



PLAN COMMISSION AGENDA ITEM EXECUTIVE SUMMARY

Project Title/Address:	Concept Plan for Lexington Club		
City Staff:	Russell Colby, Planning Division Manager		
PUBLIC HEARING 11/18/14		MEETING 11/18/14	X

APPLICATION: Concept Plan

ATTACHMENTS AND SUPPORTING DOCUMENTS:

Staff Report	Staff Review Comments
Concept Plan Application, received 10/28/14	PUD Ordinance 2013-Z-2

SUMMARY:

Development of the subject property, a 27-acre former industrial site (Applied Composites), was approved as a PUD under Ordinance No. 2013-Z-2. The PUD plans included 102 townhome units and 28 single-family homes.

The applicant, Lexington Homes, LLC, is now proposing a Concept Plan for a modified development scheme that consists of single-family homes. Details of the Concept Plan are as follows:

- Similar overall site layout as approved under the PUD.
- 112 single-family homes on 112 lots (4.1 dwelling units per acre).
- Average lot size of 4,823 sq. ft.
- Eight (8) character elevations, half with front-loaded garages and half with side-loaded garages.
- 9.7 acres of open space/detention.

SUGGESTED ACTION:

Provide feedback on the Concept Plan. Staff has provided questions Commissioners may wish to consider to guide their feedback to the applicant.

INFO / PROCEDURE – CONCEPT PLAN APPLICATIONS:

- Per **Sec. 17.04.140**, the purpose of the Concept Plan review is as follows: “to enable the applicant to obtain informal input from the Plan Commission and Council Committee prior to spending considerable time and expense in the preparation of detailed plans and architectural drawings. It also serves as a forum for owners of neighboring property to ask questions and express their concerns and views regarding the potential development.”
- A formal public hearing is not involved, although property owners within 250 ft. of the property have been notified and may express their views to the Commission.
- No recommendation or findings are involved.

