



## **“Union Park”**

**Formerly known as: “Bentley Village”**

**APPLICATION FOR:  
FINAL PLAT**

**LAKE ELMO, MINNESOTA  
May 24, 2019**

### **Introduction**

Pulte Homes of Minnesota, LLC (“Pulte”) is pleased to be submitting this application.

Our company mission statement is **“Building Consumer Inspired Homes and Communities to Make Lives Better”**. We currently operate under three distinct brands of homebuilding throughout the country: Pulte Homes, Centex Homes, and Del Webb. Pulte’s Minnesota Division has an office in Eden Prairie. We sold approximately 500 homes in the Twin Cities in 2018, all under the Pulte Homes brand.

Pulte will act as both developer of the property and builder of the homes. The primary contact for Pulte is:

Paul Heuer, Director of Land Planning & Entitlement  
7500 Flying Cloud Drive, Suite 670  
Eden Prairie, MN 55344  
952-229-0722  
[Paul.Heuer@PulteGroup.com](mailto:Paul.Heuer@PulteGroup.com)

The owner of the property is:

DPS - Lake Elmo, LLC – Alan Dale  
6007 Culligan Way  
Minnetonka, MN 55345  
952-288-2201  
[adale@stonehenge-usa.com](mailto:adale@stonehenge-usa.com)

The surveyor, civil engineer, and landscape architect is:

Alliant Engineering  
Primary contact: Mark Rausch  
733 Marquette Ave Ste 700  
Minneapolis, MN 55402-2340  
(612) 767-9339  
[mrausch@alliant-inc.com](mailto:mrausch@alliant-inc.com)

# The Property

## Legal Description:

That portion of the East Half of the Southwest Quarter and that portion of the West Half of the Southeast Quarter, both in Section 34, Township 29, Range 21, Washington County, Minnesota, described as follows:

Commencing at the West Quarter corner of said Section 34; thence South 00 degrees 00 minutes 40 seconds East, along the West line of said Section 34, a distance of 472.55 feet; thence North 89 degrees 57 minutes 32 seconds East, a distance of 1315.91 feet to the West line of said East Half of the Southwest Quarter; thence South 00 degrees 02 minutes 55 seconds West, along said West line a distance of 714.99 feet to the point of beginning; thence North 89 degrees 55 minutes 22 seconds East, a distance of 212.38 feet; thence Southeasterly along a tangential curve concave to the Southwest having a central angle of 29 degrees 05 minutes 37 seconds, a radius of 1100.00 feet for an arc distance of 558.56 feet; thence South 60 degrees 59 minutes 01 seconds East, tangent to said curve, a distance of 224.27 feet; thence Southeasterly along a tangential curve concave to the North, having a central angle of 68 degrees 21 minutes 23 seconds, a radius of 760.00 feet for an arc distance of 906.71 feet; thence North 50 degrees 39 minutes 36 seconds East, a distance of 410.97 feet; thence Northeasterly along a tangential curve concave to the Southeast, having a central angle of 20 degrees 49 minutes 17 seconds, a radius of 1060.00 feet for an arc distance of 385.20 feet; thence North 71 degrees 28 minutes 52 seconds East, tangent to said curve, a distance of 202.22 feet to the East line of said West Half of the Southeast Quarter; thence South 00 degrees 01 minutes 13 seconds West, along the East line a distance of 1517.53 to a line parallel with and distant 217.80 feet North of the North right of way line of Highway No. 12; thence South 89 degrees 54 minutes 16 seconds West, along said parallel line, a distance of 200.00 feet to a line parallel with and distant 200.00 feet West of said East line of the West Half of the Southeast Quarter; thence South 00 degrees 01 minutes 13 seconds West, along said parallel line, a distance of 173.18 feet to the North line of Minnesota Department of Transportation Right of Way Plat No. 82-43; thence South 89 degrees 18 minutes 12 seconds West, along said North line a distance of 1875.94 feet; thence continuing along said North line South 89 degrees 53 minutes 55 seconds West, a distance of 230.61 feet to the East line of the West 333.00 feet of said East Half of the Southwest Quarter; thence North 00 degrees 02 minutes 55 seconds East, along said line a distance of 599.99 feet to the North line of the South 675.00 feet of said East Half of the Southwest Quarter; thence South 89 degrees 53 minutes 57 seconds West, along said North line a distance of 333.00 feet to said West line of the East Half of the Southwest Quarter; thence North 00 degrees 02 minutes 55 seconds East, along said West line a distance of 774.53 feet to the point of beginning.

