-3470-SP-GPA-ZC-SUD-BL-M3

Council District: 3 – Blumenfield

CEQA: ENV-2008-3471-EIR, SCH No. 1990011055

Plan Area: Canoga Park-Winnetka-Woodland Hills-West Hills

Project Site: Warner Center 2035 Specific Plan

Applicant: City of Los Angeles

At its meeting of **February 28, 2019**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following:

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

1. **Find**, based on the independent judgement of the Commission, after consideration of the whole of the administrative record, that the project was assessed in the previously certified Environmental Impact Report No. ENV-2008-3471-EIR (SCH No. 1990011055), certified on April 24, 2013, and pursuant to State CEQA Guidelines Sections 15162 and 15164, no major revisions are required to the EIR and no subsequent EIR is required for approval of the project;
2. **Approved** and **recommended** that the City Council **adopt** the proposed ordinance, as amended per Staff's Technical Modification dated February 26, 2019, provided that the City Attorney review the ordinance as to form and legality; and
3. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Khorsand


Seconded: Ambroz

Ayes: Mack, Millman, Mitchell

Nays: Perlman

Absent: Choe, Padilla-Campos

Vote: 5 – 1


Cecilia Lamas, Commission Executive Assistant
Los Angeles City Planning Commission

Effective/Appeals Date:

The decision of the City Planning Commission is not appealable.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: *Amended Ordinance, Findings

c: Craig Weber, Principal City Planner
 Rebecca Valdez, Principal Planner
 Jonathan Hershey, Senior City Planner

ORDINANCE NO. _____
(As Amended by the City Planning Commission)

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

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

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

MOBILITY FEE. The money a Project applicant is required to pay to the Warner Center Mobility Trust Fund, the amount of which is based on trip generation of building ~~floor area~~ Floor Area (as defined in Los Angeles Municipal Code Section 12.03) ~~or residential units and floor area ratio~~, pursuant to the terms of this Plan (see Section 7 and **Appendixes D and E**).

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

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

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

Prior to the Director's approval of the Phasing Plan, the DOT shall: (i) review the proposed Phasing Plan; (ii) identify the transportation/mobility mitigation to be undertaken by the Project applicant for the initial Project phase; (iii) determine and approve any applicable in-lieu credits, towards the payment of the Mobility Fee pursuant to Section 7 of this Plan, available to the Project; (iv) determine that the proposed Transportation Demand Management (TDM) program goals are in conformance with the provisions of this Plan; (v) calculate the Mobility Fee for the initial Project phase based on Land Use categories in Appendix D Table 1 and the FAR-Floor Area (per L.A.M.C. Section 12.03) of the building permits for that phase of the project plus-minus any existing buildings within the project site proposed for demolition during that phase; and (vi)

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

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

7.3 Mobility Fee.

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

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

7.3.1 Mobility Fee Calculation and Mitigation Measures.

Mobility Fee shall be calculated and mitigation measures shall be determined based on a Project's land uses and ~~size~~Floor Area (per L.A.M.C. Section 12.03), as calculated by ~~the Department of City Planning and~~ the Department of Building and Safety, in consultation with DOT and the Department of City Planning, using the Mobility Fee Table set forth in **Appendix D** of this Plan. The Mobility Fee rate shall be based upon those rates in effect at the time of building permit issuance; however, those projects or project phases that have submitted an application for discretionary approval to the Department of City Planning which is deemed complete prior to [the effective date of this ordinance], shall be subject to the annually adjusted fee rates and credits pursuant to the seven-column Appendix D table in effect at the time the application was deemed complete, for a maximum period of seven years following [the effective date of this ordinance], after which the project shall be subject to the most current fee and credit rates. The Department of City Planning, in consultation with DOT, shall have discretion in determining which lots constitute the project site specifically for the purpose of calculating a Mobility Fee. ~~The Mobility Fee funds the six~~

~~components of the TMP including Roadway Improvements, New Orange Line Station Terminus, Bus Purchases, Bus Operating Expenses, Streetscape Improvements, and Neighborhood Protection/Plan Implementation/Transportation Demand Management (TDM).~~

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

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

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

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

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

7.4.1 Existing Use Credit for Mobility Fees.

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

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

APPENDIX D

TABLE 1

WARNER CENTER 2035 PLAN – MOBILITY FEE TABLE

Categories A through F ^[1]

