

MEMORANDUM

DATE: September 4, 2019
TO: Renee Johns, Development Review Department
FROM: Enrique Serna
SUBJECT: Case #: SP-2019-0056C
Site Plan Application

The following information is provided in response to the review comments contained in the Master Review Report dated May 6, 2019.

Site Plan Review – Renee Johns

- SP 1. Requested information has been added to the Site Data table on Sheet 8. The open space information has been added. Per Part 5 of the zoning ordinance, the requirement is a total S.F. of open space and not a percentage of the site, therefore only the total S.F. was added.
- SP 2. Setback line along South Lamar Blvd. has been added. It is 11-feet for the first 90-feet from the south line, and then five feet for the remainder of the frontage. The building setback for Riverside and Lee Barton is 0'. The proposed building dimension ties have been added to property corners on sheet 19 of the plan set.
- SP 3. 455.75' @ SW corner and 448.75' @ NE corner are the highest and lowest elevations on the site. The average being: 452.25'. The maximum height allowed per zoning is 96-feet.
- SP 4. 1211 West Riverside Drive is the address that has been assigned to the project. The plans have been updated to reflect this address.
- SP 5. The requested information has been added to the Elevations Sheet.
- SP 6. A revision to PUD Ordinance No. 20131017-052 is currently being processed to allow hotel use.
- SP 7. Comment noted. Informational comment only.
- SP 8. The requested information has been added to the elevation sheet.

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- SP 9. Liner stores have been added to the site plan sheet and labeled Retail Shell 1 and Retail Shell 2. A Zoning and SubChapter E Compliance Plan Sheet (Sheet 35) has been added to the set.
- SP10. The primary entrance into the development is by the main breezeway fronting West Riverside Drive. The breezeway is flanked by a raised planters and landscape areas, and a band of decorative concrete pavers demarcate the entryway. See Sheet 35.
- SP11. Per discussions with the Transportation Reviewer, an Alternative Equivalent Compliance (AEC) is being submitted with this update to change the principal street to Riverside Drive. The net frontage of Riverside Drive is 218.20 linear feet with the total pedestrian use frontage being 208.67 for a total of 95.73%. See Sheet 35 for calculations. See attached AEC letter.
- SP12. The requested information has been added to elevations sheet.
- SP13. Requested calculation has been added to the Data Table on Sheet 8. Only 1 Type A accessible unit will be required. One Type A accessible unit will be provided.
- SP14. This section of the current zoning ordinance is being modified so that the “U” facing south is at the ground level not second level. The revised ordinance language will be sent to reviewer once the ordinance revision is approved.
- SP15. The language to this section is currently in process of being modified to 86 feet in height. Heights have been added to the elevation sheets as requested.
- SP16. The requested note has been added to the sheet.
- SP17. Comment noted. A note has been added to the Zoning Ordinance and SubChapter E Compliance Plan, Sheet 36 for compliance.
- SP18. Elevator call outs have been added to the sheets as requested.
- SP19. The requested note has been added to elevation sheet.
- SP20. Part 4, Section M of the current zoning ordinance is being modified so that it reads “Development of the Property may not exceed 27 residential units and 18,000 square feet of non-residential, non-hotel ground floor space”. The non-residential, non-hotel portion of the ground floor is made up of the PARD office (1,051 S.F.), Retail Shell 1 (2,551 S.F.) and Retail Shell 2 (5,253 S.F.) for a total of 8,855 S.F. These non-residential, non-hotel uses have been identified on the Site Plan Sheet.
- SP21. Public plaza has been delineated on added Sheet 36. Dimensions have been added and comply with Subchapter E.

