

STAFF REPORT

DATE: 4/22/2019 PUBLIC HEARING

ITEM#:

TO: Planning Commission

FROM: Ken Roberts, Planning Director

AGENDA ITEM: Metro Transit Park and Ride facility for the property on the south

side of Hudson Blvd, west of Manning Avenue

REVIEWED BY: Ben Prchal, City Planner

Sarah Sonsalla, City Attorney Jack Griffin, City Engineer

BACKGROUND:

The Planning Commission is being asked to consider a request for approval of a conditional use permit (CUP) and final PUD plans for the development of a Park and Ride lot by the Metropolitan Council (Metro Transit). Metro Transit is proposing this new facility for a future platted lot (Lot 1, Block 1, Four Corners Second Addition) that will be on the south side of the realigned Hudson Boulevard, west of Manning Avenue. (Please see Metro Transit's project narrative, the attached maps and project plans for more information).

GENERAL INFORMATION:

Applicant: Metropolitan Council (Metro Transit)

Property Owners: EN Properties, LLC

Location: Southwest corner of Hudson Blvd and Manning Avenue (Lot 1,

Block 1, Four Corners Second Addition)

Request: Final PUD Plan approval and a CUP for a Park and Ride Lot

Existing Land Use: Vacant

Surrounding Land Use: Lake Elmo Sod Farm and Residential/Agricultural (Rural

Development Transitional) and realigned Hudson Boulevard to the North; Stillwater Bus Facility and Vacant Land (Rural Development Transitional) to the West; I-94 to the South (Woodbury); Manning Avenue and a future development site to the east zoned commercial.

Existing Zoning: C - Commercial
Comprehensive Plan: C - Commercial

History:

The property proposed for the Park and Ride lot is vacant land and is now part of the existing Hudson Boulevard. The portion of the property on which the park and ride facility is being proposed also has been vacant land. A concept plan of a park and ride was introduced to Council on September 19, 2006.

On March 19, 2019, the City Council approved a Preliminary Plat, Preliminary Planned Unit Development (PUD) Plan and a Zoning Map Amendment for a commercial development to be known has Four Corners Second Addition. This proposal includes the realignment of Hudson Boulevard and the creation of several lots for commercial development (including a lot for park and ride lot) for the property generally on the northwest corner of Manning Avenue and Hudson Boulevard North.

Deadline for Action:

Application Complete – March 22, 2019

60 Day Deadline - May 21, 2019 (applicant has waived this,

however)

Extension Letter Mailed – N/A

120 Day Deadline – N/A

Applicable Regulations:

Chapter 153 – Subdivision Regulations Section 154.210 – Off-Street parking

Article XII – Specific Development Standards

Article V – General Regulations Article XIV – Commercial Districts

Section 154.258 – Landscape Requirements

ISSUE BEFORE THE COMMISSION:

The Planning Commission is being asked to hold a public hearing, review and make recommendation on the land use requests for a park and ride facility for the property located on the south side of the future Hudson Boulevard, west of Manning Avenue.

PROPOSAL DETAILS/ANALYSIS:

FINAL PUD PLANS

Minimum Lot Size Requirements. The site of the proposed Park and Ride Lot is consistent with the lot shown as Lot 1, Block 1 of the Four Corners Second Addition. This proposed lot will be 5.66 acres and meets the City standards for minimum lot size and width as outlined in the commercial zoning district regulations.

PUD Review. The proposed final PUD plans for this facility are generally consistent with the preliminary PUD plans for the Four Corners Second Addition as approved by the City Council on March 19, 2019.

Final Plat. The developer of Four Corners Second Addition has not yet applied for nor received final plat approval for his subdivision. Until the developer records the final plat with Washington County, there is not an official lot for this particular project. Therefore, the City Council will not be able to consider this request until after the final plat of Four Corners Second Addition has been approved by the City Council and the plat has been recorded. Since it is not clear when the final plat will be approved and recorded, Metro Transit has agreed to waive the requirement under Minnesota Statutes Section 15.99 that requires approval of these types of land use applications within 60 days so that the City can commence the review process. This is with the understanding that City Council action on the applications for the Park and Ride lot will not be able to take place until the City Council takes action on the final plat for Four Corners Second Addition.

Parkland Dedication. The City requires commercial development to provide fees to the City in lieu of park land dedication. The City will require the developer or applicant to pay these fees before recording the Four Corners Second Addition final plat. The current City parkland dedication fee for commercial properties is \$4,500 per acre.

Recommended Findings.

- 1) That the proposed Final PUD Plans for the Metro Transit Park and Ride facility is generally consistent with the PUD Plans for the Four Corners Second Addition as approved by the City of Lake Elmo on March 19, 2019.
- 2) That the Metro Transit Park and Ride Facility Final PUD Plan is consistent with the Lake Elmo Comprehensive Plan and the Future Land Use Map for this area.
- 3) That the Metro Transit Park and Ride Facility Final PUD Plan generally complies with the City's Commercial zoning district standards except for impervious surface standard (78.8 percent versus a maximum of 75 percent) and parking lot setback standards.
- 4) That the Metro Transit Park and Ride Facility Final PUD plans comply with all other applicable zoning requirements, including the City's landscaping, storm water, sediment and erosion control and other ordinances, except as noted in this report or attachment thereof.
- 5) That the Metro Transit Park and Ride Facility Final PUD Plan complies with the City's Planned Unit Development Ordinance.
- 6) That the Metro Transit Park and Ride Facility Final PUD Plan is generally consistent with the City's engineering standards with the exceptions noted by the City Engineer in his review comments to the City dated April 18, 2019.

Recommended Conditions of Approval. Staff recommends the following conditions be attached to the approval of the Metro Transit Park and Ride Facility Final PUD Plans:

1) Final grading, drainage, and erosion control plans, utility plans, sanitary and storm water management plans, and utility construction plans shall be reviewed and approved by the City Engineer. All changes and modifications to the plans requested by the City Engineer in his memo dated April 18, 2019 shall be incorporated into these documents.

- 2) Before the start of construction, Metro Transit shall enter into a site improvement agreement acceptable to the City Engineer and the City Attorney that delineates who is responsible for the design, construction, and payment of the required improvements (including watermains, fire hydrants and landscaping) with financial guarantees therefore.
- 3) Easements as requested by the City Engineer and Public Works Department will be documented on the final plat of Four Corners Second Addition. Easements in addition to those dedicated to the City on the plat may needed pending review by the City of detailed and updated utility and grading plans showing the location of all stormwater facilities, watermains and fire hydrants.
- 4) The Final Landscape, Tree Planting and Irrigation Plans shall be submitted for review and approval by the City Landscape Architect Consultant before the City releases any site work or building permits.
- 5) The applicant must obtain all other necessary City, State, and other governing body permits before the commencement of any construction activity on the parcel including but not limited to building permits, watershed district permits, etc.
- 6) Any plans for construction on this site must comply with the Lake Elmo Design Standards Manual and specific general site considerations and development standards for specific uses within the Commercial Zoning District.
- 7) The site plan is subject to a storm water management plan meeting State, Valley Branch Watershed District and City rules and regulations. The applicant/owner shall obtain all applicable permits before starting any site work.

CONDITIONAL USE PERMIT

What is a Park and Ride? The City Code defines a park and ride as follows:

PARK AND RIDE. A parking lot or structure located along a public transit route designed to encourage transfer from private automobile to mass transit or to encourage carpooling for purposes of commuting, or for access to recreation uses.

Request. A park and ride lot is a conditional use within the Commercial Zoning District and so it requires City approval of a conditional use permit. The proposed park and ride facility will have parking spaces for up to 550 vehicles on the 5.6 acre site, including 13 handicap parking spaces; electric vehicle charging stations; bike racks with an overhead canopy; bus stop and passenger waiting area with two 6'X13' bus shelters; and a 10.5'X12' restroom/maintenance building. The timeline for constructing this facility as indicated in the applicant's narrative is to start in the fall of 2019 with completion in the spring of 2020.

Consistency with the Comprehensive Plan. The City's 2030 and 2040 Planned Land Use Maps indicate that much of this area is guided for commercial land uses. This land use designation is intended to accommodate a wide range and scale of commercial uses (such as retail, service, entertainment, and office) as they are throughout the City's planned urban centers. Commercial

uses can range from small neighborhood convenience nodes, to community retail areas along major roadways, to large shopping centers, to auto-related commercial uses along freeways. The Draft 2040 Comprehensive Plan states "this land use designation identifies areas that are used for retail and services businesses."

While a park and ride is not a commercial use, there is potential benefit of the draw for other businesses near the Park and Ride. A deterrent of a park and ride is that taxes received by the City would not be as substantial as that of a business, because the property will presumably be taxexempt due to its public use as a park and ride.

The City does not currently have a park and ride within its boundaries. The Transportation Chapter of the City's 2040 Comprehensive Plan identified the area of Hudson Boulevard and Manning Avenue as the site of a planned park and ride lot. The park and ride has been in discussion with the City since at least 2011, when the Planning Commission's Work Plan included an item to discuss on potential rezoning on two sites for a park and ride along I-94. The corner of Hudson Boulevard and Manning Avenue was one of these sites. The Council adopted an ordinance on May 4, 2011, which allowed park and rides as a conditional use within the Rural Residential Limited Business Holding District (HD-RR-LB), which is no longer a zoning district within the City.

Request Details/Reason for PUD and CUP. Metro Transit is proposing to construct a park-and-ride facility on Lot 1, Block 1 of the future Four Corners Second Addition. Currently, the Zoning Code lists a parking facility (which, by definition, includes park and ride lots) as a possible land use in the Commercial Zoning District – with City approval of a conditional use permit.

Because of the proposed mix of land uses, setbacks and buildings within the development of Four Corners Second Addition, Mr. Emerson (the developer of Four Corners Second Addition) requested and the City approved a Planned Unit Development (PUD). The approved PUD allows the developer to propose several uses that then become permitted uses within the development.

A PUD is an overlay zoning for a specific development site. With PUD plans, the developer is asking for some deviations or flexibility from the underlying zoning regulations (such as setbacks, impervious surface standards, etc.) as part of the preliminary plat and PUD. The PUD standards and regulations are a negotiation intended to provide more creativity and higher quality design in exchange for flexibility from the standard zoning requirements.

While a park and ride lot is not a commercial use, there is potential benefit of the draw for other businesses near the Park and Ride. Additionally, the City wide planning policy in regards to transportation of the 2040 Comprehensive Plan encourages, supports, and advocates public transit service to the City at appropriate geographic locations as determined by the City. Also, public transportation has less of a negative impact on the environment than taking a car, and financial savings result from eliminating parking fees, not needing to pay for gas for individual vehicles and the personal time saved when bypassing slow traffic. According to the US Census Bureau, in 2016 approximately 85% of Lake Elmo residents commute to work, and approximately 1.8% of those who commute to work utilize public transportation. It is not known whether or not a park and ride would encourage increased use of public transportation. A deterrent of a park and ride is that if a public entity (such as Metro Transit) buys the land for use as a park and ride (or any other public

use), the City and other government entities will not receive any property taxes with respect to the property because it will be tax-exempt.

According to a slide show presentation to the Metropolitan Council in 2015, it previously considered a location in Woodbury for the park and ride lot, but now it has moved the location to the northwest quadrant of I-94 and Manning Avenue. The Metropolitan Council reviewed seven locations for the park and ride but many were not possible due to various reasons. The park and ride will serve a new express bus service to downtown Minneapolis with six morning and six evening trips each day.

Current and Future Park and Rides. There currently are seven parking lots in adjacent cities that could be used by Lake Elmo commuters. The figure below shows existing and proposed park and ride facilities near the proposed facility. Additionally, there is a new park and ride facility planned less than 1 mile from the southwestern city border to provide access to the Metro Gold Line Bus Rapid Transit (BRT). The numbers and percentages indicate the 2017 capacity of each park and ride. This information was derived from the 2017 Annual Regional Park and Ride System Report.

- St. Croix Valley Recreation Center in Stillwater.
- Guardian Angels Church in Oakdale (415 spaces, 81% utilized in 2017).
- Walton Park in Oakdale (58 spaces, 50% utilized in 2017).
- Woodbury Mall Theater in Woodbury (550 spaces, 79% utilized in 2017).
- Woodbury Lutheran Church in Woodbury (90 spaces, 97% utilized in 2017).
- Christ Episcopal Church Park and Ride next to Woodbury Lutheran Church Park-and-Ride.
- There also is a park and car pool lot available in Grant near the intersection of TH 36 and Manning Avenue (CSAH 15). Bus service is not provided at this lot, but commuters may still park for free and carpool from this location (15 spaces, 7% utilized in 2017).



I-94 Impact. I-94 is identified as a High Priority on the Minnesota Interregional Corridor System (IRC) 2000 plan as part of the State Transportation Plan. Under this designation, I-94 has a goal 60-mph average peak hour operating speeds with minimal conflicts and interruptions to traffic flow. A corridor management plan has not yet been developed to examine the existing operations and determine future plans to meet those goals. It is expected that such a plan will be developed in the near future. It also is anticipated that Lake Elmo will have the opportunity to participate on some type of advisory panel in conjunction with development of that plan to express the City's views and opinions on the corridor. The City will work with the Minnesota Department of Transportation (Mn/DOT), the County and adjacent communities on a corridor plan that is effective for all involved.

Site Data. The entire subdivision area for the Four Corners Second Addition is 56.9 acres which includes all of Lot 1, Block 1, Outlots A, B and C and the right-of-way for Hudson Boulevard. The site of the proposed Park and Ride (Lot 1, Block 1) will be 5.66 acres (246,806 square feet.)

Site Plan. Lot 1, Block 1 of the Four Corners Second Addition is the site of the proposed park and ride lot. This facility will provide about 550 parking spaces, including 13 handicap parking spaces; electric charging stations; bike racks with overhead canopy; bus stop and passenger waiting area with two 6'X13' bus shelters; 10.5'X12' restroom/maintenance building.

Lot Easements. The City requires the developer to dedicate 10-foot-wide easements along all public rights-of-way and rear property lines, five-foot-wide easements along all side property lines and easements for storm water management and public utilities as are needed. The easements along the property lines for this lot will be dedicated with the final plat of Four Corners Second Addition.

The applicant will need to show all easements (including those along property lines and those for the watermains and hydrants) on the site and construction plans when submitting revised plans to the City for review and approval. The project plans show fencing and a retaining wall along the southern (rear) property line (near I-94). The applicant will need to enter into an encroachment agreement with the City to place the fence and retaining wall in the easement.

Urban Services Required. Because the property is within the MUSA, the City will require the site to be connected to City services (sanitary sewer and water). Therefore, the developer of the Four Corners Second Addition submitted utility (sanitary sewer and water) and other construction plans to the City for approval as part of the overall approval process for the plat. The project plans for the Park and Ride Lot show public utilities being extended into the site from connections to the new utilities in realigned Hudson Boulevard.

Setback and Impervious Surface Requirements. The following table outlines how the proposed use adheres to the setback and impervious surface requirements of the Commercial zoning district. All of the proposed requirements are met except for impervious surface standard (78.8 percent versus a maximum of 75 percent). Because this site is part of a PUD, the City may allow flexibility from City standards without a variance. Staff does not find this amount of hard surface to be unreasonable, as the use is a parking lot with support facilities. This flexibility is noted in the recommended findings for the final PUD plans in order to memorialize that it is allowed within

this development. If the Commission wishes, it may recommend that it be a condition of approval of the conditional use permit that the applicant revise the plans to meet the required impervious surface standard.

Parking Lot Setback Requirements. Parking lot setback requirements for the Commercial Zoning District are a 15-foot front yard setback, 10-foot side yard setback, 15-foot corner side yard setback, 10-feet rear yard setback, and 35 feet from residential zones. All relevant zoning standards are listed in the table below:

Commercial District – Zoning Standards						
Standard	Required	Proposed				
Maximum Height	50 feet	Not provided				
Maximum Impervious Coverage	75%	78.8%				
Front Yard Setback – Building	30 feet	94.2 feet				
Interior Side Yard Setback – Building	10 feet	44 feet				
Corner Side Yard Setback – Building	25 feet	NA				
Rear Yard Setback - Building	30 feet	NA				
Front Yard – Parking	15 feet	About 100 feet				
Interior Side Yard – Parking	10 feet	10 feet??				
Rear Yard - Parking	10 feet	10 feet??				
Minimum Building Floor Size	N/A	N/A				

It appears that some of the edges of the parking lot may be less than 10 feet from the side and rear property lines as is typically required by the City Code. Staff measured to the back of the curb and it appears there are places that the back of the curb is only 7 or 8 feet from the property lines. The City may allow a reduced parking lot setback as part of the final PUD plan approval for the site. In this case the slightly reduced setback should not negatively impact neighboring properties or drainage as there will be a storm water pond to the southwest and the I-94 right-of-way to the southeast of this facility.

