



MEETING: Site Review Committee
SUBJECT: Preserve at Grande Oaks
ADDRESS: Eisenhower, east of Roosevelt Rd.

LOCATION: City Hall
DATE: March 16, 2010

PRELIMINARY SITE REVIEW

IN ATTENDANCE:

Craig Phillips, City Planner (219) 462-1161
Tyler Kent, Asst. City Planner (219) 462-1161
Matt Kras, Storm Water Engineer (219) 462-1161
Tim Burkman, Engineering Director (219) 462-1161
Ed Pilarski, Water Reclamation Dept. (219) 464-4973
Chuck McIntire, Water Dept. (219) 462-6174
Vicki Thrasher, Building Commissioner (219) 462-1161
Ron DeTorrice, Public Works Director (219) 462-4612
Jack Johnson, Fire Department (219) 462-8325
Ray Joseph, Porter County Planner (219) 465-3540
Media

PRESENTERS:

Jim Combs, L I Combs, 219-477-1990
jimcombs@licoms.com
Jeff Ban, Development Visions Group Inc, 219-662-7710
jrbandvg@sbcglobal.net
Jack Huls, Development Visions Group Inc.
219-662-7710 / jhulsdvg@sbcglobal.net
Mike Sakich, I.G.C. Residential Property Management
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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:

The Site Review Committee met to discuss the proposed Preserve at Grande Oaks development. Phillips 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.

Combs explained that the site is located near the corner of Roosevelt Road and Glendale Blvd., behind the existing Porter Memorial facility. The existing road is expected to be named Eisenhower Road. The project went before the Plan Commission in December of 2009. The design and layout has been incorporated into the Thoroughfare Plan. The development consists of a total of 10 buildings which include 16 units each. Salvaging as many trees as possible was a priority within the 5 acre area. Plenty of parking has been provided. When working through the site capacity worksheet, there are a total of 160 units. Huls added that currently a water main exists on the east side in the un-named road as well as in Eisenhower Road. Connecting the utilities is intended with this project. A sanitary sewer currently exists on the west in Eisenhower Road as well as on the east in the un-named road. Connecting directly into Eisenhower Road on the east is more than likely anticipated. Phase 1 is expected to be directed towards the west to the un-named road. Since the location of the site is high, water will flow from different directions. Most of the water will be collected into the central detention area, and then be released to the SE corner. This will either be connected to the storm drains located in Truman Avenue, or along an easement on the east side of the church, and down to Glendale Blvd. The storm water will ultimately go to the large storm sewer located in Glendale Blvd.

Johnson is aware that the buildings will each be 16 units, 2 floors, and sprinkled. Contacting the Fire Department is necessary before placement of the Fire Department connections. All buildings will be required to have a Knox Box. A road suitable for the Fire Department's aerial apparatus is imperative. A copy of Appendix D in the International Fire Code was provided. The southern portion of phase 2 and 3

have only 1 access therefore, concentrating on fire lanes is essential. The hydrants for this project are completely insufficient. Johnson and McIntire met previously in order to determine the best hydrant placement. Referring to 79.4 of the City Ordinance will provide information regarding fire lanes. In order to ensure that these issues are addressed, an additional site review is strongly advised as the project moves forward. A scaled set of drawings that include the turning radius for the ladder tower is essential. The Engineering Department can assist with some of these issues.

McIntire stated that the existing main illustrated on Eisenhower is on the wrong side of the road. The location of the water on Eisenhower Road will need to be changed to the south side. The connection in the un-named road on the west side should be switched to the south side as well. The main continuously runs down the south side of Eisenhower Road. McIntire will work with DVG regarding the water layout. Throughout this project there are insufficient hydrants. It's not feasible to service the buildings on the south side. Looping the main around the south phase would be favorable. An 8" loop tying into the back end of Eisenhower Road is recommended. McIntire has some suggested fire hydrant placements that have been worked out with the Fire Department. Individual shutoffs at the streets or at the main are required and working together is necessary in order to get this accomplished. An easement is needed when the plan is re-worked, indicating the loop on the south end. Backflow protection is required at the meter as well on each building. Any irrigation system will also be required to have backflow protection. McIntire will also assist on developing the NOI for IDEM.

Pilarski said he will defer to Tim Burkman and Matt Kras regarding the sanitary sewers and storm water sewers. Rather than 1 tap for 3 or 4 groupings together, an individual tap for each individual building will be required. Detailed sanitary sewer and storm water sewer drawings will also be required. It was clarified that this is strictly a residential development with no intention of any commercial establishments. Pilarski also supports the need for an additional site review.

DeTorrice acknowledged that the preliminary drawing indicates the allowance for dumpsters and solid waste removal on the site. The width of Eisenhower was clarified as 36' and any radius issues can be addressed when drawings are provided. Plowing services are provided since this is a through street although, an additional service provider is necessary for trash removal. Combs commented that they anticipate the placement of traffic calming devices in 2 locations as well as a pedestrian crossing which will allow access to the open space areas. DeTorrice commented that the Public Works Department will mark these locations so that plows can be adjusted accordingly.

