

ENVIRONMENTAL ASSESSMENT WORKSHEET

Note to preparers: This form and EAW Guidelines are available at the Environmental Quality Board’s website at: <http://www.eqb.state.mn.us/EnvRevGuidanceDocuments.htm>. The Environmental Assessment Worksheet provides information about a project that may have the potential for significant environmental effects. The EAW is prepared by the Responsible Governmental Unit or its agents to determine whether an Environmental Impact Statement should be prepared. The project proposer must supply any reasonably accessible data for — but should not complete — the final worksheet. The complete question as well as the answer must be included if the EAW is prepared electronically.

Note to reviewers: Comments must be submitted to the RGU during the 30-day comment period following notice of the EAW in the *EQB Monitor*. Comments should address the accuracy and completeness of information, potential impacts that warrant further investigation and the need for an EIS.

1. Project Title Ball Road Addition

2. Proposer Wal-Mart Stores Inc.
 Contact Person Rob Olson
 Company MFRA, Inc.
 Address 14800 28th Avenue North
 City, State, Zip Plymouth, MN 55447
 Phone 763-476-6010
 Fax 763-476-8532
 Email Rolson@mfra.com
 Update Prepared By MFRA, Inc.

3. RGU City of Blaine
 Contact Person Bryan Schafer, Community Development Director
 Address 10801 Town Square Drive NE
 City, State, Zip Blaine, MN 55449
 Phone 763-785-6144
 Fax 763-785-6191
 E-mail bschafer@ci.blaine.mn.us

4. Reason for Preparation Voluntary; per Minnesota Rules § 4410.1000(3)(D)

5. Location and Maps The index of figures can be found on page 3.
 County Anoka County
 City City of Blaine
 Street Address 10351 LEXINGTON AVE NE
 PIDs (3) Parcel #1: 24-31-23-32-0003;
 Parcel #2: 24-31-23-31-0019;
 Parcel #3: 24-31-23-23-0004

Legal Descriptions

Parcel #1: The Northwest Quarter of the Southwest Quarter of Section 24, Township 31, Range 23, Anoka County, Minnesota, except the south 340 feet of the west 500 feet of the Northwest Quarter of the Southwest Quarter of Section 24. Also except that part thereof taken for Interstate Highway No. 35W as shown on Final Certificate as recorded in Book "1023", Page 18. Also except that part of the Northwest Quarter of the Southwest Quarter of Section 24, included in the plat of Belmont Acres.

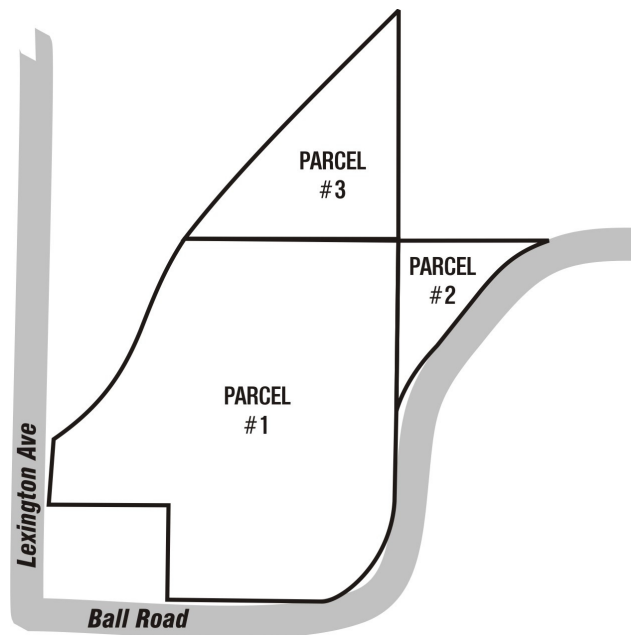
Abstract

Parcel #2: That part of the North Half of the Northeast Quarter of the Southwest Quarter, Section 24, Township 31, Range 23, Anoka County, Minnesota, lying west of the east 556.2 feet of said North Half of the Northeast Quarter of the Southwest Quarter and northwesterly of the centerline of the permanent easement for street purposes over Parcel No. 6 as described in Final Certificate, Registrar of Titles Document No. 96668.

Torrens Certificate Number 91073

Parcel #3: That part of the Southwest Quarter of the Northwest Quarter of Section 24, Township 31, Range 23, Anoka County, Minnesota, lying southeasterly of the southeasterly right-of-way line of Interstate No. 35W as monumented.

Abstract



GPS Coordinates.....

Latitude 45.1597 N, Longitude 93.1598 W

The following is a complete list of figures in this EAW which can be found in Appendix “A”.

<u>Figure #</u>	<u>Figure Title</u>
1	EAW Location Map
2	USGS Map
3	Site Plan
4	Historical Aerial Photos
5	Existing Cover Types
6	Proposed Cover Types
7	FEMA Flood Insurance Map
8	Topography
9	Soils
10	Stormwater Routes

The Appendixes included in this document are as follows:

Appendix A: Figures

Appendix B: Wetland Delineation Report

Appendix C: Wal-Mart Prototypical Utility Loads

Appendix D: Traffic Impact Study

6. Description

- a. *Provide a project summary of 50 words or less to be published in the EQB Monitor.*

The proposed project would result in commercial and retail development of approximately 39 acres of land characterized by woods, grassland and wetlands located at the southeast corner of Interstate 35W and Lexington Avenue NE in Blaine, MN.

- b. *Give a complete description of the proposed project and related new construction. Attach additional sheets as necessary. Emphasize construction, operation methods and features that will cause physical manipulation of the environment or will produce wastes. Include modifications to existing equipment or industrial processes and significant demolition, removal or remodeling of existing structures. Indicate the timing and duration of construction activities.*

The proposed project is located at the southeast corner of Interstate 35W and Lexington Avenue NE in the City of Blaine (see Figure 1). The Site is now undeveloped and is currently characterized by woods, grassland and wetlands. Paths and dirt tracks cross the Site in some places. New construction on the Site will include the site improvements shown on Figure 3 and described as follows:

- An 182,171 square foot retail building is planned for the 27.44 acre Lot 1, Block 1. This lot will be served by 874 regular parking stalls, 19 handicapped parking stalls, and 4

van accessible handicapped parking stalls for a parking ratio of 4.7 stalls per 1000 square feet of gross floor area (GFA).

- A 4,500 square foot restaurant and a 3,400 square foot bank are planned for the 2.36 acre Outlot A. This lot will be served by 64 parking stalls [46 stall for the 4,500 square foot restaurant (10.2/1000 sq. ft.) and 18 stalls for the 3,400 square foot bank (5.3/1000 sq. ft.)].
- A 9,000 square foot retail/restaurant building and an 8,000 square foot restaurant are planned for the 7.51 acre Outlot B. This lot will be served by 110 parking stalls [58 stalls for the 9,000 square foot retail/restaurant building (6.4/1000 sq. ft.), and 52 stalls for the 8,000 square foot restaurant (6.5/1000 sq. ft.)].

