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October 26, 2016

Rosemary Avila
Case Manager
City of Austin
505 Barton Springs Road
Austin, Texas 78704

RE: 1301 W. 5th Street (SP-2016-0054C)

Dear Rosemary Avila:

We reviewed the City comments submitted to us on September 15, 2016. We have addressed City comments as follows:

Drainage Construction Review – Michael Duval – 512-974-2349

GENERAL COMMENTS

- DC1. Obtain all approval signatures on the cover sheet prior to issuance of the development permit: Water and Wastewater, Fire Department.
- Approval signatures will be obtained once all design comments have been cleared.

EASEMENT COMMENTS

- DC4. Show all existing and proposed easements. All proposal easements must be acquired and recorded prior to issuance of development permit.
- Update:** The drainage easement document was not received with this submittal. It seems a 15-foot easement for a proposed 66" RCP pipe that is about 20-feet deep may not be adequate width for maintaining that pipe.
- A copy of the proposed drainage easement has been included with the update submittal.

STORM SEWER PROFILE

- DC6. Prove, through calculations, that the existing storm sewer system handles proposed flows for the 25-year storm. [DCM 5.1.0]

Update: Please note, discharge a large pipe into a small is not allowed per DCM 5.1.0.B . Please revise or request a waiver from noncompliance. A waiver request should be directed to Beth Robinson for review and approval.

Update: The comment above regarding discharging a larger pipe into a smaller pipe was not addressed. Please address.

- A waiver request has been submitted.

DC7. Please note, the outlet structures from storm tacitly management/ water quality control must be conveyed by closed RCP conduit to the nearest existing storm drain. DCM 1.2.3.C

Update: Per our phone conversation, this comment is pending further discussions with Michael Duval upon his return. FYI – the overflow from the splitter must be returned to sheet flow/existing drainage conditions prior to leaving the site through a level spreader, or connected to an existing enclosed conduit system.

- Comment noted. The overflow from the splitter through the proposed rock rip rap to return to sheet flow and match the existing overland flow conditions across the southern property line.

Environmental Review - Mike McDougal - 512-974-6380

EV 09 Update #2 The ESC fiscal estimate has been approved. This comment is pending posting of ESC fiscal surety. Please note that fiscal surety is accepted during the following hours:

Monday – Thursday 8:00 – 11:30 & 1:00 – 3:30

Friday 8:00 – 11:30

- The ESC fiscal will be paid once all design comments have been cleared.

EV 10 Update #2 Payment of the landscape inspection fee is required prior to permit/site plan approval. Please obtain the invoice at Intake on the fourth floor. For questions regarding landscape fee amount, please call 512-974-6338. Payment of the fee is made at the first floor Cashier's Window. Upon payment, please notify the environmental reviewer.

- The landscape inspection fee will be paid once all design comments have been cleared.

Fire For Site Plan Review - Richard Schaffner - 512-974-0159

F3 – Repeat Comment:

Note per response to comments submitted with this update contact the reviewer to request a meeting, however Scott Stookey will not be attending as he is not the reviewer for the project. If you wish you can also request Joe White, Chief Engineer to attend the meeting.

The proposed exterior standpipe connection, is still 60-70ft over the required 200ft maximum access distance, depending which street it is measured from.

Additionally at this time your alternative will be discussed with all AFD review staff at the weekly staff meeting to see if it is even a possible acceptable alternative method of compliance. You will be notified of the results of that meeting.

Fire Department access roads shall be provided within 200ft of all exterior points of a sprinkled building. IFC 503.1.1. Site does not meet this requirement, when scaled off plan it is approximately 130ft out of access.

The 200 ft distance is measured as hose lay distance at the ground level and must be measured around any obstructions. The distance must not be measured under or through the building.

Fences and walls less than 4 ft. in height are usually not considered obstructions. Typical fences will create an obstruction problem. A gate can be installed in a fence to mitigate an access problem as long as the fire dept. can open the gate.