Community & Economic Development
 Planning Division

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ST. CHARLES
 SINCE 1834

STAFF MEMO

TO: Chairman Todd Wallace
 And the Members of the Plan Commission

FROM: Russell Colby, Planning Division Manager

RE: Concept Plan – Lexington Club

DATE: November 18, 2014

I. APPLICATION INFORMATION:

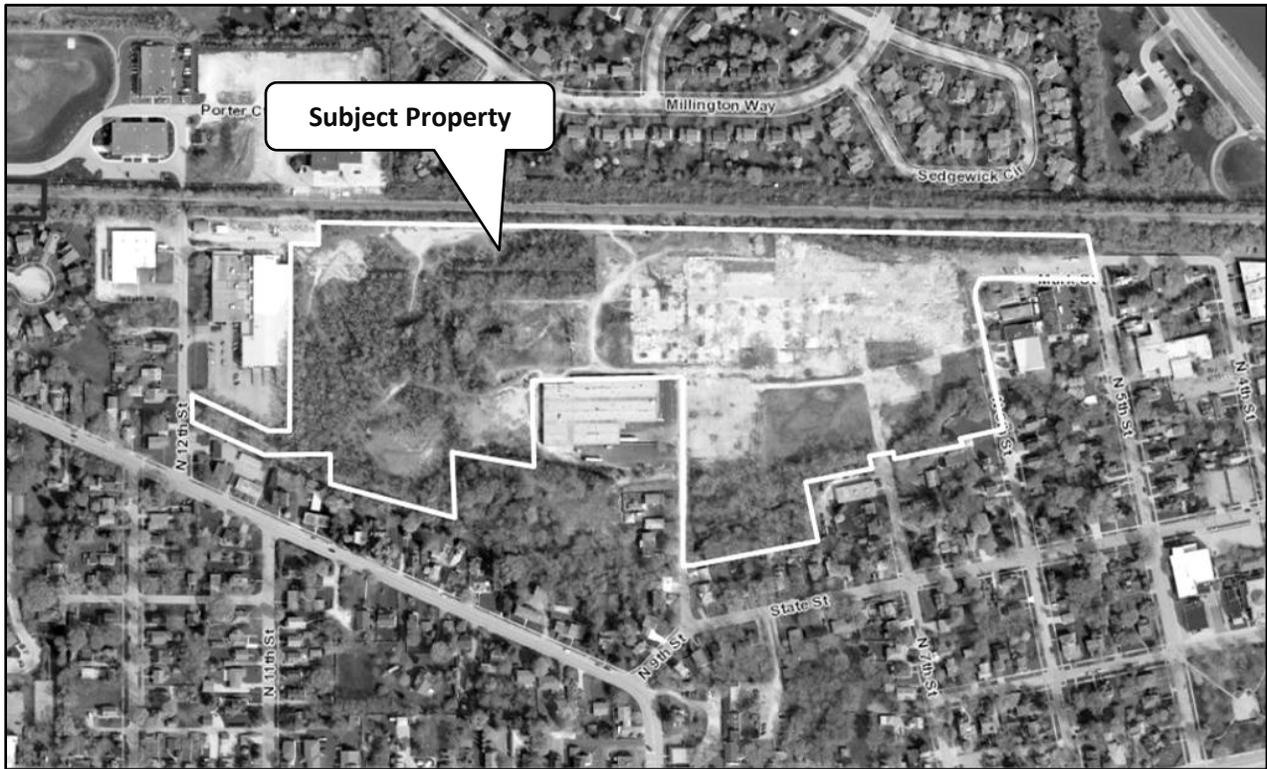
Project Name: Lexington Club

Applicant: Lexington Homes, LLC

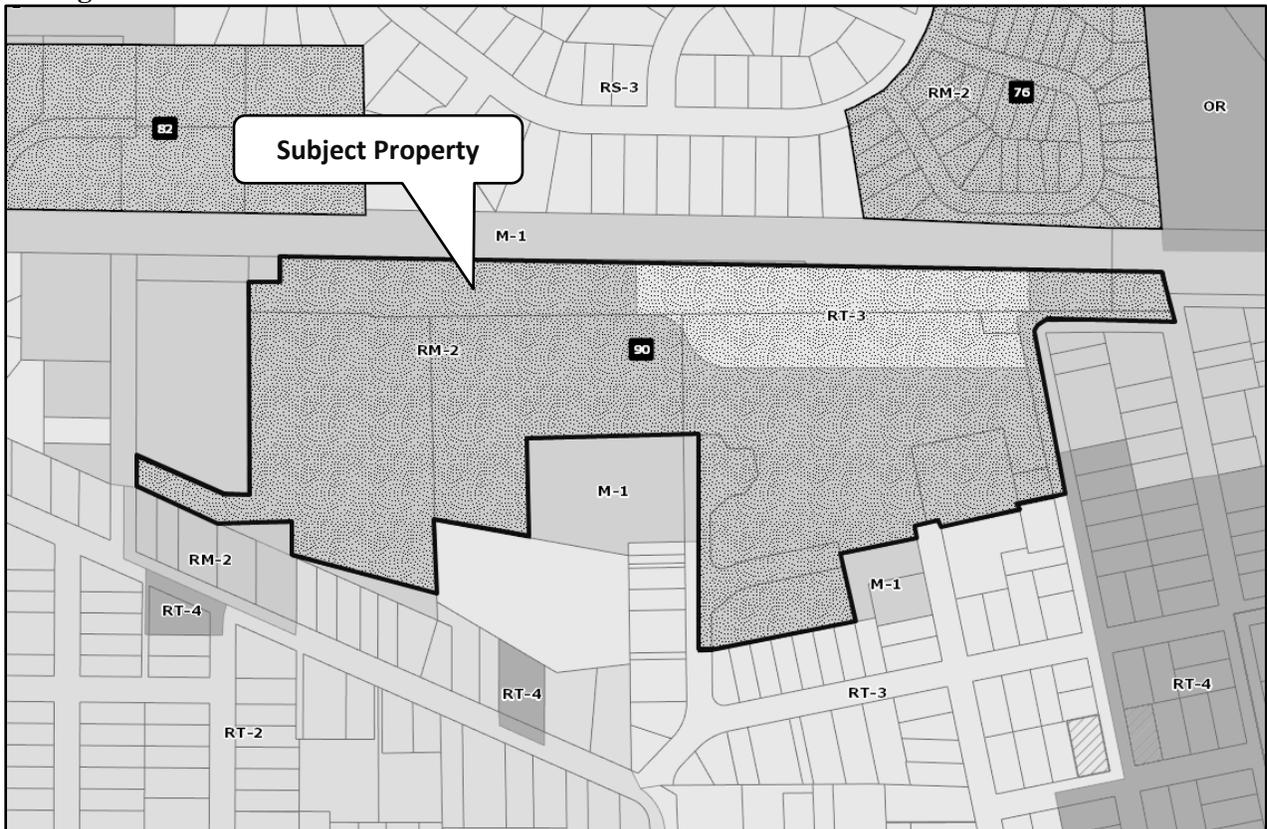
Purpose: Concept Plan review for redevelopment of the former Applied Composites industrial site as a residential development.

General Information:		
Site Information		
Location	North of State and Dean Streets, south of Chicago & NW Railroad, west of N. 5 th Street, east of N. 12 th Street.	
Acres	27.3 acres	
Applications	Concept Plan	
Applicable Zoning Code	17.04 Administration 17.12 Residential Districts	
Sections & Ordinances	Ordinance No. 2013-Z-2	
Existing Conditions		
Land Use	Vacant industrial facility	
Zoning	RM-2 Medium Density Multi-Family Residential RT-3 Traditional Single-Family Residential Lexington Club PUD	
Zoning Summary		
North	M-2 RS-3 RM-2 PUD	Porter Business Park (industrial redevelopment) Timbers Subdivision (single-family) Timbers Subdivision (townhomes)
East	M-1 RT-4	Mixed industrial, residential Residential
South	RT-2, RT-3, RM-2 M-1	Residential Mixed industrial, residential
West	M-1	Industrial
Comprehensive Plan Designation		
Single-Family Attached Residential & Single-Family Detached Residential		

Aerial Photo



Zoning Information



II. BACKGROUND

The subject property is a 27-acre former industrial site. The Applied Composites Company ceased operations on the site in 2005 and the property has been vacant since.