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

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

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

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

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

<p>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</p> <p><u>Recreational Uses</u></p> <p>Arcade, Gaming Athletic Club Amusement Park Arena Banquet Hall and Private Club Batting Cages Bowling Alley Dance Studio or Academy Golf Facility Health and Fitness Club Playground Skating Rink, Ice or Roller Live Music, Night club or Dance club Live Theater Movie Theater Miniature Golf Course Museum or Art Studio, Retail Sales Music School Pool Hall Private Recreational Center Recreational Facility, Privately Owned Stadium</p> <p><u>Service Uses</u></p> <p>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</p>							
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Hotel, Motel, Suite, Lodge, Extended Stay Facility, Resort, Motor Inn, etc. Medical or Dental Office and Clinics Repair and Cleaning Service (Jewelry, Clothing, Electronics, etc.) Restaurant (Fast Food/High Turnover/Quality), Walk-in Only Surgery Center (No Overnight Stay) Veterinary Office (No Overnight Boarding)							
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Category F Exempted Land Uses	No Fee Assessed
Community Center or Facility (No greater than 40,000 Square feet) [3] Changes of Use (No greater than 1,000 Square Feet) Government Office, Facility, Station, etc. Ground Floor Mixed Uses of a Residential/Office Tower (10% or less of overall floor area) Non-Profit Facility (Hospital/Medical Center and their related Medical Uses, Library, Museum, Cultural Arts Center, Community Center, K-12 School, College, University, Trade School, Pre-School, Day Care Center, etc.) Park or Playground, Public or Philanthropic Operated Place of Worship Public Park, Playground or Other Recreational Facility Public School / K-12 (Including Charter School) Public University and College Recycling Buyback Center, Non- Profit Only Temporary Uses (Christmas Trees, Pumpkin, Farmer's Market, Circus, Carnival, etc.) Public Trade School and Continuing Educational Facility Transit Station and Park-And-Ride Facility	\$0.00

