July 2013 version

ENVIRONMENTAL ASSESSMENT WORKSHEET

This Environmental Assessment Worksheet (EAW) form and EAW Guidelines are available at the Environmental Quality Board's website at:
http://www.eqb.state.mn.us/EnvRevGuidanceDocuments.htm. The EAW form provides information about a project that may have the potential for significant environmental effects. The EAW Guidelines provide additional detail and resources for completing the EAW form.
Cumulative potential effects can either be addressed under each applicable EAW Item, or can be addresses collectively under EAW Item 19.
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:** Lake Elmo Avenue (County Road 17) Corridor & Utility Improvements

2. **Proposer: Washington County**
   Contact person: Frank Ticknor
   Title: Project Manager
   Address: 11660 Myeron Rd, N.
   City, State, ZIP: Stillwater, MN 55082
   Phone: 651.430.4316
   Fax:
   Email: frank.ticknor@co.washington.mn.us

3. **RGU: Same as Proposer**
   Contact person:
   Title:
   Address:
   City, State, ZIP:
   Phone:
   Fax:
   Email:

4. **Reason for EAW Preparation:** (check one)

Required:	Discretionary:
☐ EIS Scoping	☐ Citizen petition
☐ Mandatory EAW	☐ RGU discretion
	☒ Proposer initiated

   If EAW or EIS is mandatory give EQB rule category subpart number(s) and name(s): NA

5. **Project Location:**
   County: Washington County
   City/Township: Lake Elmo
   PLS Location (¼, ¼, Section, Township, Range): Portions of T29N R21W Section 13 and 24
   Watershed (81 major watershed scale): Valley Creek Watershed District
   GPS Coordinates: NA (linear roadway project)
   Tax Parcel Number: NA (linear roadway project)

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

- County map showing the general location of the project; (See Figure 1)
- U.S. Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries (photocopy acceptable); and (See Figure 1)
- Site plans showing all significant project and natural features. Pre-construction site plan and post-construction site plan. (See Figure 2)

6. Project Description:

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

Washington County in cooperation with the City of Lake Elmo will install sanitary sewer, upgrade utilities, and reconstruct Lake Elmo Avenue (County Road 17) from Hwy 5 to 30th Street North. The City of Lake Elmo will perform additional related utility and roadway reconstruction work on Laverne Ave N, 36th St N, Upper 33rd St N, and 30th St N. A combined total of approximately 1.5 miles of roadway will be reconstructed in its existing location. Trails and sidewalks will be constructed or reconstructed as part of the project.

b. Give a complete description of the proposed project and related new construction, including infrastructure needs. If the project is an expansion include a description of the existing facility. Emphasize: 1) construction, operation methods and features that will cause physical manipulation of the environment or will produce wastes, 2) modifications to existing equipment or industrial processes, 3) significant demolition, removal or remodeling of existing structures, and 4) timing and duration of construction activities.

