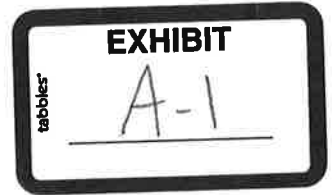


DB-16-00038
Major Development Plan - EZ



Technical Review Committee:

Planning Comments (Approvable with comments)
Andrew Persons, 334-5023

1. Please provide an exception request for NW 3rd Street, south of NW 1st Avenue for the build-to line reduction. The civil plans and the architectural plans provide two different build to lines for this segment. Please clarify.

Build to lines have been updated, and NW 1st Ave has been updated to remain as an existing 2-way street.

2. Please provide revised glazing calculations along all of the street frontages.

Architecture plans have been updated to provide the revised glazing calculations along all of the street frontages. Glazing far exceeds the 10% and 30% requirements.

3. Please provide a wall detail for the 6' decorative wall depicted on the plans.

Detail has been provided for the 6' decorative fence that is called out on the site plan.

4. Please provide photometric data including the minimum horizontal illuminance, average horizontal illuminance, uniformity ratio, and a maximum uniformity ratio for all parking areas and building entrances, sidewalks, and walkways.

Photometric plan has been updated per comment and to accommodate the 2-way travel of NW 1st Ave.

5. Will any of the ground floor units have porches or other outdoor fenced areas? If so, please depict these areas on the plans.

The ground floor units will not have any fenced areas or porches.

6. Please provide the minimum sidewalk width dimension along NW 3rd Street north of NW 1st Ave. It appears to meet code but it is difficult to determine where the sidewalk is located in this area.

Sidewalk dimensions have been added to all street segments.

Concurrency Comments (Incomplete)
Jason Simmons, Concurrency Planning, 334-5022

1. Please note that due to the location of the property within the University of Florida Context Area, this development must comply with the provisions of Transportation Mobility Element Policy 10.1.14, concerning new multi-family residential development funding capital transit costs associated with transit service needs. Payments shall be based on a proportionate share contribution toward the additional transit service enhancements needed to serve the proposed development in the RTS a.m. and p.m. peak hours to maintain existing service levels (frequencies). The payment will be based on the expected mode split of all development trips that will use transit.

Acknowledged.

2. The trip generation calculations for apartments within the UF context area of the City of Gainesville, are based on the number of bedrooms or persons, using the Average Vehicle Trip Ends vs: Persons, on a "weekday," the "peak hour of adjacent street traffic, one hour between 7 and 9 a.m.," and the "peak hour of adjacent street traffic, one hour between 4 and 6 p.m." Please revise the trip generation information by re-calculating the trip generation for the residential uses using ITE 220, Apartments as the use and persons (bedrooms) as the standard.

Trip generation information has been recalculated.

3. It is unclear how the trip generation numbers in Table 1 were calculated. The rate for ITE 220 Apartments is 3.31 for average daily trips, 0.28 for AM peak hour of adjacent street traffic and 0.40 for PM peak hour of adjacent street traffic. These rates multiplied by 441 persons do not equal what is shown in the table.

Trip generation table has been updated.

4. The equations utilized in the trip generation as shown below Table 1 on page 2 of the traffic study indicate ITE Code 221, which is Low-Rise Apartment, which is not applicable to the proposed development.

Trip generation table has been updated.

5. Please provide a concurrency/TMPA certification form with a revised traffic generation memorandum that indicates the proposed trip generation for this development based on number of bedrooms. I did not see this item attached with the submittal.

Acknowledged. Concurrency/ TMPA cert. form will be provided.

6. Please provide a Public School Student Generation Calculation form so that school concurrency can be determined for this development. I did not see this item attached with the submittal.

Acknowledged. Form will be submitted.

7. Please submit a completed water/wastewater deferral form. I did not see the referenced folder.

Acknowledged. Form will be submitted.

8. Please add a note near the trip generation table on sheet C2.01 indicating that this development is within Zone A of the Transportation Mobility Program Area will comply with Policies 10.1.4 and 10.1.14 of the Transportation Mobility Element.

Note has been added to trip generation table.

Public Works Review (Approvable subject to comments)
352-334-5070

ROADWAY & SITE DESIGN:

1. The proposed on-street parking spaces along NW 1st Ave. must be striped as 1 single bay as opposed to the individual spaces as shown.

NW 1st Ave is to remain in its current condition of a 2 way street with 12' travel lanes. Current design has no onstreet parking.

2. The 11 ft. one way travel lane proposed for NW 1st Ave. is not sufficient.

NW 1st Ave is to remain in its current condition of a 2 way street with 12' travel lanes.

3. Please provide a detail for the proposed type 'D' curb.

Detail has been added to civil details.

4. Please provide the appropriate striping and signing for the on-street parking along NW 3rd St.

NW 1st Ave is to remain in its current condition of a 2 way street with 12' travel lanes.

STORMWATER MANAGEMENT:

1. What is the flow rate / impact of the condensate that will be discharged into the stormwater system? This will affect the effectiveness of the system.

