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January 18, 2023

Corrin Wendell
Community Development Director, Planner
City of Little Canada

RE: Pioneer Commons, 2nd Addition – Plan Review Comments (Civil)

Corrin,

I have reviewed the Pioneer Commons “Second Addition Streets and Utilities Buildout” plans dated 12/30/2022. These plans were prepared by WSB and submitted by Lennar Homes. The plans were reviewed for conformance with the City’s comprehensive plan, City code, and industry standards for street, utility, and stormwater management construction. Below is a comprehensive list of administrative items that will need to be addressed through the development agreement as well as technical comments that should be addressed in a revised final plan submittal prior to acceptance.

Administrative

- A letter of credit will be required in the amount of 125% of the estimated construction costs for the public infrastructure to serve the Second Addition. The developer’s engineer can provide an itemized construction cost estimate for this calculation.
- A cash escrow in the amount of \$20,000 will be required for the Second Addition of this project. The escrow will be used for consulting reviews (engineering and legal) during the final plan and development agreement phase of the project. The escrow will also be used for consulting oversight and inspection of public infrastructure (watermain, sanitary sewer, trails, public storm sewer, stormwater management BMP’s). The cash escrow will also be used for warranty inspections and associated coordination with the developer. A detailed escrow worksheet will be provided in the development agreement. The City reserves the right to charge additional consultant fees as needed.
- An as-built grading and utility plan will be required and shall be signed by a MN registered land surveyor or professional engineer certifying that the grades are as shown on the final submitted grading plan. A copy of the as-built requirements worksheet can be provide upon request.
- The developer will need to prepare an exhibit(s) that outlines which streets, utilities, trails, stormwater management and other infrastructure features are deemed private versus public. This figure will be included in the development agreement.
- Provide copies of all permits required for the 2nd Addition work (i.e. MPCA, DOH, etc.)

2nd Addition Plat Comments

- No comments.

Plan Review Comments

Cover Page

- No comments.

Demolition Plan

- No comments.

Site Plan

- The pedestrian ramp for the Desoto Trail at Allen Avenue does not direct a pedestrian to another pedestrian ramp. The trail and ramp on the north should be shifted either west or east so that trail users are direct to either the southwest or southeast quadrant of the intersection, respectively. We can work through specifics with the developer's engineer.

Signing & Striping Plan

- The trail crossing at Allen Ave and Desoto is all-way stop controlled and therefore doesn't require ped crossing signage.

Typical Sections

- Based on the notes in the Typical Section sheet it appears that Desoto Street is proposed as a public roadway. Because it serves only the Pioneer Commons and is not a through street it will be deemed a private roadway. Upgrade typical sections and notes accordingly.

Erosion Control Plan & Notes

- What purpose does the curb flume serve? Is it just for the parking bay? Can the bay be tipped towards the road so that it can be collected by the storm sewer?

Street and Storm Plan & Profile

- No comments

Desoto Street ROW Trail Plan and Profile

- No comments

Intersection Details

- It appears the sidewalk connection to the Desoto trail creates a low point at an existing storm structure – the casting for this structure (from the First Addition) should be converted to an open grate beehive.

Street & Utility Plan & Profile

- On Sheet CU-101, the watermain goes above the 24" storm crossing within the Desoto Trail area. It appears the tee is proposed at the shallowed depth. The preference would be for the

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pipe to offset back to typical depth for the tee installation. It is tight but we want to minimize the amount of piping at the shallowed depth.

- Gate valve W-30 does not appear to serve a future purpose. Remove this extension and convert W-29 to a 90 degree bend. This fitting can be tipped begin the vertical offset over the storm sewer.
- A gate valve should be included north of tee W-13 for isolation of Street 4.
- On Sheet CU-102, gate valve W-6 should be relocated closer to tee W-0 and reducer W-1 in order to minimize shut down to property that is served from this line.

Watermain and Sewer and Water Services Table

- No comments

Overall Landscape Plan

- No comments

Civil Details

- No comments

Sincerely,

Bolton & Menk, Inc.



Eric Seaburg, PE
Little Canada City Engineer