Approved Development Plans

In January 2013, City Council adopted Ordinance No. 2013-Z-2 “Ordinance Granting Approval of Map Amendment, Special Use for a Planned Unit Development, and Approval of a PUD Preliminary Plan (Lexington Club PUD)”. This ordinance rezoned the property from M-1 Special Manufacturing to the current zoning designations of RT-3 Traditional Single-Family Residential and RM-2 Medium Density Multi-Family Residential. It also established the PUD and PUD Preliminary Plan which included 102 townhome units and 28 single-family homes.

The Final Plat of Subdivision was approved by City Council in April 2013.

Current Status of Property

The project was enrolled in the Illinois Environmental Protection Agency (IEPA) Site Remediation Program on 10/4/13 and the Site Remediation Plan for the property has been approved by IEPA. The developer is continuing to sample areas of the site and plans to prepare the required site investigation reports this winter in preparation for remediation work in Spring 2015.

II. CONCEPT PLAN PROPOSAL

The applicant, Lexington Homes, LLC, is proposing a modified development scheme for Lexington Club that consists only of single-family homes. Details of the Concept Plan are as follows:

- 112 single-family homes on 112 lots (4.1 dwelling units per acre).
 - 101 three-bedroom homes & 11 four-bedroom homes
- Average lot size of 4,823 sq. ft.
- Two-story houses with attached two-car garages, either side- or front-loaded.
 - 8 character elevations; 4 with front-loaded garages and 4 with side-loaded garages.
- 9.7 acres of open space/detention.

The overall site layout proposed in the Concept Plan is very similar to the previously approved PUD plans. The following important features included in the PUD plans are also incorporated in this Concept Plan:

- Four access points from the existing street network and interconnection of N. 7th, N. 9th, and Mark Streets.
- Preservation of the floodplain area along State Street Creek.
- Potential future street access west to N 12th St. (to access Dean St.)
- Pedestrian access to the potential regional trail along the railroad line to the north and St. Charles Park District site to the south (Belgium Town Park).

III. ANALYSIS OF CONCEPT PLAN

The following table compares unit type, count and density information for the development as approved under the PUD plans and the proposed Concept Plan:

	Approved PUD Plan	Proposed Concept Plan
Total Units	130	112
Units Type and Count	102 townhomes, 28 single-family	112 single-family
Gross Density Based on Concept Plan Site Area*	4.8 dwelling units per acre	4.1 dwelling units per acre

*This area does not include right-of-way adjacent to the site.

ZONING

The subject property is currently zoned RM-2 and RT-3. Staff has advised the applicant that the zoning designation most appropriate for the proposed single-family development would be RT-3, since that is the Zoning District with the lowest minimum lot area requirement (5,000 sq. ft.). Therefore, the area of the property currently zoned RM-2 and intended for townhomes would need to be rezoned to RT-3.

The following table compares the bulk standards under the RT-3 Zoning District, the approved PUD, and the proposed Concept Plan. ***Bold italics*** denote deviations from the RT-3 Zoning District and/or the approved PUD.

	RT-3 Zoning District	Approved PUD Plans		Proposed Concept Plan
		RT-3 Area (Single Family)	RM-2 Area (Townhomes)	
Minimum Lot Area	5,000 sf	5,884 sf	<i>3,912 sf per unit</i>	<i>4,284 sf (average 4,823 sf)</i>
Minimum Lot Width	50 ft.	56 ft.	<i>24 ft.</i>	<i>42 ft.</i>
Maximum Building Coverage	Buildings over 1½ stories: 25%	<i>45%</i>	35%	45%
Max. Building Height	Lesser of 32 ft. or 2 stories	32 ft.	35 ft.	<i>Greater of 37 ft. 10 in. or 2 stories</i>
Min. Front Yard	20 ft.	20 ft.	<i>15-20 ft.</i>	20 ft.
Min. Interior Side Yard	Buildings over 1½ stories: greater of 6 ft. or 10% lot width	<i>5 ft.</i>	<i>9 ft.</i>	<i>1 ft. minimum on one side, 10 ft. total side yards</i>
Min. Exterior Side Yard	15 ft.	15-20 ft.	<i>15 ft.</i>	15 ft. <i>(10 ft. for Lot 29 only)</i>
Min. Rear Yard	30 ft.	<i>25 ft.</i>	<i>25 ft.</i>	<i>25 ft.</i>
Max. Width of Attached, Front-Loaded Garage	50% of overall building width	Meets requirement	Requirement does not apply	<i>66.7% of overall building width</i>
Set Back of Attached, Front-Loaded Garage	Garage 5 ft. back from front of house	Meets requirement	Requirement does not apply	<i>Not met</i>

COMPREHENSIVE PLAN

The 2013 Land Use Plan designates the west side of the subject property as “Single Family Attached Residential” and the east side as “Single Family Detached Residential.” These land use categories are defined as follows:

“Single Family Attached” – Single family attached structures are connected horizontally, typically two stories high, but individual units do not stack vertically. Single family attached homes can serve as transitional areas between single family homes and commercial or multi-family development, and also act as an intermediate step for residents between apartment/condo living and home ownership. These types of units are also popular for empty nesters and others looking to downsize to a smaller home.

