



MEETING: Site Review Committee
SUBJECT: Village Station
ADDRESS: 455 Lincolnway

LOCATION: City Hall
DATE: April 8, 2008

**PRELIMINARY SITE REVIEW
 IN ATTENDANCE:**

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
Daryl Brown, Water Dept.	(219) 462-6174
Vicki Thrasher, Building Commissioner	(219) 462-1161
Stu Summers, Redevelopment Director	(219) 462-1105
Evan Summers, Redevelopment Commission Media	(219) 462-1105

PRESENTERS:

Jake Wagner, VJW Ltd.
 219-548-9800 / jake@vjwlimited.com

Jason Evans, Franklin House
 219-548-7453
jason@franklinhousevalpo.com

James Hipskind, Palm & Associates
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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 Village Station. 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.

Pilz explained the parcel is triangular shaped, west of Campbell Street and currently houses The Franklin House, remaining portions of the previous Harvey Warehouse, and the Stolpe Real Estate office located on the corner. This site is proposed to be utilized for the transit oriented activities. The two parties that have an interest in the project are Jake Wagner, the prime developer, and the Redevelopment Commission. The site is also intended for the commuter bus station. The route for the commuter bus is between Valparaiso and into Chicago. Wagner is proposing to build the site as it is along with making improvements to the parking etc. There will then be a sale between the Redevelopment Commission / City in order to provide them the area for the parking and the bus loading facilities. Pilz emphasized this review is preliminary and several details need to be worked out.

Wagner further explained that an analysis of the area started approximately 3 years ago with the anticipation of a future train. Preliminary conversations with the Mayor had taken place. Surveys around the area had also taken place and it was discovered that one of the largest land owners in that area is owned by the City. This then presented a gateway opportunity to the City of Valparaiso on the west side of town. At this same point in time, the Redevelopment Commission as well as others, considered another preemptive introduction to the transit oriented development which would be a nonstop luxury bus service to the City of Chicago. The total plan for the area is approximately 10 years however; the bus service would more than likely be around an 18 month timeframe. This also allows the City and the Redevelopment Commission to verify interest in the future train. The site is bordered on Lincolnway, Campbell Street, and the Norfolk and Western Railroad on the south. This is the original site of the Valparaiso train station that was housed in a building located west of the Franklin House. The possibility of a gazebo, clock tower, or a park-like setting is

being discussed with the Parks Department and the Redevelopment Commission. The location for this is indicated as open space "A" on the site plan. A two story building is anticipated for building site "A" shown on the site plan. The lower level will be completely exposed with access to the parking lot. The upper level will access off of the park area. Further east is a series of small lots and the building for this is still under design. The possible use of this building may simulate a downtown structure with store fronts however; several banking facilities are interested. The highest and best use for this property hasn't yet been determined. Site "G" on the plan will be redeveloped into a 2 story building similar to what is shown on the lower left portion of the drawing. The upper floor will be at street grade Lincolnway and the lower level will be open to the parking lot. There have been visits with an interested restaurant. In reference to the lower level, conversations have taken place with a few clients, one of which is the Valparaiso Post Office. Located on Campbell Street is an additional site intended as a professional building. The Franklin House will be restored to replicate some of the historical drawings as well doing a new façade. The current use of the building will remain the same as it is today. Wagner pointed out that the site is especially difficult when dealing with the size of the busses. According to the existing grades and after consulting with several City Officials, it was determined that the parking lot be sized at 1.279 acres. Relocating the storm sewer and connecting onto the existing line across Campbell Street is necessary and the new sanitary sewer will run through the parking lot. A re-grading and landscaping program will be a shared effort between the developer and the Redevelopment Commission. The City Redevelopment Commission has already applied and received a TIF District for this project which will allow for the eventuality of the Streetscape Program to be extended down through the gateway entry.

Evans added that the Franklin House is the proposed location for the bus station. The busses will load on the northeast corner.