~~***This also requires a minimum 3ft wide, reasonably stable and level clear path of travel for firefighters in full gear with equipment or pulling a hose, the south side of the building currently does not meet this requirement.~~

~~AFD direct access gates are required at both ends of the "dog park" and they shall be aligned, minimum of 3ft wide and swing open toward the rear of the building with Knox key boxes on the gates if they are to be locked. AFD cannot be required to go through the double "dog trap" gates for an emergency response.~~

- After meeting with the reviewer a proposed 25' fire lane has been accepted as an alternative method of compliance. The follow up email from the reviewer to Jarrett Sullivan has been provided.

F7 – Utility Sheet - Fire department connection (FDC) shall be located on the street side of the building and shall be fully visible and recognizable from the street or the nearest point of fire department vehicle access per IFC 912.2.1.

- The FDC has been located on the street side of the building.

PARD / Planning & Design Review - Marilyn Lamensdorf - 512-974-9372

UPDATE 2:

PR 1: The parkland dedication fee is required [25-1-601] and must be paid prior to site plan approval [25-1-605(A)]. (High density fee for a project greater than 12 DU per acre) The current unit count is 226.

- The parkland dedication fee will be paid once all design comments have been cleared.

Site Plan Review - Rosemary Avila - 512-974-2784

SUBCHAPTER E: DESIGN STANDARDS

SP4. FYI- Utilities must be underground from building to property line. Utilities within the right-of-way must be placed underground or to rear of site to the maximum extent practicable. If overhead utilities remain, no portion of the building may be located within a 10-foot radius of the energized conductor. (§ 2.2.2.B.3).

- **Comment noted.** The project proposes to relocate overhead utilities underground within both W. 5th Street and Orchard Street. There are no energized conductors within 10 feet of the building.

ADMINISTRATIVE

SP11. Confirm that all existing and future dedicated easements, including join access, drainage, conservation, utility, communications, etc. have been depicted on the plans. Indicate volume/page, document number, or dedicated by plat.

U1- U2: Pending.

- **All easements have been depicted on the plans.** Document numbers for easements currently under review will be added once the easements have been recorded.

SP12. If any vertical improvements are planned for the Right-of-Way, such as trees, furniture, or irrigation, a license agreement is required. Please contact Andy Halm with ROW Management Division at 974-7185. Please begin this process as soon as possible, as it can take some time.

U1- U2: Pending LA approval.

- **We'll continue to coordinate with Andy Halm for approval of the license agreement.**

SP15. FYI – This site is located in the Old West Austin Neighborhood Plan. Please see the City's website <http://www.austintexas.gov/department/neighborhood-planning> for a copy of the recommended design guidelines.

- **Comment noted.**

SP16. Obtain all required signatures on the cover sheet prior to site plan approval.

U1- U2: Pending signatures.

- **Approval signatures will be obtained once all design comments have been cleared.**

R.O.W. Review - Reza Sedghy - 512-974-7912
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ROW1 All utilities must be approved prior to ROW.

- **Comment noted.**

ROW1 AULCC is Pending (UCC-160331-02-01). Resubmittal @ 60% is required.

- **We will send a request to be placed on our next AULCC agenda.**

Approval for this Site Plan is related to the plans received in this update. All revisions required to satisfy any other reviewer's comments, must not affect construction in the ROW. If revisions to this plan require changes to any elements or proposed construction within the Right-of-Way, a formal review by ATD- ROW and ATD-Traffic Control will be required.

Please note:

1. Approval of Site Plan does not permit any work in the Right-of-Way to be conducted without approved permit:
 - a. Excavations for utilities require an Excavation Permit (EX)
 - b. Driveways and Concrete work require a Driveway/Sidewalk Permit (DS)
 - c. Traffic Control and Pedestrian protection require a Temporary Use of Right-of-Way Permit (TURP)
 - d. All other permits such as Building Permit (BP) must be approved before use of the ROW will be allowed
2. Approved set of plans must be submitted to ROW Management before Excavation permits will be approved. Please deliver to:

Isaiah Lewallen
3701 Lake Austin Blvd. Austin TX 78703
(Isaiah.Lewallen@austintexas.gov) 512-974-1479

3. Development Services inspection fees must be paid and recorded, and DSD inspector assigned to job before excavation permit can be issued. Contact Stephen.Castleberry@austintexas.gov
4. If License Agreements or Encroachment Agreements are required all agreements must be approved and recorded before ROW permits can be approved. This also includes:
 - a. All Plan Revisions/Corrections be submitted and approved
 - b. All updated engineering estimates for any plan revision/correction be submitted to Development Services
5. Coordinate with Austin Center for Events (Betty.Torres@austintexas.gov), Public Works Department, and any other projects identified as conflict at time of permitting
6. Most ROW permits can be applied for online at: <http://www.austintexas.gov/rowman>
 - Comment noted.