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- SP22. The meeting room will be located on Level 2 of the project. A note has been added to Sheet 36.
- SP23. We are currently coordinating with Susan Lambe as requested to obtain approval.
- SP24. Per PUD Part 12 (D), 75 percent of the cumulative frontage (excluding driveway openings and other public facilities) along South Lamar, Riverside and Lee Barton needs to be composed of pedestrian oriented uses. The cumulative frontage measures at 526.34 linear feet total. The cumulative frontage made up of pedestrian oriented uses measures at 406.65 linear feet for a total percentage of 77.07%. This information has been added to the Sheet 35.
- SP25. Comment noted. Informational comment only.
- SP26. This section of the zoning ordinance is being revised. Furthermore, all parking will be underground and not in view from park land.
- SP27. The requested note has been added to elevation sheet.
- SP28. See Elevation Sheets for building base wall.
- SP29. Comment noted. Informational comment only.
- SP30. Secondary setback line has been added to Sheet 36. The setback line does not reach onto private property, so the impervious cover is not affected.
- SP31. Requested information has been added to the elevation sheets.
- SP32. We are currently coordinating with Mr. Sadowsky as requested.
- SP33. The requested information has been added to the sheet.
- SP34. A shaded sidewalk is provided along almost the entire frontage for all streets of the project. The totals are 100% of the Lamar frontage is shaded, 95% of Riverside and around 57% of Lee Barton Drive. See Sheet 35.
- SP35. The projects main entrances and exits are now labeled. See Sheet 36. All entrances are tucked under the overhangs of the building measuring at least 4-feet.
- SP36. The solid waste collection area is located at the rear in an enclosed space screened from view. Except for driveway openings, the loading and service area is being screened by a solid wall from the ROW. See Sheet 36. Mechanical equipment is roof mounted and set behind parapet walls.
- SP37. The requested information has been added to the cover sheet.

- SP38. Code section referenced by reviewer is incorrect. Reviewer must have meant code section 2.4.B.2. The Riverside Dr. building frontage measures at 223 linear feet and includes three shaded entrances for an average distance of one at every 74.35 feet. Additionally, the entire street level façade facing the street is broken up with glazing and pedestrian amenities (public plaza and deck) as allowed per Figure 33 when entrances do not comply with the 75 feet requirement.
- SP39. Comment noted. Informational comment only.
- SP40. Comment noted. All signatures will be provided.
- SP41. Comment noted. All easements will be noted as requested.
- SP42. A license agreement is in review and being processed. Approval will be sent to the reviewer once obtained.
- SP43. Please refer to SP-2018-0164D for demolition site plan. A copy of the demolition plan sheet is included in this submittal for reference.
- SP44. Names on Cover Sheet have been corrected and now match with tax information.
- SP45. All proposed improvements are being shown on the Site Plan Sheet 8.
- SP46. All Fire Department access roads will be from the adjacent streets. There are no internal Fire Department access roads proposed.
- SP47. Refer to Utility Plan Sheet 14 for identification and location of all existing and proposed utilities.
- SP48. Limit of Construction has been added to the Site Plan Sheet 8.
- SP49. Zoning boundaries have been added to Sheet 8 and a Zoning Table has been added to Sheet 2 as additional information. Adjacent buildings are also shown and labeled on Sheet 8.
- SP50. See Dimension Control Plan Sheet 20 for dimensions of all structures.

Electric Review – Karen Palacios

- EL1. All survey and CAD information has been sent to Christian Pope and we have been coordinating with him on the design.
- EL2. Comment noted. We are in coordination with Christian Pope for electrical service.

- EL3. Comment noted. The 10' x 10' transformer pad is shown with the proper clearance provided. We are currently working and coordinating with Gary Simmank of Austin Energy to finalize power delivery design.
- EL4. Transformer and point of service are shown on plans.
- EL5. Comment noted. We are coordinating with Austin Energy to resolve all issues.
- EL6. Service date will be approximately Fall of 2020
- EL7. Site will require gas and electric service.

Drainage Engineering Review – David Marquez

- DC1. All existing easements are shown on plan set. Both vacated and proposed easements will be acquired and recorded as required.
- DC2. The existing 18" RCP Storm Sewer is proposed to be replaced with a 24" RCP Storm Sewer line and is detailed in the separate plan and D permit under SP-2018-0614D.
- DC3. The proposed and existing drainage plans include the hydraulic summary table that includes the time of concentration and "C" values for each area.
- DC4. Limits of uncontrolled flows are now shown on the Proposed Drainage Plan Sheet 28 as requested. All concentrated flows from the site discharge directly to the public storm sewer system.
- DC5. The Regional Stormwater Management Participation (RSMP) approval letter and copy of RSMP fee payment will be provided once received.
- RSMP 1. The feasibility meeting was scheduled and completed. The RSMP submittal is under review.
- RSMP 2. The Regional Stormwater Management Participation (RSMP) approval letter and copy of RSMP fee payment will be provided once received.
- RSMP 4. Requested note has been added to the Cover Sheet.