Washington County, Minnesota  
Abstract Property

## Property Identification Number:

34-029-21-34-0006 west property  
34-029-21-43-0003 east property

## Address:

9450 Hudson Boulevard, Lake Elmo, MN 55042 – west property  
East property has no address

## Key Facts

### Townhome Development per Approved Preliminary Plat:

- In March 2019, the City of Lake Elmo approved rezoning and preliminary plat for a 240 attached townhome development name Bentley Village
- Townhome development name has now been changed to “Union Park”
- 2030 Comprehensive Plan indicates Urban Medium Density with a density range of 4.5 to 7 units/acre
- 2040 Draft Comprehensive Plan indicates Urban Medium Density with a density range of 4 to 8 units/acre
- Townhome development area was rezoned to MDR Urban Medium Density Residential
- Development use: 240 attached townhomes with homeowner’s association maintenance
- Gross calculations, Townhome Development Only – Per Preliminary Plat Application:
  - West property = 839,837 square feet = 19.28 acres
  - East property = 971,593 square feet = 22.30 acres
  - Total = 1,811,430 square feet = 41.58 acres
  - Gross density = 240 units/41.58 acres = 5.77 units/acre
- Net calculations: Townhome Development Only – Per Preliminary Plat Application:
  - Gross area = 1,811,430 square feet = 41.58 acres
  - 5<sup>th</sup> Street ROW dedication = 294,126 square feet = 6.75 acres
  - Net area = 1,517,304 = 34.83 acres
  - Net density = 6.89 acres
- Dimensions/Setbacks: Townhome Development
  - 25-foot front setback
  - 25-foot rear setback
  - 15-foot corner/side setback
  - 20-foot side internal setback (building separation)
- Public utilities and streets throughout townhome development
- Local streets are 28-foot wide within a 53-foot right-of-way
- Open space area: Townhome Development – Per Preliminary Plat
  - Open space (private outlots) = +/-594,015 square feet = 13.64 acres
- Open space/unit requirement = 500 sf
- Minimum open space/unit provided = 557 sf
- Impervious surface requirement = 50% maximum
- Impervious surface provided = 739,433 square feet = 49.8%

### Phase 1 Final Plat “Union Park”

- Union Park Final Plat to include Phase 1 of the townhome development with the first 62 townhome units, collector road right of way dedication and outlot parcel creation within parent parcel for future development.
- Gross calculations, Final Plat (also refer to provided lot area summary)
- Right-of-way area dedication in Phase 1 Final Plat:

- Local = 73,770 square feet = 1.69 acres
- Julia Avenue “Collector” = 92,292 square feet = 2.12 acres
- 5<sup>th</sup> Street = 294,126 square feet = 6.75 acres
- Total = 460,188 square feet = 10.56 acres
- Phase 1 townhome development area + outlots = 345,135 square feet = 7.92 acres
- Future Development Outlots:
  - Outlot E – Future phase 2 of townhome development = 381,050 square feet = 8.75 acres
  - Outlot F – Future phaseS 3 and 4 of townhome development = 685,070 square feet = 15.73 acres
  - Outlot G – Future development lots retained by Property Owner = 556,066 square feet = 12.77 acres
  - Outlot H – Future development lots retained by Property Owner = 735,149 square feet = 16.88 acres
- Total Final Plat Area = 3,162,659 square feet = 72.60 acres
- Wetland outside townhome development in Outlot H = 14,202 square feet = 0.33 acres
- Phase 1 townhome development dedicated open space (private outlots A,B,C,D) = 229,315 square feet = 5.26 acres

