CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	4/28/17	**PROJECT ADDRESS**	14800 BLOCK PUMA ST NW
PROJECT. TITLE	RIVERSTONE ADDITION (PRELIMINARY PLAT)		
PROJECT #	17-106		
DEPARTMENT:	Community Development – Planning Division		
TECHNICAL REVIEWER:	Name: Tim Gladhill, Community Development Director Phone: 763-433-9826 Email: tgladhill@cityoframsey.com		

We offer the following comments regarding your land use application. Staff is supportive of the proposed subdivision, subject to corrections to plans identified within this report and final review for compliance with future steps (Final Plat). This preliminary plat phase is the most significant approval step in the overall process. Preliminary Plat gives entitlement to the project, in which the City cannot reverse overall layout. The last step in the phase, Final Plat, simply approves construction documents and the Final Plat Sheet for recording and legal subdivision.

Comprehensive Plan

Action Item: *Comprehensive Plan Amendment required to change areas of High Density Residential and Commercial.*

The City Council already authorized a Comprehensive Plan Amendment for the 'Armstrong West' area. The amendment will now enter Metropolitan Council review. Upon approval of the Comprehensive Plan Amendment, the entire site will be guided as Medium Density Residential. Please note that approximately 90% of the project site is already guided in this manner. The Comprehensive Plan Amendment adjusts two (2) minor areas based off of previous land use planning. In 2013, the City embarked on a minor Small Area Plan commonly referred to as Armstrong West. The proposed project is consistent with policy direction from that planning effort. Results of that process are attached under separate cover.

The Comprehensive Plan defines Medium Density Residential as areas that are within the MUSA and intended to receive medium density housing including lower density multi-family housing and higher density single-family housing. Average density will be 6 units per acre [Zoning Code allows for range of 3 – 6 units per acre].

<u>The fact that the project requires an amendment to the Comprehensive Plan and Planned Unit Development affords the City certain discretion in approving/not approving the project.</u>

Permitted Uses

Action Item: *Zoning Amendment required to be consistent with Comprehensive Plan Amendment noted above. Staff recommends utilizing a Planned Unit Development (PUD) due to the overall master plan for the project to be discussed below.*

The project is being generally reviewed under the standards of the R-2 Residential District (this district implements the Medium Density Residential (MDR) designation of the Comprehensive Plan. The intent of the R-2 Residential District is to accommodate multiple dwellings at a density of three to seven dwelling units per acre and multiple-dwelling complexes within the 2002 MUSA. All lots created by subdivision located within the 2020 MUSA shall be serviced by sanitary sewer and municipal water. However, there are multiple residential types within the proposed project that make it difficult to apply one single zoning district to the project. Please note that one of the City's goal is to provide a variety of housing options for people at all life stages and income levels to encourage existing and future residents to stay in Ramsey throughout their lives and to achieve a balanced housing supply. One strategy identified in the Comprehensive Plan to achieve this is to continue to develop more affordable single family housing such as small-lot single family homes. The four (4) different types of housing proposed within the project include:

1. 65-foot-wide traditional single-family lot
2. 50-foot-wide traditional single-family lot
3. 50-foot-wide 'villa' lot (association maintained lawn care and snow removal)
4. 4-unit townhome building

Traditional Single-Family/Small-Lot Single Family Lots (65 foot width, 50 foot width)

Detached single-family lots are traditionally guided by the R-1 Residential District. However, the minimum lot width is 80 feet. The City has on multiple occasions allowed this style of development in the R-2 Residential District through the PUD process. Most recently, this was utilized for the Villages of Sunfish Lake Development (mid-2000s). These units do not meet the specific definition of detached townhomes in the R-2 Residential District, thus necessitating the need for a PUD, an appropriate tool.

Villa Lots

These would be classified as detached townhomes. The use is consistent with the R-2 Residential District. Please note that the definition of detached townhome within Zoning Code is slightly different than that of Building Code. Staff raises this point not to suggest any conflicts with the proposal, yet clarify for future steps (Building Permit Review).

Townhome Lots (Quad Units)

The use is consistent with the R-2 Residential District.

Layout

The following design standards are required for the various housing types proposed within the development. Please note that due to the variety of housing types, it is difficult to apply a single-set of layout standards to the project. Any perceived deviation to City Code appears to be reasonable with the utilization of a Planned Unit Development. A significant portion of the project area is being preserved for open space, a key component of a PUD Approval, and a requirement of the R-2 Residential District.

