



MEMORANDUM

Date: August 1, 2019
To: Joi Harden, Zoning Case Manager, Division Manager, Planning and Zoning Dept
CC: Bobak Tehrany, P.E., BOE Consulting Services, LLC
Michael Whellan, Armbrust & Brown, PLLC
Eric Bollich, P.E., PTOE, Austin Transportation Department
Reference: 4700 E Riverside Dr (97 Acres) (E Riverside Dr and S Pleasant Valley) –
Transportation Impact Analysis Final Memo Based on **Staff Recommendation**
C14-2018-0026, C14-2018-0027, & C14-2018-0028

Summary of the Transportation Impact Analysis (TIA):

The Austin Transportation Department (ATD) has thoroughly reviewed the “97 Acres TIA” dated May 7, 2019, prepared by BOE Consulting Services LLC (BOE Consulting). The development covers about 97 acres at the northeast corner of E Riverside Drive and S Pleasant Valley Road, in southeast Austin. The development is anticipated to be completed in five phases.

The Applicant has submitted a TIA (dated May 7, 2019) which assumes the intensity proposed by the applicant and is beyond staff’s recommended intensity. Therefore, the TIA submitted by the Applicant considers more trips than are recommended by City of Austin (COA) staff. COA Transportation staff considered this while reviewing the TIA and prepared the following memo summarizing the transportation recommendations based on the staff recommended (reduced) intensity.

Below is a summary of our review findings and recommendations:

1. The Applicant shall design, construct, and fund 100% of the off-site improvements identified in Attachment C as part of their site development applications, as identified for each tract. Off-site improvements should be included within the first site plan for each identified tract. No temporary certificate of occupancy (TCO) shall be issued until the construction of the identified improvements is complete. Note: Cost estimates **should not** be assumed to represent the maximum dollar value of improvements the applicant may be required to construct.
2. A fee-in-lieu contribution to the City of Austin is recommended to be made for the improvements (design and construction) to the Longhorn Bridge (Attachment D)

- totaling \$2,400,000.00, within one (1) year from the third reading at City Council. A compounded annual inflation rate of 5% should be applied to the contribution to cover an annual increase in design and construction cost, should the applicant fail to make the payment within one (1) year from the third reading at City Council.
3. A fee-in-lieu contribution to the City of Austin is recommended to be made for the contribution to Project Connect BRT Light Rapid Transit (Attachment D) totaling \$1,606,000.00 before the first site development permit is issued to the applicant.
 4. The Applicant is required to achieve a vehicle trip reduction per phase as described in Table 5. The Applicant commits to implement the Transportation Demand Management (TDM) plan submitted with the TIA. Site plan applications submitted under this zoning should provide a letter demonstrating compliance with the TDM plan. Annual monitoring reports should also be submitted for the site to ensure compliance. If reduction targets are not met, site plan permits under all three zoning cases may be held based on the criteria described in the TDM plan.
 5. The Applicant shall construct all on-site improvements, public roadways (Attachment C) to meet requirements of the ERC and required cross-sections based on the results of the TIA.
 6. The Applicant shall construct the Country Club Trail (Attachment C) through the site to the cross-section identified in the TIA.
 7. Development of this property should not vary from the approved uses or deviate from the approved intensities and estimated traffic generation assumptions within the finalized TIA document, including land uses, trip generation, trip distribution, traffic controls, driveway locations, and other identified conditions. Any change in the assumptions made to the TIA document shall be reviewed by ATD and may require a new or updated TIA/addendum.
 8. The Applicant shall provide two copies of the final, updated version of the TIA before 3rd reading, matching Council's approved intensity recommendation.
 9. The findings and recommendations of this TIA memorandum remain valid until five (5) years from the date of this memo, after which a revised TIA or addendum may be required.

Below are the notable differences in staff's recommendation from the applicant's TIA based on staff's recommended intensity:

1. Staff's recommendation reduces the number of trips generated.
2. A 26% overall TDM reduction target should be applied instead of proposed 37%.
3. The circulator shuttle service is not required to achieve the TDM reduction.
4. The Lakeshore Boulevard extension cross section will not require right-of-way (ROW) in the parkland and therefore would not require a Chapter 26 process.

Site Location and Existing Conditions

The proposed 97 acres site is located at Pleasant Valley Road and East Riverside Drive. See Attachment A for the site location map. The surrounding roadways are described further below.

East Riverside Drive is a six-lane divided major arterial that provides east-west movements in the vicinity of the Project. The posted speed limit on East Riverside Drive between IH 35 and South Pleasant Valley Road is 35 miles-per-hour (mph), and between South Pleasant Valley Road and State Highway (SH) 71, is 40 mph. Based on traffic counts

collected as part of the analysis on November 7, 2018, East Riverside Drive, east of Willow Creek Drive, experiences 19,783 vehicles per day (vpd) traveling eastbound and 22,750 vpd traveling westbound for a total of 42,533 vpd. The roadway is classified as Level 3 in the Austin Strategic Mobility Plan (ASMP)

South Pleasant Valley Road is a four-lane divided major arterial that provides north-south movements in the vicinity of the Project. The posted speed limit on South Pleasant Valley Road is 45 mph. Based on data collected as part of the analysis on November 7, 2018, South Pleasant Valley Road, south of East Riverside Drive experiences 7,603 vpd traveling southbound and 8,362 vpd traveling northbound for a total of 15,965 vpd. The roadway is classified as Level 3 in the ASMP.

