



MEETING: Site Review Committee
SUBJECT: Mistwood Subdivision Phase 2
ADDRESS: Harrison Blvd.
PRELIMINARY SITE REVIEW
IN ATTENDANCE:

Tim Burkman, Engineering Director	(219) 462-1161
Adam McAlpine, Engineering Dept.	(219) 462.1161
Ed Pilarski, Water Reclamation Dept.	(219) 464-4973
Mark Geskey, Utilities	(219) 462-6174
Jon Daly, Fire Department	(219) 462-8325
Matt Evans, Public Works Director	(219) 462-4612
Media	

LOCATION: City Hall
DATE: March 14, 2017

PRESENTERS:

Joe Lenehan, Olthof Homes
(219) 712-0658 / joe@olthofhomes.com

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

The following is a summary of discussion at this meeting:

OPENING: The Site Review Committee met to discuss the proposed Phase 2 of Mistwood Subdivision. 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: This project is a continuation and finalization of Mistwood Subdivision. The first two phases, Mistwood Phase 1 and Mistwood Phase 2, Unit 1, were technically developed by someone else. Olthof Homes assisted with construction management in Mistwood Phase 2, Unit 1. In this case Olthof is purchasing the remainder of the development and Olthof Homes will be the developer and builder. Bonds will come from Olthof. The primary plat for Mistwood, Phase 2 was done about two years ago; however, it expired. The previous developer did not keep it updated. Mistwood Phase 1 was 70 lots, Mistwood Phase 2, Unit 1 was 19 lots, this final portion is 51 lots. Lenehan said he is aware of no significant changes or any changes at all from the primary plat approval. Lenehan looked at the detail sheets and did not see any ADA ramps.

STAFF COMMENTS:

EVANS: Evans mentioned that he met with Ed Recktenwall. Evans said the ADA ramps need to be pushed as close to the intersections as possible. Evans explained that once STOP signs are installed people stop on the crosswalks and this should not be the case. Evans said there are no ADA ramps where Dowling Street comes into the knuckle. Consideration should be given to adding a couple sets of ramps at this location. The pathway appears to be 10-ft. wide in spots. Lenehan said they put the new path in at 8-ft. They can replace either replace the 10-ft. or taper it down. Evans said because the pathway was 10-ft. wide and almost the width of a road lane, Public Works installed bollards coming off Froberg Road to ensure cars wouldn't drive on the pathway. Bollards may want to be considered elsewhere along the pathway. Evans noticed a speed table at lot 88 and asked the purpose for the speed table. Lenehan conveyed this issue came up during primary plat renewal. Lenehan explained they received a variance for block length on Wicklow Drive. The speed table was suggested at that time. Burkman suggested that the

speed table be aligned with the proposed crosswalk at the pathway. This has been done in other areas where it elevates the pathway crosswalk and calls more attention to it. The only trick with this is that the grading must be meticulous because the pathway is being brought down to the street level but then there is also the raised element and a flow line must be maintained for the water through the gutter line and at the same time meet the ADA requirements by bringing the ramps down. Evans mentioned the asphalt surface thickness is shown at 1-1/4" which is exactly what the standards call for; however, contractors are more comfortable with 1-1/2" for the surface. The 1-1/4" is too thin and can cause raveling issues. Evans asked if the hydrant at the cul-de-sac at Monahan could be moved so that the hydrant will not be in a direct line with the snowplow. When the snowplows clear the streets, it causes a problem with stacking snow. Evans realizes this hydrant is at the end of the water line. Evans asked about sidewalks along Froberg Road. Burkman interjected that this issue was discussed during Phase 1 and he does not know why it never happened. Burkman said this will require more research

MCALPINE: McAlpine said he was very impressed with Manhard's drainage report and plans. It appears a trunk system is being proposed through the rear yards for the sanitary sewer. However, more consideration needs to be given to this issue. Do they want the neighborhood to be responsible? It looks like the City's role would be minor if they are left as shown. The City will not maintain outlot areas or rear yard storm sewers. Lenehan said it gets crowded in the front; however, they will look at this again. McAlpine conveyed that all storm sewers shall be reinforced concrete pipe. McAlpine requested a planting plan showing the type of seeding being used in the different areas. There are three pipe segments that appear to be getting close to the pipe capacity. Upsizing is recommended. The location of the emergency spillway needs to be shown on the plans.