The internal utility extensions, public improvements, and most of the site work will be constructed in one phase beginning in 2013. Site preparation and storm water management will conform to the Minnesota Pollution Control Agency's "General Permit Authorization to Discharge Storm Water Associated with Construction Activity under the National Pollution Discharge Elimination System/State Disposal System Permit Program." The preliminary landscape plan provides perimeter screening, buffering, and other enhancements.

Improvements to Ball Road will include a full reconstruction from its intersection with Lexington Avenue easterly to just beyond the northeasterly driveway into the Site. An additional left turn lane will be added to southbound Lexington Avenue which in turn will require an additional east bound lane on Ball Road off of Lexington Avenue. A solid median will separate east and west bound traffic on Ball Road from Lexington Avenue up to a new roundabout to be constructed at Hupp St NE. Ball Road east of the roundabout will continue to be a non-divided two lane road. All Ball Road improvements will include curb and gutter and will tie into existing local roadways from the south.

- c. *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.*

The purpose of this private development project is to provide new space for retail businesses.

- d. *Are future stages of this development including development on any other property planned or likely to happen?*

 Yes X No

If yes, briefly describe future stages, relationship to present project, timeline and plans for environmental review.

Two Outlots are proposed in addition to Lot 1, Block 1 (see Figure 3). While development of Outlots A and B is anticipated to occur at a later time, the potential environmental impacts of the Outlot development are identified in this EAW.

e. *Is this project a subsequent stage of an earlier project?*

Yes No

If yes, briefly describe the past development, timeline and any past environmental review.

NA

7. Project magnitude data

Total Project Acreage **39.13 acres**

Number of Residential Units

- *Attached* **0**
- *Unattached* **0**
- *Maximum Units / Building* **0**

Commercial, industrial or institutional building area (gross floor space): total square feet

- | | |
|---|--|
| - <i>Office</i> 0 | - <i>Manufacturing</i> 0 |
| - <i>Retail</i> 182,171 sq. ft. | - <i>Other Industrial</i> 0 |
| - <i>Warehouse</i> 0 | - <i>Institutional</i> 0 |
| - <i>Light Industrial</i> 0 | - <i>Agricultural</i> 0 |
| - <i>Other Commercial</i> 24,900 sq. ft. | |

Building Height

- *182,171 retail bldg.*..... **35 feet**
- *All others*..... **30 feet**

8. Permits and approvals required. List all known local, state and federal permits, approvals 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.*

<u>Unit of Government</u>	<u>Type of Application</u>	<u>Status</u>
MN Pollution Control Agency	NPDES Permits (construction and dewatering)	Future Application
MN Pollution Control Agency	Sewer Extension	Future Application
MN Department of Health	Waterman Extension	Future Application
MN Department of Natural Resources	Water Appropriation Permit (Dewatering)	Future Application
MN Environmental Quality Board	EAW Publication	Future Application
City of Blaine	Preliminary / Final Plat	Future Application
City of Blaine	Building/Grading/Utility Permit	Future Application
City of Blaine	Sign Permit	Future Application
City of Blaine	Conditional Use Permit	Future Application
City of Blaine	ROW Permits	Future Application
City of Blaine	Easement Vacation	Future Application

<u>Unit of Government</u>	<u>Type of Application</u>	<u>Status</u>
City of Blaine	Master Development Plan	Future Application
Rice Creek Watershed District	Grading & Erosion Control Permit	Future Application
Rice Creek Watershed District	Street & Utility Plans	Future Application
Rice Creek Watershed District	Ditch/Culvert Crossings	Future Application
Rice Creek Watershed District	WCA Approval	Future Application
Rice Creek Watershed District	Wetland Delineations Review	Approved
MN Department of Transportation	Grading & Stormwater Permit and Row Permit	Future Application
USACE	Wetland Permit	Future Application
Anoka County Highway Dept.	Work within ROW Permit	Future Application
FAA	Proposed Construction or Alteration Permit	Future Application
MCES	Discharge Permit (Dewatering)	Future Application

9. **Land use.** Describe current and recent past land use and development on the site and on adjacent lands. Discuss project compatibility with adjacent and nearby land uses. Indicate whether any potential conflicts involve environmental matters. Identify any potential environmental hazards due to past site uses, such as soil contamination or abandoned storage tanks, or proximity to nearby hazardous liquid or gas pipelines.

Based on past land uses, environmental hazards are not expected to be found at the Site.

As shown on the aerial photographs on Figure 4 in Appendix “A,” the Site and surrounding lands were used as cultivated agricultural property in the early 1900s through the mid-1950s. Photographic evidence shows that a home and accessory structures were located on the Site from at least 1938, but all such structures had been removed as of 1997. Currently, multiple dirt tracks are present in the southwest, central and northern portions of the Site. A majority of the Site is comprised of woods, with grassland and some areas of wetland.

The Site is bordered on the north and northwest by Interstate 35W with a commercial development known as The Village located on the opposite side of the freeway (major tenants include Cub Foods, Wal-Mart and Home Depot). The Site is bordered to the northeast and east by light industrial properties (Bermo, Interpol Labs, Tolerance Masters, and Techniform) with residential property located beyond the industrial properties. Ball Road separates the Site from some of the industrial property to the southeast, and from the residential development directly south of the Site. A vacant strip mall is present on the southwest property adjoining the Site and is not part of the Ball Road Addition. To the west is Lexington Avenue with a Holiday gas station and Fleet Farm located beyond. The Site is located in a mixed use area of Blaine.

Parcel 1 of the Site was zoned commercial (retail) for over 30 years. In 1989, Parcel 1 was rezoned from B-3 (Regional Commercial) to PBD (Planned Business District). In 2000, Parcel 3 was rezoned PBD. Parcel 2 is zoned I-1 (Light Industrial). The 2030 Comprehensive Plan guides the Site for Planned Industrial/Planned Commercial. The proposed development of the Site is consistent with the PBD zoning requirements and is similar to uses in other PBD zoned areas along Highway 65 within the City, such as the National Market Center (Menards); Victory Village (Target/Gander Mountain) and the area near 117th Avenue and Highway 65

(Lowe's).