Phillips commented that there have been prior meetings regarding various details for this project. The use is permitted in this district. The formula for calculation was discussed in order to determine the number of units for maximum density of the property. Detailed calculations will need to be shown on the plans. Combs said they are still negotiating the idea of utilizing the portion of lot 3 that exists for Porter Hospital, for some type of use. The clubhouse in the far western portion of the development in the 18 acre parcel is favorable otherwise, additional approvals will more than likely be necessary. The drive off of Glendale Blvd would be for the purpose of an access to the site for the residence, rather than be the primary access for the development. The use of a gate is discouraged since the City isn't in favor of gated community type settings. The development requires an internal and external circulation system for pedestrians. Provisions for the crossings on Roosevelt Road and Glendale Blvd. will need to be shown. Contacting the Parks Director, John Seibert, is necessary regarding the Pathway Master Plan. Both of these roadways call for Pathway connections therefore, those provisions need to be made. Only 438 parking spaces are counted towards the requirement since the spaces in the right-of-way cannot be included in this count. The parking provisions can be enhanced for the development as long as it's approved by the Traffic and Safety Committee and the Board of Works. Detailed parking calculations are also needed. The parking requirement is based on the number of bedrooms therefore; a bedroom calculation for each building or unit is needed. This requirement is based on a rate of 1.5 spaces per studio or 1 bedroom, and 3 spaces per 2 or 3 bedrooms. Since the right-of-way dimensions on Glendale Blvd. are unknown, a shortened version of the drawing will need to be provided. Combs commented that they just had completed this. Phillips said that this will determine whether or not an additional right-of-way dedication is necessary. Information regarding this is in Article 8 of the Unified Development Ordinance. The requirement for building coverage is 40% and the maximum lot coverage is 50%. An open space calculation on the drawing is also needed. There is a 30' setback requirement on all sides for the development. These standards are based in Article 10 of the Unified Development Ordinance. In addition, there is a 15' landscape buffer that's required as well. There

area specific standards for the required placement of landscaping in Article 10 in the Unified Development Ordinance. Utilizing the existing landscape buffers is encouraged wherever possible. Indication is needed that there is no more than 3/10 of a foot candle of illumination at the property line. A detailed landscape plan is required per Article 10 of the Unified Development Ordinance. Before any trees are removed, a tree survey will need to be provided. In reference to signage, 32 SF of actual advertisement space is allowed. Additional embellishments in the form of architectural details are allowed. Incorporating a similar design as that of the buildings is encouraged. Close attention of the architectural standards for multi family in Article 11, Section 11.205 of Unified Development Ordinance is advised. Dumpster and dumpster enclosures need to be followed as per Article 2, Section 2.310 of the Unified Development Ordinance as well. Wetland Delineations on the property are needed per the calculation requirements. Some sort of public sidewalk connection should be shown on the eastern end of Phase 3. The Pathway Master Plan could possibly change and therefore, can provide for extra connections with this development going in. In reference to widening the path, Phillips stated that it must be as per the standards of the Pathway Master Plan so that the cross sections match the designs.

On behalf of Vicki Thrasher, Phillips stated that prior to any construction; a State Design Release is required before permits can be issued. Permits are also required for any signage and fencing.

Kent pointed out that ADA ramps throughout the development are essential.

Kras stated that drainage plans and calculations are required showing how the runoff will be handled coming onto the site as well as how it's handled when being released from the site. The outlet on Truman Avenue is only a 10" line therefore, isn't conducive to this development. There doesn't appear to be a favorable outlet on Eisenhower as well. Overflow from the site will need to be checked in order ensure that there is a clear defined pathway. It was clarified that the site has 4 potential detention basins. As the project proceeds, Kras will have further comments.

Burkman said the pavement width for the City Standard Collector Streets is 36' back of curb to back of curb. If parking is restricted to one side, a reduction in pavement width may be considered subject to approval from the Fire Department. The Thoroughfare Plan calls for a 50' right-of-way although the Collector Street Standard is 60'. Burkman will check into this issue. Speed tables are encouraged, particularly in areas where pedestrian crossings are intended. Changing the pavement type and/or color is recommended in order define the crosswalks. Additional details are needed regarding the connection to Glendale Blvd. The shared drive access issue will need to be worked out with the church. Burkman is in agreement with combining the access points. The idea of a turning lane or a passing blister on the south side will need to be determined. Burkman recommended that the mains be brought under the pavement for favorable access to the manholes. It's essential that the manholes are in or very close to the pavement area. Making sure that they are not placed under the parking stall is also important. An easement will need to be provided over the top of that sanitary sewer alignment. Burkman recommends that the sanitary sewer be public since it will service more than 1 building. There is some concern with the sewer connection on Eisenhower Avenue therefore, further discussion and checking is necessary. Parking stalls that are not adjacent to a sidewalk can be reduced to 18' in length. A sidewalk connection south of Glendale Blvd. is encouraged.

McIntire added that since the buildings are going to be sprinkled, each service per building will need to be separate. Two shutoffs at the street are required. Phillips pointed out that an additional site review for this project will be necessary. Since this project is adjacent to some residential areas as well as the church to the south, special consideration is needed.

ISSUES TO BE RESOLVED:

- Landscaping plan (with Tree Survey)
- Erosion Control Plan
- Rule 5 Permit
- Right-of-way
- Detailed Site Plan
- Sanitary/Sewer
- Backflow Prevention
- Site Improvement Permit
- State Design Release

- Signage / Fencing Permit
- Zoning Clearance
- Knox Box
- Parking Calculations
- Wetland Delineations
- ADA Ramps
- Drainage Plans / Calculations
- Building Permit