BURKMAN: There is a fill section on Dowling Street through a valley of as much as 8-ft. When significant fill areas are done, we need to be careful of compaction. Compaction testing needs to be done to ensure a good subgrade before roads are started. Burkman said we require under-drains at low points. Our detail is included, but wanted to make sure this did not get overlooked. Burkman conveyed a 40-ft. right-of-way dedication is required along Froberg Road. The dedication can be done at the final plat stage. Frontage improvements are required along Froberg Road. There are some details to this affect with an entrance. Lenehan said there is an accel/decel taper. Frontage improvements will not go any further than this phase. Burkman said the entrance taper makes sense; however, there should be curb and gutter installed along the frontage of this phase. Sidewalks need to be discussed further. Burkman reiterated that storm sewers located in rear yards will be owned and maintained by the POA. Consideration should be given to mainline runs of storm sewer to run as much of it in the right-of-way as possible. This will be owned and maintained by VCU. A utility easement will need to be provided over Outlot D covering the sanitary sewer segment that crosses it near the intersection of Kerry Drive and Froberg Road. Provide assurance that the depressional area located within Outlot D is not a wetland. The National Wetland Inventory is not a sufficient method of ruling out the potential existence of wetlands. The material for the pathway needs to be changed from asphalt to concrete. The existing pathway crosses into rear yards of proposed lots 98-100 and encroaches very close to the rear of home location on lot 99. Easements will need to be provided covering the pathway, or the pathway will need to be relocated. The speed table was discussed previously and suggested it intersect with the crosswalk and pathway. Appropriate pedestrian crossing signage and crosswalk pavement markings will be required. Burkman stated the developer will install all curb ramps and sidewalk segments that front outlots. A Rule 5 Permit is required. Lenehan believes the Rule 5 is already in place for the whole area, but he will check on this. Lenehan said they will apply for a new Rule 5 if necessary. MS4 Operator, Mingyan Zhou will follow-up with any comments on the Storm Water Pollution Prevention Plan. A Site Permit will be required for earth work and utility work. Burkman said that if they do not wish to plat right away, they can continue

without surety; however, once they do final platting a surety will be required for the remaining improvements. Burkman reserves the right to offer additional comments as plans are modified.

ON BEHALF OF THRASHER: Thrasher presented no comments on this project.

ON BEHALF OF KENT: Referring to Table 3.501 for single family lot and building standards for the General Residential Zoning District will be necessary. Landscaping is required and referring to Article 10 of the Unified Development Ordinance is recommended. Tree placements should not block any proposed STOP signs. A Class C bufferyard will be required along Windsor Park and Harrison West. Complying with the landscape plan pursuant to the plan submitted, bufferyard exhibit dated June 18, 2015 and preliminary landscape plan dated April 10, 2015 with client comment dated June 18, 2015 is necessary. Pursuant to the conditions placed on Variance 15-010, a traffic calming device measure needs to be installed on Wicklow. It will be necessary to work with the City Engineering Department concerning this issue. One additional 50 sq. ft. subdivision sign is allowed. Secondary plat approval will be required.

DALY: Hydrant locations are acceptable. Daly requested that contractors park on only one side of the street during the construction process. Daly requested that street signs be installed as soon as possible. Daly mentioned that the hammerhead appears to be large enough for turnaround purposes.

PILARSKI: Pilarski asked if any commercial establishments are being considered. Lenehan stated there will be no commercial establishments in this subdivision. Pilarski asked if there will be a community building. Lenehan said this phase includes 51 single family residences. Pilarski said since the lots are strictly residential and will discharge only sanitary waste water, no further comments were presented.

GESKEY: Geskey indicated the plans have already been discussed and everything is good. Geskey addressed the fire hydrant at the end of the line on Monahan. There is a pedestal-type auto-flusher that cannot be moved; however, the hydrant could be moved to the lot line. There will be two taps between lots 85 and 86 and there will be two taps between lots 83 and 84. There is an open lot line at lots 84 and 85. Evans said moving the hydrant will allow the snow to be pushed to the open outlot. Geskey reiterated the pedestal auto-flusher will remain and it cannot be plowed over with snow. Lenehan asked if the entire assembly could be moved to the lot line of lots 65 and 66 and be placed 2-ft. within the lot line of lot 66. Geskey said this is possible. Lenehan said that is what will be done. Geskey stated the plans for sewer and water have been reviewed. The calculations for the Notice of Intent have been provided. The next phase will be a contract with the developer and contractor. Contacting Geskey concerning this contract will be necessary.

ISSUES TO BE RESOLVED:

- Landscaping Plan
- Erosion Control Plan
- Rule 5 Permit
- Right-of-Way Dedication – Froberg Road
- Detailed Site Plan
- Site Improvement Permit
- Show Emergency Spillway on Plans
- Compaction Testing
- Under Drains at Low Points
- Utility Easement – Outlot D
- Pathway Easements – Lots 98-100
- Secondary Plat Approval