



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 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. Storm 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