



MEETING: Site Review Committee
SUBJECT: Iron Gate Subdivision
ADDRESS: SE Corner of Tower & 500 N

LOCATION: City Hall
DATE: July 21, 2015

PRELIMINARY SITE REVIEW

IN ATTENDANCE:

Tyler Kent, Planning Director	(219) 462-1161
Tim Burkman, Engineering Director	(219) 462-1161
Adam McAlpine, Engineering Dept.	(219) 462.1161
Ed Pilarski, Water Reclamation Dept.	(219) 464-4973
Vicki Thrasher, Building Commissioner	(219) 462-1161
Mark Geskey, Utilities	(219) 462-6174
Dave Souders, Fire Department	(219) 462-8325
Matt Evans, Public Works Director	(219) 462-4612

Media

Email addresses for the above City of Valparaiso Departments can be found at www.valpo.us.

PRESENTERS:

Todd Leeth, Hoepfner Wagner & Evans LLP
 (219) 464-4961 / tleeth@hwelaw.com
 Karen Palmowski, DVG Inc.
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 Jack Huls, DVG, Inc.
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The following is a summary of discussion at this meeting:

OPENING: The Site Review Committee met to discuss the proposed Iron Gate Subdivision at the SE corner of Tower Road and 500 N. Kent stated that site review is not an approval. Rather, it is a preliminary discussion of the requirements and issues to be considered by the developer or owner. It is possible it will need to come back before site review or to seek other approvals.

EXPLANATION OF PROJECT: Leeth stated this project is a traditional single family residential subdivision. This parcel is the most northwesterly parcel in the City of Valparaiso. The parcel is immediately adjacent to Brigata Hills which forms the east property border. Leeth noted the parcel is fairly rectangular in shape. The challenges will be with topography. There is significant amount of fall within the property. There is open space. Leeth said the plat as presented conforms to City standards. There are no cul-de-sacs.

STAFF COMMENTS:

BURKMAN: Burkman is aware that the preliminary design for the sanitary sewer service is an E1 system. Burkman mentioned he received some preliminary information from DVG concerning sizing of the low pressure main and the availability of capacity. Burkman wants to review this further and get more information about the demand on the existing system through Brigata and Pepper Creek and what may be remaining after this development is built out. Burkman would like to keep open the possibility of a conventional system involving gravity lines and a lift station. However, this will require further discussion. Burkman stated that if the decision is made to use the E1 system, it will be necessary to have a professional engineer certify the design calculations and plans. Burkman said it will be necessary to ensure that the right-of-way on Tungsten Street near the southern end punches through Outlot B's open space and connects to the border of the subdivision. Burkman conveyed the road section should be 30 ft. back-of-curb to back-of-curb. The details show 28 ft. The type of curb to be used is the chair back curb which is Type B in the details. The City prefers the chair back curb over the rolled type curb. Huls asked for clarification about the use of chair back curbs. Burkman is aware that rolled curbs are preferred from a developer standpoint because a driveway can be poured anywhere and the curb does not need to

be cut. However, the City prefers the chair back curbs especially from a snowplowing perspective. In the few areas in the City that do not have chair back curbs the snowplows will often run up on to the parkway and when spring hits, Public Works is out repairing turf. The chair back is also preferred from a storm water conveyance standpoint. Burkman indicated there should be a north/south pathway connection through the development; Iron Gate Drive seems to be the logical choice with a stub to the south along Alloy Lane for future connection to the south. Leeth asked if there would be a dollar-for-dollar credit off of the Park Impact Fee if this is done. Kent said it will be necessary to discuss this with the Park Board. Burkman stated there need to be two distinct ADA ramps at the corners, one going north or south and one going east or west. The standard sidewalk width is 5 ft. Burkman mentioned he likes the round-about feature up front coming in from 500N; however, there is a risk that people will shortcut it and turn left. Burkman said this route needs to be delineated or defined so that residents will always turn right through the round-about. Burkman said this can be done through some type of curvature at the beginning of the round-about and certainly some signage. Landscaping can also be used to direct the flow to the right. Providing a plan for stop sign and speed limit sign locations will be necessary. The plan will be presented to the Traffic and Safety Committee for review. The plan will either be recommended for approval to the Board of Works for final signage or comments will be provided for changes. The street signs, speed limit signs and stop signs will be the responsibility of the developer. It will be necessary to work with Public Works on obtaining and installing these signs. Burkman mentioned improvements for curb and gutter, pavement widening and sidewalks are required along the frontage of 500N. The right-of-way dedication should be 40 ft. This was confirmed by DVG. Huls asked about the pavement section. Burkman indicated the width for a collector street section is 36 ft. if it is a full back-of-curb to back-of curb section; therefore, 18 ft. from center line south to the back-of-curb is necessary. Burkman stated this can discussed further. Burkman mentioned the potential for speeding on Iron Gate Drive once it is all built out. Considering "out-of-the-box" traffic calming measures is recommended, i.e. bump outs at the intersections, chicanes or speed tables. Working with Public Works on this issue will be necessary so that snowplowing does not become complicated. Providing sewers in profile view will be necessary. Continue the vertical curves roadway profiles. Burkman stated it will not be necessary to cross the sides of the street with water and sewer just for the sake of meeting the standard. It makes sense to keep it on a consistent side. Lots 14 and 52 seem to be lots that will have headlights coming in through the front windows and Lot 99 will have headlights coming in the rear windows. Burkman is wondering if there might be some shifts that could occur. A Rule 5 Permit will be required. Burkman stated further comments will be provided as the project progresses.