A Phase I environmental review of the Site conducted by Braun Intertec in November of 2011 included a review of regulatory information pertaining to the Site and surrounding areas from Environmental Data Resources, Inc. (EDR). The EDR report is a compilation and summary of current federal and state regulatory lists and databases which indicate whether the Site or nearby properties have a past or present record of actual or potential environmental hazards that are under investigation or have an adverse impact on the Site. The EDR report did not identify the Site. The EDR report did identify three nearby industrial businesses (Interpoll Laboratories, Bermo Inc., and Tolerance Masters Inc.) as licensed generators of hazardous wastes, but no violations have been reported for any of the facilities. One property to the southeast of the Site (4400 Ball Road) was identified as a former licensed generator of hazardous waste, but presently does not generate hazardous waste. No violations were reported for the former facility at 4400 Ball Road, and nothing in the database indicated the presence of a past release.

The EDR report shows that the Site is adjacent to the site of a former gasoline station; the Oasis Market, 10333 Lexington Avenue, located on the southwesterly parcel adjoining the Site. Three underground storage tanks were removed from the Oasis Market Site. A release of petroleum products from these tanks was discovered and the MPCA closed the Oasis Market Site on January 11, 1996. This closed UST site is not expected to have impacted the Site.

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

	<u>Before</u>	<u>After</u>
Types 1-8 wetlands	4.81	5.52
Wooded/forest	25.53	4.34
Brush/Grassland	8.79	0.00
Cropland	0.00	0.00
Lawn/landscaping	0.00	7.26
Impervious surfaces	0.00	17.68
Stormwater Pond	0.00	2.33
Other (describe)	0.00	2.00*
TOTALS:	39.13	39.13

* Area to be dedicated for Ball Road right-of-way

The development will observe the City of Blaine's tree preservation requirements as set forth in code.

11. Fish, wildlife and ecologically sensitive resources

- a. Identify fish and wildlife resources and habitats on or near the site and describe how they would be affected by the project. Describe any measures to be taken to minimize or avoid impacts.

A Phase I environmental review of the Site conducted by Braun Intertec in November of 2011 included a National Environmental Policy Act (NEPA) report from EDR. This review also included a review of published federal and state information to determine if the Site is located within officially designated wildlife areas, officially designated wildlife preserves, critical habitat for threatened or endangered species, historic areas, Indian religious areas, floodplains, and potential wetland areas. The results of this study indicated there are no fish resources on the property, nor are there any wildlife sanctuaries or other natural resource preserves on or near the Site. According to the EDR report, the bald eagle and Karner Blue butterfly are listed as federal Endangered Species. Site reconnaissance during the Phase I assessment found no evidence of bald eagles, bald eagle nests, or Karner Blue butterflies on the Site.

To further address any questions regarding ecologically sensitive resources, Critical Connections Ecological Services, Inc. (CCES) conducted additional field studies of the Site. CCES conducted a natural community assessment and rare plant survey over two days in November of 2011. The purpose of the natural community assessment was to determine the ecological quality of natural communities and semi-natural areas located within the project area. For the natural community quality assessment, CCES utilized the Minnesota Land Cover Classification System (MLCCS) methodology, as described in the MLCCS User Manual, Version 5.4 (2004), and the Minnesota Department of Natural Resources (DNR) ranking guidelines to assess natural community quality.

The CCES natural community assessment found that the survey area consists of dry oak forest, altered/non-native woodland, altered/non-native grassland, and altered/non-native wetlands. Of the dry oak forest located within the survey area, one stand was classified as a C-rank (moderate quality condition) and two stands were classified as C/D-rank (moderate to poor quality condition). The semi-natural vegetation types (woodland, grassland and grassland with sparse trees) were assigned a NA-rank, describing areas with a highly altered or non-native vegetation association that support some remnant native species cover. The wetlands within the survey area received a rank of NA since they are semi-natural with highly disturbed vegetation types and not natural plant communities. None of the natural communities remaining on the property are of high ecological quality (all ranked C or D), and none of the natural communities or vegetation types occurring on the Site are protected by state law.

The purpose of the rare plant survey was to determine the presence or absence of any state-listed (Endangered, Threatened, Special Concern) or otherwise rare vascular plant species

that may occur or have the potential to occur within the subject property. The rare plant survey focused primarily on the following rare plant species: *Aristida longespica* var. *geniculata* (MN Proposed Endangered), *Aristida tuberculosa* (MN Special Concern), *Botrychium rugulosm* (MN Threatened), *Botrychium simplex* (MN Special Concern), *Fimbristylis autumnalis* (MN Special Concern), *Hudsonia tomentosa* (MN Special Concern), *Juncus marginatus* (MN Special Concern), *Platanthera flava* (MN Endangered), *Polygala cruciata* (MN Endangered), *Rotala ramosior* (MN Threatened), *Scleria triglomerata* (MN Endangered), *Tricophorum clintonii* (MN Special Concern), *Viola lanceolata* (MN Threatened), *Xyris torta* (MN Endangered), and several species of rare *Rubus* spp. No state-listed or otherwise rare vascular plant species were detected during the surveys. Furthermore, very little suitable habitat for any of these species was found to exist on the property.

b. Are any state-listed (endangered, threatened or special concern) species, rare plant communities or other sensitive ecological resources on or near the site?

Yes No

The CCES report found no evidence of any state-listed species, rare plant communities or other sensitive ecological resources at the Site.

If yes, describe the resource and how it would be affected by the project. Describe any measures that will be taken to minimize or avoid adverse impacts. Provide the license agreement number (LA-____) and/or Division of Ecological Resources contact number (ERDB _____) from which the data were obtained and attach the response letter from the DNR Division of Ecological Resources. Indicate if any additional survey work has been conducted within the site and describe the results.

Not applicable.

12. Physical impacts on water resources. Will the project involve the physical or hydrologic alteration — dredging, filling, stream diversion, outfall structure, diking, and impoundment — of any surface waters such as a lake, pond, wetland, stream or drainage ditch?

Yes No

Three areas exhibiting wetland characteristics were observed and delineated by MFRA in September of 2011. The delineation report, attached as Appendix B, was reviewed and approved by the Technical Evaluation Panel of the Rice Creek Watershed District, which is the local governmental unit for the purposes of administering Minnesota’s Wetland Conservation Act. Wetland #1 is classified as a ditched (-d), Palustrine (P-) type wetland exhibiting Emergent (-EM-) vegetation and a Saturated (-B-) moisture regime or a Type 2 (PEMBd), wet meadow wetland; and encompasses approximately 0.16 acres (6,970 sq. ft.). Wetland #2 is classified as a ditched, Palustrine type wetland exhibiting both Emergent vegetation and an Unconsolidated Bottom (-UB-) and a Seasonally Flooded (-C-) to Semi-permanently Flooded (-F-) moisture regime or a Type 3-4 (PEMCd / PUBFd), shallow marsh / deep marsh wetland complex; and encompasses approximately 4.55 acres (198,198 sq. ft.). Wetland 2 encompasses three wetland basins which are connected by a manmade drainage ditch. Two of the wetland basins are located on opposite ends (NE corner and SW corners)

of the Site and extend onto the adjoining properties. The third basin is centrally located along the eastern portion of the project Site and is entirely within the subject property boundaries. Wetland #3 is classified as a Palustrine type wetland exhibiting Emergent vegetation and a saturated moisture regime or a Type 2 (PEMB), wet meadow wetland. This wetland is located in an area of soils designated as “cut and fill” primarily due to its altered nature. Wetland #3 encompasses approximately 0.10 acres (4,356 sq. ft.).

