

DRAFT UPDATE

Alternative Urban Areawide Review (AUAR)

for the

Albertville Business Park Project

October 2, 2017

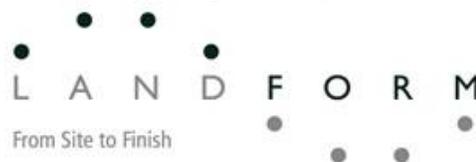
Darkenwald Holdings, LTD (Land Owner)



Prepared for the City of Albertville, MN



Prepared by:



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UPDATE

ALTERNATIVE URBAN AREAWIDE REVIEW

ALBERTVILLE BUSINESS PARK

INTRODUCTION

In 2003, the City of Albertville approved an Alternative Urban Areawide Review (AUAR) for the Albertville Business Park, a mixed-use development on approximately 111 acres of farmland located north of I-94 and west of the Outlets at Albertville Retail Center. The AUAR was distributed March 3, 2003, and an amended document including a mitigation plan and responses to comments regarding the AUAR was issued May 15, 2003. This updated AUAR has been completed according to guidance prepared by the Minnesota Environmental Quality Board (EQB) for implementation of Minnesota Rules Chapter 4410.610.

Why Update the Alternative Urban Areawide Review (AUAR)

Ideally, an AUAR is updated every five years until the development is completed. This is the first update of the Albertville Business Park AUAR. No activity has occurred on the site since 2004. The “Great Recession” slowed real estate development throughout the country. The market has changed. New opportunities have been identified for the remaining property. The environment surrounding the site has also changed; road improvements have been made and surrounding areas have developed. An updated AUAR is now necessary to evaluate the potential impacts of developing the remainder of the site consistent with the plans of the landowner and the City.

The proposed Mall of Entertainment (MOE) project will be developed as the initial phase of the development analyzed by the AUAR Update. The concept plans optimize the development of the remainder of the site so that the maximum potential impacts for the entire site can be evaluated.

Purpose of an AUAR

An Alternative Urban Areawide Review (AUAR) is an alternative form of environmental review, a hybrid of the Environmental Assessment Worksheet (EAW) and Environmental Impact Statement (EIS). An AUAR is intended to address the cumulative impacts resulting from a sequence of related development projects within a given geographic area, rather than from an individual project. Responsible Governmental Units (RGU) can use an AUAR as a planning tool to understand how different development scenarios will affect the environment of their community before the development occurs. The AUAR substitutes for any EAW or EIS that might be required for any qualifying projects proposed in the area provided they comply with the assumptions and the mitigation measures of the AUAR. The AUAR does not substitute for the local planning and zoning review of individual projects, nor does an AUAR convey any permit or development approval. The AUAR is a tool to help the RGU and project proposers understand the environmental and cultural resources present on a site prior to initiating detailed planning and design. It can also help identify actions needed to mitigate any negative impacts that might be generated by proposed development.

ALTERNATIVE URBAN AREAWIDE REVIEW WORKSHEET

This section consists of the standard Environmental Assessment Worksheet (EAW) form (July 2013 Version) and response to questions as modified by Environmental Quality Board (EQB) AUAR Guidance as of September 2008. The EAW question is shown in **bold text** and the EQB's guidance is shown in *italicized text*. The EQB's forms and guidance documents have changed since preparation of the original AUAR. This update uses the updated forms and guidance and does not require reference to the original AUAR documents. As appropriate, the responses to the questions include a summary of the 2003 AUAR, a description of changes since preparation of the AUAR (if any) and updated responses to the question and proposed mitigation measures.

Note to reviewers: Comments must be submitted to the RGU during the 10-day comment period following notice of the updated AUAR in the *EQB Monitor*. Comments should address the accuracy and completeness of information and potential impacts that warrant further investigation.

1. Project title: **Albertville Business Park**

2. Land Owner: **Darkenwald Holdings, LTD**

Contact person: Casey Darkenwald
Title: Owner
Address: 7535 River Road NE
City, State, ZIP: Otsego, Minnesota 55330
Phone: 763.441.3700
Fax: 763.441.3751
Email: casey@darkenwaldcorp.com

3. RGU: **City of Albertville, Minnesota**

Contact person: Adam Nafstad
Title: City Administrator
Address: 5959 Main Avenue NE, PO Box 9
City, State, ZIP: Albertville, Minnesota 55301
Phone: 763.497.3384 Extension 100
Fax: 763.497.3210
Email: anafstad@ci.albertville.mn.us

4. Reason for EAW Preparation: *Not applicable to AUAR.*

5. Project Location:

County: Wright
City/Township: Albertville
PLS Location (1/4, 1/4, Section, Township, Range): NE 1/4 of the SW 1/4, and NW 1/4 of Section 35, Township 121, Range 24
Watershed (81 major watershed scale): Mississippi River - St. Cloud
GPS Coordinates: lat 45.250324° lng -93.678895°

Tax Parcel Number(s):

101500352100	101500352103	101500352102	101088001030
101088001020	101088001040	101088001010	101088000010

At a minimum attach each of the following to the EAW:

- County map showing the general location of the project; (Not applicable to AUAR)
- U.S. Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries (photocopy acceptable); and (See Exhibit 2)
- Site plans showing all significant project and natural features. Pre-construction site plan and post-construction site plan.

See List of Exhibits for complete list of maps included in this AUAR Update.

6. Project Description:

- a. *Provide the brief project summary to be published in the EQB Monitor, (approximately 50 words).*

Albertville Business Park is a mixed-use development on approximately 111 acres of farmland located north of I-94 and west of the Outlets at Albertville Retail Center. The 2003 AUAR projected 750,000 square feet of light industrial, office/warehouse and commercial use. The 2017 AUAR Update projects up to 875,000 square feet of building area including the Mall of Entertainment (hotel, waterpark, conference and indoor theme park), commercial (retail, office, medical office, restaurants) and/or multiple family residential uses.

- b. *The description section of an AUAR should include the following elements for each major development scenario included:*
- anticipated types and intensity (density) of residential and commercial/warehouse/light industrial development throughout the AUAR area;*
 - infrastructure planned to serve development (roads, sewers, water, stormwater system, etc.)*
 - Roadways intended primarily to serve as adjoining land uses within an AUAR area are normally expected to be reviewed as part of an AUAR. More "arterial" types of roadways that would cross an AUAR area are an optional inclusion in the AUAR analysis; if they are included, a more intensive level of review, generally including an analysis of alternative routes, is necessary;*
 - information about the anticipated staging of various developments, to the extent known, and of the infrastructure, and how the infrastructure staging will influence the development schedule.*

2003 AUAR Project Description

The Albertville Business Park includes 111 acres adjacent to and north of I-94, at the southeast quadrant of Kadler Avenue and 70th Street in Albertville, Minnesota. The site consists of undeveloped agricultural land that has been in production since before 1920. The 2003 AUAR Concept Plan showed approximately 750,000 square feet of building including light industrial, office/warehouse and commercial uses, with approximately 3,750 parking spaces (see Exhibit 3.) Considering wetlands, right-of-way requirements and proposed storm pond area, approximately 75 acres of the site was considered developable. Building coverage was anticipated to be about 25 percent of the net developable area, in buildings up to three stories in height.

At the time the AUAR was prepared, the first phase of development was under construction at the southeast corner of the site. Approximately 25 acres were rezoned to Planned Unit Development (PUD) and subdivided to create four buildable lots and an outlot for stormwater ponding and wetland mitigation. Access was provided from 67th Street, a new city street that was built from County Road 19 through the first phase of development as part of the City of Albertville's Commercial Park project. Water and sewer facilities to serve the Albertville Business Park were constructed within the street right-of-way. A temporary turnaround was constructed for 67th Street,

and a new cul-de-sac (Keystone Avenue) was constructed to serve lots in the first phase.

Except for Phase 1, specific end uses were not identified for the majority of the site. Lots ranging from 1.5 to 12 acres would be platted as needed, with the roadway and utility systems to be extended as development progressed. The future roadway system would connect to 70th Street on the north and to Kadler Avenue on the west. The existing farmstead would be demolished when necessary for grading of the area.

Development after 2003 AUAR

In 2003, a single commercial structure of approximately 60,000 square feet was constructed on 5.04 acres in Phase 1, on Keystone Avenue adjacent to the Albertville Outlet Mall. The building (and adjacent wetland area) is owned and occupied by Welcome Furniture. The other developable lots in Phase 1 are vacant and continue to be owned by the Albertville Business Park developer (Darkenwald Holdings, LTD.)

Outside of Phase 1, the only development has been on a 4.39-acre parcel sold to Wright Hennepin Electric Cooperative, on 70th Street, at the northeast corner of the site. An electrical substation was built on the site in 2004. The remainder of the Albertville Business Park site continues to be owned by Darkenwald Holdings, LTD.

Please see Exhibit 4 for an updated Existing Conditions Map.

2017 Update—Project Description

Two development concept plans have been created for the purpose of the AUAR Update. The centerpiece of both concepts is the proposed Mall of Entertainment (MOE) project, which will be developed as the initial phase of the development analyzed by the updated AUAR. The concept plans optimize the development of the remainder of the site, so that the maximum potential impacts can be evaluated by the AUAR.

Concept Plan A (Exhibit 5) is the owner's preferred alternative. In addition to the MOE project in the first phase, and commercial and office uses on the remainder of the site, Plan A includes up to 260 units of multiple-family residential use in two buildings adjacent to 70th Street, which will require the City of Albertville to consider amending its Comprehensive Plan. Of the 260 multi-family units, 180 would be apartments in one or more buildings, and 80 would be in an age-restricted building for seniors. Concept Plan B (Exhibit 6) substitutes retail and office uses for the multiple family development, and is fully consistent with the Albertville Land Use Plan. An AUAR must analyze at least one scenario consistent with the local plan.

Concurrent with the review of the AUAR Update, the developer will submit an application for Planned Unit Development (PUD) General Concept Plan approval and Rezoning, along with an application for a Comprehensive Plan Amendment to change the Proposed Land Use Map. A PUD Development Stage Plan application for the initial phase (the Mall of Entertainment) would be submitted shortly thereafter. The schedule calls for completing the Final Plan process for the MOE in 2017 for construction in 2018. PUD Development Stage Plans for the remainder of the site will be submitted as development proceeds.

Initial Phase: Mall of Entertainment (MOE)

The Mall of Entertainment (MOE) project would be the next phase of development under both Concept Plans A and B. The MOE is proposed to be a world-class resort and entertainment venue featuring an interactive indoor waterpark, an indoor theme park and a 275-room hotel and conference facility. It would occupy approximately 17.46 acres of land in the eastern portion of the site, and provide approximately 315,000 square feet of space. The hotel portion of the project would be up to six stories (approximately 80 feet), and the rest of the facility would be approximately 50 feet in height.

The MOE would attract families and groups from the Twin Cities Metro Area, the State of Minnesota and beyond. The MOE would offer education opportunities attracting vacation visitors as well as school groups. The theme park would draw approximately 570,000 visitors on an annual basis, with the indoor water park estimated to draw approximately 215,000 annual visitors. It would complement the adjacent Albertville Outlet Mall, which already draws over five million visitors to the area every year. The MOE would offer about 580 full- and part-time jobs.

Access to the MOE site would be from existing 67th Street, and from a new north-south public street ("Street A") to be built between 67th Street and 70th Street NE, on the west side of the MOE site. The development concept plan shows another new public street ("Street B") along the north side of the MOE site and the south side of the Wright-Hennepin electrical substation. East of Street A, Street B would provide access to vacant land located east of the MOE site/AUAR area.

The portion of Street B east of Street A is included in the plan at the request of the City of Albertville. It is not needed for development of the MOE and consumes land that would otherwise be used to improve the site layout and expand parking facilities on the MOE site. The traffic study prepared for this AUAR provides information to help the City determine whether Street B may be eliminated from development plans as the project moves forward. The traffic study concluded that the Street B connection to the east is not needed from a traffic capacity perspective.

Sewer and water utilities for the MOE would be extended from the existing public system in 67th Street built in 2003. Site grading would include rerouting an existing drainage ditch, and filling and replacing approximately 5.6 acres of wetland, based on a conceptual surface water plan prepared for the entire AUAR area. The existing farmstead would be demolished.

The Mall of Entertainment (MOE) concept plan shows approximately 761 parking spaces on site. Additional spaces, if needed, would be provided as shared parking with uses to be located on the west side of Street A. If Street B is eliminated, additional on-site parking can be provided by reconfiguring the parking layout. Depending upon the timing of development, temporary parking may need to be constructed.

Future Phases

No specific users have been identified for the future phases beyond the Mall of Entertainment. Under both development scenarios, the remainder of the AUAR area would be developed as market demand warrants. Commercial, retail and office structures would be predominantly low-rise one or two-story buildings (up to 35 feet in height.) Multiple-family uses would be three to four-story structures over underground parking garages (up to approximately 45 or 60 feet in height.)

The vacant lots platted in 2003 could be developed immediately without the need for any additional public improvements. The land area west of Street A would have public utilities available when they are extended for the Mall of Entertainment, so would be available for development at the same time or soon thereafter. The remainder of the AUAR area would be graded and streets and public utilities would be extended concurrently, based on demand. 67th Street west of Street A would be extended through the remainder of the site and connected to Kadler Avenue. Kadler, which is currently unpaved, would be improved along the west side of the AUAR area and provide access from 67th Street to 70th Street. Street B west of Street A would be extended when needed to develop the area on the south side of 70th Street.

c. *Project magnitude: Information should be given for each development scenario.*

Table 1: Project Magnitude

	2003 AUAR	2017 AUAR Update	
		Plan A	Plan B
<i>Total Project Acreage</i>	111 acres	111 acres	
<i>Linear project length</i>	N/A	N/A	
<i>Number and type of residential units</i>	None	260 Multi-Family: 180 apartments, 80 senior	None
<i>Commercial building area (sq. ft.)</i>	750,000 sq. ft. all uses, commercial light industrial, office, retail and warehouse	<ul style="list-style-type: none"> • 294,000 sq. ft. Retail/ Restaurant* • 170,000 sq. ft. Office/Medical Office 	<ul style="list-style-type: none"> • 321,000 sq. ft. Retail/ Restaurant* • 198,000 sq. ft. Office/Medical Office
<i>Industrial building area (sq. ft.)</i>		None	
<i>Institutional building area (sq. ft.)</i>	None	None	
<i>Other uses – specify (sq. ft.)</i>	None	Mall of Entertainment <ul style="list-style-type: none"> • Admin/Common Spaces 8,840 sq. ft. • Conference 12,000 sq. ft. • Hotel 144,160 sq. ft./ 275 rooms • Indoor Theme Park 100,000 sq. ft. • Water Park 50,000 sq. ft. 	
<i>Structure height(s)</i>	One to three stories; 18 to 35 feet	Multiple family: up to 4 stories over parking (maximum approximately 60 feet)	N/A
		<ul style="list-style-type: none"> • Retail/Restaurant/ Office/Medical Office: one to two stories (up to 35 feet) • Mall of Entertainment: hotel portion, up to six stories (approximately 80 feet); remainder, up to 50 feet 	

* Square Feet includes existing 60,000 sq. ft. retail

- d. Explain the project purpose; if the project will be carried out by a governmental unit, explain the need for the project and identify its beneficiaries.