THRASHER: Thrasher asked for confirmation that this project is proposed to be all detached single family. Leeth confirmed this.

SOUDERS: Souders stated that at this particular time the Fire Department has no comments on the project.

KENT: Kent stated the property is zoned SR (Suburban Residential). The Suburban Residential Zoning District standards will apply with regard to lot sizes, lot widths, etc. Kent indicated that two permanent subdivision signs of 50 sq. ft. will be allowed. Kent asked about the length of Tungsten Street to Copper Circle. Huls indicated it is approximately 800 ft. Huls explained the gap between Lots 67 and 68 will be a pedestrian trail. Leeth questioned if this will eliminate the need for a variance. Kent stated this will required some investigation. On-lot landscaping will require 2 large trees and 4 small trees per property. Referring to Article 10, Section 10.301 will be necessary. Article 10, Section 10.302 concerns residential landscaping and pertains to the way homes sit on the lots either with front loaded or side loaded garages. Referring to these sections will be necessary as there are requirements for additional landscaping. Kent stated this information will need to be included in the Restricted Covenants. The requirement for open space landscaping is 10 large trees, 15 small trees and 40 shrubs per acre. Street trees will be required. Referring to

Section 10.305 will be necessary. Huls asked if the developer will be responsible for street trees. Kent confirmed the developer not the homeowner will be responsible for street trees. Kent stated street trees are to be placed 60 ft. on center and must be shown on the landscape plan. Kent said since 500N is a collector street there will be a requirement for a Class B buffer. This buffer must be 15 ft. wide with 2 large trees, 4 small trees and 34 shrubs per 100 linear feet. The adjacent property in the County is zoned R2. A Class A buffer will be required between the users. A Class A buffer must be 10 ft. wide and should include 1 large tree, 2 small trees and 17 shrubs per 100 linear feet. The Class A buffer needs to be on the west and south sides of the property. Kent mentioned a landscape plan should have been submitted as part of the site review application. It will be necessary to expedite the landscape plan prior to the primary plat going before the Plan Commission. The landscape plan will need to show the street trees, buffers and the planting material being used. Kent indicated the landscape plan can be emailed to his attention for disbursement to the horticulturist for his review of plant materials. Huls asked if the street trees along 500N will be in addition to those required for the Class B buffer. Kent stated the street trees can be included as part of the buffer. Kent said working with the horticulturist concerning this will be necessary. As part of the landscape plan it will be necessary to identify the trees being removed from the site. Any trees under 10" in caliper are exempt; anything over 10" in caliper must be identified. Kent said he will walk the area to see what trees should remain. Kent said there is no requirement for a buffer yard between this site and Brigata Hills since both areas are zoned the same. Huls said the trees between these subdivisions will remain. Kent suggested something be written to ensure these trees will be protected. No credit will be applied for keeping these trees because they will not count towards the interior landscaping. Kent stated the primary plat needs to include the schools (high school, middle school and elementary) that will serve this subdivision. Referring to Article 15, Section 15.802 through 15.805 for the requirements for primary and secondary plat will be necessary. Huls stated that some of these requirements are in the engineering plans. Kent said this will not be a problem as everything will be incorporated. Leeth indicated the Restricted Covenants are part of the petition for the primary plat. Kent is assuming there will be a home office or sales office at the site. Huls said either Lot 1 or Lot 137 will be used for this purpose. Huls said it will be a model home. Kent said if there will be a sales office with a number of employees, 10 parking spaces will be required on the site; however, if it is only a model home, 4 spaces will be required. Leeth asked if the driveway can be used for this purpose. Kent stated at least a three car wide driveway will be needed. Kent said there is a standard for residential streets under Section 8.205, Traffic Calming Strategies, for every road length of 500 ft. there must be some sort of traffic calming device. Also, there is a mid-block pedestrian connection requirement for roads that are 500 ft or greater for public access for walking. As mentioned by Burkman, the plan will be to have a pathway along one side of the street or the other connecting 500 to 400 as a major north/south connection through the west side of the City. Huls said on the east side of Iron Gate there is a large open space, there was a discussion about moving the sidewalk from the typical place at the right-of-way line and have the pathway meander through this open space. Huls said they did not want to have a sidewalk and then 3 ft. over have a walk path. Kent and Burkman both agreed this is a good plan. Kent commended the lot layout connecting the subdivisions to future subdivisions. Huls said they intend to move dirt this fall for Phase 1. Huls stated Phase 1 will likely be Tungsten Street, Sterling Circle and a little bit of Iron Gate. The remainder will come in as Phase 2. Primary plat approval will be done for the entire subdivision. Huls said once construction plans are approved construction will begin. The secondary plat will probably come in the spring for Phase 1. The secondary plat for Phase 2 may be done in the fall or next year. Kent asked about the price point on the homes. Leeth said prices are not known at this time.