“Single Family Detached” – Single family detached residential areas should consist primarily of single family detached homes on lots subdivided and platted in an organized and planned manner. Downtown, single family residential areas consist primarily of older buildings, many rehabilitated, with small yards and minimal garage space. Single family residential detached homes are the most prevalent building type in the community, and should continue to be so.

Residential Land Use Policies

Staff has identified the following Residential Land Use Policies as most relevant to the proposal. Other policies may also apply and can be viewed here:

<http://www.stcharlesil.gov/sites/default/files/planning/comprehensive/ch4landuseplan.pdf> (p.43-44).

Preserve the character of the City’s existing single-family residential neighborhoods.

The City’s residential areas are composed of a number of unique and distinct neighborhoods. While they may differ in configuration, unit type, and lot size, these neighborhoods are well established and have their own character. Development and reinvestment within these neighborhoods should be context sensitive, and compatible with the established neighborhood character and fabric. Regardless of the location or housing type, residential development or redevelopment should be carefully regulated to ensure compatibility with the scale and character of surrounding and adjacent residential neighborhoods. New infill development, teardown redevelopment, and alterations to existing development should maintain a setback, height, bulk and orientation similar to its surroundings.

Consider the potential impact of new residential development on schools, municipal services and traffic.

As a mature community, the City’s infrastructure is well established, particularly in the older areas of the community. Unlike emerging suburbs that are continuously growing, widening roads and building schools as necessary, the community infrastructure in St. Charles is well established and not as easily adaptable. Although road and intersections can be widened, and schools expanded, a less costly approach would be to work within the framework of the City’s well established infrastructure, evaluating proposed development’s impact on City systems and working with developers to mitigate and minimize strains on local systems.

Transition densities to maximize compatibility.

As St. Charles approaches its full build-out, its new growth and investment will shift from new development in outlying areas to redevelopment of infill sites, and many of the available infill parcels are situated between established residential areas and the City's busy commercial districts. This shift will create new challenges and obstacles for development not associated with easier "green-field" development, including: adaptive reuse, fixed/smaller parcel sizes, greater neighborhood sensitivity, and increased density/intensity. A recommended strategy for improved compatibility is place similar density and lot sizes adjacent to existing residential areas and then to transition to high residential densities moving closer to commercial areas and busy streets. This approach assists with compatibility of adjacent use areas and provides additional density to serve as a transitional land use.

Staff Comments:

- Eight character elevations are proposed. These elevations are different than the elevations approved under the PUD plans. One of the primary differences is that the front entrances on the approved PUD elevations are more defined and provide a focal point for each house; some include a full-width front porch. The front entrances on the Concept Plan elevations are set back from the front of the house. The former is more in keeping with the existing neighborhood than the latter.
- A variety of building materials and textures are proposed, as well as traditional architectural detailing including wide window and door trim.
- The houses have a strong orientation to the street, similar to the surrounding neighborhood.
- Attached garages are proposed. Half of the elevations depict front-loaded garages and half depict side-loaded garages. Garages in the surrounding neighborhood are generally detached and less visible from the street.
- The development may feel slightly more dense than the surrounding neighborhood due to the smaller lot size, greater percentage of lot coverage, and shorter setbacks. However, the overall density of the site is comparable to the density of the adjacent neighborhoods to the south. Staff has provided a memo with more information related to density (see attached).
- The moderate sizes of the homes (1,875-2,494 sq. ft.) are generally in keeping with the surrounding neighborhood.

Transportation

The proposal follows the general transportation-related objectives of the Comprehensive Plan. The Transportation Plan chapter can be viewed here:

<http://www.stcharlesil.gov/sites/default/files/planning/comprehensive/ch7transportationplan.pdf>.

Staff Comments:

- Network connectivity:
 - Existing streets that terminate at the site are connected into the overall modified grid pattern of the development, supporting local street network connectivity and reflecting the layout of lots and blocks in the adjacent neighborhood.
- Trails and pedestrian access:
 - Sidewalks that provide connectivity to the existing sidewalk network are incorporated.

- Additional trails connections are proposed which provide pedestrian and bicycle linkages at:
 - From Mark St. north to access the railroad line, which is proposed for a future trail.
 - From Ryan St. south, connecting to the future Belgium Town Park.
 - From Ryan St. west, connecting to N. 12th St.

However, the following off-site sidewalk connections proposed under the approved PUD plans are not shown on the Concept Plan:

- Along N. 9th Street, from the southern edge of the site to State Street.
- Along N. 7th Street, from the southern edge of the site to State Street.