Response: Not applicable to an AUAR.

- e. Are future stages of this development including development on any other property planned or likely to happen? Yes No

Response: Not applicable to an AUAR.

- f. Is this project a subsequent stage of an earlier project? Yes No

Response: Not applicable to an AUAR.

7. **Cover types:** Estimate the acreage of the site with each of the following cover types before and after development:

Table 2: Cover Types

	2003 AUAR		2017 AUAR Update		
	<i>Before</i>	<i>After</i>	<i>Before</i>	<i>After, Plan A</i>	<i>After, Plan B</i>
<i>Wetlands</i>	19.2 acres	19.2 acres	22.3 acres	20.6 acres	20.6 acres
<i>Deep water/streams</i>	-	-	-	-	-
<i>Wooded/forest</i>	0.3 acres	15.7 acres	-	-	-
<i>Brush/Grassland</i>			-	-	-
<i>Cropland</i>	90.8 acres	0.0 acres	65.1 acres	-	-
<i>Lawn/landscaping</i>	-	12.0 acres	15.7 acres	25.5 acres	26.2 acres
<i>Impervious surface</i>	0.7 acres	60.0 acres	7.7 acres	62.9 acres	61.6 acres
<i>Stormwater Pond</i>	-	4.1 acres	0.8 acres	2.6 acres	2.6 acres
<i>Other (describe)</i>	-	-	-	-	-
<i>TOTAL</i>	111.0 acres	111.0 acres	111.6 acres	111.6 acres	111.6 acres

EQB AUAR Guidance. Provide the following maps:

- a. cover type map, at least at the scale of a USGS topographic map, depicting: wetlands (identified by type (Circular 39); watercourses (rivers, streams, creeks, ditches); lakes (identify public waters status and shoreland management classification); woodlands (breakdown by classes where possible); grassland (identify native and old field); cropland, and current development.

Response: See Exhibit 7, Cover Types Map

b. an “overlay” map showing anticipated development in relation to the cover types; this map should also depict any “protection areas,” existing or proposed, that will preserve sensitive cover types. Separate maps for each major development scenario should generally be provided.

Response: See Exhibits 8 and 9, Overlay Maps Development Concept Plans A and B

- 8. Permits and approvals required:** *List all known local, state and federal permits, approvals, certifications and financial assistance for the project. Include modifications of any existing permits, governmental review of plans and all direct and indirect forms of public financial assistance including bond guarantees, Tax Increment Financing and infrastructure. All of these final decisions are prohibited until all appropriate environmental review has been completed. See Minnesota Rules, Chapter 4410.3100.*

Table 3: Permits and Approvals

Unit of Government	Type of Application(s)	Status
US Army Corps of Engineers	Section 404 Approval/Waiver	To be applied for
Minnesota Department of Transportation (MnDOT)	Utility Accommodation Permit Miscellaneous Work in Right of Way Permit Billboard Permit	To be applied for if there are impacts to I-94 Right of Way or billboard(s) are altered
Minnesota Department of Health (MDH)	Watermain Extension	To be applied for
Minnesota Pollution Control Agency (MPCA)	NPDES Permit Sanitary Sewer Extension	To be applied for To be applied for
Minnesota Department of Labor and Industry (MDLI)	Plumbing Permit Electrical Permit Elevator Permit	To be applied for To be applied for To be applied for
City of Albertville	Alternative Urban Areawide Review (AUAR) Update Planned Unit Development (PUD) Concept Plan/ Rezoning Comprehensive Plan Amendment PUD Development Stage Plan and Preliminary Plat PUD Final Plan, Final Plat and Development Agreement Wetland Conservation Act Application Stormwater Management Plan Demolition Permit Building Permit(s) Sewer Connection Permit(s) Water Connection Permit(s) Sign Permit(s)	Under Review To be applied for To be applied for

9. Land use:

a. Describe:

- i. Existing land use of the site as well as areas adjacent to and near the site, including parks, trails, prime or unique farmlands.*

Response:

Current and Past Site Land Use

The site has been used for agricultural purposes since before 1920. The property is occupied by a vacant farmstead consisting of sheds, a garage, storage buildings, a barn and milk house, and grain silos. A house and several of the outbuildings were built in 1919, with construction of other structures on the property occurring later. The house was removed in 2003. A dirt driveway accesses the farmstead from 70th Street. The remaining property consists of wetland areas and fields currently farmed with row crops. Past use includes agricultural crop production, a dairy cow milking operation and pig, cattle and chicken husbandry.

As noted in item 6.b., above, in 2003 approximately 25 acres of the site were divided to create four building sites and an outlet for stormwater ponding and wetland mitigation located at the southeast corner of the AUAR area. Access was provided from 67th Street, a new city street that was built from County Road 19 through the first phase of development as part of the City of Albertville's Commercial Park project. Water and sewer facilities to serve the Albertville Business Park were constructed within the street right-of-way. A temporary turnaround was constructed for 67th Street, and a new cul-de-sac (Keystone Avenue) was constructed to serve lots in the first phase.

In 2003, a single commercial structure of approximately 60,000 square feet was constructed on one of the new lots (5.04 acres) on Keystone Avenue, immediately adjacent to the Albertville Outlet Mall. The building (and adjacent wetland area) is owned and occupied by Welcome Furniture. The other three lots are vacant.

In 2004, Wright Hennepin Electric Cooperative built an electrical substation on a 4.39-acre parcel on 70th Street, at the northeast corner of the site. High voltage power lines are located along the north boundary and a portion of the east boundary.

Surrounding Land Use

Adjacent land uses to the south and east of the site are within the City of Albertville. The land directly to the east of the site is vacant land in agricultural use. The Albertville Outlet Mall is located adjacent to the southeast corner of the site. Interstate 94 lies directly to the south of the site. The land across I-94 and north of 65th Street/ CR37 is mostly vacant, except for a storage building. Some of this land is currently farmed, but improvements have been installed to allow for commercial or industrial use in the future. There is a multiple family (townhome) development south of 65th Street.

Adjacent land uses to the north and west of the site are within the City of Otsego. Land to the north, across 70th Street from the site is mostly in agricultural use, with some wetlands near the intersection of 70th Street and Kadler Avenue. Since the 2003 AUAR was prepared, the City of Otsego has built a new water tower adjacent to 70th Street. There are also two single-family homes on large lots with driveways from 70th Street. To the west of

the site, across Kadler Avenue, is an outdoor highway testing facility operated by the Minnesota Department of Transportation (MnDOT.) There are industrial uses south of the MnDOT facility, south of and abutting I-94, including a trucking company and storage uses.

- ii. *Plans. Describe planned land use as identified in comprehensive plan (if available) and any other applicable plan for land use, water, or resources management by a local, regional, state, or federal agency.*

Response: Please see Exhibit 10, the City of Albertville’s Proposed Land Use Plan (from its 2012 Visioning Study) and Exhibit 11, the City of Otsego’s Future Land Use Map, attached.

Site Planned Land Use

At the time of the 2003 AUAR, the City of Albertville had designated the majority of the AUAR area for industrial uses except for the area at the southeast corner that had been platted, which was designated for commercial uses. Since then, Albertville adopted its 2012 Vision Study that included a new Proposed Land Use Plan. The new plan identifies the AUAR area for “Business Park” uses, except for the area platted in 2003 at the southeast corner of the site, which continues to be designated “Commercial.” “Business Park” is a new designation created in 2009 specifically for the northwest corner of the city. This land use category includes a full range of commercial (retail, office, service, entertainment, recreational and medical) land uses but also may include limited industrial land uses (warehousing, showrooms, light manufacturing, product assembly and offices). “Commercial” land uses include retail, office, hospitality, recreation and personal good and services. The scale and intensity is regulated by the zoning ordinance.

Surrounding Area Planned Land Use

Adjacent areas in Albertville are designated "Business Park" (south of the site, across I-94) and "Commercial" (the area to the east, including the Albertville Outlet Mall.)

The City of Otsego’s Future Land use map designates land west of the AUAR area (west of Kadler Ave.) for Industrial uses. The area east of Kadler and north of 70th Street carries a mix of future land use designations including Commercial, Office and Public/Quasi Public.

- iii. *Zoning, including special districts or overlays such as shoreland, floodplain, wild and scenic rivers, critical area, agricultural preserves, etc.*

Response: Please see Exhibit 12, the City of Albertville’s Zoning Map and Exhibit 13, the City of Otsego’s Zoning Map, attached.

Site Zoning

At the time of the 2003 AUAR, the City of Albertville had zoned the majority of the AUAR area as “Agriculture Rural” (A-1) except for the area at the southeast corner that had been platted, which was zoned “Planned Unit Development” (PUD.) The uses allowed in the PUD zone are all those allowed in the City’s “Highway Commercial” (B-3) zoning

district. The current Albertville Zoning Map shows the area formerly zoned A-1 to be currently zoned “Limited Industrial” (I-1.) No Overlay districts apply to the AUAR area.

Surrounding Area Zoning

Adjacent areas in Albertville are zoned I-1 (south of the site, across I-94 and directly to the east on the north side of 67th Street) and “Special Business District” (B-2A) (to the east on the south side of 67th Street.) The adjacent Albertville Outlet Mall site is zoned “PUD.” The uses allowed in this PUD zone are all those allowed in the City’s B-3 zoning district.

The City of Otsego’s zoning map designates land west of the AUAR area (west of Kadler Ave.) as “General Industrial (I-2) district. The area east of Kadler and north of 70th Street is zoned “Agricultural Rural Service Area” (A-1) with the exception of the water tower site, which is zoned “Institutional” (INS) district. The area to the northeast of the AUAR area, abutting Kittredge Parkway and to the east is part of a “Planned Unit Development” (PUD) zone. The residential portion of the PUD allows residential uses (single family, townhouse and multiple family) and density subject to the city’s “Medium Density Residential (R-6) district. The PUD allows commercial uses allowed in the City’s “Business/Warehouse” (B-W) zone and retail uses allowed in the City’s “General Business” (B-3) zone.

- b. *Discuss the project’s compatibility with nearby land uses, zoning, and plans listed in Item 9a above, concentrating on implications for environmental effects.*

Response: Except for the multiple-family residential uses included on Concept Plan A all of the proposed land uses are consistent with the City of Albertville’s Proposed Land Use Plan, which designates the AUAR area for “Business Park” and “Commercial” land uses. A request to amend the Land Use Plan to designate the proposed multi-family residential sites as “High Density Residential (HDR)” will be submitted to the City concurrent with a PUD Concept Plan. The HDR classification allows housing types developed at a density of ten units or more per acre, with a goal to provide housing for employees of the commercial and industrial businesses in the community. The Albertville Comprehensive plan recommends high-density residential uses should be located with direct access to collector and minor arterial streets to avoid traffic intrusion into lower density residential areas. In addition, the plan recommends that HDR uses should be located in close proximity to commercial areas to take advantage of the commercial goods and services provided in these areas and provide market support for the commercial uses. The area shown on Concept Plan A meets these criteria.

A Planned Unit Development (PUD) Concept Plan/ Rezoning (I-1 to PUD) application will be submitted for the undeveloped portion of the AUAR area. The proposed PUD zone will define the list of uses allowed in the AUAR area, creating a “custom” zoning classification for the site. It is anticipated that the requested PUD zone will include all permitted, conditional or accessory uses allowed in any of Albertville’s business zoning districts (B-2, B-2A, B-3, B-4, or B-W) and multi-family zoning districts (R-6 or R-7.) Development standards would be determined through approval of PUD Development Stage Plans for each phase as detailed site plans are prepared. The proposed PUD may include flexibility from some of the standard requirements, such as structure heights, lot coverage and signage.

The planned land uses and zoning of the AUAR area are compatible with the surrounding area and consistent with a developing commercial and mixed-use area adjacent to a major highway

corridor serving the needs of a regional customer and employment base. The areas adjacent to the site are all planned for compatible business uses.

Some of the structures (notably the MOE hotel) will be taller so may be more visible than low-rise retail structures in the surrounding area. In addition, because of the nature of the entertainment uses proposed for the site, the lighting and signage for the MOE may be more prominent and contain dynamic elements not yet present in the area.

The multi-family residential uses shown on Concept Plan A, if approved, will be compatible with surrounding land uses within the AUAR area and the adjacent area to the north in the City of Otsego. The largest wetland on the site will separate the proposed apartments from the commercial uses to the south, and provide a natural open-space amenity for residents. Restaurants, retail goods and services will be within walking distance, as will employment opportunities within the MOE and other businesses in the surrounding area. The land immediately to the north is planned for office use. This area and Otsego's water tower (the tallest structure in the area) are separated from the residential uses by 70th Street, a collector roadway. Just to the north of the office sites lies a mixed-use PUD with a variety of compatible single and multi-family residential uses, commercial and institutional uses. To reduce the potential noise impacts on the residential uses, they have been located as far as possible from the greatest noise source in the area, I-94.

- c. *Identify measures incorporated into the proposed project to mitigate any potential incompatibility as discussed in Item 9b above.*

Response: Uses proposed for the AUAR area are generally compatible with the surrounding area. Potential environmental effects may arise from lighting and signage. These will be addressed when the City of Albertville reviews PUD Development stage plans for each phase of development.

Lighting plans will follow the Albertville Zoning Regulations (City Code Chapter Section 1000.10) which includes limits on light intensity, requires commercial area lighting to be deflected away from residential areas, requires fixtures with a 90-degree cut-off, and limits the hours of operation for non-security lights.

Comprehensive Sign Plans will be submitted and approved for each phase as part of the PUD Development Stage Plan, as provided by Albertville's City Code (Chapter 7.) The plans will address the number, size, shape, height, and lighting intensity of all signs, and the nature of any dynamic elements that may be permitted.