City Arborist Review – Jim Dymkowski

- CA1. Comment noted.

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- CA2. Demolition area has been highlighted with a cross-hatch pattern on Sheet 5. Requested note has been added to the demolition sheet. Refer to note 10.
- CA3. A tree care plan is being drafted by a certified arborist and will be sent to the reviewer once ready.
- CA4. Tree protection fencing is being provided to the maximum extent possible around the CRZ. Additional protection is being provided by adding vertical strapped lumber around the trunk per city details. Notes have also been added for additional measure regarding the mulching around CRZ's.
- CA5. See attached exhibits illustrating protection of the critical root zones for preserved trees. The existing trees are located in an urban setting with impervious cover already surrounding the CRZ's of trees. Some trees already have existing impervious cover around the CRZ's of over 50%. The proposed condition of the CRZ's are improved for the majority of the preserved trees, except the ones fronting Lee Barton Drive. Above grade, pervious/porous paving will be used over the CRZ areas of those trees so the proposed condition is improved and all trees meet the preservation criteria.
- CA6. See attached exhibit illustrating the proposed project will not remove more than 25% of the canopies of the preserved trees.
- CA7. Utility alignments have been added to the ESC sheet as requested.
- CA8. The limits of the underground garage is now illustrated with a bolder dashed line and it is identified with callouts on the Erosion and Tree Protection Plan, Sheet 6, for ease of identification.
- CA9. Tree was missed identified. The tree is a White Oak. The plans have been updated to reflect the new species.
- CA10. ESC plan does show the proposed site plan configuration. Graphics have been improved to better identify proposed improvements.
- CA11. Full mitigation for all removed trees is being proposed on site plan case number SP-2018-0614D.
- CA12. Comment noted.
- CA13. Comment noted.
- CA14. Comment noted.

Environmental Review – Kristy Nguyen

- EV1. Comment noted.
- EV2. The concrete washout has been added and labeled on the ESC plan as requested.
- EV3. The staging area and temporary spoils area have been added and labeled on the ESC plan as requested.
- EV4. The note has been added to the ESC sheet as requested.
- EV5. Further detail has been added to the concrete washout area and a detail added to Sheet 7. The project is not proposing the use of a sediment basin with a dewatering skimmer. The project will have little to no flow to it from the site during construction. The site will need to be shored to construct the building and majority of stormwater will drain into the shored excavation pit. A dewatering plan will be completed by the awarded contractor for the project.
- EV6. A dewatering plan will be completed by the awarded contractor for the project. See note 16 on ESC sheet for dewatering plan requirement.
- EV7. Comment noted. Landscape plans are now sealed by a licensed Landscape Architect.
- EV8. A note has been added to the interior courtyard, non-required, landscape planters and to the landscape sheet for compliance with Part 6C of the PUD.
- EV9. The site will be capturing rain water and using it for landscape irrigation. The irrigation plans currently show two zones dedicated for the irrigation of the interior landscape. Additional zones will be added if necessary. See Sheet 31.
- EV10. Comment noted.
- EV11. Requested table has been added to the Landscape Plant List and Detail Sheet 29.
- EV12. Comment noted. A payment receipt will be sent to the reviewer once fee is paid.
- EV13. Comment noted. A payment receipt will be sent to the reviewer once fee is paid.
- EV14. An ESC cost estimate has been included for review with the resubmittal.

Fire for Site Plan Review – Marvin Lewis

- F1. The building is higher in elevation than 75 feet and therefore is classified as a “high rise” building.