DSD Transportation Review - Natalia Rodriguez - 512-974-3099

SUBCHAPTER E

TR1. Where required, the sidewalk shall extend onto private property to fulfill the 15-foot minimum requirement (W 5th Street), with a sidewalk easement provided (§2.2.2.B). It appears that the required 7 ft. sidewalks extends onto private property along W 5th Street. Provide the sidewalk easement and call it out on the site plan. For the sidewalk easement (along W 5th Street and Orchard Street), provide an additional 2 ft. within the sidewalk easement, between the sidewalk and building/property line for maintenance purposes.

Update 1: Comment outstanding. Please provide the sidewalk easement along the entire frontage along Orchard Street. What is shown does not include the area adjacent to the rail road. You can provide the revised easement as a PDF via email, and the reviewer can forward the document to Legal.

Update 2: Comment outstanding. Please provide the revised sidewalk easement exhibit. Once the revised easement has been provided, staff will forward the document to Legal for review. Staff has agreed to allow the required sidewalk to not be extended to the property line due to the existing features (railroad, physical obstructions, etc.), and the property is owned and operated by AT&T. They are not in agreement with the sidewalk improvements at this time. If and when the AT&T service yard

comes in for review, they will be required to comply with Subchapter E sidewalks and provide the sidewalk easement.

- The revised sidewalk easement has been provided for review.

SIDEWALKS

TR19. Submit a detailed to-scale floor plan of the parking structure showing turning radii, structural supports, internal circulation, and ramp grades for all levels. LDC, 25-6-563; TCM, Table 9-1.

Update 1: Comment outstanding. Provide garage floor plans to an acceptable scale (standard architectural or engineers scale, not 1/32). You cannot read what is being shown on the garage plans. If necessary provide on separate sheets.

Update 2: Comment outstanding. The scale has been revised. Revise the driveways to match the proposed driveways on the site plan. Additionally, revise the site plan to show the vehicular ramps leading below. Also, revise the numbered parking callouts within each row of parking to ensure the proposed parking is being counted correctly. (i.e. a parking row shows 13 parking spaces, but the callout indicates 14.) Revise the callouts.

- The architectural floor plans and the site plan now match. Please note that the dimension call outs on the architectural floor plan do not dimension the size of the driveways. The site plan has been revised to show that the middle vehicular aisle ramps down leading to the garage levels below. The proposed parking spaces have been counted and called out correctly.

TR23. Identify the location of bicycle parking on the site plan and note the number of spaces to be provided (in each area). Bicycle parking spaces must be located as convenient to the entrances as the motor vehicle parking and may not interfere with pedestrian traffic. 50 % of the required off-street bicycle parking must be located within 50 feet of the principal building entrance which shall not be obscured from public view and may not interfere with pedestrian traffic. The remaining required bicycle parking needs to comply with LDC 25-6-477. LDC, 25-6-477. Revise the bicycle parking locations to meet the requirements of LDC 25-6-477.

Update 1: Comment outstanding. Provide 50% of the required parking within viewable site of the main public entrances (along West 5th Street). Additionally, show the actual bicycle parking within the enclosed area.

Update 2: Comment outstanding. The bicycle parking has been shown and called out. However, please clarify why the bicycle parking is on the other side of the landscaped area from the main customer entrance for the apartment office. It may provide a better location directly adjacent to the concrete area leading to the main entrance. Please clarify.

- Bicycle parking spaces have been placed in accordance with LDC 25-6-477. 16 of the 30 proposed bicycle spaces, more than the 50% minimum, have been located within 50 feet of the principal building entrance in a location visible to the public. The remaining 14 residential only bicycle parking spaces have been located in a covered motor vehicle parking facility within 50 feet of a street entrance as allowed by LDC 25-6-477(D). The current location of the residential only spaces is close to the residential elevator and stair case. Adding too many bicycle racks by the main entrance would diminish the street view appeal. Residents will enjoy extra protection from theft. The residential only bicycle parking spaces have been placed in what we believe is the best location for the reasons stated.

