



MEETING: Site Review Committee
SUBJECT: Devonshire Subdivision
ADDRESS: Froberg Road and CR 500N

LOCATION: City Hall
DATE: February 5, 2008

**PRELIMINARY SITE REVIEW
 IN ATTENDANCE:**

Craig Phillips, Planning Director	219-462-1161
Dave Pilz, Engineering Director	219-462-1161
Matt Kras, Storm water Engineer	219-462-1161
Jack Johnson, Fire Department	219-462-8325
Ed Pilarski, Water Reclamation Dept.	219-464-4973
Chuck McIntire, Water Dept.	219-462-6174
Rick Walstra, Comcast	866-594-1234
Bill Oeding, Public Works Director	219-462-4612
Media	

PRESENTERS:

Bill Ferngren, Attorney
 219-464-4500 / bill@fernngrenlaw.com

Greg Stevens, Lannert Group
 630-208-8088 / gstevens@lannert.com

Bryan Siewin, Developer
 bryansiewin@msn.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:

The Site Review Committee met to discuss the proposed Devonshire Subdivision. Pilz 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.

Ferngren explained that the property is 80 acres and located on the west side of Froberg Road, south of CR 500N. The property is zoned Single Family Residential which will be the exact use. A variance has been obtained through the BZA. This variance is to allow for the front yard setback to be reduced from 25' to 20' in order to accommodate the housing styles and designs.

Stevens further explained that the minimum lot size is approximately 8,100 square feet. Lot widths are a minimal of 80' and the depth is 150'. The plan is anticipated for 170 – 190 single family lots. Currently there are 180+ lots on the project. A drainage swale comes down from north to south, with the low point at the SE corner of Froberg Road. This is the primary entrance into the project. The primary storm water detention is at that SE portion of the site. A secondary entrance is located at CR 500N. Connection into Brigatta Hills along Rissa Court to the west is expected. Brigatta Hills has a heavily wooded eastern property line which is Devonshire's western property line. This tree line will remain in open space with an open space buffer along the western edge. Two additional lower storm water detention areas will be located to the west of the property. All publicly dedicated roads will have a 60' ROW and a 28' width of back to back primary road going through the subdivision. Reducing the amount of pavement as much as possible is likely in the cul-de-sac and looped street areas. Providing an environmentally sensitive community is a focus. If possible, incorporating the use of permeable paving in the cul-de-sac areas, major intersections, and throughout the looped streets is projected. The objective is to get as much infiltration of the storm water into the ground as possible before going to the basins. The drainage is set up so water drains into the cul-de-sacs, then from the cul-de-sacs out through a bio swale at the ends of the cul-de-sacs to a provided 20' minimum area. This will then take the storm water into a bio swale, through the main bio swale infiltration

area before it enters the storm water basin. The use of BMP's for this project is expected. The 20' access areas will have a trail system throughout. A pedestrian trail will link all the cul-de-sacs into the sidewalk areas within the ROW. For safety reasons, the idea of softening the intersection of Froberg Road and CR 500N is probable since currently it's an abrupt corner. Rather than having Ransom Road "T" into Froberg Road, softening this as well is a possibility. The traffic volumes will determine direction. The primary entrance on Froberg Road is a divided road with a type of false bridge that separates the 2 detention basins. The plans indicate a depiction of the secondary entrance monument located on CR 500N. In order to keep with the theme of the project, ornamental light fixtures and traffic signs will be placed throughout. Two concepts will be used since the lots are smaller. One of these concepts will be front loaded which range approximately 42' to 45' in width. The other is rear loaded off of a possible alley scenario. Introducing some alley loaded product has been discussed. A 20' wide alley is being proposed in the areas that have the loop streets. The turning radius for emergency vehicles and snow plows has been checked within the loop streets and the cul-de-sac areas. Everything seemed to fit with the 28' wide load. It was clarified the vehicle used from the Fire Department was the Valparaiso tower truck which is 48' in length and 21' axle to axle. Pilz recommended getting larger diagrams of this information to Johnson for thorough clarification. It was then conveyed there was a prior meeting and the current drawings are the same. Reducing the width in front of the loop street areas may be a possibility. Stevens pointed out the idea is to minimize the amount of pavement throughout the project.