- F2. The applicable AFD Code Analysis table has been added to the cover page as requested.
- F3. Generator details are included as an attachment to reviewer with this resubmittal.
- F4. See Site Plan Sheet 8 for all fire hydrants around the proposed site.
- F5. The FDC's have been added to the Site Plan Sheet 8 and the Utility Plan Sheet 14.
- F6. The fire riser room is on the ground level. See Sheet 8.
- F7. A graphical scale has been added to the plan set.
- F8. The requested note has been added to the utility plan.
- F9. The applicable table has been added to the Cover Sheet as requested.

Flood Plain Review – Mathew Hussey

- FP1. The references to the demo permit have been updated.
- FP2. The normal pool elevation of Lady Bird Lake is 429.80' and the bottom elevation of the lowest parking garage is 430.0' which put us above the MSL. Properties on the north side of the lake are typically zoned CBD as mentioned. The subject property is south of the lake, zoned PUD/CS-H and not within the Central Business Area. Also, the driveway opening into the parking garage is at elevation 452.00' which is 10-feet above the 100-year floodplain elevation of 442.00'.
- FP3. Comment noted.

PARD/Planning and Design Review – Thomas Rowlinson

- PR1. The Label for the City of Austin (Parkland) has been added.
- PR2. The number of residences has changed to 25 units and the number of hotel rooms has changed to 108 rooms. See Site Plan on Sheet 8.
- PR3. The fee-in-lieu of fee note has been added to the cover sheet and the correct number of residential units and hotel rooms added.
- PR4. Comment noted. Informational comment only.

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- PR5. Comment noted. A final route has been worked out. Please see SP-2018-0614D for final alignment.
- PR6. Comment noted.
- PR7. Comment noted.
- PR8. Additional signature line has been added for Parks and Recreation Department.
- PR9. The historic Paggi House building structure will remain untouched and in place. A portion of the outdoor deck will be retrofitted to add the new handicap elevator that connects the Paggi House with the underground parking structure.
- PR10. All mechanical equipment will be located either underground or at the rooftop and screened from public view.
- PR11. An office space measuring 1,051 square feet has been added along the frontage of South Lamar Blvd. See Sheet 8.

Site Plan Plumbing – Cory Harmon

Approved

ROW Review – Isaiah Lewallen

- ROW1. Comment noted.
- ROW2. Comment noted.

Traffic Control Review – Shawn Jackson

No Review Required.

Transportation Planning – Natalia Rodriguez

- TR1. Comment noted.
- TR2. The current use of the existing Paggi House is Office Space. The property will be subdivided, and a UDA will be recorded between the two lots as required.

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- TR3. The Paggi House will operate and remain open during construction. Per PUD Zoning Ordinance 20131017-052 (PUD), Part 4(K), "If the elevator does not operate as a restaurant during construction of the project, the elevator will be relocated and available for use by persons with disabilities prior to the issuance of certificate of occupancy...". Handicap access to the Paggi House will be provided by a back entrance that connects to the existing sidewalk along Lee Barton Dr.
- TR4. 2.5% of 25 units equals to (1) one Type A dwelling unit required. The unit will be provided on the second floor as Unit 2B. Accessible unit requirement has been added to the Site Data Table on Sheet 8.
- TR5. Comment pending on final agreement of the funding amount. Currently, the project is proposing on constructing all of the pedestrian improvements recommended on Part 10(A) of the PUD.
- TR6. See spaces 110 & 111 in B2 Level on Sheet 9 for electric vehicle charging stations.
- TR7. There are 24 bicycle parking space provided around the ground floor of the site along all three roads. Another 12 bicycle parking spaces are located on parking level B1 and additional secured bicycle parking spaces will be provided on the storage units for the residents on the same parking level B1. Detail 710S-6C and 710S-4 have been added. Custom bicycle parking space will be requested as a license agreement product. Custom bicycle parking spaces have been added to the license agreement submittal currently in review as has been allowed on other sites.
- TR8. Resident parking spaces are provided in a secured and separate area of the parking garage B1. See Sheet 9.
- TR9. The note has been added to the Cover Sheet and Site Plan Sheet as requested.
- TR10. An AEC is included with this resubmittal to request for West Riverside Drive to be the Principal Roadway.
- TR11. Refer to Sheet 36 for Compliance Plan Sheet and labeling of Clear zone and Planting zones. The proposed design of the sidewalks and planting areas along the Riverside and Lee Barton frontages are of an angular and varying width design. They do not have a consistent width but the average width of these zones meet or exceed the minimum requirements.
- TR12. See TR11 above.
- TR13. An existing sidewalk easement is in place along the South Lamar Blvd. frontage that already accommodates the 7-foot wide required clear zone/sidewalk. A sidewalk easement will be dedicated on the Lee Barton Drive side to accommodate the required 5-foot wide clear zone/sidewalk.