Oltorf Street is a four-lane divided major arterial. The posted speed limit on Oltorf Street is 35 mph. The roadway is classified as Level 3 in the ASMP.

Lakeshore Boulevard is a two-lane City Collector that provides mobility between East Riverside Drive and South Pleasant Valley Road. The posted speed limit on Lakeshore Boulevard is 35 mph. The roadway is classified as Level 2 in the ASMP.

Elmont Drive is a two-lane City Collector that provides mobility between Tinnin Ford Drive and South Pleasant Valley Road. The roadway is classified as Level 2 in the ASMP.

Wickersham Lane is a two-lane City Collector that provides mobility between Elmont Drive and East Riverside Drive. The roadway is classified as Level 2 in the ASMP.

A trip generation study was conducted to determine the number of vehicle trips for the existing land uses. The existing land uses can be found in Table 1.

Table 1: Existing Trip Generation						
Proposed Land Use		Size / Unit		24-Hour Two Way Volume	AM	PM
220	Apartments (Tract 1)	216	DU	1668	85	98
220	Apartments (Tract 2)	282	DU	2,177	84	162
220	Apartments (Tract 3)	270	DU	2,084	86	140
220	Apartments (Tract 4)	288	DU	2223	91	140
220	Apartments (Tract 5)	252	DU	1,945	89	148
Total Existing				10,097	435	688

Assumptions:

1. The development will build out over five phases. The buildout of Phase 1 is anticipated to be completed in 2023 with another phase every 5 years, until final buildout in Phase 5 (2043).
2. Transportation Demand Management (TDM) measures will reduce trips by 26%.
3. Based on TxDOT AADT volume data, a two (2) percent annual growth rate was assumed from the existing condition to Phase 2 (2028) and then 1% from Phase 3 (2033) to project buildout (2043).
4. Considerations were made for the following projects in the analysis found in Table 2 below.

Table 2: Background Projects			
Project Name	Permit Number	Project Name	Permit Number
Presidium Apts. At Riverside	SP-2015-0066C	4711 E. Riverside Drive	SP-2015-0377C
Riverside III	SP-2015-0356C	Montopolis Recreation Center	SPC-2016-0582C
Ben White Self Storage Facility	SP-2015-0410C	1700 Willow Creek	SP-2017-0238C
Hotel on John Glenn	SP-2015-0577C	The Mont	SP-2017-0204C
Motel 6./Studio 6 at Airport Commerce	SP-2015-0578C	METCALFE Townhomes	SP-2017-0164C
The Waterfront (Phase 1)	SP-2016-0096C	AMD Highway 71 Campus	SP-2017-0094C
Aura Riverside	SP-2016-0512C	Lenox Oaks	SP-2017-0030C
AML I South Shore (Phases 1 & 2)	SP-2011-0180C	JD's Gas Station	SP-2016-0525C
AML I South Shore Phases II	SP-2016-0501C	TRU Hotel	SP-2016-0455C
6400 Riverside Mixed Use	SP-2017-0207C	Mariposa Flats	SP-2016-0431C
JD's Market No 8	SP-2017-0532C	Sunridge Condominiums	SP-2016-0422C

Trip Generation and Land Use:

A custom trip generation for the site was used based on traffic counts obtained at existing driveway locations for apartment and hotel land uses. Other land use's trip regenerations are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). The development would generate approximately just over 53,000 unadjusted average daily vehicle trips (ADT) at full build-out.

Due to the significant number of vehicle trips and the anticipated traffic load on the roadway network, the applicant has committed to a Transportation Demand Management (TDM) Plan to reduce their site vehicle trips by 26%. Table 3 shows the adjusted trip generation by land uses for the proposed development.

Table 3: Adjusted Trip Generation						
Proposed Land Use		Size / Unit		24-Hour Two Way Volume	AM	PM
Proposed Tract 1 (Phase 1 - 2023)						
220	Apartments	216	DU	1,234	52	83
Total Proposed Tract 1				1,234	52	83
Proposed Tract 2 (Phase 2 - 2028)						
220	Apartments	141	DU	806	34	54
710	General Office	104,793	SF	4,204	710	884
820	Shopping Center	25,592	SF	778	17	73
Total Proposed Tract 2				5,787	761	1,010
Proposed Tract 3 (Phase 3 - 2033)						
220	Apartments	1,280	DU	7,313	306	493
310	Hotel	600	Keys	2,269	189	197
710	General Office	69,375	SF	278	47	58
720	Medical-Dental Office	60,000	SF	1,604	106	158
820	Shopping Center	256,250	SF	7,788	172	724
Total Proposed Tract 3				19,251	821	1,631
Proposed Tract 4 (Phase 4 - 2038)						
220	Apartments	830	DU	4,742	198	320
710	General Office	1,958,027	SF	7,854	1,327	1,651
820	Shopping Center	138,957	SF	4,223	93	393
Total Proposed Tract 4				16,819	1,618	2,364
Proposed Tract 5 (Phase 5 - 2043)						
710	General Office	911,925	SF	3,658	618	769
Total Proposed Tract 5				3,658	618	769
Total Overall Proposed				46,749	3,869	5,857
Total Net Increase				36,651	3,433	5,168

Proposed Conditions

Intersection Traffic Operations:

The nature of this development and its potential impact on traffic operations requires us to evaluate the site in an urban context. The East Riverside Corridor (ERC) regulating plan as outlined in the Imagine Austin Plan and Project Connect envisions a connected corridor, with a neighborhood center with ample access to multiple transit and multi-modal options in the area.

