

Welaunee Arch PUD Master Plan - TRC review 9-14-26

1. It is per-mature for this PUD to proceed until such time as there has been a comprehensive infrastructure impact analysis. The analysis should address the cumulative impacts of All phases of the Welaunee project including the Arch, Toe and Heel. The infrastructure impacts should specifically address Roads, Schools, Fire / EMS, Parks / Recreation facilities and open spaces throughout the development. The overall goal being to address the division of responsibilities for infrastructure improvement between the Developer and the City tax payers. The current approach of assessing the project impacts on an individual parcel by parcel at the time of the final site or subdivision plan places a disproportionate share of the responsibilities on the taxpayers.
2. The proposed development program presents a wide range of development intensities with implication to infrastructure demands as well as traffic internal capture. A threshold point should be established to assess the evolving development program to address the assumptions for the conceptual development program against the built development program in comparison to the infrastructure service necessary to support the project. If the mixture of land uses are not sufficient to achieve the net internal capture, the external project impact should be re-evaluated.
3. The location of lands for road rights of way, schools, parks, recreation, trails system and open space should be addressed as a part of this phase of the PUD Master Plan submittal for review and not deferred to the individual site plan stage. Through a comprehensive infrastructure analysis, the full compliment of lands necessary to accommodate the project would be identified. The developer should be responsible for Dedication (NOT reservations) for all lands necessary to support the project. These lands should be presented on the PUD master plan to guide the review and evaluation of the individual final site plans and subdivision submittals. For example, the PUD states that the taxpayers will be responsible for funding any future expansion of Welaunee Blvd and Shamrock extension. The tax payers (thru Blue Print funding) are already funding the initial construction of these roads. Additional road capacity necessary for these roads should be the Full responsibility of the developer. School sites should be dedicated Not reserved. Park sites and recreation facilities including all necessary ball fields and community centers and the complete trail system within the project should be the responsibility of the developer to construct and then dedicate to the City for future operation and maintenance. Construction cost provided by the developer should be credited against any future impact fees or fair share funding assessments.
4. Conservation easements over all wetlands and related buffers should be established, prior to, the first subdivision or site plan submittal.
5. Conservation lands and storm warmer facilities should Not account for more than 50% of the total open space requirements for the project thereby allocating functional open space throughout the project.
6. A comprehensive bike trail system should be established with the master PUD plan. Street cross section designs should be modified to reflect bike lanes on all major and collector roads throughout the project in addition to Amy trails. Sidewalks should be required on both sides of all streets including residential subdivisions.

7. Multi modal transportation facilities are a fundamental element to this project and the City's future. The general location of key transit facilities should be established with the PUD master plan including the allocation of park and ride parking lots in the project with these lands dedicated to the City.
8. Utilities. Agreements with the City should ensure that the developer is reimbursing the City for all sewer and water infrastructure with the City being responsible for funding any oversizing necessary to accommodate non Welaunee development. All easements necessary for the utilities system should be dedicated to the City and Not reserved. The location of utility easements should be identified on all road cross sections. The tree planting should occur on all streets to implement a Canopy tree character with all trees located outside the public right of way or utility easement.
9. Under permitted uses, eliminate hotel / resorts or inns for any properties within 1,000 ft or existing residential.
10. Accessory dwelling units should be counted against the total project development.
11. Establish a maximum Impervious Surface Ratio for all land use types.
12. There are conflicting sizes for sidewalks and trails which should be cleaned up. The Master Trails system that are designed to accommodate pedestrian and bicycle use should be a minimum of 12 ft wide.
13. The Fire / EMS station should be located on the master plan with a notation for Dedication to the City with credits, if future assessments.
14. Identify the specific location for any convenience store with fuel service on the master plan to eliminate / minimize future community objections. If a fuel service site is to be located within 500 ft. to any site plan or subdivision plan then such use should be referenced on the final site plan or subdivision submittal. A sign should be placed on the planned fuel service site, prior to any vertical development notifying the public/ buyers of the future use of the property.
15. Modify the building height criteria to reflect a transition / setback adjacent to existing or future single family residential such that there is a transition in building heights (max 2 story within the first 100 ft of single family development).

There are a number of changes outlined in the staff report calling for changes to the PUD master plan. The PUD plan should be modified to reflect all changes to establish a clean PUD plan. There should NO Conditional approval conditions that have implication to the design or uses identified on the master plan. IF the developer takes issue with any of the final TRC conditions of approval, those issues should be specifically addressed as Conflicting or issues to be addressed before the Planning Commission. Any final conditions impacting the layout of the PUD should be reflected in a final resubmittal of the PUD Master Plan thereby establishing a clean PUD Master Plan document.

The creation of a project of this magnitude containing a wide variety of issues impacting the submittal of any final site plans or subdivision plans should be addressed in a master subdivision plan thereby identifying the location of all wetland limits, storm water facilities, master infrastructure facilities, road rights of way, easements, school sites, parks, recreation facilities, fire/ EMS sites, and transit facilities. This Mastre Subdivision Plan document will

provide clear guidance for the submittal and review of all future final site plans and subdivision plans