Of the 4.81 total acres of delineated wetland on the Site, the proposed project could impact up to 0.25 acres of wetland to accommodate two entry points into the Site, parking/driving lanes and one potential building site. Culverts will be placed under the entry roads at appropriate points to allow for the continued flow of water between the wetlands on the Site. All wetland impacts will be governed by applicable state and federal laws.

If yes, identify water resource affected and give the DNR Public Waters Inventory number(s) if the water resources affected are on the PWI:

The only PWI water on the Site is unnamed (2-586 W) which will not be impacted by any of the proposed improvements. This wetland is described as a portion of Wetland #2 above.

Describe alternatives considered and proposed mitigation measures to minimize impacts.

All wetland impacts will be permitted and mitigated pursuant to applicable law. The development proposes mitigating all wetland impacts by creating 0.96 acres of new wetland directly adjacent to PWI water (2-586 W). Wetland buffers will be improved and maintained around all wetlands on the Site, as required by applicable law.

13. Water use. Will the project involve installation or abandonment of any water wells, connection to or changes in any public water supply or appropriation of any ground or surface water (including dewatering)?

 X Yes No

The development will be served by an existing 12-inch municipal water main which is located in Ball Road just south of the Site. The water system will be looped within the development to ensure adequate functionality and maintenance of the system, including the fire hydrants. According to the property owner and County Well records, there are no wells located on the Site. No well abandonment will be necessary. If wells *are* encountered during development, they will be sealed by a licensed contractor in accordance with Minnesota law. The table below estimates water use based upon the planned land uses and size of the structures (see the Wal-Mart Prototypical Utility Loads in Appendix “C”):

ESTIMATED WATER USE

<u>Parcel</u>	<u>Building Sq. Ft</u>	<u>Gallons Per Day</u>
Lot 1, Block 1.....	182,171 sq. ft.....	13,790
Outlot A	7,900 sq. ft.....	5,880
Outlot B.....	17,000 sq. ft.....	10,440

Landscaping will be irrigated with an automatic sprinkling system. The estimated water usages shown above include the projected irrigation needs based upon a preliminary landscape plan. These estimates of water use may be revised prior to submitting construction documents to the City of Blaine for building permits. Municipal water use could be reduced, for example, if some of the stormwater collected on Site was used for irrigation purposes.

A Geotechnical Evaluation Report prepared by Braun Intertec in October 2011 recommended dewatering down to at least 2-feet below the planned excavation bottoms. In conjunction with installation of planned utilities, the geotechnical report concluded that groundwater and/or saturated soils could affect utilities placed near or below elevation 897. Within the upper 1 or 2 feet of those soils, the use of sumps and pumps along with placing clean stone below the utilities will likely be needed to stabilize the excavation. Below those depths, dewatering wells will likely be needed to remove groundwater.

If dewatering is necessary during construction, all appropriate permits will be obtained. These permits include, if applicable, a water appropriation permit from the DNR, a discharge permit from either the MPCA (to allow discharge to nearby surface waters) or a discharge permit from the MCES (to allow discharge to the sanitary sewer system). Dewatering, if necessary, is expected to be short-term and will only be conducted during utility installations.

If yes, as applicable, give location and purpose of any new wells; public supply affected, changes to be made, and water quantities to be used; the source, duration, quantity and purpose of any appropriations; and unique well numbers and DNR appropriation permit numbers, if known. Identify any existing and new wells on the site map. If there are no wells known on site, explain methodology used to determine.

See above.

14. Water-related land use management district. Does any part of the project involve a shoreland zoning district, a delineated 100-year flood plain, or a state or federally designated wild or scenic river land use district?

 Yes X No

If yes, identify the district and discuss project compatibility with district land use restrictions.

Flood Insurance Rate Maps from the Federal Emergency Management Agency (FEMA) were reviewed, and a portion of the project area is denoted as being within a floodplain Zone “X” which indicates a base flood elevation for the area has not been established (see Figure 7).

However, based on the generalized floodplain boundaries as identified and their correspondence to the existing wetlands on the property, there is little reason to believe that the floodplain will be an issue on this site. As discussed in question 12, wetland areas on this site will be largely protected. Floodplain impacts (if any) will be minimal. The future development applications will need to provide the information required in Section 32.06(B) of the Blaine Zoning Ordinance to determine the 100-year flood elevation, the Floodway and Flood Fringe District boundaries and the Regulatory Flood Protection Elevation (RFPE) that may apply to the Site. Based on the proposed plans, all building sites should have no problem being at or above the established RFPE and road access will not be lower than three feet below the RFPE. Sewer and water services will be provided by the City, so there will be no well and/or septic issues on this site. The sewer and water services, if located in an identified floodplain, will need to be flood-proofed in accordance with the State Building Code or elevated to above the RFPE. Entry roads will comply with Sections 32.04 and 32.05 of the Blaine Zoning Ordinance as applicable.

The Blaine Zoning Code defines “shoreland” as “any existing body of water, wetland, drainage way as designated by the Minnesota Department of Natural Resources. Unnamed PWI water (2-586 W) is a wetland complex at the proposed development site, but is not designated by the DNR as shoreland. Therefore, applicable setbacks for wetlands (not shorelands) will be observed.

15. Water surface use. Will the project change the number or type of watercraft on any water body?

 Yes X No

Not applicable.

If yes, indicate the current and projected watercraft usage and discuss any potential overcrowding or conflicts with other uses.

16. Erosion and sedimentation. Give the acreage to be graded or excavated and the cubic yards of soil to be moved:

28	<i>acres</i>
60,000	<i>cubic yards moved on-site</i>
150,000	<i>cubic yards imported</i>
210,000	<i>total cubic yards of soil moved and imported</i>

In addition to the on-site material to be graded, approximately 150,000 cubic yards of import material will be needed to bring the Site to grade. Site grading will be done in phases to minimize the extent of the site exposed to possible erosion during the construction process. Only clean fill will be used. All activities will comply with the erosion and sedimentation control plan required to be submitted with the future development applications. A

Stormwater Pollution Prevention Plan (“SWPPP”) will be prepared in accordance with the Minnesota Pollution Control Agency’s “General Permit Authorization to Discharge Storm Water Associated with Construction Activity under the National Pollution Discharge Elimination System/State Disposal System Permit Program.” The SWPPP will include plans and details for phased erosion and sediment controls. Included on these plans will be Best Management Practices (“BMPs”) such as rock construction exits, temporary sediment basins and silt fence along areas of the perimeter of the Site which lie downhill from grading activities and other elements, as required. Permanent stabilization measures will be installed as grading operations throughout the Site are completed.