General Site Design Considerations, Commercial Districts. The following outlines how the proposed development adheres to the City's General Site Design considerations for the Commercial Zoning District.

• Circulation.

- o *Internal connections when feasible*. There are no feasible internal connections to the site. The site will be accessed off of realigned Hudson Boulevard North and will share a driveway with the adjacent lot to the northeast.
- o *Curb cuts minimized*. There are two proposed curb cuts in order to provide better circulation.
- Fencing and Screening. There is not a need for fencing or screening with this proposal as it will not be adjacent to any residential land uses. The applicant is proposing extensive

landscaping along Hudson Boulevard and to install a six-foot-tall vinyl coated chain link fence along the three other sides of the site.

- Lighting Design. It is a recommended condition of approval that the applicant submit a photometric plan that meets the requirements of Sections 150.035-150.038 of the City Code. [EB1]
- Exterior Storage. The applicant is not proposing any exterior storage with this facility.

Standards for Park and Ride Lots within the Commercial Zoning District. There are no specific use standards for a park and ride facility within the Zoning Code.

Parking Lot Requirements

- Marking of Parking Spaces. Parking areas containing five or more spaces are required to be marked with painted lines at least four inches wide. This is shown on the plans.
- *Curbing*. Open off-street parking areas designed to have head-in parking along the property line shall provide a bumper curb or barrier of normal height. This is shown on the plans.
- Accessible Parking. The proposed number of parking spaces is 550. Of these, 13 are handicap
 -accessible with van access, which meets the Americans with Disabilities Act (ADA)
 requirements.

Parking Lot Screening Standards

- Interior Parking Lot Landscaping. At least 5% of the parking lot is devoted to islands or corner planting beds as is required per the City's interior parking lot landscaping standards. Additionally, the number of trees required to be provided within these interior islands and corner beds is met.
- Perimeter Parking Lot Landscaping.
 - o Frontage Strip. A 30-foot wide frontage strip of landscaping is provided between the bus drive through lane and street. Screening has been provided along Hudson Boulevard in the form of trees and shrubs in the frontage strip along Hudson Boulevard. The requirement that one deciduous tree be planted every 50 linear feet has been met along Hudson Boulevard with the planting of eight trees in the landscape strip.
- Screening. The City requires screening between land uses to provide visual and noise separation of intensive uses from less intensive uses. In this case, the property to the northeast is undeveloped and planned for commercial uses and the lot to the southwest is planned to be a stormwater pond. As such, there is not a need for the developer of this site to provide screening.
- Tree Preservation and Landscape Plans. The applicant has submitted tree preservation and landscape plans that have been reviewed by the City's landscape architect. In summary, the

proposed plans meet and exceed the City standards and requirements. I have attached the review comments of the City Landscape Architect for your reference.

Lake Elmo Design Guidelines and Standards. The property is located within the I-94 district, and therefore must adhere to the Lake Elmo Design Guidelines and Standards. In this case, the project plans show one building on the site - a 10.5 –foot by 12-foot building that will serve as a driver restroom and for site maintenance. Metro Transit also is proposing to install two covered shelters for people waiting for a bus. The applicable design standard includes:

- Site Design. Building is set back at least 30 feet from the right-of-way and oriented parallel to the street, providing convenient access to entrances and efficient on-site circulation.
- *Streetscape*. Streetscape will be provided along Hudson Boulevard as a recommended condition of approval.
- *Landscaping*. Trees and plant beds are utilized. Parking, service, storage and utility areas are buffered by plantings.
- *Parking*. Parking areas utilize more than 60% of primary street frontage (it is a park and ride lot), but the applicant is proposing extensive landscaping adjacent to the primary street (Hudson Boulevard).
- Building Design. There is one small building proposed with this facility. It will have no blank facades without windows or doors. The size, height, function and location of the building do not create any design concerns.
- *Building Materials*. The building materials include fiber cement siding and ledge stone. The roof will consist of textured shingles.

City Engineer Review. This review is attached and can be referenced in the Final PUD section of this report.

Fire Chief Review. Chief Greg Malmquist reviewed the proposal and offered the following comments of items that need to be addressed (on final plans):

- Ensure proper access throughout site
- Ensure proper turning radius throughout.
- Met with City Engineer and made recommendations for proposed fire hydrant locations.
- Ensure proper markings and signage for "No Parking" areas to ensure access.

As for fire hydrants, the Fire Chief is requesting the applicant to install six fire hydrants throughout the site. These will require the installation of watermains throughout the property to supply City water to the hydrants. All watermains and hydrants on the site will be public infrastructure and require drainage and utility easements around them to ensure they are accessible for City maintenance and repair purposes.

Washington County Review. Washington County will likely require a signal at Hudson Boulevard and Manning Avenue in the next few years. A final determination of the timing and costs for such a project would be made when the traffic levels and the level of service for traffic movement through the intersection warrant the need for traffic signals.

Other Agency Review. The City also received the following comments about this proposal:

West Lakeland Township: Should a traffic signal be included in this project, the current existing geometry of 2nd Street aligns with the proposed "signal ready" improvements. If Washington County require the Township leg to be upgraded with a dedicated right turn land (which is not currently shown), the townships position is that it is not needed at this time. This may possibly change some day in the future if 2nd Street is extended to the east and more development from the township contributes to the intersection and then the township will deal with it at that time. Township Supervisor Dave Schultz

Note: This comment primarily focuses on the Hudson Blvd/Manning Avenue intersection and how and when it will be reconstructed.

<u>City of Woodbury</u>: We have reviewed this at our weekly staff meeting and are supportive of the project. We were curious if the Met Council has indicated where the riders for the park and ride would be coming from (how many are currently using the Guardian Angles or Woodbury Theater lots and is there and estimate on new riders?) Janelle Schmitz – Assistant Community Development Director

Wetland Delineation. There were no wetlands found on the property.

I-94 Impacts. City staff sent a review request to MnDOT for the Four Corners Second Addition and for this request. They have several comments and note permitting requirements for this proposal. I have attached their comments for your review. Drainage easement encroachment would be required. Additionally, a part of State right-of-way will need to be vacated with the final plat for Four Corners Second Addition.

Recommended Findings. In order to approve a conditional use permit, the City is required to find the proposal compliant with the following (staff comments are in bold). Pages 4 and 5 of the applicant's project narrative includes responses to each of these findings.

- 1. The proposed use will not be detrimental to or endanger the public health, safety, comfort, convenience or general welfare of the neighborhood or the city. The proposed use will not endanger the public health, safety, comfort, convenience or general welfare of the neighborhood or City. A traffic signal is may be warranted at the intersection of Hudson Boulevard and Manning Avenue as this area continues to develop.
- 2. The use or development conforms to the City of Lake Elmo Comprehensive Plan. The proposal is consistent with the Comprehensive Plan in that the property is guided for Commercial, and transit-related park and rides are a conditional use within the Commercial zoning district. A park and ride also has the potential to draw businesses to the area.
- 3. The use or development is compatible with the existing neighborhood. The use of the site as a park and ride lot is compatible with the existing neighborhood as it will be located near I-94 and there is little existing development surrounding the area.

- 4. The proposed use meets all specific development standards for such use listed in Article 7 of this Chapter. The proposed use meets the specific development standards currently set forth within the Zoning Code.
- 5. If the proposed use is in a flood plain management or shoreland area, the proposed use meets all the specific standards for such use listed in Chapter 150, §150.250 through 154.800 (Shoreland Regulations) and Chapter 152 (Flood Plain Management). The proposed use is not within a City shoreland or floodplain.
- 6. The proposed use will be designed, constructed, operated and maintained so as to be compatible in appearance with the existing or intended character of the general vicinity and will not change the essential character of that area. The proposed project will be similar in character and design to the existing area.
- 7. The proposed use will not be hazardous or create a nuisance as defined under this Chapter to existing or future neighboring structures. The proposed use will not be hazardous or create a nuisance on the property provided all the rules and regulations set forth by the City and other applicable agencies are met and all applicable permits are obtained.
- 8. The proposed use will be served adequately by essential public facilities and services, including streets, police and fire protection, drainage structures, refuse disposal, water and sewer systems and schools or will be served adequately by such facilities and services provided by the persons or agencies responsible for the establishment of the proposed use. The proposed park and ride facility will be served adequately by essential public facilities and services. It is a recommended condition of approval that the applicant include all the necessary information about utilities and storm water management on updated plans to be reviewed and approved by the City Engineer. Provided this information is supplied, reviewed and approved by the City Engineer and other applicable agencies, the use will be adequately served by the aforementioned.
- 9. The proposed use will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community. The proposed use will not create additional requirements for public facilities and services. The developer of the Four Corners Second Addition will be installing public utilities in the realigned Hudson Boulevard which will serve this site and a larger area of Lake Elmo.
- 10. The proposed use will not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare because of excessive production of traffic, noise, smoke, fumes, glare or odors. Traffic to the site will increase as it is now vacant property. Hazardous materials are prohibited from being stored on site, and staff has reviewed the proposed lighting and determined that it should not cause a nuisance as proposed.

- 11. Vehicular approaches to the property, where present, will not create traffic congestion or interfere with traffic on surrounding public thoroughfares. The reconstruction of Hudson Boulevard west of Manning Avenue should accommodate the increased traffic created by the park and ride facility.
- 12. The proposed use will not result in the destruction, loss or damage of a natural or scenic feature of major importance. The proposed use of the site as park and ride facility will not result in the destruction, loss or damage of a natural or scenic feature.

Recommended Conditions of Approval. Based on the aforementioned, Staff recommends that the Planning Commission recommend approval of the requested Conditional Use Permit for a Park and Ride Facility on Lot 1, Block 1, Four Corners Second Addition, subject to the following conditions:

- 1) The applicant must obtain all other necessary City, State, and other governing body permits before starting any construction activity on the parcel including but not limited to watershed permit, a MnDOT drainage permit, a MPCA Stormwater Construction permit, an approved stormwater management plan, a site work agreement with the City, utility plans, grading plan, parking lot permit, building permits, etc.
- 2) Final grading, drainage, and erosion control plans, sanitary and storm water management plans, landscape plans and utility construction plans shall be reviewed and approved by the City Engineer and applicable Staff. All changes and modifications to the plans requested by the City Engineer in the memorandum addressing the Metro Transit park and Ride CUP and PUD Plans dated April 18, 2019 shall be incorporated into these documents before the City will review and approve the plans.
- 3) All easements as requested by the City Engineer and Public Works Department shall be provided to the City before the start of any site work or construction.
- 4) The applicant shall submit a photometric plan to the City for approval, and all lighting must meet requirements of Sections 150.035-150.038 of the City Code.
- 5) Landscape plans must be approved by the City's Landscape Architect before the start of construction. The landscape plans must meet all city requirements and must show the locations of utilities to ensure that all trees will be planted at least 10 feet away from any public utility lines or facilities.
- 6) The applicant shall obtain a sign permit from the City before installing any sign on the property.
- 7) The proposed building shall meet the Lake Elmo Design Guidelines and Standards.
- 8) The applicant shall be responsible to place hydrants throughout the property at the direction of the Fire Department. All fire hydrants shall be owned and maintained by the City and the City will require easements for the hydrants and watermains.
- 9) Before the start of construction, Metro Transit shall enter into a site improvement agreement acceptable to the City Engineer and the City Attorney that delineates who is responsible for the design, construction, and payment of the required improvements (including watermains, fire hydrants and landscaping) with financial guarantees therefore.

- 10) That the final plat for Four Corners Second Addition must be recorded with Washington County.
- 11) That applicant enter into an encroachment agreement with the City to place the fence and retaining wall in the easement.

FISCAL IMPACT:

If approved and the recommended conditions of approval are adopted, the applicant will be required to pay sewer and water availability charges. The maintenance of public streets, trails, sanitary sewer mains, and other public infrastructure should be considered with this proposal. The City will collect Sewer Accessibility Charges and Water Accessibility Charges and building permit fees from this site (but no property taxes).

RECOMMENDATIONS:

Staff recommends that the Planning Commission recommend approval of the Metro Transit Park and Ride Facility Final PUD Plans with recommended findings and conditions of approval:

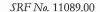
"Move to recommend approval of the Metro Transit Park and Ride Facility Final PUD Plans with recommended findings and conditions of approval as drafted by staff."

Staff recommends that the Planning Commission recommend approval of the Conditional Use Permit for a park and ride facility for Lot 1, Block 1, Four Corners Second Addition:

"Move to recommend approval of a Conditional Use Permit for a park and ride facility as proposed by Metro Transit for Lot 1, Block 1, Four Corners Second Addition, subject to the conditions of approval as prepared by staff."

ATTACHMENTS:

- CUP written statement dated March 22, 2019 (6 pages)
- 2 City Maps
- Four Corners Second Addition Preliminary Plat
- CUP Application drawings and plans
- Engineering Comments dated 04-18-2019 (3 pages)
- Landscape Architect comments dated March 29, 2019 (5 pages)
- MnDOT comments dated 2-15-2019 (3 pages)





March 22, 2019

Mr. Ken Roberts Planning Director City of Lake Elmo, Minnesota 3880 Laverne Avenue North Lake Elmo, Minnesota 55042

Subject:

CUP Application for Metro Transit Park and Ride at

I-94 and Manning Avenue

Lot 1, Block 1 of Four Corners 2nd Addition to the City of Lake Elmo

Dear Mr. Roberts:

On behalf of the Metropolitan Council, SRF is pleased to provide the following written statement regarding the proposed Conditional Use Permit (CUP) for the proposed I-94 and Manning Avenue park and ride. The following items have been compiled in response to item number 2 (Written Statements) on the Conditional Use Procedure for the City of Lake Elmo document. The items are addressed in the order indicated on the document

a. A listing of contact information including name(s), address(es) and phone number(s) of: the owner of record, authorized agents or representatives, engineer, surveyor, and any other relevant associates;

Current Owner of Record:

EN Properties, LLC

11530 Hudson Boulevard North

Lake Elmo, MN 55042

(651) 777-9072 Terry Emerson

Proposed Owner of Record:

Metropolitan Council

560 Sixth Avenue N
Minneapolis MN 5541

Minneapolis, MN 55411

(612) 349-7761 Mac Sweidan

Engineer:

SRF Consulting Group, Inc.

1 Carlson Parkway North, Suite 150

Minneapolis, MN 55447

(763) 249-6756 Mike Aaron Surveyor:

HTPO

7510 Market Place Drive Eden Prairie, MN 55344

Charles Howley

b. Listing of the following site data: Address, current zoning, parcel size in acres and square feet, property identification number(s) (PID), and current legal description(s);

Property Address:

11530 Hudson Boulevard North

Lake Elmo, MN 55042

Current Zoning:

Rural Development Transitional (RT)

Planned Zoning:

Commercial (C)

Parcel Size:

5.66 Acres, 246,806 SF

Current Property

Identification Number:

3602921430005

Legal Description:

Lot 1, Block 1 of Four Corners 2nd Addition to the City of Lake

Elmo, Washington County, Minnesota.

c. A narrative regarding the history of the property (current and past uses) and any pre-application discussions with staff;

The current and past use of the property is for agricultural purposes. The property has been agricultural fields for at least as far back as we have found historical aerial photos, 1947.

Metropolitan Council staff have had many discussions with City staff regarding the proposed park and ride project. The park and ride layout has been included in submittals that the current property owner, EN Properties, LLC (Terry Emerson), has made to the City for the creation of the Four Corners subdivisions. City staff have been assisting the current property owner and Metropolitan Council staff with the project since 2017.

- d. A specific written description of the proposed use(s);
 - i. Incorporate information describing how the use will work on the proposed site including proposed site changes, existing open spaces, landscaping, traffic circulation, transition areas to adjacent properties, individual uses for existing and proposed structures, and effects on natural areas (wetlands, forests, etc.) both on-site and in the general vicinity of the project.

The proposed site development will provide a 550 stall park and ride that will increase capacity along the eastern I-94 corridor. The site will also include a bus stop and passenger waiting area/shelter; a driver restroom/maintenance room; passenger drop off/pick up area; lighting; security cameras; bike parking; and electric vehicle charging stations.