The proposed residential uses would be allowed subject to approval of a Land Use Plan Amendment by the City of Albertville. The proposed residential area is separated from commercial uses to the south by wetlands, and is located as far as possible from I-94. Detailed site development plans will include details to further enhance compatibility between residential and commercial land uses such as landscaping, lighting, architectural features, signage and pedestrian facilities.

10. Geology, soils and topography/land forms: *A map should be included to show any groundwater hazards identified. A standard soils map for the area should be included.*

Response:

2003 AUAR—A preliminary geotechnical exploration was conducted in 2001 by GME Consultants, Inc. There was no evidence found of sinkholes, shallow limestone formations or karst conditions. The 2003 AUAR included a map from the Wright County Soils survey and a list of soil types found on the site.

AUAR Update— A review of the Wright County Geologic Atlas, the Minnesota Well Index, and the USDA Web Soil Survey indicates that no geologic hazards or adverse soil conditions are present in the AUAR area. The uppermost bedrock unit that underlays the site is the Tunnel City Group (Former Franconia Formation). The depth to bedrock is approximate 110-160 feet within the AUAR area. The AUAR area is not prone to karst features or sinkholes. (Citation: Tipping, Robert G. (2013), C-30 Geologic Atlas of Wright County, Minnesota [Part A]. Retrieved from the University of Minnesota Digital Conservancy, <http://hdl.handle.net/11299/159422>.)

A soils report (see Appendix A) was obtained from the United States Department Agriculture Natural Resources Conservation Service. Soils of approximately two-thirds of the site area are classified as soil type Angus-Cordova Complex, 0 to 5 percent slopes. This soil type is considered to be well-drained, prime farmland. Soils of approximately one-fourth of the site are classified as soil type Cordova Loam, 0 to 2 percent slopes. This soil type is considered prime farmland if drained. Soils on the remainder of the site, generally in the area of wetlands, are classified as Glencoe clay loam, 0 to 1 percent slopes (about 1 percent of site area), Klossner muck, 0 to 1 percent slopes (about 4 percent of site area) and Klossner, Okobojo and Glencoe soils, ponded, 0 to 1 percent slopes (about 2 percent of site area.)

The shallow slopes across the AUAR area result in relatively low erosion potential. There are no steep slopes within the AUAR area. Soil erosion during construction will be limited by using best management practices (BMPs.) BMPs will be approved and enforced through the National Pollutant Discharge Elimination System (NPDES) Construction Site Stormwater Permit.

11. Water resources: *The information called for on the EAW form should be supplied for any of the infrastructure associated with the AUAR development scenarios, and for any development expected to physically impact any water resources. Where it is uncertain whether water resources will be impacted depending on the exact design of future development, the AUAR should cover the possible impacts through a “worst case scenario” or else prevent impacts through the provisions of the mitigation plan.*

- a. *Describe surface water and groundwater features on or near the site in a.i. and a.ii. below.*
 - i. *Surface water - lakes, streams, wetlands, intermittent channels, and county/judicial ditches. Include any special designations such as public waters, trout stream/lake, wildlife lakes, migratory waterfowl feeding/resting lake, and outstanding resource value water. Include water quality impairments or special designations listed on the current MPCA 303d Impaired Waters List that are within 1 mile of the project. Include DNR Public Waters Inventory number(s), if any.*

Response, Surface Water Features Description:

2003 AUAR—Surface water features within the Albertville Business Park site consist of several wetland basins. No DNR protected waters or wetlands are located at the site.

Initial wetland delineations were prepared in 2000, and again in 2002 for use in the 2003 AUAR. Phase 1 of the development required filling of approximately 1.0 acre of low quality wetlands. All required permits were received and the mitigation was successfully completed. A function and values assessment included in the 2003 AUAR found the wetlands outside of the Phase 1 area to be of medium-low quality.

AUAR Update—The wetlands delineations of the 2003 AUAR are obsolete and have been replaced for the undeveloped portion of the site by new delineations performed by Kjolhaug Environmental in 2015 and 2016. Exhibit 14 shows the results of the new delineations. Two reports are included as appendices to this AUAR update. The “Black Forest Entertainment Site Wetland Delineation Report” (February 3, 2016), covers the eastern portion of the undeveloped AUAR area and is included as Appendix B. It is hereinafter referred to as the East Delineation. The “Darkenwald West Wetland Delineation Report” (October 31, 2016) covers the remainder of the site and is included as Appendix C. It is hereinafter referred to as the West Delineation.

The two new wetland delineations covered approximately 84.4 acres of land, and six wetland basins covering a total of 16.6 acres were mapped. The wetland delineations were submitted to the City of Albertville, were reviewed by the TEP (Technical Evaluation Panel) and have been approved. The Notice of Decision for each of the delineations are also included in the Appendices.

The East Delineation covers approximately 30 acres of the AUAR area. This portion of the site includes the existing farmstead buildings. A drainage ditch runs through the middle of the site, running east to west. Two wetlands covering a total of 3.17 acres were delineated within the site boundary. These basins are labeled 1E and 2E on Exhibit 14. Wetland 1E (Type 1) covers 2.58 acres in the west-central portion of the site. Wetland 2E covers 0.59 acres in the east-central portion of the site. Both basins are seasonally flooded/farmed, and are dominated by reed canary grass adjacent to a central ditch with pockets of rusty flat sedge and stunted or drowned out corn.

The West Delineation covers 54.4 acres of the AUAR area. Four wetlands covering a total of 13.43 acres were delineated within the site boundary. These basins are labeled 1W through 4W on Exhibit 14. Wetland 1W (Type 2/3/4) covers 2.81 acres, and consists of three basins connected by a ditch, located in the southern portion of the site adjacent to I-94. Wetland 2W (Type 2/3/4) is the largest basin, covering 10.32 acres in the north-central portion of the site. An excavated ditch flows through the center of the wetland. Wetlands 1W and 2W are partially drained, fresh wet meadow/shallow marsh wetlands. The dominant vegetation is cattail, reed canary grass, soft stem bulrush and woolgrass. Wetlands 3W (0.12 acres) and 4W (0.18 acres) are both Type 1 basins that are farmed and seasonally flooded, sparsely vegetated with cattail, stunted soybeans and (in wetland 4W) barnyard grass.

The site is within one mile of two lakes that were added to the DNR list of Impaired Waters in 2012: School Lake (86-0025-00) and Hunters Lake (86-0026-00) (also known as Mud Lake.) The lakes are not always suitable for swimming and wading due to low clarity or excessive algae caused by the presence of nutrients such as phosphorus in the water. Section

303(d) of the Federal Clean Water Act (CWA) requires the Minnesota Pollution Control Agency (MPCA) to identify water bodies that do not meet water quality standards and to develop total maximum daily pollutant loads for those water bodies. A total maximum daily load (TMDL) is the amount of a pollutant that a water body can assimilate without exceeding the established water quality standard for that pollutant. TMDL standards have not yet been adopted for School or Hunter's Lake. The MPCA website indicates that the TMDL target start year is 2018 with a target completion year of 2023.

Surface water from the Albertville Business Park site flows to the on-site wetlands via overland flow and ditches. Outfalls from the wetlands discharge into the existing ditch system on the adjacent property east of the site. The runoff is carried through several existing wetland and ditches, and then routed through the wetlands south of the Outlet Mall, ultimately discharging across County Road 19 via culverts and into School Lake. School Lake overflows into Hunter's Lake to the east, which discharges into Otsego Creek, which then discharges into the Mississippi River.

The cities of Albertville and Otsego have an agreement concerning the maintenance of Otsego Creek, which dates to 1993. While no impacts on the creek are anticipated from development of the AUAR area, arrangements are in place to deal with any issues that might arise in the future.

- ii. *Groundwater – aquifers, springs, seeps. Include: 1) depth to groundwater; 2) if project is within a MDH wellhead protection area; 3) identification of any onsite and/or nearby wells, including unique numbers and well logs if available. If there are no wells known on site or nearby, explain the methodology used to determine this.*

Response, Groundwater Description:

2003 AUAR—The AUAR identified two wells on the property that were not registered with the Minnesota Department of Health (MDH). One well was located near a tool shed and was active, providing water for the homestead and farming operation. The second well was reported inactive. The AUAR stated that both wells would be capped in accordance with MDH regulations when they were abandoned at the time of development of the homestead site. The approximate depth to ground water was found to be 14 feet, minimum.

AUAR Update— The two wells on the property were sealed in 2012. The Well and Boring Sealing Records (H258837 & H258838) are on file with the Minnesota Department of Health and are also included in Appendix E.

Well records of nearby wells indicate the depth to groundwater is approximately 60-65 feet. However, perched water is likely to be encountered approximately 5-10 feet below ground surface based on the wetlands located within the AUAR area and test pits that were completed by Braun Intertec in 2011. (See Appendix D for Test Pit Observation Report.) The site is not within any MDH wellhead protection area.

- b. *Describe effects from project activities on water resources and measures to minimize or mitigate the effects in Item b.i. through Item b.iv. below.*
 - i. *Wastewater - For each of the following, describe the sources, quantities and composition of all sanitary, municipal/domestic and industrial wastewater produced or treated at the site.*

- 1) *If the wastewater discharge is to a publicly owned treatment facility, identify any pretreatment measures and the ability of the facility to handle the added water and waste loadings, including any effects on, or required expansion of, municipal wastewater infrastructure.*
- 2) *If the wastewater discharge is to a subsurface sewage treatment systems (SSTS), describe the system used, the design flow, and suitability of site conditions for such a system.*
- 3) *If the wastewater discharge is to surface water, identify the wastewater treatment methods and identify discharge points and proposed effluent limitations to mitigate impacts. Discuss any effects to surface or groundwater from wastewater discharges.*

Response, Wastewater:

2003 AUAR— The AUAR stated that new development on the site would discharge urban type (domestic) wastewater. The maximum quantity of wastewater to be produced from the AUAR area was estimated to be approximately 93,750 gallons per day. This calculation was based on an average of 25 gallons per day per parking space proposed on the concept site plan. Maximum peak flows based on a peaking factor of 2.5 were anticipated to equal 0.75 cubic feet per second.

The AUAR described the wastewater collection system that will serve the AUAR area. Effluent will be discharged into 8-inch and 10-inch diameter public gravity sanitary sewer pipes within the 67th Street and Keystone Avenue rights of way that will run through the project. The specific pipe sizing of new public sewers within the AUAR area will be identified as each phase is developed, and will consider the potential upstream discharge to be carried in the piping system.

The trunk sewer carries effluent east, across Country Road 19 and continues to the east to discharge to the Town Lakes Lift Station. The lift station discharges to a forcemain that carries flow to the wastewater treatment plan owned and operated by the City of Albertville.

Each new structure within the AUAR area will discharge via a private sanitary sewer piping system into connections to the public sanitary sewer system. Individual private piping systems including any required pretreatment will be designed by the individual lot developers and approved by the City of Albertville prior to connection to the public sewer system. At this time, there are no known pretreatment requirements for the anticipated wastes from this site.

The 2003 AUAR stated that wastewater from the home on the farmstead was discharged into an on-site sanitary septic system and drainfield south of the house.

AUAR Update—The wastewater collection system described in the 2003 AUAR is essentially the same system that will serve the area in the future under the updated development concept plans.

Wastewater flow projections have been updated. Rather than estimating flow based on the number of parking spaces, the Metropolitan Council Environmental Services (MCES) SAC Criteria for Commercial Properties was used. This is consistent with the City of Albertville's criteria for determining its sewer connection fees and provides an estimate based on the anticipated land uses, rather than parking spaces.

Bolton & Menk reviewed the wastewater flow projections on behalf of the City of Albertville. They concurred that the values are reasonable. Given the combined usage and expected offsetting peaks for residential, commercial, mixed use office and medical facilities a peaking factor of 3.0 was used to associate the projected average daily flows to peak hour flow. Bolton & Menk concluded that the wastewater system is adequate to accommodate the development under both development scenarios.

The table below summarizes the updated wastewater flow projections. The difference between the two plans is the multi-family housing component in Plan A, which is replaced by office uses in Plan B.

Table 4: Projected Wastewater Flows

Wastewater Flow Projections	Plan A	Plan B
Mall of Entertainment	76,262	76,262
Remainder of AUAR Area	138,918	73,329
Total Design Flow, Gallons per Day*	215,180	149,592
Peak Hour Flow, Gallons per Day**	645,540	450,000
Peak Hour Flow, Gallons per Minute**	448	312

Source: * Landform
 ** Bolton & Menk

The house on the existing farmstead was removed in 2003. The septic system was filled and abandoned at that time.

- ii. *Stormwater - Describe the quantity and quality of stormwater runoff at the site prior to and post construction. Include the routes and receiving water bodies for runoff from the site (major downstream water bodies as well as the immediate receiving waters). Discuss any environmental effects from stormwater discharges. Describe stormwater pollution prevention plans including temporary and permanent runoff controls and potential BMP site locations to manage or treat stormwater runoff. Identify specific erosion control, sedimentation control or stabilization measures to address soil limitations during and after project construction.*

Response, Stormwater:

2003 AUAR—at the time the 2003 AUAR was prepared, the site was entirely pervious, except for the farmstead buildings and open water areas in the wetland. In the past, the quality of the runoff has depended upon the amount and type of chemicals used on the crops during agricultural production. Runoff is directly discharged in the on-site wetlands for treatment via overland flow and ditches.

In the southern part of the AUAR area, a significant amount of off-site runoff is currently routed through the site along the south and southwest from the I-94 right-of-way. Stormwater runoff from developments to the south flows through existing culverts beneath I-94, and discharges in the MnDOT ditch on the north side of I-94. These ditches

then flow into several wetlands on the project site. The wetlands generally discharge overflow through farm ditches in an easterly direction, to a ditch on the property east of the AUAR area.

In the northern part of the AUAR area, runoff from significant off-site areas north and west of the site is routed across the north portion of the site. Higher ground to the west of Kadler Avenue naturally drains toward the site and is carried beneath the roadway via culverts. Additionally, existing wetlands north of 70th Street are connected via culverts beneath the roadway and overflow into wetlands on the site. The wetlands discharge into a farm ditch that carries flow off-site to the east.

Stormwater from the proposed developments will be routed to on-site retention ponds that are designed to accommodate the fully developed site in accordance with National Urban Runoff Program (NURP) standards for treatment and detention. The treated water will be discharged from the NURP ponds to recharge the on-site wetlands. Runoff ultimately leaving the site through this integrated system of ponds and wetlands will be of high quality and will not exceed the redevelopment rate of discharge.

