

#1

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**From:** Cathy Harrison [mailto:citizens4smartgrowth@gmail.com]  
**Sent:** Monday, June 10, 2013 12:47 PM  
**To:** Schafer, Bryan  
**Cc:** Swanson, Dick; Hovland, Wes; Ryan, Tom; Clark, Dave; Arneson, Clark; Bourke, Mike; Kolb, Katherine; Herbst, Russ; Schluender, Daniel; Johnson, Lori  
**Subject:** Re: Walmart on Ball Road

Bryan,

Please send me the documents/evidence you found that show Super Walmart's, Costco's, Sam's and others built within 150' of single family homes and on a 2 lane city street with only one point of access and exiting for all car and semi truck traffic. What does 'close proximity mean?

Also, please help me understand how a store the size of the proposed Super Walmart will only have "a couple" of deliveries a night? Being that my past has been a Retail Supply Chain Business Analyst and have extensive background in delivery scheduling for big box retail stores I know that there will be up to 10+per day and mostly between midnight and 6:00am. That does not take into account seasonal increases in deliveries. And that will not include deliveries to the other proposed retail planned for the property.

As well, you stated in the workshop that the diesels won't need to be running as Walmart has something they can hook up to. How does that work 9 months of the year when it's below freezing? That may address the refrigeration trucks but the fact is that Diesels must be left running to keep from freezing up. How many hook ups do they intend to have? How do they plan on minimizing the noise when trailers back up, (you know about the warning beeps when they back up, right?) and when forklifts enter and exit the trailers?

The EAW did not address the potential of Blanding Turtles being on the property. Why is that? The 1996 EAW states that they have been seen in the area around 109th. It wasn't specific to this property but it should be examined since that is close enough for them to have settled on the Harstad property.

Thank You,  
Cathy Harrison  
Sent from my iPhone

#2

**Schafer, Bryan**

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**From:** Cathy Harrison [charrison1026@me.com]  
**Sent:** Monday, July 08, 2013 10:30 AM  
**To:** Schafer, Bryan  
**Cc:** Dick Swanson; Hovland, Wes; Schluender, Daniel; Ryan, Tom  
**Subject:** EAW Comment: Super Walmart on Ball Road

Bryan, please add as a comment to the final EAW documentation.

How will this type of retail development (Super Walmart plus other retail) impact our neighborhood and surrounding area roadways and our pedestrian safety? No matter what the traffic study states we know because we have experienced since the Holiday Station and the Fleet Farm were built greater volumes of commuter traffic being pushed onto smaller, more pedestrian streets like Lever, North Road, Marmon, 103rd, and 107th Avenue NE to name a few. No sidewalks currently exist and the EAW has no indication that Walmart will provide any except for one on the North side of Ball Road which is conveniently not identified in the road 'improvement' rendering. We have a great amount of pedestrian traffic, children walking to and from school, people walking from Hupp, Frazier, Ghia, Marmon, and National St. to East Side Park on 107th Ave. NE, and the park at the Centennial Grade School, runners, bicyclers (children and adults), all of their safety put in jeopardy because of the increase in traffic. As well, Semi Trailer traffic frequently uses North Road to Lever St. In order to avoid Ball Road for access to Bermo. This will increasingly become an alternate route for not only Bermo trucks but Walmart's delivery trucks in order to avoid the Lexington Ave. turn and the round-a-bout.

Regards  
Cathy  
Sent from my iPad

7/12/2013

#3

**Schafer, Bryan**

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**From:** Cathy Harrison [charrison1026@me.com]  
**Sent:** Monday, July 08, 2013 11:53 AM  
**To:** Schafer, Bryan  
**Cc:** Dick Swanson; Schluender, Daniel; Hovland, Wes; Ryan, Tom  
**Subject:** EAW Comment: Ball Road Super Walmart

Please add the following comment to the final Walmart EAW documentation.

What will the daily number of semi truck deliveries be to the a Super Walmart? The number of 'several' as stated in the EAW is not clear. Being a Retail Supply Chain Analyst my experience is that for a retail store of 182,000 sq. ft. containing grocery that sells fresh produce, gardening and building supplies plus consumer electronics and accessories the real number of trucks daily is 12 to 16 daily not including seasonality increases. And most semi deliveries are made between 12am and 6am. The residents in the surrounding neighborhoods will be affected by the noise of the trucks in and out of the site, air breaking, beeping while backing into the dock doors to unload/load, the fork trucks in and out of the trailers, and the constant sounds of truck engines running especially refrigeration trucks. Bryan Schafer stated in the EAW Workshop that Walmart has a hookup that will allow trucks to shut down, however semi trucks have Diesel engines that must be kept running in cold weather so they don't freeze up.....We experience at least 7 months of cold weather. The semi 'hook up' doesn't address the real noise pollution issues a Super Walmart will bring to our area.

Another issue is concerning the noise pollution that will be produced by snow removal trucks in the parking lots. We on 107th Ave NE already hear Home Depot and Walmart clearing their parking lots and the incessant beeping while backing up and keeps my partner and I awake. I have been told by neighbors they experience the same thing. There will be leaf blowers (also used currently ) and other equipment used during our sleeping hours that will be loud and will disturb all trying to sleep across from and in back of the site.

Regards,  
Cathy  
Sent from my iPad

7/12/2013

#4

To:

The Honorable Tom Ryan  
Mr. Bryan Schafer  
Blaine City Hall  
10801 Town Square Drive,  
Blaine, MN 55449

From:

Richard Feidt  
10193 Hupp St NE  
Blaine, MN 55014

Mayor Ryan and Mr. Schafer,

Please accept my comments to the Ball Road Walmart.

As a citizen that is unfamiliar with traffic studies, I can only assume the Ball Road Walmart traffic study used a generic data source and/or model. My concern is the source, age, and type of traffic data that was used in the study.

1. Given that the proposed Ball Road Walmart is Walmart's new and larger model, does the traffic data adequately reflect the the most current traffic numbers expected for a 180,000 sq ft retail superstore? For example, did the authors of the EAW use the most current data? I believe the most current data is from Institute of Transportation Engineers Trip Generation Rates, 8th Edition, for Free Standing Discount Superstores (ITE Code 813) If not, what was their source of data and what traffic software was used to generate the traffic models?
2. the original 2011 Walmart traffic study was conducted and provided by Spack Consulting. Who generated the traffic report for the EAW?
3. The 2011 traffic study for the originally proposed 150,000 sq ft Walmart showed approx 15,000 cars per day on Ball Road. The most recent traffic study showed a larger 180,000 sq ft Walmart with approx 6,000 trips per day. So why did the traffic engineers change the units? If you convert 6,000 trips/day to the same unit as the previous study (i.e. 12,000 cars per day) the new study shows the store increased by approx 30,000 sq ft and the traffic decreased approx 3,000 cars/day. How can the size of the store increase and the expected traffic decrease?
4. The EAW traffic study lacks to document the effects of the traffic spikes associated with the retail shopping cycles such as Black Friday, the Christmas Holiday season, Saturdays, and rush hour.

I have seen northbound Lexington Avenue back up during rush hour. Traffic has backed up from the I-35W north on ramp to well past Ball Road. Additional traffic from Walmart would exasperate the situation.

What is the traffic model associated with retail-specific spikes and how will the planned roads

accommodate the increase in traffic? Would the planned and current traffic queue lengths accommodate the traffic for a typical Walmart Black Friday or, for example, would the I-35 off-ramps back up to unacceptable and unsafe levels?

5. There is an addendum to the study which addresses alternative traffic routes. This addendum claims
  - a) 90% of the traffic to and from the site will use the route of Lexington Ave/Ball Road West
  - b) 10% of the traffic will use Ball Road East/Southeast, and
  - c) no traffic is expected to utilize Hupp Street.

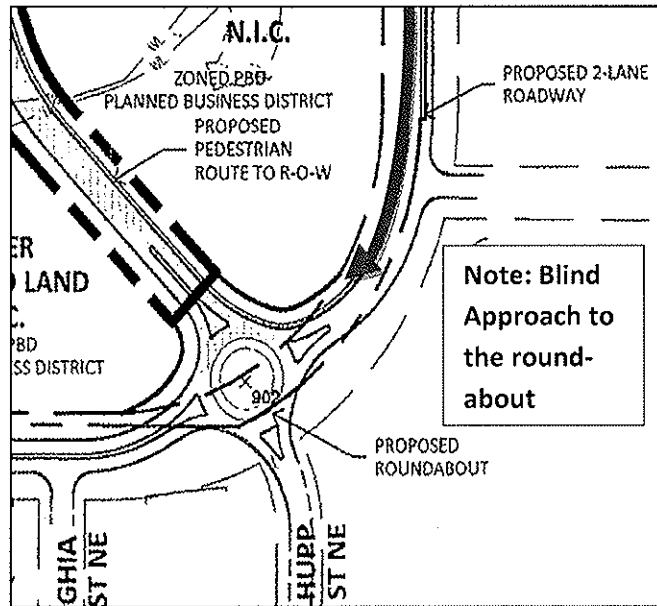
My challenge would be, how can these studies predict human nature? There is potential for anyone to take any route to and from the site's main entrance. I would assume any traffic engineer knows that when traffic backs up, folks will take the path of least resistance. This means people, through ignorance, frustration, or stupidity will experiment with alternative routes. And these alternative routes are through residential streets.