STAFF REVIEW COMMENTS ON SITE PLAN

- There may be a potential issue with the Building Code related to separation between the houses and the lots, due to the shorter side yards proposed for one side of each lot. The houses could be shifted to the center of the lots to comply with Building Code separation requirements. Further review and determination is needed.
- The private road easement between 9th St. and Ryan St. must be posted as a fire lane. Parking will not be allowed on this road.
- The City operates an electric substation adjacent to the northwest corner of the site. The approved PUD plan includes electric utility access to this substation from Mark St. The Concept Plan depicts a trail connection to the railroad line in this location instead, which would be inadequate for electric utility access.
- The Concept Plan shows Mark St. stubbing out towards toward the northern end of the industrial property to the west of the site. If Mark St. were extended to 12th St. in the future, this location may have implications for future redevelopment of the industrial site.
- Lot 78 may need to be resized in length to match Lot 77 in order to provide space for future connection of Ryan St. to 9th St.
- *Comments from Development Engineering and Public Works have been provided in the attached memo.*

TRAFFIC STUDY

The applicant submitted a traffic study as part of the PUD Ordinance approval process. This study analyzed the site's existing conditions, anticipated development-generated traffic in terms of directional distribution and trip generation, potential future conditions due to regional growth, and recommendations regarding site access and circulation to the surrounding roadway network.

The applicant has submitted a memo from KLOA, Inc. that compares the site traffic generation between the development as approved under the PUD Ordinance and the proposed Concept Plan. The developer will be required to submit a full traffic study if the proposal moves forward through the zoning approval process.

DEVELOPMENT AGREEMENT

The property is located in a Tax Increment Financing (TIF) district. At the time the PUD Ordinance was approved, the City entered into a development agreement with the developer. The development agreement was approved to provide financial assistance to the developer from the new incremental property taxes generated by the development in order to offset the costs of site cleanup. This includes demolition of existing structures, clearing of debris, mass grading or

leveling of the property, and environmental remediation. If the development were to move forward as proposed in the Concept Plan, the agreement would need to be changed to reflect the new unit type and count. Otherwise, staff has not identified the need for any changes to the terms of the development agreement.

PARK / SCHOOL DEDICATIONS

The developer is proposing a full cash contribution to the Park District and School District based on the City's park land/cash and school land/cash requirements. Under the approved PUD plans, the developer also agreed to donate a small outparcel on N. 9th St. that would enable the Park District to construct a wider access drive into the future Belgium Town Park site.

INCLUSIONARY HOUSING/AFFORDABLE UNITS

As part of the PUD Ordinance approval, the City Council, upon recommendation of the Housing Commission, entered into an Affordable Housing Agreement with the developer. This agreement granted the developer an exemption from the requirements of the City's Inclusionary Housing Ordinance, with the condition that the developer must apply for grant funding in order to finance construction of on-site affordable units.

However, in late 2013, staff calculated St. Charles' affordable housing percentage and found that percentage to exceed 25% of the City's housing stock. Per the Inclusionary Housing Ordinance, when the affordable housing percentage is over 25%, the requirement to provide affordable units is suspended. Thus as things currently stand, the developer would not be required to provide any affordable units and could choose not to follow the Affordable Housing Agreement.

Staff is in the process of calculating the City's current affordable percentage. If the percentage is found to be less than 15% affordable, the ordinance will be reinstated and the developer will either need to provide the number of affordable units required by the ordinance, or follow the Affordable Housing Agreement.

CONDITIONS FROM PUD APPROVAL

The following conditions were placed upon approval of the PUD plans by City Council in January 2013. The developer agreed to these conditions at that time and revised the plans accordingly. Obligations not identified on the plans were included in the PUD Ordinance. Thus the approved PUD plans and PUD Ordinance reflect these conditions:

1. Use of fiber cement is required; vinyl siding is prohibited.
2. Off-site improvements including full improvement of N. 9th St. north of State St. (including street, curbs, gutter, and sidewalk).
3. Off-site sidewalk installation on State St. from N. 7th to N. 9th St. and on N. 7th St. north of State St.
4. \$200,000 contribution from the developer for future off-site street/intersection improvements to be done at the City's discretion.
5. Designated construction route into the site from Main St. to N. 9th St. to State St. to N. 9th St.
6. An Affordable Housing Agreement requiring the developer to pursue funding to make units in the development affordable.

Although they currently exist in either the PUD Ordinance or are reflected on the PUD plans, the proposed Concept Plan does not address these conditions.

IV. APPROVAL PROCESS

The applicant would need to gain approval of the following to permit the development as proposed in the Concept Plan:

1. Map Amendment: To rezone the portion of the property currently zoned RM-2 to RT-3.
2. PUD Amendment: To amend Ordinance No. 2013-Z-2 to change the unit type and count, necessary zoning deviations, inclusionary housing, and any other necessary provisions.
3. PUD Preliminary Plan: To approve the physical development of the property, including revised site plan, elevations, landscape plan, and engineering plans.
4. PUD Final Plat: To review for conformance with the PUD Preliminary Plan prior to final recording with the County.