AUAR Update—A new conceptual surface water plan has been prepared for the site based on the updated wetland delineations and the new development concept plans (see Exhibit 15.) It includes the general concepts described in the original AUAR, above, with runoff from development routed through NURP ponds for treatment and detention before discharge to the wetlands. Detailed design of the ponds and associated piping will be provided as development occurs across the site.

In addition to the NURP ponds, all other stormwater management facilities will be designed to meet water quality requirements stipulated in the Minnesota Pollution Control Agency's (MPCA) National Pollutant Discharge Elimination System (NPDES) Permit. These facilities will also be designed to meet the City's stormwater volume control requirements.

Stormwater runoff discharges from the east side of the site through a drainage ditch and a series of wetlands before ultimately discharging into School Lake and Hunters Lake, located approximately 0.75 miles downstream of the site. As noted previously in the Water Resources Section, School Lake and Hunters Lake have been placed on the DNR's Impaired Waters list. Both lakes are listed because of Nutrient/Eutrophication Biological Indicators.

Because the site is within one mile of impaired waters, additional best management practices (BMPs) and enhanced runoff controls will be provided during construction in accordance with the NPDES Construction Stormwater Permit. The BMPs will include:

1. All exposed soil areas must be stabilized immediately to limit soil erosion, in no case completed later than seven (7) days after the construction activity in that portion of the site has temporarily or permanently ceased.
2. Temporary sediment basins must be used for common drainage locations that serve an area with five (5) or more acres disturbed at one time.

In addition, other standard BMPs such as silt fence, rock construction entrances, inlet protection devices, and seeding will be implemented during construction to reduce the potential of erosion and sedimentation.

Preliminary design work indicates that there may be some benefit to utilizing land area outside of the AUAR boundary for stormwater management and/or wetland mitigation. This site is owned by the City of Albertville and located south of 67th Street directly east of the AUAR area. If detailed design of the surface water system for the MOE or future phases of development warrant, the landowner will negotiate with the City of Albertville for use of this property. The site is adjacent to the large wetland area east of the Keystone Avenue cul-de-sac, within the area developed in 2003. There may be benefits to enlarging and enhancing this wetland rather than mitigating elsewhere in the AUAR site.

- iii. *Water appropriation - Describe if the project proposes to appropriate surface or groundwater (including dewatering). Describe the source, quantity, duration, use and purpose of the water use and if a DNR water appropriation permit is required. Describe any well abandonment. If connecting to an existing municipal water supply, identify the wells to be used as a water source and any effects on, or required expansion of, municipal water infrastructure. Discuss environmental effects from water appropriation, including an assessment of the water resources available for appropriation. Identify any measures to avoid, minimize, or mitigate environmental effects from the water appropriation.*

Response, Water Appropriation:

2003 AUAR—The AUAR identified water supply piping improvements that had recently been completed by the City. A 12-inch diameter water main connects to the existing main on the Albertville Outlet Mall property, and extends along 67th Street to the site. The main at the Outlet Mall connects to a main in County Road 19, which extends to the south across I-94 to connect to the rest of the City’s system. The main in 67th Street within the AUAR area connects to a main that loops to the south across I-94, providing a looped service. A public water main was also extended in the Keystone Ave. cul-de-sac to provide service to the four lots platted in the southeast corner of the AUAR area.

The remainder of the water system to serve the AUAR area will be designed in coordination with the phasing of the project and identification of roadway alignments. Private water piping loops will be constructed on each development lot as needed to serve the domestic and fire protection needs of the new buildings.

Dewatering may be required at certain locations during excavation, particularly during the excavation of unsuitable soils from beneath proposed building and pavement areas due to a possible perched water table beneath portions of the site. Dewatering methods will be determined by the contractor and approved through the permitting process as may be required prior to construction.

The 2003 AUAR identified two wells existing on the property. As described in Section 11.a.ii. above, the wells were sealed in 2012 in accordance with Minnesota Department of Health regulations.

AUAR Update—Exhibit 16 shows the water main system that will serve the AUAR area. No changes are proposed to the system identified by the original AUAR.

Water is supplied to the site through the municipal water system. The City of Albertville owns and operates the distribution system. The Joint Powers Water Board (serving the cities of Albertville, St. Michael and Hanover) operates the wells and treatment facilities.

On behalf of the City and the Water Board, Short Elliot Hendrickson Inc. (SEH) performed a preliminary study of the water system demands for the AUAR area, based on Energy Star Water Use Tracking Data Trends, and the wastewater flow projections based on the SAC Procedure Manual, Metropolitan Council Environmental Services (MCES) provided by Landform. Concept Plan A was used to estimate maximum water demand because it would be greater than the estimate for Concept Plan B. A comparison of projected flow rates was made between the two sources. The maximum value between the two sources was utilized and resulting calculation made for average day demand.

Because the amount of water used at a given time can vary greatly throughout the day, an additional calculation was completed to estimate peak water demand. Demand varies depending on the size and number of estimated fixture values within a facility. The American Waterworks Association's (AWWA) peak flow demand data for typical customer categories (Figure 4-3 from the AWWA Manual of Water Supply Practices—M22, Third Edition) was used to estimate peak flows based on fixture values. Because detailed fixture data is not yet available, a reasonable estimate based on other facility historical data was made to estimate a total fixture value for each building type. The results of this analysis is shown in Table 5.

SEH used the Albertville existing water distribution model (Part of the Joint Powers Water model) to analyze the potential water system additions. The model depicts and simulates the existing water distribution system operations, including all major water mains, supply facilities, storage tanks and booster stations. The model was used to analyze the following system criteria: fire flow, system pressure and system reliability.

The results of the computer model were:

- Existing system pressure along the proposed MOE development ranges from 60-65 psi.
- Typical system pressures will be preserved with the proposed improvement.
- Fire flow along the existing system piping in the area is estimated to be greater than 3,500 gpm @ 20 psi.

SEH concluded:

- The water model results indicate that the nearby piping will support the MOE water demand needs.
- The model indicates no major reduction in calculated available fire flow in areas further away from the project area.
- The existing looped 12-inch main can serve the proposed MOE with robust pressure and fire flow.
- The Joint Powers water system has sufficient supply, treatment and storage capacity to serve the proposed MOE.

Table 5: Water Use Estimates

Source: Short Elliott Hendrickson Inc. (SEH)

Section	Use	Building Area (S.F.)	Dwelling Units	Selected Unit Demand (gpd/unit)	Total Avg. Daily Demand (gpd)	AUAR Est (gpd)	Average Demand Assumed (gpm)	*Fixture Estimate	**Peak Hour Demand (gpm)	
TYPE 1 – Apartments & Hotels										
I	Residential (Apartment)	60,000	180	260	46,800	49,320	34.3	1,196	53	
J	Residential (Senior)	35,700	80	260	20,800	21,920	15.2	531	35	
Subtotal								1,727	88	
TYPE 2 – Hotels, Shopping, Restaurant etc.										
L	Conference	12,000		0.75	9,000	1,993	6.3	68		
L	Hotel	144,160	275	130	35,750	37,675	26.2	1,813		
L	Indoor Theme Park	100,000	1			27,522	19.1	564		
L	Water Park	50,000	1			8,524	5.9	50		
L	Waterpark Locker Rooms, Public		1			548	0.4	80		
Hotel/Conf. Total							57.8	2,574.2	80	
B	Medical Office	150,000		0.071	10,650	17,125	11.9	845		
A	Office	20,000		0.071	1,420	2,055	1.4	113		
L	Admin/ Common Space	8,840		0.1	884		0.6	50		
O	City Property	0		0						
Misc. Office Total							13.9	1,008.0	60	
H	Restaurant	8,000		0.75	6,000	8,768	6.1	78		
F	Restaurants (2)	16,000		0.75	12,000	17,536	12.2	155		
Restaurant Total							18.3	232.8	25	
M	Existing Retail	60,000		0.1		4,932	3.4	60		
C	Retail	26,000		0.1	2,600	2,137	1.8	26		
D	Retail	60,000		0.1	6,000	4,932	4.2	60		
E	Retail	60,000		0.1	6,000	4,932	4.2	60		
G	Retail	45,000		0.1	4,500	3,699	3.1	45		
K	Retail	19,000		0.1	1,900	1,562	1.3	19		
Retail Total							18.0	272.0	25	
Type 2 Subtotal								4,087	190	
Total								Peak Demand Total		278

*Based on records for similar facilities

**Maximum of the AUAR estimate and calculation above selected.

iv. *Surface Waters*

a) *Wetlands - Describe any anticipated physical effects or alterations to wetland features such as draining, filling, permanent inundation, dredging and vegetative removal. Discuss direct and indirect environmental effects from physical modification of wetlands, including the anticipated effects that any proposed wetland alterations may have to the host watershed. Identify measures to avoid (e.g., available alternatives that were considered), minimize, or mitigate environmental effects to wetlands. Discuss whether any required compensatory wetland mitigation for unavoidable wetland impacts will occur in the same minor or major watershed, and identify those probable locations.*

Response, Surface Waters/Wetland Impacts:

2003 AUAR— The 2003 concept plan anticipated approximately 2.4 acres of wetland fill within the entire AUAR area. Approximately 1.0 acre of low quality wetland was filled when Phase 1 at the southeast corner of the site was developed.

Roadways, building placement, building density and parking areas were arranged and rearranged to minimize wetland impacts. Where wetland were proposed, the AUAR stated that on-site mitigation at a ratio of over 2:1 (remove ratio) would be accomplished with a combination of new wetland credit and public value credit. On-site mitigation would include increasing the size and quality of the largest wetland on the site by adding an upland buffer and improving the site drainage with stormwater ponds.

The design of the project would include a storm water management plan that provides ponds to detain and treat the stormwater prior to discharge into the remaining wetlands. The drainage patterns of the existing site were to be maintained for the most part. Surficial runoff would be treated and routed to the existing and created wetlands to ensure hydration. Existing farm ditches may be preserved as natural drainage features or replaced with storm sewer piping to maintain drainage conditions.

AUAR Update— A new conceptual surface water plan has been prepared for the site based on the updated wetland delineations and the new development concept plans (see Exhibit 15.) The updated plan anticipates approximately 5.6 acres of wetland fill for the portion of the AUAR area yet to be developed, requiring approximately 11.2 acres of wetland mitigation.

Under both Concept Plans A and B, wetland 1W would be protected and expanded through mitigation except for a small area at the east end of the basin. Impacts there are unavoidable, due to the need for access to the land area between the wetland and I-94. Wetlands 3W and 4W would be filled and mitigated. These small, low-quality basins (total area 0.30 acres) cannot be avoided.

A portion of Wetland 2W, the largest basin on the site, would be filled in order to provide a viable building site on its north side, between the wetland and 70th Street.

- b) *Other surface waters- Describe any anticipated physical effects or alterations to surface water features (lakes, streams, ponds, intermittent channels, county/judicial ditches) such as draining, filling, permanent inundation, dredging, diking, stream diversion, impoundment, aquatic plant removal and riparian alteration. Discuss direct and indirect environmental effects from physical modification of water features. Identify measures to avoid, minimize, or mitigate environmental effects to surface water features, including in-water Best Management Practices that are proposed to avoid or minimize turbidity/sedimentation while physically altering the water features. Discuss how the project will change the number or type of watercraft on any water body, including current and projected watercraft usage.*

Response, Other Surface Waters:

The surface water features on the site are described in the responses to the questions above. There are no additional anticipated physical effects or alterations to any other surface water features.

12. Contamination/Hazardous Materials/Wastes:

- a. *Pre-project site conditions - Describe existing contamination or potential environmental hazards on or in close proximity to the project site such as soil or ground water contamination, abandoned dumps, closed landfills, existing or abandoned storage tanks, and hazardous liquid or gas pipelines. Discuss any potential environmental effects from pre-project site conditions that would be caused or exacerbated by project construction and operation. Identify measures to avoid, minimize or mitigate adverse effects from existing contamination or potential environmental hazards. Include development of a Contingency Plan or Response Action Plan.*

Response, Pre-Project Site Conditions:

2003 AUAR—A Phase 1 Environmental Site Assessment (ESA) was completed for the property by Liesch Associates in 2002. This report was included in the original AUAR as an appendix. The ESA identified no environmentally hazardous conditions on the property. However, the ESA identified several items could require future environmental compliance, including five above-ground storage tanks, chemical storage, various pieces of abandoned farm equipment, two vehicles, wood and metal debris and piles of 55-gallon drums. A pole-mounted transformer was observed on the property. No staining or leakage was observed near the transformer. Materials in the home were identified as potentially containing asbestos. A septic system located east of the homestead was noted.

AUAR Update—A new Phase 1 Environmental Site Assessment (ESA) was completed for the property by Pinnacle Engineering, Inc. in 2013. This report is included in this updated AUAR as Appendix E. The new ESA found no ASTM recognized environmental conditions in connection with the site. All storage tanks, chemicals, hazardous wastes and petroleum products had been removed from the site in response to the original ESA and AUAR. All structures were found to be empty.

Pinnacle made observations to identify equipment that may contain polychlorinated biphenyls (PCBs.) Power lines containing pole-mounted transformers were observed running along the west, north, and east site boundaries. The transformers appeared to be in good condition. Pad-mounted transformers were observed near the furniture store in the southeast portion of the site and near the Wright-Hennepin power substation. No evidence of a release, such as staining, was observed in or near any of the observed transformers.

Pinnacle's report also noted the presence of a 32,000 cubic yard soil stockpile located to the east of the farm buildings. The owner reported that the stockpile consists of clay produced during the development of the southeast portion of the site. No evidence of buried wastes or contamination was observed in the stockpile. The stockpile will be utilized in the development of the site. City records indicate that a grading permit was approved for the stockpile.

At the time the report was prepared (2013) the owner also indicated he had plans to import an additional 12,000 cubic yards of soil from Rachel Contracting in St. Michael and stockpile it to the west of the Wright-Hennepin substation site. City records indicate that a grading permit was approved for the stockpile.

Asbestos containing materials (ACM) were found in the farmhouse prior to its removal in 2003. The Albertville Fire Department removed the ACM prior to performing a training burn on the farmhouse, at the expense of the owner. The ACM abatement documentation is on file at the Fire Department. As noted above, the septic system serving the farmhouse was also abated.

- b. *Project related generation/storage of solid wastes - Describe solid wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from solid waste handling, storage and disposal. Identify measures to avoid, minimize or mitigate adverse effects from the generation/storage of solid waste including source reduction and recycling.*

Response, Solid Wastes:

2003 AUAR—Solid wastes will be generated as a part of the construction process such as wood pallets, scrap wood, metal and plastic materials and empty containers. The contractor will be responsible for providing temporary on-site storage of the solid waste and arranging for periodic collection and disposal of the waste in accordance with federal, state and local requirements.

