



ALLIANT

TO: Luis Pereira, City of Saint Paul
FROM: Ben Palazzolo, Alliant Engineering Inc.
DATE: 2-4-21
SUBJECT: Re: Zoning File No: # 20-102-583 Preliminary Plat approval for Highland Bridge Rowhomes Second Addition

Luis,

See responses to Comments in **RED**.

- Minimum lot widths for lots subdivided in the F3 zoning districts shall comply with the Zoning Code Sec. 66.931 — Ford district dimensional standards.

Minimum lot width is 20'. Proposed minimum lot width is 20'.

- Maximum building widths for connected rowhomes in the F3 zoning districts shall comply with the Zoning Code Sec. 66.931 — Ford district dimensional standards.

Maximum building length is 350'. Proposed maximum building length is 298'.

- Minimum/maximum setbacks for each rowhome in the F3 zoning districts shall comply with the Zoning Code — Sec. 66.931. - Ford district dimensional standards

The only setback is to the ROW, which is 10'. This complies.

- The building code has requirements in relation to the separation distance of an exterior wall to a property line.

NA. Each building will be one block long. All buildings are at least 10' from a property line.

- The developer should be aware there are requirements for fire-resistance rating of exterior walls, projections and penetrations, as well as a limit on the percentage of openings allowed in those walls.

The developer is aware.

- Building roof drainage is subject to the Minnesota Plumbing Code. Be advised that a direct connection to a public storm sewer for roof drainage may be required depending on factors such as building roof design, height, and available permeable surface.

Noted.

- Ensure titles of easements, e.g., PERPETUAL EASEMENT FOR MUNICIPAL UTILITY AND WATER SERVICES, are reflective of the original Highland Bridge Rowhomes' Plat and include the recorded document number(s).

Easement names have been updated to be reflective of the original Highland Bridge Rowhomes' plat.

- The existing easements for public utilities within the Outlots will need to be described and recorded. Description of the public utility easements should clarify allowed structures within the existing Utility Easements, e.g., proposed private utilities, private driveways to individual townhomes, landscaping, etc.

Noted.

- 69.401 (e)(3) Provisions for sewage disposal, drainage and flood control. Pursuant to City Resolution 20-672 establishing the Ford Site Green Infrastructure Stormwater Management District, and establishing connection and ongoing operation and maintenance charges for property and uses to be served by the district's stormwater infrastructure, development parcels must connect to the District's Green Infrastructure Stormwater Management System and must, pursuant to Leg. Code 81.08.2(a), pay concurrently with the issuance of a building permit a one-time connection charge. Parcels within the District must also pay an additional annual operation and maintenance surcharge.

Noted.

- Fire noted that adding another townhome and connecting the buildings will change the fire access on the site. Mount Curve Boulevard, Village Way, and Falls Passage East are all fire access lanes, but Beechwood and the alleys are not. The fire truck should be able to park within 150 feet of all parts of the building. These are more proactive comments and a detail that Fire will look for in detail when site plans are submitted.

Ryan Companies has revised Exhibit 26 Fire Truck Access to add all rowhome alleys as fire access drives. This exhibit had not been updated since the rowhome neighborhood had been designed. Since the beginning of review of the rowhome area, fire access through the alleys had always

been planned and designed for. The exhibit was out of date.

- No public sanitary sewer exists within the alleys for Blocks 10 and 15. Please coordinate with the adjacent developer for sewer needs in these areas.

Noted.

- Future storm and sanitary sewer needs of the individual lots shall be in conformance with applicable codes, guidance, sanitary projections, impervious assumptions, and specifications including, but not limited to: Standard Specifications for Constructing & Repairing Private Sewer Connections (Saint Paul Sewer Utility), Ford Site Redevelopment Comprehensive Sanitary Sewer Report (Sambatek), and the Ford Site Redevelopment Stormwater System Stormwater Management Plan (Barr Engineering).

Noted.

- Please provide a narrative indicating how proposed SAC, impervious, and third-party utilities (gas, electric, communications) will be routed/allocated to individual lots.

SAC – Ryan Companies prepared a spreadsheet that tracks all SAC's throughout the larger Highland Bridge neighborhood and has shared their most recently updated version. We have updated the spreadsheet with our Phase 1A and Phase 1B (2nd Addition) blocks. See attached. This spreadsheet outlines the number of SAC units for each block. We have also included a letter dated December 14, 2020 from Sambatek which confirms that the sewer system has capacity to convey the associated flows.

Impervious surface – This area has been allocated 75% impervious for all Ryan Companies storm water calculations for storm sewer design. Actual impervious surface is 73,288 sf/99,486 sf = 74%.

Private utilities – The homes in this plat will be served by private utilities through the rears of the homes. They will be joint trenched in a location between the rears of the buildings and the eastern edge of the utility easement over the alley. No private utilities for this application will be placed within the City's perpetual easement for municipal utility and water services.