V. SUGGESTED ACTION

Review the Concept Plan and provide feedback to the applicant. Commissioners may wish to consider the following:

- ✓ Is the change in land use from a mixture of single-family and townhomes to only single-family acceptable?
- ✓ Is the proposed density appropriate for the site?
- ✓ Is the architecture of the homes acceptable?
- ✓ Should the conditions placed upon PUD approval in 2013 continue to be applicable to this project?
- ✓ What additional information would be necessary for the Commission to review a future application for this project?

VI. ATTACHMENTS

- Density Memo
- Development Engineering & Public Works Review Memo
- Application for Concept Plan for Lexington Club
- Ordinance No. 2013-Z-2

Community & Economic Development
Planning Division

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STAFF MEMO

TO: Chairman Todd Wallace
And the Members of the Plan Commission

FROM: Russell Colby, Planning Division Manager

RE: Lexington Club Concept Plan & Surrounding Neighborhood Density

DATE: November 18, 2014

As stated in the Staff Memo, a policy in the Comprehensive Plan recommends that density of redevelopment within established neighborhoods be similar to the density of the adjacent existing residential areas. In response to this policy, staff has performed an analysis to determine how the densities of the adjacent neighborhoods to the south of the Lexington Club site compare to the density proposed in the Concept Plan.

The attached map, titled “Density- Lexington Club & Neighborhoods”, shows boundaries of two neighborhoods to the south of the Lexington Club site. Staff selected these areas by:

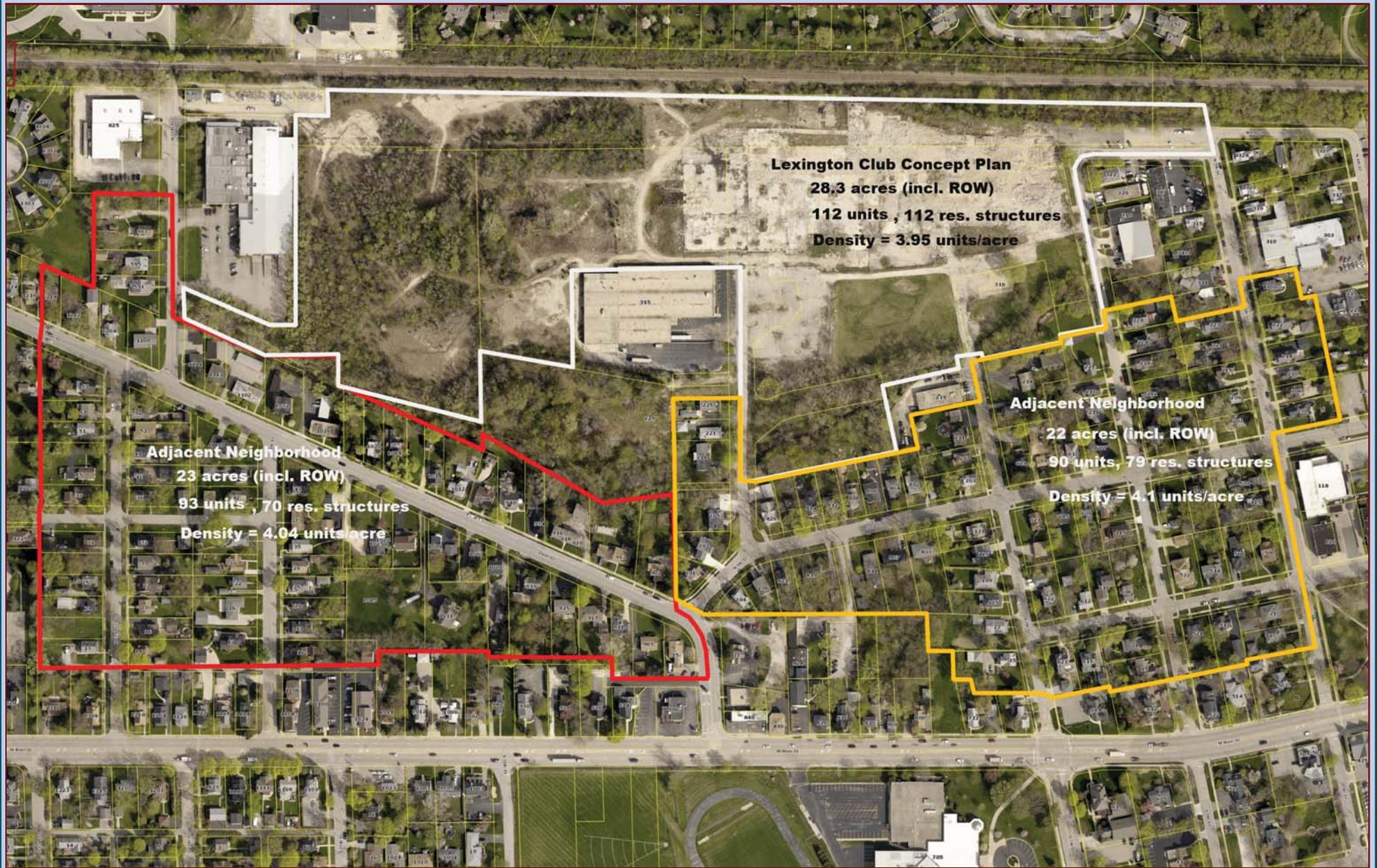
- Identifying residentially-zoned properties directly adjacent to the site.
- Excluding properties along W. Main St. due to the mixed nature of land uses.
- Excluding industrial land uses adjacent to the site.

