City of Apple Valley

MEMO

Building Inspections

TO: Kathy Bodmer, Planner

FROM: Pat Devery, Building Inspector

DATE: August 28, 2017

SUBJECT: Bigos Parkside Phase III

- The utility pad shown at Lot 10 will require screening.
- SAC determination is required from Met Council prior to permit issuance from the city.
- Submit plans to the Department of Health for installation of the pool.
- Geotechnical report boring log and Special Inspector Agreement is required prior to permit and soil corrections on site.
- Submit plans to Minnesota Department of Labor, Plumbing Division for review of proposed plumbing, sanitary and storm design.
- There is currently a property line near the center of Lot 10 that will need to be removed prior to permit issuance.
- The underground parking in Lot 9 will require 3 accessible spaces based on the number of spaces provided.
- The underground parking in Lot 10 will require 5 accessible spaces based on the number of spaces provided.
- Lot 10, any drains provided in the dog run area would need to connect to storm drain.
- The outdoor fire table on Lot 10 will require the shut off valve to be permanently identified and shall serve no other appliance.
- On Lot 10, the ramp down to underground parking will require a guard anywhere a walking surface is more than 30" above the grade below.
- On Lot 10, the retaining wall adjacent to the pool will require a continuous guard where any walking surface is more than 30" above the grade below.

City of Apple Valley

MEMO

Community Development

TO: File

FROM: Kathy Bodmer, Planner

DATE: October 27, 2017

SUBJECT: Barry Bernstein, Director of Parks and Recreation

Responses to Public Hearing Comments Related to Kelley Park

1. **Is Kelley Park being over-used or "loved to death"?**

   Answer: Kelly Park is a busy park and functioning as intended. Kelley Park is listed in our inventory as a neighborhood park, but with the features and location of the park, it functions as a community park which typically sees a lot more use and traffic. Mentioning that Kelley Park is loved to death, in my opinion may be possibly true, but with a very popular splash pad as well as weekly concerts, Kelley Park does get a lot of notoriety and use.

2. **What is the plan for adding parking to Kelley Park? How many spaces are expected to be added? When will the parking area be constructed?**

   Answer: Kelley Park has gone through a master plan process which does indicate a large formal parking lot located on the east side of the park. The City is considering a possible bond referendum in 2018, but these discussions are very preliminary. Funding is a question and would look to constructing a parking lot if and when funding becomes available.

3. **Does Parks and Recreation see a need to reduce the hours of parking around Kelley Park to ensure park users have adequate parking available?**

   Answer: In modifying our current on street practice for parking, I wish to involve our police department for comment. My first thought is that limited hours of parking surrounding Kelley Park may create more issues than expected?

CITY OF Apple Valley

MEMO

Public Works

TO: Kathy Bodmer, Planner

FROM: Brandon S. Anderson, PE, City Engineer

DATE: November 29, 2017

SUBJECT: Bigos Kelley Park (Parkside Phase 3) Zoning Amendments to PD-739 Review per Preliminary Plan Review dated October 25, 2017.

General

1. An Encroachment agreement will be required for all decks, patios, sidewalks, etc. located within drainage and utility easements.
2. Vacation of drainage and utility easements over existing storm water facilities and water main will need to occur with final plat. Additional drainage and utility easements may be required for public infrastructure relocations.
3. A public improvement project is anticipated with this project for the relocation of water main, storm sewer, roadway and storm water facilities.
4. All proposed retaining walls shall be privately owned and maintained.

Site & Traffic

5. SRF completed a preliminary traffic review of the Block 9 and 10 developments. The following bullets detail our review and the findings of the study:
    a. AM and PM Peak hour counts were collected on Tuesday, November 28th at 153rd Street/Foliage Avenue and 152nd Street/Galaxie Avenue.
        i. 153rd Street/Foliage Avenue has all-way stop control; Foliage Avenue is a two-lane roadway; 153rd Street is four-lane divided roadway with left-turn lanes.
        ii. 152nd Street/Galaxie Avenue has side-street stop control along 152nd Street; Galaxie is a four-lane divided roadway with left-turn lanes.
    b. An existing intersection capacity analysis was completed using Synchro/SimTraffic.
        i. The 153rd Street/Foliage Avenue intersection operates at an acceptable overall LOS A during the a.m. peak hour and a LOS B during the p.m. peak hour.
        ii. The 152nd Street/Galaxie Avenue intersection operates at an acceptable overall LOS A during the a.m. and p.m. peak hours; Eastbound side-street delays during the p.m. peak hour average over 40 seconds, with 95th percentile queues reaching approximately 175 feet (i.e. approximately 7-8 vehicles).