TR25. All parking must be provided in accordance with design and construction standards of the Transportation Criteria Manual. LDC, 25-6-563; TCM, Table 9-1. Dimension all access aisles. The minimum aisle width for 9 ft. stall width is 25 ft. and for 8.5 ft. stall width, the access aisle width is 27 feet. Revise the plans to provide for the required dimensions. Let the reviewer know if Table 9-2 is being requested for alternative parking standards.

Update 1: Comment outstanding. The provided two-way aisle widths do not comply with Table 9-1. Clarify if Table 9-2 is being requested. FYI – the parking area that is available to the visitors and retail customers needs to comply with Table 9-1 (i.e. currently the parking spaces adjacent to the columns do not comply with Table 9-1).

Update 2: Comment outstanding. Please confirm that the middle vehicular lane (along the ramp) is proposed for Table 9-2 parking dimensions and dimension these parking spaces. Also, revise the “Parking Size Notes” on the garage floor plans. The notes contradict what is being proposed within the parking garage (parking width and depths). Revise the notes and/or provide typical dimensions for all parking. (i.e. any parking that is different from the typical dimensions need to be dimensioned.)

- The contradictory notes have been removed and all spaces are dimensioned. The middle vehicular lane is compliant with Table 9-2 and dimensioned accordingly.

DRIVEWAYS

TR27. Driveways must be separated from intersection right-of-way lines by 100 feet or 60 percent of the parcel frontage, whichever is less. TCM, 5.3.1.J. This distance is measured at the property line from the edge of the driveway to the extension of the right-of-way lines. See Fig. 5-2, TCM. Dimension the driveway separation and revise the driveway, if needed.

Update 1: Comment outstanding. Comment not addressed.

Update 2: Comment outstanding. This comment will not be cleared until the waiver request fee has been paid with Intake staff on the 4th floor. Staff will provide the waiver request letter to the applicant separately. A waiver has been approved to reduce the driveway separation from the intersection from the required 100 ft. to 93 feet. In order to maximize the spacing and reduce conflicts with the intersection, the proposed driveway has been revised to a 15 ft. one-way entrance driveway; the internal garage parking layout has been angled for one-way parking, signs within the garage have been provided indicating “not an exit”. All outgoing traffic will be from the southern driveway.

- The waiver request fee has been paid. A copy of the receipt has been provided.

TR29. Driveways on undivided collector streets must be designed to align with opposing streets or driveways or be offset by a minimum of 80 feet, measured from edge to edge. TCM, 5.3.1.K. Show the location of opposing driveways and dimension the offset, or indicate that there are none.

Update 1: Comment outstanding. Comment not addressed.

Update 2: Comment outstanding. This comment will not be cleared until the waiver request fee has been paid with Intake staff on the 4th floor. Staff will provide the waiver request letter to the applicant separately. A waiver has been approved to reduce the opposing driveway offset from the required 80 feet to 12.5 ft. For optimal traffic circulation, the proposed driveway aligns with the entrance into the parking for the multifamily parking (i.e. if the driveway was opposite 4th street, the construction of the garage would need to be redesigned and would provide internal conflicts within the site.) Other characteristics that are considered for the approval include: Orchard Street stubs into the existing railroad line and does not provide additional vehicular trips from the south; and 4th Street currently operates as an alley and staff does not anticipate significant conflicts between exiting and entering traffic from the driveway and Orchard Street and 4th Street.

- The waiver request fee has been paid. A copy of the receipt has been provided.

TR30. Driveway approaches must be separated by a minimum of 50 feet, measured from edge to edge at the property line. TCM, Table 5-2.

Update 1: Comment outstanding. Comment not addressed.

Update 2: Comment outstanding. This comment will not be cleared until the waiver request fee has been paid with Intake staff on the 4th floor. Staff will provide the waiver request letter to the applicant separately. A waiver has been approved to reduce the driveway spacing from the required 50 feet to 38.5 ft. The proposed driveway is proposed for the minimum driveway width (25 ft.) to maximize the distance. Anticipated traffic will be coming from West 5th Street and enter the proposed one-way or two-way driveway to this site. The existing driveway accesses an AT&T service yard and does not provide a significant trip generation to provide conflicts with the proposed driveway.

