

EXHIBIT A

From: Doug Woodall [<mailto:doug.woodall@wilco.org>]
Sent: Tuesday, November 07, 2017 2:54 PM
To: Jennifer Franklin @PD <JFranklin@pape-dawson.com>; Emmett Gold @PD <EGold@pape-dawson.com>
Subject: FW: Sonterra Section 10, Phase 3 Preliminary Plan Review Comments

Williamson County has completed review of the preliminary plans submission for Sonterra Section 10, Phase 3 Condominiums. Please reference the letter from the County Engineer concerning the applicability of Williamson County Subdivision Regulations to Condominium Developments. The letter states in part that a condominium development comprised of subdivided tracts of land is a subdivision within the meaning of the provisions for subdivision regulations in Chapter 232, Subsection A and E, regardless of whether the land is owned by a single owner or commonly owned by multiple owners. Chapter 82 of the Property Code does not supersede or supplant the provisions of the Chapter 232 Local Government Code subdivision requirements. As such, the following comments are offered for your consideration:

Overall comment

- Based on the above, all roads in private subdivisions must meet County road standards. Exception are required for those items in the plans that do not meet county planning, specifications and design requirements per the 2013 Williamson County Subdivision Regulations.

General Notes and Standard Sheets

- The plans must include the Williamson County pavement construction notes as found in Sections B4 through B9 of the Williamson County Subdivision Regulations.
- Please include a note stating, "ALL SIGNS AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (TxMUTCD)".
- Please supplement the street name signs to require WHITE letters on a GREEN background.

P&P Sheet / Typical Section

- The P&P sheets should indicate the classification of each roadway as well as the design speed. Minimum design speed for local roadways is 25 MPH.
- The minimum width for urban local streets is 30 feet LOG/LOG, utilizing 6 inch barrier curb.
- The minimum vertical landing length approaching intersections is 50' for local roads with a maximum grade of 2%.
- Private parking areas/spaces are not allowed along public streets.
- Please show that an emergency vehicle (WB-50 vehicle) maneuver all areas within the roundabout without jumping the curb.
- Dead end roads in residential developments that are not proposed to be extended at some time in the future and have a throat length of 150 feet or less shall have a cul-de-sac with a minimum right-of-way radius of 50 feet and a minimum pavement radius of 40 feet to LOG.

- “No Outlet” signs shall be placed at the entrance to the dead-end road, even if the road is planned to be extended at some time in the future. Dead end roads that end at undeveloped property must be extended to the property line. At the terminus, a temporary cul-de-sac shall be provided for all such streets having throat lengths more than 150 feet. Hammerhead design will not be allowed; however, alternate designs, such as landscape center islands, may be considered by the County Engineer to ensure a sufficient turnaround area is provided. For all temporary cul-de-sacs, temporary easements shall be established for the portions of the cul-de-sac which lie outside the road right-of-way.

Drainage

- Maximum allowable distance for sheet (overland) flow is 100 feet. Sheets 18 & 21 reference sheet flow in excess of 100 feet.
- On curb and gutter roadways, the roadway shall be designed so that no more than one half of one travel lane shall be inundated by the 10-year storm. Please provide calculations showing this requirement is met.
- Please provide calculations showing the existing culverts under CR 313 do not need to be upsized as a result this new development. These culverts were designed for pre-development conditions. If the culvert is undersized for the developed condition, provisions should be made in the plans to replace with properly sized culverts to prevent water backup from affecting new home construction and/or inundation of the county road due to head in the detention pond.

General

- Once available, please forward a copy of the drainage report and the complete geotechnical report, including pavement recommendations, specific to this project.
- The Owner shall provide a maintenance schedule for the roads to the County Engineer for approval. The schedule shall include the maintenance activities, their cycle of occurrence, and the current cost of providing the maintenance activity. The total cost of the activities along with a rate of inflation shall be used to determine the annual assessment per lot.
- The Owner shall pay plan review and inspection fee based on the number of lots/length of roadway and construction cost for the roads/drainage facilities/soil erosion. Inspections fee calculations shall be signed and sealed by a Registered Professional Engineer. These calculations must be approved by the County Engineer.
- A Signature Block for Williamson County should be provided that states, “REVIEWED FOR COMPLIANCE WITH COUNTY REQUIREMENTS:”

If you have any questions regarding this review, please feel free to contact me at your convenience at (512) 943-3336 or doug.woodall@wilco.org.”