

TO: Sydnee Stroeing, Associate Planner

FROM: Evan Acosta, Assistant City Engineer

DATE: March 26, 2025

SUBJECT: Orchard Place 5th Addition Preliminary Plat Application materials dated 2/19/2025

Sydnee,

The following are comments regarding the Orchard Place 5th Addition application materials dated February 19, 2025. Please add these as conditions of approval.

General

1. All work and infrastructure within public easements or right of way shall be to City standards.
2. Plans should include reference to all used City of Apple Valley standard detail plates. All Standard detail plates should be shown in the details section of the plans.
3. English Ave shall be signed and striped in accordance with the Traffic Study findings, including crosswalks. Additional signing and striping requirements are:
 - FIRE LANE NO PARKING signs shall be installed along English Ave between 155th St W and 157th St W

Lot 1 Block 1

4. (Future) Lot 1 Block 1 has an active Site Plan/Building Permit Application for Skyline Social and Games. A separate site memo was provided for the site plan materials.

Lot 2 Block 1

5. (Future) Lot 2 Block 1 has an active Site Plan/Building Permit Application for a Multi-Family Apartment project. A separate site memo was provided for the site plan materials.

Outlot A

6. Sidewalk and Curb and Gutter along English Ave shall be installed concurrently with adjacent development at Lots 1 or/and 2.
7. The bituminous trail along the west property line shall be installed concurrently with adjacent development at lots 1 or/and 2.
8. The City will allow 2 driveway accesses to Lot 2 from English Ave and the aprons shall be installed with the curb and gutter and sidewalk, at a location reviewed by the City Engineer.

Outlot B

1. Outlot B improvements are within the Lot 2 Block 1 Site Plan Building Permit Plans. A separate site memo was provided for the site plan materials.

Traffic

2. The City's Traffic Engineering Consultant has completed an updated traffic analysis for English Avenue, 155th St W, and 157th St W based on the proposed land use. The summary of findings is below:

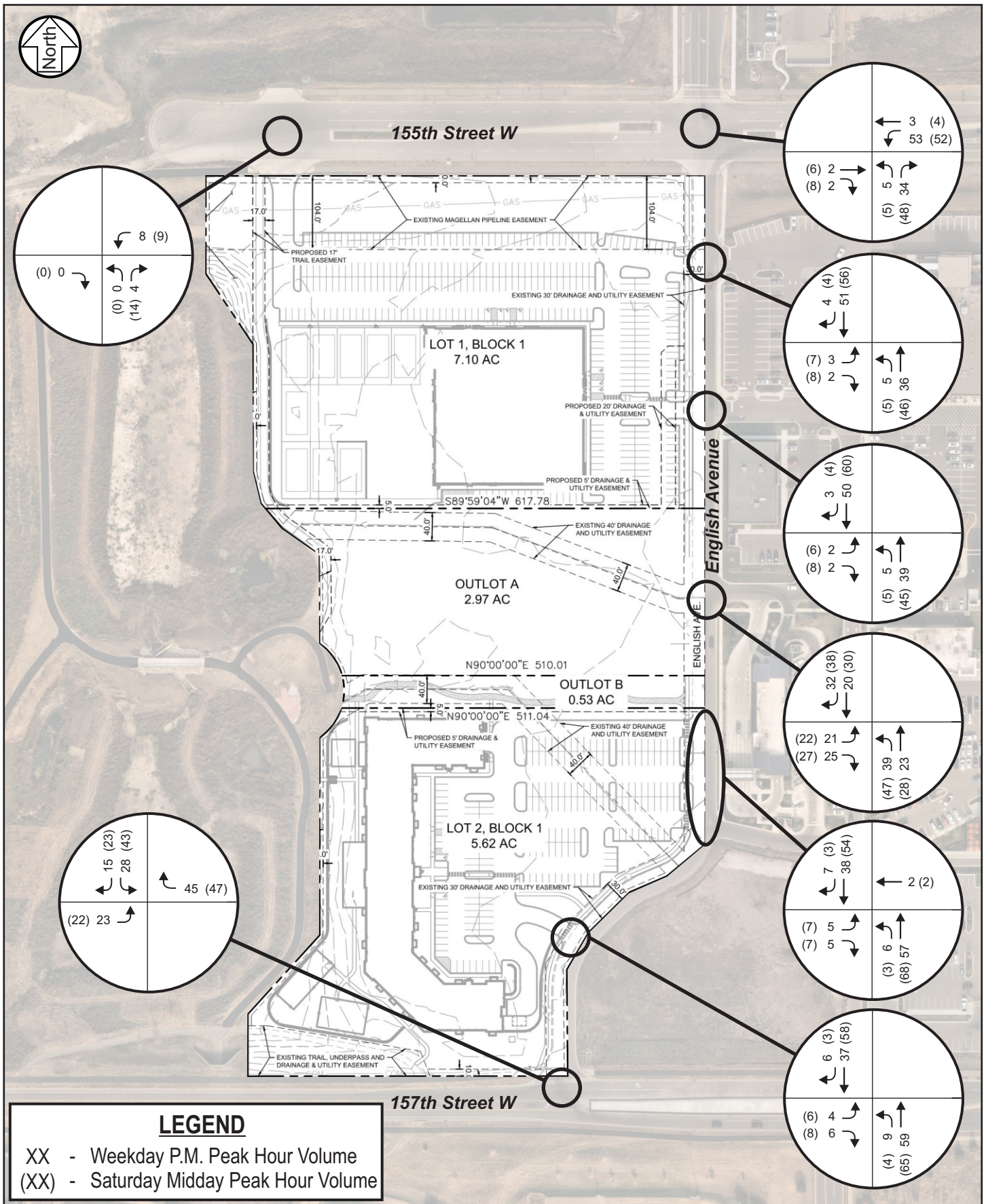
Trip Generation and Comparison

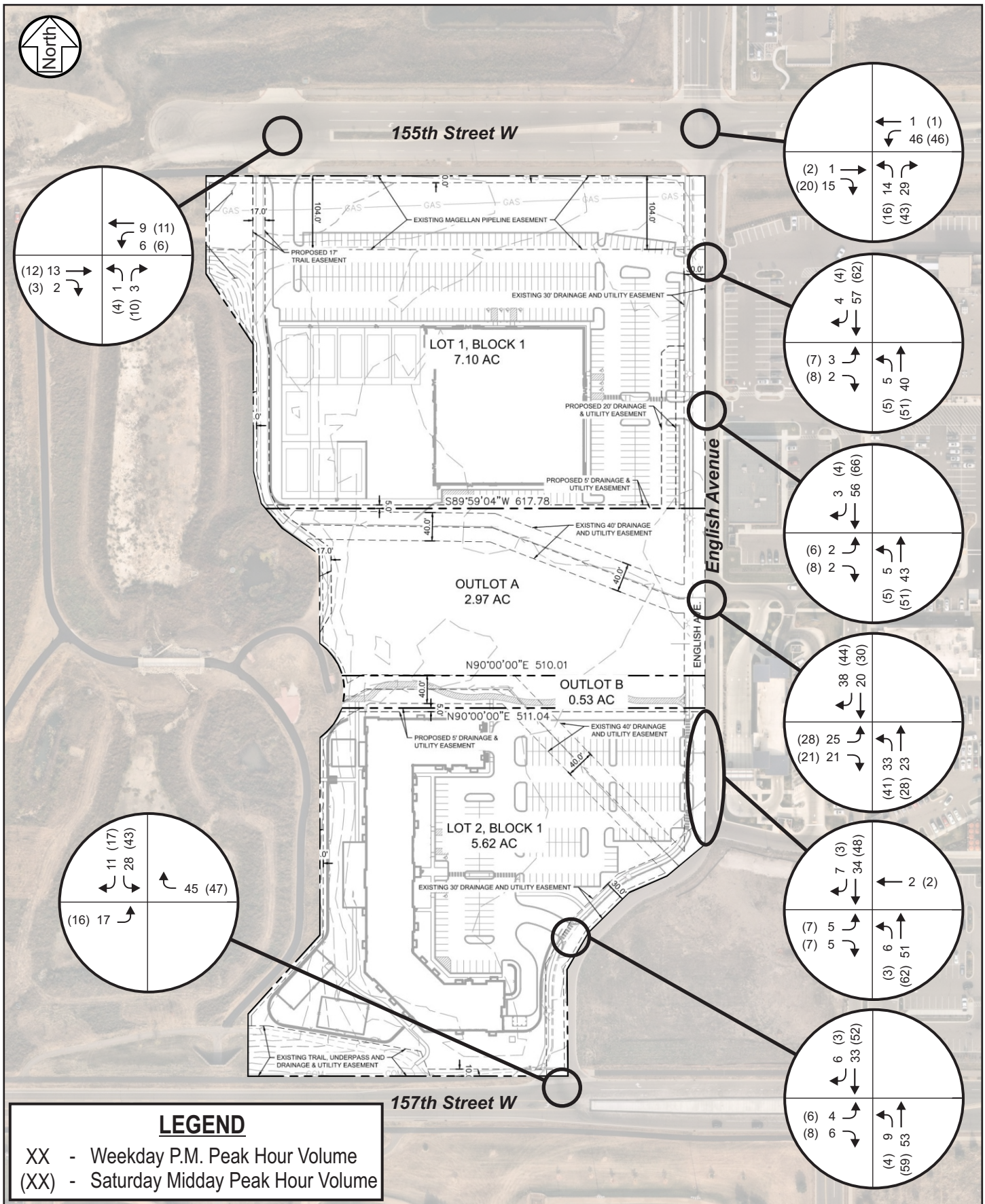
- The proposed entertainment development in Lot 1 is assumed to be similar in size to the existing Skyline Social & Games located in Hermantown, Minnesota. The proposed development fits the description of Land Use Code 221 – Bowling Alley in the *Institute of Transportation Engineers Trip Generation Manual, 11th Edition*, with 29 lanes.
- Because this land use likely peaks on a Saturday more than a weekday, the Saturday peak time was included. Note, there is potential for larger outdoor volleyball type events to drive peak spikes, however, those are not consistent or known at this time.
- The proposed entertainment development is expected to generate approximately 38 weekday PM peak hour, 70 Saturday midday peak hour, 309 weekday daily trips, and 487 Saturday daily trips.
- Outlot A is assumed to be a restaurant land use. Based on the restaurant adjacent to this development lot, there is an approximate floor area ratio of **10%** for those parcels. We kept this consistent for Outlot A. This leads to an approximate building size of 13,000 SF, which could be one larger restaurant, or 2 smaller restaurants.
- The proposed adjacent restaurant development in Outlot A is expected to generate approximately 117 weekday PM peak hour, 134 Saturday midday peak hour, 1,387 weekday daily trips, and 1,584 Saturday daily trips.
- The total expected number of newly studied development trips between Lot 1 and Outlot A is 155 weekday PM peak hour, 204 Saturday midday peak hour, 1,696 weekday daily trips, and 2,071 Saturday daily trips.
- The proposed Trident Development (apartment) is expected to generate approximately 50 weekday PM peak hour, 43 Saturday midday peak hour, 581 weekday daily trips, and 585 Saturday daily trips.
- The total number of expected site trips for all three proposed developments is 205 weekday PM peak hour, 147 Saturday midday peak hour, 2,277 weekday daily trips, and 2,656 Saturday daily trips.
- 155th Street is expected to be extended westward in the coming years, which will slightly modify the expected trip distribution.
- Estimated trip generation graphics are attached. Figure 1 shows the expected trip generation with the existing roadway network, and Figure 2 shows the expected trip generation with a 155th Street connection between Pilot Knob Road and Flagstaff Avenue.