c. A preliminary crash analysis was completed using the most recent five-years of available crash data (2011-2015) at the study intersections.
    i. This indicates that the 152nd Street/Galaxie Avenue intersection crash rate exceeds the average crash rate for similar intersections, but does not exceed the critical crash rate.
    ii. There would need to be an additional four (4) crashes (approximately 1 per year) to exceed the critical rate.
    iii. The 153rd Street/Foliage Avenue crash rate is below both the average and critical crash rates.
d. A background growth rate of 1.5 percent was used to account for background traffic growth in the area. This is consistent with the Apple Valley Transportation Plan.
e. A trip generation review was completed on the Preliminary Assessment for Blocks 9 and 10 completed by Spack Consulting. The trip generation used was found to be accurate, which identified that the 175 apartments would generate 63 a.m. peak hour trips and 77 p.m. peak hour trips.
f. A future (i.e. one year after build) intersection capacity analysis was completed using Synchro/SimTraffic.
    i. The 153rd Street/Foliage Avenue intersection operates at an acceptable overall LOS A during the a.m. peak hour and a LOS B during the p.m. peak hour.
    ii. The 152nd Street/Galaxie Avenue intersection operates at an acceptable overall LOS A during the a.m. and p.m. peak hours; Eastbound side-street delays during the p.m. peak hour average over 70 seconds, with 95th percentile queues reaching approximately 300 feet (i.e. approximately 15 vehicles); This type of side-street delay can be common during the peak hours.
        1. If these delays and queues become a significant issue, a preliminary warrants analysis could be completed to determine if a signal would be warranted or necessary. Additionally, observations were made during the data collection process that indicates that crossing Galaxie Avenue can be difficult for pedestrians during the peak periods. A traffic signal could improve access across Galaxie Avenue.

6. Provide a narrative of how the buildings will be constructed and any impacts. The narrative shall include the following:
    a. Shoring and construction of the underground garages.
    b. Material Storage.
    c. Haul routes to and from the site.
    d. Phasing
7. Additional Pedestrian markings and signage on public roadways should be evaluated further for safe routes to the Public Park and adjacent facilities.
8. Additional signage is required by applicant to indicate no overnight parking on City Streets.

9. Plans should include reference to all used City of Apple Valley standard detail plates.
10. Show locations of proposed lighting fixtures for parking lots and site.

BLOCK 9

Site

11. A pork-chop at the access along 153rd Street for the Block 9 building would reinforce the one-way westbound nature of the roadway. A one-way sign could be installed on the south side of the roadway, but may be occasionally be blocked by parked vehicles. Parking along Gallante Lane could remain on both sides as angled parking. 90-Degree parking is not recommended, as it can be difficult for motorists to see drivers along the roadway. Parallel parking would reduce the amount of parking in the area, which is heavily used during summer months.
12. The sidewalk along the south of the proposed driveway entrance should be relocated to alignment with the sidewalk connection to the north of the entrance.
13. A commercial driveway entrance is required at all access points to public roadways per AV Plate No. STR-4 or STR-5.
14. Provide pedestrian curb ramp per MNDOT standard detail plates at all driveway crossings.
15. Additional ROW or Sidewalk and Trail Easements are required for the additional sidewalk along Fresco Terrace. Sidewalk shall be per City of Apple Valley Ring Route Standards.
16. SE corner of building is encroaching into drainage and utility easement.
17. Parking lot is encroaching into drainage and utility easements in the SW corner and SE corner.
18. Removals plan should show all required patching of public roadways and sidewalks.
19. Site and landscape plan should show site line triangles at access entrances.