During operation of the new facilities, municipal solid waste will be generated. Individual property owners will arrange for collection/disposal service consistent with all applicable environmental regulations and requirements.

AUAR Update—There are no changes from the original AUAR.

- c. *Project related use/storage of hazardous materials - Describe chemicals/hazardous materials used/stored during construction and/or operation of the project including method of storage. Indicate the number, location and size of any above or below ground tanks to store petroleum or other materials. Discuss potential environmental effects from accidental spill or release of hazardous materials. Identify measures to avoid, minimize or mitigate adverse effects from the use/storage of chemicals/hazardous materials including source reduction and recycling. Include development of a spill prevention plan.*

Response, Hazardous Materials:

2003 AUAR—During construction, there may be small quantities of fuel stored above ground on site. The contractor will be responsible for fuel storage that complies with state and local regulations.

During construction, limited amounts of hazardous materials typically used on this type of construction project are anticipated to be used. The contractor will be responsible to ensure that applicable environmental regulations and requirements for the use, storage, handling and disposal of any such materials are met.

There will be no storage or handling of significant volumes of chemicals or other hazardous materials as part of the potential land uses. Prior to commencing operations, procedures will be in place to address and mitigate any release of hazardous material into the environment. In the event of a release, the responsible property owner will be required to properly address and mitigate the release.

The AUAR noted that there may be above or below ground storage tanks required for operation of potential facilities within the project. The applicable facilities will be required to develop an emergency response containment plan as required by regulations prior to delivery and storage of fuel onsite.

AUAR Update—The uses proposed by the updated concept plans are not expected to utilize any significant volume of chemicals or hazardous materials. The waterpark proposed as part of the Mall of Entertainment would utilize non-hazardous chemicals in its water purification systems. No above or below ground storage tanks are anticipated at this time.

- d. *Project related generation/storage of hazardous wastes - Describe hazardous wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from hazardous waste handling, storage, and disposal. Identify measures to avoid, minimize or mitigate adverse effects from the generation/storage of hazardous waste including source reduction and recycling.*

Response, Hazardous Wastes:

2003 AUAR—The limited hazardous wastes that may be generated during construction will be handled, stored and disposed of as required by law. If any future uses generate hazardous waste as part of operations, they will be designed to meet all applicable local and state regulations regarding environmental control.

A limited amount of hazardous wastes is anticipated during operation of the office and retail facilities such as used florescent light bulbs and cleaning supplies. It will be the responsibility of the individual property owners to perform any recycling or hazardous waste minimization/waste reduction planning and implementation required to meet applicable environmental regulations.

AUAR Update—The uses proposed in the updated concept plan(s) are not anticipated to generate significant hazardous wastes, during construction or in their operations. All applicable regulations will be followed.

13. Fish, wildlife, plant communities, and sensitive ecological resources (rare features):

The description of wildlife and fish resources should be related to the habitat types depicted on the cover types maps. Any differences in impacts between development scenarios should be highlighted in the discussion. For an AUAR, prior consultation with the DNR Division of Ecological Resources for information about reports of rare plant and animal species in the vicinity is required. Include the reference numbers called for on the EAW form in the AUAR and include the DNR's response letter. If such consultation indicates the need, an on-site habitat survey for rare species in the appropriate portions of the AUAR area is required. Areas of on-site surveys should be depicted on a map, as should any "protection zones" established as a result.

Response: The Minnesota Department of Natural Resources – Heritage Program reviewed their database for the Albertville Business Park property. Based on this review, there are no known occurrences of rare species or natural communities in the area searched. Therefore, the project will have no impact to state-listed species, rare plant communities or other sensitive ecological resources. A copy of the DNR's letter is included in Appendix F.

This search was not repeated for the AUAR update. The site has been used for agricultural purposes, degrading its value for natural wildlife habitat. There are no fish resources on or within a half-mile of the site that could be affected by this project. Much of the area surrounding the site has been subject to urban development since the AUAR was prepared. It is assumed that the information is still valid.

14. Historic properties:

Describe any historic structures, archeological sites, and/or traditional cultural properties on or in close proximity to the site. Include: 1) historic designations, 2) known artifact areas, and 3) architectural features. Attach letter received from the State Historic Preservation Office (SHPO). Discuss any anticipated effects to historic properties during project construction and operation. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to historic properties.

Response: The State Historic Preservation Office (SHPO) was contacted and provided a letter response stating that there are no properties listed on the National or State Registers of Historic Places, and no known or suspected archaeological properties in the area that will be affected by this project. A copy of the SHPO's letter is included in Appendix F. For the AUAR update, the SHPO's current list of historic properties was reviewed. No sites have been added since the AUAR was prepared.

15. Adverse Visual Impacts:

If any non-routine visual impacts would occur from the anticipated development, this should be discussed here along with appropriate mitigation.

Response: During construction, typical visual impacts may include minor vehicle exhaust plumes and safety lighting. After construction, visual impacts will be those typically expected from a suburban-scale commercial development, which includes street and parking lot lighting and signs. These are considered routine and not significant.

The Mall of Entertainment will include signage commensurate with the scale of the project, which may have dynamic elements different from signage currently present in the area. The signs are subject to detailed review and approval by the City of Albertville. Any visual impacts of signage would be mitigated by orienting such signs toward major traffic arteries such as I-94 and away from sensitive uses, and applying existing city regulations.

16. Air:

- a. *Stationary source emissions* – This item is not applicable to an AUAR.
- b. *Vehicle emissions* - Describe the effect of the project's traffic generation on air emissions. Discuss the project's vehicle-related emissions effect on air quality. Identify measures (e.g. traffic operational improvements, diesel idling minimization plan) that will be taken to minimize or mitigate vehicle-related emissions.
- c. *Dust and odors* - Dust, odors, and construction noise need not be addressed in an AUAR, unless there is some unusual reason to do so. The RGU might want to discuss as part of the mitigation plan, however, any dust control or construction noise ordinances in effect.

Response, Vehicle Emissions:

2003 AUAR—The 2003 AUAR did not address vehicle related air emissions.

AUAR Update— SRF Consulting Group, Inc. reviewed the potential for environmental impacts from vehicle emissions.

The Environmental Protection Agency (EPA) regulates a group of common air pollutants using criteria based on health and/or environmental effects of pollution. The criteria pollutants identified by the EPA are ozone, particulate matter, carbon monoxide, nitrogen dioxide, lead, and sulfur dioxide. Observed concentrations are compared to National Ambient Air Quality Standards (NAAQS) to determine whether standards are attained. Transportation projects in areas designated as nonattainment or maintenance (previously designated as nonattainment but has since returned to attainment) must conform with EPA requirements

The AUAR area is in attainment for all the criteria pollutants, except for carbon monoxide (CO). CO "hot-spot" analysis is performed by evaluating the worst-operating intersections in the project area. The hot-spot screening method approved by the EPA uses a traffic volume threshold of 79,400 entering vehicles per day. Intersections with traffic volumes above this threshold must be evaluated using EPA-approved emission and dispersion models. Intersections with traffic volumes below this threshold are not expected to result in concentrations that exceed state or federal standards, and detailed modeling is not required.

A review of the study intersections in the proposed project area shows that no affected intersections are projected to exceed the threshold volume. Year 2040 projected daily entering traffic volumes, shown in the following table, indicate that all the study intersections are significantly below the threshold and therefore are not expected to exceed the NAAQS for concentrations of carbon monoxide. The highest volume intersection (CSAH 109/ CSAH 37) is projected to have 40,200 entering vehicles per day, approximately half of the 79,400- vehicle threshold requiring detailed modeling.

Table 6: Year 2040 Intersection Entering Volumes

Source: SRF Consulting Group, Inc.

Intersection	Entering Vehicles Per Day				
	Eastbound	Westbound	Northbound	Southbound	Total
CSAH 19/70th Street NE	4,200	3,000	7,700	6,300	21,200
CSAH 19/67th Street NE	5,700	1,200	13,000	7,700	27,600
CSAH 19/Premium Outlets Access	3,500	800	14,800	13,600	32,700
CSAH 19/Westbound I-94 Ramps	N/A	8,600	14,300	13,800	36,700
CSAH 19/Eastbound I-94 Ramp	5,800	N/A	11,700	14,000	31,500
CSAH 19/CSAH 37	7,100	6,800	11,800	14,500	40,200
CSAH 37/Barthel Industrial Drive NE	8,500	9,200	1,600	N/A	19,300
CSAH 37/Eastbound I-94 Ramps	9,200	7,300	N/A	2,000	18,500
CSAH 37/CR 137/Westbound I-94 Ramps	7,300	8,600	8,000	N/A	23,900
CSAH 37/62nd Street NE	8,600	8,300	N/A	500	17,400

17. Noise

If the area will include or adjoin major noise sources a noise analysis is needed to determine if any noise levels in excess of standards would occur, and if so, to identify appropriate mitigation measures. With respect to traffic-generated noise, the noise analysis should be based on the traffic analysis of item 18.

2003 AUAR—The 2003 AUAR stated that “I-94 on the south is the most noticeable noise generator in the area and is not expected to result in levels in excess of standards. “

AUAR Update—

Response, Construction Noise:

Construction activities associated with the proposed project would temporarily result in increased noise levels relative to existing conditions. Elevated noise levels during construction are unavoidable for this type of project.

Contractors will be required to follow applicable local noise ordinances. Chapter 5, Section 5-5-2 of the Albertville City Code addresses noise control. Construction activities will be prohibited during the nighttime (9:00 p.m. to 7:00 a.m.) Monday through Saturday and all day on Sundays. Contractors will be required to obtain an exemption from the City for applicable construction activities outside of these periods. All equipment used during construction will be fitted with the appropriate mufflers to ensure compliance with state noise standards.

Response, Traffic Noise:

Existing and future noise sources in the AUAR area include noise generated by vehicular traffic traveling on surrounding roadways, including Interstate 94 (I-94).

A traffic noise analysis was completed by SRF Consulting Group, Inc. and is included in the AUAR as Appendix G. The purpose of this traffic noise analysis was to identify existing and future traffic noise levels at the AUAR area, compare these noise levels to state noise standards, and identify reasonable measures to minimize or mitigate noise impacts at planned land uses.

Under Minnesota Rules 7030.0030 (Noise Control Requirement), local governments are required to take reasonable measures to prevent the approval of land use activities that will violate the state noise standards immediately upon the establishment of the land use. State noise standards apply to trunk highway facilities, including I-94 which abuts the south side of the AUAR area. The Minnesota Pollution Control Agency (MPCA) has set noise standards for different types of land uses, and for daytime and nighttime periods. MPCA defines daytime as 7:00 a.m. to 10:00 p.m. and nighttime from 10:00 p.m. to 7:00 a.m. Noise standards apply to the outdoor atmosphere (exterior noise levels). See Table 2 in Appendix G for the state noise standards.

Noise level monitoring is commonly performed as part of a traffic noise study to document existing noise levels and to validate the noise model for the project. Existing daytime traffic noise levels were monitored at one location near the southeast corner of the AUAR area near the I-94 right of way limits in November 2016. Noise levels are measured in decibels (dB) adjusted to approximate how an average person hears highway traffic noise and stated in units of “A-weighted decibels” (dBA). The results of the monitoring are documented in Appendix G.

Noise modeling for the AUAR area was done using the noise prediction program “MINNOISEV31”, a version of the FHWA “STAMINA” model adapted by MnDOT for use in Minnesota. This model uses traffic volumes, speed, class of vehicle, and the typical characteristics of the roadways being analyzed (e.g., roadway horizontal and vertical alignments). Traffic data for the noise analysis included existing and forecast (year 2040) traffic volumes for roadways near the AUAR area. Year 2040 traffic forecasts account for background traffic growth in the study area as well as traffic generated by the proposed development. The traffic noise analysis was completed based on the existing roadway network, as there is not yet sufficient engineering information about the new roadways that will be constructed within the site.

Traffic noise levels were modeled at 20 representative receptors in the AUAR area located at incremental distances from the I-94 right of way limits (e.g., 50 feet, 100 feet, 150 feet, 200 feet, 250 feet, 300 feet, 350 feet, etc.). Representative receptor locations were identified out to 1,000 feet from the I-94 right of way limits. The purpose of locating representative receptors at these locations was to identify setback distances from existing highway right of way and compare modeled noise levels at these locations to state standards for different noise area classifications. This analysis was based on existing topography, and assumed no intervening barriers or structures between the representative receptor locations and I-94.

The results of the noise modeling are tabulated in Appendix G. Existing and future (2040) noise levels were modeled for daytime and nighttime, for the L₁₀ (levels that are exceeded 10 percent of the time) and L₅₀ (levels that are exceeded 50 percent of the time) noise levels. Projected levels were compared to the state noise standards for each land use type.

For residential land uses (NAC-1), modeled existing daytime L₁₀ noise levels within the AUAR area are projected to exceed the state standards (65dBA) at receptor sites within 600 feet of the highway right of way, and exceed the daytime L₅₀ noise level standard (60 dBA) at receptor sites within 900 feet of the highway right of way. Modeled existing nighttime L₁₀ and L₅₀ noise levels are projected to exceed state standards (55 dBA, L₁₀ and 50 dBA, L₅₀) at all receptor sites.

For commercial land uses (NAC-2), modeled existing daytime L₁₀ noise levels within the AUAR area are projected to exceed the state standards (70 dBA) at receptor sites within 250 feet of the highway right of way, and exceed the daytime L₅₀ noise level standard (65 dBA) at receptor sites within 350 feet of the highway right of way. Modeled existing nighttime L₁₀ noise levels are projected to exceed the state standards (70 dBA) at receptor sites within 200 feet of the highway right of way, and exceed the nighttime L₅₀ noise level standard (65 dBA) at receptor sites within 400 feet of the highway right of way.

Modeled L₁₀ daytime and nighttime traffic noise levels are predicted to increase by approximately 1.3 dBA from existing to future (2040) conditions, whereas modeled L₅₀ daytime and nighttime traffic noise levels are predicted to increase by approximately 1.6 dBA to 1.8 dBA from existing to future (2040) conditions.

For residential land uses (NAC-1), modeled future (2040) daytime L₁₀ noise levels within the AUAR area are projected to exceed the state standards (65dBA) at receptor sites within 700 feet of the highway right of way, and exceed the daytime L₅₀ noise level standard (60 dBA) at all receptor sites. Modeled future (2040) nighttime L₁₀ and L₅₀ noise levels are projected to exceed state standards (55 dBA, L₁₀ and 50 dBA, L₅₀) at all receptor sites.