Continued on Next Page

Traditional Single-Family/Small Lot Single-Family and Villa Lots

Miscellaneous Standards	Attached and Detached Townhomes
Lot size	None
Minimum density (net)	3.0
Maximum density (net)	7.0
Lot width	None
Building setback from public street right-of-way	25 feet
Building setback from private street measured from back of curb	25 feet
Building setback from exterior development boundary line	30 feet 25 feet (detached)
Minimum separation between buildings, including any appurtenances thereto (i.e., patios, decks)	20 feet 15 feet (detached)
Parking node setback from exterior development boundary line	30 feet
Parking node setback from structure	15 feet
Maximum lot coverage	35%
Maximum building height (measured from mean ground level to mean gable)	35 feet
Accessory structure setback (measured from the development boundary line)	30 feet
Maximum number of units per structure	81 (detached)
Open space required	40% general open space 10% of which must be identifiable community space

The only deficiency in the above table would be the minimum separation between buildings. The Planning Commission and City Council have already seen this project in concept, and appeared generally supportive of the overall approach. The PUD appears to be an appropriate tool in this instance.

Continued on next page.

Townhome/Quad Units

Miscellaneous Standards	Twinhome or Quad
Lot size	7,000 square feet per dwelling unit
Minimum density (net)	3.0
Maximum density (net)	7.0
Lot width	50 feet
Front yard setback	30 feet
Side yard setback	10 feet
Side yard setback corner lot	30 feet
Side yard interior wall setback	0
Rear yard setback	30 feet
Maximum lot coverage for all principal and accessory buildings (excludes impervious or prepared surface)	35%
Maximum building height (measured from mean ground level to mean ground gable)	35 feet
Accessory structure setbacks:	
Front	30 feet or same as principal structure, which ever is greater
Rear	5 feet
Side	6 feet
Side corner	30 feet
Maximum number of units per structure	4

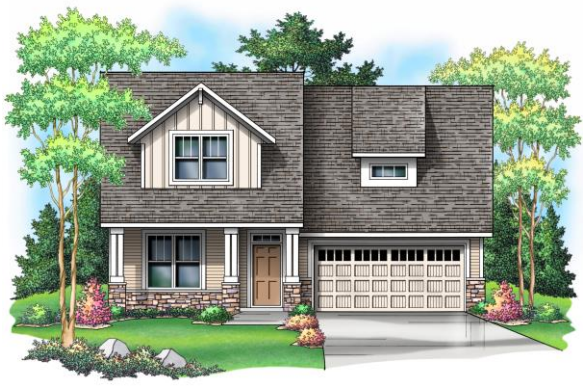
The only apparent deficiency to the above table is lot width, which is measured at approximately 45 feet. There appears to be sufficient space in the common area to widen the individual lots without impacting the proposed buildings themselves.

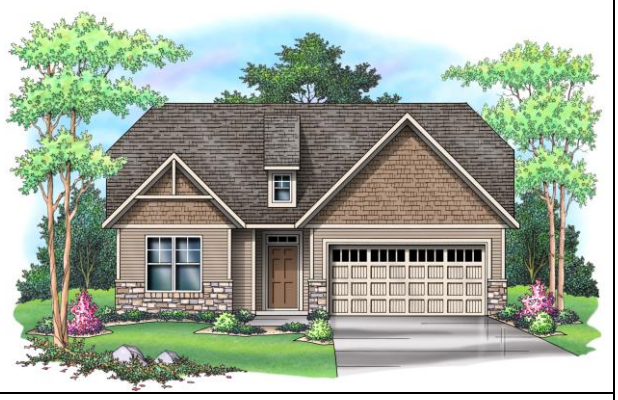
Action Item: Adjust the lot widths of the quad units to 50 feet.

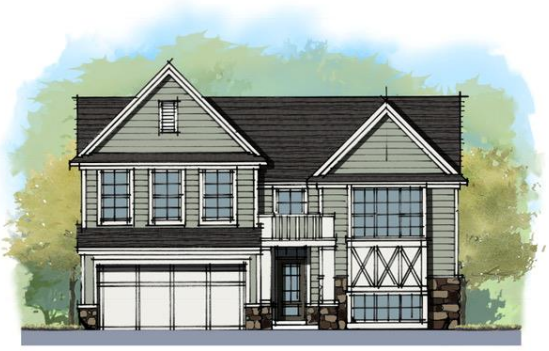
Continued on next page.