- The waiver request fee has been paid. A copy of the receipt has been provided.

TRASH

TR33. Clarify how trash will be picked up for this development. Maneuvering areas for loading and trash facilities shall not conflict with parking spaces or with the maneuvering areas for parking spaces. Public right-of-way shall not be used for maneuvering. All maneuvering shall be contained on-site. TCM, 9.3.0.3

Update 1: Comment outstanding. Based on the comment response letter, trash will be rolled out to the right-of-way and trash will be picked up from the right-of-way? Please confirm. Additional comments will be generated upon further review.

Update 2: Comment outstanding. Based on the notes on the site plan, the trash will be picked up between 12 am and 7 am. However, please clarify where the trash will be picked up. Once all information has been provided indicating the trash pick-up, staff will review and provide comments. (i.e. where will the trash be located, will the trash loader create conflicts with the driveway/on-street parking, how will the trash loader maneuver within the right-of-way, etc.) Also, please provide the waiver request for maneuvering within the right-of-way.

- A letter from Waste Management to the developer has been provided for reference indicating how trash will be picked up in Orchard Street. Maneuvering within the ROW will not be necessary because the driver continue south on Orchard and turn on 4th Street in order to return to 5th Street. Details of the trash compactor and 2 yard carts (dumpsters on wheels) have also been provided for reference. The trash/recycling room is located within the garage adjacent to the northern most driveway and will be the permanent location for the trash compactor and recommended two 2 yard carts. Please review and let us know if it is necessary to discuss the trash pick-up further.

Additional Comments with Update 1 changes:

TR39. Accessible routes shall be located so that users are not required to wheel or walk behind parked vehicles (except the one they operate or in which they are a passenger) or in traffic lanes. [IBC 1104.1, 1106.6)]. Revise the accessible parking space on the first floor (visitor/retail parking area) to provide the parking access aisle directly adjacent to the building to prevent the pedestrian from walking behind the vehicle.

Update 2: Comment outstanding. For pedestrian safety between the one-way driveway and the crosswalk, please provide bollards, or another type of physical obstruction that would separate the crosswalk from the vehicular travel lane (i.e. the accessible route from the right-of-way to the garage entrance). Also, please clarify that this area is an open entry and does not need a door.

- Bollards at 6 foot spacing are indicated on the site plan sheet to protect pedestrians along the accessible route from the vehicles in the one-way entry drive.

TR40. Provide a crosswalk across the driving aisle on the ground floor from the accessible parking space/access aisle to the elevator.

Update 2: Comment outstanding. Please callout the proposed crosswalk.

- A crosswalk across the western most drive aisle on the ground floor from the accessible parking space/access aisle to the elevator has been provided.

Additional Comments with Update 2 changes:

TR42. Please clarify why the on-street parking is proposed. It does not appear that the site needs additional parking for an additional parking reduction (i.e. the required parking is 292 and the provided on-site parking is 302.) Please remove the parking and callouts from the plans. Also, the total required parking, prior to reductions is 365, not 364. Revise the number within the parking table.

- The parallel parking and the call outs have been removed from the plans. The parking table has been revised accordingly.

TR43. Revise the accessible route on the site plan and legend. The dotted line is almost invisible and blends in with the proposed concrete/improvements.

- The accessible route path has been made more visible.

TR44. Please callout the gate for the garage on the site plan and please clarify how the gate will operate. (i.e. will the gate roll up, or swing open?). Additionally, revise the callouts for the "Provide "not an exit" signage" to "Provide overhead "not an exit" signage"; and the "Provide "one way-entry only" signage" to "Provide overhead "one-way entry only" signage".

- The overhead pivot gate for the garage has been called out on the site plan and the overhead signage callouts have been revised accordingly.

TR45. Please show the curb ramp at the "T" intersection of Orchard Street and W 4th Street. It appears that it was removed with the updated sheets. TCM, 4.3.0.G. The minimum width of a curb ramp within public right-of-way is 4 ft., exclusive of flared sides. [TCM Fig 4-1].