The condensate flow is 30 gallons per minute per each building. This flow has been added as base flow in the ICPR model.

2. It appears that the groundwater will mound during storm events. The soil directly

beneath the proposed facilities does not have enough volume for vertical infiltration to be the only means for recovery the WQTV as the SHWT is only 2.5 feet below the proposed facilities (eg. SMF1 - 3,200 sf x 2.5 ft = 8,000 cf x 0.20 porosity = 1,600 cf).

The water quality calculations have been revised to incorporate stage one vertical infiltration and stage two saturated horizontal flow per Section 23 of the SJRWMD Permit Information Manual. As shown in the revised calculations, the water quality volumes is recovered within the required 72 hours.

3. Sheet C3.02, Stormbrixx Storage Chamber Detail Section calls out "impermeable geotextile fabric entire perimeter of tank" and is pointing to the bottom of the facility. The depiction of the system provided in the stormwater report indicates that this would be utilized in a detention system. This is a proposed retention system.

The stormwater system has been revised to be ADS StormTech chambers with filter fabric wrapped around it. The plans and details have been updated accordingly.

4. Clarify the elevations for the proposed StormBrixx system. Based on the WQTV calculations, the bottom elevation is 169.50 and top elevation is 173.50. It appear from the ICPR information for the node North_Site_Prop, the top elevation extends to 176.00. Also, the peak stages shown on page 6 of the report have all of the elevations above the 173.50. It is unclear how the volume can be maintained above the 173.50 with sand, subgrade, base, and asphalt being what is above the StormBrixx system.

The stage-storage has been revised to be shown as stage-volume as opposed to stage-area. The bottom elevation of the StormTech system is at 168.66 ft-NAVD and the top is at 174.16 ft-NAVD. The pavement and base material is not counted towards the updated stage-volume.

5. The City of Gainesville Engineering Design and Construction Manual (EDCM) Table 4.2 requires six inches of freeboard. EDCM Sec. 4.4 provides direction for this requirement for underground systems. The proposed design does not appear to currently meet this criterion.

Please see the updated stormwater calculations which indicate the peak stages are at least six inches below surcharging the system.

8. The information provided about the StormBrixx indicates that there is a sediment forebay option and the following statement, "Sediment can be removed either before water enters the StormBrixx or as water enters the system via a sediment forebay." Is the PRB meant to provide the sediment removal prior to the runoff entering the system or is a forebay provided.

The StormTech chamber system is now provided. Isolator rows within the StormTech system help sequester the sediments and promote ease of

maintenance, as indicated in Appendix F of the revised report. The system is protected from oils, greases, and floatables by the pollution retardant baffles.

9. How is the water collected from the building and then conveyed to the underground systems? Only the receiving manhole for the southern is shown (with a condensate line) and a trench drain and condensate line for the north on the plans.

Roof runoff is collected via rain water leaders which connect to drainage structures in the parking lot. The revised plans indicate these rain water leaders.

10. Currently there are no grades for the work within NW 1st Avenue. Private streets still need to be designed to meet public standards. It cannot be determined with the information provided if this criteria can be met.

The revised plans show proposed grades along NW 1st Avenue.

11. The system has proposed weirs set at 173.50 in the ICPR model. This is confusing as it appears this is also the top of the proposed StormBrixx system (see comment 4 above). It is not clear in the plans where these weirs are to be constructed.

The stormwater system has been revised with the StormTech chambers. The weirs are now set below the proposed top of gravel elevation.

12. Provide a summary table similar to what is shown at the bottom of page 6 of the report for the pre and post-developed discharge rates.

The stormwater report has been revised to summarize the pre versus post development discharge rates for the critical duration storms.

13. It appears that the storm structure Catch Basin #2 is the outfall from the northern system. The outlet pipe (15" pipe) has an invert of 174.90 so it is unclear how this will function with the proposed design.

Please see the revised plans showing the outfall pipes with lower inverts.

14. According to the geotechnical report, the provided soil parameters can be utilized if the following is also completed. "GSE recommended a mass undercut at the site to compact surficial very loose to loose sandy soils so that the structures can be supported by shallow foundations. During that mass excavation, caution should be taken such that the soils directly beneath stormwater vaults are not compacted to the point that the permeability values are reduced." How is this address with the provided design?

A note has been added to the drainage plans indicating a maximum compaction of 80% in the area of the chambers as to maintain the soil permeability values.

15. Based on the numerous comments above, the stormwater design appears to have

major issues. Additional issues beyond those provided above may still be present. Therefore, additional comments may be provided with future submittals.

Acknowledged.

TRANSIT:

1. Funds for concrete work at near sidewalk

INSPECTIONS:

1. Provide grades at all handicap ramps to assure ADA compliance.

Grading Plan has been updated to include grades of handicapped ramps.