- TR14. Comment noted. All utilities will enter the site via underground methods.
- TR15. Comment noted.
- TR16. See attached JUAЕ document included with this resubmittal as requested.
- TR17. Only one adjacent or neighboring driveway is located within 200 feet of the property. That driveway is located approximately 158-feet south from the proposed service only driveway along S. Lamar Blvd. For plan clarity and readability purposes and avoiding the need for a too small plan scale to show the adjacent driveway, the separation distance has been added to the Site Plan Sheet 8.
- TR18. The existing PUD allows an entry only driveway per Part 4(A) of the ordinance on South Lamar. Additionally, per preliminary conversations with, at the time, Transportation Review Planning Officer Sangeeta Jain, it was agreed the driveway would be allowed but to minimize the visual impact of the driveway on South Lamar. The methods to reduce this impact was to use a roll-up/mountable curb in lieu of the typical driveway curb returns, continue the sidewalk paving/paver patten across the driveway area, and to install “Do Not Enter, Service Only” signs. These items have been provided as requested.
- TR19. A waiver letter will be sent to the reviewer for the driveway separation.
- TR20. Comment noted. This was also part of the preliminary conversations with Sangeeta. She recognized the importance of the project to have a separate service “alley” within the site in order to separate service and customer/user vehicular traffic to minimize conflicts.
- TR21. See TR 18 for explanation of roll-up curb.
- TR22. Driveways have been modified to comply with TCM. See Sheet 20 for driveway width dimensions.
- TR23. Driveways have been modified to comply with TCM. See Sheet 20 for driveway width dimensions.
- TR24. Because of the proposed roll-up curb in lieu of the typical curb returns, See TR 18, the standard curb return and radii will not be installed. Since this driveway will be for service only vehicles, it will be used very infrequently we don’t believe this will present a conflict.
- TR25. Comment noted. The license agreement process has been initiated.
- TR26. Comment noted.

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- TR27. Per PUD ordinance Part 10(A) and further described on HDR's Traffic Impacts and Improvements letter, it specifically details the way to make the sidewalks connection from the southern end by expanding the curb line on that portion of the street.
- TR28. A bike lane has been added to West Riverside Drive. See Plans.
- TR29. Per meetings with the Mobility Corridor staff, our proposed sidewalks and planting zones comply with their future plans.
- TR30. See Sheet 20 for pavement width dimensions.
- TR31. No on-street parking is proposed with this site plan. The existing on-site parking being removed is per PUD Part 10(A). No relocation of the meters is proposed and are to be returned to ATD/Public Works.
- TR32. See attached for off-site parking agreement letter.
- TR33. The requested parking space dimensions are shown on the Parking Garage Sheet 9.
- TR34. a. See included letter for temporary off-site parking agreement.
b. Removed as requested.
c. Types of parking added.
d. The total square footage of the commercial uses are:
e. Bicycle parking requirements have been revised.
f. No late hours permit is proposed.
g. The required loading space is by located along the service alley.
- TR35. See Site Plan Sheet 8 for first floor plan and Parking Garage Sheet 9 for underground parking levels. The entry/exit ramp from the ground floor to the underground garage levels is labeled and identified on the ground floor Sheet 8. The ramps that lead down to the lower levels are labeled and identified on Sheet 9. The loading space is identified on Sheet 8 and is located along the service alley.
- TR36. Spot elevations are on the Grading Plan Sheet 21. The slope of the driveways do not exceed 10% within the rights-of-way as allowed per COA detail 433S-2.
- TR37. The requested note has been added to the Site Plan Sheet 8. Reference note #22.
- TR38. Notes have been added to Sheet 8 and 9 verifying the vertical clear space of the spaces/areas mentioned.
a. The floor to ceiling clear space of the entire parking garage is 8'-2" or 98-inches. A note has been added to the Parking Plan, Sheet 9.
b. The clear space of the loading zone is currently 14'-6". The delivery type vehicles to the project will be of the small to medium type delivery trucks