My concern is that there is no guarantee. I am sure there were assumptions made in the analysis. If the project proceeds with these assumptions and the assumptions are incorrect, what is the back-up plan to remove the traffic from Ball Road East/Southeast, and Hupp Street?

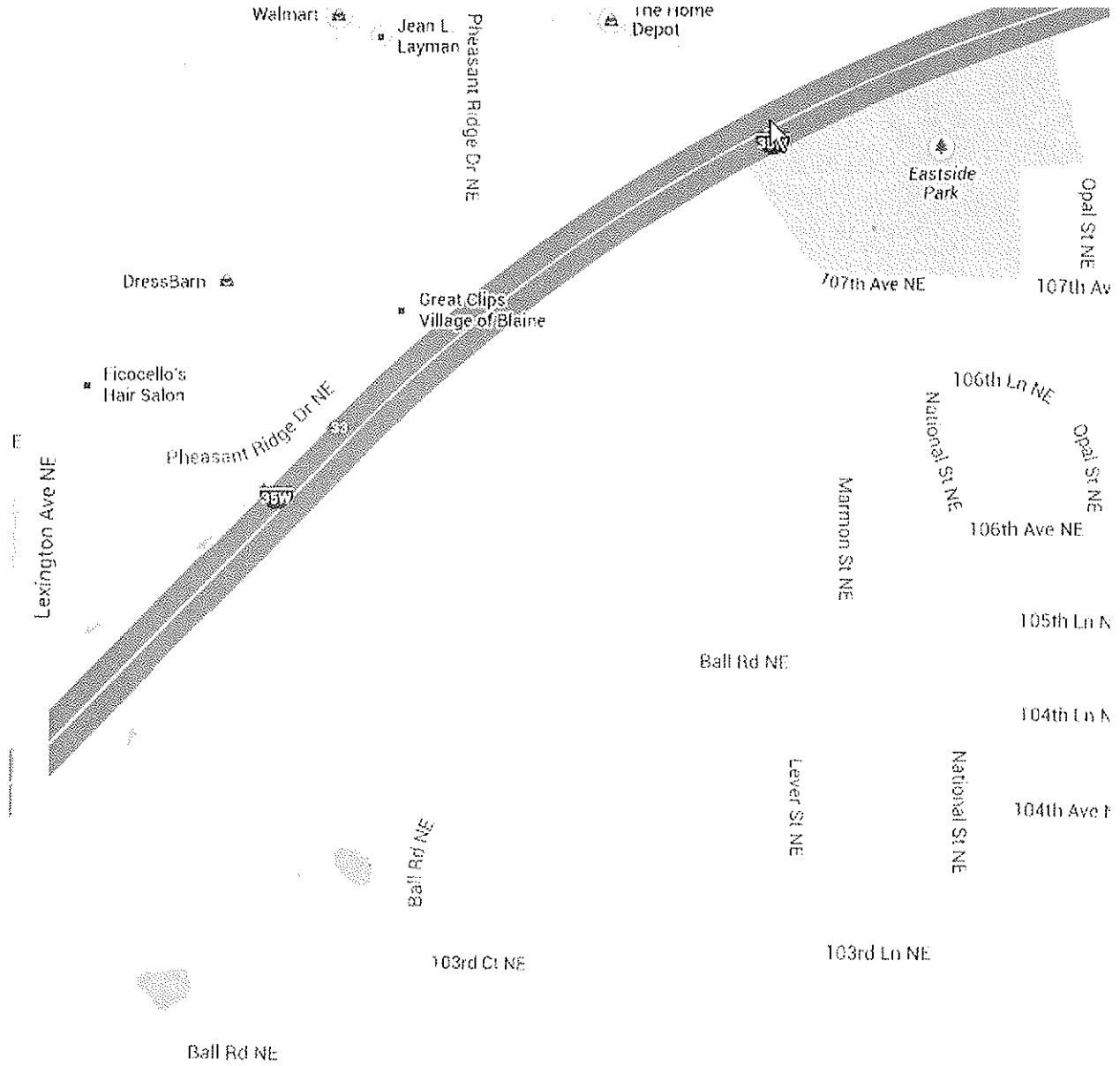
6. A resident spoke at the June 13<sup>th</sup> BCC meeting. This resident stated he works at Bermo and that Bermo has deliveries by trucks that would not fit through the proposed round-about. Please ensure the proposed round-about will accommodate all truck types for all businesses along Ball Road.
7. A Blaine residents have seen delivery semi trucks access Ball Road via Lever St. These residential streets are not designed for the turn radius required by semi-trucks. The EAW should address the potential for Walmart delivery trucks accessing Ball Road in a similar manner. This is a likely scenario for semi drivers who exit I-35W and either intentionally or accidentally miss the turn at Ball Road and make a left turn at North Road. I believe the EAW should address alternative truck routes
8. The Blaine City Council admitted that errors were made when planning the area around the intersections of Highway 65, Main Street, and Aberdeen St NE. What were the lessons learned from the 65/Main St project and how will these lessons be applied to the Ball Road/Lexington?
9. The EAW traffic report represents a singular view by a Walmart-sponsored group. This group stands to gain by a favorable outcome. In addition, Walmart is known for their tough negotiations with their partner suppliers.

The situation potentially creates a circumstance where professional judgment may be unduly influenced by a secondary interest. Can the City of Blaine or Anoka County sponsor a second and independent traffic study to compare and remove any potential bias in the traffic report?

10. The approach to the proposed round-about from Ball Road East/Southeast is a blind intersection (see picture, below). The traffic study stated Ball Road is a 30 mph road. What are the impacts and improvements required to accommodate a 30 mph approach around the curve to the roundabout?



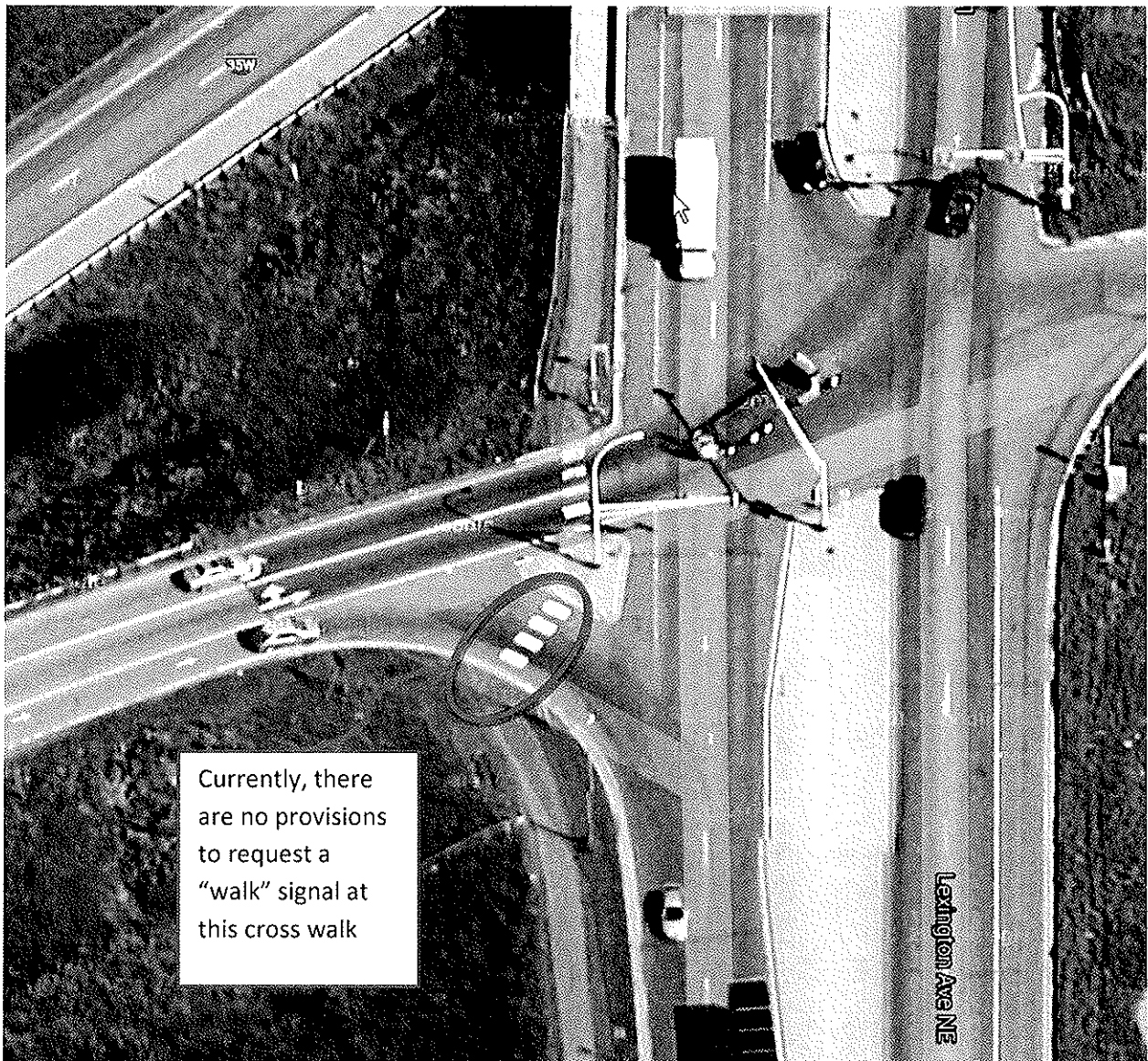
11. The EAW, Ch 25, Nearby Resources, states there are no parks nearby. I find this statement to be misleading. Please reference the map, below, which shows Eastside Park is in close proximity to the Walmart site. I believe this constitutes as a nearby park and the EAW should be changed to reflect this.