Fire and Life Safety Services (INSERT REVIEW RESULT)
Tom Burgett, Fire Inspector, 334-5065

Urban Forestry Comments (Approvable with conditions)
Earline Luhrman, Urban Forestry Inspector, 393-8188

8/24/16

1. Within the interior parking terminal landscape islands are a requirement at the ends of the parking rows with a shade tree proposed in the islands.

(7) trees have been added to the plans within the parking area terminal islands. Updated plan has been reviewed with urban forestry and based on needs of underground stormwater chambers and storm connection reviewer would support an exception to the planting of (3) trees within the terminal islands. Please refer to exception letter.

2. Parking rows cannot exceed more than 126' without adding a landscape island with a shade tree.

Updated plan has been reviewed with urban forestry and based on needs of underground stormwater chambers and storm connection the reviewer would support an exception to the planting of (2) trees within parking islands. Please refer to Exception letter.

3. The street buffer along West University requires seven shade trees and only five have been proposed so please add one additional shade tree. I have given credit for the one tree located along the frontage of NW 3rd Street. Please replace the Tulip-poplar trees with Cathedral or Parkside Live oak trees.

Updated plan has been reviewed with urban forestry and based on the spacing of the existing street lights and tree spacing within the line of clear sight (FDOT Index 546) the reviewer would support an exception to allow 5 larger live oaks

'parkside' to meet the needs of the urban forest. Proposed Oak Trees size on University are: Field Grown, 16'x9' w/ a 5" Cal.

4.Are the trees along West University property line proposed in tree wells?

Yes, trees are in a tree well with a paver grate and silva cell type system.

5.I realize the code requires a four foot landscape strip; however, an addition of one foot of space for the tree roots would be ideal.

Trees are going to be within a silva cell type system to obtain the required/ healthy root zone.

6.Crape myrtles are not shade trees so please replace the Crape myrtles with Tulip-poplar trees. Would it be best to proposed tree wells for these required shade trees?

Updated plan has been reviewed with urban forestry and the following trees will be proposed on.....

Oaks on University and 2nd Ave. , Tulip-poplar trees on 3rd and 2nd Street , and Elms on 1st Ave.

7.The 30" heritage Live oak root plate cannot be impacted by construction and that distance is 10 feet on all side of the tree. No more than 25% of the living crown of this tree can be removed and remain as a preserved tree. The entire dripline of this tree shall be protected during construction with a chain link fence with eight inches of mulch inside the barrier.

After coordination with urban forestry it has been determined that the existing oak will be able to be preserved. Additional notes have been added to the plans to ensure that the forestry inspector shall be presented with a pruning plan and present during the pruning operations.

8.If grade changes are made within the dripline of the tree then a water-air exchange system must be proposed in order to supply food for this tree.

Grade changes will not be changed within the dripline of the existing tree.

9.Please make sure there is 50% diversity of shade trees proposed for this development.

Plans have been confirmed and 50% diversity has been achieved.

10.Please make sure the street buffer information listed on the site plan is correct. If two trees are required and only one is proposed, then this site is not meeting the landscaping requirements.

Plans have been coordinated and updated to meet street tree requirements on all streets.

11. Along NW 2nd Avenue one can remove one of the proposed shade trees due to the preservation of the existing Live oak tree.

Plans have been updated and 1 proposed tree on 2nd ave has been removed.

12. Please provide the fee total for the tree mitigation in a chart on the landscape plan.

Fee total chart has been added for tree mitigation on the landscape plan.

13. Please add these two notes under the landscape specifications. 1. Call the Urban Forestry Inspector at 352-393-8188 for a tree barricade inspection before clearing and grubbing work begins. 2. Call the Urban Forestry Inspector at 352-393-8188 for a pre-site visit before purchasing any plant materials.

Notes have been added to the landscape specifications.

GRU Comments (INSERT REVIEW RESULT)

Michelle Farnsworth, Utility Services Supervisor, 352-393-1413

GRU comments are being provided to the applicant in the form of redline markups of the plans.

Below are summaries/ written responses based on plan updates done by the consultant per the GRU redline markups:

- 1. Existing sewer services were CIPP as requested. Some existing sewer service lines have been incorporated into the design to minimize crossing of existing utilities**
- 2. New gravity sewer service lines incorporate a note referencing "GRU WW 5.4"**
- 3. Sheet piling is proposed whenever the proposed building is closer than 10' from the existing utilities**
- 4. Proposed water tap for north building was shifted as requested to maintain separation with existing sewer service**
- 5. Temporary 3" blowoff and sample point have been added as requested in the plans.**
- 6. RPBFP has been added to construction water service**
- 7. Condensate lines are shown on plan as requested**
- 8. Electrical lines and FPL transformers have been labeled as requested**
- 9. Rim and invert elevations are shown for all cleanouts**
- 10. A 5' x 20' easement is provided for all cleanouts**
- 11. A 13' x 23' easement is provided for the watermain fire line assemblies**

- 12. A typical blown up detail has been provided as requested**
- 13. Asphalt repair area has been included**
- 14. General notes and labeling have been added/modified as requested**
- 15. Flows are not included since we are proposing a 1" meters**