measuring well under the provided clearance. 18-wheelers will not be allowed on site. A waiver can be submitted if needed.

- c. The passenger loading zone area is open to the sky
- d. See (a) above for the floor to ceiling clear space of the parking garage.

TR39. The wheel stop detail has been added to the site plan details as requested. See detail 10 on Sheet 12.

TR40. B2 parking garage layout has been revised and dimensioned. See Sheet 9.

- TR41.
- a. All areas not proposed for parking are striped with a crosshatch.
 - b. All proposed uses shown and labeled.
 - c. The gate with pedestrian doors is proposed on B1. Callouts have been added
 - d. Traffic within the parking garage will be very slow speed traffic so no conflicts with maneuverability is expected. The parallel spaces have been dimensioned and meet all TCM requirements. Per TCM 9.2.0(#2) parking garage columns are allowed to encroach into the head of parking stalls.
 - e. Internal circulation and directional arrows are shown as requested. The stated code reference by the reviewer does not say ramp grades are limited to 6.67%. A TCM code section limiting ramp grades to 6.67% could not be found. Per TCM 9.2.0(#13), fire access road grades are allowed to be up to 15%, so clearly code allows steeper grades than the mentioned 6.67%.
 - f. The hotel and restaurant will have optional valet parking service. Customers will be able to drop-off their vehicle at the motor court/drop-off area where attendants will then park the vehicle in the designated parking spaces.
 - g. Markings in the ROW have been moved as requested.

TR42. Loading facilities are located along the service alley separate from any public parking spaces or maneuvering areas. There is no co-mixing of loading and public parking areas and therefore comply with the stated TCM code section.

TR43. Termination of curbs are shown on the plan as well as the sidewalk tie-ins to adjacent properties. Refer to Sheet 8. There are no proposed curb ramps at the driveways. The existing curb ramp mentioned along South Lamar will be removed and rebuilt into the sidewalk's planting/furniture zone.

- TR44.
- a. The requested note has been added to the cover sheet.
 - b. The ANSI code section stated is outdated. The 2009 ANSI version states the cross-slope to be no greater than 1:48. See attachment. Note was included in the Note Sheet. See note #3 of Accessible Route Notes on Sheet 2.
 - c. The ANSI code section stated is outdated. The 2009 ANSI version states the slope to be no greater than 1:48. See attachment. Note was included in the Note Sheet. See note #7 of Accessible Route Notes on Sheet 2.
 - d. Note was included in the Note Sheet. See note #8 of Accessible Route Notes on Sheet 2.