## Neighborhood Vision

This property is in a very attractive location. It is conveniently located near freeways, parks, and retail. However, its proximity to I-94 (as near as 700 feet) leads to higher levels of noise. This, in addition to having a commercial property immediately to the south is an indicator that this property is not a strong candidate for detached homes. The ideal use for this property is attached housing as a natural transition between commercial properties to the south and single-family properties to the north. Townhome buyers tend to be more tolerant of freeway noise and more intensive land uses.

Our vision is to create an attractive townhome neighborhood with a focus on convenient access to regional amenities and privately owned recreational amenities within the neighborhood. Key neighborhood traits are:

1. **Access** – Union Park is very short drive to I-94 and 494, leading to high level of convenience for homeowners.
2. **Parks** – Lake Elmo Park Reserve is just over one mile from Union Park, offering a wide variety of recreational opportunities such as walking trails, swimming, archery, fishing, horseback riding, camping, and cross-country skiing. A City park with a playground is just to the north of 5<sup>th</sup> Street North with trail access connecting the park to 5<sup>th</sup> Street North. 5<sup>th</sup> Street North has a trail along the north side and a sidewalk along the south side. Union Park has a wide range of recreational opportunities nearby.
3. **Retail** – A wide variety of retail properties are just blocks away from the neighborhood, including restaurants, Target, Walmart, Trader Joe’s, Cabela’s, and many others.
4. **Private Amenities** – We are planning the incorporation of private amenities for the use of Union Park residents. Not only are such amenities attractive for homebuyers, but they also help to create a sense of neighborhood identity and to facilitate social interaction in a neighborhood.

# Neighborhood Design

We have carefully studied the market, the City's Comprehensive Plan, the property, and the surrounding uses and have worked diligently to create a neighborhood layout that is ideally suited for this property. We are very pleased with how our vision and the resulting plan have come together. Below is a description of the various traits and strategies utilized in designing the neighborhood.

## Access

The trunk transportation network serving this property is in place. What remains is to connect to the existing network at the safest locations.

We are making two connections to 5<sup>th</sup> Street North directly across from Jasmine Road North and Junco Road North. By connecting at these locations, we will avoid the introduction of additional connection points to 5<sup>th</sup> Street North. This results in the safest possible access to 5<sup>th</sup> Street North.

We have included a 100-foot wide right-of-way to accommodate the new collector street "Julia Avenue" which will connect 5<sup>th</sup> Street North to the commercial properties to the south and ultimately to Hudson Boulevard North. We plan to build the portion of collector street that runs through the subject property and to connect to this street to serve both the west and east properties.

Combined, both the west and east properties have two safe access points with strong internal connectivity between the access points.

## Physical Constraints

Near the west edge of the west property, a natural gas pipeline bisects the property. Buildings cannot be placed within this existing 50-foot wide easement. We have designed the neighborhood to comply with the pipeline company requirements. The pipeline area is within or near the phase 1 townhome area but will be included within a future development outlot. No land disturbance is proposed near the pipeline during this phase of the project.

On the north side of the west property, an existing overland drainage and utility easement exists. We will extend storm sewer to collect this water and will provide new drainage and utility easements. The old easement will be vacated. We have included an exhibit with this application to facilitate vacation.

Near the east edge of the east property, an existing temporary 21-inch diameter storm sewer pipe within an existing 30-foot wide easement runs through a portion of the property. The west property also contains a storm sewer that discharges within easement onto the property. Both storm sewer will ultimately be realigned and the easements will be vacated as required. We have included an easement vacation request with the preliminary plat submittal and the 2 exhibits and legal descriptions have been provided with this application to facilitate vacation. We understand the timing of the final vacations will occur as development phasing requires.