FOOTNOTES

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

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

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

OVERALL WARNER CENTER MOBILITY FEE COST BREAKDOWN

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

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

[1] Refer to Specific Plan Section 6.2.1.2.2

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

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

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

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

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

Warner Center – Cost Per Mitigation Measure

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	
1	Signalized	Topanga Canyon Blvd and Vanowen St Add a 2nd NB right Add a 2nd NB left Remove EB right for a shared through/right & add 2nd EB left Add a dedicated VWB right Signal Modification	Yes Yes No Yes	\$260,571 \$260,571 \$0 \$260,571	\$104,228 \$104,228 \$0 \$104,228	\$156,343 \$156,343 \$0 \$156,343	\$220,671 \$220,671 \$220,671 \$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 \$271,425 \$531,996 \$1,904,314	\$212,799 \$212,799 \$108,570 \$212,799 \$761,726	\$319,197 \$319,197 \$162,855 \$319,197 \$1,142,588	Int Total
2	Signalized	Canoga Ave and Vanowen St Add a 3rd EB through lane Add a 3rd WB through lane	No Yes	\$0 \$1,719,768	\$0 \$687,907	\$0 \$1,031,861	\$0 \$1,253,567	\$0 \$1,541,887	\$0 \$616,755	\$0 \$925,132	\$0 \$3,261,655 \$3,261,655	\$0 \$1,304,662 \$1,304,662	\$0 \$1,956,993 \$1,956,993	Int Total
3	Signalized	De Soto Ave and Vanowen St Add a 3rd EB through lane Add a 3rd WB through lane	No Yes	\$0 \$1,719,768	\$0 \$687,907	\$0 \$1,031,861	\$0 \$1,253,567	\$0 \$1,541,887	\$0 \$616,755	\$0 \$925,132	\$0 \$3,261,655 \$3,261,655	\$0 \$1,304,662 \$1,304,662	\$0 \$1,956,993 \$1,956,993	Int Total
4	Signalized	Topanga Canyon Blvd and Victory Blvd Add a 4th EB through Add a 2nd NB Left Add a dedicated NB Right Add a dedicated VWB Right Add a 2nd SB Left Add a dedicated SB Right Signal Modification	Yes Yes Yes Yes Yes Yes Yes	\$1,719,768 \$260,571 \$260,571 \$260,571 \$260,571 \$260,571 \$260,571	\$687,907 \$104,228 \$104,228 \$104,228 \$104,228 \$104,228 \$104,228	\$1,031,861 \$156,343 \$156,343 \$156,343 \$156,343 \$156,343 \$156,343	\$1,253,567 \$220,671 \$220,671 \$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$1,541,887 \$271,425 \$271,425 \$271,425 \$271,425 \$271,425 \$271,425 \$36,900	\$616,755 \$108,570 \$108,570 \$108,570 \$108,570 \$108,570 \$108,570 \$14,760	\$925,132 \$162,855 \$162,855 \$162,855 \$162,855 \$162,855 \$162,855 \$22,140	\$3,261,655 \$531,996 \$531,996 \$531,996 \$531,996 \$531,996 \$531,996 \$36,900 \$5,958,537	\$1,304,662 \$212,799 \$212,799 \$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$2,383,415	\$1,956,993 \$319,197 \$319,197 \$319,197 \$319,197 \$319,197 \$319,197 \$22,140 \$3,575,122	Int Total
5	Signalized	Canoga Ave and Victory Blvd Add a dedicated EB shared through/right Add a dedicated NB Right Add a 2nd VWB left Add a 2nd SB left Signal Modification	Yes Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$531,996 \$531,996 \$36,900 \$2,164,885	\$212,799 \$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$865,954	\$319,197 \$319,197 \$319,197 \$319,197 \$319,197 \$22,140 \$1,298,931	Int Total
6	Signalized	De Soto Ave and Victory Blvd Add a dedicated EB right Add a dedicated NB Right Add a 2nd NB left Add a VWB shared through/right as a 4th, replacing dedicated right Add a 2nd SB left Add a 4th SB through Add a dedicated SB Right Signal Modification	Yes Yes Yes No Yes Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$0 \$260,571 \$1,146,512 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$0 \$104,228 \$458,605 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$0 \$156,343 \$687,907 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$0 \$220,671 \$935,711 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$0 \$271,425 \$1,027,925 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$0 \$108,570 \$411,170 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$0 \$162,855 \$616,755 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$0 \$531,996 \$2,174,437 \$531,996 \$531,996 \$36,900 \$4,871,319	\$212,799 \$212,799 \$212,799 \$0 \$212,799 \$969,775 \$212,799 \$212,799 \$14,760 \$1,948,527	\$319,197 \$319,197 \$319,197 \$0 \$319,197 \$1,304,662 \$319,197 \$319,197 \$22,140 \$2,922,792	Int Total
