



MEETING: Site Review Committee
SUBJECT: Lot 2 and 4 Lot Subdivision
ADDRESS: 1250 Loudermilk Lane / Aero Center Development

LOCATION: City Hall
DATE: March 18, 2008

**PRELIMINARY SITE REVIEW
IN ATTENDANCE:**

Craig Phillips, Planning Director	(219) 462-1161
Tyler Kent, Asst. Planner	(219) 462-1161
Matt Kras, Storm water Engineer	(219) 462-1161
Dave Pilz, Engineering Director	(219) 462-1161
Jack Johnson, Fire Department	(219) 462-8325
Marv McDaniels, Collections Dept.	(219) 464-2346
Tony McGinley, Collections Dept.	(219) 464-2346
Daryl Brown, Water Dept.	(219) 462-6174
Media	

PRESENTERS:

Dave Tiemens, Tiemens Land Surveying
219-987-2828 / dtiemens@netnitco.net

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 two issues. The first is a proposed subdivision and the second is Lot 2 of the development. Lot 1 is primarily complete. 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.

Tiemens explained the 4 Lot subdivision is being proposed as well as Lot 2. Lots 1 and 2 will retain ownership by Rebow 100 LLC. The intention is to design the building with a full high partition wall which enables the 2 different sides to be leased. Lots 3 and 4 are proposed as lots which are for sale or lease. The site is roughly 9 acres. There are 2 different tracks on the Redbow 100 parcel. Tiemens plan specifies one track from the center line west which is a total of 10 acres or 9 acres after the acreage is taken from Redbow Drive and Loudermilk Lane. Track two is the east portion of the road and the existing detention pond on the east side of the road. Discussion can take place in reference to dedicating the east side parcel with the detention pond, to the City. Tiemens said it would also be the intent to dedicate the east half of the road along with the dedication on the plat for the west side of the road. Pilz stated the whole road will need to be dedicated. Tiemens further explained there are 2 separate tracks which will be dedicated excluding the existing detention pond on the east side of the road. The possibility of giving it to the City was in question. Pilz said it then becomes a responsibility and liability issue as well as an operation requirement which the City possibly isn't equipped for. Discussion can take place and Pilz suggested including that parcel in the plat as part of the subdivision. Tiemens explained the existing building is on lot 1. Lot 2 is being proposed however, since the tenant is not yet known a parking calculation hasn't been determined. Parking should be adequate based on the number of anticipated offices and employees. Existing sanitary and sewer are located on the west side of the property however; when this was designed it wasn't able to be deep enough. The installation of a grinder pump is being proposed in order to handle the surface water. This idea is also included for lots 3 and 4 since there is not enough depth to extend the gravity line and accommodate

surface runoff. An easement will be platted for the line to go through. Currently a 12" water line exists on the west side of the road and a 20" line on the north side of Redbow Drive. Lot 4 will tap off of Redbow Drive and lot 3 will tap off at the start of Loudermilk Lane. Two separate service lines are needed because of the metering purposes for lot 2. To accommodate the south half of lot 2, the sanitary sewer will be one station with the gravity line under and through the building. Runoff for this project will go to the existing detention pond on the north side of lot 1 which will be expanded in order to accommodate the entire 9 acres. A larger standpipe is being proposed since storm sewer lines will be installed for future lots 3 and 4. Trees are not situated at this site.