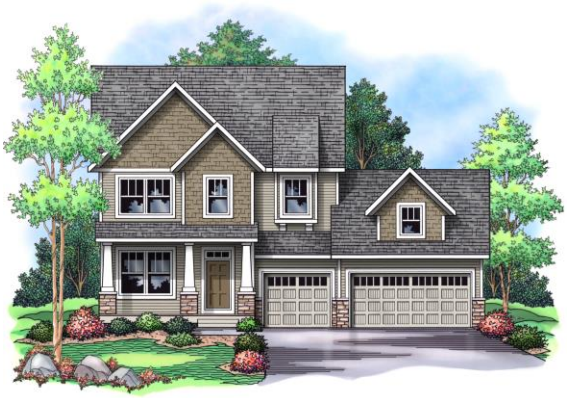
Architectural Standards

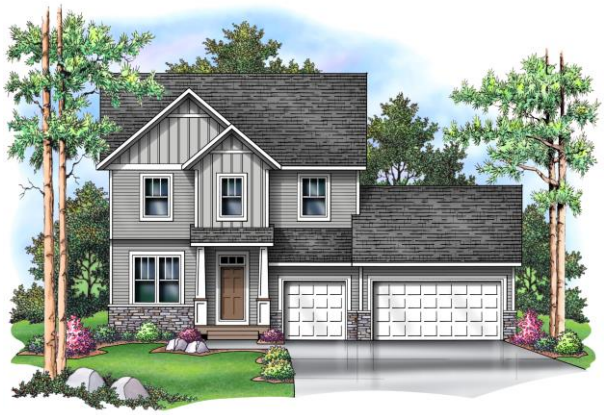
Attached are proposed architectural renderings of the different models. Please note that with approval of the Preliminary Plat, the City is approving the following models as 'master plans'. So long as the models are in substantial compliance with the approved models. The Community Development Department will make a final determination on 'substantial compliance'. Models that are not in substantial compliance shall require the approval of the Planning Commission.











Street Widths and Design [section modified from Sketch Plan Review]

The proposed street widths are shown at twenty-nine (29) feet. Traditional City Streets in Ramsey are measured at thirty-two (32) foot widths. There are benefits and drawbacks for each scenario. City Staff needs policy direction from Planning Commission and City Council and cannot make a formal recommendation at this point. From a neighborhood design and traffic calming, the 29 foot width approach would be acceptable. However, the City's Public Safety and Public Works Maintenance Teams have expressed concern with this design due to maneuverability. The narrower road widths may require restricting parking to one side of the street.

The intersection of Street H and Alpine Drive is deficient in pedestrian safety. The current recommended strategy is a roundabout in this location and would include a cost share. The proposed intersection has been identified as a concern due to sight lines, geometry, and pedestrian safety. The intersection will also serve as an entrance to future Lake Itasca Park. City Staff and Developer have recently discussed alternative approaches.

The project also requires execution of the Armstrong West Arterial/Collector Infrastructure Project. The City Council has approved a Memorandum of Understanding (MOU) outlining cost obligations between impacted Property Owners and the City.

The proposed street between proposed Pearson Park (quasi-public park on Outlot C) and Lake Itasca Greenway (Outlot B) shall be modified to enhance pedestrian safety by introducing reduced width and smaller on-street parking bays (often referred to as 'chokers').

Action Item: *Amend the plan set to include a roundabout at the intersection of Street H and Alpine Drive –OR- propose an equivalent approach the improves sight line and pedestrian safety. City Staff has requested that the Developer consider a center median pedestrian safety improvement with enhanced pedestrian signalization.*

Action Item: *Amend the plan set to modify Street B as outlined above.*

Stormwater Pond

Based on projects with similar stormwater pond size and depth, Staff anticipates some concerns regarding safety to be raised by Planning Commission. We encourage you to be prepared to discuss stormwater safety, especially along public trails and compliance with stormwater regulations. Please refer to the Engineering Review Memo for specific regulations.

Development Fees

Standard Development Fees are due on the plat. The Developer has indicated a desire to obtain certain Park Dedication and Trail Development Fee Credit for the open space and trail areas.