- A curb ramp is not shown to at the intersection of Orchard and 4th Street because 4th Street functions as an alley. There are no curb ramps on 4th Street nor are there sidewalks. There is no curb and gutter along 4th Street. We are not proposing to install a curb ramp along the west side of Orchard because 4th Street is in no condition to provide a pedestrian route let alone a handicap route.

TR46. It appears that an additional tree can be placed adjacent to the 15 ft. driveway on Orchard Street 30 ft. from the adjacent tree. Please provide the tree.

- The tree has not been provided because underground electric lines have been proposed in the referenced area to serve the two proposed electric transformers. Austin Energy specifically requested the tree to be removed to allow for easy access to the transformers. Reference EL 10 from U1 Master Report. Please note that Orchard is an Urban Roadway per Subchapter E and trees are not a requirement within the Planting Zone.

TR47. The curb return radii must be between 10 feet and 25 feet. TCM, Table 5-2. If the 5 ft. curb return radius on the southern driveway remains, a waiver request fee is required. Staff will approve the 5 ft. curb return radius. Either revise the curb return to 10 feet, or request the waiver.

- A curb radius waiver request has been submitted via email and a copy has been provided with this update submittal.

TR48. Additional comments may be provided as a result of information or design changes provided in your update.

- Comment noted.

AW Utility Development Services - Bradley Barron - 512-972-0078

WW1. The review comments will be satisfied once the Austin Water Utility/Pipeline Engineering has approved the water and wastewater utility plan. For plan review status, contact Jeff Betts at 512-972-2042.

- Comment noted.

Water Quality Review - Michael Duval - 512-974-2349

WQ6. Please install a removable PVC cap with an appropriately sized orifice at the end of the underdrain pipe in order to provide a forty-eight (48) hour drawdown time, to account for significant uncertainties to the actual filtration media hydraulic conductivity over the life of the system. ECM 1.6.5A(4). Support calculations must be shown on plan sheets.

Update: Please provide the support calculations for the orifice sizing as requested above.

- The supporting calculations have been added on the left hand side of sheet 11 for the 2/3" orifice.

WQ8. ECM 1.6.2(E)

E. Subsurface Ponds. Based upon field observations, subsurface ponds can be difficult to inspect and maintain due to accessibility and constructability restraints. This section describes the minimum design and submittal requirements for subsurface ponds.

1. The Engineer of Record shall prepare and submit a Subsurface Pond Maintenance (SPM) plan for the proposed development to be reviewed as part of the Site Development Permit. This document shall be signed and sealed by a Licensed Professional Engineer.

2. An SPM plan must contain the following minimum components:

o Access. Adequate access including at least one temporary staging area for each subsurface pond must be provided for inspection and maintenance purposes. See Figure 1.6.2.E for minimum design standards for access points and sizing.

o Inspections. Underground water quality facilities must be inspected at least once every six months and at least once annually during, or immediately following, a significant rainfall event to evaluate facility operation. During each inspection, erosion areas inside and downstream of the underground water quality facility must be identified and repaired immediately. With each inspection, any damage to the structural elements of the system (pipes, concrete drainage structures, retaining walls, etc.) must be identified and repaired immediately. Cracks, voids

and undermining should be patched/filled to prevent additional structural damage. At least once annually, a pond drawdown report for each subsurface pond shall be completed in conjunction with a rainfall event equal to or greater than the design capture depth of the subsurface facility or a test of the pond after being filled by a secondary water source. The drawdown report shall indicate the date and time the pond(s) were observed full and the date and time the ponds were observed to be empty verifying that the sedimentation and filtration chambers both drawdown in the time frames as required by the ECM. At least one inspection shall be done annually by a 3rd party inspector and an annual 3rd party inspection report shall be submitted to Watershed Protection Department (WPD) for review. WPD shall be notified at least seven days prior to the annual 3rd party inspection to allow for the opportunity for observation. The annual 3rd party inspection report shall be sealed by a Texas Professional Engineer, shall include photographs of the sedimentation and filtration chambers, and the drawdown verification report.