Passenger vehicles will enter the site through the southern entrance off of the proposed relocated Hudson Boulevard. This will be a full intersection. The passenger vehicles will park in the spaces east of the passenger waiting and loading area. When passenger vehicles leave the site, they may exit from the southern entry or the northern exit. The northern exit point is a right-out only. It is anticipated that this northern exit will also be used as a joint exit by the property to the north as development occurs. Buses will enter the site through the southern entrance. They will immediately turn north into the buses only loading and unloading drive. This drive is one way north only and is two (2) lanes wide so that buses can pass a bus that is loading or unloading. When buses leave the site, they will exit from the northern right-out only exit.

Landscape screening is provided along Hudson Boulevard. Landscaping of the site is provided to meet City requirements. There are no natural areas (wetlands, forests, etc.) on or in the general vicinity of the site. There are no existing structures on the site. A 10.5' x 12.0' drivers only restroom building will be placed at the north end of the passenger loading and unloading area. In addition to housing a driver's restroom, the building will have a mechanical room that will also house security system equipment for the park and ride lot.

The parcel to the south of the site will be a storm water treatment area for the subdivision. The site storm water treatment will be accomplished through an underground infiltration system on the site. The parcel to the north of the site is anticipated to be developed in the future.

ii. Provide specific details about the use including the number of employees, hours of operation, maximum number of animals (if applicable), proposed development schedule, etc.

The proposed park and ride facility will provide 550 stalls. Thirteen will be accessible stalls, ten will be for drop offs, and two (2) will be for electric vehicle charging. Six (6) additional stalls can be converted to electric vehicle charging stalls in the future if desired. New express bus service to downtown Minneapolis will run from the park and ride facility. The initial startup of the facility will have six (6) trips in the morning and six (6) trips in the evening.

The facility will benefit the City of Lake Elmo by being the impetus for commercial development in the area and providing infrastructure improvements. New transit options are provided to the transit commuter and highway congestion will be reduced for the auto commuter.

The current schedule for the project is to seek City approvals from March through April; request construction bids in April, and begin construction in the fall of 2019. We would expect construction to be completed in the spring of 2020.

- e. Provide justification that the proposed use meets the following findings:
 - i. The proposed use will not be detrimental to or endanger the public health, safety, comfort, convenience or general welfare of the neighborhood or City.

The park and ride facility will be of a benefit to the neighborhood and City. Convenient transit operations will provide easy access to downtown Minneapolis for commuters within the City. The site will be well maintained by Metro Transit and security will be a top priority. The site will have surveillance cameras and will follow City requirements for site lighting. Landscaping will be provided to meet the City's requirements.

ii. The use or development conforms to the City of Lake Elmo Comprehensive Plan.

The 2040 Comprehensive Plan designates the proposed area as a park and ride. The park and ride has been in discussion with the City since at least 2011, when the Planning Commission's Work Plan included an item to discuss on potential rezoning on two sites for a park and ride along I-94. The corner of Hudson Boulevard and Manning Avenue was one of these two sites discussed.

iii. The use or development is compatible with the existing neighborhood.

The site is adjacent to I-94 and Manning Avenue and provides easy access for commuters and buses. The proposed commercial development to the north may include a financial building, a restaurant, a gas station/convenience store, and a daycare. The park and ride facility would fit in well with these uses. As residential develops in the area of the park and ride, residents will have easy access to transit options.

iv. The proposed use meets all specific development standards for such use listed in Article 7 of the Zoning Code.

The park and ride facility will comply with the requirements in Article 7 of the Zoning Code.

v. If the proposed use is in a flood plain management or shoreland area, the proposed use meets all the specific standards for such.

The project is not with a flood plain management or shoreland area.

vi. The proposed use will be designed, constructed, operated and maintained so as to be compatible in appearance with the existing or intended character of the general vicinity and will not change the essential character of the area.

The park and ride facility will be compatible with the appearance of existing or intended character of the general vicinity in which it is located. The only building will be a small (10.5' x 12.0') driver restroom facility that will be compatible in appearance with residential and proposed commercial buildings in the area. The remainder of the site will be used for surface parking purposes that are comparable to other surface parking lots in the area.

vii. The proposed use will not be hazardous or create a nuisance as defined in the zoning code to existing or future neighboring structures.

The park and ride facility will have only one small (10.5' x 12.0') driver restroom facility that will not be hazardous or create a nuisance as defined in the zoning code to existing or future neighboring structures.

viii. The proposed use will be served adequately by essential public facilities and services, including streets, police, and fire protection, drainage structures, refuse disposal, water and sewer systems and schools or will be served adequately by such facilities and services provided by the persons or agencies responsible for the establishment of the proposed use.

The park and ride facility will be served adequately by essential public facilities and services. The proposed relocated Hudson Boulevard will provide street access to the site. Metro Transit police will provide police service to the site. Fire protection is anticipated to be provided by the City of Lake Elmo. Strom water management will be handled on site with storm water structures, storm sewer, and an underground infiltration system. Refuse disposal will be handled by Metro Transit contractors. Water and sewer will be provided with new service lines being installed with the proposed relocation of Hudson Boulevard.

ix. The proposed use will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community.

Public facilities and services are being installed in the proposed relocated Hudson Boulevard by the subdivision developer. Therefore, the park and ride facility will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community.

x. The proposed use will not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare because of excessive production of traffic, noise, smoke, fumes, glare or odors.

The park and ride facility will not be detrimental to any persons, property, or the general welfare because of excessive production of traffic, noise, smoke, fumes, glare or odors. Traffic impacts have been studied and found to not be of substantial impact. Being a park and ride facility, the overall reduction in automobile travel times will reduce exhaust emissions, traffic congestion and consumption of fossil fuels.

xi. Vehicular approaches to the property, where present, will not create traffic congestion or interfere with traffic on surrounding public thoroughfares.

Traffic impacts for the park and ride facility have been studied and found to not be of substantial impact. As the development around the park and ride facility increases, traffic signal improvements at the Hudson Boulevard and Manning Avenue intersection are anticipated.

xii. The proposed use will not result in the destruction, loss or damage of a natural or scenic feature of major importance.

There are no natural or scenic features of major importance on or near the proposed park and ride site.

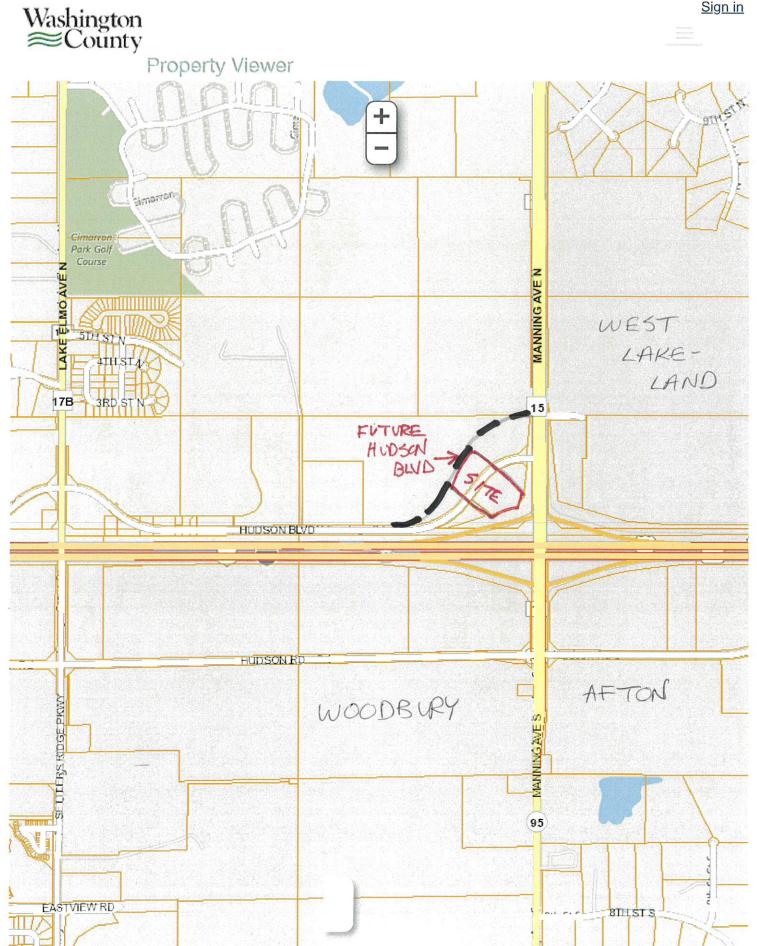
Sincerely,

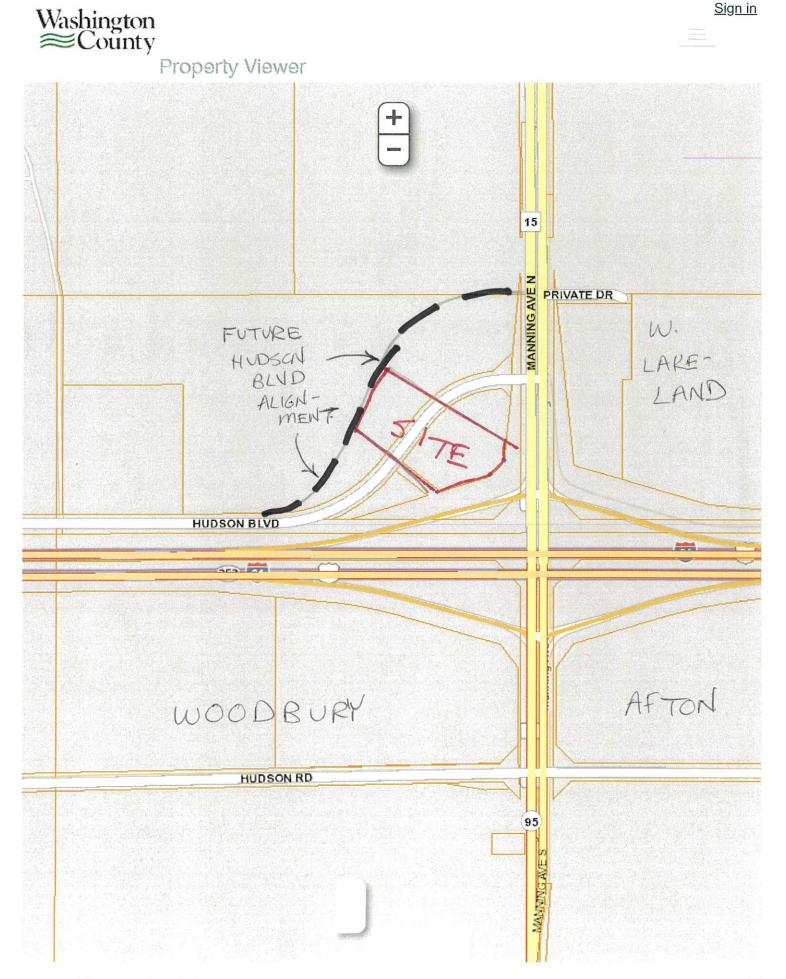
SRF CONSULTING GROUP, INC.

Michael C. Aaron, PE (MN), LEED-AP

Senior Associate

Sign in





FOUR CORNERS 2ND ADDITION PRELIMINARY PLAT

OWNER'S CERTIFICATE

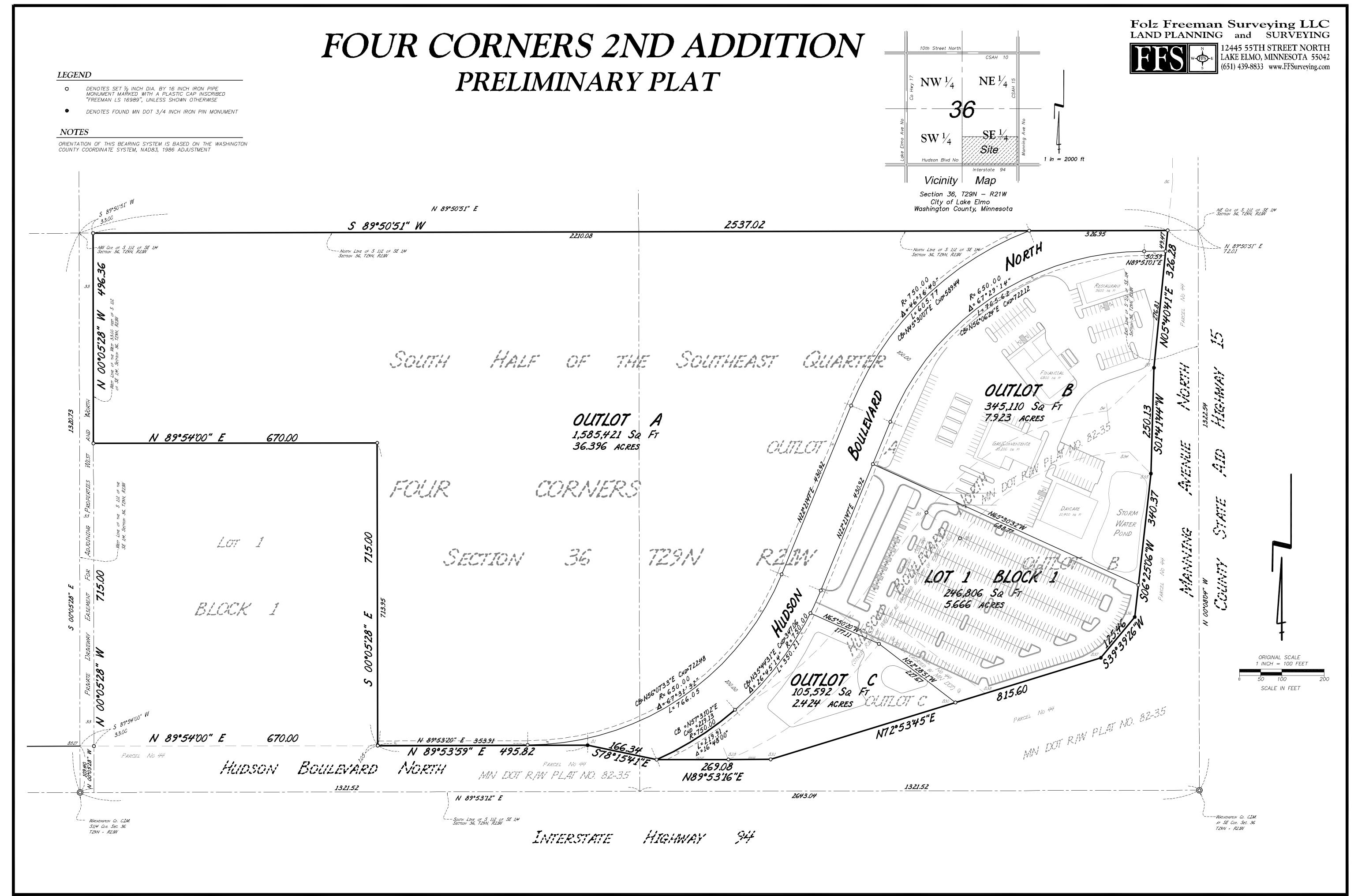
My commission expires _____

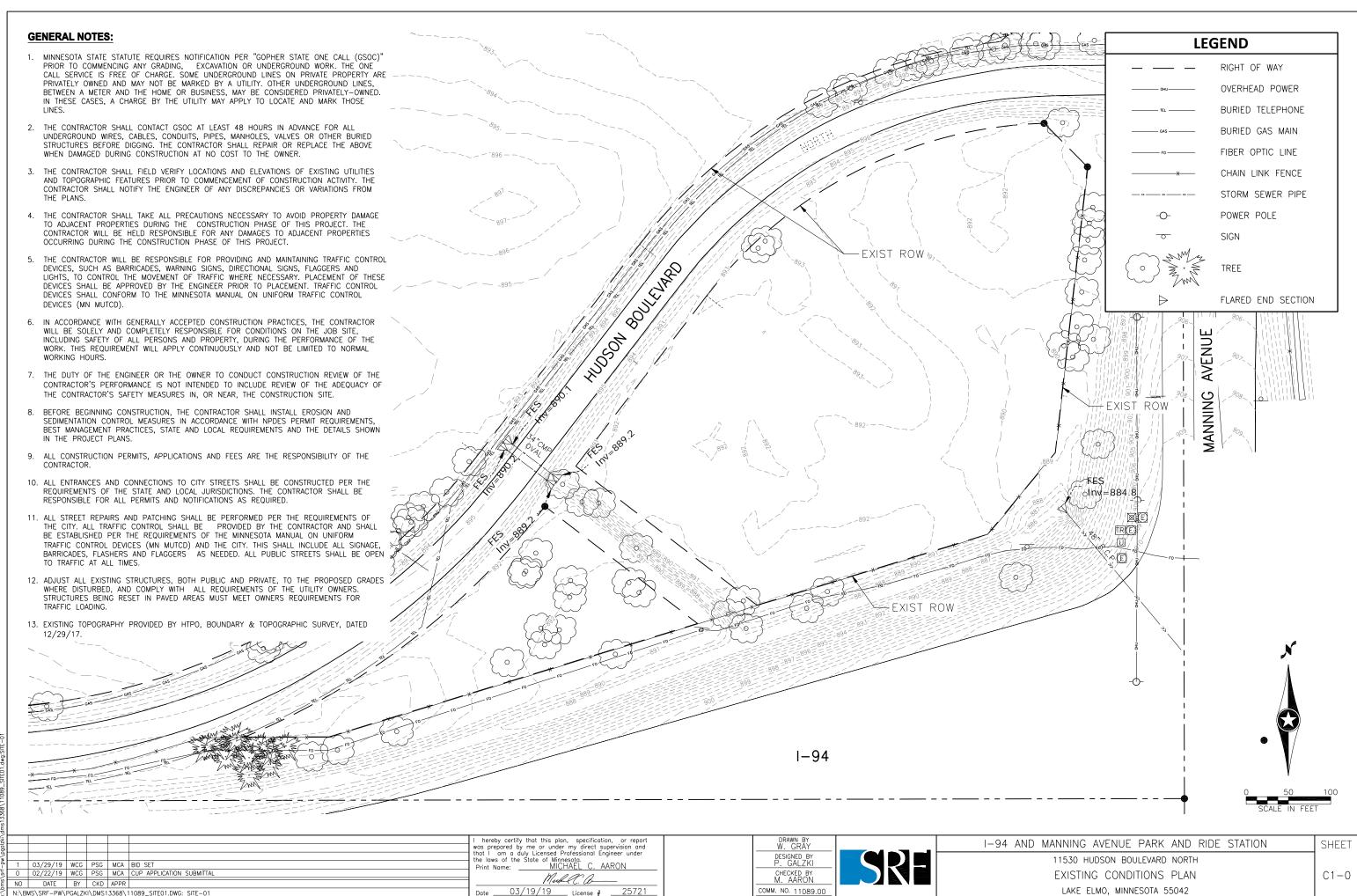
KNOW ALL BY THESE PRESENTS: That E N Properties, LLC, a Minnesota limited liability company owner of the following described property situated in the County of Washington and State of Minnesota, to-wit:

Outlot A, Outlot B, and Outlot C, FOUR CORNERS, according to the plat thereof on file and of record in the office of the County Recorder, Washington County, Minnesota. Also the portions of Parcel 44, Minnesota Department of Transportation Right of Way Plat No. 82-35, State Project No. 8282 (94-392) 904, recorded as Document No. 424557 in said office of the County Recorder, Washington County Minnesota that will accrue to said Outlots by reason of the vacation thereof by the City of Lake Elmo and the Minnesota Department of Transportation.

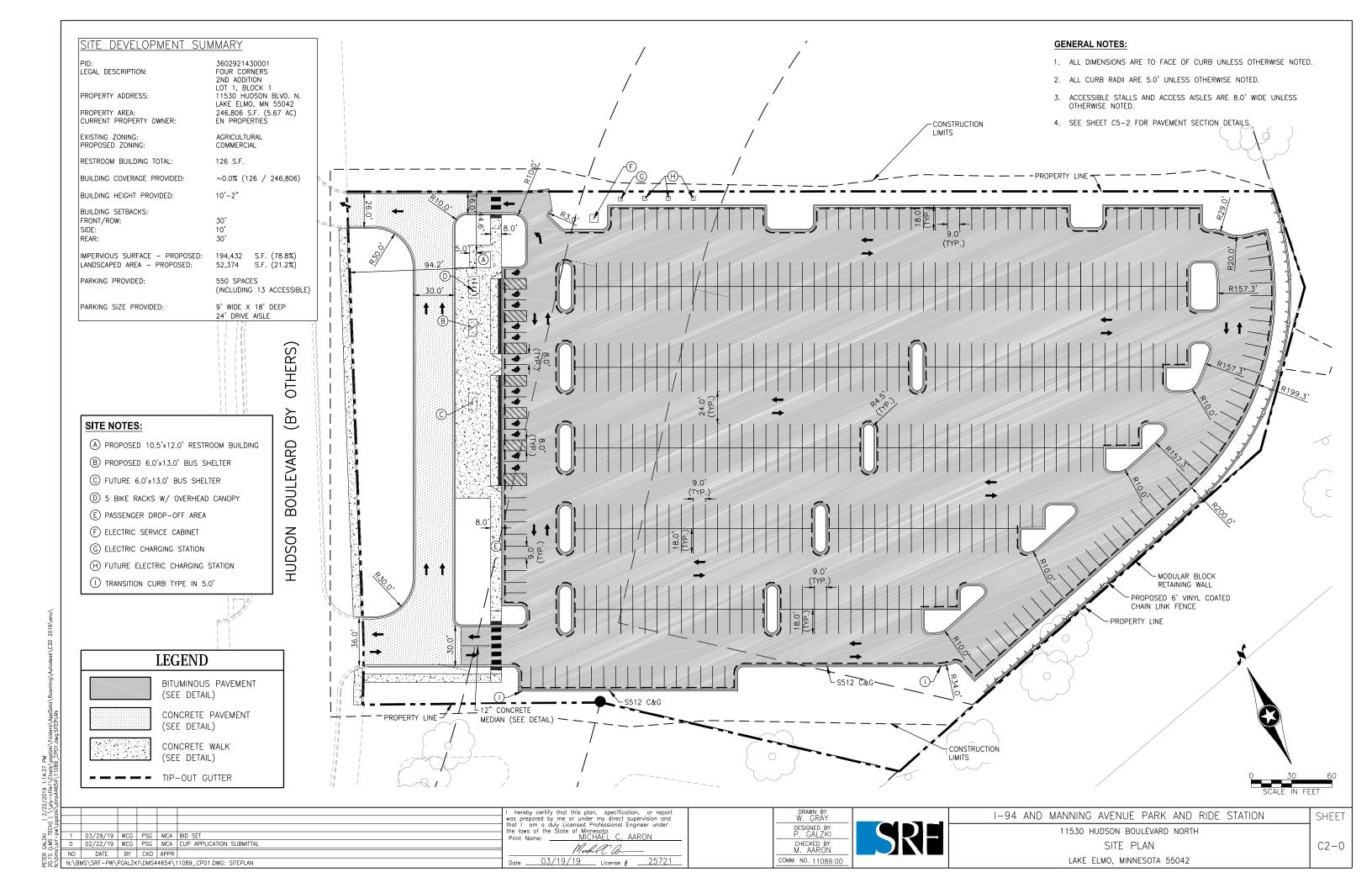
the vacation thereof by the City of Lake Elmo and the Minnesota Department of Transportation.
Has caused the same to be surveyed and platted as FOUR CORNERS 2ND ADDITION and do hereby donate and dedicate to the public the easements created by this plat for drainage and utility purposes only.
In witness whereof, said E N Properties, LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this day of, 20
SIGNED: E N Properties, LLC
By Terry Emerson, Chief Manager
STATE OF MINNESOTA COUNTY OF WASHINGTON The foregoing instrument was acknowledged before me this day of
(Signature of Notary Public)
(Printed Name of Notary Public) My commission expires
SURVEYOR'S CERTIFICATE
I, Timothy J. Freeman, hereby certify that I have surveyed and platted or directly supervised the survey and platting of the property described on this plat as FOUR CORNERS 2ND ADDITION; that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on the plat; that all monuments depicted on the plat have been correctly set as indicated on the plat; that all water boundaries and wet lands as defined in MS 505.01, Subd. 3 existing as of the date of this certification are shown and labeled on the plat; and that all public ways are shown and labeled on the plat. Dated this day of, 20
Timothy J. Freeman, Licensed Land Surveyor Minnesota License No. 16989
STATE OF MINNESOTA COUNTY OF WASHINGTON
The foregoing instrument was acknowledged before me on this day of, 20 by Timothy J. Freeman, Licensed Land Surveyor.
(Signature of Notary Public)
(Printed Name of Notary Public)

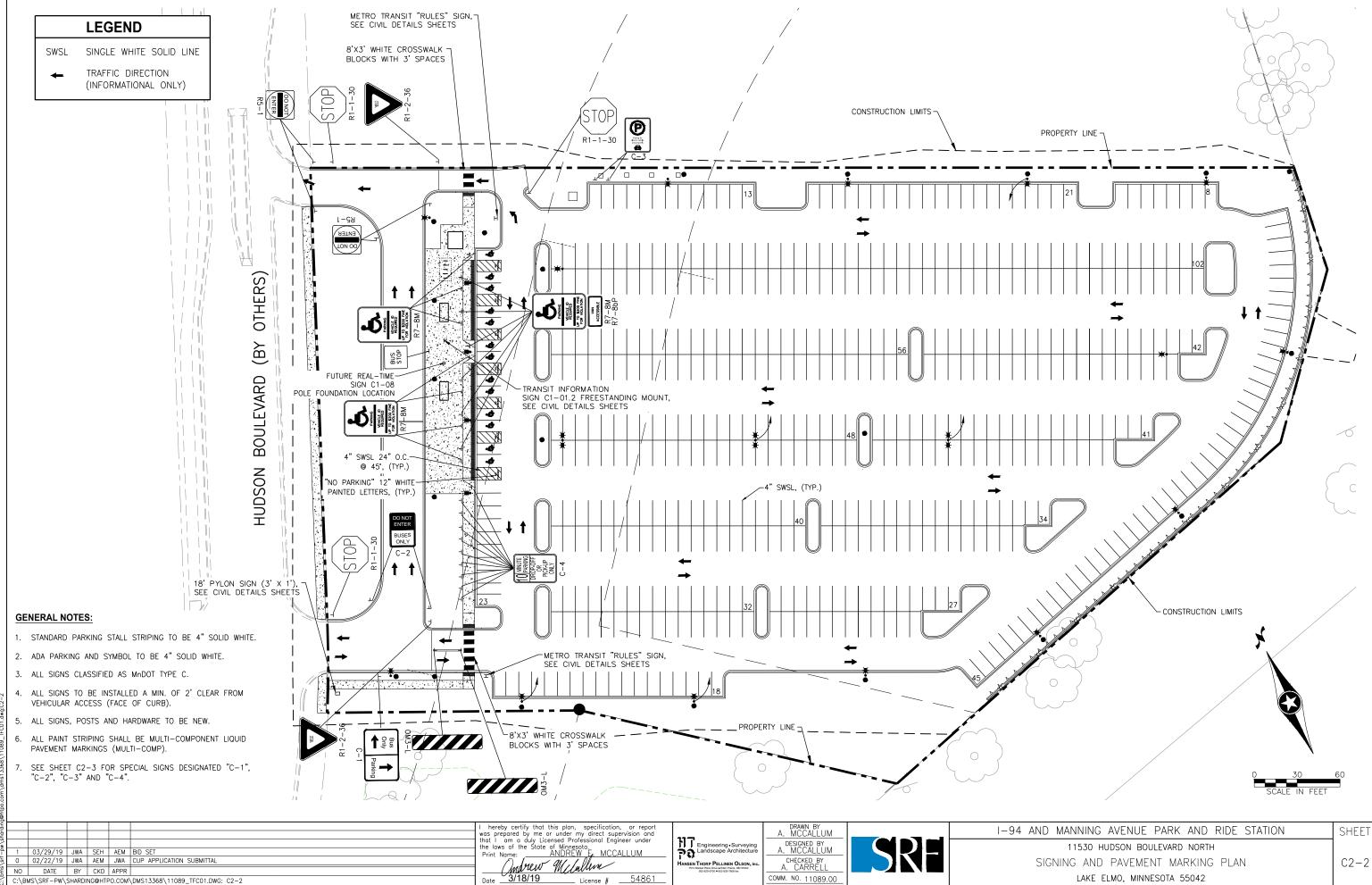
CITY OF LAKE ELMO		
This plat was approved by the City Council of Lake Elmocertifies compliance with all requirements as set forth in		, 20, and hereby
ByMayor		
ByCity Clerk		
WASHINGTON COUNTY SURVEYOR		
Pursuant to Chapter 820, Laws of Minnesota, 1971, and is reviewed and approved this day of		, Subd. 11, this plat has bee
ByWashington County Surveyor		
By		
WASHINGTON COUNTY AUDITOR/TREASURER Pursuant to Minnesota Statutes, Section 505.021, Subd.9 described, have been paid; and there are no delinquent tax		
ByWashington County Auditor/Treasurer		
By		
WASHINGTON COUNTY RECORDER		
Document Number	e of the County Recorder for record on this day of clockM., and was duly recorded in Washington Cou	
By	-	
By	-	





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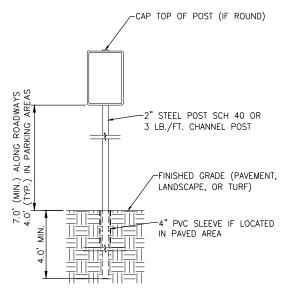
54861

COMM. NO. 11089.00

LAKE ELMO, MINNESOTA 55042

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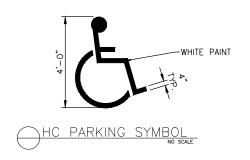
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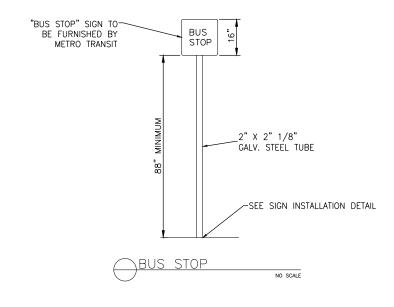


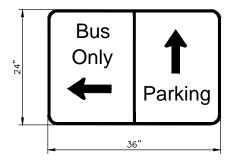
NOTE:

- 1. ALL STEEL SHALL BE GALVANIZED.
- SIGNAGE INSTALLATION SHALL CONFORM TO MnDOT SPEC. 2564









C-1

BLACK LETTERING AND ARROWS COLOR: WITH WHITE BACKGROUND

LETTER HEIGHT: 3"

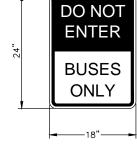


NOTE: R7-108 SIGN LAYOUT COLOR: GREEN LETTERING WITH WHITE BACKGROUND

LETTER HEIGHT: 3"

SIGN DIMENSIONS

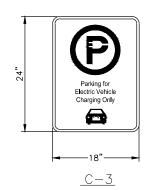
NO SCALE



<u>C-2</u>

COLOR: WHITE LETTERING WITH BLACK BACKGROUND AND BLACK LETTERING WITH WHITE BACKGROUND

LETTER HEIGHT: 3"



NOTE: ARTWORK IS PROVIDED BY METRO TRANSIT

GENERAL NOTES:

- 1. SIGNS SHALL CONFORM TO MUTCD STANDARD LETTER HEIGHTS.
- 2. THE CONTRACTOR SHALL REFERENCE MNDOT SIGN DETAILS AS THE DESIGN STANDARD FOR INSTALLATION OF "SPECIAL SIGNS".
- 3. MOUNT SIGNS IN ACCORDANCE WITH MANUFACTURE'S INSTRUCTIONS.