From: [Van Abel, Josh](#)
To: [Paul Heuer](#); [Anthony Adams](#)
Cc: [Nick Koch](#); [Mark Rausch](#); [Chad Onsgard](#); [Maureen Michalski](#); [Rounsville, Brandon](#)
Subject: Highland Park - Pavements Design Review
Date: Thursday, February 4, 2021 6:07:47 PM
Attachments: [image002.png](#)

External Sender

Paul/Anthony,

With regards to the Highland Park project, we have reviewed the proposed pavement sections for support of occasional fire truck vehicle loading. The specific reviewed pavement sections included:

1. Shared Path Section planned for Beechwood Ave, Saunders Ave, and Yorkshire Avenue that consists of 4 inches bituminous (SPWEA340F), over 6 inches agg base (MNDOT 2211), and 12 inches of select granular fill (MNDOT 2106)
2. Typical Residential Alley Section consisting of 4 inches bituminous (SPWEA240B/SPNWB330B), over 8 inches of aggregate base (MnDOT Class 5), over 12 inches select fill

In our opinion, both of these proposed pavement sections will meet or exceed the design requirements to support occasional standard weight fire truck loading.

Also of consideration, the majority of the pavement subgrades created to date have been filled with granular soils, resulting in increased sand subbase sections and improved support, drainage, and frost resistance.

Please let us know if you have questions or need additional review.



Josh Van Abel, PE*

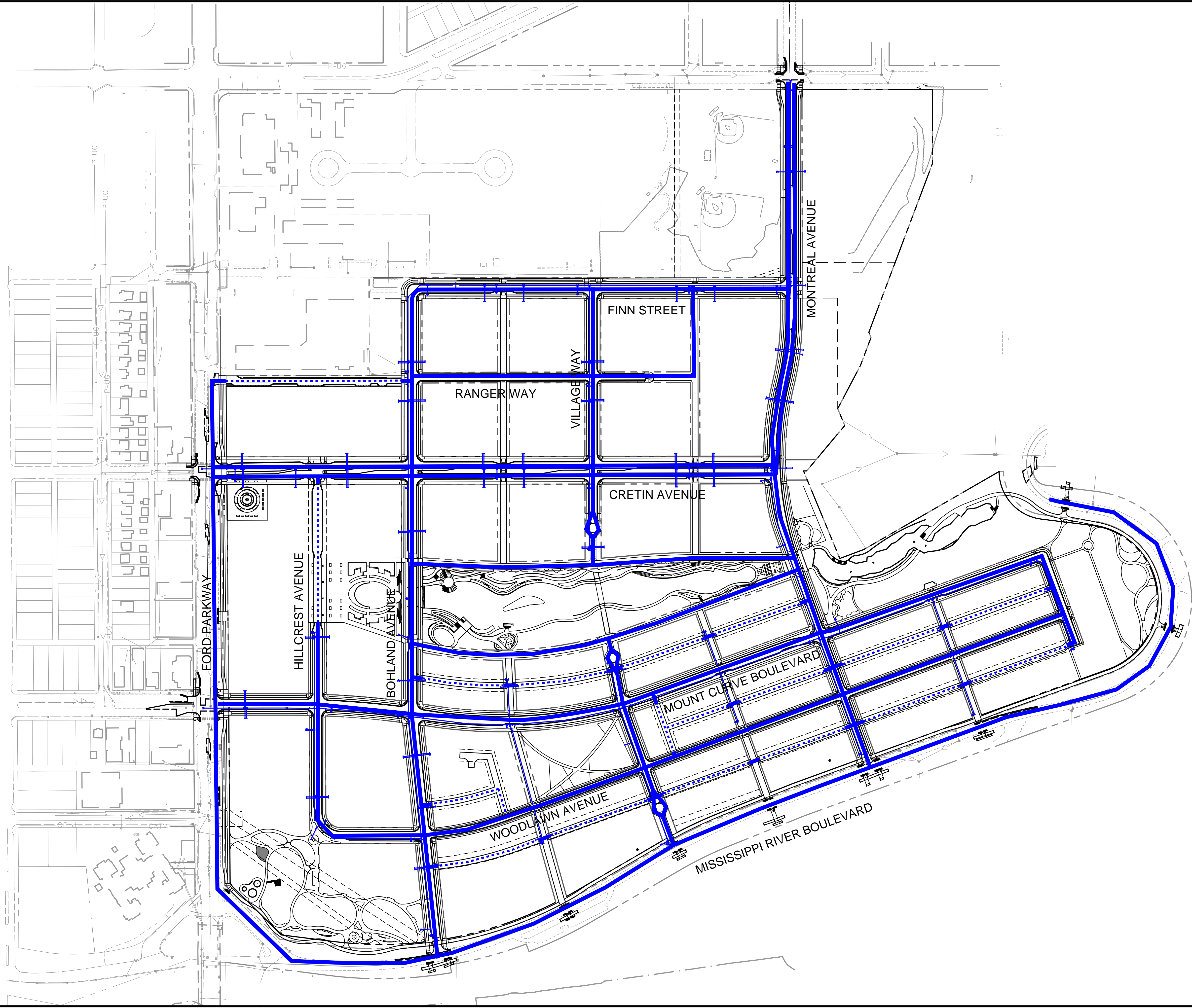
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- FIRE TRUCK ACCESS (PRIVATE PROPERTY)