12. Ball Road is not currently “pedestrian friendly” There are no sidewalks. Pedestrians must walk along the shoulder in the summer and, in winter when the shoulders are full of snow, must walk in close proximity to the street.

There are challenges to pedestrian traffic along Ball Road and Lexington Avenue. For example, there is no current pedestrian walk request at the I-35W off ramp (see photo, below). This is extremely challenging for north bound use of the sidewalk, which will be a pedestrian route from the proposed Walmart. I-35W off ramp traffic will typically look north (their left) at south bound Lexington traffic and fail to look to their right before proceeding.

I did not see a section in the EAW that addresses pedestrian or handicap access. How will the Ball Road and Lexington Avenue access routes accommodate handicap accessibility and pedestrian traffic?





1. Hupp Street NE is prone to flooding. Rain water collects on the street between 10247 and 10250 Hupp St NE. The picture, below, was taken after a rain shower on June 26, 2013 and is typical of Hupp St rain water drainage during rain showers. The site EAW is inadequate because it fails to address rain water drainage issues in the surrounding community such as on Hupp St. Please increase the scope of the EAW that is related to rain water to include the surrounding neighborhood.



Thank you in advance for your attention to these matters.

Sincerely,

Richard Feidt

Cc: [bschafer@ci.blaine.mn.us](mailto:bschafer@ci.blaine.mn.us)

[tryan@ci.blaine.mn.us](mailto:tryan@ci.blaine.mn.us)

**Minnesota Department of Transportation**

Metropolitan District  
Waters Edge Building  
1500 County Road B2 West  
Roseville, MN 55113

July 18, 2013

Bryan Schafer  
Blaine Community Development Director  
10801 Town Square Drive NE  
Blaine, MN 55449

**SUBJECT: Ball Road Addition (Walmart), #EAW13-008**  
SE Quadrant of I-35W North and Lexington Avenue  
Blaine, Anoka County  
Control Section 0280

Dear Mr. Schafer:

Thank you for the opportunity to review the environmental assessment worksheet (EAW) for the Ball Road Addition (Walmart) (#EAW13-008). Please note that MnDOT's review of this EAW does not constitute approval of a regional traffic analysis and is not a specific approval for access or new roadway improvements. As plans are refined, we would like the opportunity to meet with our partners and to review the updated information. MnDOT's staff has reviewed the document and has the following comments:

***Design:***

The proposed project will require a MnDOT Level 1 Layout due to proposed changes to the I-35W ramp. MnDOT recommends that the design work be completed by a consultant that is experienced working with MnDOT standards and has performed Trunk Highway design.

The following web sites provide layout design guidance and identify layout requirements:

- <http://www.dot.state.mn.us/design/geometric/index.html>
- On the right side of the above page under "Quick Links", the third bullet (HPDP Geometric Design Resources) directs you to the following page:  
<http://dotapp7.dot.state.mn.us/edms/download?docId=636152>

For questions concerning the Level 1 Layout process and timing, contact Nancy Jacobson, Metro Design at 651-234-7647 or [nancy.jacobson@state.mn.us](mailto:nancy.jacobson@state.mn.us).

***Permits***

Any use of or work within or affecting MnDOT right of way requires a permit. Permit forms are available from MnDOT's utility website at [www.dot.state.mn.us/tecsup/utility](http://www.dot.state.mn.us/tecsup/utility). Include one 11 x 17 plan set and one full size plan set with each permit application. Direct questions regarding permit requirements to Buck Craig, Metro Permits, at 651-234-7911 or [buck.craig@state.mn.us](mailto:buck.craig@state.mn.us).

**Review Submittal Options:**

MnDOT's goal is to complete the review of plans within 30 days. Submittals sent electronically can usually be turned around faster. Submit one of the following:

1. One (1) pdf version of the plans. MnDOT can accept the plans via e-mail at [metrodevreviews.dot@state.mn.us](mailto:metrodevreviews.dot@state.mn.us) provided that each e-mail is less than 20 megabytes.
2. Three (3) sets of full size plans. Although submitting seven (7) sets of full size plans will expedite the review process. Send plans to:

MnDOT – Metro District Planning Section  
Development Reviews Coordinator  
1500 1st County Road B-2  
Roseville, MN 55113

3. One (1) compact disk.
4. Plans can also be submitted to MnDOT's external FTP site. Send files to: <ftp://ftp2.dot.state.mn.us/pub/incoming/MetroWatersEdge/Planning>. Internet Explorer may not work using ftp, using an FTP Client or your Windows Explorer (My Computer). Send a note to [metrodevreviews.dot@state.mn.us](mailto:metrodevreviews.dot@state.mn.us) indicating that the plans have been submitted on the FTP site.

If you have any questions concerning this review contact me at 651-234-7789.

Sincerely,



Molly McCartney  
Senior Transportation Planner

**Copy sent via E-Mail:**

Buck Craig, Permits  
Nancy Jacobson, Design  
Bruce Irish, Water Resources  
Doug Nelson, Right-of-Way  
Mark Lindeberg, Area Engineer  
Gayle Gedstad, Traffic  
Tod Sherman, Planning  
Ann Braden, Russ Owen, Metropolitan Council  
Rob Olson, MFRA, Inc.



## Minnesota Pollution Control Agency

520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300

800-657-3864 | 651-282-5332 TTY | [www.pca.state.mn.us](http://www.pca.state.mn.us) | Equal Opportunity Employer

July 19, 2013

Mr. Bryan Schafer  
Community Development Director  
City of Blaine  
10801 Town Square Drive NE  
Blaine, MN 55449

Re: Ball Road Addition Environmental Assessment Worksheet

Dear Mr. Schafer:

Thank you for the opportunity to review and comment on the Environmental Assessment Worksheet (EAW) for the Ball Road Addition project (Project) located in the city of Blaine, Minnesota. The Project consists of a 39 acre commercial and retail development. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility and other interests, the MPCA staff has the following comments for your consideration.

### **Physical Impacts on Water Resources (Item 12)**

Please note that a Clean Water Act (CWA) Section 404 Permit from the U.S. Army Corps of Engineers (USACE) for project related wetland impacts may be necessary. Please be aware that if a USACE Section 404 Individual Permit is required for any project activity, then an MPCA CWA Section 401 Water Quality Certification or waiver must also be obtained as part of the permitting process. The Section 401 Water Quality Certification ensures that the activity will comply with the state water quality standards. Any conditions required within the MPCA 401 Certificate are then incorporated into the USACE 404 Permit. You can find additional information about the MPCA's 401 Certification process at [www.pca.state.mn.us/water/401.html](http://www.pca.state.mn.us/water/401.html). For further information about the 401 Water Quality Certification process, please contact Jim Brist at 651-757-2245 or Bill Wilde at 651-757-2825.

### **Water Quality: Surface Water Runoff (Item 17)**

As noted in the EAW, the project is located in close proximity to Golden Lake. The EAW should also include a description of the impairment status of this water body as listed on the MPCA Inventory of Impaired Waters. We recommend you utilize the MPCA Special Waters and Impaired Waters Search mapping tool to identify special or impaired waters located near proposed projects. The mapping tool is located on the MPCA website at <http://pca-gis02.pca.state.mn.us/website/stormwater/csw/viewer.htm>. Golden Lake is listed as impaired for mercury and nutrient/eutrophication biological indicators. If the project discharge is within one mile of an impaired water, the impairment will dictate additional increased stormwater treatment during construction and require additional increased permanent treatment post construction. These requirements will be included in the National Pollutant Discharge Elimination System/State Disposal System (NPDES/SDS) Construction Stormwater Permit. The project proposer should determine that compliance with these increased stormwater water quality treatments can be achieved on the project site or elsewhere. Information regarding the MPCA's Construction Stormwater Program can be found on the MPCA's website at <http://www.pca.state.mn.us/water/stormwater/stormwater-c.html>. Questions regarding Construction Stormwater Permit requirements should be directed to Roberta Getman at 507-206-2629.