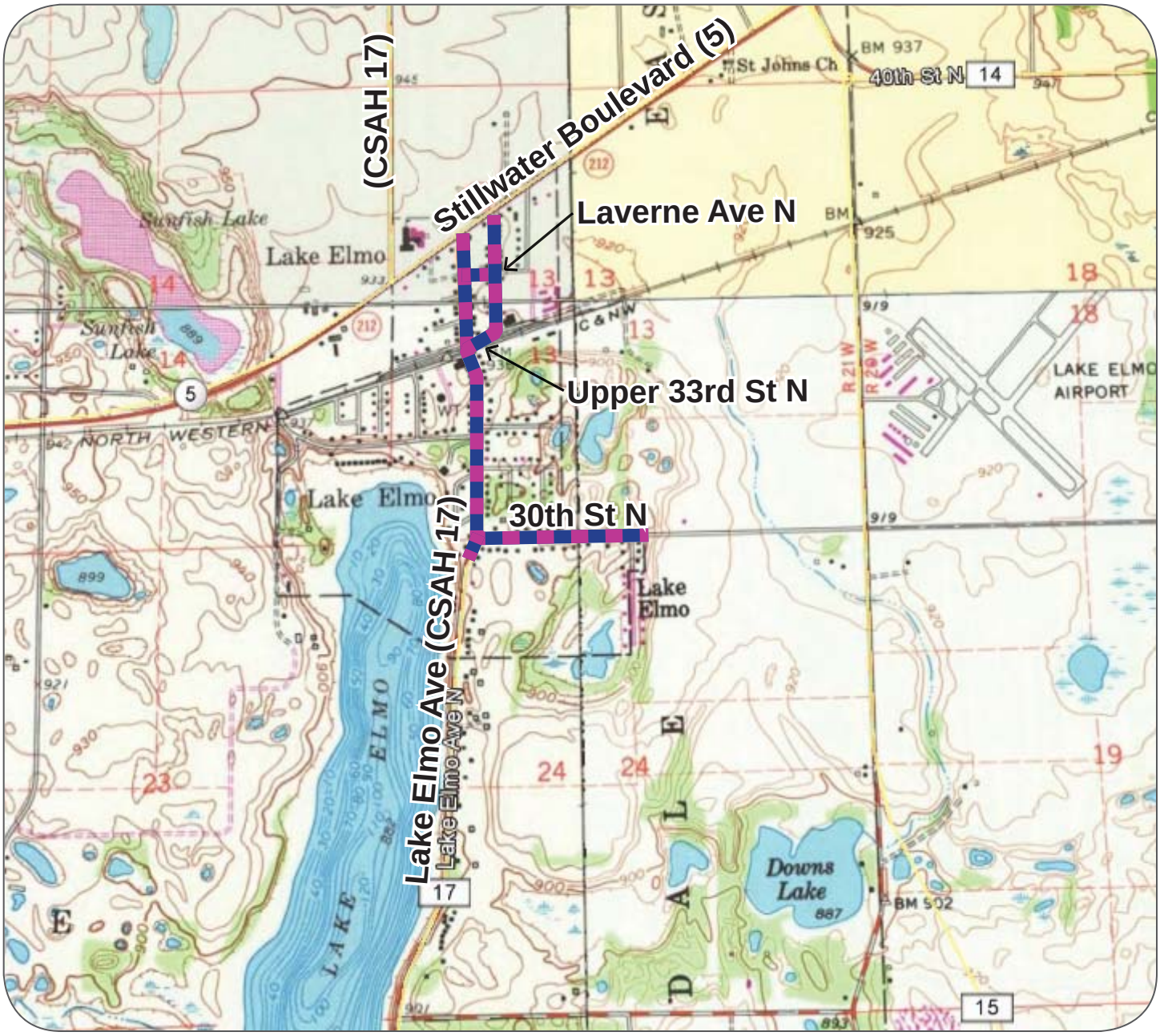
The proposed project introduces sanitary sewer to the Lake Elmo Avenue Corridor and surrounding properties. The proposed project also replaces water mains and buries or relocates utilities. These sanitary sewer and utility improvements, which are led by the City of Lake Elmo, will take place along portions of Lake Elmo Avenue, Upper 33rd Street North, Laverne Avenue North, 36th St N, and 30th St N. These sewer and utility improvements will require physical disruption of the roadway and deep excavation in some locations to bury trunk sanitary sewer. The proposed project will require some temporary easements during construction and less than one acre of permanent right-of-way acquisition.

Following the sewer and utility upgrades, Washington County will reconstruct Lake Elmo Avenue from Hwy 5 to 30th Street North and the City of Lake Elmo will reconstruct the disturbed portions of Upper 33rd Street North, Laverne Avenue North, 36th St N, and 30th Street North. No additional traffic lanes are proposed in the project area, but installation or reconstruction of sidewalks and trails, enhanced lighting, and other streetscaping improvements are planned along with the addition of storm sewer and curb & gutter throughout the project area.

The proposed project is expected to begin construction in 2015. Construction is expected to last two construction seasons and is anticipated to be complete by Winter 2016. Following completion of the EAW (EIS Need Determination) and development of a staff approved layout, the project will begin final design and right-of-way acquisition.

Lake Elmo Ave N (CSAH 17)
Corridor Management & Safety Improvement Project

PROJECT AREA
- Sanitary Sewer Installation
- Utilitity Relocation/Replacement
- Roadway Reconstruction
  (Approximately 1.5 miles)