7	Signalized	Topanga Canyon Blvd and Erwin St Add a dedicated NB Right Add a dedicated VWB Right Add a 2nd VWB left Signal Modification	Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$36,900 \$1,632,889	\$212,799 \$212,799 \$212,799 \$14,760 \$653,156	\$319,197 \$319,197 \$319,197 \$22,140 \$979,733	Int Total
8	Signalized	Owensmouth Ave and Erwin St Add a dedicated NB Right Add a 2nd NB left Add a dedicated EB right Add a 2nd EB left Add a dedicated VWB Right Change SB left-turn signal control from prot to perm/prot Add dual SB dedicated rights	Yes Yes Yes Yes Yes No Yes	\$260,571 \$260,571 \$260,571 \$260,571 \$260,571 \$0 \$521,142	\$104,228 \$104,228 \$104,228 \$104,228 \$104,228 \$0 \$208,457	\$156,343 \$156,343 \$156,343 \$156,343 \$156,343 \$0 \$312,685	\$220,671 \$220,671 \$220,671 \$220,671 \$220,671 \$30,000 \$220,671	\$271,425 \$271,425 \$271,425 \$271,425 \$271,425 \$36,900 \$271,425	\$108,570 \$108,570 \$108,570 \$108,570 \$108,570 \$14,760 \$108,570	\$162,855 \$162,855 \$162,855 \$162,855 \$162,855 \$22,140 \$162,855	\$531,996 \$531,996 \$531,996 \$531,996 \$531,996 \$36,900 \$792,567 \$3,489,449	\$212,799 \$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$317,027 \$1,395,780	\$319,197 \$319,197 \$319,197 \$319,197 \$319,197 \$22,140 \$475,540 \$2,093,669	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	
9	Signalized	Canoga Ave and Erwin St Add a 2nd NB left Add a dedicated EB right Add a 2nd EB left Add a dedicated WB Right Add a 2nd WB left Signal Modification	None available Yes Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$531,996 \$531,996 \$36,900	\$212,799 \$212,799 \$212,799 \$212,799 \$212,799 \$14,760	\$319,197 \$319,197 \$319,197 \$319,197 \$319,197 \$22,140	
											\$2,696,882	\$1,078,753	\$1,618,129	Int Total
11	Signalized	De Soto Ave and Erwin St Add a 2nd NB through Add a 4th SB through Add a dedicated SB right Relocate existing bike lane Signal Modification	No No No	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$835,711 \$0 \$220,671 \$30,000	\$1,027,925 \$0 \$271,425 \$36,900	\$411,170 \$0 \$108,570 \$14,760	\$616,755 \$0 \$162,855 \$22,140	\$1,027,925 \$0 \$271,425 \$36,900	\$411,170 \$0 \$108,570 \$14,760	\$616,755 \$0 \$162,855 \$22,140	
											\$1,336,250	\$534,500	\$801,750	Int Total
12	Signalized	Topanga Canyon Blvd and Oxnard St Add a dedicated NB right Add a 2nd WB left Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$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	\$212,799 \$212,799 \$14,760	\$319,197 \$319,197 \$22,140	
											\$1,100,893	\$440,357	\$660,536	Int Total
13	Signalized	Canoga Ave and Oxnard St Add a dedicated NB right Add a dedicated WB Right Add a dedicated SB right Add a 2nd NB left Add additional through Signal Modification	Yes Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571 \$260,571 \$1,146,512	\$104,228 \$104,228 \$104,228 \$104,228 \$104,228 \$458,605	\$156,343 \$156,343 \$156,343 \$156,343 \$156,343 \$687,907	\$220,671 \$220,671 \$220,671 \$220,671 \$220,671 \$835,711 \$30,000	\$271,425 \$271,425 \$271,425 \$271,425 \$271,425 \$1,027,925 \$36,900	\$108,570 \$108,570 \$108,570 \$108,570 \$108,570 \$411,170 \$14,760	\$162,855 \$162,855 \$162,855 \$162,855 \$162,855 \$616,755 \$22,140	\$531,996 \$531,996 \$531,996 \$531,996 \$531,996 \$2,174,437 \$36,900	\$212,799 \$212,799 \$212,799 \$212,799 \$212,799 \$989,775 \$14,760	\$319,197 \$319,197 \$319,197 \$319,197 \$319,197 \$1,304,662 \$22,140	
											\$4,339,322	\$1,735,729	\$2,603,593	Int Total
14	Signalized	De Soto Ave and Oxnard St Add a dedicated NB right Add a dedicated SB right Add a 4th SB through Relocate existing bike lane	Yes Yes Yes	\$260,571 \$260,571 \$1,719,768	\$104,228 \$104,228 \$687,907	\$156,343 \$156,343 \$1,031,861	\$220,671 \$220,671 \$1,253,567	\$271,425 \$271,425 \$1,541,887	\$108,570 \$108,570 \$616,755	\$162,855 \$162,855 \$925,132	\$531,996 \$531,996 \$3,261,655 \$0	\$212,799 \$212,799 \$1,304,662 \$0	\$319,197 \$319,197 \$1,956,993 \$0	
											\$4,325,648	\$1,730,259	\$2,595,389	Int Total
15	Unsignalized	Topanga Canyon Blvd and Califa St Add a traffic signal Add a dedicated NB right Add a 2nd dedicated SB right	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$238,857 \$220,671 \$220,671	\$293,794 \$271,425 \$271,425	\$117,517 \$108,570 \$108,570	\$176,277 \$162,855 \$162,855	\$293,794 \$531,996 \$531,996	\$117,517 \$212,799 \$212,799	\$176,277 \$319,197 \$319,197	
											\$1,357,786	\$543,115	\$814,671	Int Total
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	\$117,517 \$212,799 \$212,799 \$14,760	\$176,277 \$319,197 \$319,197 \$22,140	