Mr. Bryan Schafer  
Page 2  
July 19, 2013

**Low Impact Design**

The MPCA advocates the use of Low Impact Design (LID) practices to aid in the minimization of stormwater impacts. LID is a stormwater management approach and site-design technique that emphasizes water infiltration, values water as a resource, and promotes the use of natural systems to treat water runoff. Examples include:

- special ditches, arranged in a series, that soak up more water
- vegetated filter strips at the edges of paved surfaces
- trees or swales between rows of cars
- residential or commercial rain gardens designed to capture and soak in stormwater
- porous pavers, concrete and asphalt for sidewalks and parking lots
- narrower streets
- rain barrels and cisterns
- green roofs

LID concepts may be found in the *State of Minnesota Stormwater Manual* dated November 2005 located on the MPCA website at: <http://www.pca.state.mn.us/water/stormwater/stormwater-manual.html>.

In addition, the MPCA LID webpage provides a description and examples of LID features such as permeable pavement, rain gardens, and green roofs. Links to other resources on LID are available as well. The website is located at: <http://www.pca.state.mn.us/water/stormwater/stormwater-lid.html>.

We appreciate the opportunity to review this Project. Please provide your specific responses to our comments and notice of decision on the need for an Environmental Impact Statement. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this EAW, please contact me at 651-757-2508.

Sincerely,



Karen Kromar  
Planner Principal  
Environmental Review Unit  
Resource Management and Assistance Division

KK:bt

cc: Craig Affeldt, MPCA, St. Paul  
Doug Wetzstein, MPCA, St. Paul

#7

 **Metropolitan Council**

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July 19, 2013

Mr. Bryan Schafer, Community Development Director  
City of Blaine  
10801 Town Square Drive NE  
Blaine, MN 55449

RE: **Ball Road Addition - Environmental Assessment Worksheet (EAW)**  
Metropolitan Council District 10  
Metropolitan Council Review File No. 21141-1

Dear Mr. Schafer:

The Metropolitan Council received the Environmental Assessment Worksheet (EAW) for the Ball Road Addition on June 12, 2013. The project is located at the southeast corner of Interstate 35W and Lexington Avenue NE in the City of Blaine. The project would result in commercial and retail development of approximately 39 acres of land currently characterized by woods, grasslands, and wetlands. Project elements include a 182,171 square foot retail building, 24,900 square feet of additional retail/commercial, parking areas, and improvements to Ball Road and Lexington Avenue.

Metropolitan Council staff completed its review of the EAW to determine its accuracy and completeness in addressing regional concerns. Staff offers the following technical comments concerning issues that should be addressed, clarified or considered.

**Item 13 - Water use** (Lanya Ross, 651-602-1803)

On page 10, the EAW states that the project will include a connection to an existing 12-inch "municipal" water main in Ball Road. Based on a conversation with the City's Community Development Director, Council staff now understands that the water source is the City of Blaine's municipal water system and that neither an amendment to the City's water supply plan nor an increase in the City's water appropriation permit from the DNR is necessary. Please provide documentation in this regard.

On page 11, the EAW states that municipal water use "could be reduced, for example, if some of the stormwater collected on Site was used for irrigation purposes." Council staff support the use of stormwater reuse for irrigation purposes on the Site, as well as the use of other water conservation measures indoors. New development and redevelopment always provide opportunities to implement new water conservation and stormwater management strategies as part of construction and site landscaping. The Council's Conservation Toolbox and Stormwater Reuse Guide may be useful tools to reduce per capita water demand. Both can be found on the Council's Water Supply Planning website at [www.metrocouncil.org/Wastewater-Water/Planning/Water-Supply-Planning/Guidance-and-Planning-Tools.aspx](http://www.metrocouncil.org/Wastewater-Water/Planning/Water-Supply-Planning/Guidance-and-Planning-Tools.aspx).

[www.metrocouncil.org](http://www.metrocouncil.org)

**Item 17 - Water quality: surface water runoff** (Lanya Ross, 651-602-1803)

On page 13, the EAW states that “Post-development stormwater will be treated by infiltration, filtration, ponding and the use of created stormwater wetlands.” As the City is aware, infiltration can be effective to protect surface water quality but it is not necessarily an effective method to treat recharge to groundwater. Removal of organic soil, as discussed in the geotechnical report, is also likely to reduce the amount of treatment that occurs as stormwater infiltrates to the regional groundwater system. Consequently, please acknowledge that the site is in the City of Blaine’s *Drinking Water Supply Management Area*, that any activities on this site should be compatible with the City of Blaine’s *Wellhead Protection Plan*, and how stormwater management BMPs will affect stormwater quality and protect groundwater from contamination. (See related comments immediately below.)

**Item 19 - Geologic hazards and soil conditions** (Lanya Ross, 651-602-1803)

On page 17, the EAW refers to a 1993 MN DNR Map “Examining the Geologic Sensitivity of the Uppermost Aquifer to Pollution” that found this site and the surrounding area to be highly sensitive to water-borne contaminants. More recent research supports this conclusion. Please acknowledge and refer to this work, which is cited below and available online:

*Distribution of Vertical Recharge to Upper Bedrock Aquifers Twin Cities* (November 9, 2011, Metropolitan Council/MN Geological Survey)  
[www.metrocouncil.org/Wastewater-Water/Publications-And-Resources/metcouncil\\_101021\\_bdrkrecharge\\_report-pdf.aspx](http://www.metrocouncil.org/Wastewater-Water/Publications-And-Resources/metcouncil_101021_bdrkrecharge_report-pdf.aspx)

Also on page 17, the EAW states that “Limited dewatering for utility installation is not expected to have significant or long-term effects on surface or groundwater elevations”. Please provide some range of estimates about the length of time that dewatering would be expected and explain why no long-term effects are expected.

An additional map resource related to the vulnerability of surface water features to groundwater pumping is cited below and also available online:

*Map: Potential Vulnerability of Surface Water Features to Groundwater Pumping*  
*Metropolitan Council/Barr Engineering* (2010, Metropolitan Council)  
[www.metrocouncil.org/Wastewater-Water/Publications-And-Resources/Plate\\_1\\_Vulnerability-pdf.aspx](http://www.metrocouncil.org/Wastewater-Water/Publications-And-Resources/Plate_1_Vulnerability-pdf.aspx)

**Item 21 – Traffic** (Jan Youngquist, 651-602-1029)

On page 20, the EAW indicates that one of the recommended improvements based on the traffic analysis is to add a second southbound to eastbound turn lane along Lexington Avenue at Ball Road. The East Anoka County Regional Trail parallels Lexington Avenue within the west portion of the road right-of-way. This trail is a component of the regional parks system, which is overseen by the Metropolitan Council and is governed by the *2030 Regional Parks Policy Plan*. The EAW does not indicate if the addition of a second turn lane on Lexington Avenue would require expansion of the road westerly into the right-of-way or if there would be any potential impacts to the regional trail. Based on a conversation with the City’s Community Development

Mr. Bryan Schafer, Community Development Director  
June 19, 2013  
Page 2

Director, Council staff understands that a portion of the turn lane may be taken from the center median island along with restriping of the lanes, which would be determined during design and engineering. Council staff recommends that the City of Blaine and Anoka County Highway Department coordinate with Anoka County Parks in the redesign of Lexington Avenue at Ball Road to retain the integrity of the regional trail.

This will conclude the Metropolitan Council's review of the EAW. Please note that the Council will take no formal action on the document. Please contact Michael Larson, AICP, Principal Reviewer, at 651-602-1407 with any questions.

Sincerely,



LisaBeth Barajas, Manager  
Local Planning Assistance

cc: Julie Monson, MHFA  
Tod Sherman, Development Reviews Coordinator, MnDOT - Metro Division  
John Doan, Metropolitan Council District 10  
Michael Larson, AICP, Sector Representative/Principal Reviewer  
Raya Esmaeili, Reviews Coordinator

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July 19, 2013

City of Blaine  
 Attention: Planning Department  
 10801 Town Square Drive  
 Blaine, MN 55449

**RE: RCWD COMMENTS ON EAW FOR BALL ROAD ADDITION IN BLAINE**

To whom it may concern,

Rice Creek Watershed District (RCWD/District) has received and reviewed the Ball Road Environmental Assessment Worksheet (EAW). The District administers several regulatory and permitting programs for activities affecting stormwater, land alteration, wetland impacts and public drainage. Under the District's administrative rules, the District reviews projects and issues permits related to stormwater management, erosion and sediment control, and other resource matters. The RCWD is the drainage authority responsible for maintaining the public drainage systems within its boundary, including the Anoka County Ditch (ACD) 53-62 system which will receive runoff from the proposed Ball Road Addition location. Finally, the District administers the State's wetland conservation act within the jurisdictional boundaries of the District.