78								
C:\U ding@							I hereby certify that this plan, specification, or report	
_ p							was prepared by me or under my direct supervision and	
TECH) pw\shar							that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.	
	1	03/29/19	JWA	SEH	AEM	BID SET	Print Name: ANDREW E. MCCALLUM	
(LMS s/srf-	0	02/22/19	JWA	AEM	JWA	CUP APPLICATION SUBMITTAL		
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2 2 2 3	C:\BN	::\BMS\SRF-PW\SHARDING@HTPO.COM\DMS13368\11089_TFC01.DWG: C2-3			o.com,		Date 3/18/19 License # 54861	



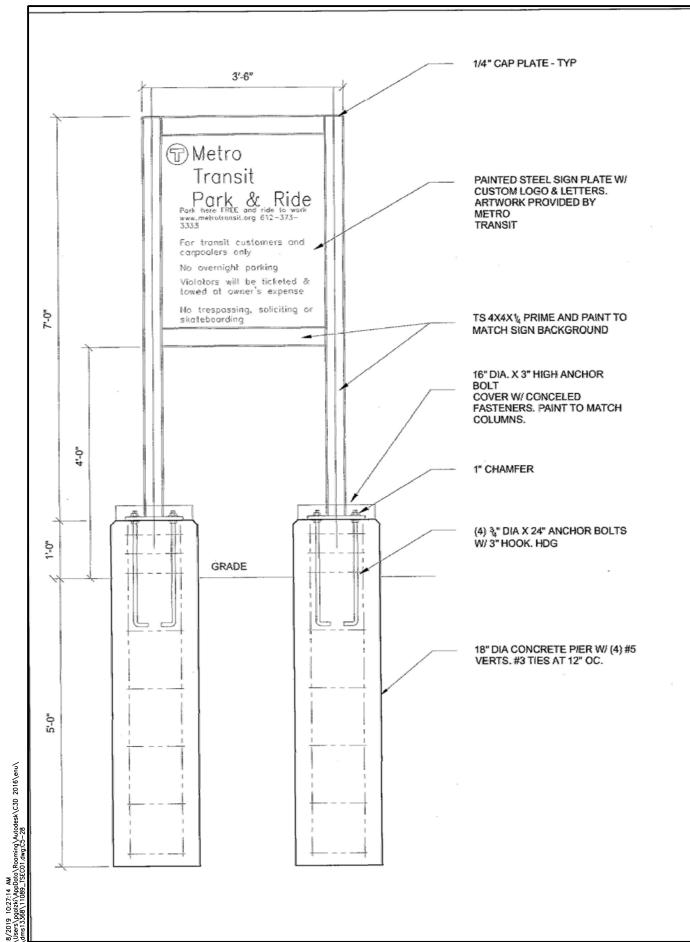




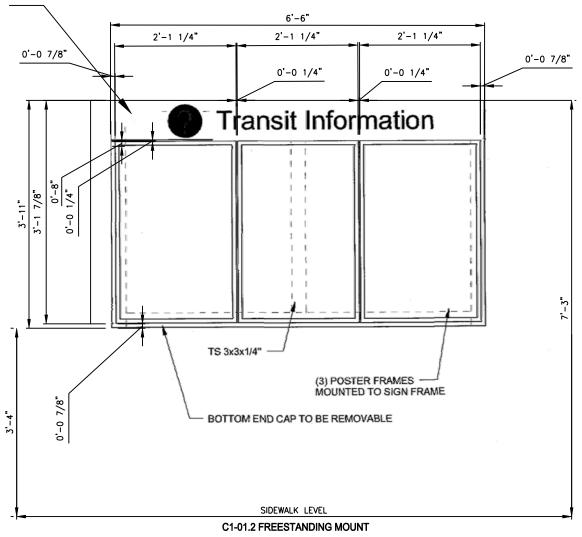
I-94 AND MANNING AVENUE PARK AND RIDE STATION 11530 HUDSON BOULEVARD NORTH SIGNING AND PAVEMENT MARKING DETAILS LAKE ELMO, MINNESOTA 55042

C2 - 3

SHEET



76"x 8" ½" FLAT SIGN S-16 PAINTED BACKGROUND & GRAPHICS. ADHERE



MONUMENT / PILLAR SIGN

DESCRIPTION: 2 SIDED INTERNALLY ACRYLIC FACE .090 ALUMINUM SURROUND FRAME.

ALUMINUM FRAMES SIGN, PAINTED IN 2 PART CATALYZED PPG DURANAR OR EQUAL, ALL CORNER JOINTS ARE WELDED AND GROUND SMOOTH. FASTENERS SHALL MATCH FRAME COLOR.

TYPOGRAPHY: EPS LAYOUT TO BE SUPPLIED BY OWNER, VACUUM FORMED FACE LETTERING SHAUL BE UP TO 1/4" DEPTH.

COLOR: SIGN FRAME COLORS TO BE DETERMINED BY CHANER. SEE SPECIFICATIONS FOR SIGN FACE COLORS.

SHOP DRAWINGS: SHOP DRAWINGS AND COLOR SAMPLES SHALL BE APPROVED BY OWNERS REPRESENTATIVE PRIOR TO ANY PRODUCTION.

QUANTITY: 1 EACH

COLOR SPECIFICATIONS

COLORS: SIGNAGE COLORS ARE RED, BLUE, YELLOW, AND WHITE. THE APPROPRIATE PAINT USED ON ANY SIGN MUST EXACTLY MATCH THE FOLLOWING 3M VINYL COLORS.



RED - 3M SCGTCHCAL 220 FILM, GERANIUM BLUE - 3M SCGTCHCAL 220 FILM, SAPPHIRE BLUE YELLOW - 3M SCGTCHCAL 220 FILM, SUNFLOWER WHITE - 3M SCGTCHCAL 220 FILM, GLOSS WHITE

GRAPHICS MATERIAL AND SIGN FABRICATION: BACKGROUND COLOR MUST BE POLYURETHANE ACRYLIC PAINT, WITH A NON-GLARE FINISH, GRAPHICS AND TEXT MUST BE 3M SCOTCHCAL 229 FILM.

ALL SIGN EDGES MUST BE DEDURRED AND SMOOTHED.

FINAL COLORS AND ARTWORK TO BE PROVIDED BY CAR.



I-94 AND MANNING AVENUE PARK AND RIDE STATION

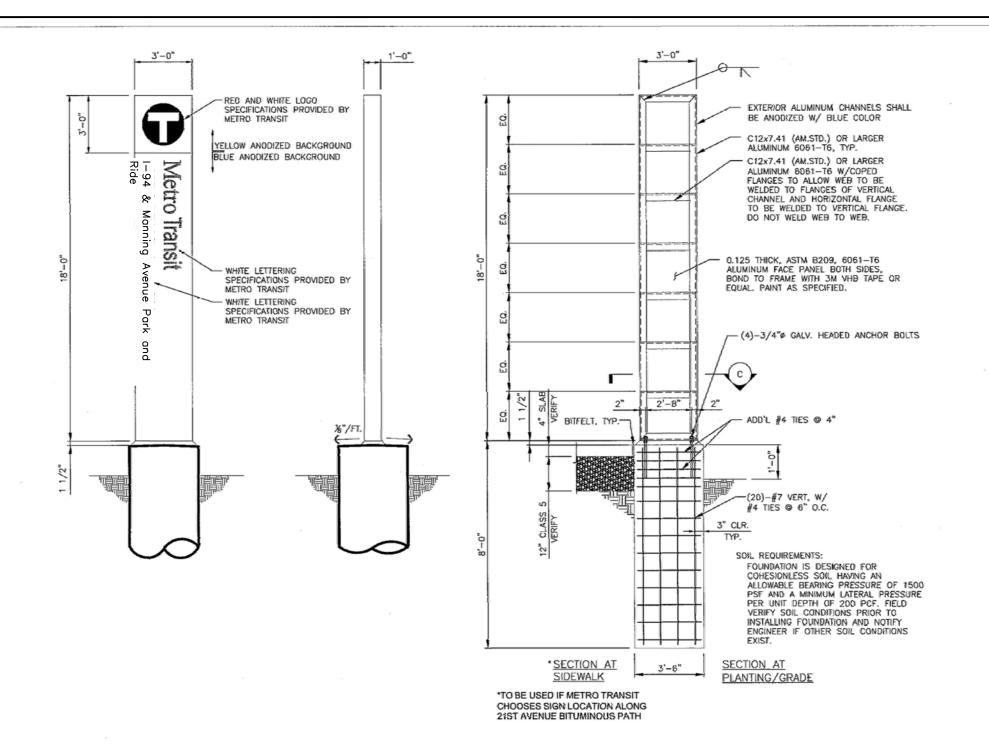
11530 HUDSON BOULEVARD NORTH
CIVIL DETAILS

C5-28

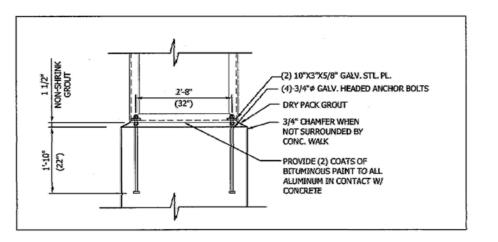
SHEET

COMM. NO. 11089.00

LAKE ELMO, MINNESOTA 55042



(20)-#7 VERTICALS #4 TIES @ 12" O.C., (4) TIES @ 4" @ TOP (2) 10"X3"X5/8" GALV. STL. PL. (4)-3/4" GALV. HEADED ANCHOR BOLTS (32")



- 1. SIGN PANELS ARE DOUBLE FACED. (2 FACES TOTAL PER SIGN).
- ONLY ONE METHOD OF LETTERING (PAINTED OR APPLIED VINYL) WILL BE ALLOWED PER SIGN TYPE, EXCEPT FOR ROUTE NUMBERS AND GATE LETTERS, WHICH SHALL BE APPLIED VINYL IN ALL APPLICATIONS. EXCEPT FOR THE VINYL ROUTE NUMBERS AND GATE LETTERS, ALL LETTERING LOWER THAN 8' ABOVE FINISHED GRADE SHALL BE PAINTED. EXCEPT FOR THE VINYL ROUTE NUMBERS AND GATE LETTERS, LETTERING HIGHER THAN 8' ABOVE FINISHED GRADE SHALL BE EITHER APPLIED VINYL OR PAINTED ONTO THE ALUMINUM PANELS AT THE CONTRACTOR'S OPTION.
- 3. ATTACH FACILITY SIGN TO SIGN FRAME USING A DOUBLE BEAD OF "3M VHB TAPE" OR EQUAL TO ISOLATE ALUMINUM PLATE FROM STEEL HSS MEMBER.
- 4. PAINT TOP COAT SHALL BE ACRYLIC POLYURETHANE AS SPECIFIED, COLORS PER METRO TRANSIT STANDARDS.
- FOR INSTALLATION IN EXISTING CONCRETE PAVEMENT, CUT & REMOVE CONCRETE SIDEWALK TO THE NEAREST CONSTRUCTION JOINT AND A MINIMUM
- CONSTRUCT SONOTUBE FOUNDATION AS SHOWN. REMOVE EXPOSED SONOTUBE AFTER CONCRETE IS CURED.
- 7. RECOMPACT CLASS 5 TO 98% STD. PROCTOR EFFECT.
- 8. PROVIDE GRAFITI COATING AS SPECIFIED.

MONUMENT / PILLAR SIGN

COLOR SPECIFICATIONS COLORS: SIGNAGE COLORS ARE RED, BLUE, YELLOW, AND WHITE. THE APPROPRIATE PAINT USED ON ANY SIGN MUST EXACTLY MATCH THE FOLLOWING 3M VINYL COLORS. ALUMINUM FRAMES SIGN. PAINTED IN 2 PART CATALYZED PPG DURANAR OF EQUAL ALL CORNER JOINTS ARE WELDED AND GROUND SMOOTH. FASTENERS SHALL MATCH FRAME COLOR.

RED - 3M SCOTCHCAL 220 FILM, GERANIUM BLUE - 3M SCOTCHCAL 220 FILM, SAPPHIRE BLUE YELLOW - 3M SCOTCHCAL 220 FILM, SUNFLOWER WHITE - 3M SCOTCHCAL 220 FILM, GLOSS WHITE

GRAPHICS IMATERIAL AND SIGN FABRICATION: BACKGROUND COLOR MUST BE POLYURETHANE ACRYLIC PAINT, WITH A NON-GLARE FINISH: GRAPHICS AND TEXT MUST BE 3M SCOTCHCAL 220 FILM.

ALL SIGN EDGES MUST BE DEDURRED AND SMOOTHED

FINAL COLORS AND ARTWORK TO BE PROVIDED BY CAR.

1 03/29/19 WCG PSG MCA BID SET 0 02/22/19 WCG PSG MCA CUP APPLICATION SUBMITTAL NO DATE BY CKD APPR N:\BMS\SRF-PW\PGALZKI\DMS13368\11089_TSEC01.DWG: C5-29

QUANTITY: 1 EACH

DESCRIPTION: 2 SIDED INTERNALLY ACRYLIC FACE .090 ALUMINUM SURROUND FRAME.

SHOP DRAWINGS: SHOP DRAWINGS AND COLOR SAMPLES SHALL BE APPROVED BY OWNERS REPRESENTATIVE PRIOR TO ANY PRODUCTION.

4000 PSI W/ 6.0% AIR ± 1.0%

60,000 PSt

ALUMINUM CHANNELS AND TUBES SHALL BE 6061-T6.

90 MPH 30 PSF WITH

1/2" RADIAL ICE.

I-94 AND MANNING AVENUE PARK AND RIDE STATION 11530 HUDSON BOULEVARD NORTH

CIVIL DETAILS LAKE ELMO, MINNESOTA 55042 C5-29

SHEET

COMM. NO. 11089.00

STRUCTURAL STEEL SHALL BE GRADE 36.

DESIGN NOTES:

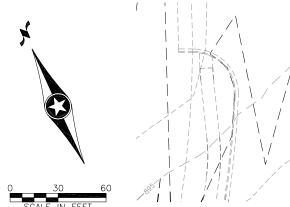
REINFORCEMENT:

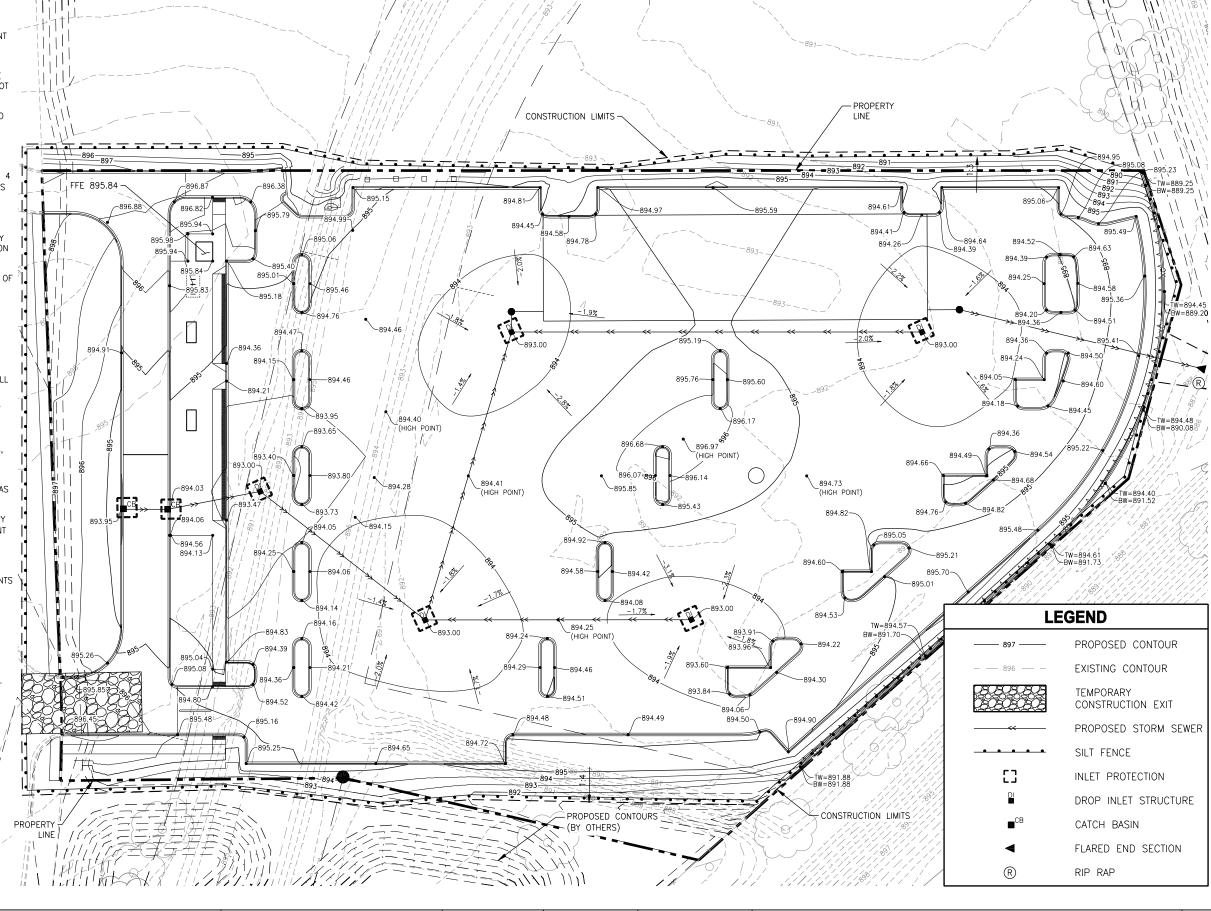
WIND SPEED = DESIGN WIND PRESSURE =

CAST-IN PLACE CONCRETE

GENERAL NOTES:

