



January 25, 2019

FOUR CORNERS 2ND ADDITION PRELIMINARY PLAT NARRATIVE

This project is a multi-phase PUD development. It consists of an 80-acre property that has a garage building in the southwest corner that has had several tenants over the years. This parcel was platted in the original FOUR CORNERS plat as Lot 1, Block 1. This Lot 1 was rezoned and has since been sold to the Stillwater Area School District to be used as their bus garage and terminal. This is in accordance with the permitted use approved by the City of Lake Elmo. The original plat created the Lot 1, Block 1 along with Outlots A, B and C to be replatted later as well as a new alignment of Hudson Boulevard as required by the City of Lake Elmo and Washington County. This realigned roadway is to facilitate an upgraded intersection and traffic control that align with the road east of Manning Avenue North, and north of the Holiday Station in West Lakeland Township. This roadway was part of the MN DOT Right of Way prior to being turned over to local control, to the City of Lake Elmo. The remaining Outlots and vacated right of way will now be developed as a commercial and highway business project for various uses.

A concept plan for this project was previously approved showing the re-aligned roadway with several lots for a few different uses. This project will require several plats to ultimately build out the parcels approved with the initial concept plan.

The next phase is to plat the right of way and build the new road for this proposed realignment of Hudson Boulevard (frontage road to I94). This plat (FOUR CORNERS 2nd ADDITION) is being platted to dedicate the new right of way. One of the steps required is to vacate the existing right of way for Hudson Boulevard North. The City of Lake Elmo and MN Dept of Transportation will have to vacate the unused right of way of the old alignment for development. They will vacate the right of way, reserving a temporary easement while the existing roadway is still being used during construction. There is a map that shows the portion of right of way to be vacated... along with legal descriptions for each vacation portion. The other item shown on this map is which entities have jurisdiction of the existing and new right of way. Essentially, the City of Lake Elmo received the right of way that contains the Hudson Boulevard North (frontage road), and MN Dot has the balance of the right of way where the Interstate Highway 94 and its ramps... as well as the portion of Manning that crosses the Interstate 94. The vacation step is critical for the realignment of the roadway process that the City of Lake Elmo and Washington County are requiring. The alignment for the new Hudson

Boulevard has been in the planning stages for years now. The consultant engineering company used by the City of Lake Elmo was hired to design the new alignment, to facilitate the needs of the City of Lake Elmo. Our planning/platting efforts utilize this alignment for Hudson Boulevard North as shown on these plans and plat.

This plat contains the 3 Outlots from the original plat, along with the proposed vacated right of way from the old alignment of the frontage road and the MN Dot strip that now contains a drainage ditch. This Preliminary Plat contains a Lot 1, Block 1 for the proposed Metro Transit Park and Ride project as well as the Outlots to the north of it and south of the realigned roadway right of way for future uses. The southerly Outlot C will contain a regional ponding facility for the area that takes the place of the existing drainage ditch. More detailed information on the potential users and their proposed development plans for Outlots A and B will be submitted at the time they have potential users. It is impossible to provide all of the detailed information required by the City Code for preliminary and final plat on these Outlots without the user of the parcels identified. We anticipate that the two Outlots will be replatted in the future phases, as the individual users come along. The users will understand that the zoning requires only potential uses that are allowed in the code for their appropriate zoning district. Rezoning of Lot 1, Block 1 of this phase is being rezoned to allow the Park and Ride facility as a part of this request. The remaining outlots will be rezoned when they are developed and replatted. The Comprehensive Plan is consistent with the uses being proposed. The outlots in this phase also includes the requirement of uses that develop impervious/greenspace at a ratio of 80/20 percent, as well as parking for 5 cars per 1000 square feet of usable building square footage.