Staff's recommendation is that trail easement and trail construction for the Lake Itasca Greenway internal to the site is eligible for Park Dedication Credit. Staff recommends a partial credit for the quasi-public park (Outlot C). The final details have not been ironed out, and will reviewed by the Parks and Recreation Commission on May 11. The City Council has noted that they would be open to additional options for parks and recreation.

Environmental Review

An Environmental Assessment Worksheet (EAW) is mandatory by the State of Minnesota for this project. The City Council has authorized the draft for public comment. A Public Comment Meeting is scheduled for Thursday, May 4 at 5:30 p.m. The City Council cannot act on the Preliminary Plat until it approves the final EAW.

Policy Document

During concept plan phase (unofficial review), the City prepared a Policy Document to guide discussions between Staff and Developer. This document is included as reference.

Planning and Zoning Approval Contingencies

1. Amend the lot widths for the quad/townhomes to fifty (50) feet.
2. A pedestrian crossing at the intersection of Street H and Alpine Drive must be added to a plan set. The crossing must be designed more than just a painted cross walk and a single-light pedestrian signal. These details must be finalized prior to Preliminary Plat approval by the City Council.
3. Street B shall be modified to a more pedestrian-friendly design given the adjacent parks and recreation space. Please propose a design based on recent discussions with City Staff.
4. A Master Park Dedication and Trail Development Fee Agreement Policy Framework must be approved along with City Council approval of the Preliminary Plat. The final agreement shall be approved with the Final Plat.
5. A final determination on street width will need to be made by the Planning Commission and City Council. Plan revisions may be required based on final approvals.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	MARCH 29, 2017	**PROJECT ADDRESS**	WEST OF PUMA STREET, SOUTH OF ALPINE DRIVE
PROJECT. TITLE	RIVERSTONE		
ESCROW #	115626		
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

The Engineering Department offers the following comments regarding the Sketch Plan Exhibits for Riverstone. The submittal consists of 16 sheets prepared by Carlson McCain dated March 8, 2017. The submittal included a document with the stormwater summary and geotechnical report. This review also covers the draft EAW submitted for this project.

General comments:

1. **A legend must be shown on all sheets. All symbols used on that sheet must be added to the legend for the sheet. A scale must be shown on all sheets.**
2. All sidewalks in public right-of-way must be shown as 6 feet wide and 6 inches thick.
3. Class 5 shall meet the Ramsey modified gradation. This gradation must be included in the details.
4. Plan readability – Proposed sanitary sewer lines and symbols, and watermain lines and symbols must be the most prominent items on the sewer and water sheets. Proposed storm sewer lines and symbols must be the most prominent on the storm sewer sheets. Proposed curb lines, sidewalks and pedestrian ramps must be the most prominent lines on the street sheets. All other lines on the sheet must be screened so the lines and symbols for proposed features standout. This includes the symbols in the legends which must match the plan view in size, pattern, weight, and color.
5. **Underlying lines must be broken where they are under text boxes to enhance readability. Underlying text must be moved so there is not text on text.**
6. Move the typical street section to one of the Street/ Storm Sheets.
7. Add match lines and continuation notes to all sheets where part of the street is shown on a different page. Station numbers must be darker in plan view. Lines must be broken under the match lines.
8. Each pedestrian ramp requires a specific detail with walk/ trail width, ramp slope, landing pad slope, spot elevations and number of truncated domes.

9. Final plat documents must have plan and profiles for streets, sanitary sewer, storm sewer and watermain. Plan view must be shown for all pipes extending outside of the right-of-way.

Sheet Specific Comments:

Sheet 4:

1. A drainage and utility easement must be dedicated along Puma Street for the future Lift Station. See additional comments on utility plan.

Sheet 8:

1. The future lift station must be placed in a drainage and utility easement outside of the public right-of-way. The lift station must have a driveway access from Puma Street.
2. Water valves must be added mid-block near Lot 14, Block 9, Lot 8, Block 13, Lot 7, Blcok 12, Lot 14, Block 6, Lot 10, Block 5 and Lot 8, Block 11.
3. The manhole information for the structure near Lot 43, Block 9 is not correct. The rim and invert elevations are reversed. The invert elevation is lower than the downstream invert.
4. Rim and invert elevations are required on the proposed sanitary sewer in Puma Street. The responsibility for construction of this line and the lift station has not been determined; however, design information must be shown on this plan to ensure that the proposed line will function properly.
5. Watermain must be placed on the north side or east side of the road. The location must be changed adjacent to Block 6.
6. Sanitary sewer north of the lift station can be 8", not 18" diameter pipe.

