

My best,

Lindsey

From: Trey Gamble [mailto:TGamble@emailatg.com]
Sent: Tuesday, July 21, 2015 11:37 AM
To: Travis D. Askey; Vito Trupiano
Cc: Vince Musat; Lindsey A. Oskoui; Melony May; Leslie M. Langford
Subject: RE: MPN #14-156-PP - Falconhead West at Vail Divide Preliminary Plat Comments - TxDOT Driveway Application had been Granted

Travis,

Vito's summary is correct. The existing driveway location adjacent to the property line does not provide adequate driveway spacing or appropriate access to the Bee Cave 71A property as a primary access point. The location shown in the TxDOT plans which is approximately 175 feet west of Del Dios is a more appropriate location.

I would be happy to discuss with Kerri Collins directly at her convenience.

Thanks,
Trey

Trey Gamble, P.E. | Senior Transportation Engineer
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From: Travis D. Askey [mailto:TAskey@beecavetexas.gov]
Sent: Tuesday, July 21, 2015 11:18 AM
To: Vito Trupiano
Cc: Vince Musat; Lindsey A. Oskoui; Melony May; Leslie M. Langford; Trey Gamble
Subject: RE: MPN #14-156-PP - Falconhead West at Vail Divide Preliminary Plat Comments - TxDOT Driveway Application had been Granted

Thanks for the additional info and included Trey on the e-mail, sir; we'll pass it along to our Traffic Engineer. The date of the first meeting in August is Tuesday the 4th but again, more than likely this item will not be ready for the agenda. We'll keep working on it – thanks again.
TA

From: Vito Trupiano [mailto:VTrupiano@doucetengineers.com]
Sent: Tuesday, July 21, 2015 11:15 AM
To: Travis D. Askey
Cc: Vince Musat; Lindsey A. Oskoui; Melony May; Leslie M. Langford; Trey Gamble
Subject: RE: MPN #14-156-PP - Falconhead West at Vail Divide Preliminary Plat Comments - TxDOT Driveway Application had been Granted

Hello Travis,

Thank you for the quick response. The traffic engineer, Trey Gamble, whom I've copied, did provide a TIA response comparing the two driveway options as requested. The comparison was included in directly with our comment responses. I have attached his comment response broken out for reference. Trey, you might want to correct me if I am misinterpreting your response, but I believe it essentially concludes that the western driveway option currently presented, and which has now been permitted, is the only viable option of the two based on the TxDOT requirement of minimum spacing of 425 feet from the driveway to our east. This is illustrated by the red line on the figure included with the response. If there is any additional information that we can provide in order to make it onto the August 2nd P&Z, please let us know. Again, thank you for your time and consideration in this matter.

Regards,

Vito Trupiano, P.E.
Staff Engineer

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From: Travis D. Askey [mailto:TAskey@beecavetexas.gov]
Sent: Tuesday, July 21, 2015 11:04 AM
To: Vito Trupiano
Cc: Vince Musat; Lindsey A. Oskoui; Melony May; Leslie M. Langford
Subject: RE: MPN #14-156-PP - Falconhead West at Vail Divide Preliminary Plat Comments - TxDOT Driveway Application had been Granted

Thanks for your e-mail, sir; went ahead and forwarded this to our TxDot AE who will also be here tomorrow for another meeting. We'll need to explore this with our traffic engineer as well. All things considered – including the recent TIA update submitted this past Friday which at first glance, doesn't appear to include the requested comparison of the 2nd driveway (comment #16), this item won't be ready for the first round of meetings in August so please plan accordingly – thanks.

Travis

From: Vito Trupiano [mailto:VTrupiano@doucetengineers.com]
Sent: Tuesday, July 21, 2015 10:06 AM
To: Leslie M. Langford
Cc: Vince Musat; Travis D. Askey; Lindsey A. Oskoui; Melony May
Subject: MPN #14-156-PP - Falconhead West at Vail Divide Preliminary Plat Comments - TxDOT Driveway Application had been Granted

Hello Leslie,

In the case that it helps expedite the review process, TxDOT has issued a permit for the driveway access to Highway 71. The permit is attached for reference. We would like to get the Preliminary Plat on the Agenda for P&Z on August 4th if at all possible. Please let us know if there is anything we can do to assist you with the review process.

Thank you,

Vito Trupiano, P.E.
Staff Engineer



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Applicant's Analysis of Driveway Locations

- **04/15/15 Staff Response:** Comment cleared.