Metrics for traditional Level of Service (LOS) analysis used for a suburban context are not directly applicable to this development's site context. Table 4, below, lists each study intersection and identifies whether traffic operations are acceptable in suburban and urban contexts. Acceptable suburban traffic operations follow the traditional LOS definition. In an

urban context, vehicle traffic must be functional to be considered acceptable and other modes of transportation must also be considered. The recently adopted Austin Strategic Mobility Plan (ASMP) tasks the City with including all modes when assessing a development's impact, and therefore, it is improper to use LOS as the only metric to evaluate the development's impact.

The traffic analysis considered 34 intersections. Of the 34 intersections, 27 require infrastructure improvements to achieve adequate traffic operations in a suburban context. However, only 14 intersections require further vehicular improvements if we consider an urban context. Of these 14 locations, 7 have been identified to be improved by the developer.

Table 4 – Intersection Operation by Site Context

Location	Acceptable		Acceptable with Improvements		Developer to Construct Improvements?
	Suburban Context	Urban Context	Suburban Context	Urban Context	
Oltorf Street & Parker Lane	Y	Y	Y	Y	N
Oltorf Street & Burleson Road	N	N	Y	Y	N
Oltorf Street & Douglas Street	Y	Y	NA	NA	N
Oltorf Street & Willow Creek Drive	Y	Y	NA	NA	N
Oltorf Street & Pleasant Valley Road	N	Y	Y	Y	N
Oltorf Street & Wickersham Lane	Y	Y	NA	NA	N
Oltorf Street & Montopolis/Private Drive	N	Y	Y	Y	N
Riverside Drive & Grove Blvd	N	Y	Y	Y	N
Riverside Drive & Faro Drive	Y	Y	NA	NA	N
Riverside Drive & Crossing Place/Private Drive	N	Y	Y	Y	N
Riverside Drive & Wickersham Lane	N	N	Y	Y	Y
Riverside Drive & Willow Creek Drive	N	Y	Y	Y	N
Riverside Drive & Tinnin Ford Road/Burton Drive	N	Y	N	Y	N
Riverside Drive & Royal Crest Drive	N	N	N	Y	N
Riverside Drive & Shore District Drive/Parker Lane	N	N	Y	Y	Y
Riverside Drive & Lakeshore Blvd	N	N	Y	Y	Y
Riverside Drive & IH 35 SBFR	N	N	NA	NA	N
Riverside Drive & IH 35 NBFR	N	N	NA	NA	N
Pleasant Valley Road & Elmont Drive	N	N	N	Y	Y
Pleasant Valley Road & Lakeshore Blvd/Driveway A	N	N	N	Y	Y
Pleasant Valley Road & King Fields Driveway	N	Y	Y	Y	Y
Pleasant Valley Road & Cesar Chavez Street	N	N	Y	Y	Y
Pleasant Valley Road & 7 th Street	N	N	Y	Y	N
Pleasant Valley E Crossover & WB Riverside Drive	N	Y	N	Y	N
EB Riverside Drive & Pleasant Valley W Crossover	N	Y	N	Y	N
Oltorf Street & Burton Drive	N	N	Y	Y	N
Montopolis Drive/Private Drive & Grove Blvd	N	N	Y	Y	N
Pleasant Valley Road & Commercial Driveway South	Y	Y	NA	NA	N
Pleasant Valley Road & Commercial Driveway North	Y	Y	NA	NA	N
Pleasant Valley Road & Town Lake/Ball Park Dwy	Y	Y	NA	NA	N
Pleasant Valley Road & Town Lake MF Driveway	Y	Y	NA	NA	N
Pleasant Valley Road & Driveway E	Y	Y	NA	NA	N
Pleasant Valley Road & EB Riverside Drive	Y	Y	NA	NA	N
Pleasant Valley Road & WB Riverside Drive	Y	Y	NA	NA	N

Of the locations identified, the developer shall be required to construct improvements on seven locations based on the pro-rata share of the development's impact. The proposed development would have direct impacts on these seven locations. Hence, it would be essential

for the Applicant to construct improvements that would ensure safe and efficient traffic operations.

Other locations were identified for improvements; however, those improvements did not appear feasible from an engineering perspective or had less of an impact from the proposed development (low pro-rata share). Some of these improvements would be implemented by the Mobility 35 Project or by the 2016 Mobility Bond Project in the near future.

Transportation Demand Management (TDM) Plan

The ASMP identifies TDM as an important strategy to encourage sustainable modes of transportation and discourage driving alone. Additionally, the site location and changing transportation environment along the East Riverside Corridor will allow TDM to be an effective way to reduce the demand on transportation infrastructure.

The Applicant has committed to a TDM plan to meet certain vehicle trip reduction targets. In the TDM plan, the Applicant may select from a 'toolbox' of TDM measures that can be implemented to achieve the required vehicle trip reduction. This allows the development to tailor measures based on specific land use and provide flexibility as technology and transportation change over the life of the project. Annual reports are required to ensure that the development is reducing the number of vehicle trips.