Pilz commented that correspondence indicates heavy truck traffic on Loudermilk Lane will be minimal therefore; the road is being constructed with the minimum standards. During certain seasons of the year there may be a frost law to that road which may hinder traffic to some extent in that area. Provisions for the operation and maintenance of the detention basin and storm sewer system must be incorporated in the plat. Depending on the grading of lot 3, it may be possible to eliminate the 200' of 12' storm sewer if the rear swale on the back of lot 2 was slightly extended to lot 3. This would eliminate some sewer work, ensures that the 100 year runoff on the site would get to the detention basin, and offers a water quality BMP as far as using the grass swale rather than the storm sewer. Tiemens said it may be difficult with the roof drains and depending on the layout of the building, a drain may be necessary to accommodate some of the drainage. Checking into this further will be considered however, having a drain lower than a few feet may be a preferred option. Pilz suggested that some sort of stabilization such as turf reinforcement needs to be built in the rear swale since it has the potential to carry heavy flows during major storms. Undercutting a portion of the detention basin is suggested. This would capture the first flush from the site and would also be another water quality benefit before it goes to any kind of outlet. The pavement detail on the plan doesn't meet the City standards for streets. Tiemens clarified this is for the lot 2 site since there is no street infrastructure. As part of the development, provision for the guarantee of continued drainage and access across the other track on the east side of the road, is essential to ensure that the drainage does get over to the ditch. At minimum, a drainage easement needs to be provided to make certain that the drainage can continue. Trench drains into the storm sewer are shown on the plan for lot 2. Conversation is needed since this relates to requirements for grease grid interceptors before it goes into the storm and down to the detention basin. Connection must be from the sanitary force main into the existing main rather than the manhole. Directing the runoff from the north end of the parking lot to the rear and into the detention rather than into the sewer is suggested. A grass swale could provide some water quality benefits before it gets to the detention basin.

Phillips will provide Kras the needed drainage calculations for the pond that's being expanded. Tiemens clarified he's making the pond larger to accommodate the entire 9 acres instead of creating another separate pond. Kras said it would be ideal from a water quality standpoint to get everything by use of the swale, into the pond. Having geo textile fabric underneath the 5' wide rip rap is critical. Checking the transition from the swale to the riprap is also important and the use of turf reinforcement is a good idea in this area. A Rule 5 Permit is also required. Unless the swale or detention pond will be grassed, Kras suggested using a native seed mix. Considering a native plant in between the swale or detention pond is recommended for water quality. Some sort of water quality measure such as a faux grid separator or a hood structure with a sump, must be implemented in reference to the trench screens from the loading dock areas, if these are draining out to the storm sewer on Loudermilk Lane.

Phillips said the subdivision appears to be compliant with all standards for the M2 district, subject to drainage approval. The lots are an adequate width and have access to a public street. The structure on lot 2 is within the zones of the airport therefore; FAA approval may be needed on the overall height of the building. When submitting for the permits and zoning clearance for lot 2, calculation referring to the lot coverage being no more than 70% maximum must be indicated. Any signage requires a permit and 3 square feet per linear foot of property is allowed. On lot 2, 30' of signage is allowed however; this is discouraged in order to be consistent with Eastport. Tiemens conveyed that the refuse from the facility will be internal and removed by a service. Phillips pointed out it appears there may be some expansion capabilities on both the north and south sides of the building if necessary. Based of what's provided, the maximum number of employees for each unit is 14. Additional parking will need to be provided if this is exceeded. The landscape plan will be reviewed by Steve Martinson to ensure that no invasive species are planted.

Brown stated that the entire subdivision is within the Wellhead Protection Area. Tiemens added this is noted on the site and subdivision plans. Brown said that every service tap will require a backflow device. Since its unknown what will be going into the buildings, following up will be necessary. The opportunity for review can take place when doing the hookup. If there are sewer issues, these issues will be addressed before being allowed to hook up and tap into the system.

McDaniels said since it's uncertain as to what will be inside, there are not any comments. New manholes have been placed at the far north and south within the subdivision. Both of these manholes have cement lids and McDaniels is checking into whether or not they have been inspected or tested. Tiemens added that he was able to locate the south manhole which didn't have a casting structure on the top. This manhole was open and completely filled with water. Pilz stated that there must be a plug in the line. Tiemens said the north manhole is suitable. McDaniels believes they were just stubbed a few years ago and locating the test results is necessary. Additional requirements may need to be met once it's known what will be within the building. Phillips conveyed its essential the sanitary doesn't tie directly into the manhole for lot 2.

Johnson stated an additional hydrant may be required for lots 3 and 4 on Redbow Drive. Checking into this further is necessary. The hydrant location on Loudermilk Lane is satisfactory. The building will be sprinkled therefore; contacting the Fire Department is important before placing the Fire Department connection. The sprinkler system needs may change depending on what will definitely be located within the building. If additional parking is needed, Johnson encouraged this to be placed along the side in order to enable improved access for the Fire Department.

In reference to the existing pond on the east side of the road, Pilz clarified that the issue is to make sure there is access through there for the drainage.

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
- Building Permit
- Sign Permit
- Zoning Clearance
- Dedication of Road