Grading, Drainage and Erosion Control

20. The City of Apple Valley Storm Water Management Plan shows public infrastructure on the site (WVR-P440.2 and WVR-P440.3). A mitigation plan for the impacted storm water basins should be provided. Public drainage contributes to these basins and future stormwater management would be required to be public infrastructure.
21. Routing of storm water goes to WVR-P440.1 to the east of Foliage. The NWL, 100-year HWL and EOF should be indicated on plan sheets for storm water pond and infiltration basins.
22. Final Grading Plans shall be reviewed and approved by City Engineer.
23. Final Stormwater Management Plan shall be reviewed and approved by City Engineer.
24. Curb cuts and pretreatment devices should be considered for infiltration basin 2. This cell should be the primary treatment of proposed parking lot.
25. Soil borings/testing shall be provided in the area of infiltration features prior to building permit authorization.

Storm Sewer

26. Final locations and sizes of Storm Sewer shall be reviewed with the final construction plans and approved by City Engineer.
27. Provide storm sewer calculations for stormwater requirements. (Rational method including Hydraulic grade lines).
28. Re-route outlet from Infiltration Basin 2. This should not be routed to underground storage, but to infiltration basin 1.
29. Existing 24" RCP from Fortino should be relocated away from the infiltration basin 1 outlet to prevent short circuiting of basin.
30. Existing 21" RCP FES from WVR-P440.3 (infiltration basin 1) shall be removed.
31. An underground infiltration system construction and maintenance agreement will be required as part of the development agreement.
32. Provide details of the proposed underground storm water system on the plans. Utility plans should clearly show system layout to ensure light poles and other obstructions are not in conflict.

Sanitary Sewer and Water Main

33. Final locations and sizes of Sanitary Sewer and Water main shall be reviewed with the final construction plans and approved by City Engineer.
34. All water mains located within right of way and public easements for purposes of connection to public infrastructure shall be ductile iron pipe and meet all City standards.
35. Domestic water and Fire service shall be split outside the building and the valves shall be located 1.5 times the height of the building away from the building or placed in location readily accessible per SER-6.
36. Remove unused sanitary and water service to the main and indicate on plans.

Landcape and Natural Resources

37. Quantities and locations of trees should be indicated on plan to show diversity of species.
38. Restoration/Landscape plan should indicate required buffers and appropriate seed mixtures for infiltration area, aquatic bench and upland areas associated with any stormwater basins.
39. Landscape plan should clearly indicate drainage and utility easements and property line.
40. No major tree plantings shall be located over any underground utilities. Clusters of trees shall be used near or around these areas instead of planting in a row. The Drainage and Utility Easement will require clearance around the underground utilities, or the expectation that trees may have to be removed for access when needed.
41. Raingarden design and construction standards, plans, and details are incomplete for the project at this time. The City would recommend following the guidelines of the Dakota County LID Standards (http://www.dakotaswcd.org/pdfs/Dakota%20LID%20Standards%20Revised%2002-09-12.pdf) for construction and design as well as the Minnesota Storm water Manual.
    a. Dakota County Soil and Water Conservation District may be available to suggest alternative storm water practices for the site.
42. Raingardens generally need to remain offline until vegetation is established, which can be more than a year for native plant seed mixes.

43. Provide cross section and detail for the proposed infiltration basins. Proposed elevations, soil mix, plantings, etc.…should be clearly detailed.
44. The raingardens appear to currently be designed to >2.5' deep. Soils maps show that the soils on the property are likely C soils. The Minnesota Storm water Manual recommends using an infiltration rate of 0.2"/hr. for C soils.
    a. >2.5' is too deep a depth to infiltrate in C soils within 48 hours as required by state regulations. Raingardens should be no deeper than 6"-9" deep in C soils. Raingardens shall be designed shallower and larger in area to meet state infiltration requirements and city storm water requirements.
45. Pre-treatment is required prior to entering the raingarden. Rain Guardians have been effective for this type of proposed storm water system.
46. The raingardens shall not be installed over any utilities.

BLOCK 10

Site

47. A commercial driveway entrance is required at all access points to public roadways per AV Plate No. STR-4 or STR-5.
48. Provide pedestrian curb ramp per MNDOT standard detail plates at all driveway crossings.
49. Additional ROW or Sidewalk and Trail Easements are required for the additional sidewalk along Fresco Terrace. Sidewalk shall be per City of Apple Valley Ring Route Standards.
50. NW, SW and SE corner of building is encroaching into drainage and utility easement.
51. Dog Run area is encroaching into drainage and utility easement.
52. Parking lot is encroaching into drainage and utility easements along Foliage Avenue.
53. An ISD 196 Fiber optic line exists along Foliage and should be located and indicated on plans. Relocation to be coordinated by applicant.
54. Proposed retaining wall to parking garage will encroach into drainage and utility easements. A detail for the proposed guard rail and fence is required.
55. Removals plan should show all required patching of public roadways and sidewalks.
56. Site & Landscape plan should show site line triangles at access entrances as well as on the landscape plan.
57. Existing 8' bituminous trail along west side of Foliage Avenue from 153rd Street to Fortino shall be removed and replaced including pedestrian ramps in accordance with City of Apple Valley Standards.