Additionally, the Applicant is required to implement the following key TDM measures to achieve the goals of the TDM plan:

- Parking maximum at full buildout: 80% of LDC requirements; and
- Unbundled parking for all land-use types

The Applicant has also committed to create, or act as, a Transportation Management Association (TMA), to coordinate the TDM plan across the entire development. The Applicant may then use the toolbox of measures to achieve the vehicle trip reduction targets established by phase. Trip benchmarks are shown in Table 5.

Table 5 – TDM Trip Reduction Benchmarks		
Phase	Estimated Maximum Peak Hour Trip Range	Trip Reduction
1	From [0 – 150]	Represents a required reduction of 15% within this phase at full buildout of this phase.
2	From [150 – 1,500]	Represents a required reduction of 20% within this phase at full buildout of this phase.
3	From [1,500 – 3,700]	Represents a required reduction of 26% within this phase at full buildout of this phase.
4	From [3,700+]	Represents a required reduction of 26% within this phase at full buildout of this phase.
5		Represents a required reduction of 26% within this phase at full buildout of this phase.

If the site is not in compliance with the required trip reductions in the zoning ordinance, site plan permits may be held until the applicant revises their TDM plan, provides additional mitigations, or commits to more TDM measures. Specific compliance criteria and stages of compliance are described in more detail in the TDM plan included in the TIA report.

If the Applicant fails to set up a coordinated TMA, provide a letter of support, and/or provide ongoing annual reports for the overall site, each individual site shall be required to meet a 26% vehicle trip reduction percentage and meet the requirements of the TDM plan, unless an addendum to the TDM plan is submitted and approved by ATD. If the site cannot meet the requirements of the TDM plan, a new TIA or a revision to the TIA may be required.

Internal Roadway Connections and Construction Requirements:

- 1) The East Riverside Corridor (ERC) Regulating Plan, identifies the following Level 2 roadways for construction, including:
 - a) Extension of Lakeshore Boulevard from Pleasant Valley Road to Proposed Wickersham Lane;
 - b) Extension of Wickersham Lane from Elmont Drive to Proposed Lakeshore Boulevard;
 - c) Roadway connection across Country Club Creek. See Attachment B.
- 2) The ERC identifies connecting local streets to be constructed based on block length criteria. The proposed blocks can be seen in Attachment B.

Transit:

Transit is an important and critical component for the proposed development to fully leverage TDM measures and to provide alternate mode options to road users. Additionally, the East Riverside Corridor Plan and Imagine Austin Comprehensive Plan rely on transit to facilitate growth and establish 'Town Centers' and activity corridors for people to live and work. Project Connect, CapMetro's long-range future planning effort, aims to increase transit service and ridership in the area. Also, the ASMP identifies the need for higher frequency transit and better amenities at transit stops to increase transit ridership.

CapMetro has identified several needs in the area to achieve both the City of Austin's and CapMetro's goals and has identified the proposed Bus Rapid Transit (BRT) line along Pleasant Valley as a critical improvement. To help facilitate transit, TDM plans, and alternative modes in the area, a contribution of \$1,606,000.00 fee-in-lieu is recommended towards the Project Connect improvements along the Pleasant Valley BRT Light transit line.

Additionally, CapMetro staff identified several other needed transit improvements in the area. A pro-rata share of these improvements was determined and \$150,600.00 of improvements have been identified to be constructed by the Applicant. The identified improvements can be seen in Attachment C and Attachment D.

Improvements to Active Modes (Pedestrian and Bicycle Infrastructure):

Improvements to active modes infrastructure are required to fully leverage the TDM plan and to provide alternate mode options to all road users. Additionally, there are several trails and parks located around the project. The ASMP aims to identify and eliminate significant infrastructure gaps in the bicycle system. Therefore, the analysis identified many active modes infrastructure needs. The following were identified as needs in the area based on City identified plans and studies:

1. All-Ages Bike Facilities:
 - a. East Riverside Corridor
 - b. Tinnin Ford Road
 - c. Elmont Drive
 - d. Lakeshore Boulevard Extension
 - e. Wickersham Lane Extension
2. Longhorn Pedestrian and Bike Bridge
3. Shared use path connections on along Pleasant Valley Rd.
4. Country Club Trail improvements; to include both pedestrian and bike trails connection through the site.
5. Pedestrian connectivity as required by the ERC.
6. Grade separated pedestrian access across Pleasant Valley Rd at Lakeshore Blvd.

Staff Recommendations:

