

## Letter of Intent—Cardinal Heights Plat

### Project Description

The Cardinal Heights Plat will consist of 16 new residential lots, along with the existing stone farmhouse that will remain on its own lot. In addition, a 42 unit apartment building is being proposed on lot 1 of the plat. The single family lots will be rezoned to R3, and the multi-family lot to R4. All components of the zoning code are intended to be met, including size, setbacks, and impervious area. The apartment building Site Plan submittal will be made following approval of the Preliminary Plat, and a parking reduction request will be made at that time. Although there are not any designated historic buildings on the site by either the City or the State, the existing stone farmhouse will be preserved.

### Parkland dedication

Land for City parks is not required to be dedicated per the Development Agreement, but the Developer shall make a cash contribution of \$67,000 at the time an occupancy permit is granted for the multi-family building.

### City infrastructure

A cul de sac will be constructed per City street standards to serve the plat. Street width will be 36', with a 5' wide sidewalk on each side. Sanitary sewer will be extended from a City manhole on the far side of Park Avenue. This entails crossing the edge of the Church property along Park Avenue. The Church has expressed their willingness to grant the necessary easement, in exchange for having sanitary sewer available to that portion of their property at no cost to them. City water main is adjacent to the project along Park Avenue, and will be extended into the project. A public stormwater management pond will be built within Outlot 1, and per the Development Agreement will be dedicated to the public and the City will take over the maintenance upon final acceptance of the basin.

### Access to Park Avenue and setback from Park Avenue

As of January of this year, the City has been granted jurisdiction by the DOT for this section of Park Avenue. It is proposed that there be a public street access to Park Avenue at the intersection

of O'Brien Court with Park Avenue. In addition, we are proposing that the existing driveway to the stone farmhouse remain in place. There are mature trees that will be preserved along this driveway, which will provide separation from the proposed apartment building. A sign will also be placed at the access point to Park Avenue indicating that it is a private driveway. Providing a new driveway to the cul de sac bulb would result in a very steep driveway, removal of some of the trees that we want to save, and drainage towards the farmhouse that we would like to avoid. Regarding the setback from Park Avenue, the Highland Ridge plat established a 50' setback, although no specific reasons or limitations were imposed. We ask that as part of this platting, the City reduce that setback to 25'.

#### Street trees and street signs

Per the City ordinances, street trees will be planted by the Developer in the terrace, on both sides of the street. Approximate spacing will be 50' and the species will be approved by the City prior to planting. Exact locations to be determined after hydrants, street lights, and transformer/pedestal locations have been finalized. The Developer will also install one stop sign at the intersection with Park Avenue, and a sign installed near the entry into the cul de sac that reads "not a through street".

#### Environmental Assessment

The Environmental Assessment has been completed, and is part of the Preliminary Plat Application. In addition, we have researched the DNR data base and found that there are no wetlands, watercourses, or floodplain identified within the property. No endangered species have been found or noted. The existing stone farmhouse is currently on well and septic, but with the development of the plat those will be abandoned per State code and a new sewer lateral and water service installed to serve the house.

#### Traffic impact

The additional traffic to be generated by this project on a daily basis (ADT) is estimated to be 439, based on the Institute of Transportation Engineers (ITE) manual. 50% of the ADT is entering and 50% exiting. The AM peak from the project is estimated to be 37 vehicles, and the PM peak will be approximately 45 vehicles.