- Sediment Removal. Remove sediment from the inlet structure and sedimentation chamber when sediment buildup reaches a depth of 6 inches or when the proper functioning of inlet and outlet structures is impaired. Sediment should be cleared from the inlet structure at least every year and from the sedimentation basin at least every 5 years.
- Media Replacement. Maintenance of the filter media is necessary when the drawdown time exceeds 96 hours provided all other components of the pond are functioning correctly. When this occurs, the upper layer of sand should be removed and replaced with new material meeting the original specifications. If dewatering of the system is necessary due to lack of functionality, ensure dewatering is properly conducted.
- Debris and Litter Removal. Debris and litter should be removed regularly. Particular attention should be paid to floating debris that can eventually clog the control device or riser.
- Filter Underdrain. Clean underdrain piping network to remove any sediment buildup as needed to maintain design drawdown time.
- Responsibility. The responsibility of the inspection and maintenance of all subsurface ponds shall be the responsibility of the operator of the facilities.

The requirements discussed above should be considered minimum requirements for a SPM plan. In developing a SPM plan, the engineer should consider the plan to be site-specific, and therefore add any additional requirements to ensure the pond has adequate access and can be inspected. During the course of inspections and field observations, adjustments to the SPM may be required. The plan may be amended with the submission of additional or amended parts of the plan and approval by the Director of WPD or Planning and Development Review Department (PDRD).

3. For commercial and multi-family developments, a restrictive covenant and site plan notes will establish the requirements for the implementation and on-going maintenance of the SPM plan. The restrictive covenant must be in a form approved by the City Law Department.

Update: The sedimentation basin and filtration basin should each have an access lid at a minimum 4'x6' double leaf per SPL WW-614 (H2O loading required) with slam lock. Lids shall be centrally located within the basin and at least 5' from pond walls. Please comply. A manhole at the splitter box is acceptable. The RC has been sent to Legal for review. Please add a note to the cover sheet of the plans referencing this RC and fill in the document number once obtained.

- General Note 11 referencing the RC has been added to the cover sheet. The access lids have been revised as requested over the sedimentation basin and the filtration basins.

AW Pipeline Engineering - Jeff Betts - 512-972-2042

Red-lined comments have been provided on the plans.

The red-lined plans are ready to be picked up at Waller Creek Center, 625 E. 10th Street, Suite #300, Austin, 78701.

The applicant is responsible for submitting the red-lined plans along with the updated revised plan set to the Development Services Department as part of the formal update submittal process. If the red-lined plans are not submitted with the formal update, the formal update will not be accepted for review by the Development Services Department.

- Comment noted.

Planner 1 Review - Jeremy Siltala - 512-974-2945

P1. FYI – Fill out the Site Plan Approval blocks with the following information in **bold**.

- **Sheet numbers** (11, 12, 13 **not** 11, 11A, 12)
- File number: **SP-2016-0054C**
- Application date: **Feb 5, 2016**
- (if case is administrative) under Section **112** of Chapter **25-5** of the City of Austin Code
- (if case is approved by Commission) under Section **142** of Chapter **25-5** of the City of Austin Code
- Case Manager: **Rosemary Avila**
- Zoning: **LI-PDA-NP**

If the Site Plan Approval Blocks are not filled out, the applicant will need to make an appointment to fill them out by hand. If the applicant wishes the Planner 1 to fill them out, there could be a delay in receiving the site development permit.

- The site plan approval blocks have been filled out accordingly.

P2. FYI – FLASH DRIVE REQUIREMENT

All applications submitted for completeness check after 5/10/10 for Administrative Site Plan Revision, Consolidated Site Plan, Non-Consolidated Site Plan, CIP Streets and Drainage, Major Drainage/Regional Detention, and Subdivision Construction Plans will require the additional items listed in Exhibit VII of the application packet on a USB flash drive prior to release of permit. The flash drive must be taken directly to the Intake Department by the applicant after site plan approval. For more information, contact the Intake Staff.

- Comment noted.

If you have any questions or concerns, please feel free to contact me at 512-439-0400 or bryant@kbge-eng.com

Sincerely,

A handwritten signature in blue ink, appearing to be 'B Bell', with a stylized flourish at the end.

Bryant Bell, P.E.
Senior Project Manager