1. The Applicant shall design and construct and fund 100% of the off-site improvements identified in Attachment C as part of their site development applications, as identified for each tract. Off-site improvements should be included within the first site plan for each identified tract. No temporary certificate of occupancy (TCO) shall be issued until the construction of the identified improvements is complete. Note: Cost estimates **should not** be assumed to represent the maximum dollar value of improvements the applicant may be required to construct.
2. A fee-in-lieu contribution to the City of Austin is recommended to be made for the improvements (design and construction) to Longhorn Bridge (Attachment D) totaling \$2,400,000.00, within one (1) year from the third reading at City Council. A compounded annual inflation rate of 5% should be applied to the contribution to cover an annual increase in design and construction cost, should the applicant fail to make the payment within one (1) year from the third reading at City Council.
3. A fee-in-lieu contribution to the City of Austin is recommended to be made for the contribution to Project Connect BRT Light Rapid Transit (Attachment D) totaling \$1,606,000.00 before the first site development permit is issued to the applicant.
4. The Applicant is required to achieve a vehicle trip reduction per phase as described in Table 5. The Applicant commits to implement the Transportation Demand Management (TDM) plan submitted with the TIA. Site plan applications submitted under this zoning should provide a letter demonstrating compliance with the TDM plan. Annual monitoring reports should also be submitted for the site to ensure compliance. If reduction targets are not met, site plan permits under all three zoning cases may be held based on the criteria described in the TDM plan.
5. The Applicant shall construct all on-site improvements, public roadways (Attachment C) to meet requirements of the ERC and required cross-sections based on the results of the TIA.
6. The Applicant shall construct the Country Club Trail (Attachment C) through the site to the cross-section identified in the TIA.
7. Development of this property should not vary from the approved uses or deviate from the approved intensities and estimated traffic generation assumptions within the finalized TIA document, including land uses, trip generation, trip distribution, traffic controls, driveway locations, and other identified conditions. Any change in the assumptions made to the TIA document shall be reviewed by ATD and may require a new or updated TIA/addendum.

8. The Applicant shall provide two copies of the final, updated version of the TIA before 3rd reading, matching Council's approved intensity recommendation.
9. The findings and recommendations of this TIA memorandum remain valid until five (5) years from the date of this memo, after which a revised TIA or addendum may be required.

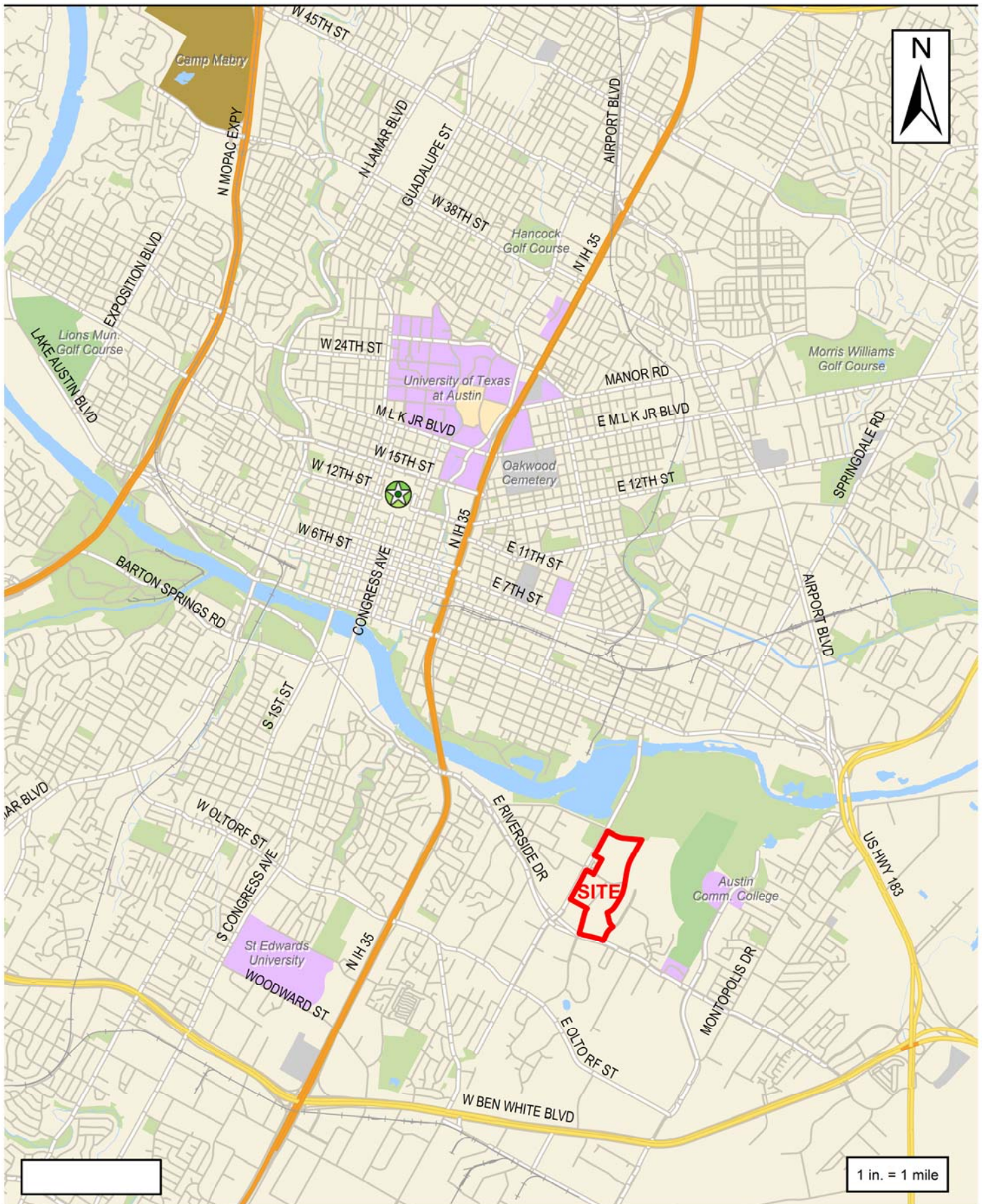
If you have any questions or require additional information, please contact me at 512-974-7110.



