



Your kind of place.

Memorandum

To: BrieAnna Simon, Associate Planner

Date: December 4, 2019 (**APPLICANT RESPONSE TO COMMENTS 2/26/2020**)

From: Tyler Sandt, Development Review Engineer
Michael Grabczyk, P.E. Project Engineer

Cc: Alex Mestdagh, P.E. Engineering Services Manager
Jacob James, P.E. Stormwater Manager

Subject: Horseshoe Ridge Block 1 Lot 2 – Multi-Tenant Commercial – Engineering 2nd Review

The Engineering Department has reviewed the documents submitted for Horse Shoe Ridge Lot 1 Block 2 Site Plan. The submittal consisted of the following documents:

<u>Document</u>	<u>Date Received</u>
Construction Plans	November 6, 2019
Drainage Report	November 6, 2019
Site Plan	November 6, 2019

The site is located southwest of the intersection of Triple Crown Drive and Pardee Street. Based on our review we have the following comments:

Traffic and Roadway Review Comments

The following comments concern traffic, access, roadway design, and construction standard issues for the subject property. They are based upon our review of the submittal documents in accordance with the criteria presented in the Town of Parker’s Roadway Design and Construction Criteria Manual (RDCCM), as revised, July 2015. Additional regulatory and planning documents may have been utilized in the review, and are referenced in the comments where appropriate.

Civil Construction Plans

1. Please revise the west curb line of the right-out to further restrict a left-out movement.

RESPONSE – THE WEST CURB LINE HAS BEEN EXTENDED AND CURVED TO THE EAST TO RESTRICT THE LEFT OUT MOVEMENT.

Site Plan

The following site plan comments were not addressed from the last review:

2. The proposed drainage infrastructure will need to be covered by drainage easements. On future submittals, provide a legal description and exhibit for the entire pond area. Please also provide the legal descriptions and exhibits for the proposed storm pipe and structures.

RESPONSE – PROPOSED DRAINAGE EASEMENT FOR THE POND HAS BEEN ADDED TO THE PLAN SET. WOULD LIKE THE TOWN TO REVIEW PRIOR TO DRAWING UP LEGALS AND DESCRIPTIONS INCASE CHANGES ARE NEEDED.

3. Show sight triangles on the landscape plan and ensure no trees, landscape, or solid structures above 2-feet are proposed within the sight triangles.

RESPONSE –SITE TRIANGLES ARE SHOWN

Traffic Conformance Letter

Please upload the revised Traffic Conformance Letter with the next submittal and ensure the following comments are addressed:

4. This site is proposing 722 more trips than initially approved. The Town does not see this increase as “marginal”. The applicant will need to provide a more detailed analysis including intersection calculations as well as discussion on any mitigation required.

RESPONSE – THE AMENDED TRAFFIC STUDY IS INCLUDED IN THIS SUBMITTAL WITH THE ANALYSIS REQUESTED SHOWING THAT THE PROPOSED USE MIX WILL GENERATE 357 MORE AVERAGE WEEKDAY DRIPS THAN THE PREVIOUSLY PROPOSED LAND USES.

5. The Fast Casual Restaurant Land use does not appear to be appropriate for a building with a drive through. Please replace this with the Fast Food with Drive Through use and adjust the counts accordingly.

RESPONSE – THE CURRENT TENANT OF THE DRIVE THRU WILL BE A PIZZA HUT PICK UP AND DELIVERY. THERE WILL BE NO MENU BOARDS ASSOCIATED WITH THIS FACILITY. THE STUDY WAS AMENDED TO INCLUDE THE FAST FOOD RESTAURNAT CATEGORY AS REQUESTED.

Stormwater Review Comments

The following comments concern drainage, erosion and sediment control, and non-point source pollution control issues for the subject property. They are based upon our review of the submittal documents against the criteria presented in the Town of Parker's, *Storm Drainage and Environmental Criteria Manual (SDECM)*, as revised, February, 2014. Additional regulatory and planning documents were utilized in the review, and are referenced in the comments where appropriate.

Road and Storm Construction Plans

6. Provide a trickle channel from the sediment forebay to the main trickle channel along the length of the pond.

RESPONSE – TRICKLE CHANNEL HAS BEEN ADDED FROM SEDIMENT FOREBAY TO THE MAIN TRICKLE CHANNEL.