It was conveyed to Pilz the parking lot will be completely new after removing and re-grading what exists. Pilz stated that presently there is a design for the extension of the decorative lighting. West of the entrance some parallel parking is shown to be pulled in behind the existing curb line. Pilz suggested working with Wagner and INDOT to see if the existing street can be used. Wagner mentioned additional parking is preferred. Pilz added that this will provide room for the walk and enable the decorative lighting to be extended. The same situation is also on the east side. It's difficult to move the parking back onto the street because of the closeness to that intersection. In order to mimic the lighting, Pilz recommended working with Wagner as the buildings were being developed. The placement of lighting that hangs from the building rather than a standard post was suggested. Wagner said this idea is favorable and any ideas in regards to the streetscape are appreciated. Wagner also reiterated that building "D" is an existing structure. Pilz stated the main entrance will line up with Wayne Street. Comments from the Traffic & Safety meeting are needed in reference to the right turn-in, right turn-out concept. Pilz said this presents an opportunity for drivers to cheat and make left turns since there's a lot of pavement in this area. Details can be worked out. Hipskind added that a safe left turn can be made at the stoplight located on Campbell Street. Wagner pointed out the storm sewer will come through open space "B" indicated on the plans and the area will be landscaped. Wagner stated if a restaurant has the desire for patio dining, this more than likely will become 2 levels, a Lincolnway level, a retaining wall coming through at the midway point, and another green patio area off the lower level. When Pilz inquired if buildings "B" through "F" would also have an upper level onto Lincolnway as well as a lower level, Wagner pointed out this would only be the case if the building were not a bank. Pilz acknowledged that the right-of-way dedication on Campbell Street is in the plan. The right-of-way has no use to the City unless Campbell Street at some point goes all the way through. With the building on the corner remaining, it's doubtful the City will do anything on Campbell Street.

Pilz suggested that perhaps an agreement can be worked out allowing the area to also be used for a courtyard, or a dining courtyard out in front of the Franklin House with landscaping, or something that is attractive. Wagner is open to suggestions regarding this and believes with joint efforts, it's a good opportunity to make some improvements on the entire Campbell Street corridor frontage for this project. Wagner explained there will not be curb bumpers since everything will be painted as well as a greenbelt of vertical greenery going all the way across. Pilz emphasized using canopy type trees to provide an abundance of shade for the parking lot. Wagner conveyed he had discussions with Stu Summers and potted plant material is intended to be planted in the islands. Efforts were made to try and save the 30" gingko tree that's currently there.

Pilarski stated he will reserve comment regarding the individual buildings since its unknown at this

time what will be discharged into the sanitary sewer system. The discharges from the buildings need to meet Chapter 51 or Chapter 52 of the City of Valparaiso's municipal code. Pilarski deferred comment regarding the sanitary sewer connection to the Engineering Department or to the Collections Division.

Brown said a 12" water main is located on the south and west side of the property. One meter per service tap is required with backflow protection at each building. Any landscape irrigation system requires backflow protection as well as fire systems. The existing Harvey building will need to be brought up to code for backflow protection. Contact Chuck McIntire regarding the layout for services.

Johnson conveyed since there isn't a hydrant on the 12" main that runs down Lincolnway, the placement of a hydrant in the vicinity across from Wayne Street is advised. Johnson will confirm with the Water Department whether or not a hydrant is located kitty-corner across from the gas station. If any of the buildings will be sprinkled contacting the Fire Department early in the design concept is strongly advised. The Fire Department connection will more than likely need to be at the front of the building because of all the parking in the rear. Knox Boxes will also be required. Wagner mentioned the Harvey building has a huge sprinkler system with an existing wall hydrant coming out of that building. This will be checked into further.

Pilz conveyed to Kras that if the specifics don't deviate too much from the plan, another site review isn't necessary. The individual departments can address their involvement at that point in time. Kras stated a Drainage Plan is needed indicating how the runoff will be managed from leaving the site. Water quality will be an issue and some of the tree plantings can significantly help out regarding this. Structures can also be easily placed in the catch basin structures that lead into the 36" storm sewer. An Erosion Control Plan and a Rule 5 Permit is needed. Pilz said that improving the landscaping and placing traps in the inlets or catch basin can help with water quality.

Thrasher said a permit is needed for any demolition and State Design Releases are needed for all buildings before permits can be issued. Landscape approval needs to be met before permits can be issued. Zoning Clearance must also be approved before permits are issued and the requirements for the Water and Fire Departments also have to be met as well before permits can be issued. Any fencing and signage also require permits.

Pilarski added that Plumbing Plans will be needed for each of the buildings in order to see what's being discharged into the sanitary sewer system. Pilz pointed out that an additional site review may be required by the Planning Department. It was his opinion that it may not be needed.

ISSUES TO BE RESOLVED:

Landscaping plan (with Tree Survey)	Knox Box	Drainage Plan
Erosion Control Plan	Site Improvement	Plumbing Plans
Rule 5 Permit	State Design Release	
Right-of-way Agreement	Building Permit	
Detailed Site Plan	Signage / Fencing Permit	
Sanitary/Sewer	Zoning Clearance	
Backflow Prevention	Demolition Permit	