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- e. The note regarding the maximum slope and rise for a ramp was included in the Note Sheet. See note #9 of Accessible Route Notes on Sheet 2. The section regarding the maximum projection of 30 feet or 40 feet is outdated and has been eliminated by the 2009 ANSI version. See attached.
- TR45. Only one fully accessible unit is required (See TR4) and will be provided on the 2nd Floor as Unit 2B. Any amenities will be located within the building and be accessible through building elevators and accessible corridors.
- TR46. Accessible routes are identified by a dotted line in both the floor plan, Sheet 8 and the parking garage plans, Sheet 9.
- TR47. Accessible routes are identified by a dotted line on Sheet 8.
- TR48. See Sheet 9 for dimensions in the parking garage and see Sheet 19 for dimensions along ground level.
- TR49. Current ANSI, ADA, TAS and IBC codes do not require the stated rule, except for the City of Austin amendments to the 2012 IBC. It has been our experience that the City has not enforced this amendment on several downtown projects where the parking is located on a parking garage. We request the reviewer for non-enforcement of the rule as traffic will be very slow moving through the parking garage and the non-requirement of the other stated Codes.
- TR50. The proposed handrail is not for a ramp but for the steps at the proposed elevated deck. The city details are exclusively for ramps. A custom handrail will be used, and it is part of the proposed license agreement currently in review.
- TR51. The required number of accessible parking spaces per IBC Table 1106.1 based on 148 proposed total parking spaces is (5) five accessible spaces. The project is providing (6) six handicap parking spaces.
- TR52. Parking spaces are on the closest possible route to accessible entrances.
- TR53. Accessible parking sign details have been added. Refer to Detail 11 of Sheet 12. Callouts have been added to the handicap parking spaces. Refer to Sheet 9.
- TR54. All curb ramps have been identified on the Site Plan Sheet 8. Comment noted.
- TR55. See detail 7, Sheet 12 for deck detail. See detail 1 & 3, Sheet 11 for paver details. Paving symbols have been updated to better differentiate proposed surface materials. The requested ADA notes/specs are already provided under the Accessible Route Notes on Sheet 2.

TR56. A subdivision application is in review and pending approval. A Unified Development Agreement will be recorded between the two lots.

TR57. The LOC on Sheet 6 has been expanded as requested.

TR58. Trash collection notes have been removed as they were included by error.

TR59. All existing and proposed physical obstruction are shown. Comment noted.

AW Utility Development Services – Neil Kepple

WW1. This site has been discussed with the SER section at AWU. There was a previous SDP application which proposed a larger building with a greater demand for wet utilities, which did not require any upgrades to the existing infrastructure. We have recent fire flow tests, which indicate appropriate fire flow. The demands in this application are reduced. We request the removal of the comment requiring an SER. In the meantime we will present this information to the SER group at AWU to obtain their concurrence.

WW2. Comment noted.

WW2. Comment noted.

Water Quality Review – David Marquez

WQ1. The rain gardens have been labeled as water quality controls. An IPM plan and restrictive covenants are in process of being put together and will be sent to reviewer once complete.

WQ2. Rainwater falling within the roof area of the building is collected and directed to the collection tank located on parking level B2 by internal roof drains. See Sheet 37 for requested information and updated water harvesting plans.

WQ3. The “R” table are on the Sheet 27 and indicate the required and provided water quality storage volume. The rain harvesting tank has well over the minimum volume required.

WQ4. Notes have been added to the plans.

WQ5. Comment noted. See Sheet 27 for pump information.

WQ6. See Irrigation Plan Sheet 31 for irrigation information. Re-irrigation is via drip-irrigation system. Sheet 31 shows the limits of the drip-irrigation lines.

WQ7. Comment noted. Note will be added to plans for compliance.

WQ8. See Sheet 27 for updated rain harvesting plans.

WQ9. Soil test around the vicinity indicate a mixture of Sandy Silt, Silty Sand to Clayey Sand soils, although the majority of the proposed re-irrigation areas are located under existing pavement or impervious cover. The existing soils of the re-irrigation areas will go through a decompaction process as outlined per COA Specification 661S.4.E., and up to 24-inches of enhanced soil per ECM 1.6.7.5.A.h. will be brought in to achieve the appropriate permeability rates.

WQ10. See Sheet 27 for updated rain harvesting plans.

WQ11. See Sheet 27 for updated rain harvesting plans.

AW Pipeline Engineering – George Resendez

AWP1. Hydrant 157708 is proposed to be replaced in its present location. Hydrant 157514 (157504 in the comment) is proposed to be relocated north along Lee Barton Dr.

AWP2. Comment noted.

AWP3. The proposed sanitary sewer service line connection has been relocated outside the limits of the driveway approach.

AW Facility Engineering Review – Roger Brown

AWFE1. Comment acknowledged. Reviewer will be contacted and report sent as requested.

AWFE2. A Private Lift Station & Specifications Sheet (Sheet 37) has been added with requested information.

AWFE3. A cleanout has been added.

AWFE4. The force main to gravity transition is accomplished with a reducer. A manhole is no longer involved with the transition.