For commercial land uses (NAC-2), modeled future (2040) daytime L₁₀ noise levels within the AUAR area are projected to exceed the state standards (70dBA) at receptor sites within 300 feet

of the highway right of way, and exceed the daytime L₅₀ noise level standard (65 dBA) at receptor sites within 350 feet of the highway right of way. Modeled future (2040) nighttime L₁₀ noise levels are projected to exceed the state standards (70dBA) at receptor sites within 200 feet of the highway right of way, and exceed the nighttime L₅₀ noise level standard (65 dBA) at receptor sites within 500 feet of the highway right of way.

Modeled traffic noise levels are projected to exceed state noise standards for NAC-1 and NAC-2, depending upon the location within the AUAR area. The development plan for the Albertville Business Park AUAR area locates retail, medical office, office, and restaurant uses at the south end of the site closer to I-94, whereas potential residential uses and the Mall of Entertainment are located at the north end of the AUAR area. This development plan maximizes the setback distance from the interstate development for planned residential uses. Planned residential uses are located approximately 1,000 feet from the I-94 right of way. Intervening medical office and retail buildings between I-94 and planned residential uses would function to help shield outdoor residential areas from traffic noise generated on I-94. Locating parking areas between the I-94 right of way and planned development also helps to create greater setback distances from the interstate.

Other strategies to help minimize future traffic noise impacts on planned land uses in the AUAR area include locating outdoor use areas away from the interstate. Locating outdoor uses areas towards the interior or north sides of buildings away from the interstate results in a greater setback distance. The buildings themselves would also function to shield outdoor use areas from traffic noise generated by vehicles traveling on I-94.

18. Transportation

The 2003 AUAR included a Traffic Study prepared by SEH, Inc. based on the roadway network existing at the time and 2002 traffic operations and forecast models. That study is obsolete. A new traffic study was prepared for this AUAR update by SRF Consulting Group, Inc., under contract with the City of Albertville. That report is included as Appendix H and is summarized/excerpted here.

- a. *Describe traffic-related aspects of project construction and operation. Include: 1) existing and proposed additional parking spaces, 2) estimated total average daily traffic generated, 3) estimated maximum peak hour traffic generated and time of occurrence, 4) indicate source of trip generation rates used in the estimates, and 5) availability of transit and/or other alternative transportation modes.*

Response, Existing and Proposed Additional Parking Spaces:

Development Concept Plans A and B show the estimated numbers of parking spaces for each proposed building site, as listed on the table below:

Table 7: Existing and Proposed Parking Spaces, Albertville Business Park

Section	Use	Parking Spaces			Sq. Ft.	
		Existing	Proposed	Total		
Developments, Concept Plans A and B						
A	Office		104	104	20,000	
B	Medical Office		751	751	150,000	
C	Retail		143	143	26,000	
D	Retail		364	364	60,000	
E	Retail		257	257	60,000	
F	Restaurants (2)		328	328	16,000	
G	Retail		358	358	45,000	
H	Restaurant		178	178	8,000	
K	Retail		98	98	19,000	
L	Mall of Entertainment		761	761	315,000	275 Rooms
M	Existing Retail	233	0	233	60,000	
Subtotal, Both A and B		233	3,342	3,575	779,000	
Developments, Concept Plan A						
I	Apartments	Surface	206	206	60,000	180 Units
		Covered	180	180		
J	Senior Housing	Surface	119	119	35,700	80 Units
		Covered	80	80		
Subtotal			585	585	95,700	
Developments, Concept Plan B						
I	Office		140	140	28,000	
J	Office		135	135	27,000	
Subtotal		0	275	275	55,000	
Total, Concept Plan A		233	3,927	4,160	874,700	
Total, Concept Plan B		233	3,617	3,850	834,000	

Response, Development Traffic (*Estimated Total Average Daily Traffic, Estimated Maximum Peak Hour Traffic and Source of Trip Generation Rates*)

The 2017 SRF traffic study includes traffic forecasts for the land uses proposed in the AUAR area. Trip generation estimates were developed for the weekday p.m. and Saturday peak hours and on a daily basis. The estimates were developed using the *ITE Trip Generation Manual, Ninth Edition*. Trip generation estimates were identified for the MOE year of opening conditions (2019) and under full-build out scenarios for both Development Plan A and Development Plan B.

As shown in Table 8, in 2019 the Mall of Entertainment (MOE) is expected to generate approximately 308 weekday p.m. peak hour, 3,343 weekday daily, 401 Saturday peak hour, and 4,040 Saturday daily trips. Please see Appendix H for all assumptions used to estimate peak hour and daily trips for Year 2019.

Table 8: Year 2019 Trip Generation Estimates (MOE)

Source: SRF Traffic Study, 2017 (Appendix H)

Section - Land Use Type (ITE Code) ⁽¹⁾	Size	P.M. Peak Hour Trips		Weekday Daily Trips	Saturday Peak Hour Trips		Sat. Daily Trips
		In	Out		In	Out	
L – Waterpark Hotel (310) ^{(2) (3)}	262 occ. rooms	90	94	2,337	128	100	2,751
L – Indoor Theme Park (414) ⁽⁴⁾	443 spaces	62	62	1,006	119	54	1,289
Subtotal		152	156	3,343	247	154	4,040

- (1) No multi-use reduction was applied to the estimates. Based on the expected daily attendance numbers for the MOE, the ITE trip rates were assumed to account for customers utilizing one or more land use.
- (2) The hotel land use, ITE Code 310, accounts for recreational uses such as a waterpark.
- (3) Occupied rooms rate used to account for highest expected occupancy rate (95.2% in July)
- (4) ITE Code 414, Waterslide Park, is consistent with estimated daily attendance numbers for the proposed theme park. Weekday p.m. peak hour distribution percentages assumed to be 50% entering and 50% exiting based on expected use of the proposed development.

Trip generation estimates under year 2040 conditions were developed for the weekday p.m. and Saturday peak hours and a daily basis for both Development Plan A and Development Plan B. Once again, the estimates were developed using the *ITE Trip Generation Manual, Ninth Edition*. As shown in Table 9, the year 2040 trip generation estimates indicate the Development Plan A is expected to generate approximately 1,366 weekday p.m. peak hour, 15,110 weekday daily, 1,410 Saturday peak hour, and 15,911 Saturday daily trips. Whereas Development Plan B is expected to generate approximately 1,343 weekday p.m. peak hour, 14,733 weekday daily, 1,425 Saturday peak hour, and 15,905 Saturday daily trips.

Overall, the two land use scenarios generate a similar number of trips under full-build out conditions, but Development Plan A generates slightly more trips overall. Therefore, Development Plan A was used to generate year 2040 build peak hour forecasts to be used in the operations analysis. Please see Appendix H for all assumptions used to estimate peak hour and daily trips for Year 2040.

Table 9: Year 2040 Trip Generation Estimates (Development Plan A and B)

Source: SRF Traffic Study, 2017 (Appendix H)

Section - Land Use Type (ITE Code)	Size	P.M. Peak Hour Trips		Weekday Daily Trips	Saturday Peak Hour Trips		Sat. Daily Trips
		In	Out		In	Out	
Developments in Both A and B							
A - Office (710)	20,000 SF	5	25	221	5	4	49
B - Medical - Office (720) ⁽¹⁾	150,000 SF	150	386	5,420	0	0	672
C - Retail (820) ⁽²⁾	26,000 SF	28	30	666	62	57	1,234
D - Retail (820) ⁽²⁾	60,000 SF	64	69	1,537	143	132	2,848
E - Retail (820) ⁽²⁾	60,000 SF	64	69	1,537	143	132	2,848
F - Restaurant (932) ⁽³⁾	16,000 SF	95	63	2,034	95	85	2,534
G - Retail (820) ⁽²⁾	45,000 SF	48	52	1,153	107	99	2,136
H - Restaurant (932) ⁽³⁾	8,000 SF	47	32	1,017	48	42	1,267
K - Retail (820) ⁽²⁾	19,000 SF	20	22	487	46	42	902
L - Waterpark Hotel (310) ⁽⁴⁾⁽⁵⁾	262 occ. rooms	90	94	2,337	128	100	2,751
L - MOE (414) ⁽⁶⁾	443 spaces	62	62	1,006	119	54	1,289
Sections (A – H, K, L) Subtotal		673	904	17,415	896	747	18,530
Multi-Use Reduction (20%) ⁽⁷⁾		(-135)	(-181)	(-3,483)	(-179)	(-149)	(-3,706)
Sections (A – H, K, L) Total		538	723	13,932	717	598	14,824
Development Plan A							
I - Apartment (220)	180 DU	73	39	1,197	47	47	1,150
J - Senior Housing (252)	80 DU	11	9	275	14	11	209
Sections (I – J) A Subtotal		84	48	1,472	61	58	1,359
Multi-Use Reduction (20%) ⁽⁷⁾		(-17)	(-10)	(-294)	(-12)	(-12)	(-272)
Sections (I – J) A Total		67	38	1,178	49	46	1,087
Development Plan B							
I - Office (710)	28,000 SF	7	35	309	7	6	69
J - Retail (820) ⁽²⁾	27,000 SF	29	31	692	65	59	1,282
Sections (I – J) B Subtotal		36	66	1,001	72	65	1,351
Multi-Use Reduction (20%) ⁽⁷⁾		(-7)	(-13)	(-200)	(-14)	(-13)	(-270)
Sections (I – J) B Total		29	53	801	58	52	1,081
A Total Trips		605	761	15,110	766	644	15,911
B Total Trips		567	776	14,733	775	650	15,905

- (1) Medical Office assumed to be closed during the Saturday peak hour, based on other local clinic hours.
- (2) Based on a comparison of the existing Albertville Outlet Mall driveway counts and the ITE trip generation estimates for Shopping Center (820), a 40-percent trip reduction was applied to weekday p.m. peak hour trips, and a 5-percent trip reduction was applied to Saturday peak hour trips.
- (3) A 20-percent restaurant reduction was applied to the ITE Trip Generation estimates for the Saturday peak hour trips to account for differences in the peak hour of the generator versus the peak hour of the adjacent network. This reduction is based on ITE's hourly variation in high-turnover restaurants and Spack Consulting's *Open Source Trip Generation Data*.
- (4) The hotel land use, ITE Code 310, accounts for recreational uses such as a waterpark.
- (5) Occupied rooms rate used to account for highest expected occupancy rate (95.2% in July)

- (6) ITE Code 414, Waterslide Park, is consistent with estimated daily attendance numbers for the proposed theme park. Weekday p.m. peak hour distribution percentages assumed to be 50% entering and 50% exiting based on expected use of the proposed development.
- (7) A 20-percent multi-use trip reduction was applied to all proposed land use trip generation estimates based on the internal capture rate methodology in the ITE Trip Generation Handbook.

Response, Availability of Transit or Other Alternative Transportation Modes:

2003 AUAR— The AUAR indicated that effects of additional demand on I-94 due to the development of this site would be mitigated by implementation of travel demand management (TDM) until access to I-94 was improved to accommodate growth in the Albertville/St. Michael's area. Potential TDM measures identified included distributing information regarding alternate modes of transportation, working with Metro Transit to enhance transit opportunities and car pool/ride share opportunities. The AUAR indicated that discussions were ongoing and concept plans had been developed for the creation of a "Northwest Corridor Transit route" with the possibility of access in or near Albertville/ St. Michael.

The 2003 AUAR identified a proposed trail along the south side of 70th Street, the final alignment to be determined during site planning and development. It stated that the developer may be required to design and construct the trail within the project as part of the Park Dedication requirements of the City.

AUAR Update— Transit is not a significant transportation option for the proposed uses in the AUAR area. Albertville is outside of the Metro Transit service area. No regular-route transit service is available or planned. It is unclear what the "Northwest Corridor Transit route" identified in the 2003 AUAR was referring to; there are no plans for expanding service to Albertville.

Commuters along the I-94 West transit corridor have access to the Twin Cities Metro Area via bus service available from park and ride locations. Many commuters from Albertville utilize the Maple Grove Parkway and Maple Grove Transit Stations. (Source: 2016 Annual Park-and-Ride System Report, Metropolitan Council, January 2017.) This option will be available to residents of the multi-family are proposed in Concept Plan A, if they commute to the Metro Area.

The availability of housing close to jobs within and adjacent to the AUAR area will allow residents to walk or bike to work and reduce travel by car. Having goods and services close by (such as the retail and restaurants within the AUAR area and the adjacent Outlet Mall) will also reduce the need for vehicle trips.

A significant number of school groups would visit the Mall of Entertainment (MOE): approximately 388 events per year, each averaging 35 people. These groups will arrive by bus. The traffic study recognizes this assumption.

In 2017, the City of Albertville Park and Trail Plan (from the City's 2012 Visioning Study) continues to show a future trail on the south side of 70th Street, along the north side of the AUAR area. This trail would connect with other planned trails to the east of the site along CSAH 19 and the larger network of trails in the city, creating the opportunity for residents inside and outside of the AUAR area to bike and walk as an alternative to vehicle trips.

There are no existing sidewalks on 67th Street or on the public streets constructed in the first phase of development of the AUAR area. As development occurs, sidewalks or internal trails may be constructed where they would promote walking and biking within the AUAR area

- b. *Discuss the effect on traffic congestion on affected roads and describe any traffic improvements necessary. The analysis must discuss the project's impact on the regional transportation system. If the peak hour traffic generated exceeds 250 vehicles or the total daily trips exceeds 2,500, a traffic impact study must be prepared as part of the EAW. Use the format and procedures described in the Minnesota Department of Transportation's Access Management Manual, Chapter 5 (available at: <http://www.dot.state.mn.us/accessmanagement/resources.html>) or a similar local guidance,*
- c. *Identify measures that will be taken to minimize or mitigate project related transportation effects.*

Response:

The 2017 SRF Traffic Study (Appendix H) evaluated existing conditions to identify current transportation issues and to establish a baseline for comparison to determine impacts associated with future development of the AUAR area. The evaluation included peak hour intersection turning movement counts, field observations and an intersection capacity analysis. Please see Exhibit 17 for a map of the roadway network and intersection locations.