As a Local Governmental Unit (LGU), the RCWD has an interest in the content and requirements of this project, and offers the following comments on the EAW:

1. When the applicant applies for permits for a project (such as the one proposed) which contains both public infrastructure and private land, they should be clear about which parts of the project will occur on which property type and who will be responsible for maintaining the infrastructure and/or stormwater treatment facilities. This may necessitate the need for separate permits for the public and private portions of the project.
2. **Item 8:** While this list refers to some District Rules, other rules than those listed may be applicable.

The applicant should also be aware of the District's role as the local public drainage authority, under Minn. Stats. 103.d&e. Further, the applicant should also be aware of the proposed Anoka County Ditch (ACD) 53-62 Branch 1 Repair Report, which can be found on our website: [www.ricecreek.org](http://www.ricecreek.org), by navigating to the "Public Drainage" page, and scrolling down to the links. Of particular note is the potential need for realigning a portion of the public drainage system and the dedication of an easement that would be acquired from the applicant at the time of development. This easement would be a requirement of the District permitting process and is necessary for the construction of the realignment Branch 1 /Lateral 1 of ACD 53-62 upstream of I-35W.

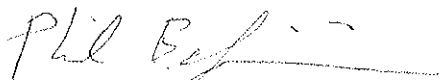
Additionally, the applicant should also be aware that the District manages the public drainage systems proactively. Under Rules C & I the District will be requesting information from the

applicant about the rate and volume of stormwater runoff. The volume and rate of stormwater runoff will likely need to be restricted in some manner so as to not impair the drainage rights downstream from the site.

3. **Items 10, 17, and 31.3.** References are made concerning the BMPs that will be used to provide treatment for the new impervious surfaces constructed on the site. Please be aware that the District has recently revised its rules, which can be found on our website, [www.ricecreek.org/permits](http://www.ricecreek.org/permits), by navigating to the "RCWD Rules" page. Of particular note is the requirement that if infiltration is feasible on site, then the water quality treatment volume must be provided for using infiltration or water reuse practices either on-site or regionally within the same resource of concern drainage area (Rule C.6(d)).
4. **Item 12:** While comments from the TEP must be considered by the LGU in administration of the Wetland Conservation Act (WCA), the RCWD makes the WCA decision. Any future wetland application is subject to the various requirements within WCA, including but not limited to sequencing and the notification process.
5. **Item 13:** The RCWD would like to note that the potential dewatering may have Rule D considerations as well as Rule I considerations for the increased flow in the ditch system.
6. **Item 14:** This item discusses impacts to the 100-year floodplain. The District has completed a District Wide Model which generally contains more accurate floodplain data than FEMA; which is utilized in administration of District regulations; therefore, the District's interpretation of the regulatory 100-year floodplain may be different than that of FEMA or floodplain boundaries which are based on wetland boundaries.
7. **Item 17.b:** The bounce and inundation requirements in Rule C.8 must be considered if the stormwater from the site will discharge directly to any wetlands. Additionally, any adverse impact should be considered and addressed by the applicant, including impacts to the public ditch system from any increase in the volume of flow or the discharge rate of stormwater.
8. **Item 31.1:** The District will consider any submitted wetland application, and the applicant will need to respond to any TEP comments including the determination of an appropriate mitigation measure (onsite, offsite, or otherwise). Therefore, it should be noted that the proposed mitigation measure has not yet been approved.

If you have any questions regarding these comments, feel free to contact Nick Tomczik of my staff at 763-398-3079 or at [ntomczik@ricecreek.org](mailto:ntomczik@ricecreek.org)

Sincerely,



Phil Belfiori  
Administrator  
Rice Creek Watershed District

Schafer, Bryan

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**From:** Doperalski, Melissa (DNR) [melissa.doperalski@state.mn.us]  
**Sent:** Wednesday, July 24, 2013 10:16 AM  
**To:** Schafer, Bryan  
**Cc:** Drewry, Kate (DNR); Smith, Christopher E (DNR); Hoaglund, Erica (DNR); Joyal, Lisa (DNR)  
**Subject:** Re: Ball Road Addition EAW - DNR Comments  
**Attachments:** Wildlife Friendly Erosion Control(acc).pdf

Mr. Schafer,

The Department of Natural Resources (DNR) has completed its review of the Ball Road Addition Environmental Assessment Worksheet. The DNR offers the following comments for your consideration.

If erosion control mesh is needed during and following construction activities, the DNR encourages the use of **wildlife-friendly** erosion control mesh. Traditional erosion control mesh has been found to be detrimental to wildlife that can result in injury or death. Reptiles and amphibians are species that are particularly susceptible. The area is known habitat for several snake species including the Bullsake, a State Species of Concern and Blanding's turtles, a State-listed Threatened species. These species travel between upland and lowland areas making them more susceptible to entanglement. For more information on wildlife-friendly erosion control mesh, a flyer is attached for your reference.

The DNR encourages seeding the ditches and other green space with appropriate native plant species. Flowering forbs provide food and habitat for butterflies and other native pollinators (see <http://www.xerces.org/pollinator-conservation-roadsides/>).

DNR requests a copy of the natural community assessment completed by Critical Connections Ecological Services, Inc. that was referenced in the EAW. This report can be sent directly to Lisa Joyal, DNR Endangered Species Coordinator, at [lisa.joyal@state.mn.us](mailto:lisa.joyal@state.mn.us).

The City has a "10-year" Water Appropriation permit that was issued in connection with approval of their Water Supply Plan. The DNR is aware that Metropolitan Council (METC) has provided comments pertaining to water supply inaccuracies. The DNR agrees with these questions and recommends that these be addressed and considered in the Record of Decision.

Item 29 Cumulative potential effects. This discussion should be more thorough. The surrounding landscape, although under various types of development, includes larger blocks of open space that provide habitat for urban wildlife. The EAW states that "the area in general will be fully developed upon completion of the Site Project." Although this is generally true for the immediately adjacent sites, this is not true for the surrounding areas. The proposed project will be converting 39 acres into commercial development resulting in 17.68 acres of impervious surfaces. In a developed urban area, this is a large area that will no longer be accessible for urban wildlife and results in further habitat fragmentation. In addition, this Item should include or list known development projects in the vicinity and how, in consideration of the proposed project, will affect resources in the area.

Thank you for the opportunity to review this EAW. We look forward to receiving your record of decision and responses to comments at the conclusion of environmental review. Minnesota Rules part 4410.1700, subparts 4 and 5, require you to send us your Record of Decision within five days of deciding on this action.

Thank you,  
Melissa

**Melissa Doperalski**

7/24/2013

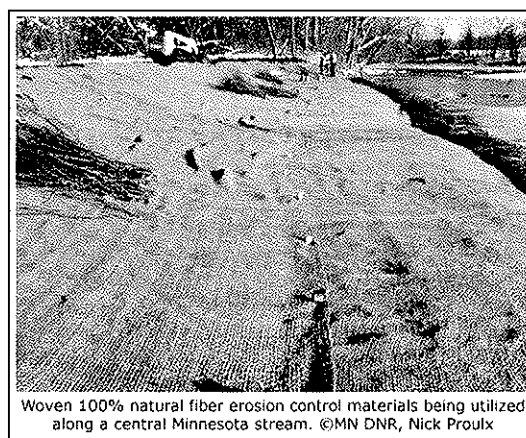
**Department of Natural Resources**  
Environmental Review Planning Director  
500 Lafayette Road, St. Paul, MN 55155  
651.259.5082  
[melissa.doperalski@state.mn.us](mailto:melissa.doperalski@state.mn.us)

## Wildlife Friendly Erosion Control

Wildlife entanglement in, and death from, plastic netting and other man-made plastic materials has been documented in birds (Johnson, 1990; Fuller-Perrine and Tobin, 1993), fish (Johnson, 1990), mammals (Derraik, 2002), and reptiles (Barton and Kinkead, 2005; Kapfer and Paloski, 2011). Yet the use of these materials continues in many cases, without consideration for wildlife impacts. Plastic netting is frequently used for erosion control during construction and landscape projects and can negatively impact terrestrial and aquatic wildlife populations as well as snag in maintenance machinery resulting in costly repairs and delays. However, wildlife friendly erosion control materials do exist, and are sold by several large erosion control material companies. Below are a few key considerations before starting a project.