7. Embed the forebay walls into the slope or redesign the forebay to eliminate any shortcutting of flows around the back of the forebay at the connection of the concrete rundown.

RESPONSE – FOREBAY IS NOW DESIGNED TO BE INCORPORATED WITHIN THE SIDE SLOPE OF THE POND. DETAIL HAS BEEN MODIFIED.

8. The pond micropool must be contained within the concrete outlet structure as shown in Figure 7.5 of the Town's SDECM. Also provide for and identify the initial surcharge volume.

RESPONSE – OUTLET STRUCTURE HAS BEEN CORRECTED TO MATCH THAT OF FIGURE 7.5 OF THE TOWN'S SDECM. SURCHARGE VOLUME HAS BEEN ADDED TO THE DETAIL.

9. Hatch and identify the emergency spillway in plan view on the grading sheet and provide a detail in conformance with Figure 7.6 of the Town's SDECM. Per Note 2 within Figure 7.7, the downstream rock lining can be eliminated for embankments less than 1' in height.

RESPONSE – EMERGENCY SPILLWAY HAS BEEN HATCHED AND ADDED TO THE PLAN VIEW. SPILLWAY IS A LITTLE DIFFICULT WITH THE AMOUNT OF FALL FROM THE WEST TO EAST PROPERTY LINE. HOWEVER, IT WILL ALL DRAIN TO THE EXISTING SIDEWALK ON THE SE CORNER OF THE LOT.

Drainage Report

10. While the pond now drains 97% of the 5-year event within 72 hours, the 5-year peak discharge is approximately 5-times that of the existing conditions. Please utilize a three-hole orifice design which should also help reduce the developed/undeveloped ratio.

RESPONSE – DEPTH INCREMENT SPREADSHEET WITHIN THE 'DETENTION BASIN STAGE-STORAGE TABLE BUILDER' HAS BEEN UPDATED TO MATCH THE EXACT CONTOURS AND AREAS OF THE DESIGNED POND, AND NOT AUTOPOPULATED BY THE SPREADSHEET.

December 4, 2019 **(APPLICANT RESPONSE TO COMMENTS 2/26/2020)**

POND INCREMENTS WERE PUT IN USING 0.5' COUNTOURS AND EXTENDED TO 1' BEYOND (4990.50) THE MAX TOP OF POND ELEVATION PRIOR TO ENTERING THE PARKING LOT (4989.50). THIS HELPED ELIVATE THE 5 YEAR PEAK DISCHARGE AND HELPED WITH THE ORIFICE PLAT SIZING.

11. Once all comments are addressed, upload a signed and sealed copy of the drainage report.
RESPONSE – UNDERSTOOD. IF NO FURTHER COMMENTS SIGNED AND SEALED COPIES WILL BE PROVIDED.

Grading and Erosion Control Plans

12. Provide existing and proposed grading contours.

RESPONSE – EXISTING AND PROPOSED CONTOURS HAVE BEEN ADDED TO THE EROSION SHEETS.

13. Add a note/label on all land/properties adjacent to the project stating that no work shall occur in these areas.

RESPONSE – NOTES HAVE BEEN ADDED ALONG EACH SIDE OF THE PROPERTY.

14. Graphically show the extents of the stabilized staging area (SSA).

RESPONSE – EXTENTS ADDED AND LABELED.

15. Provide silt fence (SF) or sediment control log (SCL) in the initial CBMP plan along the northern, eastern, and southern LOC limits.

RESPONSE – SILT FENCE HAS BEEN ADDED.

16. Remove note 17 from the initial CBMP plan sheet. Revegetation and stabilization, both temporary and permanent, shall follow the Town of Parker notes and details.

RESPONSE – NOTE REMOVED.

The submittal is not in general conformance with the Town of Parker's *Roadway Design and Construction Criteria Manual* and *Storm Drainage and Environmental Criteria Manual*. The submittal must be revised and re-submitted for review.

Link to Engineering Standards and Criteria:

<http://www.parkeronline.org/210/Standards-and-Criteria>

An attempt has been made to identify all of the items that do not meet the Town of Parker's design criteria; however, it remains the developer's responsibility to ensure that all criteria are met.

If you have any questions regarding the comments please do not hesitate to contact the Engineering Department at (303) 840-9546.