



April 3, 2021

Rochester Township  
Attn: TCPA  
4111 11<sup>th</sup> Ave SW  
Rochester, MN 55904

RE: Re-Submittal of Millie Meadow Estates Second Preliminary Plat with supporting documents

Dear Rochester Township,

On behalf of GMB, LLC, we submitted the Preliminary Plat for Millie Meadow Estates Second. During the staff review, a number of lots were identified as not meeting the guidelines of the ordinance. Those items and others were discussed at the November Planning & Zoning Commission meeting. We have addressed those comments including the creation of a grading plan checklist for individual lots. Due to the time that has passed, the remainder of this document is a summary which should bring everyone back up to speed.

The number of lots depicted on the Preliminary Plat matches what was presented on the original GDP and the amended GDP. The majority of the revisions that require variances were depicted on the amended GDP. This included shortening the public roads that end in cul-de-sacs and modifying the easterly stub streets to easements. These revisions still allow for future development without burdening the township with higher maintenance costs. The revisions from amended GDP to the current Preliminary Plat are based on creating the best building sites within the 30 lots. The most prevalent change was modifying Lots 5 and 6, Block 1 in order to locate the house on Lot 6 on a small knob at the woods edge. The other changes are related to combining driveways to minimize accesses and culverts within the public road right of way. To summarize, any deviations from the ordinance are based on providing a high-quality design which maximizes the potential of the property.

Clarifications:

Private Road to serve Lots 15 thru 19, Block 1 – Section 2.2.G defines a Private Road as a non-public trafficway utilized by more than four private residences. Lot 17 does have an access and easement to 55<sup>th</sup> Ave. The intent is to have the address for Lot 17 changed to a Millie Meadow Drive SW number which would sum to five residences and require the shared entrance meet the Private Road design. Therefore, roadway surface width has been modified to meet the language of the ordinance which is 18 feet width of hard surfacing with 2-foot shoulders. The developers have requested a driveway feature be designed to eliminate the “drag strip” look a straight driveway could create. After a number of iterations, a landscaped 10’x40’ center island has been incorporated into the plan. Beyond the landscaped island where the drives converge, the access is no longer a Private Road by definition as the number of houses served will be below five residences. At this point, the driveway widths will be narrowed to a minimum of 16 feet of hard surfacing. The top width of the private drives will be maintained at 20 feet.

Private Drives to serve Lots 3, 4 and 5, Block 1, Lots 10, 11 and 12, Block 1, Lots 21, 22 and 23 and Lots 28 and 30, Block 1. A recent evolution of the design is an effort to confine the number of drives off of the public roads. The lots listed will be required to share their respective driveways. This will slightly reduce the overall impervious surfacing footprint as well as provide the developer with better control of those lots which have flag lot features or where we know with high certainty where the house will be sited within the lot. As with the Private Road to Lots 15 thru 19, the developers requested a driveway feature be incorporated into the plans to enhance the aesthetics of the driveway from the public road. For continuity within the development, the drive from the public road to the landscaped island have been designed to Private Road standards with 18 feet of hard surfacing and 2-foot shoulders. The developers also will be constructing and paving all shared driveways to predetermined points within the lots. The private roads/drives that will be constructed at the time of public street surfacing will set up 16 of the 30 lots.

Access and maintenance agreements will be required for both the private road and private drives. Drafts have been provided at this time and final documents will be presented at the submittal of the final plat application. All maintenance will be assigned to the Home Owners Association which will also have responsibilities for maintenance of the proposed community area. The maintenance agreement terms do mimic those created for the shared private driveway in Lilly Farm Third.

#### Variance Request recap:

*Roadway dead ending in cul-de-sac exceeding 1500 feet.* Staff is correct there is no guarantee of a future connection so the variance request is valid. Our reasoning for the issuance of a variance is based on topographical limitations for providing connectivity to existing streets and/or looping within the development. The variance does not have detriment to the public interest.

#### *Depth to Width Ratio:*

Lot 1 and Lot 10 exceed the width to depth ratio (2.5 times the width). Both lots exceed the minimum of 2 acres. Note a rectangular lot at the 2.5:1 ratio would measure 186.7'x466.7'. We normally target a width of 200 feet at the location a building will be placed.

- Lot 1 widens as it extends away from the public street. It was revised from the September submittal to shorten its overall length with more land going to Lot 3. The current layout, measured as its widest areas, has a width of 267.60 feet and depth of 528.7 feet which is a 2:1 ratio. Using averaged width/depth also calculates to be less than 2.5:1 ratio. The unique geometry of the lot is not prohibitive of siting a house or septic support areas.
- Lot 10 has a minimum buildable area width of 200 feet but extends a depth of nearly 650 feet. The lot depth could be reduced to 500 feet to meet the 2.5:1 ratio and the excess land split among adjoining lots. While this would meet the language of the ordinance, it would not provide benefit to the other lots. The additional land was included with Lot 10 to maintain the north property line along the existing drainage channel as this creates a natural dividing feature. Approval of a variance does not have detriment to the public interest and will not have the effect of nullifying the intent and purpose of this ordinance.

Lot 3, 4, 5, 11, 12, 15, 16, 17, 18, 19, 22 and 30, Block 1 – Lot Width to Depth Ratio. The listed lots are all either flag lots or take access in the form of flag lots. The strict interpretation of the width as the building line being 30 feet from the roadway creates the hardship. All of the lots listed have more than the required minimum width. The construction of the private road/drives

G-Cubed Inc., 14070 Highway 52 Southeast, Chatfield, Minnesota 55923

Phone 507-867-1666 ♦ Fax 507-867-1665 ♦ www.ggg.to

and easement and maintenance agreements absolved the public of responsibilities. Approval of the variance will not nullify the intent and purpose of this ordinance.

*Open Space Requirement*

In lieu of 1.5% of the land area being dedicated for public use, the developers will dedicate Outlot A which will include developer paid for improvements in the form of a drive and parking lot, tot lot, mailboxes and bulletin board, development sign, concrete walks and pad for a pavilion structure as well as landscaping and plantings as depicted on the outlot exhibit provided as part of the Preliminary Plat packet. The Outlot shall be deeded to the Township with a Quit Claim Deed provided at the time of the Final Plat application.

Thank you,

Mark R. Welch, PE

Cc: GMB, LLC

Attachments:

Preliminary Plat with private road/drives shown – dated 4-5-2021

Grading and Construction Plans - dated 4-5-2021

Individual Lot Grading Plan Checklist - Rochester Township

BP Roadway Crossing - Permitted Facilities Agreement