

GOLDEN VALLEY LAND COMPANY INC.

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BAILEY MEADOWS PUD PRELIMINARY PLAN NARRATIVE

10/17/17

Golden Valley Land Co. is presenting this PUD Preliminary Plan for approval by the City of Newport Planning Commission and City Council. The proposed PUD Preliminary Plan has been designed and revised over the last few months, based on numerous discussions with City staff and our builder partners, and the input we received at the Planning Commission and City Council meetings.

The 189 unit PUD Concept Plan was reviewed and approved by the Planning Commission on 7/13/17, and the City Council on 7/20/17. This PUD Concept Plan showed 100 Villa lots at 50' wide and 89 Single Family lots at 65' wide.

The proposed site is made up of land parcels owned by four different owners: George Reiling, the City of Newport, James Butler, and Kevin Haley. We have signed purchase agreements with George Reiling, Kevin Haley and James Butler, and the City of Newport.

The total site consists of 64.07 acres gross; and 44.88 acres excluding wetland/lake areas. The site is a combination of woods, open space, wetlands, and lakeshore on Ria Lake. The site also borders the City of Woodbury on the east, north and west sides. Catherine Drive and existing older single family homes border the site on the south side.

As shown on the PUD Preliminary Plan, we are proposing 189 lots with a combination of detached villa lots (50' wide) and two sizes of single family lots (55' and 65' wide) for this project. The proposed net PUD density of 4.2 units/acre meets the requirement of the R-4 zoning district of 4-12 units/acre. The project was designed to minimize the disturbance of the existing wetlands on the site; and maximize the views to the adjacent La Lake Park, Ria Lake, wetland areas, and other undeveloped public open space.

We are proposing an internal sidewalk system and a public trail system connecting La Lake Park on the east side of the project, to Ria Lake on the west side. We propose to dedicate all outlots to the City of Newport for public open space or park. We are also proposing a new tot lot area to serve the children and families in this new development.

The project will utilize the existing street entrance to Military Road at Catherine drive, and will also construct a new secondary street entrance to Military Road across from the existing Military Cove cul-de-sac. This project also includes the reconstruction of Catherine Drive, including new sanitary sewer, watermain, storm sewer, concrete curb, and bituminous street.

We are proposing a phased development utilizing two or three phases, commencing from south to north. Final phasing plans will be determined during the final plat phase, with the timing of phases dependent on market conditions.

We believe this new development, with a variety of home types, sizes and prices, will serve the multiple housing needs of residents of the City of Newport and the surrounding area. The City's Comprehensive Plan encourages a variety of life cycle housing, and this project will fulfill a portion of this need.

Golden Valley Land Company has developed numerous residential projects in the Twin Cities area over the past 12 years. These projects have included 65 lot and 87 lot single family subdivisions in the City of Victoria. They have also included numerous in-fill residential developments in Golden Valley, St. Louis Park, Minnetonka, Shoreview and Roseville. Golden Valley Land Company has both the experience and financial capacity to complete this project.

Requested flexibility from the R-4 Urban Mixed Residential District zoning standards:

We have designed our project to conform to the intent of the City's new R-4 zoning standards. The new R-4 zoning standards specifically call out standards for single family lots and two family lots. The single family lots in our project were designed per the single family lot requirements in the R-4 zoning; and the villa lots in our project were designed per the two family lot requirements in the R-4 zoning.

We are therefore proposing to meet all of the required R-4 zoning standards, except for the following specific changes from the R-4 zoning standards. There may be other minor changes from the R-4 zoning standards as shown on the proposed plans, to accommodate unique site constraints.

Single family lots:

- Increase the front setback from 20' to 25'
- Change the side setbacks from 9' house side, 5' garage side, and 10' corner; to 7' house side; 7' garage side, and 10' corner. The total minimum spacing between homes of 14' will not change.
- Decrease the minimum lot depth from 120' to 110', for the Type 2 single family lots.
- Decrease the minimum lot area from 7200 sf to 6050 sf, for the Type 2 single family lots.

Villa lots:

- Increase front setback from 20' to 25'
- Change side setbacks from 9' house side, 5' garage side, and 10' corner; to 5' house side; 5' garage side, and 10' corner. This change will match the current two family side setbacks of 5' house side; 5' garage side, and 10' corner.
- Decrease minimum lot area from 7200 sf to 6000 sf. This change will match the current two family minimum lot area of 6000 sf.

Requested flexibility from the City engineering design standards:

We have designed our project to meet or exceed all City of Newport engineering design standards except for the following:

- 50' street right-of-way instead of a 60' street right-of-way. This allows us to meet the minimum 4 units/acre density required by the R-4 zoning standards.
- 28' wide street (measured to the face of curb) instead of the City standard of a 28' wide street (measured to the front of a B618 curb). The City standard would be 31' measured to the face of curb. This change allows us to decrease the amount of site impervious area, but maintain a typical residential street design. For example, the City of Woodbury's typical residential street width is also 28' wide (measured to the face of curb).
- Surmountable concrete curb instead of the City standard B618 curb. This change allows more flexibility for designing homes and driveways on narrower lots; while still controlling street drainage and accommodating snow plows. The City of Woodbury requires surmountable concrete curb on all of their residential subdivisions.
- We are proposing 5' wide concrete sidewalks on one side of all of our proposed streets. The City's engineering standards do not require sidewalks on any residential streets. We are proposing this change to design a more walkable neighborhood.

Project schedule and phasing plans:

As shown on the Preliminary Overall Site Plan (Sheet C2.0), we are anticipating a three phase project. These phases would be proposed to be constructed per the following schedule, subject to market conditions:

Begin construction, Phase 1	Spring, 2018
Complete construction, Phase 1	Fall, 2018
Begin construction, Phase 2	Spring, 2019
Complete construction, Phase 2	Fall, 2019
Begin construction, Phase 3	Spring, 2020
Complete construction, Phase 3	Fall, 2020