

DEPARTMENT OF ENGINEERING
PUBLIC WORKS – STORMWATER MANAGEMENT
CITY OF PLYMOUTH, INDIANA
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TRC MEETING NOTES:

DATE: June 04, 2019

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AGENDA ITEMS:

Centennial Crossings –Burke Richeson

ATTENDANCE:

See attached Attendance Sheet for 2019-06-04

MEETING NOTES:

Centennial Crossings – Allan Collins & Burke Richeson

Project Summary:

The developer is wanting to construct 55 single unit homes, 24 attached villas and 174 apartment units along the North side of Plymouth-Goshen Trail.

An updated site plan was provided to the TRC members for their review of the concept. A final site plan will be available in the next few weeks that will address the TRC concerns and will incorporate the appropriate City Standards.

Planning:

- The presentation prepared for the Plan Commission Meeting later today was shown to the members in attendance at the TRC meeting.
- The site plan presented at the meeting was lacking some key information needed. The Surveyor indicated that changes will be made prior to the Plan Commission Meeting later today.
- Per Burke, all infrastructure will be designed and constructed to City standards.
- The development will be divided into 4 phases.
- There will be an approximate distance of 20' between single family homes.
- Front yard setbacks will be created so a vehicle parked in the driveway will not block the sidewalk along the street.
- The developer indicated that a 5' wide ADA sidewalks & ramps will be placed along the streets. Burke indicated this should be satisfactory with the "Complete Street Committee".
- No building permits will be issued until the final plat, site plans, utility plans, drainage plans and storm water pollution prevention plan (SWPPP) are prepared and approved and all financial guarantee fees are in place or a waiver is given.

Transportation:

- A "Tee" type turnaround was added to a proposed private dead end street / driveway. Plans did not indicate the type of vehicles that would be able to navigate the area. Emergency services are the biggest concern.
- The western most entrance of the development is to line up with Randolph.
- Street, and parking, lights will be placed to meet current zoning requirements. Standards for lamps / ballast configuration was not available at the time of the meeting.
- Refer to the City standards for typical street section. The use of 2" HMA surface over a 4" HMA base is acceptable.
- Due to the potential increase in traffic flow Plymouth-Goshen Road may have to be enhanced or widened. Acceleration / De-acceleration lanes and passing blisters may be necessary.
- It was not discussed as to who is responsible for the improvements to Plymouth-Goshen Trail.
- There is a possibility that access from U.S 30 to Plymouth-Goshen Trail may be eliminated in the near future.

Utilities:

- To avoid delays during the review process utility plans need to be provided to the appropriate department as quickly as possible.
- Right-of-Way planning: The developer will need to consider many utilities will want to occupy this limited area. Water, Sanitary Sewer, Storm Sewer, Gas, Electric, Cable TV, Communication Providers, Etc.
- An easement will need to be addressed along the South edge of the property, North of Plymouth-Goshen Trail, to accommodate City utilities.
- Water for each single family home will be metered individually, water for each apartment building or villa will be have a single meter per building. Sub-metering may be done at the developer's expense.
- Water and sewer standards are online.
- Official dedication of utilities to the City of Plymouth when complete.

Drainage:

- Provided drawing indicates 4 watersheds may be present on the site. Drainage will need to address the storm water runoff from each watershed and how it will be detained and conveyed to an outlet.
- The nearby wetlands cannot be used as primary detention.
- Check with the Marshall County Surveyor about the use of the Elmer Sellenright Ditch as the developments storm water outlet.
- Developer indicates there will be storm sewers along the street.
- The development will require a Drainage Plan and a Storm Water Pollution Prevention Plan (SWPPP).
- Financial guarantees are required unless a waiver is given.

General:

- The existing residence that is located on site will eventually be removed.
- Mailing addresses are assigned by the City. Building addresses are assigned based on the buildings access to the public street. Buildings located along a private street are assigned addresses based on the point the private street accesses a public street.
- The developer needs to contact the Plymouth Fire Chief to see if the designed public and private streets will accommodate the City's snorkel fire truck without leaving the asphalt surface.
- Trash & recycling pick up along a City Street is typically done by the City's contracted waste service. With a portion of the developments roadways being public and the other being private how will waste service be addressed?

END OF MEETING