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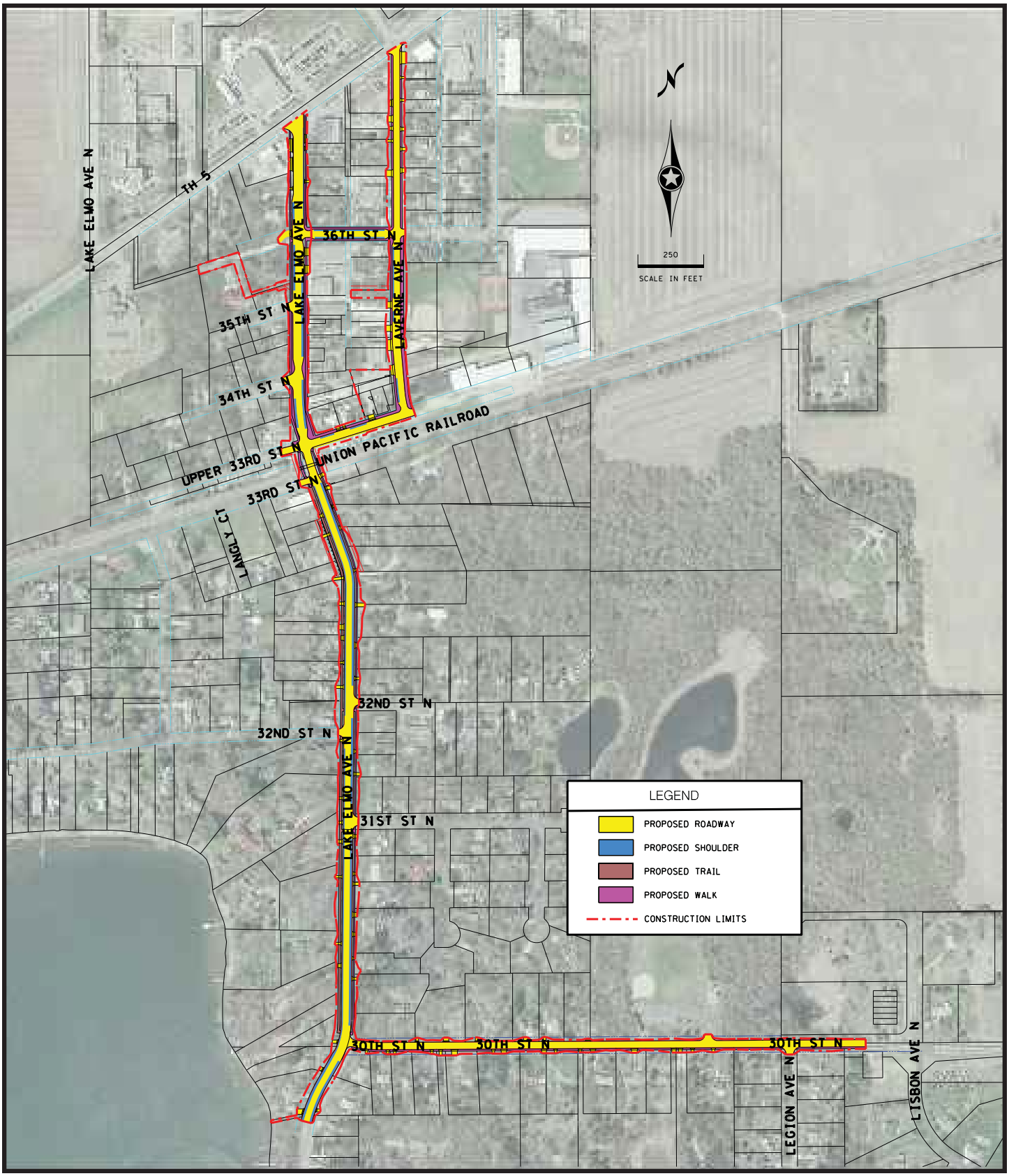
LAKE ELMO AVE N
TH 5
36TH ST N
LAVERNE AVE N
35TH ST N
34TH ST N
UNION PACIFIC RAILROAD
UPPER 33RD ST N
33RD ST N
LANGLY CT
32ND ST N
32ND ST N
31ST ST N
30TH ST N
30TH ST N
30TH ST N
LEGION AVE N
LISBON AVE N
250
SCALE IN FEET
LEGEND
PROPOSED ROADWAY
PROPOSED SHOULDER
PROPOSED TRAIL
PROPOSED WALK
CONSTRUCTION LIMITS

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c. Project magnitude:

Total Project Acreage	12.36
Linear project length	1.5 miles
Number and type of residential units	Not Applicable
Commercial building area (in square feet)	Not Applicable
Industrial building area (in square feet)	Not Applicable
Institutional building area (in square feet)	Not Applicable
Other uses – specify (in square feet)	Not Applicable
Structure height(s)	Not Applicable

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

The project is proposed by Washington County in cooperation with the City of Lake Elmo. There is a need to extend public services, and specifically public sanitary sewer, to existing users within the Village Area that are presently using older and non-compliant septic treatment systems along Lake Elmo Ave and in the Downtown Village area. There is also a need to address existing traffic congestion and safety problems along Lake Elmo Avenue. The completed project will benefit residents and businesses along the corridor as well as the traveling public by providing sanitary sewer and improved safety and access management along the corridor.

e. Are future stages of this development including development on any other property planned or likely to happen? ☐ Yes ☒ No
If yes, briefly describe future stages, relationship to present project, timeline and plans for environmental review.

f. 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.