The following intersections were studied:

- | | |
|------------------------------------|---|
| A – CSAH 19/70th Street NE | F – CSAH 19/CSAH 37 |
| B – CSAH 19/67th Street NE | G – CSAH 37/Barthel Industrial Drive NE |
| C – CSAH 19/Premium Outlets Access | H – CSAH 37/Eastbound I-94 Ramps |
| D – CSAH 19/Westbound I-94 Ramps | I – CSAH 37/CR 137/Westbound I-94 Ramps |
| E – CSAH 19/Eastbound I-94 Ramp | J – CR 137/62nd Street NE |

Results of the existing capacity analysis indicate that all study intersections currently operate at an acceptable overall LOS (level of service) C or better during the weekday p.m. and Saturday peak hours, with the existing traffic control, geometric layout, and signal timing, except the CSAH 19/Premium Outlets Access (intersection C) which currently operates at LOS E during the Saturday midday peak hour. (LOS A through LOS D is considered acceptable by the City of Albertville.) Queuing issues were also identified at the study intersections.

The SRF study identified several planned transportation improvements. They are:

- Restriping and signal timing improvements on CSAH 37 at the I-94 Eastbound Ramp (H) and I-94 Westbound Ramp (I) intersections. This is a Year 2017 planned project.
- CSAH 19 reconstruction project includes expanding CSAH 19 to a four-lane facility between the Premium Outlets Access (C) and 70th Street, reconstructing the CSAH 19/70th Street intersection (A) as either a signalized intersection or a roundabout (roundabout was assumed for purposes of this study.) These improvements are planned for construction in 2019, and are assumed under year 2040 conditions. If completed prior to the opening of the MOE, it will only improve conditions as forecasted in the 2019 build conditions.
- Previous projects have identified the need for new access from CSAH 19 to eastbound I-94. This proposed access was included in a collector-distributor (CD) design with the CSAH 37 interchange ramps. This design has been reviewed and approved by FHWA through an

interstate access request in 2007. Since this project is not funded, the traffic study does not assume it would be built as a base improvement.

To help determine impacts associated with the proposed land uses within the AUAR study area, traffic forecasts were developed for the following scenarios:

- 2019 No-Build Conditions
- 2019 Build Conditions
- 2040 No-Build Conditions
- 2040 Build Conditions

Year 2019 No Build Conditions—No build condition forecasts take into consideration background growth to the study intersections, assuming no development within the AUAR boundaries. To provide acceptable levels of service at the studied intersections, the SRF traffic study identified the need for the following improvements:

- Coordinate the signal system on CSAH 19 (between Premium Outlets Access and 57th Street).
- C – CSAH 19/Premium Outlets Access: Construct an eastbound right-turn lane to allow the eastbound right overlap to be utilized and so that the intersection is compliant with MUTCD. This improvement would also allow vehicles to make a right-turn on red when gaps are available.
- H – CSAH 37/I-94 Eastbound Ramps: Monitor this intersection, it is recommended to signalize once traffic volumes and/or crash history warrants are met.
- J – CR 137/62nd Street: Consider installing “do not block intersection” signs to reduce the likelihood of a queued eastbound left-turn vehicle blocking eastbound through traffic or consider closing or restricting left-turns at this intersection.

Year 2019 Build Conditions—Build condition traffic forecasts are the result of no build traffic forecasts plus the additional traffic generated by the proposed development. If by 2019, the first phase of the AUAR development (the MOE, Mall of Entertainment) occurs, the SRF traffic study found that the following additional improvement is needed:

- E – CSAH 19/I-94 Eastbound Ramps: Install a traffic signal.

Year 2040 No Build Conditions—The 2040 scenarios are meant to be used as a planning tool to identify the reasonable long-term transportation needs of the study area based on current development projections beyond the initial phase of development. It is important to note that these projections will likely change over time given market conditions. The need for transportation improvements should be reevaluated when the AUAR is updated approximately every five years.

The SRF traffic study identified the following improvements that may be needed in the Year 2040 No Build scenario:

- C – CSAH 19/Premium Outlets Access: Construct dual northbound left-turn lanes
- D– CSAH 19/Westbound I-94 Ramp: Modify the signal timing/design to provide a northbound left-/westbound right-turn overlap phase. Extend the northbound left-turn lane to provide as much storage as feasibly possible (350 feet of storage was assumed in the analysis).
- E– CSAH 19/Eastbound I-94 Ramp: Extend the eastbound left-turn lane. Construct the east leg of the intersection to provide access to eastbound I-94. Construct a southbound left-turn lane and northbound right-turn lane. Modify the signal.

- F – CSAH 19/CSAH 37: Construct dual eastbound left-turn lanes and extend the northbound and southbound left-turn storages to accommodate queues.
- G – CSAH 37/Barthel Industrial Drive NE: Restripe the northbound approach to provide a left- and right-turn lane.
- H – CSAH 37/Eastbound I-94 Ramps: Install a traffic signal or construct the intersection/on-ramp to provide an eastbound free right-turn lane that merges with the westbound left-turn vehicles. It should be noted that the traffic volumes are not expected to meet a signal warrant under year 2040 conditions, but based on traffic operations capacity are needed.
- J – CR 137/62nd Street: Close the 62nd Street access or construct an eastbound left-turn lane.

Year 2040 Build Conditions—The following improvements may be needed by 2040, with full development of the AUAR area:

- B – CSAH 19/67th Street– Construct dual northbound left-turn lanes and an eastbound right-turn/northbound left-turn overlap signal phase.
- D – CSAH 19/Westbound I-94 Ramp: Construct dual northbound left-turn lanes and westbound right-turn lanes
- E – CSAH 19/Eastbound I-94 Ramp: Construct dual southbound left-turn lanes
- F – CSAH 19/CSAH 37: Extend the westbound right-turn lane to the commercial access along CSAH 37

The SRF traffic study identified two additional issues for the 2040 scenarios:

70th Street—70th Street west of CSAH 19 is currently a rural section and is classified as a local roadway with a posted speed limit of 55 mph. The *Northeast Wright County Sub-Area Study* indicates that in the future the functional classification of 70th Street will be a minor arterial roadway. Access spacing guidelines provided in the *Northeast Wright County Sub-Area Study* for an urbanizing minor arterial roadway recommends approximately one-quarter mile spacing for full movement intersections and signalized intersections, and allow private access by exception or deviation only. It should be noted that the Street A access onto 70th Street is located approximately 500 feet west of Kittredge Parkway. While this does not meet access spacing guidelines, both are T-intersections which have fewer conflicts than four-legged intersections and the proposed intersection spacing is not expected to cause operational issues. It is estimated that average daily traffic volumes on 70th Street will be approximately 10,000 vehicles per day under year 2040 build conditions. Planning level capacity thresholds suggest a two-lane roadway with turn lanes will be able to accommodate the expected traffic forecasts.

Kadler Interchange—The Northeast Wright County Sub-Area Study identified the potential for a future overpass and/or full-interchange access onto I-94 at Kadler Avenue. Based on the traffic operations analysis under year 2040 build conditions, neither the Kadler Avenue overpass nor the interchange are needed from a traffic operations perspective to accommodate year 2040 traffic forecasts. However, this improvement may be needed beyond year 2040 or if development patterns/intensity changes occur in the future.

Internal Roadway Needs—In addition to examining the traffic impacts on local roadways and intersections surrounding of the AUAR area, the SRF traffic study also includes a preliminary review of the internal roadway network shown on the development concept plans.

For 2019 (the year of MOE opening) two-lane roadways are acceptable to accommodate 2019 build traffic volumes. While not needed from a traffic operations perspective, to reduce the likelihood of rear-ends and improve safety turn lanes should be constructed at the proposed key access points on 67th Street, 70th Street, and Street A. This is particularly relevant on 70th Street where the existing speed limit is 55 mph.

At full build out of the AUAR area (2040) two-lane roadways are expected to provide acceptable operations under year 2040 conditions, except on 67th Street which should be striped as a four-lane roadway with turn lanes at key access locations between CSAH 19 and Keystone Avenue. Side-street stop, all-way-stop or single-lane roundabouts could all be considered at the 67th Street/ Keystone Avenue, 67th Street/Street B and at the Street A/Street B intersections. Traffic signals are not expected to be needed at internal intersections.

The SRF traffic study examined the need for Street B within the AUAR area. This street would be located along the north side of the MOE site and the south side of the Wright-Hennepin electrical substation, and would provide access to vacant land located east of the MOE site/AUAR area (Greeninger and Fay properties.) It was included in the development concept plans at the request of the city of Albertville.

The traffic study concluded that the Street B connection to the east is not needed from a traffic capacity perspective. Traffic volumes on Street B are expected to be low (less than 1,000 vehicles per day). Vehicles entering/exiting the AUAR or the Greeninger & Fay properties are primarily expected to use the proposed access points via 70th Street or 67th Street, which are more attractive routes and have full access at CSAH 19. Traffic Generated in the Greeninger & Fay properties are unlikely to use this segment of Street B since most of the traffic generated within that development are destined for areas east and are unlikely to travel west to go east. With or without the Street B connection, the proposed access points on 67th Street and 70th Street are expected to be able to accommodate traffic generated by the AUAR area If the Street B connection is not constructed, additional parking supply could be constructed for the MOE.

The SRF traffic study included a review of the preliminary driveway and parking layouts shown on the development concept plans. These comments will be considered when development plans are prepared and reviewed for the site.

The SRF traffic study also noted the poor roadway surface quality of some of the area streets (67th Street and 70th Street in particular.) The study recommended that resurfacing improvements should be coordinated with other programmed roadway improvements and with construction within the AUAR area.

19. Cumulative potential effects: *Because the AUAR process by its nature is intended to deal with cumulative potential effects from all future developments within the AUAR area, it is presumed that the responses to all items on the EAW form automatically encompass the impacts from all anticipated developments within the AUAR area.*

Response: Not required for AUAR.

20. Other potential environmental effects: *If the project may cause any additional environmental effects not addressed by items 1 to 19, describe the effects here, discuss the how the environment will be affected, and identify measures that will be taken to minimize and mitigate these effects.*

Response: No additional environmental effects not addressed by items 1 to 19 have been identified.

MITIGATION PLAN

Mitigation Plan Guidance: *The draft and final AUAR documents must include an explicit mitigation plan. It must be understood that the mitigation plan is a commitment by the RGU to prevent potentially significant impacts from occurring from specific projects. It is more than just a list of ways to reduce impacts—it must include information about how the mitigation will be applied and assurance that it will. Otherwise, the AUAR may not be adequate and/or specific projects may lose their exemption from the individual review. The RGU’s final action on the AUAR must specifically adopt the mitigation plan; therefore, the plan has a “political” as well as a technical dimension.*

Introduction

A mitigation plan is a required part of a Final AUAR to provide reviewers, regulators and developers with an understanding of the specific actions necessary to protect the environment from the potential impacts of development within the AUAR area. It becomes the RGU’s action plan to prevent, avoid or minimize potentially significant environmental impacts. The primary mechanism for mitigation of environmental impacts is the effective use of ordinances, rules and regulations. Section 8 of the AUAR lists the various units of government that will require permits of one type or another for development in the AUAR area.

This AUAR Update provides a summary of the Mitigation Plan from the 2003 AUAR then a new Mitigation Plan for 2017, organized by AUAR section.

2003 AUAR Mitigation Plan

The May 15, 2003 Amended AUAR included mitigation measures relating to traffic, wetlands, wildlife species and vegetation, water appropriation, stormwater runoff and construction impacts. The mitigation plan also included specific items in response to comments received from reviewing agencies including MnDOT, MnDNR and the City of Otsego. In general, mitigation measures are complete for Phase 1 of the 2003 Development Concept Plan, but not the remainder of the site as it has remained undeveloped. The following is a summary of the 2003 AUAR mitigation measures and their status:

A. Traffic

Roadway System Impacts

The 2003 AUAR identified a number road improvements that would serve the site that were already programmed, and others that were planned but not programmed. These included widening of CSAH 19, new signalized intersections (CSAH 19 at 57th Street and 67th Street) and modifications to the I-94 interchange serving Albertville. Many of the improvements have already been made, including improvements to CSAH 19 and to I-94 and the interchanges serving Albertville.

The 2003 mitigation plan called for improvements to the intersection of CSAH 19 and 70th because of development of the AUAR area, specifically dedicated turn lanes and a fully-actuated traffic control signal with protected/permitted left turn phasing, interconnected with the 67th Street signal, to the south. Since 2003, no traffic signals were installed, but there are now existing turn lanes from southbound CSAH 19 to westbound 70th street, and from eastbound 70th street from northbound CSAH 19.

Travel Demand Management/ Transit

The 2003 AUAR indicated that effects of additional demand on I-94 due to the development of this site would need to be mitigated by implementation of travel demand management (TDM) until access to I-94 was improved to accommodate growth in the Albertville/St. Michael's area.

Pedestrian/Trail Access

The 2003 AUAR identified a proposed trail along the south side of 70th Street, the final alignment to be determined during site planning and development. It stated that the developer may be required to design and construct the trail within the project as part of the Park Dedication requirements of the City.

B. Wetlands, Wildlife Species and Vegetation

The 2003 Mitigation Plan included complete wetland permit applications for the initial phase of development (Appendix A of May 15, 203 Amended AUAR) and for the remainder of the site (Appendix B.) These included wetland creation adjacent to impacted wetlands, buffer improvements and native landscaping to provide high quality habitat along wetlands and pond edges.

The 2003 AUAR included a Concept Drainage Report/ Stormwater Management Plan (Appendix F) which described the construction of stormwater ponds to be located throughout the AUAR area. The storm ponds would minimize wetland impacts by treating and detaining water at required controlled rates. The pond design would maintain inflow and outflow volumes to ensure recharge of the wetlands and control bounce. Design criteria were provided for 100-year, 1-inch and 2.5-inch storm events.

Since the 2003 AUAR was prepared, the wetland and storm water improvements in the first phase of development (at the southeast corner of the AUAR area) were constructed. All required permits were received and the mitigation was successfully completed.

The wetland delineations of the 2003 AUAR are obsolete and have been replaced by new delineations for the remaining undeveloped portion of the area. A new conceptual surface water plan has been prepared for the site based on the updated wetland delineations and the new development concept plans.

C. Water Appropriation

The 2003 Mitigation Plan described the water main improvements that were underway in the Phase 1 development area, and the need to design and construct the remainder of the water system in coordination with the phasing of the project and identification of roadway alignments. It also identified the need to cap two existing wells located on the property. The existing wells were sealed in 2012 in accordance with Minnesota Department of Health regulations.

D. Stormwater Runoff

The 2003 Mitigation Plan stated that site drainage facilities would be designed and constructed to accommodate the phased development within the project area as shown in the Concept Drainage Report, as referenced in Item B, above. Drainage improvements for the Phase 1 area are completed as described in the AUAR.