Sheets 10-13:

1. The grading plan must be revised to achieve the following separation distances per the Lower Rum River Watershed Management Organization rules (LRRWMO).

   The lowest floor elevation of all development, including basements, must be at least 3 feet above the highest anticipated ground water table, 2 feet above the designated or designed 100-year flood elevation, or 1 foot above the emergency overflow, whichever is higher.

   This requirement may be waived if evidence that a lesser separation can be achieved is:
   - submitted and certified by a geotechnical engineer
   - reviewed and approved by the city engineer or other party designated by the city engineer, and
   - approved by the LRRWMO.

If this process is pursued, the developer should consult with the LRRWMO Engineer before beginning the study to discuss acceptable methodologies.

Stormwater Management Plan:

1. The proposed conditions section states 27.3 acres of new impervious will be created. The next paragraph states 35 acres of new impervious will be created. The locations of these areas must be identified in plan view.
2. The proposed infiltration areas do not meet the LRRWMO criteria for infiltration as outlined below:
    a. The volume to be infiltrated must be retained in the basin prior to any discharge leaving the basin. The large infiltration basin does not retain any water prior to discharge leaving the pond.
    b. The bottom of the basin must be at least 3 feet above the ground water level, The infiltration benches do not meet this separation requirement.
3. If water will be discharged directly to the infiltration area then allowed to overflow to the pond, then a sump manhole or water quality treatment structure must be installed up stream of the infiltration basin to capture sediment and debris.
4. Soil borings are required in the area of the infiltration practices to verify the soils are suitable for infiltration.
5. Water cannot be directly discharged to the wetland. It must be treated as noted above.
6. Detailed procedures for constructing the infiltration basins and bringing them online will be required in the final plans.
7. The narrative indicates 0.04 acres of wetlands will be lost. Wetland sequencing must be provided to document this loss. If this area is larger than the de-minimus then mitigation must be provided.
8. The table on page 4 lists Highway 10 as a discharge point. Drainage from this area does not reach Highway 10. The railroad tracks block flow to the south.
9. The title of the HydroCAD models must be revised to include the project name and designate Existing or Proposed conditions.
10. The rainfall used in the model must indicate Ramsey, not Andover.
11. The normal water level of the ponds is 866, the soils report indicates the groundwater level was 858 – 860. This is 6 – 8 feet below the normal water level and could result in dry dusty ponds. This possibility must be evaluated during development of the final plans.
12. The ponds must be less than 10 feet deep to comply with the recommended guidelines in the Minnesota Stormwater Manual.
13. A Minimal Impact Design (MIDS) model or P8 model must be submitted showing the water quality improvements provided by the stormwater system.
14. Staff downloaded the De Minimus calculation form and worked through it. This part of Ramsey is in the 2,500 sq. ft. exemption area. The proposed impact is 1,742 sq. ft. This is under the threshold; however, this wetland was described as seasonally flooded type. Staff looked at the several aerial photos from different years in GIS and measured the apparent area of the north east wetland for 1997. There were over 1.2 acres that appear to be wet. The delineation lists the area of this wetland as 0.68 acres.

The De Minimus form states that the historic impacts + the proposed impacts exceed the de minimus then the exemption cannot be claimed. Staff feels the request for exemption needs further investigation before we accept it. The request must also be reviewed by the wetland specialists at the LRRWMO as part of the approval process for the exception.

Geotechnical Report:

1. The logs indicate loose to very loose sands at depth in each boring. The report must be revised to indicate how these loose to very loose sands should be addressed under the future pavements. The City must maintain the roads and requires that the subgrade be as uniform as possible to prevent differential settlement of the pavements.

Draft EAW:

The following comments were generated after reviewing the draft EAW.

Page 7 - Utility phasing needs to be clarified. The southernmost streets can be served with sewer from Bunker Lake Boulevard. The remainder of the development will send sewage to a lift station. The responsibility for construction of the lift station must be identified.

Page 8 - The tabulation lists a loss of 0.4 acres of wetland. Commentary needs to be added justifying this loss, ie. De Minimus exemption. See comments above regarding supporting the exemption.

Page 31 - The list of permits must be updated. McDonalds has withdrawn their permit application.

Page 74 - The traffic study states turn lanes are not required on the existing roadways. Historically projects of this size in Ramsey have needed some traffic modifications. The traffic study commentary should be expanded to show the justification for not adding turn lanes.