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

	Before	**After**		**Before**	**After**
Wetlands	**0**	**0**	Lawn/landscaping	**3.27 acres**	**2.59 acres**
Deep water/streams	**0**	**0**	Impervious surface	**7.60 acres**	**8.6 acres**
Wooded/forest	**.85 acres**	**.67 acres**	Stormwater Pond	**0**	**0**
Brush/Grassland	**.65 acres**	**.50 acres**	Other (describe)	**0**	**0**
Cropland	**0**	**0**			
			TOTAL	**12.36 acres**	**12.36 acres**

See Figure 3 – MLCCS (LandCover)

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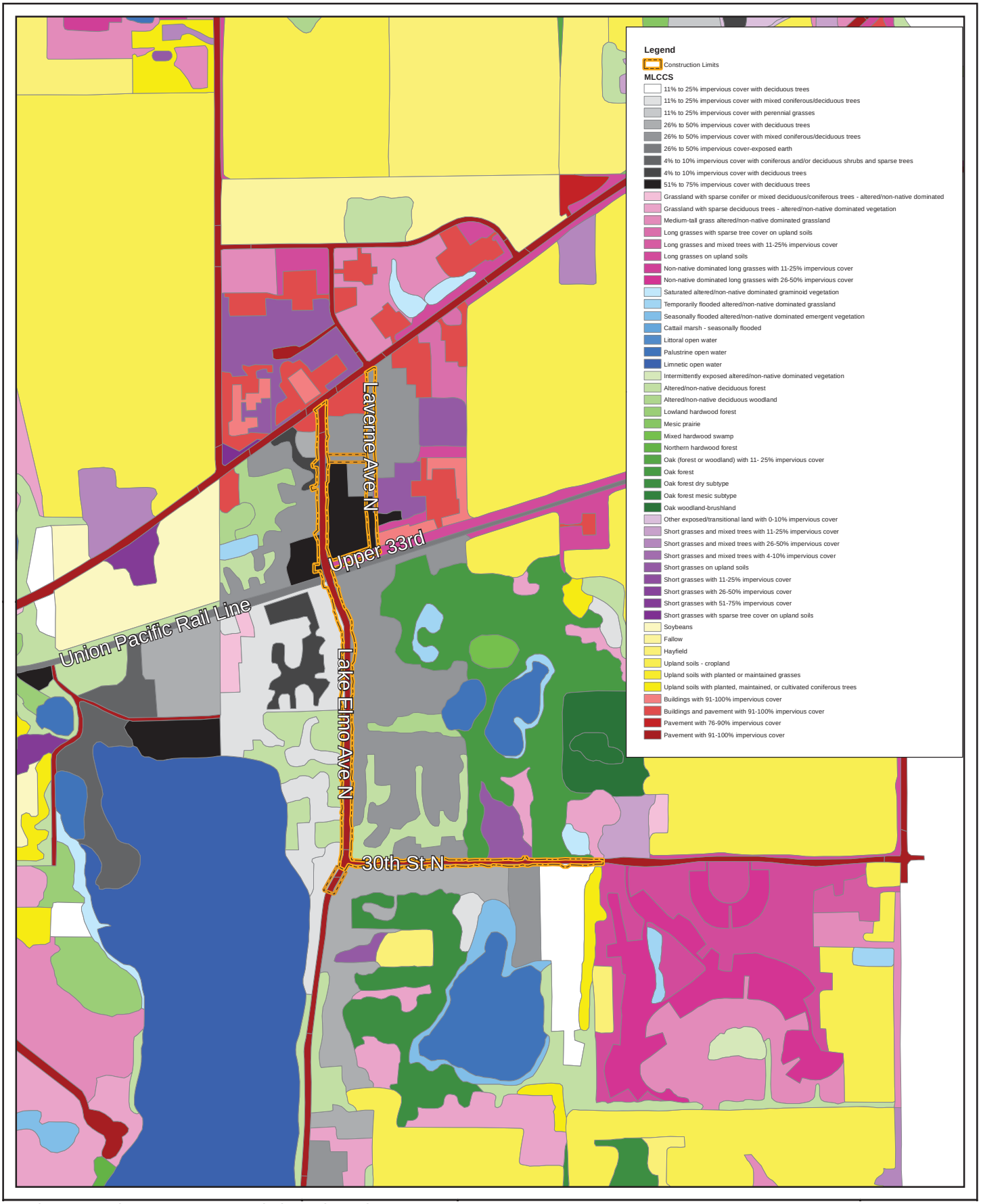
Legend
Construction Limits
MLCCS
11% to 25% impervious cover with deciduous trees
11% to 25% impervious cover with mixed coniferous/deciduous trees
11% to 25% impervious cover with perennial grasses
26% to 50% impervious cover with deciduous trees
26% to 50% impervious cover with mixed coniferous/deciduous trees
26% to 50% impervious cover-exposed earth
4% to 10% impervious cover with coniferous and/or deciduous shrubs and sparse trees
4% to 10% impervious cover with deciduous trees
51% to 75% impervious cover with deciduous trees
Grassland with sparse conifer or mixed deciduous/coniferous trees - altered/non-native dominated
Grassland with sparse deciduous trees - altered/non-native dominated vegetation
Medium-tall grass altered/non-native dominated grassland
Long grasses with sparse tree cover on upland soils
Long grasses and mixed trees with 11-25% impervious cover
Long grasses on upland soils
Non-native dominated long grasses with 11-25% impervious cover
Non-native dominated long grasses with 26-50% impervious cover
Saturated altered/non-native dominated graminoid vegetation
Temporarily flooded altered/non-native dominated grassland
Seasonally flooded altered/non-native dominated emergent vegetation
Cattail marsh - seasonally flooded
Littoral open water
Palustrine open water
Limnetic open water
Intermittently exposed altered/non-native dominated vegetation
Altered/non-native deciduous forest
Altered/non-native deciduous woodland
Lowland hardwood forest
Mesic prairie
Mixed hardwood swamp
Northern hardwood forest
Oak (forest or woodland) with 11- 25% impervious cover
Oak forest
Oak forest dry subtype
Oak forest mesic subtype
Oak woodland-brushland
Other exposed/transitional land with 0-10% impervious cover
Short grasses and mixed trees with 11-25% impervious cover
Short grasses and mixed trees with 26-50% impervious cover
Short grasses and mixed trees with 4-10% impervious cover
Short grasses on upland soils
Short grasses with 11-25% impervious cover
Short grasses with 26-50% impervious cover
Short grasses with 51-75% impervious cover
Short grasses with sparse tree cover on upland soils
Soybeans
Fallow
Hayfield
Upland soils - cropland
Upland soils with planted or maintained grasses
Upland soils with planted, maintained, or cultivated coniferous trees
Buildings with 91-100% impervious cover
Buildings and pavement with 91-100% impervious cover
Pavement with 76-90% impervious cover
Pavement with 91-100% impervious cover
Laverne Ave N
Upper 33rd
Union Pacific Rail Line
Lake Elmo Ave N
30th St N