Land Use - ITE Code	Units/Size	Weekday PM In	Weekday PM Out	Saturday Midday In	Saturday Midday Out	Weekday Daily	Saturday Daily
Lot 1							
Bowling Alley - 221	29 lanes	25	13	27	43	309	487
Outlot A							
High-Turnover (Sit-Down) Restaurant - 932	12,940 SF	71	46	85	49	1,387	1,584
Total New Development Trips		96	59	112	92	1,696	2,071
Trident Development							
Multifamily Housing (Mid-Rise) - 221	128 units	30	20	15	28	581	585
Total Proposed Site Trips		126	79	127	120	2,277	2,656

Site Plan and Geometry Review

- It is recommended to place the multi-use trail crossing on the south leg of the English Avenue and the proposed Outlot A Access/Car Wash entrance intersection. This location is recommended over the intersection to the south as northbound vehicles at that intersection are on a curve, which could create some sight distance issues. In addition to a marked crossing, pedestrian crossing signs should be considered at the crossing as well.
- At the English Avenue/155th Street intersection, it is recommended to stripe a northbound shared through/left-turn lane and a right-turn lane. When 155th Street is connected to Flagstaff Avenue, this turn lane striping will become more necessary.
- It is expected that a 2-lane roadway will have sufficient capacity until it reaches approximately 8,500 vehicles, however, peak hour trends and access density can influence this capacity threshold. The English Avenue corridor may be a good candidate for a 3-lane section (center two-way left-turn lane) if development begins to push volumes over 5,000 to 7,500 vehicles per day. Since daily volumes will be pushing this threshold with the addition of the proposed entertainment and restaurant developments, and turning conflicts may develop between turning movements to/from land uses on both sides of English Avenue, the possibility of striping a 3-lane roadway should be further investigated. Note, the roadway is approximately 36 feet wide, which should allow for 12-foot lanes in each direction and a center left turn lane. The tighter lane sizes will help calm traffic, which is a benefit for the pedestrian crossing.
- A graphic with recommendations for the proposed multi-use trail crossing, striping, and site plan review is attached.





Recommendations