Page 85 - Revise the comment on transit. Ramsey is served by the Northstar Commuter Rail Line. Transit directly serving this development is not likely.

Page 90 - The traffic data count sheets need to be updated. The file name lists Ramsey streets while the page header lists a St. Paul intersection.

Page 128 - The diagrams do not accurately reflect the inplace roadways at the modeled intersections. The southern leg of diagram 2 does not exist and should not be shown.

Page 130 - The picture does not show the location of all of the diagrams listed on the page. The comments on the diagrams generally apply to all of the pages in the report.

Page 167 - Diagram 3 lists minimal traffic from the existing neighborhood to the north. It shows the trips heading west. It also shows 181 vehicles making the north to west movement. This is not intuitive. The Alpine Drive –TH10 intersection is to the west and is not a good connection for going east on TH10. There are no plans for future employment or businesses along Alpine Drive west of the project site, so there are not apparent destinations in this direction.

Memorandum

To: Capstone Homes

CC: Bruce Westby

From: Leonard Linton

Date: April 24, 2017

Re: Minimum floor elevation requirements for Riverstone

Capstone Homes is proposing a new housing development west of Puma Street between the BNSF railroad tracks and Alpine Drive. The City issued Sketch Plan comments at the end of March 2017, noting that the proposed basement floors were lower than the emergency overflow elevations and requiring that the grading plan be revised to meet the Lower Rum River Watershed Management Organization (LRRWMO) separation distance requirements noted below:

The lowest floor elevation of all development, including basements, must be at least 3 feet above the highest anticipated ground water table, 2 feet above the designated or designed 100-year flood elevation, or 1 foot above the emergency overflow, whichever is higher.

The City contacted the LRRWMO engineer regarding the developers concerns about the impact of this requirement on the project. The LRRWMO engineer provided guidance that has been used on other projects to determine the appropriate separation between groundwater elevations and basement floors. The variance process requires the following steps:

- Submittal of documentation prepared and certified by a geotechnical engineer. The required documentation is based on the attached report.
- Documentation reviewed and approved by the City Engineer
- Documentation approved by the LRRWMO.

The documentation needs to contain the following information:

1. Depth to the water table and an estimation of the water table's seasonally high elevation.

2. Type of aquifer materials – e.g. clay, silt, sand, gravel

3. Information as to whether or not the water table is perched or is part of a deeper, thicker aquifer system.

4. An estimate of the flood elevation of the pond.

5. The distance of the proposed floor to the pond.

The attached document layout these steps in detail. The document contains 6 plots that must be used to determine the minimum depth to the water table from the bottom of the proposed floor slab.

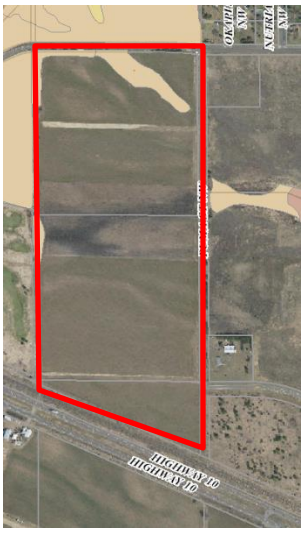
The City has performed a preliminary analysis of the project using this method. We used Sheet 9 with boring locations that was provided to list existing grade, lowest floor and groundwater elevations. We observed that the ground elevation listed for boring 7 did not match the elevation at that location on Sheet 9. Please review this log and update as necessary. Generally it appears that groundwater level is below the lowest floor elevation. We did not reference the charts to make a complete determination.

Please prepare documentation to support your request for a variance to the lowest floor elevations as required by the LRRWMO. The report must include a narrative of the reason for requesting a variance and an engineer's opinion on the probability of groundwater entering the basement. A table that includes all of the lots with basements must be part of the report. The table must list the lot and block number, lowest floor elevation, nearest soil boring and groundwater elevation and applicable chart number from the attached guidance document. The report will be reviewed by the LRRWMO and the City and will become part of the permit memo.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	APRIL 14, 2017	**PROJECT ADDRESS**	TBD
PROJECT. TITLE	RIVERSTONE ADDITION		
ESCROW #	115626		
DEPARTMENT:	Community Development: Planning Division (Landscape Plan & Environmental Resources)		
TECHNICAL REVIEWER:	Name: Chris Anderson, City Planner Phone: 763-433-9817 Email: canderson@cityoframsey.com		

We offer the following comments regarding the Landscape Plan, prepared by Carlson McCain and dated March 8, 2017:



The City's Natural Resources Inventory (NRI) does not identify any natural areas over the roughly ninety (90) acres other than a small segment of an altered/non-native plant community. Furthermore, there is essentially no tree cover on the property other than a small portion in the northwest corner, which will be developed in a later phase of the overall project. Generally speaking, this project would convert agricultural cropland into residential homes and townhomes.