Upal Barua, P. Eng., P.E., PTOE
Austin Transportation Department

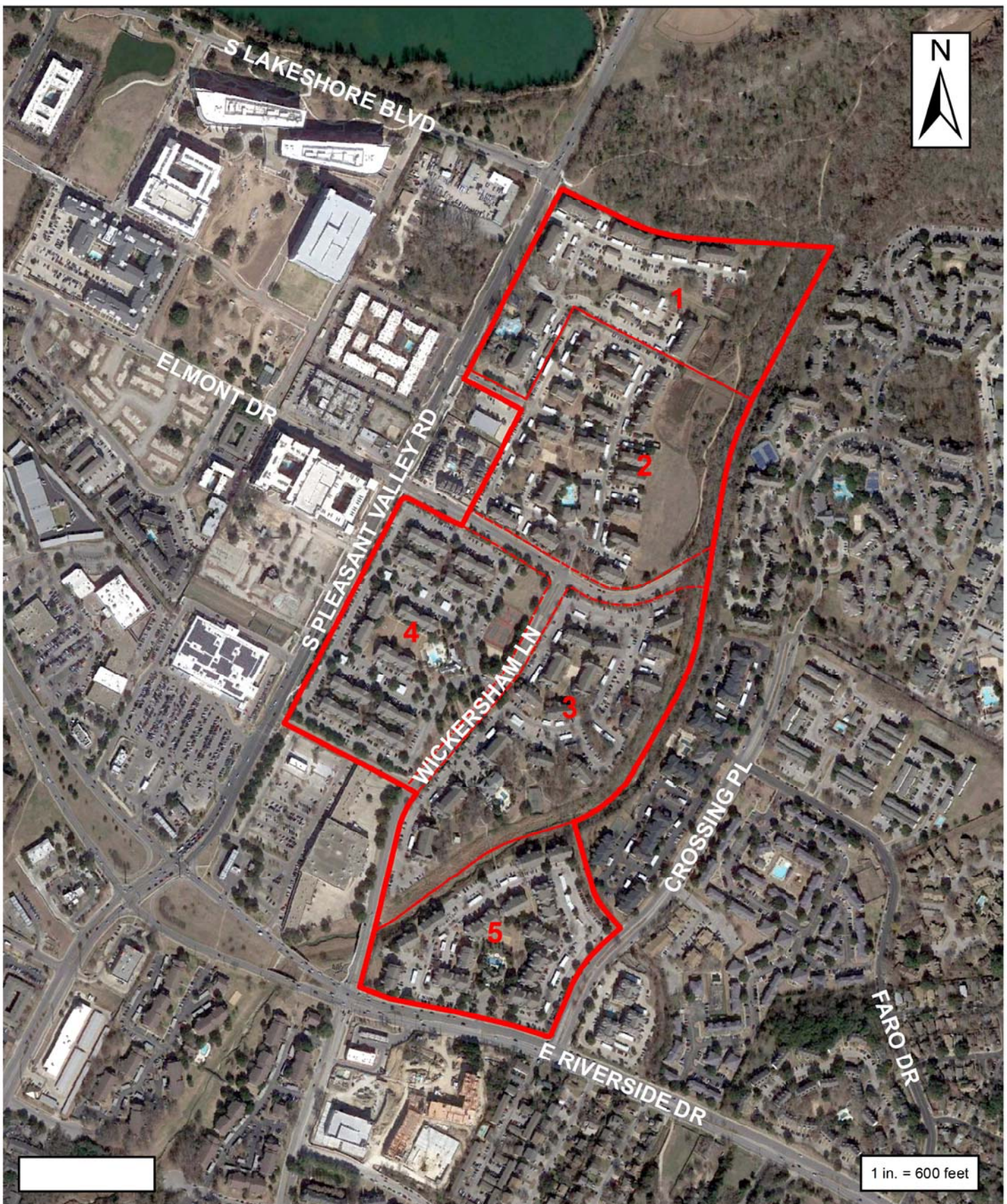
List of Attachments

- A. Site Location Map
- B. Tract Map and Internal Roadway Map
- C. On and Offsite Improvements to be Construction by the Applicant
- D. Fee In-Lieu to be paid to COA by the Applicant for Improvements