Pilz stated the sanitary sewer is located in Froberg Road. Information was provided from the Utility Department regarding this. The logical connection point is a short distance south of Ransom Road and Froberg Road. The proposed realignment of Froberg Road and Ransom Road is fitting. The preponderance of traffic is west to south and north to east rather than what is indicated on the plan. Softening the NE corner at CR 500N is a good idea however; promoting speed needs to be avoided in this area. The details concerning the radius will need to be worked out. The streets will be built to city standards with a few exceptions on width and materials. Improvements such as curb and gutter, widening etc. to Froberg Road and CR 500N will be necessary. Drainage is extremely important. The outlets are a concern and these issues will need to be resolved. As the design progresses, breaking up some of the long stretches of pavement on the interior of the development with some traffic calming devices is suggested. Periodically traffic counting measures at some of the intersections, or in the middle of the blocks is recommended. Further discussion to remedy the traffic concerns is also advised since speed limit restriction doesn't seem to work. Allowing for proper maintenance of the roads is significant as well. The idea of alley loaded product is favorable.

Kras explained that drainage is critical on this development. The neighboring subdivisions sometimes experience drainage issues during storm events. It appears the measures being taken are proactive. The corner of Froberg and Ransom Roads can occasionally flood. Most of the drainage is coming out to the SE corner of this development. This is a critical issue and a great deal of this depends on how the roads are configured and how the subdivision is designed. As much storm water that can be detained and the lower the release rate, the better.

McIntire stated a hydraulic analysis on the entire west side development had been done a few years prior and everything is favorable regarding the water. Some looping will be required on Devonshire and further information had been given regarding this. The location was described in detail regarding the connection points.

Johnson explained that anytime pavement is cut down to 20', "No Parking Both Sides" is required to be posted. A suitable road for a ladder truck is 26'. Buildings over 30' in height should not be on a road of that size because it's not suitable for a ladder truck. Making the pavement wider is strongly suggested. In the event that the pavement is reduced, the buildings must be restricted to 30' or less in overall height. Additional hydrants will be required in those sections with "No Parking" posted. Johnson is aware that pavement restrictions were only in the loopings and cul-de-sacs. Pilz added that if any traffic calming is done Johnson will be consulted. Hydrants are needed every 500'.

Walstra is aware the whole project will be done at once rather than in phases. Phillips added that the platting process is still needed. A variance has already been received on one of the aspects as part of the process from the BZA. The start of this development will begin approximately in 3 months.

Pilarski deferred comment to Dave Pilz and the Collections Division regarding connections to the sanitary sewer system. It was verified to Pilarski that this project is strictly a residential development with no intentions of commercial use in the future.

Phillips expressed concern with regards to the proposed curb from Ransom Road to Froberg Road. The projected traffic patterns are the opposite of the existing pattern. This is property outside the city limits and is owned by a private property owner. Consideration is essential with regards to swinging the road south at Ransom and Froberg Roads to go the other way. A house is in that back corner and there may not be enough room. Phillips stated he informs developers to be careful with regard to corner lots. Building envelopes indicated on the plans are favorable as well as taking the environmental aspects of the property into consideration. The final and primary plat procedures are still necessary. One sign per entrance is allowed with the message area on the sign limited to 50 square feet. Any architecture embellishment is not included.

Oeding stated the layout is favorable however; the maintenance of cul-de-sacs, loop streets, and alleys is not an easy task in the winter. All of the trucks on that end of town pick up trash in front of the houses and are designed to do this quickly and efficiently. Picking up trash in alleys is a very slow process because it's more labor intensive and will require a different truck and crew. Having one person by himself doing the job will take a lot more time and defeats the purpose of the equipment. Froberg Road is going to have some improvements therefore; any work that's being done will need to be brought up to current standards. During heavy rains the ditches are full and overflowing across the street therefore; it's hopeful that work done with this development will not cause an additional negative impact on the intersection of Froberg and Ransom Roads. Oeding expressed concern regarding the stamped concrete however; this is preferred rather than using paver blocks. Currently there is a development that has issues with the paver blocks since it's difficult for the city to maintain during plowing. Sealer is another concern because when wet with water, snow, and ice, it becomes slippery.

Pilz added the plan indicates a dog park and from a water quality standpoint, this isn't a good idea. If this is going to be accomplished, it's important to capture the runoff and treat it rather than let it go into a ditch. Another site review will be needed when the primary plat is complete.

ISSUES TO BE RESOLVED:

- Landscaping plan (with Tree Survey)
- Erosion Control Plan
- Rule 5 Permit
- Right-of-way
- Detailed Site Plan
- Sanitary/Sewer
- Site Improvement Permit
- Building Permit
- Signage / Fencing Permit
- Zoning Clearance