



MEETING: Site Review Committee
SUBJECT: Pepper Cove Subdivision, Phase 1
ADDRESS: 153 W 375 N
PRELIMINARY SITE REVIEW

LOCATION: City Hall
DATE: May 16, 2017

IN ATTENDANCE:

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

PRESENTERS:

Ed Recktenwall, Olthof Homes
 (219) 558-8080 / erecktenwall@olthofhomes.com
 Cameron Wignall, Olthof Homes
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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 Pepper Cove Subdivision, Phase 1 located at 153 W 375 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: This project is Pepper Cove, Phase 1. The primary plat has been approved. There will be 50 lots for this first phase. There will be 18 duplex and 32 single-family villa-style lots. All the product line will be maintenance free through the HOA. A proposed lift station is included in the project. The lift station will also service Pepper Ridge Subdivision to the west.

STAFF COMMENTS:

MCALPINE: McAlpine indicated that he is still in the process of reviewing the plans and drainage report. It appears there have been revisions based on prior meetings concerning how this neighborhood will join up with Pepper Ridge to the west. McAlpine said he will reserve comment now and will speak with Trevor later.

BURKMAN: The sanitary sewer service within Pepper Cove relies upon construction for Pepper Ridge and vice versa. Burkman mentioned that Olthof is routing the flow through to the west. Both plans need to be approved. The street names proposed appear to be on the approved list that was circulated to necessary agencies. Rear yard storm sewers are owned and maintained by the POA. Some of the street inlets are being routed through the rear yards. This is a little unconventional. Usually all public infrastructure is in the right-of-way and then rear yards tie into

this. It will be necessary to clearly delineate who is responsible for maintaining what. The rear yard storm sewers connecting Inlet 1 to Manhole 5 and Manhole 20 to Manhole 23 on the east and south sides of the development seem to be coming far into the back yards of the lots they cross. Recktenwall said it is to maintain the slope off Froberg Road. Burkman conveyed that temporary T-turnarounds need to be installed where Caspian, Clear Brook and Hudson dead-end until Phase 2 is constructed. The duplexes require individual sanitary laterals, one per each side. Burkman mentioned it will be necessary to determine how the duplex lots will be split. The pathway shown going along 375 up Froberg ends at Kerry Drive. The City would like to see this carried all the way up to Vale Park Road. The City does plan to extend the pathway through Vale Park from where it is already installed on the east end of Beauty Creek out to Froberg Road and Pepper Creek north. Recktenwall said he thought the intent was to bring it through Mistwood and then tie back in. Burkman indicated this will be a good connection as well. Burkman mentioned this can be done during Phase 2. Burkman said the plans show the pathway as asphalt; however, the City prefers it to be concrete. There needs to be 4" of concrete on 4" of stone. The control joints are saw-cut every 6 ft. with an expansion joint at every 48 ft. Burkman mentioned the pathway makes a hard bend around the west side of the lift station site. Burkman asked if there is an opportunity to make more of a transition that is shown on the east side of the lift station to soften the bend for bicyclists or joggers. Kent interjected there is also a blind spot.

THRASHER: Thrasher commented we need to make sure the duplex lots are split. Thrasher said a separate permit for the lift station will not be required; however, if there is an electric service, it will be necessary to pull a permit. NIPSCO will require the Building Department to do an inspection.

KENT: Kent conveyed his agreement that the duplex lots need to be subdivided prior to occupancy. Kent explained that the lots will either need to go through Plat Committee or Plan Commission. Kent said 4 lots or less can be done through the Plat Committee. Kent asked when the street yard buffer will be installed. Recktenwall said the buffer yard will be installed at the same time the pathway is installed. Kent said they need to review the comments from the last site review.

DALY: Daly requested that street signs be installed as soon as possible. Contractors should park on only one side of the street during construction so there are passable lanes for emergency vehicles.

PILARSKI: Pilarski asked if a community building will be part of this subdivision. Recktenwall said there will not be a community building. Pilarski deferred comment on the lift station to the Collections and Distribution Manager.

GESKEY: Geskey reiterated that the duplexes will need 2 sewer services. The force main ties into sanitary manhole D. Sanitary manhole D and C will need to be double epoxy-coated due to the hydrogen sulfide gas. Geskey indicated the force main should be 4" HDPE DR 11 fusion-welded pipe with #10 copper head tracing wire and a sign every 500' with wire pulled up at each sign. Two 45° fittings should be used to make a 90° turn in lieu of the 90° fittings. All dead-end water mains will require an auto-flusher and a drain run to the nearest intake or storm structure. Geskey requested they contact him about Phase 2. Geskey asked where the sanitary sewer flowing west from sanitary manhole N will go. Recktenwall said the intent is to tie-in with Pepper Ridge based on their approvals. Recktenwall understands that Pepper Ridge will be ahead of Pepper Cove in the development process. The water main at the west end of Bramble Crossing will need an 8" cap with a 2" blow off. Geskey mentioned the lift station must be approved by Frank McGinley. Contact information was provided.

EVANS: Evans mentioned the ramps look good. Submitting a Sign Plan showing where signs will be placed and the type of sign is necessary. The signs must meet MUTCD standards, as well as the City's standards for street signs. Evans asked if the duplex garages are single-car. Recktenwall said these garages are double-car. Evans explained that single-car garages do not provide a place for trash tote storage. Evans requested that the developer be responsible for

installing ramps so there is consistency. Evans asked if the developer will be responsible for planting parkway trees. Recktenwall indicated Olthof typically installs the parkway trees. Evans conveyed that Callery Pear are considered an invasive species and should not be planted in Beauty Creek or Pepper Cove. Evans asked if road widening will be required for Pepper Cove. Burkman interjected that road widening and curb and gutter are shown. The back side of the curb is 18 ft. from the center line of the road. Evans said he noticed a couple of cases where ramps were missed and he wanted to verify this. At the divided entrance on page 4, there is no indication of ramps going across Kerry Drive. There is no ramp going across Kerry Drive at Froberg Road. There is one ramp drawn in someone's driveway. It becomes difficult to get the slopes met. This ramp is at lot 10. Evans asked that the ramp going across Hudson and the one receiving it be eliminated. Evans said the City detail indicates 1-1/4" of surface for local and collector street specifications; however, the City will be updating this to 1-1/2". It will be necessary to have the contractor place the asphalt surface at 1-1/2".

ISSUES TO BE RESOLVED:

Electrical Permit-Lift Station

Sign Plan

Duplex Lot Splits