RIVERSIDE DR & PLEASANT VALLEY RD
AUSTIN, TEXAS

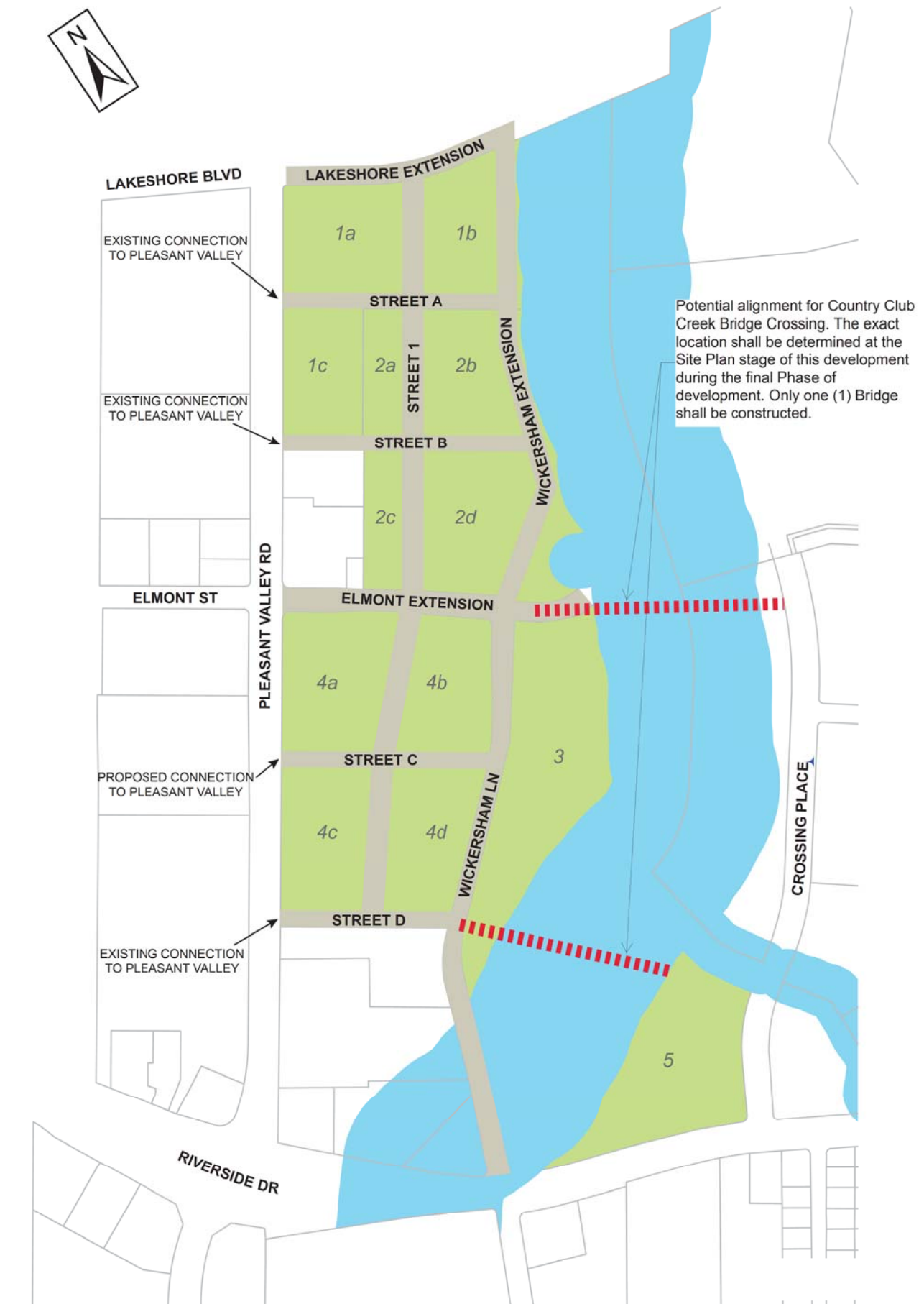




This exhibit is for graphical representation only and is based on the best information available and is subject to change without notice. Aerial imagery from Google Earth.

E. RIVERSIDE DR & S. PLEASANT VALLEY RD
AUSTIN, TEXAS





Attachment C
On-Site Improvements to be Constructed by the Applicant

Type	Improvement	Construction Cost
Roadway	Lakeshore Extension (include all-ages bike facilities)	\$ 1,049,225.00
Roadway	Wickersham Extension (include all-ages bike facilities)	\$ 1,897,315.00
Roadway	Elmont Bridge Crossing	\$ 2,808,000.00
Roadway	Internal Streets	\$ 6,778,652.00
Active	Elmont all-ages bike facilities	\$ 16,154.00
Active	Country Club Trail	\$ 1,473,800.00
Total		\$ 14,023,146.00