Grading, Drainage and Erosion Control

58. Final Grading Plans shall be reviewed and approved by City Engineer.
59. The City of Apple Valley Storm Water Management Plan shows public infrastructure on the site (WVR-P440.2 and WVR-P440.3). A mitigation plan for the impacted storm water basins should be provided. Public drainage contributes to these basins and future storm water management would be required to be public infrastructure. Any onsite storm water management as well as impacted public infrastructure should be denoted on the plans.

60. Routing of storm water goes to WVR-P440.1 to the east of Foliage. The NWL, 100-year HWL and EOF should be indicated on plan sheets for storm water pond and infiltration basins. Hydraulic calculations shall be approved by the City Engineer.
61. Final Storm water Management Plan shall be reviewed and approved by City Engineer.
62. Curb cuts and pretreatment devices should be considered for infiltration basin 3. This cell should be the primary treatment of the proposed parking lot. Direct parking lot drainage to infiltration basin for treatment prior to discharge to the storm water system.
63. Soil borings/testing shall be provided in the area of infiltration features prior to building permit authorization.

Storm Sewer

64. Final locations and sizes of Storm Sewer shall be reviewed with the final construction plans and approved by City Engineer.
65. Provide storm sewer calculations for storm water requirements. (Rational method including Hydraulic grade lines).
66. Provide detail for FES 1 which is shown through the retaining wall.

Sanitary Sewer and Water Main

67. Final locations and sizes of Sanitary Sewer and Water main shall be reviewed with the final construction plans and approved by City Engineer.
68. All water mains located within right of way and public easements for purposes of connection to public infrastructure shall be ductile iron pipe and meet all City standards.
69. Domestic water and Fire service shall be split outside the building and the valves shall be located 1.5 times the height of the building away from the building or placed in location readily accessible per SER-6.
70. Remove unused sanitary and water service to the main and indicate on plans.
71. Additional 8" Gate valve is required at connection to water main along Foliage Avenue.

Landscape and Natural Resources

72. Restoration/Landscape plan should indicate required buffers and appropriate seed mixtures for infiltration area, aquatic bench and upland areas associated with any storm water basins.
73. Landscape plan should clearly indicate drainage and utility easements and property line.
74. No major tree plantings shall be located over any underground utilities. Clusters of trees shall be used near or around these areas instead of planting in a row. The Drainage and Utility Easement will require clearance around the underground utilities, or the expectation that trees may have to be removed for access when needed.
75. Raingarden design and construction standards, plans, and details are incomplete for the project at this time. The City would recommend following the guidelines of the Dakota County LID Standards (http://www.dakotaswcd.org/pdfs/Dakota%20LID%20Standards%20Revised%2002-09-12.pdf) for construction and design as well as the Minnesota Storm water Manual.
    a. Dakota County Soil and Water Conservation District may be available to suggest alternative storm water practices for the site.
76. Raingardens generally need to remain offline until vegetation is established, which can be more than a year for native plant seed mixes.

77. Provide cross section and detail for the proposed infiltration basins. Proposed elevations, soil mix, plantings, etc….should be clearly detailed.
78. The raingardens appear to currently be designed to >2.5' deep. Soils maps show that the soils on the property are likely C soils. The Minnesota Storm water Manual recommends using an infiltration rate of 0.2"/hr. for C soils.
    a. >2.5' is too deep a depth to infiltrate in C soils within 48 hours as required by state regulations. Raingardens should be no deeper than 6"-9" deep in C soils. Raingardens shall be designed shallower and larger in area to meet state infiltration requirements and city storm water requirements.
79. Pre-treatment is required prior to entering the raingarden. Rain Guardians have been effective for this type of proposed storm water system.
80. The raingardens shall not be installed over any utilities.