											\$1,394,686	\$557,875	\$836,811	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	\$308,377	\$462,567	
											\$770,944	\$308,377	\$462,567	Int Total
20	Signalized	Topanga Canyon Blvd and Burbank Blvd Add a 3rd WB through lane Add a shared NB through/right as a 4th through, replacing existing right Add a 2nd NB left Add a 2nd WB left Signal Modification	Yes Yes Yes Yes	\$1,719,768 \$859,884 \$260,571 \$260,571	\$687,907 \$343,954 \$104,228 \$104,228	\$1,031,861 \$515,930 \$156,343 \$156,343	\$1,253,567 \$626,784 \$220,671 \$220,671 \$30,000	\$1,541,887 \$770,944 \$271,425 \$271,425 \$36,900	\$616,755 \$308,377 \$108,570 \$108,570 \$14,760	\$925,132 \$462,567 \$162,855 \$162,855 \$22,140	\$3,261,655 \$1,630,828 \$531,996 \$531,996 \$36,900	\$1,304,662 \$652,331 \$212,799 \$212,799 \$14,760	\$1,956,993 \$978,497 \$319,197 \$319,197 \$22,140	
											\$5,993,376	\$2,397,350	\$3,596,026	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%)	
22	Signalized	Canoga Ave and Burbank Blvd Add dual dedicated NB rights Add a 2nd NB left Signal Modification	Yes Yes	\$521,142 \$260,571	\$208,457 \$104,228	\$312,685 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$792,567 \$531,996 \$36,900 \$1,361,464	\$317,027 \$212,799 \$14,760 \$544,585	\$475,540 \$319,197 \$22,140 \$816,879	Int Total
25	Signalized	De Soto Ave 101 Ventura Fwy WB Add a 3rd NB through lane Add a 2nd NB left	Yes Yes	\$572,683 \$260,571	\$229,073 \$104,228	\$343,610 \$156,343	\$417,438 \$220,671	\$513,449 \$271,425	\$205,379 \$108,570	\$308,070 \$162,855	\$1,086,131 \$531,996 \$1,618,128	\$434,453 \$212,799 \$647,251	\$651,678 \$319,197 \$970,877	Int Total
27	Signalized	De Soto Ave and 101 Ventura Fwy EB Add a 4th NB through	No	\$0	\$0	\$0	\$417,438	\$513,449	\$205,379	\$308,070	\$513,449 \$513,449	\$205,379 \$205,379	\$308,070 \$308,070	I 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	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	I 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 permiprot for PM	Yes No	\$260,571 \$0	\$104,228 \$0	\$156,343 \$0	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	Int Total
33	Signalized	Owensmouth Ave and Sherman Way Add a 2nd WB left Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	I Int Total
34	Signalized	Canoga Ave and Sherman Way Add prot signal control for NB and WB Add a 2nd WB left	No Yes	\$0 \$260,571	\$0 \$104,228	\$0 \$156,343	\$30,000 \$220,671	\$36,900 \$271,425	\$14,760 \$108,570	\$22,140 \$162,855	\$36,900 \$531,996 \$568,896	\$14,760 \$212,799 \$227,559	\$22,140 \$319,197 \$341,337	Int Total
35	Signalized	De Soto Ave and Sherman Way Add a dedicated NB right Add a dedicated SB right Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$319,197 \$22,140 \$660,536	Int Total
36	Signalized	Fallbrook Ave and Vanowen St Add a NB shared through/right as 3rd through to replace existing right Add a SB shared through/right as 3rd through to replace existing right Requires relocation of existing Metro bus stops at NE & SW corners	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$0 \$48,708	\$9,742 \$9,742 \$0 \$19,483	\$14,612 \$14,612 \$0 \$29,225	I Int Total
37	Signalized	Shoup Ave and Vanowen St Add a dedicated EB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996 \$531,996	\$212,799 \$212,799	\$319,197 \$319,197	Int Total
38	Signalized	Owensmouth Ave and Vanowen St Add a 3rd EB through Add a 3rd WB through Add a 2nd WB left Add a dedicated SB right Signal Modification	Yes Yes Yes Yes	\$1,719,768 \$1,719,768 \$260,571 \$260,571	\$687,907 \$687,907 \$104,228 \$104,228	\$1,031,861 \$1,031,861 \$156,343 \$156,343	\$1,253,567 \$1,253,567 \$220,671 \$220,671 \$30,000	\$1,541,887 \$1,541,887 \$271,425 \$271,425 \$36,900	\$616,755 \$616,755 \$108,570 \$108,570 \$14,760	\$925,132 \$925,132 \$162,855 \$162,855 \$22,140	\$3,261,655 \$3,261,655 \$531,996 \$531,996 \$36,900 \$7,624,203	\$1,304,662 \$1,304,662 \$212,799 \$212,799 \$14,760 \$3,049,681	\$1,956,993 \$1,956,993 \$319,197 \$319,197 \$22,140 \$4,574,522	Int Total

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

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

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

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

[illegible]

FINDINGS

CEQA Findings

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

Charter Findings

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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