MCALPINE: McAlpine indicated he will provide review comments in writing, but will basically outline things that will affect the pond foot print as well as something he noted concerning the

storm sewer locations. There is some additional undetained release in each of the outlot areas, basically from the top of the bank to the property limits at Outlots A and B and then in the open space area at the southeast corner. It seems like it will not make it to Outlot C. This can be discussed further. There appears to be a ridge at Outlots A and B. This will have to be subtracted from the release. McAlpine mentioned there is a new requirement in the drainage standards that calls for a 25 ft. easement around the perimeter of ponds from the top of bank to the limits of the outlot area. McAlpine asked if the slopes above the water line are 4 to 1. Huls confirmed they are 4 to 1. McAlpine said the side slopes can be made 3 to 1 below the water surface. Huls indicated there is a safety ledge. McAlpine needs to see how the offsite watershed from Brigata Hills is being routed through the subdivision. Huls stated the route for this water will be in the road. McAlpine noted there are a lot of rear yard storm sewers. This is good; however, it can cause complications because generally the City does not maintain storm sewers that are outside the road right-of-way. In Beauty Creek and Windsor rear yard storm sewer maintenance is put upon the POA. Further discussion on this issue is suggested.

PILARSKI: Pilarski stated the Water Reclamation Department is concerned with what is being discharged into the sanitary sewer. Pilarski asked if the subdivision will have POA meeting building/banquet center and/or a pool. Leeth indicated that the subdivision will be all single family homes. Pilarski said since this project will discharge strictly sanitary waste water and will have no commercial establishments or pool, no further comments were provided.

GESKEY: Geskey asked if a hydraulic analysis was performed at the meeting of the water feed into the subdivision to determine if there is enough water to the fire hydrants at peak demand. Huls indicated no such analysis was done. Geskey said contacting Tony Kenning at DLZ to perform the hydraulic analysis will be necessary. Geskey suggested DVG send all information electronically to Kenning. Valparaiso City Utilities will pay for this study. Geskey requested two sets of prints with plan and profile for review. The plans need to be 24" x 36".

EVANS: Evans said it is necessary to ensure the road gets to the 30 ft. minimum back-of-curb to back-of-curb. Evans noted that the width of the parkway was not called out in the road cross section detail. The parkway needs to conform to City specifications. The Public Works Department maintains all rights-of-way trees. Evans said Public Works will work with the horticulturist and developer to ensure trees are planted to City specifications. Evans requested a diverse species for the parkways. The trees need to be salt tolerant. Evans stated trees should not block line-of-sight at stop signs. Signs must follow the MUTCD guidelines. Providing the radius of the round-about will be necessary to ensure snowplows are able to make the turns. Evans mentioned the developer has an option to pay Public Works to install stop signs, street signs and speed limit signs. Evans indicated that perpendicular curb ramps are preferred. Truncated domes need to yellow and should be the Armour tile type. Evans prefers the developer install all the ADA ramps in accordance with Federal Highway PROWAG. The notes for curb ramps seem to be geared towards parking lots. Evans stated inspections will be required for the roadway construction. The sub-grade preparation, aggregate installation and HMA all require inspections. Sidewalks will require inspections of the sub-grade as well as the final product. Inspections are detailed in the City's specifications. Contacting Evans at Public Works to schedule the necessary inspections is required. Evans stated Iron Gate Drive will connect into Regalo at Brigata Hills. The switching of names can cause confusion with 911 and the Post Office. Leeth feels carrying Regalo into Iron Gate up to Tungsten makes sense. Evans conveyed that if the pathway runs through the open area off of Iron Gate and it is outside of the right-of-way, Public Works will not be able to maintain the sidewalk for future improvements unless it is dedicated. Evans said wheelchairs may not be able to traverse some of the running slopes. This needs to be kept in mind.

ISSUES TO BE RESOLVED:

Landscaping Plan (with Tree Survey)
Erosion Control Plan
Rule 5 Permit
Right-of-way
Detailed Site Plan
Site Improvement Permit
Building Permit
Signage/Fencing Permit
Zoning Clearance
Stop Sign/Speed Limit Sign Plan
Curb and Gutter, Pavement Widening and Sidewalks along 500N
Traffic Calming Measures Along Iron Gate
Sewers in Profile
Hydraulic Analysis
Parkway Width
Provide Radius of Round-about
Sidewalk and Roadway Inspections