## Parks

It is our understanding that the parks and open space dedicated within properties to the north of 5<sup>th</sup> Street North satisfy park needs for the area. Therefore, we anticipate paying park dedication fees to satisfy our park requirements. The incorporation of private recreational amenities within Union Park will reduce the demand/need for public parks and recreational amenities in the area.

## **Building Orientation**

One important design attribute that can make a townhome neighborhood feel more “livable” is to vary the orientation of the buildings. This prevents the feeling of “barracks” that can sometime occur if attention is not given to how the geometric layout of the neighborhood impacts how it “feels.” We are utilizing this strategy most powerfully at the primary intersection of 5<sup>th</sup> Street North and the future collector road. Additionally, we have purposely created internal streets that do not run in parallel, thereby preventing the “barracks” feel.

## **Private Amenities**

A key part of creating new neighborhoods is understanding our customers and anticipating their desires. This property is in an attractive location, surrounded by a variety of recreational, retail, and convenience-oriented amenities. Still, many people desire private, social gathering places to form bonds with their immediate neighbors. This is an important priority for many of our customers, and the size of the neighborhood is large enough to economically sustain such amenities. Based on our early market research, we are planning the following private amenities, all to be owned and maintained by a professionally managed home owners association:

- Dog Park – Fenced dog park available to all townhome development residents to be built in phase 1 in the east parcel.
- Playground/tot lot – Although a public tot lot exists north of 5<sup>th</sup> Street North, this street will increasingly become a barrier as traffic volumes increase. Inclusion of a private tot lot will be desirable.
- Open play areas – We are planning some open play area in both the east and west sides. Residents will find many uses for these versatile spaces.
- Trails

## **Parking**

Adequate parking in a townhome neighborhood is critical and we have a great deal of experience in this area. We have designed the neighborhood to have a significant amount of guest parking (see parking plan). In addition, the parking lot for the pool area is available for overflow parking. It is our understanding that homeowners living in the existing townhome neighborhood to the east have complained about lack of guest parking in their neighborhood. Please be assured that our design differs from the adjacent neighborhood, which primarily includes narrow private streets that do not allow parking. We are utilizing wider public streets that accommodate parking on one side throughout the neighborhood. The difference in guest parking accommodation is substantial.

## **Changes Since Preliminary Plat**

The townhome development has been refined through the preliminary plat application submittal to address comments from City Staff, Planning Commission and City Council.

Plan revisions since preliminary plat have been technical without needing fundamental changes to the development plan. Preliminary plat documents have been resubmitted to the City to address City Engineer comment requests. Some of the updates to the plans include:

1. Parking – At the request of the City, the development plan has been updated to limit parking to one side of the public street. No parking signage is identified in the design plans.
2. Utility Easements – Site plan has been refined to accommodate 30' wide easement corridors for all public utilities outside of public right of way.
3. Stormwater Management – Stormwater basin design has been refined to provided maintenance access and address comments from the City and Watershed Districts.
4. Miscellaneous Engineering – Plans have been refined to address other comments related to civil engineering and landscape architecture.

## Adjacent Land Uses

There are no conflicts with adjacent land uses. Traditionally, townhomes and other multifamily residential land uses are utilized as transitional buffers between more intensive uses and less intensive uses. In this case, single family homes lie to the north. However, 5<sup>th</sup> Street North lies between these two land uses, providing a significant existing buffer. To the east of the neighborhood lies similar townhomes. To the west lies industrial uses. Properties to the south are guided for Mixed Use – Commercial, a somewhat higher intensive land use. A townhome neighborhood is the ideal transitional land use for this location.

## Natural Resources

There are no wetlands or significant tree stands within the townhome development portion of the final plat boundary. There is a small wetland within the final plat boundary on the far southern edge within a future development outlot to be retained by the land owner. We understand that delineation report has been provided to the City by others representatives of the land owner.