- SPOT ELEVATIONS REPRESENT FINISHED SURFACE GRADES, GUTTER/FLOW LINE, FACE OF BUILDING, OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- CATCH BASINS AND MANHOLES IN PAVED AREAS SHALL BE SUMPED 0.04 FEET. ALL CATCH BASINS IN GUTTERS SHALL BE SUMPED 0.16 FEET. RIM ELEVATIONS SHOWN ON PLANS DO NOT RFFLECT SUMPED ELEVATIONS.
- GRADING OF THE INFILTRATION AREAS SHALL BE ACCOMPLISHED USING LOW-IMPACT EARTH-MOVING EQUIPMENT TO PREVENT COMPACTION OF THE UNDERLYING SOILS. SMALL TRACKED DOZERS AND BOBCATS WITH RUNNER TRACKS ARE RECOMMENDED.
- 4. ALL DISTURBED UNPAVED AREAS ARE TO RECEIVE MINIMUM OF 4 INCHES OF TOP SOIL AND SEED/MULCH OR SOD. THESE AREAS SHALL BE WATERED/MAINTAINED BY THE CONTRACTOR UNTIL VEGETATION IS ESTABLISHED.
- REFER TO THE REPORT OF GEOTECHNICAL EXPLORATION AND ENGINEERING REVIEW, DATED APRIL 20, 2017 AS PREPARED BY BRAUN INTERTEC FOR AN EXISTING SUBSURFACE SITE CONDITION ANALYSIS AND CONSTRUCTION RECOMMENDATIONS.
- STREETS MUST BE CLEANED AND SWEPT WHENEVER TRACKING OF SEDIMENTS OCCURS AND BEFORE SITES ARE LEFT IDLE FOR WEEKENDS AND HOLIDAYS. A REGULAR SWEEPING SCHEDULE MUST BE ESTABLISHED.
- 7. DUST MUST BE ADEQUATELY CONTROLLED.
- ON SLOPES 3:1 OR GREATER MAINTAIN SHEET FLOW AND MINIMIZE RILLS AND/OR GULLIES.
- ALL STORM DRAINS AND INLETS MUST BE PROTECTED UNTIL ALL SOURCES OF POTENTIAL DISCHARGE ARE STABILIZED.
- 6. TEMPORARY SOIL STOCKPILES MUST HAVE EFFECTIVE SEDIMENT CONTROL AND CAN NOT BE PLACED IN SURFACE WATERS OR STORM WATER CONVEYANCE SYSTEMS. TEMPORARY STOCKPILES WITHOUT SIGNIFICANT AMOUNT OF SILT, CLAY, OR ORGANIC COMPOUNDS ARE EXEPMT EX: CLEAN AGGREGATE STOCK PILES, DEMOLITION CONCRETE STOCKPILES, SAND STOCKPILES.
- 7. FINAL STABILIZATION REQUIRES THAT ALL SOIL DISTURBING ACVTIVITIES HAVE BEEN COMPLETED AND THAT DISTURBED AREAS ARE STABILIZED BY A UNIFORM PERENNIAL VEGETATIVE COVER WITH 70% OF THE EXPECTED FINAL DENSITY, AND THAT ALL PERMANENT PAVEMENTS HAVE BEEN INSTALLED. ALL TEMPORARY BMP'S SHALL BE REMOVED, DITCHES STABILIZED, AND SEDIMENT SHALL BE REMOVED FROM PERMANENT CONVEYANCES AND SEDIMENTATION BASINS IN ORDER TO RETURN THE POND TO DESIGN CAPACITY.
- 8. THE WATERSHED DISTRICT OR THE CITY MAY HAVE REQUIREMENTS FOR INSPECTIONS VERIFYING PROPER CONSTRUCTION OF THE BMPS
- 9. SEE SWPPP FOR ADDITIONAL EROSION CONTROL NOTES AND REQUIREMENTS.
- SEE UTILITY PLAN FOR WATER AND SANITARY SEWER INFORMATION.
- 11. SEE SITE PLAN FOR CURB AND BITUMINOUS TAPER LOCATIONS.





I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Print Name: MICHAEL C. AARON

03/19/19 License #

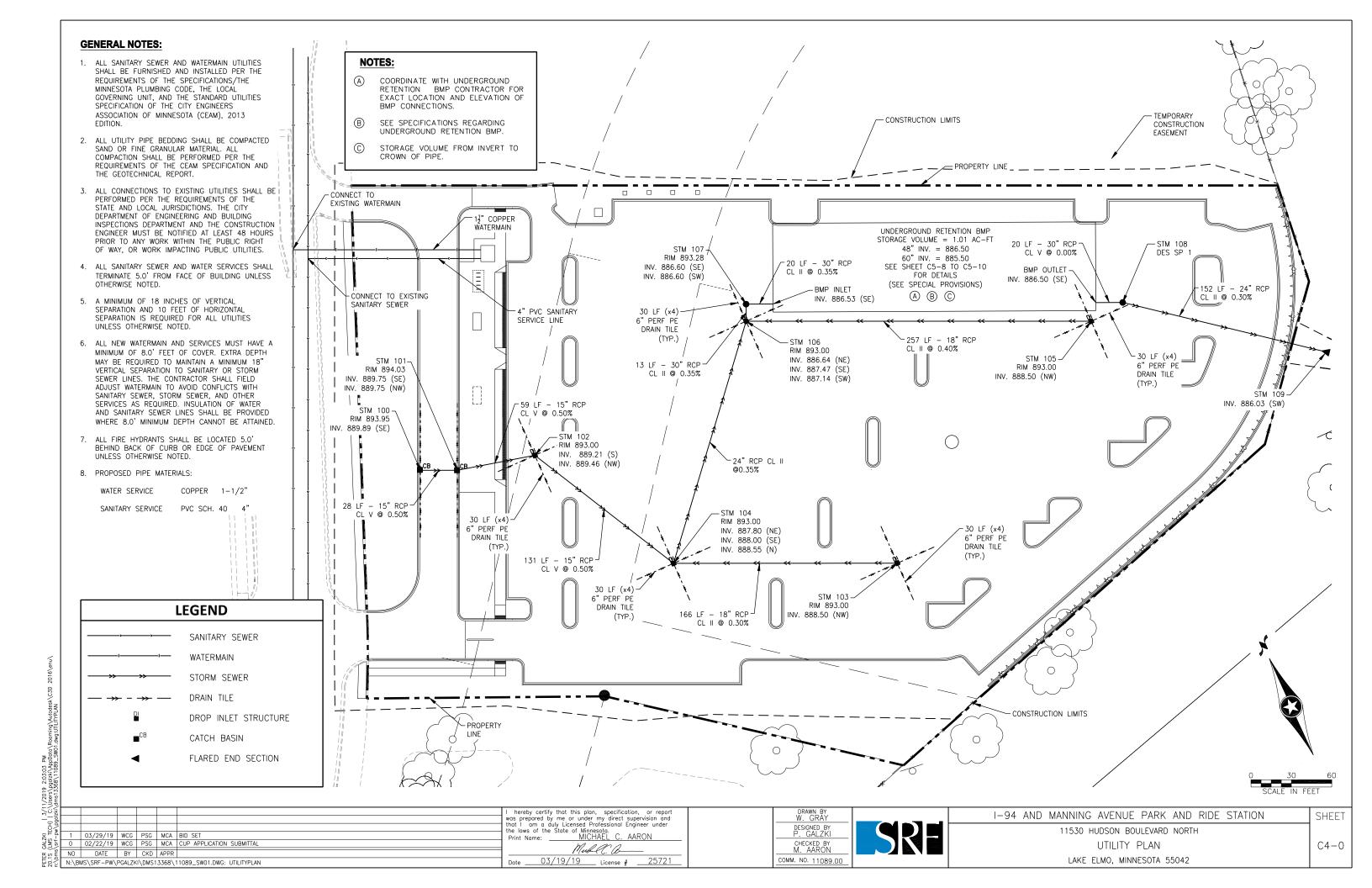
DRAWN BY
W. GRAY
DESIGNED BY
P. GALZKI
CHECKED BY
M. AARON
COMM. NO. 11089,00

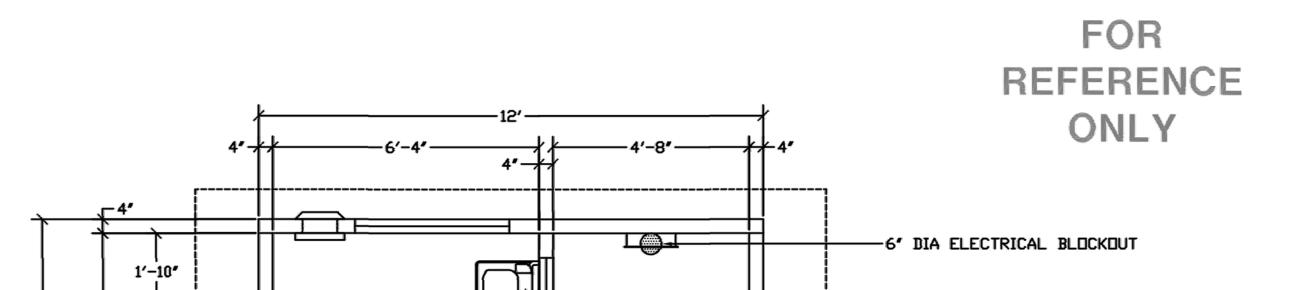
I-94 AND MANNING AVENUE PARK AND RIDE STATION
11530 HUDSON BOULEVARD NORTH
GRADING, DRAINAGE & EROSION CONTROL PLAN

LAKE ELMO, MINNESOTA 55042

SHEET

C3 - 0





4' CEILING MOUNTED FLUORESCENT LIGHTING FIXTURE

OPTIONAL 2" FLOOR DRAIN (FIELD INSTALLED)

-16x24 PLUMBING BLOCKOUT

OPTIONAL WASTE PAPER BASKET MOUNT BTM 12" OFF FINISHED FLOOR (SEE MI)

60" DIA TURNING CIRCLE

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1 03/29/19 WCG PSG MCA BID SET 0 02/22/19 WCG PSG MCA CUP APPLICATION SUBMITTAL NO DATE BY CKD APPR
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3'-5"

3'-5**"**

1'-6"

10'-6"



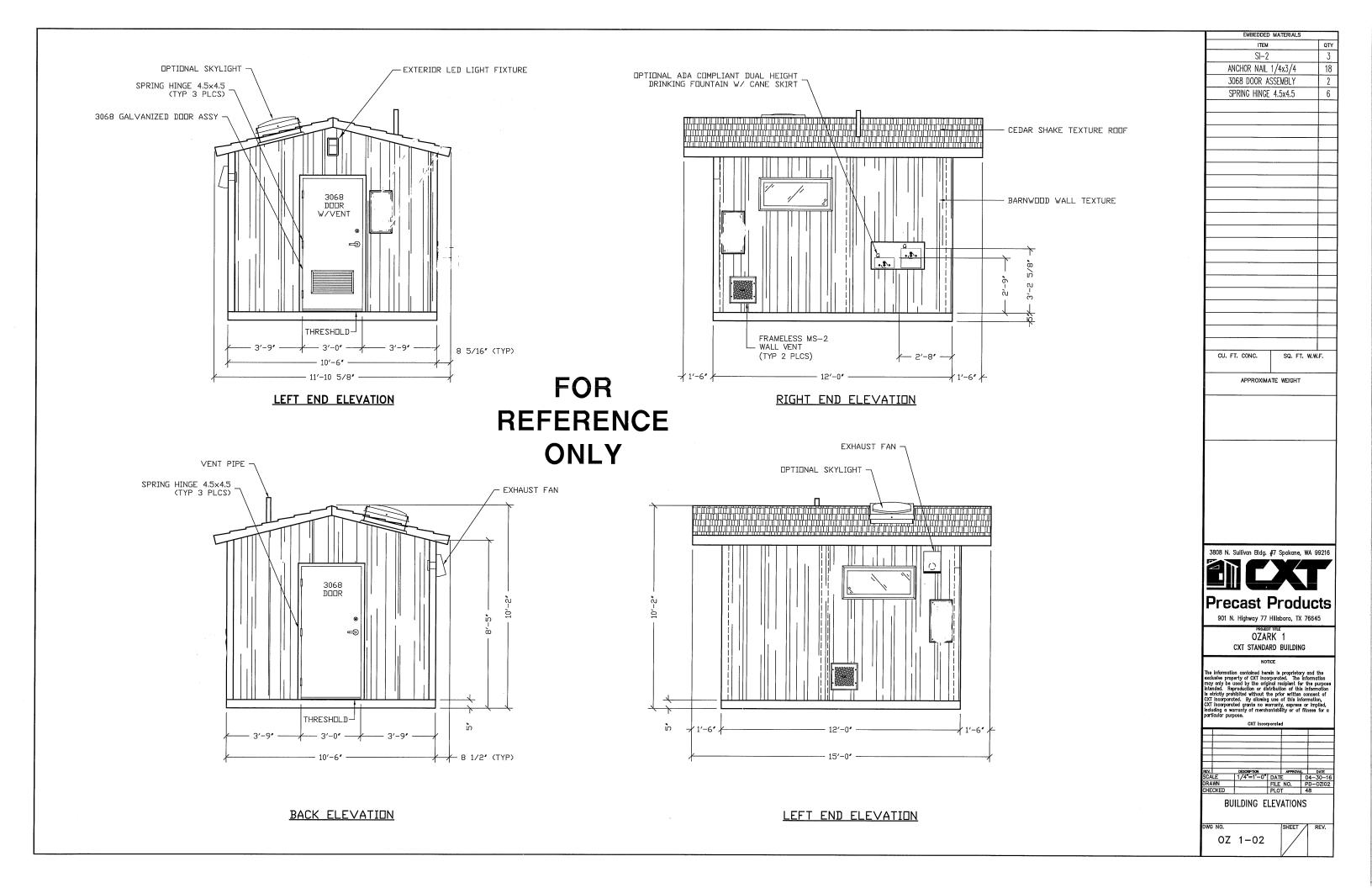
I-94 AND MANNING AVENUE PARK AND RIDE STATION 11530 HUDSON BOULEVARD NORTH CIVIL DETAILS

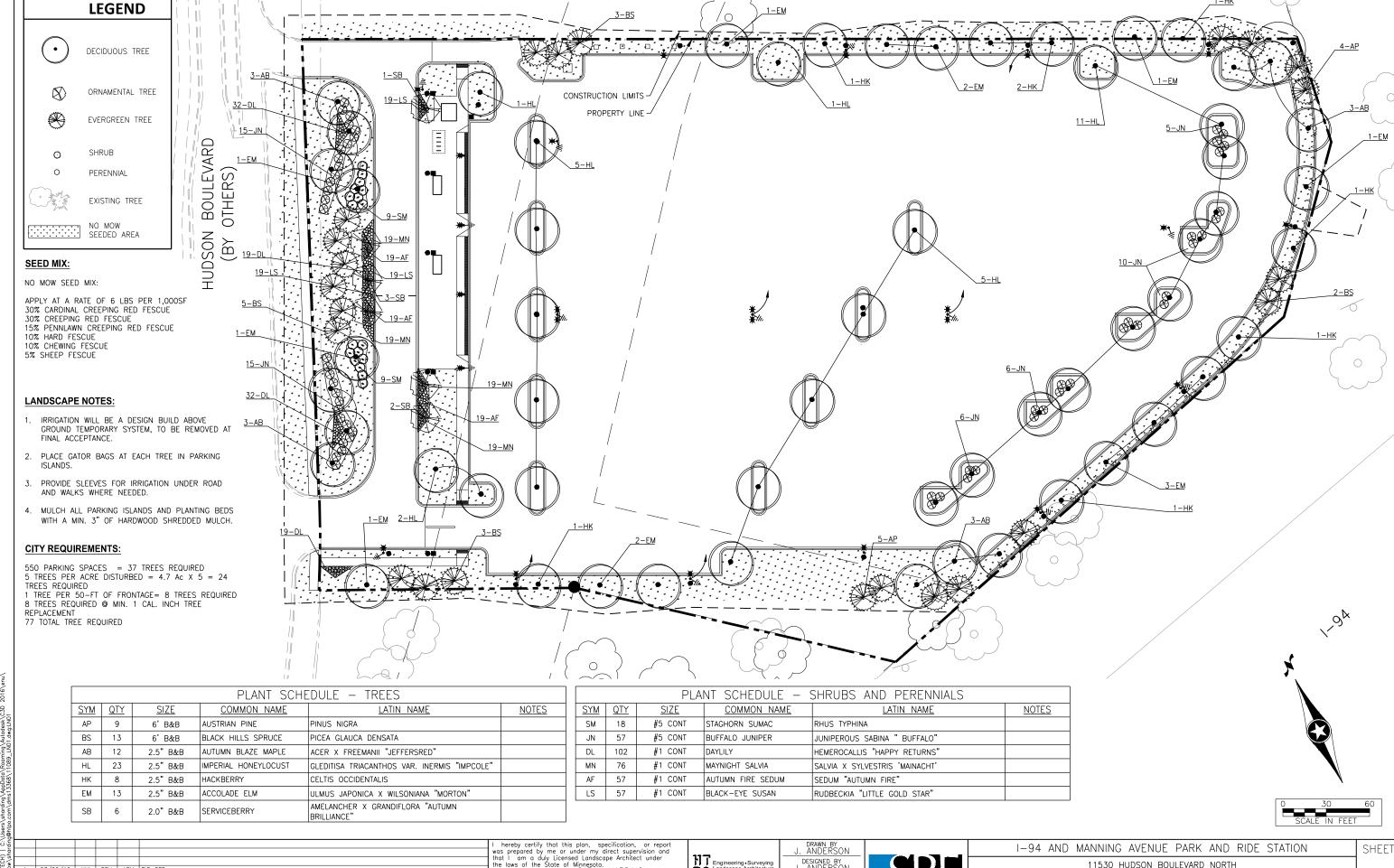
LAKE ELMO, MINNESOTA 55042

C5-27

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COMM. NO. 11089.00





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I hereby certify that this plan, specification, or report
was prepared by me or under my direct supervision and
that I am a duly Licensed Landscape Architect under
the laws of the State of Minnesota.