Access:

13. **Driveway Standards:** Please advise us to the standards you are complying with for building the driveways. According to Ordinance 87-2 Section 8 (C), driveway standards must meet Travis County Court-order No. 8596. If you are not complying with 8596, you will be required to comply with current standards (City of Austin Transportation Criteria Manual, Appendix H). Staff recognizes that the proposed driveway is in line with the Rockie's Run intersection, but it appears that proposed driveway is not in compliance with our code. Thus, please include this driveway within the list of codes that the applicant is not complying with. Please note in Ordinance 87-2 Section 8.3.1 in Appendix "A", it states that driveways must be 150' from a signalized intersection.

- **03/27/15 Applicant Response:** The proposed driveway location was revised to be 150 feet from the signalized intersection.
- **04/15/15 Staff Response:** Comment cleared.

14. **Driveway Dimensions:** Clearly depict the proposed driveway dimensions and ROW width. Refer to Ordinance 87-2 Appendix "A" Section 8.3.3 for more information.

- **03/27/15 Applicant Response:** The driveway dimensions and ROW width have been added.
- **04/15/15 Staff Response:** Comment cleared.

15. **Driveway Grade:** Please confirm that the maximum grade for each driveway is 6% or less, per Ordinance 87-2 Appendix "A" Section 8.3.7.

- **03/27/15 Applicant Response:** The proposed portion of driveway grade within the ROW has been revised to a 5% slope to meet the ordinance requirements. Driveway designs and grading are schematic in nature at this point in time and will be finalized at the site plan development stage.
- **04/15/15 Staff Response:** Comment cleared.

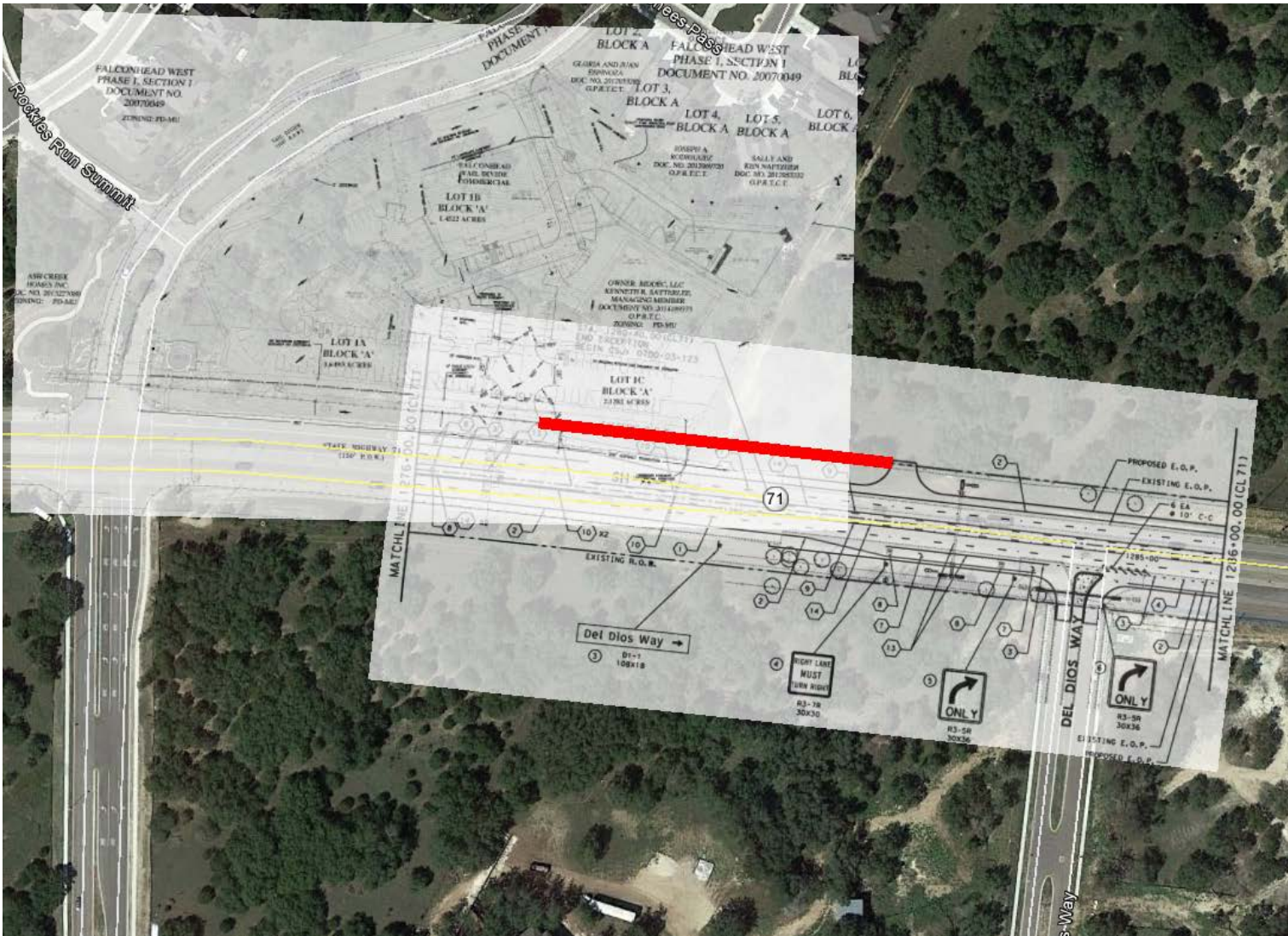
→ 16. **Hwy 71 Access:** At the 11/20/2014 meeting between staff members and the applicant, installing a curb cut on Hwy 71 was discussed, but is not shown on the plat. Please explain your reasoning for not including an access point off Hwy 71 to the site.