Describe any steep slopes or highly erodible soils and identify them on the site map.

As shown on Figure 2 (USGS Map) and Figure 9 (Soils), the land is relatively flat and there are no highly erodible soils present on the Site.

Describe any erosion and sedimentation control measures to be used during and after project construction.

Erosion and sedimentation control measures will include the use of silt fencing, temporary sedimentation basins, temporary seeding and mulch, rock entrances, watering to control dust and inlet protection devices. Post construction erosion and sediment control measures will consist of permanent landscaping, sod, seed and pavement.

17. Water quality: surface water runoff

- a. Compare the quantity and quality of site runoff before and after the project. Describe permanent controls to manage or treat runoff. Describe any stormwater pollution prevention plans.

A SWPPP will be prepared in accordance with the Minnesota Pollution Control Agency’s “General Permit Authorization to Discharge Storm Water Associated with Construction Activity under the National Pollution Discharge Elimination System/State Disposal System Permit Program,” and will be designed to meet or exceed all applicable Federal, State, City, and Rice Creek Watershed District rules. During construction, temporary sedimentation basins will manage the quality of runoff prior to the permanent system functioning. Post-development stormwater will be treated by infiltration, filtration, ponding and the use of created stormwater wetlands.

- b. Identify routes and receiving water bodies for runoff from the site; include major downstream water bodies as well as the immediate receiving waters. Estimate impact runoff on the quality of receiving waters.

The proposed development plan will be designed to ensure there will be no impact on receiving waters. Current runoff is deposited into the existing wetlands on the eastern portion of the Site which routes the water north into the larger wetland that is part of the public waters inventory (2-586 W). Post development, runoff from the two outlots will continue to be routed south and east following the existing drainage patterns, and will be treated by new ponding facilities along the way. Runoff from proposed Lot 1, Block 1, will be routed to the

northern portion of the Site where it will first be treated by ponding before being directed to a large created stormwater wetland. Water from these ponds and the created wetland will ultimately be discharged to the east into public water (2-586 W).

The proposed project site is within the drainage area of Golden Lake, which has been designated as an impaired water. Total Maximum Daily Load (“TMDL”) standards have been established for Golden Lake. If required under applicable law and regulations, the SWPPP for the project will observe the BMPs identified in the TMDL implementation plan for Golden Lake.

18. Water quality: wastewaters

- a. Describe sources, composition and quantities of all sanitary, municipal and industrial wastewater produced or treated at the site.

All of the wastewater generated from this development will be typical sanitary sewage from a commercial center. Based on information provided in the “Wal-Mart prototypical Utility Loads” (see Appendix “C”), the total estimated wastewater generated for the fully developed Site is 18,630 gallons per day. Industrial wastewater is and will not be produced on the Site. Discussion of sanitary sewer improvements and the processing of sanitary wastewater generated by the project is also addressed in question #28.

ESTIMATED WASTEWATER USE

<u>Parcel</u>	<u>Building Sq. Ft</u>	<u>Gallons Per Day</u>
Lot 1, Block 1.....	182,171 sq. ft.....	4,580
Outlot A	7,900 sq. ft.....	5,010
Outlot B.....	17,000 sq. ft.....	9,040

- b. Describe waste treatment methods or pollution prevention efforts and give estimates of composition after treatment. Identify receiving waters, including major downstream water bodies (identifying any impaired waters), and estimate the discharge impact on the quality of receiving waters. If the project involves on-site sewage systems, discuss the suitability of site conditions for such systems.

The entire 39.13 acre site will be served by the 18- inch public sanitary sewer main that exists adjacent to the Site within Ball Road. No on-site pre-treatment methods are proposed, and no on-site septic systems will be used or installed on Site.

- c. If wastes will be discharged into a publicly owned treatment facility, identify the facility, describe any pretreatment provisions and discuss the facility's ability to handle the volume and composition of wastes, identifying any improvements necessary.

Waste from this area (City Sewer District 3) is first routed east before it heads south into the Metropolitan Council Interceptor 4-NS-523. Waste from this Interceptor is ultimately treated at the Pig’s Eye Metro WWTP facility in St. Paul, MN. According to the City of Blaine Comprehensive Plan, the City’s sanitary sewer system is adequate to convey existing and

planned flows (including the planned development on the subject Site).

19. Geologic hazards and soil conditions

a. Approximate depth (in feet) to:

GROUNDWATER

Minimum: 4 feet

Average: 7.5 feet

TO BEDROCK:

Minimum: The depth to bedrock map from the geologic atlas of Anoka County will not be available until 2014. According to the geotechnical report for the Site, the uppermost bedrock unit in the Site vicinity is the Late Cambrian St. Lawrence Formation and Franconia Formation. The St. Lawrence Formation consists of silty, very finely crystalline, generally thin bedded, tan to pink dolostone

Average: interlayered with thin intervals of siltstone or, rarely, beds of very fine grained glauconitic sandstone or maroon to green shale. The Franconia Formation is light-gray, thick-bedded and cross-bedded, fine- to coarse-grained, dolomite-cemented quartz sandstone. The depth to bedrock in the vicinity of the Site is approximately 250 feet to 300 feet below land surface.

Describe any of the following geologic site hazards to ground water and also identify them on the site map: sinkholes, shallow limestone formations or karst conditions. Describe measures to avoid or minimize environmental problems due to any of these hazards.

There were no hazards identified in the geotechnical report. The soil conditions at the Site consist of topsoil overlying the native sands.

b. Describe the soils on the site, giving NRCS (SCS) classifications, if known. Discuss soil texture and potential for groundwater contamination from wastes or chemicals spread or spilled onto the soils. Discuss any mitigation measures to prevent such contamination.