AWFE5. The force main is 6-inches in diameter. The gravity line is 8-inches in diameter. The area increase is 175%.

AWFE6. The TCEQ minimum slope for an 8-inch pipe is 0.335%. The proposed 8-inch pipe in this project is designed at a 1% slope. The TCEQ requirement has been met.

AWFE7. The enlarged pipe is 22-feet long and is connected to the force main with a reducer.

AWFE8. Comment noted.

AWFE9. Comment noted.

Industrial Waste Review – John McCulloch

IW1. Comment noted.

IW2. Comment noted.

IW3. A cleanout has been added immediately outside of the building.

Plan 1 Review – Addison Ptomey

P1. Comment acknowledged.

P2. The Site Plan approval block has been updated with the provided information.

P3. Comment acknowledged.

September 3, 2019



Ms. Natalia Rodriguez (Transp. Reviewer)
Ms. Renee Johns (Case Manager)
Development Services Department
City of Austin
505 Barton Springs Rd.
Austin, TX 78704

Planning
Engineering
Landscape
Architecture
Entitlements

Re: Case No. SP-2019-0058C
South Lamar & Riverside Mixed-Use
1211 West Riverside Drive

Dear Ms. Rodriguez, Ms. Johns:

With this letter we formally submit for an Alternative Equivalent Compliance (AEC) for sections 2.2.1.B (Roadway Type Applicability) and 2.2.2.B.1.a (Planting zone) of the Sub-Chapter E Design Standards. The proposed site plan complies with all other sections of Sub-Chapter E. Due to the existing site conditions and the overlaying PUD zoning ordinance affecting the subject property, modifications of the above mentioned Sub-Chapter E Sections is requested.

The subject property fronts Riverside Drive along its northern border and therefore Lady Bird Lake is directly across the street. The entrance and steps to the Lady Bird Lake Pedestrian Bridge is directly aligned mid-block to the subject property and presents itself for a perfect gateway to the park. Making Riverside Drive the Principal Street will provide the project for the perfect gateway to Lady Bird Lake Bike and Hike Trail. Roadway improvements are being planned with the Corridor Program Office to enhance the roadway by adding a landscaped median and mid-block crosswalk connection.

The overlaying PUD zoning ordinance for the subject property, requires the addition of rain gardens in the rights-of-way to treat some off-site flows from adjacent roadways. Additionally, the PUD requires the creation of a public plaza. In order to create maximum interest and maximum space for this plaza, the project proposes to locate it along its northern frontages and by reversing the location of the Planting Zone and Clear Zones mid-block.

The following AEC is proposed and will include the following:

- Provide a minimum of 90 percent frontage of continuous building facade built up to the clear zone, or supplemental zone along Core Transit Corridors. An additional 15 percent above the requirement per 2.2.2.D.1., and a 10 percent increase from the 80 percent requirement along principal streets per 2.4.B.1.a.
- Add bench seating amenities along Core Transit Corridors (South Lamar Blvd. & Riverside Dr.) areas for employees, visitors and or the public.

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Consort, Inc. ♦ 3600 Bee Caves Rd., Suite 100 ♦ West lake Hills, Texas 78746
512/469-0500 ♦ (F) 512/474-2809
T.B.P.E. Firm Registration No. F-859

Ms. Johns
September 3, 2019

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- Provide a minimum of 50 percent additional bicycle parking spaces in excess of current code and PUD ordinance requirements. The current bicycle parking space requirements of the mixed-use project per the PUD ordinance and parking ratios is a total of 21 bicycle parking spaces required. The project proposes a total of 24 bicycle parking spaces along the ground floor frontages, plus 12 more spaces on parking level B1, for a total of 36 bicycle parking spaces. Additional enclosed bicycle parking and storage areas will be available for all residents if needed.

Thank you for your time and consideration of this application. If you have any questions, concerns or if I can provide any additional information, please do not hesitate to contact me.

Sincerely,

CONSORT, INC.

A handwritten signature in black ink, appearing to read 'Enrique Serna', written over a horizontal line.

Enrique Serna, RLA