- **03/27/15 Applicant Response:** The proposed land plan we received did not include the driveway.
- **04/15/15 Staff Response:** Staff recommends evaluation of this option given the existing conditions at the Vail Divide intersection.
- **04/28/15 Applicant Response:** We will show a curb cut for a driveway to Hwy 71, based on your recommendations to help reduce the traffic flow at the intersection. However, note that TxDOT has driveway spacing requirements of 425 feet on Highway 71, with speed limits greater than 50 mph. There is an existing driveway directly east of the site and this property does not have 850 feet of frontage. We have applied for a TxDOT permit based on your recommendation, but it may not be approved, until the existing driveway east of this site is abandoned.

- **05/07/15 Staff Response:** Please analyze the existing driveway east of the site as a joint driveway that could be shared with the adjacent landowner. If you have additional questions, please contact James Schwerdtfeger. As a reminder James issued comments on 01/30/2015, and we are awaiting a response on those. Please reflect this analysis in the TIA response to your 01/30/2015 TIA comments.
- **06/26/15 Applicant Response:** TxDOT has indicated via email that they will issue a permit for driveway access to the site. We will update the TIA once TxDOT has officially issued the permit. A copy of the TxDOT Permit application is attached.
- **07/06/2015 Staff Response:** Until the TIA comments are resolved this item will not be placed on a Planning and Zoning Commission and/or City Council Agenda. Furthermore, staff will expect the TIA to include an analysis of both driveway locations (the driveway on the eastern edge of the site, as previously discussed, and the driveway currently proposed) in terms of safety, site constraints, etc.

D&A Response: *The Traffic Impact Analysis report, which is being produced by Alliance Transportation Group (ATG), has been updated to include the proposed driveway. ATG has provided, herein, a response regarding the two driveway options on SH 71. Also, the TIA comment response letter to the January 30, 2015 comments issued by R-K Traffic Engineering have been attached.*

ATG Response: *Responses to TIA comments dated 1/30/2015 are attached. The proposed driveway and existing driveway immediately east of the site were reviewed in context with driveway spacing requirements and the TxDOT plans for the improvements to SH 71. Based on the driveway spacing criteria, only one driveway will be permitted for the property directly across from Del Dios Way (Bee Cave 71A LLC) between the Summit 56 development and the Vail Divide at Falconhead development. That driveway cannot be any farther east than Del Dios Way due to the location of the western driveway for Summit 56 Lot 1 which is existing and shown in the TxDOT plans as "Driveway 5". Furthermore, the TxDOT plans already include a driveway ("Driveway 3") for the Bee Cave 71A property approximately 175 feet west of the intersection of Del Dios Way with SH 71. This location is east of the taper for the westbound right turn lane onto Vail Divide and at a location where TxDOT would potentially allow full access (left and right turns) to the property to and from SH 71. The driveway adjacent to the Vail Divide at Falconhead development is in the taper for the right turn lane and would not be allowed full access. Finally, the proposed driveway location for Vail Divide at Falconhead is approximately 435 feet west of "Driveway 3" which exceeds the minimum spacing of 425 feet. The figure below provides aerial imagery with overlays of the site plan for Summit 56 Lot 1 to the east, TxDOT design plans from east of Del Dios Way to east of Vail Divide, the site plan for Vail Divide at Falconhead with the proposed driveway location, and the referenced distance of 435 feet between the driveways shown in red. Selected pages from the TxDOT plans for SH 71 improvements have also been attached to this comment response letter.*



Existing, Planned, and Proposed Driveway Locations