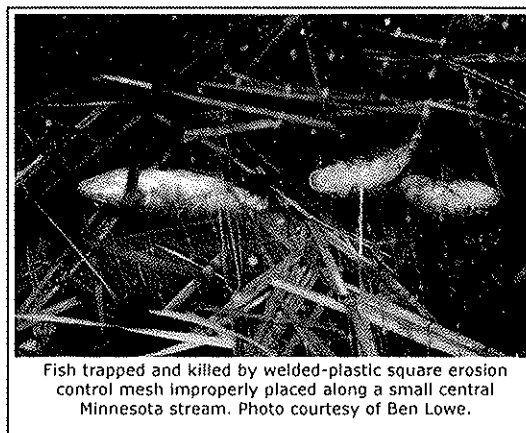
### Know Your Options

- Remember to consult with local natural resource authorities (DNR, USFWS, etc.) before starting a project. They can help you identify sensitive areas and rare species.
- When erosion control is necessary, select products with biodegradable netting (natural fiber, biodegradable polyesters, etc.).
- DO NOT use products that require UV-light to biodegrade (also called, “photodegradable”). These do not biodegrade properly when shaded by vegetation.
- Use netting with rectangular shaped mesh (not square mesh).
- Use netting with flexible (non-welded) mesh.



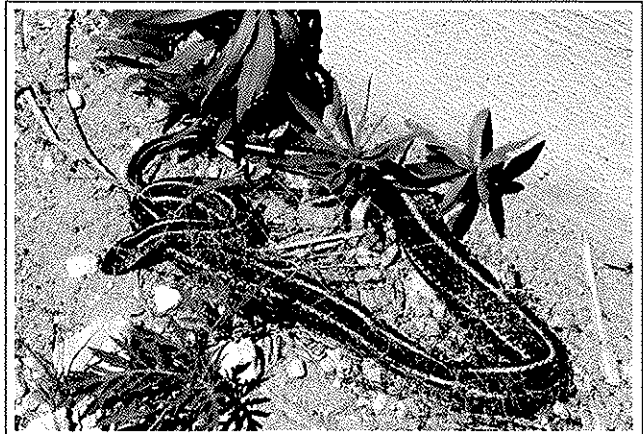
### Know the Landscape

- It is especially important to use wildlife friendly erosion control around:
  - Areas with threatened or endangered species.
  - Wetlands, rivers, lakes, and other watercourses.
  - Habitat transition zones (prairie – woodland edges, rocky outcrop – woodland edges, steep rocky slopes, etc.).
  - Areas with threatened or endangered species.
- Use erosion mesh wisely, not all areas with disturbed ground necessitate its use. Do not use plastic mesh unless it is specifically required. Other erosion control options exist (open weave textile (OWT), rolled erosion control products (RECPs) with woven natural fiber netting).



## Protect Wildlife

- Avoid photodegradable erosion control materials where possible.
- Use only biodegradable materials (typically made from natural fibers), preferably those that will biodegrade under a variety of conditions.
- Wildlife friendly erosion control material costs are often similar to conventional plastic netting.



Plains Gartersnake trapped and killed by welded-plastic square erosion control mesh placed along a newly installed cement culvert in southern Minnesota. ©MN DNR, Carol Hall



A small vole that was strangled and killed by plastic erosion control material with welded and square mesh. Photo taken in southern Minnesota and provided courtesy of Tom Jessen.



## Literature Referenced

Barton, C. and K. Kinkead. 2005. Do erosion control and snakes mesh? Soil and Water Conservation Society 60:33A-35A.

Derraik, J.G.B. 2002. The pollution of the marine environment by plastic debris: a review. Marine Pollution Bulletin 44:842-852.

Fuller-Perrine, L.D., and M.E. Tobin. 1993. A method for applying and removing bird-exclusion netting in commercial vineyards. Wildlife Society Bulletin 21:47-51.

Johnson, S.W. 1990. Distribution, abundance, and source of entanglement debris and other plastics on Alaskan beaches, 1982-1988. Proceedings of the Second International Conference on Marine Debris 331-348.

Kapfer, J. M., and R. A. Paloski. 2011. On the threat to snakes of mesh deployed for erosion control and wildlife exclusion. Herpetological Conservation and Biology 6:1-9.

**Schafer, Bryan**

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**From:** Erin Hopkins [cehopkins97@gmail.com]

**Sent:** Tuesday, July 23, 2013 3:15 PM

**To:** Schafer, Bryan

**Cc:** Ryan, Tom; Swanson, Dick; Clark, Dave; Hovland, Wes; Kolb, Katherine; Herbst, Russ; Bourke, Mike; Arneson, Clark; Schluender, Daniel; Cathy Harrison

**Subject:** EAW comments

As a resident of Blaine, I have some concerns about the proposed Walmart on Ball Road and the EAW submitted. Please read my concerns below.

1. I think the traffic study is inaccurate as it shows the traffic increase to be only 6300 additional trips now when the previous study showed 12,000-14,000 additional trips. I find this to be altered in favor of Walmart's plans as it does not make sense why this would change so drastically.
2. The blind curve to the east of Hupp Street on Ball Road makes the proposed changes and increase of traffic a very dangerous situation. A roundabout at this point will only add to the danger of this curve. This was not acknowledged at all in this report. Also, we have been told blocking off our residential streets or making them cul-de-sacs would not be appropriate for snow removal and emergency response. What about the proposed physical barrier on Ball Road forcing residents of Ghia to only exit east and then follow the roundabout. Isn't this a problem for snow removal and emergency vehicles? Can the large trucks delivering to Walmart maneuver a roundabout safely? Already large trucks traveling west on Ball struggle to safely maneuver the right turn onto Lexington not to mention the turn from Ball to Lever or vice versa.
3. The question/answer session noted that the fire department did not feel there would be any change in response time to the neighborhoods south of North Road. What about the neighborhoods north of North Road or north of Ball Road. Does response time not matter for these residents?
4. The traffic study acknowledges that the light on Lexington will need to be altered to accommodate the increase in traffic. There are 4 traffic lights in a 1.5 mile stretch that include traffic on/off 35W. I don't think there can be an alteration to accommodate this impact as they have already currently adjusted the lights and still there are back ups on Lexington. I feel we need more details explaining how this light adjustment will occur to solve an increase to the already existing traffic problems on Lexington.
5. The question/answer session also noted that the city planner would give us examples of other large retailers or big box industries within similar proximity to residential areas. We have not yet seen these examples. A source quoted in the Quad Press mentioned the Festival Foods in Hugo or the Fed Ex in Mahtomedi. Neither of these locations have their main entrance facing or feeding into residential areas nor are either of these open to the public 24 hours with lights/noise/overnight travelers.
6. We have also not been shown a proposed plan for building/road changes construction alternate routes. While Ball road is under construction the traffic changes will increase around Centennial School. I know the traffic reports fail to acknowledge that human nature will also motivate increased traffic after the construction around Centennial Schools. Are we also to be in denial that the construction will impact our schools?
7. The mayor continuously reminds us all that the city council has an obligation to be fair to the land owner and to big industries seeking to build. Isn't the obligation to do what is best for the greater good? How is moving an already existing business in a way that will create added traffic that the area cannot

handle doing what is best for the greater good? How is this move going to impact the remaining retail in the Village?

8. Why is there no mention of how the noise and lights from the proposed Walmart will be lessened for the residents of the area. Shouldn't that be a part of an environmental study?

Please consider my above concerns before making a decision that could negatively affect our COMMUNITY.

Thank you for your time,  
Erin Hopkins



#11

**Schafer, Bryan**

**From:** Scott Hermodson [sherm50@hotmail.com]

**Sent:** Wednesday, July 24, 2013 8:06 PM

**To:** Schafer, Bryan; Ryan, Tom

**Subject:** EAW Comments

Mr. Schafer and Mayor Ryan,

The proposed Walmart will cause extreme hardship, and will be devastating to the residents of SE Blaine. It will bring traffic problems, environmental problems, negative financial impact, and safety issues for our families. At what cost? To what benefit? We'd like to know.

#### Water and drainage

Living just north of the proposed site for about 12 years, more often than not, the easement in our backyard has been a stagnant cesspool, festering with mosquitoes and 3 foot high grass. Only in drought-like conditions have we been water free. We have been to the city council a number of times and we are told it will be, or has been fixed. We have had to contact mosquito control to come and treat our backyard as a pond. They have our yard on their map for treatments. There are similar drainage issues along Marmon and Hupp roads. Walmart proposes filling in the low lying marsh land in the area with 150 thousand yards of fill and then paving the majority of it with an impermeable surface. Doing so will only create further issues with run off.

We also have watering bans every summer already. Walmart will use 30,000 gallons of water a day. How will we every be able to water our landscapes and gardens again?