E. Construction Impacts

The 2003 AUAR listed mitigation measures that would be incorporated into the construction procedures for the project to minimize noise, vibration and dust emissions. Each contractor working on the site would be required to conform with the MPCA's General Construction Stormwater Permit during construction. Each contractor would implement Best Management Practices (BMP's) to minimize erosion and sediment and to manage stormwater runoff. Temporary sedimentation basins would be excavated, if necessary, to provide retention and treatment until the final pond improvements were in place.

F. Permits and Approvals

The 2003 Mitigation plan included a list of permits and approvals anticipated to be required and which would be obtained at appropriate times during the project development. Permits for the Phase 1 area were obtained as required. This updated AUAR includes a list based on the current regulatory requirements of the various governmental entities with jurisdiction over the project.

G. Response to Comments

The 2003 Mitigation Plan included responses to comments on the AUAR from the Minnesota Department of Transportation (MnDOT), the Minnesota Department of Natural Resources (DNR) and the City of Otsego, some of which included mitigation measures.

The MnDOT comments concerned water quality and the status of certain roadway system improvements. The comments were noted and did not require additional mitigation measures.

The DNR commented that impervious surfaces, and the amount of runoff and pollutants going into wetlands, could be reduced by constructing parking lots of pervious asphalt. This recommended mitigation measure was not included in the Mitigation Plan because the site soils were not suitable for this type of pavement. Drainage from all parking areas would be routed through stormwater basins to fully address rate and water quality requirements prior to any discharge to the wetlands.

The DNR commented on the proposed wetland impacts, concerned that the proposed fill did not meet the sequencing requirements of the Wetlands Conservation Act (WCA). A sequencing analysis was completed and approved by the TEP and RGU (the City of Albertville) as required by the WCA.

The DNR commented that the AUAR should address what would happen if any tenants of the area were large water users, and what the impact would be on the City of Albertville's water supply system. In response, to confirm that adequate water supply will be available for potential users, the mitigation plan stated that each applicant would be required to estimate water demand requirements at the time of initial site plan application for any potential future development.

Comments from the City of Otsego concerned the traffic analysis contained in the 2003 AUAR. These were noted. Several of the comments concerned the possibility of a new interchange on I-94 near Kadler Avenue, which was supported by the City of Otsego and was under consideration as part of the Northeast Wright County Sub-Area Transportation Study.

Otsego commented that if an interchange were to be constructed, additional right-of-way would be needed from the AUAR area for ramps, and that the proposed 67th Street/ Kadler Avenue intersection would not be desirable. The response to these comments pointed out that the AUAR does not

constitute site plat or platting approval for a development. As mitigation, prior to development near Kadler Avenue, the City of Albertville would consider the status of the proposed interchange.

2017 Updated Mitigation Plan

An AUAR discusses the potential environmental impacts of development of the area as well as how the impacts will be addressed as detailed plans are prepared, permits are reviewed and issued, and as construction occurs on the site. The following is a summary of the impacts and mitigation measures, organized by the AUAR Item numbers. Mitigation measures are presented for AUAR Items 8, 9, 10, 11, 12, 15, 17 and 18. If an AUAR Item is not addressed, it is because it has been determined that it does not represent the potential for environmental impacts requiring mitigation measures that go beyond existing ordinance and regulatory requirements.

8. Permits and Approvals Required:

The list of Permits and Approvals Required (Item 8, Table 3, Page 8) is hereby adopted as part of the Mitigation Plan.

9. Land Use:

Potential Impacts

- Some structures, notably the Mall of Entertainment (MOE) hotel will be taller and may have lighting and signage that are more prominent and contain dynamic elements not yet present in the area.
- Multi-family residential uses proposed in Development Concept Plan B may be sensitive to noise, and are located in close proximity to commercial uses.

Mitigation Measures

- a) Address potential environmental effects that may arise from lighting and signage when the City of Albertville reviews PUD Development Stage Plans for each phase of development.
- b) Lighting plans will follow the Albertville Zoning Regulations (City Code Chapter Section 1000.10) which includes limits on light intensity, requires commercial area lighting to be deflected away from residential areas, requires fixtures with a 90-degree cut-off, and limits the hours of operation for non-security lights.
- c) Require comprehensive sign plans for each phase as part of the PUD Development Stage Plan, as provided by Albertville's City Code (Chapter 7.) The plans will address the number, size, shape, height, and lighting intensity of all signs, and the nature of any dynamic elements that may be permitted.
- d) Multi-family residential uses would be allowed subject to approval of a Land Use Plan Amendment by the City of Albertville. The proposed residential area is separated from commercial uses to the south by wetlands, and is located as far as possible from I-94. Detailed site development plans will include details to further enhance compatibility between residential and commercial land uses such as landscaping, lighting, architectural features, signage and pedestrian facilities.

10. Geology, Soils and Topography/Land Forms:

Potential Impacts

- Soil erosion may occur during construction.

Mitigation Measures

- a) Limit soil erosion during construction by using best management practices (BMPs).
- b) BMPs will be approved and enforced through the National Pollutant Discharge Elimination System (NPDES) Construction Site Stormwater Permit.

11. Water Resources:

Potential Impacts

- Surface water from the AUAR area flows through wetlands, ditches and culverts to School Lake, which overflows into Hunter's Lake. Both lakes were added to the DNR list of Impaired Waters in 2012.
- Approximately 5.6 acres of wetlands may be impacted by development in the currently undeveloped portion of the site.
- Dewatering may be required during construction, due to a possible perched water table beneath portions of the site.

Mitigation Measures

- a) Route stormwater from the proposed developments to on-site retention ponds that are designed to accommodate the fully developed site in accordance with National Urban Runoff Program (NURP) standards for treatment and detention. The treated water will be discharged from the NURP ponds to recharge the on-site wetlands. Runoff ultimately leaving the site through this integrated system of ponds and wetlands will be of high quality and will not exceed the existing rate of discharge.
- b) Design all other stormwater management facilities to meet water quality requirements stipulated in the Minnesota Pollution Control Agency's (MPCA) National Pollutant Discharge Elimination System (NPDES) Permit and City standards.
- c) Because the site is within one mile of impaired waters, provide additional best management practices (BMPs) and enhanced runoff controls during construction in accordance with the NPDES Construction Stormwater Permit. The BMPs will include:
 1. All exposed soil areas must be stabilized immediately to limit soil erosion, in no case completed later than seven (7) days after the construction activity in that portion of the site has temporarily or permanently ceased.
 2. Temporary sediment basins must be used for common drainage locations that serve an area with five (5) or more acres disturbed at one time.
- d) Implement standard BMPs such as silt fence, rock construction entrances, inlet protection devices, and seeding during construction to reduce the potential of erosion and sedimentation.
- e) Minimize wetland impacts as detailed site plans are prepared for each phase of development. The sequencing requirements of the Wetlands Conservation Act (WCA) and Section 404 of the Clean Water Act will be followed. Permits required by the WCA and Clean Water Act will be applied

for. As RGU, the City of Albertville will administer the WCA and coordinate with other involved agencies, such as the Army Corps of Engineers.

- f) Mitigate areas of wetland impact within the AUAR area to the extent possible. The exception may be that mitigation could occur on a site owned by the City of Albertville, located south of 67th Street directly east of the AUAR area. If detailed design of the surface water system for the MOE or future phases of development warrant, the landowner will negotiate with the City of Albertville for use of this property. Enlarging and enhancing existing wetlands will be prioritized over mitigating elsewhere. Mitigation will replace the lost functions and values of the impacted wetlands.
- g) Establish and maintain buffers of native vegetation to minimize indirect impacts on wetlands.
- h) Use the City's development approval and permitting process, developer agreements and financial guarantees to assure that mitigation measures will be implemented.
- i) Dewatering methods will be determined by the contractor and approved through the permitting process as may be required prior to construction.

12. Contamination/Hazardous Materials/Wastes:

Potential Impacts

- The construction process will generate solid wastes typical of construction sites.
- New uses in the AUAR area will generate municipal solid waste as part of their normal operations.
- During construction, there may be small quantities of fuel stored above ground on site.
- During construction, there may be limited amounts of hazardous materials used, typical for commercial construction.
- Uses identified in the development concept plans are not anticipated to generate significant hazardous wastes during their construction or operation. However, small amounts could be generated from materials such as used florescent bulbs or cleaning supplies.

Mitigation Measures

- a) During construction, contractors will be responsible for providing temporary on-site storage of solid waste and arranging for period collection and disposal of the waste in accordance with all applicable regulations.
- b) New users and/or individual property owners will arrange for collection and disposal of municipal solid waste consistent with all applicable regulations.
- c) Contractors will be responsible for fuel storage during construction and complying with all state and local regulations.
- d) Contractors will be responsible for meeting all applicable environmental regulations for the use, storage, handling and disposal of any hazardous materials used during construction.
- e) New users and/or individual property owners will be responsible for hazardous waste reduction and recycling as required to meet all applicable regulations.

15. Adverse Visual Impacts:

Potential Impacts

- The Mall of Entertainment will include signage commensurate with the scale of the project, which may have dynamic elements different from signage currently present in the area and may be visible from the surrounding area.

Mitigation Measures

- a) The City of Albertville will review and approve detailed signage plans for each phase of development. Any visual impacts would be mitigated by orienting such signs toward major traffic arteries such as I-94 and away from sensitive uses, and applying existing city regulations.

17. Noise:

Potential Impacts

- Construction activities associated with the proposed project would temporarily result in increased noise levels relative to existing conditions.
- Modeled traffic noise levels are projected to exceed state noise standards for residential and commercial uses, depending upon the location within the AUAR area.

Mitigation Measures

- a) Chapter 5, Section 5-5-2 of the Albertville City Code addresses noise control. Construction activities will be prohibited during the nighttime (9:00 p.m. to 7:00 a.m.) Monday through Saturday and all day on Sundays. Contractors will be required to obtain an exemption from the City for applicable construction activities outside of these periods.
- b) Maximize the setback distance from I-94 for planned residential uses.
- c) Locate outdoor uses towards the interior or north sides of buildings, away from I-94, to increase the setback distance and to allow buildings to shield outdoor use areas from traffic noise from vehicles traveling on I-94.
- d) The City of Albertville may require additional noise monitoring and modeling prior to development approval. The City will work with the developer to identify reasonable mitigation measures if needed to ensure that noise-sensitive uses will not be affected negatively by noise and that state noise standards will be met.
- e) All equipment used during construction should be fitted with the appropriate mufflers to ensure compliance with state noise standards.

18. Transportation:

Potential Impacts

- In 2019 the Mall of Entertainment (MOE) is expected to generate approximately 308 weekday p.m. peak hour, 3,343 weekday daily, 401 Saturday peak hour, and 4,040 Saturday daily trips.
- In 2040 (assuming full build out) Development Plan A is expected to generate approximately 1,366 weekday p.m. peak hour, 15,110 weekday daily, 1,410 Saturday peak hour, and 15,911 Saturday daily trips. (Trip generation for Development Plan B is slightly less.)

- The 2019 No-Build traffic forecasts and intersection analysis showed the need for improvements to affected roadways to improve the level of service and to address traffic queuing issues at the studied intersections.
 - The 2019 Build forecasts, with the addition of traffic from the AUAR area, show there will be additional delays and safety concerns at the CSAH19/I-94 Eastbound Ramps (Intersection E.)
 - The 2040 No-Build forecasts show that future traffic demands may cause additional side-street approaches or overall intersections to operate at an unacceptable LOS (level of service) F during peak hours.
 - The 2040 Build forecasts, with the addition of traffic from full build out of the AUAR area, show more delays and intersection impacts that may require additional improvements.
 - Alternative modes of transportation (such as transit) are not available to the AUAR area and pedestrian facilities do not currently exist.
 - The Northeast Wright County Sub-Area Study identified the potential for a future overpass and/or full-interchange access onto I-94 at Kadler Avenue. Based on the traffic operations analysis under year 2040 build conditions, neither the Kadler Avenue overpass nor the interchange are needed from a traffic operations perspective to accommodate year 2040 traffic forecasts. However, this improvement may be needed beyond year 2040 or if development patterns/intensity changes occur in the future.
- The traffic study noted some potential safety concerns with the internal roadway network and the preliminary site design shown on the development concept plans.
- The traffic study noted the existing poor roadway surface quality of some of the area streets (67th Street and 70th Street in particular.) Development of the AUAR area will increase traffic on these streets.

Mitigation Measures

- a) The City will continue to monitor traffic and intersection operations, and work with its partner jurisdictions (including MnDOT and Wright County) to program the following improvements identified by the 2019 No-Build analysis, when traffic demand warrants and when funding is available:
 - Coordinate the signal system on CSAH 19 (between Premium Outlets Access and 57th Street, Intersections C, D, E & F).
 - Intersection C – CSAH 19/Premium Outlets Access: Construct an eastbound right-turn lane to allow the eastbound right overlap to be utilized and so that the intersection is compliant with MUTCD. This improvement would also allow vehicles to make a right-turn on red when gaps are available.
 - Intersection H – CSAH 37/I-94 Eastbound Ramps: Monitor this intersection, it is recommended to signalize once traffic volumes and/or crash history warrants are met.
 - Intersection J – CR 137/62nd Street: Consider installing “do not block intersection” signs to reduce the likelihood of a queued eastbound left-turn vehicle blocking eastbound through traffic or consider closing or restricting left-turns at this intersection.
- b) Concurrently with the development of the MOE (Mall of Entertainment), the City will work with the developer and its partner jurisdictions to install a traffic signal at the CSAH 19/I-94 Eastbound Ramps (Intersection E.)
- c) To address the 2040 No Build and 2040 Build scenarios, the City will continue to monitor the growth of traffic and the operations of the affected intersections. The need for transportation improvements will be reevaluated when the AUAR is updated approximately every five years.
- d) The City will require construction of a trail on the south side of 70th Street as the area develops, consistent with the City’s adopted Trail Plan and Park Dedication requirements.

- e) Development plans will include sidewalks or internal trails where they would promote walking and biking within the AUAR area.
- f) Prior to approval of development plans near Kadler Avenue, the City of Albertville will consider the status of the proposed I-94/Kadler Avenue interchange.
- g) Access locations and internal site design issues will be addressed through the City's development review process. Turn lanes will be constructed at the proposed key access points on 67th street, 70th Street and Street A to improve traffic safety.
- h) The city will determine the timing and type of resurfacing improvements required for 67th Street and 70th Street, and how costs may be shared by the benefitted property owners.
- i) The City will, to the extent possible, work with its public partners and developers to coordinate public road improvements and private construction activities to minimize disruption and inconvenience to the traveling public.