<i>Map Symbol</i>	<i>SCS Soils Classification</i>	<i>Slope (%)</i>	<i>Drainage Classification</i>	<i>Depth to Groundwater (feet)</i>
<i>Cu</i>	<i>cut & fill land</i>	0 - 2	NA	NA
<i>Iw</i>	<i>Isanti fine sandy loam</i>	0 - 1	Poorly to Very Poorly	0
<i>LnA</i>	<i>Lino loamy fine sand</i>	0 - 4	Somewhat Poorly	1.5
<i>Ma</i>	<i>Markey muck</i>	0 - 1	Very Poorly	0
<i>Mc</i>	<i>marsh</i>	0 - 1	Very Poorly	0
<i>SoA</i>	<i>Soderville fine sand</i>	0 - 3	Somewhat Poorly	1.5
<i>ZmB</i>	<i>Zimmerman fine sand</i>	2 - 6	Excessively	> 6.5

The Soil Survey Geographic Database identified seven soil types on the Site (see Figure 9). These soil types include: Cut & Fill Land (Cu), Isanti fine sandy loam, poorly and very poorly drained (Iw), Lino loamy fine sand, 0 to 4% slopes, somewhat poorly drained (LnA), Markey muck, very poorly drained (Ma), Marsh (Mc), Soderville fine sand, 0 to 3% slopes, moderately well drained (SoA) and Zimmerman fine sand, 2 - 6% slopes, excessively drained (ZmB). Topsoil on the Site extends to depths of 6 inches to 4 feet, but averaged about 14

inches at the boring locations. The topsoil consisted of silty sand, silt and clayey sand that was dark brown to black, contained traces of roots and was moist to wet. Below the topsoil were lacustrine soils. The lacustrine soils consisted of poorly graded sand with silt, silty sand and poorly graded sand. The lacustrine sands were fine grained, ranged in color from brown and light brown to gray, were typically moist in the upper strata and water-bearing at depth. The lacustrine sands contained occasional lenses to layers of silt.

A 1993 MN DNR Map examining the “Geologic Sensitivity of the Uppermost Aquifer to Pollution” found this Site and the surrounding area to be highly sensitive to water-borne contaminants. Accordingly, it will be important for stormwater on this Site to be collected and treated to mitigate potential contamination in accordance with all legal requirements. A SWPPP will be prepared in accordance with the Minnesota Pollution Control Agency’s “General Permit Authorization to Discharge Storm Water Associated with Construction Activity under the National Pollution Discharge Elimination System/State Disposal System Permit Program,” and will be designed to meet all applicable rules. During construction, temporary sedimentation basins will manage the quality of runoff prior to the permanent system functioning. Post-development stormwater will be treated by infiltration, filtration, ponding and the use of created stormwater wetlands.

Limited dewatering for utility installation is not expected to have significant or long-term effects on surface or groundwater elevations.

20. Solid wastes, hazardous wastes, storage tanks

- a. Describe types, amounts and compositions of solid or hazardous wastes, including solid animal manure, sludge and ash, produced during construction and operation. Identify method and location of disposal. For projects generating municipal solid waste, indicate if there is a source separation plan; describe how the project will be modified for recycling. If hazardous waste is generated, indicate if there is a hazardous waste minimization plan and routine hazardous waste reduction assessments.

The only hazardous wastes expected to be generated by typical retail/commercial operations will be universal wastes (such as fluorescent light bulbs) and very small quantities of hazardous wastes from cleaning and maintenance activities or from product breakage, for example. All such wastes will be disposed of according to applicable law.

Licensed commercial haulers will dispose of solid wastes that cannot be recycled or composted. Wal-Mart implements an aggressive recycling program that includes composting organic wastes.

Construction may require the use of hazardous products such as paints, stains, varnishes, polyurethane, mineral spirits, and other building products. Wastes from these products will be disposed of in accordance with applicable law. No demolition of existing structures will be required. No other wastes (such as animal manure, ash, or sludges will be produced during construction or in connection with the planned retail operations.

- b. Identify any toxic or hazardous materials to be used or present at the site and identify measures to be used to prevent them from contaminating groundwater. If the use of toxic or hazardous materials will lead to a regulated waste, discharge or emission, discuss any alternatives considered to minimize or eliminate the waste, discharge or emission.

The proposed uses on the development Site do not utilize toxic or hazardous materials other than small quantities of cleaning and office supplies. All retail products will be sold in containers; no products will be stored outside. All wastes will be stored in covered dumpsters.

- c. Indicate the number, location, size and use of any above or below ground tanks to store petroleum products or other materials, except water. Describe any emergency response containment plans.

No underground tanks are proposed and the development does not include a gasoline station or an automobile repair or service department. A typical Wal-Mart sells petroleum products (e.g., motor oil), and for that reason, the store would be required to offer a Do it Yourself recycling program. A DIY above ground tank may be installed to recycle used motor oil generated by customers.

21. Traffic.

- Parking spaces added 1,035 stalls
- Existing spaces (if project involves expansion)..... 0 stalls
- Estimated total average daily traffic generated 12,386
- Estimated maximum peak hour traffic generated and time of occurrence 1,056
- Source of trip generation rates used in the estimates ITE Trip Generation Manual

Traffic Generation

Based on the methods and rates published in the ITE Trip Generation Manual, 9th Edition, the proposed Wal-Mart site (with outlot development) will generate the following vehicle trips:

Daily Vehicles In & Out of the Wal-Mart/Outlot Site

LAND USE	ITE CODE #	UNITS	QTY	INTERNAL PERCENT	NEW TRIPS	
					ENTER	EXIT
Free Standing Discount Superstore	813	KSF GFA	182.1	0%	4,621	4,621
General Retail	820	KSF GFA	15.5	20%	265	265
High Turnover Restaurant	932	KSF GFA	1.5	20%	76	76
Fast Food w/drive through	934	KSF GFA	4.5	20%	893	893
Bank w/drive through	912	KSF GFA	3.4	20%	201	201
General Retail	820	KSF GFA	8.0	20%	137	137

TOTALS					6,193	6,193
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Units in 1,000s of square feet of Gross Floor Area

A.M. Peak Hour Vehicles In & Out of the Wal-Mart/Outlot Site

LAND USE	ITE CODE #	UNITS	QTY	INTERNAL PERCENT	NEW TRIPS	
					ENTER	EXIT
Free Standing Discount Superstore	813	KSF GFA	182.1	0%	189	148
General Retail	820	KSF GFA	15.5	20%	8	4
High Turnover Restaurant	932	KSF GFA	1.5	20%	7	6
Fast Food w/drive through	934	KSF GFA	4.5	20%	84	80
Bank w/drive through	912	KSF GFA	3.4	20%	19	14
General Retail	820	KSF GFA	8.0	20%	4	2
TOTALS					311	254

Units in 1,000s of square feet of Gross Floor Area

P.M. Peak Hour Vehicles In & Out of the Wal-Mart/Outlot Site

LAND USE	ITE CODE #	UNITS	QTY	INTERNAL PERCENT	NEW TRIPS	
					ENTER	EXIT
Free Standing Discount Superstore	813	KSF GFA	182.1	0%	388	404
General Retail	820	KSF GFA	15.5	20%	22	24
High Turnover Restaurant	932	KSF GFA	1.5	20%	7	4
Fast Food w/drive through	934	KSF GFA	4.5	20%	62	56
Bank w/drive through	912	KSF GFA	3.4	20%	33	33
General Retail	820	KSF GFA	8.0	20%	11	12
TOTALS					523	533

Units in 1,000s of square feet of Gross Floor Area

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. Using the format and procedures described in the Minnesota Department of Transportation’s Traffic Impact Study Guidance (*available at: <http://www.oim.dot.state.mn.us/access/pdfs/Chapter%205.pdf>*) or a similar local guidance, provide an estimate of the impact 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.