Print Name: SARAH HARDING

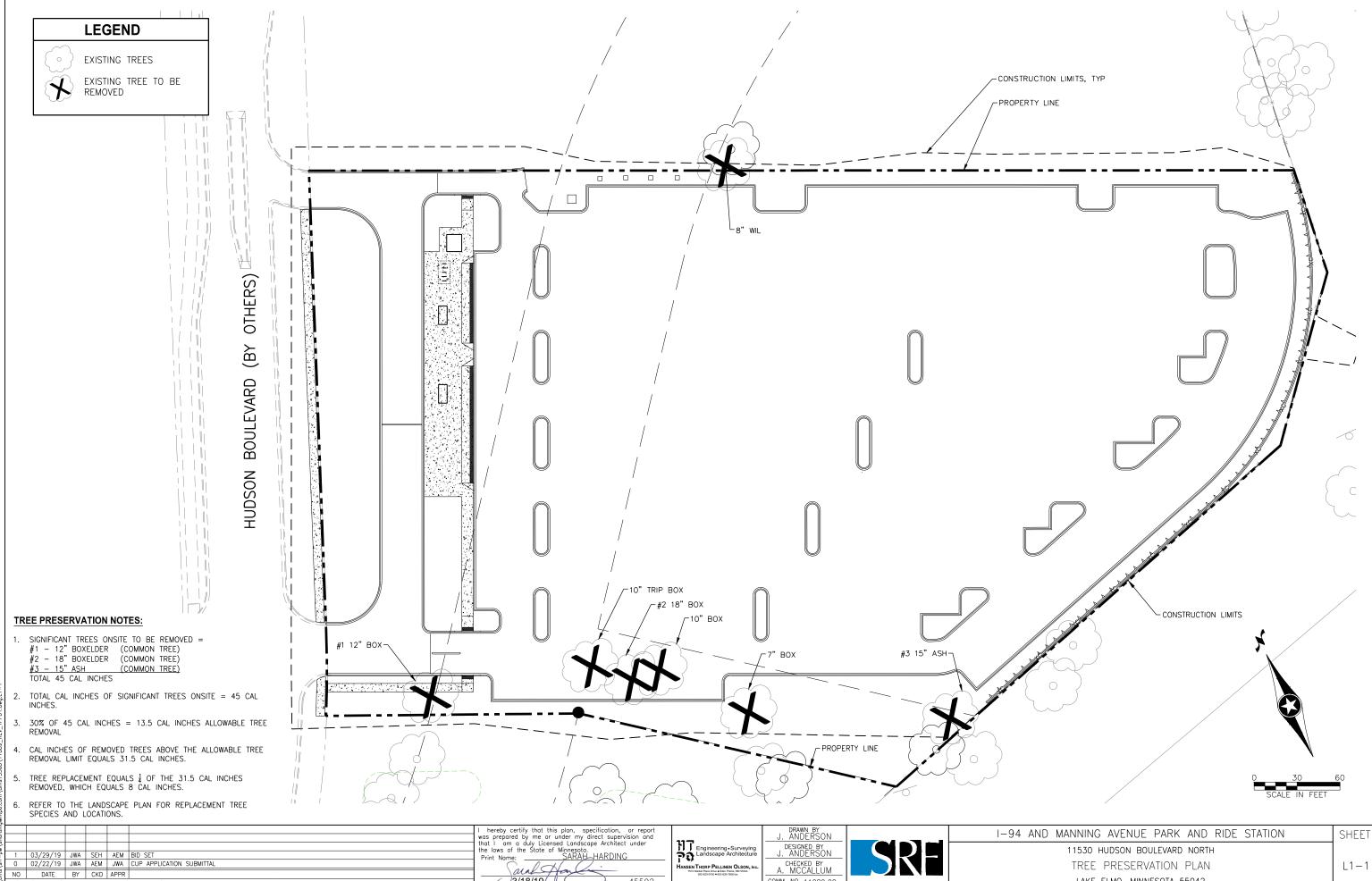
Date 3/18/19



11530 HUDSON BOULEVARD NORTH

LANDSCAPE PLAN LAKE ELMO, MINNESOTA 55042

L1 - 0



COMM. NO. 11089.00

LAKE ELMO, MINNESOTA 55042

Dote 3/18/19 License # 45592

NO DATE BY CKD APPR

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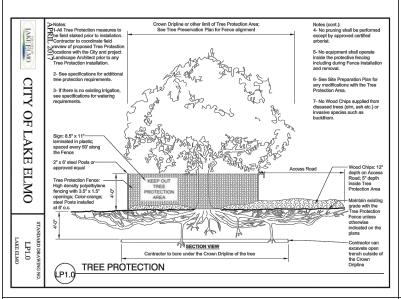
STANDARD PLAN NOTES LANDSCAPE PLANS

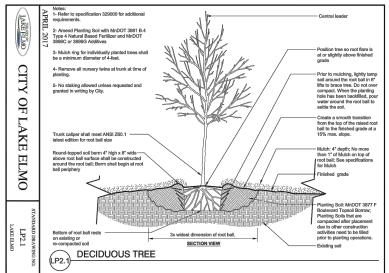
- Contractor must contact Gopher State One Call 811 (www.gopherstateonecall.org) prior to tree staking and planting operations to verify underground utilities. Where private utilities exist on-site the Contractor is required to have those located as well.
- 2. Plant materials shall meet American Standard for Nursery Stock: ANSI Z60.1, latest
- 3. No plant substitutions shall be made without the prior written authorization from the City.
- 4. All tree locations to be field staked prior to installation. Contractor to coordinate field review of proposed tree locations with the City and Project Landscape Architect prior to
- 5. All plants shall be planted immediately upon arrival to project site. No plant material is to be left overnight on the project site without being installed unless written approval by
- 6. All trees, shrubs, perennials, turf lawn and native seeding to have a two-year warranty beginning upon written acceptance by the City. Defective plants as determined by the City shall be replaced within 30 days of notice during the growing season, and replacement materials shall receive the same two year warranty until plants are
- 7. Contractor to protect and maintain all plantings and plant beds, including protection from wildlife, weeding, re-mulching, fertilization, irrigation and all other typical forms of horticultural care until the end of the warranty period as determined and approved by
- 8. All plants installed and maintained on City property shall be in accordance with City of Lake Elmo Bee-Safe Resolution No. 2015-13.
- 9. An irrigation system or other water supply adequate to support the specified plant materials shall be provided.

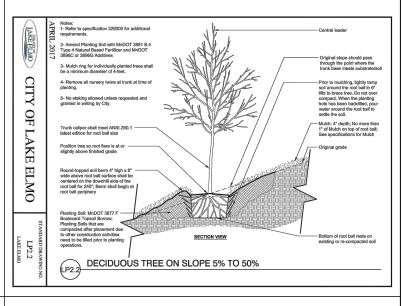
APRIL 2017

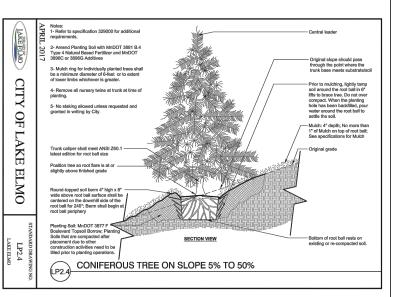
LARE ELMO

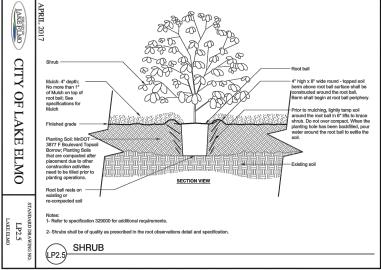
LP2.0 LAKE ELMO

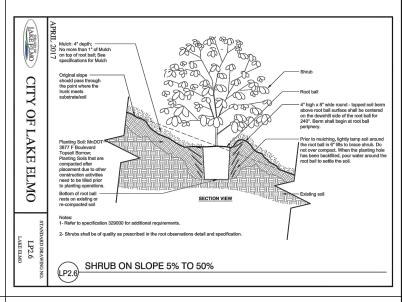


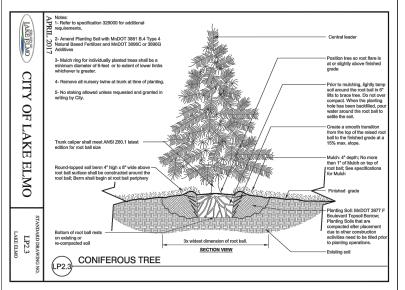


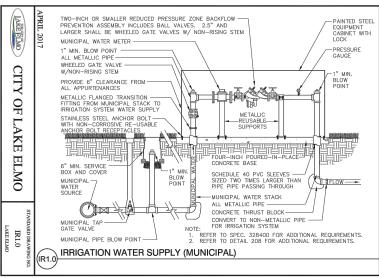


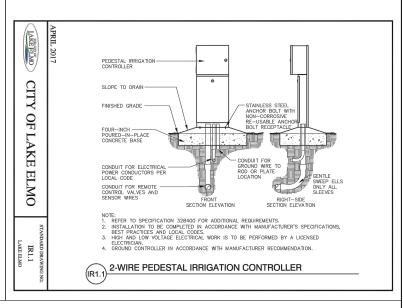












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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I om a duly Licensed Landscape Architect under the laws of the State of Minnesota.

Print Name: SARAH HARDING and Hand

3/18/19

Engineering Surveying Landscape Architecture ANSEN THORP PELLINEN OLSON, Inc

45592

DRAWN BY ANDERSON DESIGNED BY . ANDERSON COMM. NO. 11089.00



I-94 AND MANNING AVENUE PARK AND RIDE STATION

LAKE ELMO, MINNESOTA 55042

11530 HUDSON BOULEVARD NORTH LANDSCAPE DETAILS

SHEET

L1-2

MEMORANDUM



Cara Geheren, P.E. 651.300.4261
Jack Griffin, P.E. 651.300.4264
Ryan Stempski, P.E. 651.300.4267
Chad Isakson, P.E. 651.300.4285

Date: April 18, 2019

To: Ken Roberts, Planner Director

Cc: Chad Isakson, Assistant City Engineer

From: Jack Griffin, P.E., City Engineer

Re: Metro Transit Park & Ride at I94 and CSAH-15

Engineering Plan Review

An engineering review has been completed for the Metro Transit Park & Ride Station Engineering Plans at I94 and Manning Avenue (CSAH-15) received on March 25, 2019. The submittal consisted of the following documentation:

- I-94 and Manning Avenue Park & Ride Station Plans, dated 03.29.2019, prepared by SRF.
- Stormwater Management, dated November 2018, prepared by SRF. Not Certified.

STATUS/FINDINGS: Engineering has prepared the following review comments:

PRELIMINARY PLAT AND EASEMENTS

- No lot easements have been provided as required.
- A retaining wall and chain link fence are proposed along the length of the rear lot line. The retaining wall
 and chain link fence encroach the required rear lot line easement. Temporary construction easements or
 permits will be required from adjacent properties to construct the proposed retaining wall. Temporary
 construction easements should be shown on the plans and provided to the City.
- The plans show a future charging station encroaching the required side lot easement on the north side. The plans should be revised to relocate the future charging station outside of the easement.
- Drainage and utility easements must be added to the plans over all watermain and hydrants. Easements must extend minimum 15-feet from pipe and hydrants (see Utility Plan comments). Drainage and utility easements must be provided in the City's standard form of drainage and utility easement agreement.

STORMWATER MANAGEMENT

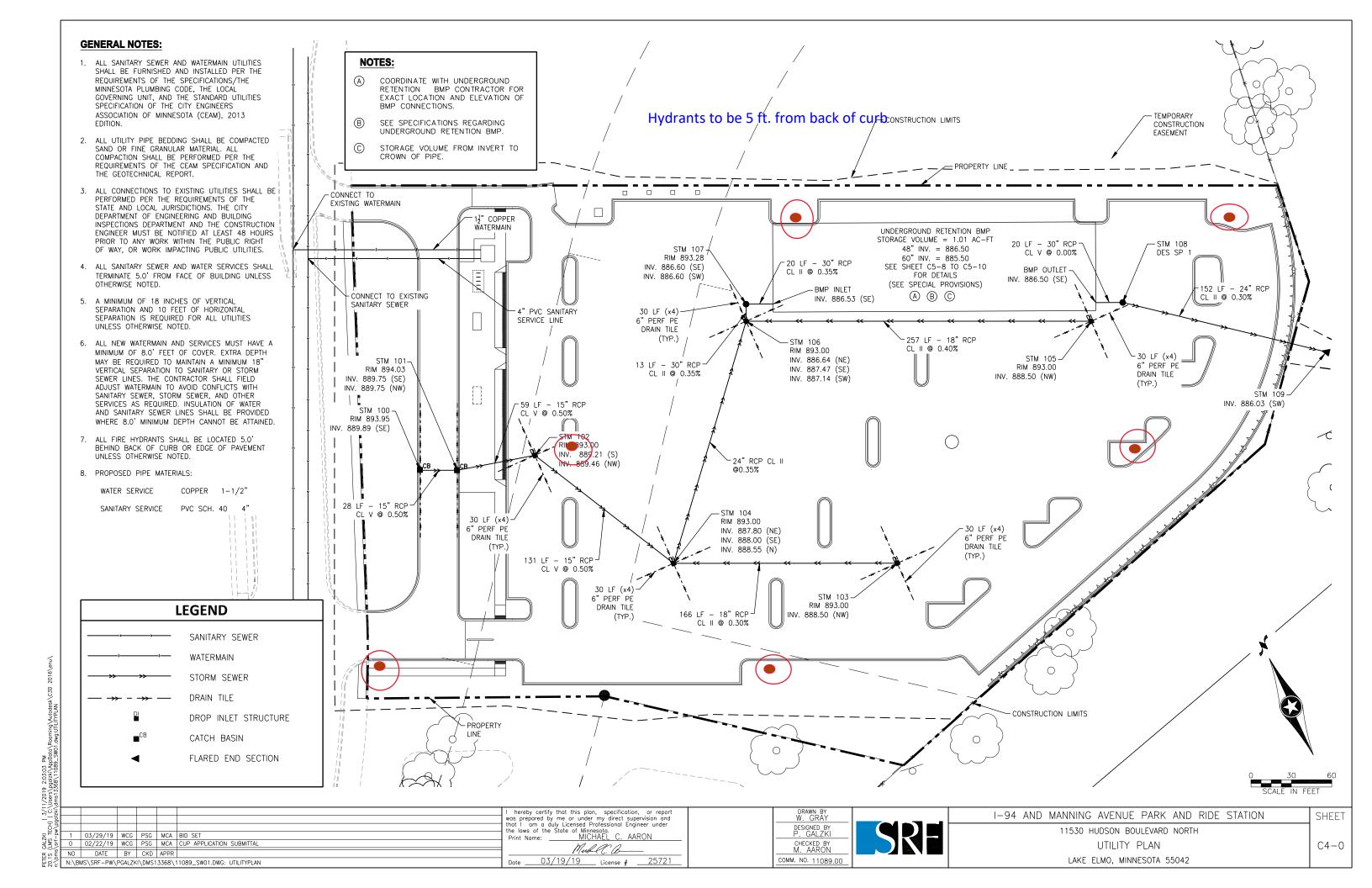
- The site plan is subject to a storm water management plan meeting State, VBWD and City rules and regulations. A storm water management plan has been submitted but has not yet been reviewed by the VBWD. The stormwater management plan must be a prepared and certified by an engineer licensed in the State of Minnesota. The plan must be resubmitted with professional certification. Any plan revisions made to obtain the VBWD approval must be resubmitted to the City for review and approval.
- The site plan shows storm water management being addressed using on-site underground storage located beneath the proposed parking spaces. The storm water facilities constructed for this development will remain privately owned and maintained. The applicant will be required to execute and record a Stormwater Maintenance and Easement Agreement in the City's standard form of agreement.
- The 100-year high water flood level (HWL) and 100-year HWL contour must be calculated and shown on the grading plans, must be fully contained within private property, and must be protected by easement.