The project is being proposed as a Planned Unit Development (PUD) and includes smaller lot single family homes and townhomes. Traditionally, single family residential lots require two (2) trees per lot. While not every lot has two (2) trees, overall, the project is proposed landscaping in excess of that required by City Code. However, there appears to be a discrepancy in terms of the total number of trees proposed. Sheet L5 notes that 1,003 trees will be planted; however, when adding up quantities in the Overall Landscape Schedule, that totals 758 trees. This needs to be clarified.

The Landscape Plan does include plantings along a berm separating the homes from the railroad tracks, along some of the trails, and within a proposed small, neighborhood park. The Landscape Plan also is providing boulevard trees along all public streets, including Puma St, which is along the rear yard of many lots.

While not shown on the plans, City Staff and the Developer spoke about how the berm would be landscaped with ground cover. Staff has suggested that the berm be finished with a native seed mixture that is pollinator friendly and, in the long term, would require less intensive maintenance than if traditional turf grass were established. The Developer was open to this suggestion.

As proposed, the project includes landscaped medians. While Staff believes that this adds overall value to the project and enhances the streetscape, it will be critical to have Home Owners Association documents clearly specifying maintenance responsibilities. These documents will need to be reviewed and approved by the City.

Note that the proposed landscaping for the berm, along the trails and neighborhood park, as well as in some of the outlots (and even possibly some of the boulevard plantings) will need to be installed as a Stage I Improvement as they are not directly adjacent to a lot. Furthermore, these trees will be subject to a Maintenance Guarantee to ensure their survival for two (2) years after acceptance by the City.

It is anticipated that this overall subdivision will be phased in over a number of years. A greater review of landscaping for the subsequent additions will be conducted when those additions come forward. Similarly, the only tree cover existing is in the northwest corner of the site. At this time, a Tree Inventory is not critical but will need to be provided eventually. Finally, a phasing plan for the development as a whole, along with the landscaping, should be prepared so that there is no misunderstanding as to what landscaping is being installed with each addition of the project.

The Landscaping Plan is generally acceptable with the following required revisions:

Required Sheet Revisions

Sheet L1

- Suggested Plant List needs to be updated with species names.
- Identify proposed vegetation (ground cover) for the berm.
- Add note that no trees shall be planted within the Vision Clearance Triangle as defined in City Code Section 117-348 (g).
- Update label of US Highway NO. 10 & 169 (references 69).

Sheet L2

- Add note/label identifying all trees in center islands/medians and in outlots are to be privately maintained.
- Add note that no trees shall be planted within the Vision Clearance Triangle as defined in City Code Section 117-348 (g).

Sheet L3

- Add note/label identifying all trees in center islands/medians and in outlots are to be privately maintained.
- Add note that no trees shall be planted within the Vision Clearance Triangle as defined in City Code Section 117-348 (g).

Sheet L4

- Add note/label identifying all trees in center islands/medians and in outlots are to be privately maintained.
- Add note that no trees shall be planted within the Vision Clearance Triangle as defined in City Code Section 117-348 (g).

Sheet L5

- Add note/label identifying all trees in center islands/medians and in outlots are to be privately maintained.
- Add note that no trees shall be planted within the Vision Clearance Triangle as defined in City Code Section 117-348 (g).
- Revise Planting Detail to specify that the first set of primary roots shall be at finished grade and to only prune out dead/broken branches at time of planting.
- Topsoil meeting the City's specification shall be required for each lot. Copies of the load tickets shall be provided to the City. A topsoil inspection shall be requested and completed prior to installation of sod.
- No topsoil (or other fill) shall be placed within any wetland or wetland setback area.
- Reconcile the number of trees to be planted with the quantities shown in the Overall Planting Schedule.
- Advisory comment: irrigation system should include some sort of water efficient technology (e.g. soil moisture sensors, ET sensors, smart controller, etc.).