Summary of Traffic Impact Analyses

A full Traffic Impact Study dated October 12, 2011 was prepared for the development based on a slightly smaller development plan. That study was reviewed by Blaine, Anoka County, and MnDOT staff. Based on their comments as well as the new development plan, three Technical Memorandums were prepared to provide further analyses (dated December 15, 2011, February 8, 2012, and October 31, 2012). All of these study documents are attached hereto as Appendix “D”.

Recommended Improvements

Based on the completed traffic analyses, the following improvements are recommended. Preliminary plans for these improvements have been developed and are available from the

City.

1. Ball Road/North Site Driveway
 - *Site Driveway -- One outbound left turn lane, one outbound right turn lane, and one inbound lane.*
 - *Stop sign control for the driveway's outbound traffic.*
2. Ball Road/South Site Driveway/Hupp Street
 - *Round-about control for the intersection with single lane entries.*
3. Lexington Avenue/Ball Road
 - *Add a second southbound to eastbound left turn lane on Lexington Avenue.*
 - *Add a second eastbound through lane on Ball Road to receive the dual left turn lane.*
 - *Add a westbound to northbound right turn lane on Ball Road.*
 - *Reconstruct the traffic signal.*

 - *Add median to Ball Road from Lexington to round-about*
4. Lexington Avenue/Southerly I-35W Off Ramp
 - *Extend the eastbound to southbound right turn lane on the Off Ramp.*
5. Lexington Avenue Corridor
 - *Review post development Lexington Avenue signal timing with Anoka County Highway Department and MnDOT to determine if improvements in traffic movements can be accommodated.*

22. Vehicle-related air emissions. Estimate the effect of the project's traffic generation on air quality, including carbon monoxide levels. Discuss the effect of traffic improvements or other mitigation measures on air quality impacts.

The Site is located at the southeast corner of a well-traveled Interstate Highway and Lexington Avenue. The Site is adjacent to developed retail and industrial areas. Any increase to vehicle-related emissions related to Site traffic will be off-set by the traffic mitigation measures summarized in the answer to Question 21. Concentrations of carbon monoxide are typically greatest at intersections with poor levels of service because of excessive idling or acceleration of vehicles, but will be mitigated by the traffic congestion mitigation measures described in the responses to Questions 21 and 31 as well as the Traffic Impact Study at Appendix "D."

23. Stationary source air emissions. Describe the type, sources, quantities and compositions of any emissions from stationary sources of air emissions such as boilers, exhaust stacks or fugitive dust sources. Include any hazardous air pollutants (consult *EAW Guidelines* for a listing) and any greenhouse gases (such as carbon dioxide, methane, nitrous oxide) and ozone-depleting chemicals (chloro-fluorocarbons, hydrofluorocarbons, perfluorocarbons or sulfur hexafluoride). Also describe any proposed pollution prevention techniques and proposed air pollution control devices. Describe the impacts on air quality.

Standard commercial heating, ventilation and air conditioning units will be installed at each building. Typical refrigeration units found in grocery stores will also be installed. All such equipment will be installed and maintained in accordance with applicable regulations. Boilers, exhaust stacks, industrial processors, or fugitive dust sources are not anticipated or planned in connection with a retail development.

24. Odors, noise and dust. Will the project generate odors, noise or dust during construction or during operation?

 X Yes No

If yes, describe sources, characteristics, duration, quantities or intensity and any proposed measures to mitigate adverse impacts. Also identify locations of nearby sensitive receptors and estimate impacts on them. Discuss potential impacts on human health or quality of life. (Note: fugitive dust generated by operations may be discussed at item 23 instead of here.)

Odors generated during construction will be mitigated by maintenance of the construction equipment to the manufacturers' specifications and by using appropriate fuel additives when necessary. Grading and construction will temporarily generate noise and dust. BMPs and other standard construction methods will be used to reduce construction impacts. Examples include limiting hours of operation to comply with the noise regulations in Minnesota Rules Chapter 7010, and intermittent applications of water to exposed soils as needed to reduce dust during dry weather. Residential uses are located adjacent to the project Site to the South of Ball Road (with the closest homes being located approximately 120 feet from potential site preparation activities). Construction equipment is expected to be dispersed on the Site rather than concentrated in one limited area for extended periods of time to limit potential impacts.

Once the structures are occupied, the resulting vehicular and limited amount of truck traffic is anticipated to generate an increase of noise and a limited amount of dust in the area. There are no sensitive receptors (such as hospitals) near the Site. Also, the Site is located by a major interstate highway and Lexington Avenue, along with other retail and commercial areas. Thus, noise is not expected to exceed current background levels. To mitigate against potential impacts, Wal-Mart has instituted a company-wide initiative to install auxiliary power units (APUs) in each truck to cut down on engine idling. These units consist of a small generator that can supply heating, cooling, and other accessory loads to the driver, without turning on the main engine.

25. Nearby resources. Are any of the following resources on or in proximity to the site?

Archaeological, historical or architectural resources

 Yes X No

Prime or unique farmlands or land within an agricultural preserve

 Yes X No

Designated parks, recreation areas or trails

 Yes X No

Scenic views and vistas?

Yes No
Other unique resources

Yes No

If yes, describe the resource and identify any project-related impacts on the resource. Describe any measures to minimize or avoid adverse impacts.

26. Visual impacts. Will the project create adverse visual impacts during construction or operation? Such as glare from intense lights, lights visible in wilderness areas and large visible plumes from cooling towers or exhaust stacks?

Yes No

If yes, explain.

There will be no adverse visual impacts either during or following construction. Site lighting improvements are guided by City standards and Illuminating Engineering Society (IES) standards. Standard pole-mounted metal halide shoebox or comparable fixtures with cutoff optics will be used in all proposed parking areas. A comprehensive lighting plan will be developed to meet the requirements of the City of Blaine zoning code, section 31.35(k) and the plan will preclude any off-site glare.

No cooling towers or exhaust stacks are proposed as part of the planned retail development.

27. Compatibility with plans and land use regulations. Is the project subject to an adopted local comprehensive plan, land use plan or regulation, or other applicable land use, water, or resource management plan of a local, regional, state or federal agency?

Yes No

If yes, describe the plan, discuss its compatibility with the project and explain how any conflicts will be resolved. If no, explain.

The Site development plan is consistent with the 2030 City of Blaine Comprehensive Plan and the City of Blaine Zoning Ordinance. Parcels 1 and 3 are currently zoned PBD (Planned Business District) to achieve enhanced commercial development standards at the Site. The proposed Site improvements are consistent with the current PBD zoning requirements, and will be designed to conform to all applicable regulations.