Attachment C

Off-Site Improvements to be Constructed by the Applicant

Type	Location	Improvement	Phase Identified in the TIA	Tract/Block Identified for Construction	Cost	Total Cost
Roadway	East Riverside Drive and Wickersham Lane	NB Pavement Marking Modifications	1	5	\$ 18,750.00	\$ 5,518,750.00
Roadway	East Riverside Drive and Wickersham Lane	Southbound Right-Turn Deceleration Lane	1	5	\$ 312,500.00	
Roadway	East Riverside Drive and Wickersham Lane	Eastbound Right-Turn Deceleration Lane	1	5	\$ 187,500.00	
Roadway	East Riverside Drive and Wickersham Lane	Traffic Signal Modifications	1	5	\$ 187,500.00	
Roadway	East Riverside Drive and Wickersham Lane	Southbound Left Turn Lane (replace median)	1	5	\$ 31,250.00	
Roadway	East Riverside Drive and Tinnin Ford Road/Burton Drive	Southbound Right-Turn Deceleration Lane (creates dual right operation)	1	4c	\$ 187,500.00	
Roadway	East Riverside Drive and Tinnin Ford Road/Burton Drive	Traffic Signal Infrastructure Modifications	1	4c	\$ 62,500.00	
Roadway	East Riverside Drive and Tinnin Ford Road/Burton Drive	Westbound Right-Turn Deceleration Lane	3	4c	\$ 187,500.00	
Roadway	East Riverside Drive and Tinnin Ford Road/Burton Drive	Eastbound Left-Turn Lane Extension	4	4c	\$ 93,750.00	
Roadway	East Riverside Drive and Shore District Drive/Parker Lane	Eastbound Left-Turn Lane Extension	2	4b	\$ 93,750.00	
Roadway	East Riverside Drive and Shore District Drive/Parker Lane	Eastbound Right-Turn Deceleration Lane	1	4b	\$ 187,500.00	
Roadway	East Riverside Drive and Lakeshore Boulevard	Southbound Parking Curb/Pedestrian/Signal Infrastructure Modifications	1	2d	\$ 187,500.00	
Roadway	East Riverside Drive and Lakeshore Boulevard	Eastbound Left-Turn Lane (dual left operations)	1	2d	\$ 62,500.00	
Roadway	East Riverside Drive and Lakeshore Boulevard	Northbound Receiving Lane	1	2d	\$ 187,500.00	
Roadway	East Riverside Drive and Lakeshore Boulevard	Traffic Signal Infrastructure Modifications	1	2d	\$ 187,500.00	
Roadway	South Pleasant Valley Road and Elmont Drive	Traffic Signal Infrastructure Modifications	1	4a	\$ 62,500.00	
Roadway	South Pleasant Valley Road and Elmont Drive	Eastbound Through/Right Turn Lane and Median Adjustment	1	4a	\$ 312,500.00	
Roadway	South Pleasant Valley Road and Elmont Drive	Eastbound Receiving Lane	1	4a	\$ 375,000.00	
Roadway	South Pleasant Valley Road and Elmont Drive	Westbound Right Turn Lane and Median Adjustment	1	4a	\$ 312,500.00	
Roadway	South Pleasant Valley Road and Lakeshore Boulevard	Traffic Signal Infrastructure Modifications	1	2c	\$ 62,500.00	
Roadway	South Pleasant Valley Road and Lakeshore Boulevard	Southbound addition of Left turn lane and required roadway adjustments	1	2c	\$ 375,000.00	
Roadway	South Pleasant Valley Road and Krieg Fields Driveway	Southbound Left-Turn Lane	4	4d	\$ 312,500.00	
Roadway	South Pleasant Valley Road and Krieg Fields Driveway	Traffic Signal Infrastructure Modifications	4	4d	\$ 93,750.00	
Roadway	South Pleasant Valley Road and Cesar Chavez Street	Northbound Left-Turn Deceleration Lane	1	3	\$ 312,500.00	
Roadway	South Pleasant Valley Road and Cesar Chavez Street	Northbound Right-Turn Deceleration Lane Extension	1	3	\$ 187,500.00	
Roadway	South Pleasant Valley Road and Cesar Chavez Street	Eastbound Right-Turn Deceleration Lane	1	3	\$ 187,500.00	
Roadway	South Pleasant Valley Road and Cesar Chavez Street	Southbound Right-Turn Deceleration Lane	3	3	\$ 187,500.00	
Roadway	South Pleasant Valley Road and Cesar Chavez Street	Westbound Right-Turn Deceleration Lane	3	3	\$ 187,500.00	
Roadway	South Pleasant Valley Road and Cesar Chavez Street	Traffic Signal Modifications	1	3	\$ 375,000.00	
Transit	South Pleasant Valley Road and Elmont Drive	Construct NB stop on PV at Elmont - far-side (use existing amenities)	1	4a	\$ 15,800.00	\$ 150,600.00
Transit	South Pleasant Valley Road and Elmont Drive	Construct SB stop on PV at Elmont - far-side (use existing amenities)	1	4a	\$ 15,800.00	
Transit	South Pleasant Valley Road and Lakeshore Boulevard	Install shelter at existing SB bus stop on Pleasant Valley	1	2c	\$ 8,000.00	
Transit	South Pleasant Valley Road and Krieg Fields Driveway	Construct NB stop on PV at Krieg Field - far-side	1	4d	\$ 27,800.00	
Transit	South Pleasant Valley Road and Krieg Fields Driveway	Construct SB stop on PV at Krieg Field - far-side	1	4d	\$ 27,800.00	
Transit	South Pleasant Valley Road and Cesar Chavez Street	Construct EB stop on Chavez at PV - far-side (use existing amenities)	1	3	\$ 23,800.00	
Transit	South Pleasant Valley Road and Cesar Chavez Street	Construct SB stop on PV at Chavez - far-side (use existing amenities)	1	3	\$ 15,800.00	
Transit	South Pleasant Valley Road and Cesar Chavez Street	Construct NB stop on PV at Chavez - far-side (use existing amenities)	1	3	\$ 15,800.00	
Active	South Pleasant Valley Road and Lakeshore Boulevard	Construct missing bike trail gap on the NW corner to Butler trail	1	1a	\$ 20,000.00	\$ 20,000.00
					Construction Total	\$ 5,689,350.00

Attachment D

Mitigation - Fee In-lieu to be paid to COA by the Applicant for Improvements

Type	Improvement	Cost	Total Cost
Active	Fee In-lieu for construction of Longhorn Pedestrian and Bike Bridge	\$ 2,400,000.00	\$ 2,400,000.00
Transit	Fee In-lieu for Project Connect BRT Light Rapid Transit	\$ 1,606,000.00	\$ 1,606,000.00
Fee In-lieu Total		\$	4,006,000.00