

Response to The Grove Project Design Guidelines CD-2015-0009 Comments

The Grove at Shoal Creek PUD

C814-2015-0074

November 12, 2015

Below are our responses to the comments issued by City staff on November 5, 2015 to the Project Design Guidelines for The Grove at Shoal Creek.

1. This has been noted under *Section 1.3 Using This Document* on page 4 of the Design Guidelines.
2. These design guidelines intentionally utilize a number of elements and recommendations from the NACTO guide including narrower lanes and parking areas appropriate to an urban context, bump-outs at intersections to shorten pedestrian crossings, integrated stormwater management, parklet concepts, etc. A reference has been added to the *Section 1.3 Using This Document* on page 4. Specific references throughout have been avoided as the NACTO guide is generally not prescriptive and is less specific than these guidelines, so the references may serve to add confusion rather than clarity.
3. A Diagram of the typical intersection has been included on page 23 in the updated Framework Section of the Design Guidelines. Intersections will vary greatly over the site so it is not practical to show every possible condition, but the typical intersection presented illustrates the desired condition relative to crosswalks, bulb-outs, radii, etc. Additionally, the applicant is working on a proposed design for the round-about and proposes to submit that informally once complete.
4. *Section 3.7 Trail Requirements* has been added to the Framework Section on page 25 of the Design Guidelines. This section addresses requirements for trails within the site and includes this requirement.
5. Trails will be maintained by the developer. However, the Design Guidelines have been updated to indicate that a 5' shoulder is preferred.
6. The 45th Street Alley has been updated to prioritize the 45th Street Trail to provide superior ped/bike connectivity between Bull Creek Road and the Shoal Creek Trail. See page 22.
7. See page 14 for revised section.
 - a. We are leaving the existing curb in place along the western edge of Bull Creek Road, which yields the 10' planting zone along the western side. This has not been changed.
 - b. This is reflected in the revised section
 - c. This is reflected in the revised section.
 - d. This is reflected in the revised section.
 - e. This will be allowed to vary in width down to 6' to allow for flexibility in working around existing trees and utilities, but 8' is noted as desired minimum.
 - f. This is included, but is still proposed as a public access easement on private property. This will ensure the project gets proper credit for building setbacks and landscape area.
8. The head-in parking is the applicant's desired condition. These are private drives, so parking in this area is allowable. The intent of the design guidelines is to review and approve the desired street section in key areas such as this. We do not wish to postpone this to site plan.

9. We do not believe bike lanes are necessary on the Retail Main Street. Bike through-traffic will have superior routes through the site available both north and south of this street, so the only bike traffic we would anticipate on this street is cyclists whose destination is on the retail main street. Additionally, because of the large number of potential conflicts with pedestrians, parking cars, etc. and because of the very low traffic speeds we anticipate, we believe the safest arrangement is for bikes and cars to share the same space. Bike lanes have been added to the Jackson Avenue extension section, contingent upon not increasing the width of travel and parking lanes.
10. The NACTO Guidelines recommend 10' travel lanes and 8' parking lanes in an urban context. This roadway will not and should not function as a major thruway, and we believe these lane sizes are more than sufficient to accommodate the anticipated traffic. Furthermore, with the addition of bike lanes, we are concerned about the apparent width of this roadway becoming so great as to encourage inappropriate speeds. As addressed in 9 above, bike lanes have been added to this section, contingent upon acceptance of the proposed geometry for travel and parking lanes. This roadway is an internal circulation route and will not be dedicated as ROW.
11. Subchapter E does not apply to residential zoning districts. The sidewalk standards proposed for the residential streets are consistent with those approved for the residential zones of the Mueller development. All sections have been updated to increase the minimum planting zone to 6.5' to ensure a minimum 6' planting zone width for tree plantings. The sections have also been updated to indicate that where a roadway abuts a commercial use, then the 7' and 5' standard are required.
12. Parking stripes have been removed. However, a note has been added to clarify that on-street parking will be permitted.
13. This is a linear park so wayfinding should not be a major hardship for users. The plan view shown here is primarily for illustrative purposes and does not represent a final design. Final design will be determined at site plan to ensure usability and minimize conflicts.
14. This section has been removed and a new secondary commercial street has been added in its place.
15. The total width of this roadway is 30'. This is similar to a large percentage of residential roadways in town that allow on-street parking and is in fact identical to an accepted roadway section at Mueller.
 - a. Parking striping has been removed, but a note has been added indicating that on-street parking will be allowed.
 - b. See a. We are now just labeling the overall 30' roadway zone, which will accommodate on-street parking and is similar to many local streets throughout the City.
 - c. Subchapter E does not apply to residential zoning districts. The sidewalk standards proposed for the residential streets are consistent with those approved for the residential zones of the Mueller development. All sections have been updated to increase the minimum planting zone to 6.5' to ensure a minimum 6' planting zone width for tree plantings. The sections have also been updated to indicate that where a roadway abuts a commercial use, then the 7' and 5' standard are required.
16. This has been removed.

17. These have been combined.
18. This change has been made.
19. This requirement has been added to the parking requirements on page 26.
20. LDC and TCM requirements will still apply to the project. This has been explicitly stated in the Parking requirements on Page 26.
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23. This requirement has been changed to state a maximum cumulative number of spaces. Additional exceptions have been provided for surface parking existing on the site today and interim lots that may be part of an initial phase.
24. This requirement has been added to the parking requirements on page 26.
25. LDC and TCM requirements will still apply to the project. This has been explicitly stated in the Parking requirements on Page 26.