28. Impact on infrastructure and public services. Will new or expanded utilities, roads, other infrastructure or public services be required to serve the project?

Yes No

If yes, describe the new or additional infrastructure or services needed. (Note: any infrastructure that is a connected action with respect to the project must be assessed in the EAW; see *EAW Guidelines* for details.)

Internal private roads and internal utilities are the only required extensions of public infrastructure necessary for development of this Site. Both water and sanitary sewer lines already exist adjacent to the Site within Ball Road, and both systems are adequate to handle the proposed development.

Improvements to Ball Road, Lexington Avenue, and the southerly I-35W Ramp are described in Question 21. All Ball Road improvements will include curb and gutter and will tie into existing local roadways from the south.

- 29. Cumulative potential effects.** Minnesota Rule part 4410.1700, subpart 7, item B requires that the RGU consider the "cumulative potential effects of related or anticipated future projects" when determining the need for an environmental impact statement.

Identify any past, present or reasonably foreseeable future projects that may interact with the project described in this EAW in such a way as to cause cumulative potential effects. (Such future projects would be those that are actually planned or for which a basis of expectation has been laid.)

Describe the nature of the cumulative potential effects and summarize any other available information relevant to determining whether there is potential for significant environmental effects due to these cumulative effects (*or discuss each cumulative potential effect under appropriate item(s) elsewhere on this form*).

While some minor infill development may be possible on surrounding lands, the area in general will be fully developed upon completion of the Site project. Accordingly, no cumulative effects are anticipated from further development of adjacent lands.

- 30. Other potential environmental impacts.** If the project may cause any adverse environmental impacts not addressed by items 1 to 28, identify and discuss them here, along with any proposed mitigation.

This review did not uncover any other potential environmental impacts not already discussed in this EAW.

- 31. Summary of issues.** *Do not complete this section if the EAW is being done for EIS scoping; instead, address relevant issues in the draft Scoping Decision document, which must accompany the EAW.*

List any impacts and issues identified above that may require further investigation before the project is begun. Discuss any alternatives or mitigative measures that have been or may be considered for these impacts and issues, including those that have been or may be ordered as permit conditions.

None of the impacts identified in this EAW were determined to require further study. Identified issues and their mitigative measures are as follows:

1. Minor wetland loss of approximately 0.25 acres.
 - *Mitigation Measure: The existing wetland complex on the Site will be supplemented and improved by adding 0.96 acres of new wetlands bringing the total wetlands on the Site up to 5.52 acres (a 0.71 acre increase over existing conditions). Buffers will also be improved and maintained around each of the wetlands remaining on the Site. All work in the wetlands on-site will be pursuant to permits issued by all regulatory agencies with jurisdiction.*
2. General construction activities will likely create conditions for possible erosion and sedimentation.

- *Mitigation Measure: All construction will be pursuant to the NPDES/SDS construction stormwater permit, and a SWPPP developed for the Site. Best Management Practices will be used such as rock construction entrances/exits, temporary sediment basins, silt fencing along areas of the perimeter of the Site which lie downhill from grading activities, the use of seeding and mulch, and watering to control dust and inlet protection devices. Permanent stabilization measures will also be installed as grading operations throughout the Site are completed.*
3. During and following construction, the quality of water runoff from the Site has the potential to be compromised.
- *Mitigation Measure: Stormwater will be properly managed and will comply with all applicable regulatory requirements. Temporary sedimentation basins will manage the quality of runoff prior to the permanent system functioning. Post-development stormwater will be treated by infiltration, filtration, ponding and the use of created stormwater wetlands. As required by applicable law, the discharge rate will be less than or equal to current conditions.*
4. The increase in traffic generated by the proposed development will impact surrounding roadways if no improvements are made.
- *Mitigation Measures: The following roadway improvements are proposed to address development traffic:*
 - i. Ball Road/North Site Driveway
 - *Site Driveway -- One outbound left turn lane, one outbound right turn lane, and one inbound lane.*
 - *Stop sign control for the driveway's outbound traffic.*
 - ii. Ball Road/South Site Driveway/Hupp Street
 - *Round-about control for the intersection with single lane entries.*
 - iii. Lexington Avenue/Ball Road
 - *Add a second southbound to eastbound left turn lane on Lexington Avenue.*
 - *Add a second eastbound through lane on Ball Road to receive the dual left turn lane.*
 - *Add a westbound to northbound right turn lane on Ball Road.*
 - *Reconstruct the traffic signal.*
 - *Add median to Ball Road from Lexington to round-about*
 - iv. Lexington Avenue/Southerly I-35W Off Ramp
 - *Extend the eastbound to southbound right turn lane on the Off Ramp.*
 - v. Lexington Avenue Corridor
 - *Review post development Lexington Avenue signal timing with Anoka County Highway Department and MnDOT to determine if improvements in traffic movements can be accommodated.*

5. General construction activities may generate odors and dust that otherwise would not exist.
 - *Mitigation Measures: Odors generated during construction will be mitigated by maintenance of the construction equipment to the manufacturers' specifications and by using the appropriate fuel additives when necessary. BMPs and other standard construction methods will be used to reduce construction impacts. Examples include limiting hours of operation to comply with the noise regulations in Minnesota Rules Chapter 7010, and intermittent applications of water to exposed soils as needed to reduce dust during dry weather. The use of construction equipment is expected to be dispersed on the site rather than concentrated in one limited area for extended periods of time thereby limiting potential impacts.*

6. Post development, the resulting vehicular and limited amount of truck traffic is anticipated to generate an increase of noise and a limited amount of dust in the area.
 - *Mitigation Measures: Wal-Mart has instituted a company-wide initiative to install auxiliary power units (APUs) in each truck to cut down on engine idling. These units consist of a small generator that can supply heating, cooling, and other accessory loads to the driver, without turning on the main engine.*

RGU CERTIFICATION. *(The Environmental Quality Board will only accept **SIGNED** Environmental Assessment Worksheets for public notice in the EQB Monitor.)*

I hereby certify that:

- The information contained in this document is accurate and complete to the best of my knowledge.
- The EAW describes the complete project; there are no other projects, stages or components other than those described in this document, which are related to the project as connected actions or phased actions, as defined at Minnesota Rules, parts 4410.0200, subparts 9b and 60, respectively.
- Copies of this EAW are being sent to the entire EQB distribution list.

Signature

Date

Title

Environmental Assessment Worksheet was prepared by the staff of the Environmental Quality Board at the Minnesota Department of Administration, Office of Geographic and Demographic Analysis. For additional information, worksheets or for *EAW Guidelines*, contact: Environmental Quality Board, 658 Cedar St., St. Paul, MN 55155, 651-201-2492, or <http://www.eqb.state.mn.us>.

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