PERMITS/APPROVALS

- A copy of the VBWD permit is required prior to start of construction.
- A copy of the MnDOT drainage permit is required prior to start of construction.
- A copy of the MPCA Stormwater Construction permit is required prior to start of construction.
- Any plan revisions made to obtain the above permits must be resubmitted for City review and approval.
- An executed Stormwater Maintenance and Easement Agreement in the City's standard form is required prior to start of construction.
- Retaining walls that exceed 4 feet in height must have a design submitted and certified by an engineer licensed in the State of Minnesota.
- Written landowner permission must be provided for any off-site grading work, easements and storm water discharges to adjacent properties.
- No construction for this project may begin until the applicant has received City Engineer approval for the
 Final Construction Plans; the applicant has obtained and submitted to the City all applicable permits,
 easements and permissions needed for the project; a site improvement agreement has been executed
 with the City and all required securities have been provided, and a preconstruction meeting has been held
 by the City's engineering department.

CONSTRUCTION PLANS

- Construction Phasing. The plans should be updated to better identify the Hudson Boulevard Improvements as "proposed construction by others" and to require coordination between contractors. The plans and specifications should carefully address construction phasing, such as the timing for water and sewer connection and testing, and driveway connections to Hudson Boulevard.
- C3.0. Grading, Drainage and Erosion Control. Revise the erosion control plans to include the City of Lake Elmo standard plan notes for erosion control and City standard details for erosion control. The specifications must be updated to include the City of Lake Elmo standard specifications for erosion control. The City specifications, details and plan notes must be identified to supersede all other plans and specifications in case of conflict.
- C3.0. Grading, Drainage and Erosion Control. Revise plans to identify Hudson Boulevard as "proposed" and to be constructed "by others". Add plan note that grading revisions may be required to match into the final constructed grades for Hudson Boulevard.
- C3.0. Grading, Drainage and Erosion Control. Add erosion control and restoration measures at the storm sewer outfall pipe off-site.
- C4.0. Utility Plan. Revise the utility plans to show the sewer and water service connections to be located at the right-of-way of Hudson Boulevard. The public improvement project must be updated to provide sewer and water service stubs from the mains to the right-of-way consistent with City of Lake Elmo standard service details.
- C4.0. Revise the utilities shown in Hudson Boulevard from "existing" to "installed by others".
- C4.0. Utility Plan. Add hydrants interior to the site as required by the Lake Elmo Fire Department. See attached plans showing required locations.
- C4.0. Utility Plan. Revise plans to extend 8-inch watermain interior to site to each hydrant and create a looped main configuration. Update the plans to show a minimum 30-foot utility easement centered over all watermain and hydrants. Easement must extend minimum 15-feet from all pipe and hydrants.
- C4.0. Utility Plan. Revise the utility plans to include the City of Lake Elmo standard plan notes for watermain and City standard details for watermain. The specifications must be updated to include the City of Lake Elmo standard specifications for watermain. The City specifications, details and plan notes must be identified to supersede all other plans and specifications in case of conflict.
- C5-X. Civil Details. The plans must be revised to replace all civil details, plan notes and specification for erosion and sediment control to meet the standards of the City of Lake Elmo.
- L1.0. Landscape Plans. All proposed utilities must be shown on the landscape plans and all trees relocated to maintain 10 feet of separation from all public utilities.





To: Ken Roberts, City of Lake Elmo Planning Director

From: Lucius Jonett, Wenck Landscape Architect

March 29, 2019 Date:

Subject: City of Lake Elmo Landscape Plan Review

Metro Transit Park and Ride, Review #1

Submittals

Tree Preservation Plan, dated March 18, 2019, received March 26, 2019.

Landscape Plans, dated March 18, 2019, received March 26, 2019.

Location: Northwest quadrant of the intersection of I-94 and Manning Avenue. Lot 1, Block 1 of the Four Corners 2nd Addition development.

Land Use Category: C - Commercial

Surrounding Land Use Concerns: None

Special landscape provisions in addition to the zoning code: None

Planning Director City of Lake Elmo March 29, 2019



Tree Preservation:

- A. A tree preservation plan has been submitted that does not meet all requirements.
 - 1. Significant trees are not appropriately designated:
 - i. The nuisance tree category includes noxious or invasive species such as buckthorn, boxelder and cottonwood.

	Entire Site	
Total Caliper Inches of Significant Trees On-Site:	45.0	Cal Inches
Common Trees	15	
Conifer/Evergreen Trees	0	
Hardwood Trees	0	
Nuisance Trees	30	
Significant Inches Removed On-Site	45	Cal Inches
Common Trees	15	
Conifer/Evergreen Trees	0	
Hardwood Trees	0	
Nuisance Trees	30	
30% Tree Removal Limits (Cal. Inches)	Allowed	Proposed
Subtract Common Tree Removals	4.5	15
Subtract Conifer/Evergreen Tree Removals	0	0
Subtract Hardwood Tree Removals	0	0
Removals in excess of 30% allowances		
Removals in excess of 30% allowances	10.5	Cal Inches
Common Removals in Excess of 30% Allowance	10.5	
Conifer Removals in Excess of 30% Allowance	0.0	
Hardwood Removals in Excess of 30% Allowance	0.0	
Common Tree Replacement Needed (1/4 the dia inches removed)	2.6	Cal Inches
Conifer Tree Replacement Needed (1/2 the dia inches removed)	0.0	Cal Inches
Hardwood Tree Replacement Needed (1/2 the dia inches removed)	0.0	Cal Inches
Common Tree Replacement Required @ 2.5" per Tree	1.1	# Trees
Conifer Tree Replacement Required @ 3" per 6' Tall Tree	0	# Trees
Hardwood Tree Replacement Required @ 2.5" per Tree	0	# Trees

- B. Tree replacement is required because more than thirty (30) percent of the diameter inches of significant trees surveyed will be removed.
- C. Tree replacement calculations do not follow the current required procedure as of the ordinance updates approved on 9-19-2018:
 - 1. A calculation must be provided which breaks out the number of inches removed for hardwood, evergreen/coniferous, and common trees. The 30% removal figure applies to each category individually and trees over the 30% allowance are to be replaced according to:
 - i. Common tree species shall be replaced with new trees at a rate of one-fourth (1/4) the diameter inches removed.

Planning Director City of Lake Elmo March 29, 2019



- ii. Coniferous/evergreen tree species shall be replaced with new coniferous or evergreen trees at a rate of one-half (1/2) the diameter inches removed. Since coniferous species are often sold by height rather than diameter inch, the following conversion formula can be used: Height of Replacement Coniferous Tree/2 = Diameter Inches of Credit
- iii. Hardwood deciduous tree species shall be replaced with new hardwood deciduous trees at a rate of (1/2) the diameter inches removed.
- D. This project is commercial development, therefore mitigation replacement trees can be included toward landscape required tree counts.

Landscape Requirements:

The preliminary landscape plans meet the code required number of trees.

	Preliminary Plan (Code Required)	Preliminary Plan Proposed	
Street frontage	400		Lineal Feet
Lake Shore	0		Lineal Feet
Stream Frontage	0		Lineal Feet
Total Linear Feet	400		Lineal Feet
/50 Feet = Required Frontage Trees	8		Trees
Development or Disturbed Area	-		SF
Development or Disturbed Area	4.7		Acres
*5 = Required Development Trees	24		Trees
Interior Parking Lot Spaces*	550		Spaces
/15 = Required Parking Lot Trees	37		Trees
Perimeter Parking Lot Frontage Length*	0		Lineal Feet
/50 = Required Frontage Strip Trees	0		Trees
Required Mitigation Trees	1		
Required Number of Trees**	70		
Total Trees to Date		84	

^{*} Parking lot landscaping or screening trees are included in landscape required tree counts.

None if 0 - 30 Parking Spaces

- 1. A minimum one (1) tree is proposed for every fifty (50) feet of street frontage.
- 2. A minimum of five (5) trees are proposed to be planted for every one (1) acre of land that is developed or disturbed by development activity.

¹ tree per 10 spaces if 31 - 100 Parking Spaces

¹ tree per 15 spaces If >101 Parking Spaces

^{**} Commercial development - mitigation replacement trees are included in landscape required tree counts.

Planning Director City of Lake Elmo March 29, 2019



The landscape plans do meet the minimum compositions of required trees:

Preliminary Plan	Qty	% Composition	
Deciduous Shade Trees	56	67%	>25% required
Coniferous Trees	22	26%	>25% required
Ornamental Trees	6	7%	<15% required

Tree Count 84

- A. A landscape plan has been submitted that does not include all requirements.
 - 1. Utilities are not shown on the landscape plan to review for tree placement conflicts.
- B. The landscape plan does meet the landscape layout requirements.
- C. Interior Parking Lot Landscaping The development does include an interior parking lot with more than 30 spaces and satisfies the landscaping requirements.
 - At least 5% of the interior area of parking lots is devoted to landscape planting areas. The parking lot is measured at approximatively 203,250 square feet and planting areas measuring approximately 15,000 square feet in the parking lot islands and bump outs The planting area is approximately 7% of the interior of the parking lot area.
 - 2. The interior parking lot planting area includes approximately 45 shade trees satisfying the minimum required tree planting requirements for interior parking lots.
- D. Perimeter Parking Lot Landscaping The development does include a perimeter parking lot and satisfies the landscaping requirements.
 - 1. A landscaped frontage strip is provided along Hudson Boulevard for screening from the public street. The width of the strip exceeds the required 8' minimum.
- E. Screening Screening is not required by City code.

Findings:

- 1. Tree Preservation Plan Boxelder trees were classified as common trees. According to the ordinance updates approved on 9-19-2018, they are now classified as nuisance trees and not required to be included in the tree inventory and mitigation calculations.
- 2. Tree Replacement Calculations Because of the different tree classification, the applicant over estimated the number of replacement trees required. When calculated, 1.1 replacement trees is required. Fraction amounts are typically required to be rounded up. Since only 1 common tree (15" ash) is being removed and the fraction is 0.1; 1 replacement tree will be adequate.
- 3. Landscape Plan Utilities are not shown on the landscape plan to review for tree placement conflicts.

Planning Director City of Lake Elmo March 29, 2019



Recommendation:

The preliminary tree preservation and landscape plans meet and exceed City requirements. It is recommended that a condition of approval include:

1. Submit a revised landscape plan showing locations of utilities to review that all trees are 10' minimum away from utility lines.

Sincerely,

Lucius Jonett, PLA (MN) Wenck Associates, Inc.

City of Lake Elmo Municipal Landscape Architect



February 15, 2019

Ken Roberts, Planning Director City of Lake Elmo 3880 Laverne Avenue North Lake Elmo, MN 55042

SUBJECT: Four Corners Second Edition Preliminary Plat

MnDOT Review #P19-002

NW quad of I-94 and CSAH 15 (Manning Ave N)

City of Lake Elmo, Dakota County

Dear Mr. Roberts:

MnDOT has reviewed the preliminary plat received 1/31/19 for the Four Corners Second Edition project in compliance with Minnesota Statute 505.03, subdivision 2, Plats. Before further development, please address the following:

Design

The preliminary plat shows the relocation of the frontage road (Hudson Blvd) and its intersection with CSAH 15 (Manning Ave N) within the MnDOT right-of-way, which extends several hundred feet north of I-94 along Manning Ave. Roadway configuration changes of this magnitude require a Level 2 layout, as noted in MnDOT's review of the EAW for the Manning Avenue Corridor Management and Safety Improvement Project (see MnDOT comment letter of 12/21/2016 attached).

MnDOT layout design guidance and layout requirements are provided at: http://www.dot.state.mn.us/design/geometric/index.html. Please direct questions regarding roadway design to Jeff Rones of MnDOT's Metro District Design Section at 651-234-7647 or Jeff.Rones@state.mn.us.

Traffic

MnDOT strongly recommends that the city require a traffic impact study (TIS) to be performed, as the traffic volumes associated with the proposed development and uses are significant (likely exceeding 15,000 AADT) and meet MnDOT warrants for a TIS (2,500 or more new daily vehicle trips). See Chapter 5 of MnDOT's Access Management Manual for TIS guidance: www.dot.state.mn.us/accessmanagement/docs/pdf/manualchapters/chapter5.pdf.

Please direct questions regarding traffic to Kaare Festvog of MnDOT's Metro District Traffic Engineering Section at 651-234-7814 or Kaare.Festvog@state.mn.us.

Right-of-Way

The 60' drainage way shown on the future Lot 1 labeled "PARCEL No. 44 (TO BE VACATED BY MN DOT)" is currently owned in fee by MnDOT. Therefore, MnDOT will need to convey fee ownership of the parcel to the owner. Please contact Jennifer Matti in MnDOT's Metro District Surveys Section at 651-234-3474 or Jennie-Bailey@state.mn.us regarding acquisition of the drainage way.

Please direct questions regarding right-of-way to Michael Lynch of MnDOT's Metro District Right of Way Section at 651-234-7558 or Mike.Lynch@state.mn.us.

Drainage

A MnDOT drainage permit will be required to ensure that current drainage rates to MnDOT right-of-way will not be increased. MnDOT's Drainage Permits Checklist is attached. The drainage permit application is available online at: https://dotapp7.dot.state.mn.us/OLPA and requires the following information:

- 1. A grading plan showing existing and proposed contours.
- 2. Drainage area maps for the proposed project showing existing and proposed drainage areas. Any off-site areas that drain to the project area should also be included in the drainage area maps. The direction of flow for each drainage area must be indicated by arrows.
- 3. Drainage computations for pre- and post-construction conditions during the 2-, 10-, 50- and 100-year rain events.
- 4. Time of concentration calculations.
- 5. An electronic copy of any computer modeling used for the drainage computations.
- 6. See also the attached Drainage Permits Checklist for more information.

The application should be submitted to:

MnDOT – Metropolitan District Permit Office 1500 West County Road B-2 Roseville, MN 55113

MnDOT will perform a thorough review of the application and request any additional information that may be needed. For questions, please contact Bryce Fossand of MnDOT's Metro District Water Resources Section at 651-234-7529 or Bryce.Fossand@state.mn.us.

Permits/No Impacts to Interstate Highway

In addition to the drainage permit, any other work affecting or impacting MnDOT right of way on Manning Ave N will require a permit. No work within or impacts to the I-94 right-of-way will be allowed. Permit forms are available from MnDOT's utility website: http://www.dot.state.mn.us/utility/forms.html. Please include one 11"x17" plan set and one full size plan set with each permit application.

Please direct questions regarding these requirements to Buck Craig of MnDOT's Metro District Permits Section at 651-234-7911 or Buck.Craig@state.mn.us.

Review Submittal Options

MnDOT's goal is to review proposed development plans and documents within 30 days of receipt. Electronic file submittals are typically processed more rapidly. There are four submittal options:

- 1. Email documents and plans in .pdf format to metrodevreviews.dot@state.mn.us. Attachments may not exceed 20 megabytes per email. If multiple emails are necessary, number each message.
- 2. Upload .pdf file(s) to MnDOT's external shared internet workspace site at: https://mft.dot.state.mn.us. Contact MnDOT Planning development review staff at metrodevreviews.dot@state.mn.us for access instructions and send an email listing the file name(s) after the documents have been uploaded.

3. Mail, courier, or hand deliver documents and plans in .pdf format on a CD-ROM compact disc to:

MnDOT – Metro District Planning Section Development Reviews Coordinator 1500 West County Road B-2 Roseville, MN 55113

4. Submit printed documents via U.S. Mail, courier, or hand delivery to the address above. Include one set of full size plans.

You are welcome to contact me with questions at 651-234-7795.

Sincerely,

David Elvin, AICP Senior Planner

Copy via E-Mail:

Adam Josephson, Area Engineer
Ryan Coddington, Engineering
Jeff Rones, Design
Mike Lynch, Right of Way
Jennifer Matti, Surveys
Buck Craig, Permits
Bryce Fossand, Water Resources
Kaare Festvog, Traffic Engineering
Carl Jensen, Transit Advantages
Mike Nelson, Surveys
Cameron Muhic, Multi-Modal
Russell Owen, Metropolitan Council
Michael Welling, Washington County Survey Division