## Justification that Services have Capacity

The subject property is in an area of the City that has recently been developing. In conjunction with the adjacent development, new infrastructure has been designed and extended to and through the area to adequately serve the area.

A new sanitary sewer has been extended through the subject property with service stubs extended into the property. This sewer serves Phase 1 of the Regional Sewer Staging Plan and it discharges to the MCEs WONE Interceptor. Our application includes land uses and densities consistent with the Comp Plan, so the sewer has been designed to accommodate this neighborhood.

Water main has previously been constructed along 5<sup>th</sup> Street North. According to the City engineer memo from the sketch plan review, “the existing water system has sufficient capacity”. Our application includes land uses and densities consistent with the Comp Plan, so the water has been designed to accommodate this neighborhood.

Storm water quantity is traditionally handled on site by limiting post development flows to be equal to or less than predevelopment flows. Due to sandy soils found on site, we will be infiltrating storm water to meet City and Watershed quality requirements. The ponds designed to serve the neighborhood are of sufficient size to serve the new neighborhood.

5<sup>th</sup> Street North has been recently designed and constructed to serve a fully developed area.

The land use and density proposed with this application is consistent with the Comp Plan. Therefore, all past and current long-term planning for fire, public safety, parks, and schools are unchanged by this application.

## **Our Homes**

Pulte Homes is known for the extraordinary steps that we take to ensure that we are designing and building homes that meet the needs and desires of home buyers. We continually reach out to the public and Pulte homeowners to get feedback to improve our home designs. We call this Life Tested®. Through this intensive process, we have conceived of and incorporated many innovative home design features such as the Pulte Planning Center, Everyday Entry, Super Laundry, Oversized Pantry, and the Owner's Retreat. This exhaustive process has played a major part in Pulte's success in "Building Consumer Inspired Homes and Communities to Make Lives Better."

## **Townhome Design**

Our overall approach in designing the exterior of these two-story townhomes was to "individualize and stylize" each unit. The result is individual units which differ in architecture from all other units within the same building and which vary in color scheme. The result is that each unit will appear unique and distinct within each building and to a substantial degree within the new community. Attached you will find photos of the buildings to be constructed.

## **Innovative Approach to Rowhome Floor Plans**

It is worth noting that our approach to "individualized and stylized" rowhome units extends to the interior as well. Buyers can choose from a range of options that were not typically seen in the previous generation of townhome floor plans:

- a. 3 bedrooms with an option for a 4<sup>th</sup>
- b. 1<sup>st</sup> floor sunroom addition with 2<sup>nd</sup> floor owner's suite bathroom expansion
- c. Loft
- d. Rooftop terrace

We find that this versatile townhome appeals to a much broader spectrum of demographics than the previous generation of townhomes. This two-story townhome appeals to young, first time homebuyers, young families, and empty nesters in search of homeowner's association maintenance of the yard, snow removal, and exterior of the buildings.

# Phasing & Schedule

The following preliminary schedule for development is envisioned based on current projections and information

2019	Development of Phase 1 with Mass Grading Permit to start Summer 2019
2020	Development of Phase 2
2021 or 2022	Development of Phase 3
2022 or 2023	Development of Phase 4
2024-2026	Full build out

We have created a detailed Phasing Plan ‘map’ that is included with this application and attached to this narrative. We put a considerable amount of thought into balancing the infrastructure issues and coming up with a workable Phasing Plan. Please also note that the Phasing Plan includes a brief listing of the infrastructure and amenities included within each phase.

*This submittal includes:*

- *Land Use application*
- *Application fee/escrow*
  - *Final plat = \$1,250 fee + \$8,000 escrow*
- *This narrative*
- *Parcel info/mailling labels*
- *Survey, engineering, and landscape architecture, phasing, and parking exhibits*