#### Traffic

Lexington / Ball road intersection is already congested. With the estimated 14,000 more cars a day in the area, the intersection will be impassable. Traffic studies done by Walmart funded affiliates can make up whatever numbers they want to give the appearance that this will be OK. But for those of us using that intersection on a daily basis, common sense tells us it WILL NOT. The amount of real estate in the area will simply not make it possible to improve the roads enough to not cause major congestion. Also, all of the focus has been on the inbound flow of traffic. We would like to know about the outbound traffic. Where / how are all those cars going to get out of the area. When congestion is bad, people do stupid stuff. That overflow will take much of that traffic thru our residential neighborhoods. Hupp will be used in the immediate area. There are three other direct routes to Sunset Ave from the property via Lever St and Marmon St. 107<sup>th</sup> Ave has Eastside park, which is filled with 100's of children for baseball games and playing at the playground. 105<sup>th</sup> passes directly behind the high school and elementary schools, and North Rd passes directly in front of the HS / Elementary schools. Daily as a drive to and from work, I see small children, 1<sup>st</sup>, 2<sup>nd</sup> graders, up to high school age, walking to and from school on the streets. There are NO sidewalks on these streets. Overflow traffic from Walmart WILL be a great danger to our children.

One resident has already had an issue with truck traffic on Ball Road. She had to basically ditch her car to avoid being run off the road by a semi truck turning off of Lever and onto Ball Rd. Truck traffic at this intersection is at a minimum right now, but will likely increase if the proposed Walmart is built. This will likely become the route of choice for Walmart trucks competing with trucks from other companies on the east end of Ball Rd to enter and exit the area. Trucks trying to enter off of 35W / Lexington will

7/25/2013

have to cross lanes of traffic to turn left on Ball Rd. Then they will have a couple blocks to merge with a second lane of traffic, then navigate through a small round about. How long will that work? Soon, they will learn other ways to get to where they want to go. Again, those other routes pass directly by Centennial Elementary school and through our neighborhoods.

#### Noise pollution

There will be increased noise pollution from late night truck deliveries and idling refrigeration trailers, loading equipment, flood lights, 24 / 7 operation. What about nurses, airline employees and 3<sup>rd</sup> shift workers that need to sleep? Walmart also allows overnight camping in their lots. Statistics show increases in crime is soon to follow.

You're worried about the rights of Walmart and that of an out of town land owner, what about the citizens of Blaine, and their families that voted you into office expecting you to represent our best interests. To what length is the Blaine CC willing to bend over backward for Walmart?

It has been stated that private Walmart money will be paying for road improvements prior to the build. However, WHEN the intersection fails, and it will, and a year or two later Walmart complains to the city that they can't get their customers to their store, who will pay for the further changes at that time? Blaine taxpayers, that's who. This will affect ALL of Blaine, not just the disposable neighborhoods in the south east corner.

A real estate professional has indicated to us that there will be an expected drop in property values for the Hupp neighborhood of 30-40% if Walmart is built 150 feet away. That's a combined loss of 6 to 8 million dollars in lost property value for the 113 houses in that neighborhood. Building Walmart on Ball Rd will DESTROY lives, and will benefit who? Walmart? Marty Harstad? We're citizens of Blaine, and we elected officials to represent us, not out of town land owners and big box companies. We're very disappointed in a City Council that puts the interests of the out of towners, over the lives of those residents who live there.

With this location, Walmart is targeting "through" traffic from 35W will not bring anything to the city of Blaine. Walmart does not bring in GOOD jobs for anyone. What is the benefit of putting it in our back yards?

For two years now we've been hearing from Mayor Ryan and others in the CC, that the Walmart project is a "myth." It's not real. Yet we've recently been told by a current Walmart employee in the Village, that they've been told it's a "done deal." We have been further told that the company is setting up their computer systems and organizing new management for the new Ball Rd. store. 100's and 100's if trees in the site were tagged for removal well over a year ago. It isn't a "myth." It hasn't been a "myth" for years. We've been lied to by Mayor Ryan and the CC all along.

Blaine will be known as the city that put a 180,000 sq. ft. supper store right on top of a residential neighborhood. Is that what we want as our claim to fame?

Some of us in the Blaine Citizens for Smart Growth group detest Walmart and all that it stands for. I personally feel that Walmart has had a large impact on the downfall of the American Economy. But the FACT of the matter is, that it makes absolutely no sense for ANY big box store to be placed 150 from a residential neighborhood, with ONE primary entrance from an already congested intersection.

The CUP requires that a project:

Shall not create an excessive burden on existing parks, schools, streets and other public facilities and utilities which serve or are proposed to serve the area.

Shall be compatible with adjacent land uses so that existing uses will not be depreciated in value.

Shall have an appearance that will not have an adverse effect upon adjacent properties.

Will NOT cause traffic hazard or congestion.

How can anyone argue that these requirements can be met on Ball Rd.?

Scott Hermodson

4600 107<sup>TH</sup> Ave NE

#12

Schafer, Bryan

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From: Chelsea Aoki [ekherm@mac.com]  
Sent: Wednesday, July 24, 2013 7:48 PM  
To: Schafer, Bryan; Ryan, Tom

To our Elected Government Officials,

There are so many reasons not to vote for this project. It is not in the interest of the citizens of Blaine. This will effect the everyday lives of the residents living within a 2 mile radius. Here are my concerns about the 182,000 square foot Wal-Mart.

1. Water drainage

I reside on 107th Ave. NE. My backyard has been filled with stagnant water for most of the summer. There were two days in which the backyard was dry between May 01 and July 15. I realize that this spring and summer have been exceptional when it comes to rain fall. Even if we get half of the rain next year with this concrete building and parking lot what will my backyard be like. The mosquitoes are the worst part of the effects of drainage problems. We have this large backyard that we are not able to use because the system that was put in place years ago is not working. I know that the Watershed district says that it is being fixed but they have been saying that for years now. I don't believe it! This should be fixed BEFORE you allow a huge concrete structure to be built.

2. Traffic on side streets

107th Ave. will become the new frontage road to Wal-mart. When there was a traffic accident on Lexington Avenue the traffic redirected down my street. People will find out that they can bypass the busy Lexington Avenue by proceeding down 107th. 107th Avenue is home to East Side Park. During the baseball season it is so busy with people and cars that the added traffic due to Wal-Mart will make it unsafe for public access. Our roads are not built for Semi traffic. Semi- traffic will be also a factor. I know for a fact that if a car is at the stop sign on Ball Rd. and a Semi is at the stop sign on Lever turning left onto Ball Road it is not possible for the Semi to clear that turn without taking the top off of that car. On March 7th at 1:20 pm I found this out. I had to back up to let the Semi turn, luckily there was only one car behind me.

You are not businessmen. You are civil servants. I ask that every one of you drive to the Ball Road location at 5pm on a weekday and witness the traffic that goes through the neighborhood before you vote. You all owe it to each and everyone of us that this will effect. Blaine will be known as the first Wal-mart to be built 150 feet from a residence is that your goal.

If this project is approved. None of our tax payer money should be allowed. Not one penny! Wal-Mart should be responsible for all of the corrections to the problems that they will inflict on our community.

Sincerely,  
Chelsea Aoki  
4600 107th Ave. NE  
Blaine, MN 55014

#13

**Schafer, Bryan****From:** Thb Blossom [thb1212@gmail.com]**Sent:** Wednesday, July 24, 2013 10:06 PM**To:** Schafer, Bryan**Cc:** Ryan, Tom; Hovland, Wes; Swanson, Dick; Clark, Dave; Bourke, Mike; Kolb, Katherine; Herbst, Russ; Arneson, Clark**Subject:** Proposed Wal-Mart on Ball Road and Lexington

Hello Bryan,

I am writing regarding the proposed Wal-Mart in our neighborhood.

We are not happy about the fact that Wal-Mart is going in our neighborhood. We have had a very safe and quiet neighborhood for the past 17 years. With the introduction of Wal-Mart – We fear that safety and quiet will disappear.

Here are our concerns:

**Safety Concerns:**

- Our children walk/ride bike to school. With the huge increase in traffic and the lack of sidewalks – this poses a very serious safety concern.
- 24x7 operations: The fact that the store will NEVER be closed means that there will be increased traffic on our streets 24x7. We will constantly have traffic in neighborhoods that are considered now quiet.
- Wal-Mart's camper policy: The fact that Wal-Mart allows campers to park in their lots overnight causes us great concern. Our neighborhood will now be right next to a superstore that allows people to camp in their parking lot.
- Increased crime: Listed below are just a few of the articles relating to increased crime in neighborhoods where Wal-Mart has moved:
- <http://www.jrobertssecurity.com/articles/wal-mart-parking-lot-crime.htm>
- <http://houston.about.com/u/reviews/readerresponses/Does-A-New-Wal-Mart-Mean-New-Crime/Of-course-Wal-Mart-will-bring-crime.htm>
- <http://www.teamstersjc42.com/index.php/our-news/boycott-walmart/164-walmart-report>
- [http://corpethics.org/downloads/northcross\\_no\\_walmart.pdf](http://corpethics.org/downloads/northcross_no_walmart.pdf)
- Police: Are the local police ready to handle the increased crime? Who will be responding to emergency calls from Wal-Mart? Will the police be staffed appropriately? Is the city of Blaine willing to fund the additional police officers?