The acreage included in the density calculation for the Lexington Club site and the two neighborhoods includes public right-of-way. Where a property adjacent to a street forms the neighborhood boundary, half of the street right-of-way was included.

Township Assessor data was used to determine the number of residential structures and residential units within the two neighborhoods. The attached maps titled “Density- SW Neighborhood” and “Density- SE Neighborhood” identify the locations of multi-unit structures.

The density proposed for Lexington Club is slightly lower than the density of the surrounding neighborhoods. These densities are as follows:

- Lexington Club Concept Plan: 3.95 units per acre (112 units on 28.3 acres)
- Adjacent neighborhood to the southeast: 4.1 units per acre (90 units on 22 acres)
- Adjacent neighborhood to the southwest: 4.04 units per acre (93 units on 23 acres)



Data Source:
City of St. Charles, Illinois
Kane County, Illinois
DuPage County, Illinois
Projection: Transverse Mercator
Coordinate System: Illinois State Plane East
North American Datum 1983
Printed on: November 14, 2014 12:32 PM



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White outline = Lexington Club
Orange outline = Adjacent neighborhood (SE)
Red outline = Adjacent neighborhood (SW)

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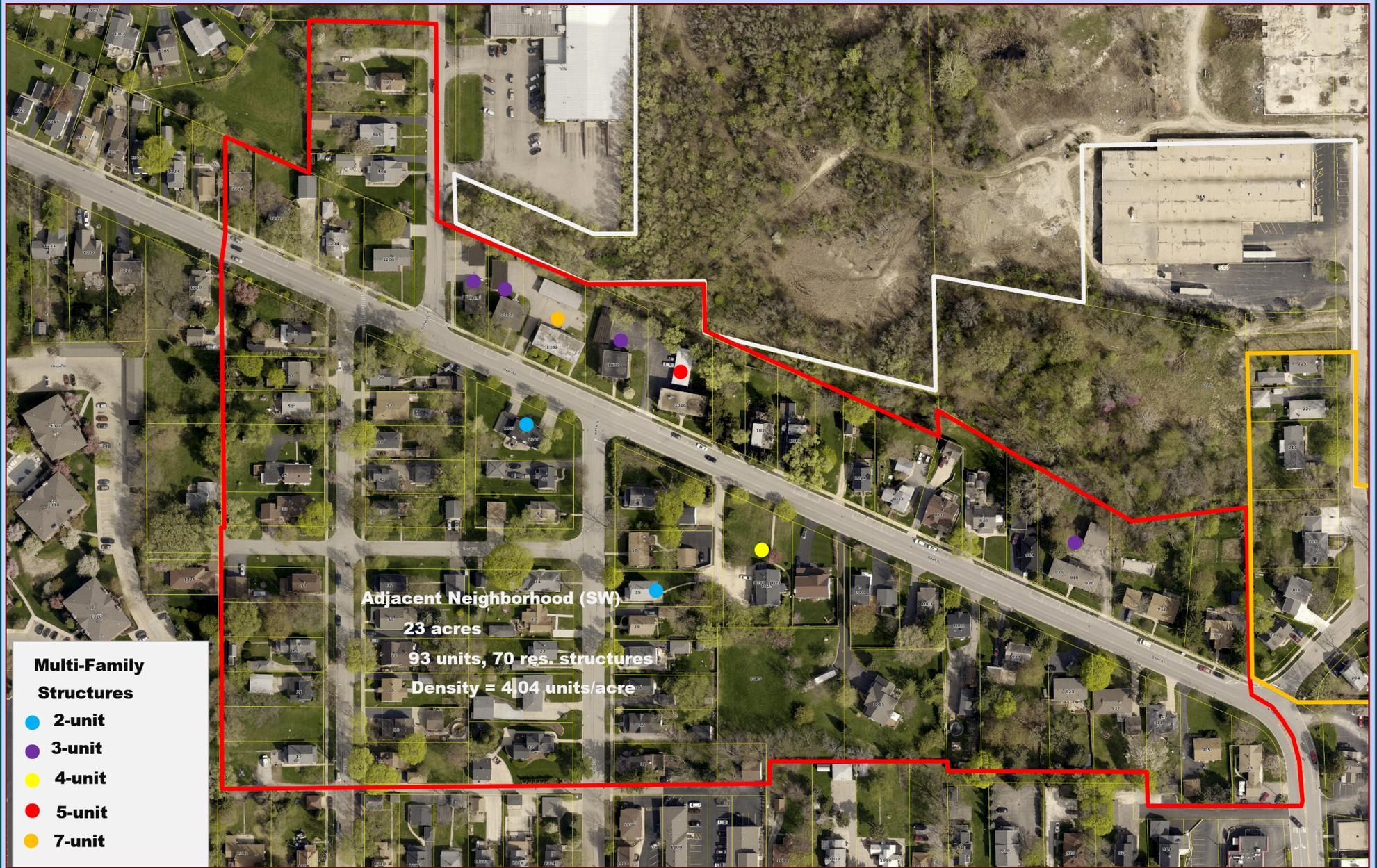
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City of St. Charles, Illinois
Kane County, Illinois
DuPage County, Illinois
Projection: Transverse Mercator
Coordinate System: Illinois State Plane East
North American Datum, 1983
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0 91 183 Feet