**Delivery Trucks:**

- How many delivery trucks will be driving through our neighborhood?

7/25/2013

- What roads will they use?
- When will they be delivering to Wal-Mart?
- Will the 18-wheelers be able to travel down Ball Road?
- What happens during Christmas when traffic will increase even more? Will the delivery trucks start going down our local streets?

### **Environmental Concerns:**

- Flooding: Our street (Erskin) currently floods every time we get a heavy rainfall. The flooding is so bad, cars have been ruined (totaled). We now avoid driving on our street when it is raining heavily (which happens at least 5 times a year). How can this not get even worse with the loss of the wetlands?
- Light pollution: with the store being open 24x7 – Wal-Mart will need to have lights on all day and night. They will never turn the lights off. At least with Fleet Farm, their lights are dimmed during the night hours. We have a hard enough time seeing the night sky now - it will be impossible once Wal-Mart moves in.
- Litter: Will Wal-Mart be cleaning up all the litter that will result from the increased traffic? I doubt it.
- Sewer: Who is going to pay for the additional sewer needs because of Wal-Mart?
- Roads: When it turns out that the current roads cannot support Wal-Mart, who will pay for the new roadwork? Will Wal-Mart? They have a history of dumping the problem on the city. Is Blaine willing to fork over the money to resolve an issue we know now is going to occur?
- Noise Pollution: Do we want to hear increased traffic 24x7? We moved into the neighborhood because it was quiet. We did not move in to it 17 years ago so we could be right next to a Wal-Mart.
- Water Pollution: Do the cities of Blaine and Circle Pines know the history of Wal-Mart and water pollution? They are willing to pay the fines – it is less expensive for them – then to actually stop the pollution. Does Blaine want to have a reputation of caring more for big business than for the people? Ref: <http://www.uwsa.edu/tfunds/walmart1204.htm>

### **Living Wage Issues:**

- Wal-Mart is notorious for paying poorly. They make sure their CEOs receive ridiculous salaries and bonuses – but their actual employees at the stores are not even making a living wage. Ref:
  - [http://www.washingtonpost.com/local/dc-politics/dc-council-approves-living-wage-bill-over-wal-mart-ultimatum/2013/07/10/724aab6e-e96f-11e2-a301-ea5a8116d211\\_story.html](http://www.washingtonpost.com/local/dc-politics/dc-council-approves-living-wage-bill-over-wal-mart-ultimatum/2013/07/10/724aab6e-e96f-11e2-a301-ea5a8116d211_story.html)
  - <http://nymag.com/daily/intelligencer/2013/07/washington-dc-won-its-fight-with-walmart.html>
- Are Anoka County, Circle Pines and Blaine food shelves ready to handle the additional drain on their resources? If Wal-Mart isn't required to pay a living wage, their employees will become dependent on food shelves.

### **Property Values:**

- The property taxes from all of the houses near Wal-Mart will drop. It is very disconcerting to find that after 17 years of living in the neighborhood – our houses will soon be worth less than when we purchased them.
- How does Anoka County feel about the reduced revenue from everyone living near the Wal-Mart?
- What happens to the current Wal-Mart location? Will that become another abandoned building (like the one on the corner of Ball Road and Lexington)?

Please - do not let Wal-Mart destroy a nice neighborhood in Blaine. There are other locations (not in residential areas) that are willing to sell their land to Wal-Mart.

Teresa & William Blossom

10207 Erskin Street NE

Blaine (mailing city: Circle Pines), MN 55014

7-24-13

To Bryan Schafer:

The EAW regarding development on Ball Road is full of info & answers to regulations & requirements involved in this project. It would seem that all concerns have been addressed & this is just another "progressive development" for our city. # pg. 6, last paragraph "proposed development of site is consistent w/ PBD zoning & is similar to uses in zoned PBD areas along Hwy 65 (Dahl Market Center, Victory Village, now Walmart & Lowes)

I disagree. The Ball Road site is going to severely impact this long established neighborhood of homes. Who of us would want a SuperDahlMart across the street from our house?!

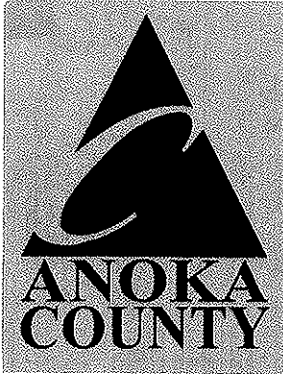
\* pg. 9 - Although no evidence of state listed rare/endangered species were found, the woodland/wetland is still providing habitat for wildlife. In addition, the area provides a place for R & R & outdoor activities for the local residents.

\* pg. 23 "Wetland loss of 0.25A will be mitigated by the addition of 0.96A new wetland". I assume that means a storm-water pond, which is not a wetland. Wetlands are created by nature, not man-made.

I have more thoughts on the negativity of this proposal but will leave it for later.

Respectfully submitted,  
Dottie McKinley  
3900 125th Ave NE  
Blaine 55449





# COUNTY OF ANOKA

Public Services Division  
 HIGHWAY DEPARTMENT  
 1440 BUNKER LAKE BLVD. NW, ANDOVER, MINNESOTA 55304  
 (763) 862-4200 FAX (763) 862-4201



July 22, 2013

Bryan Schafer  
 Community Development Director  
 City of Blaine  
 10801 Town Square Drive NE  
 Blaine, MN 55449

**Re: Wal-Mart (Ball Road) EAW Comments**

Mr. Schafer,

The following comments are in regards to the Environment Assessment Worksheet (EAW) for the Wal-Mart development located in the northeast quadrant of the CSAH 17 (Lexington Avenue) and Ball Road intersection in the City of Blaine. Anoka County has received and reviewed the EAW and we offer the following comments regarding the document:

- There are discrepancies with the traffic generation data within the EAW itself and the most recent traffic study and should be corrected or clarified, specifically:
  - The number of parking spaces identified on pages 3 and 4 do not match those shown on page 18.
  - The development square footages identified on pages 3 and 4 do not match those shown on page 18 and do not match those used in the most recent traffic study.
- With regards to the Recommended Improvements noted in Section 21 (Traffic) and Section 31 (Summary of Issues), while the noted improvements generally address issues previously raised by the county in review of the traffic study, they still lack the detail necessary to fully evaluate whether or not they can address the concerns we expressed in the traffic studies (most recently in a letter from Anoka County to the City of Blaine dated December 7, 2012), specifically:
  - Need to verify the lengths of the turnlane additions and extensions to accommodate the projected queues. Review of the engineering plans will be needed to ensure the storage lengths are satisfied based on the need shown in the 95<sup>th</sup> Percentile Table of Mr. Spack's technical memo 10/31/12.
  - Need to verify that all turning movements can be accommodated by heavy vehicles (WB-62 required).
  - There is no mention that additional right-of-way is needed, specifically west of Lexington Ave. and south of the I-35W exit ramp. This needs to be addressed.
  - MnDOT State Aid standards must be met for Lexington Avenue and crowns in the road must be on lane lines.

- Storm sewer systems must be analyzed to accommodate the increase in impervious area or must be upsized. For the water and floodplain related items, are these using the new Atlas 14 rainfall events, or the old numbers?
- For work involving signal modifications (Lexington at NB 35W Exit Ramp and Lexington Avenue at Ball Road), ADA accommodations will be required to meet the new/current standards.
- Since no Traffic Study update has been completed since the 10/31/12 report, a new study should be conducted to test the effectiveness of the mitigations proposed in this EAW.
- The new Traffic Study should also address and discuss trip distribution and the number of delivery semis/truck to the site on an average daily basis to support the development. (Goods and supplies in/out; routing/access for semi-trucks.) It should also explain how will the area function during peak periods, such as heavy shopping days like "Black Friday", and the construction staging will be an issue with this type of construction. These issues must be handled appropriately through the design/construction process.
- With regards to Section 12 (Physical impacts on water resources), the Rice Creek Watershed District recently released a draft Repair Plan for Ditch 53-62. As part of this plan, the realignment of Branch 1, Lateral 1 is discussed. This is in reference to the ditch on the subject property. This should be addressed in the EAW.
- The pages of the EAW document are numbered incorrectly (i.e. *Page 25 of 24*).

If you have any questions, please contact me at (763) 862-4249 or [andrew.witter@co.anoka.mn.us](mailto:andrew.witter@co.anoka.mn.us).

Sincerely,



Andrew Witter, P.E.  
Assistant County Engineer

Cc: Doug Fischer, Anoka County Engineer  
Jane Rose, Anoka County