White outline = Lexington Club
Orange outline = Adjacent neighborhood (SE)
Red outline = Adjacent neighborhood (SW)

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Projection: Transverse Mercator
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White outline = Lexington Club
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Red outline = Adjacent neighborhood (SW)

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**Community & Economic Development
Development Engineering Division**

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Memo

Date: 11/11/14

To: Russ Colby
Ellen Johnson

From: Christopher Tiedt, P.E. 

RE: Lexington Club Concept Plan

I have reviewed the submitted Concept Plan for the Lexington Club project. The following document was reviewed.

- Concept Plan- Lexington Club prepared by JEN Land, LLC. Dated 10-15-14 (1-page)

I have reviewed the above documents for conformance with the City of St. Charles Ordinances, Kane County Stormwater Ordinances and general engineering and construction practices. The following comments are offered up for the applicant's consideration and are inclusive of Development and Public Works Engineering:

1. General utility locations have not been shown on the concept plan. Given that the proposed road layout is similar to the layout previously reviewed and approved, it will be assumed that utility locations will generally be in the same area and size, but exact locations and layouts will need to be reviewed during preliminary Engineering to insure compliance with all City codes and separation requirements.
2. The previously approved plan with townhome units contained a blanket utility easement over the entire area except for the TH unit buildings themselves. The change from a blanket utility easement to perimeter easements for each lot will require the adjustment of some utilities within these common areas or possibly additional easement needing to be granted.
3. Based on the previously submitted engineering plans, some side and rear yards had proposed utilities and overland drainage routes located between units. These will need to be re-evaluated as part of the revised Preliminary Engineering and revised stormwater report. Given the Typical Lot Details, the 10' minimum separation between homes will not be adequate to properly maintain these utilities and drainage routes. Originally proposed utilities and drainage routes will either need to be relocated or additional separation between homes provided.

4. The Typical Lot Details will not allow a 5' side yard perimeter easement as required per City Code.
5. The applicant needs to provide access to the City of St. Charles electric substation located at the NW corner of this property as was shown on previous plans. The applicant should coordinate with the City Electric Department as to the specific access requirements and incorporate these changes on this plan.
6. The proposed "trail" at the NW corner of the site must be relocated further east. As it currently is shown, the proposed trail extended will go through the City's electric substation.
7. Depending on how proposed grades are modified from the original proposed grades, the slope of the center path will need to be rechecked to insure that maximum slopes are not exceeded. If they are and grading cannot be modified, then the path may need to be shifted either further west to reduce proposed slopes.
8. It is suggested that a connection point at the east side of the property be incorporated now that the Row Homes have been removed and there is additional property to work with.
9. With the removal of the Row homes at the east side of the property, it is suggested that the "kink" in Mark Street be removed from its point of connection by 5th Street to the west by realigning the existing Mark Street and sliding portions of it further north.
10. Mark Street is now shown to be straight for several blocks, where before there was some meandering that was introduced to achieve some traffic calming measures and help reduce speeds. It is suggested that some traffic calming measures be incorporated back in to this design, especially if Mark Street is extended out to 12th St.
11. With the completion of Belgium Town Park, it is suggested that a trail link be added along the south side of Pond A, and if feasible along State Street Creek between 9th Street and 6th Street.
12. Previously agreed upon off-site improvements were agreed upon, but are not shown on this Concept Plan. Are these improvements still being contemplated with this revised Concept Plan? These off-site improvements included the extension of the public watermain down 9th Street, the reconstruction of 9th Street from 7th Street to State Street to current City standards, the addition of sidewalk along the north side of State Street between 7th Street and 9th Street as well as filling in sidewalk gaps along 7th Street.

PW Comments:

13. The typical lot details pose potential issues with installation of utilities and the allowance for any foundation plantings along the side of the home. Consider centering the homes on the lot.
14. Are there any other options to eliminate the inclusion of a private road easement along lots 105-112? This area in general is going to be a potential concern with lack of a sidewalk, future maintenance and snow removal.
15. The City may require the developer to enter into a backup SSA for the open space, detention pond, etc. areas. This is being further reviewed by the City, but the developer should be aware of and comply with this request.

The applicant's design professionals are responsible for performing and checking all design computations, dimensions, details and specifications in accordance with all applicable codes and regulations, and obtaining all permits necessary to complete this work. In no way does this review relieve the applicant's design professionals of the duties to comply with the law and any applicable codes and regulations, nor does it relieve the Contractors in any way from their sole responsibility for the quality and workmanship of the work and for strict compliance with the permitted plans and specifications.