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

Unit of government	Type of application	Status
Federal		
U.S. Army Corps of Engineers	Section 404 Permit	If necessary
U.S. Fish & Wildlife Service	Special Use Permit/Property Acquisition	Not Applicable
State		
	National Pollutant Discharge Elimination System Construction Stormwater Permit	To Be Applied For
	National Pollutant Discharge Elimination System Construction Wastewater Permit	Not Applicable
Department of Natural Resources	Water Appropriations Permit - Dewatering	If Necessary
	Public Waters Work Permit	To Be Applied For
	Threatened/Endangered Species Takings Permit	Not Applicable
	Watermain plan review	To Be Applied For
MnDOT	Right of Way Permits	If necessary
Local/Other		
Washington County	EAW Approval	Complete
	EIS Need Decision	Pending
City of Lake Elmo	Municipal Consent / EAW Review	Pending
	Local sewer hook-ups, building permits, conditional use permits, plats, etc.	To Be Applied For
Valley Branch Watershed District	Preliminary Layout Plan Review	Pending
	Approval of Wetland Boundaries and Types	Complete
	Wetland Replacement Plan Approval	If Necessary
MCES	Sanitary Sewer Extension Permit	To Be Applied For
Union Pacific Railroad	Railroad Agreement for underground utility (water)	To Be Applied For
	Railroad Agreement for underground utility (stormwater sewer)	To Be Applied For
	Railroad Agreement for Construction Activities	To Be Applied For

Cumulative potential effects may be considered and addressed in response to individual EAW Item Nos. 9-18, or the RGU can address all cumulative potential effects in response to EAW Item No. 19. If addressing cumulative effect under individual items, make sure to include information requested in EAW Item No. 19

Cumulative Potential Effects are addressed in EAW Item No. 19.

9. Land use:

a. Describe:

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

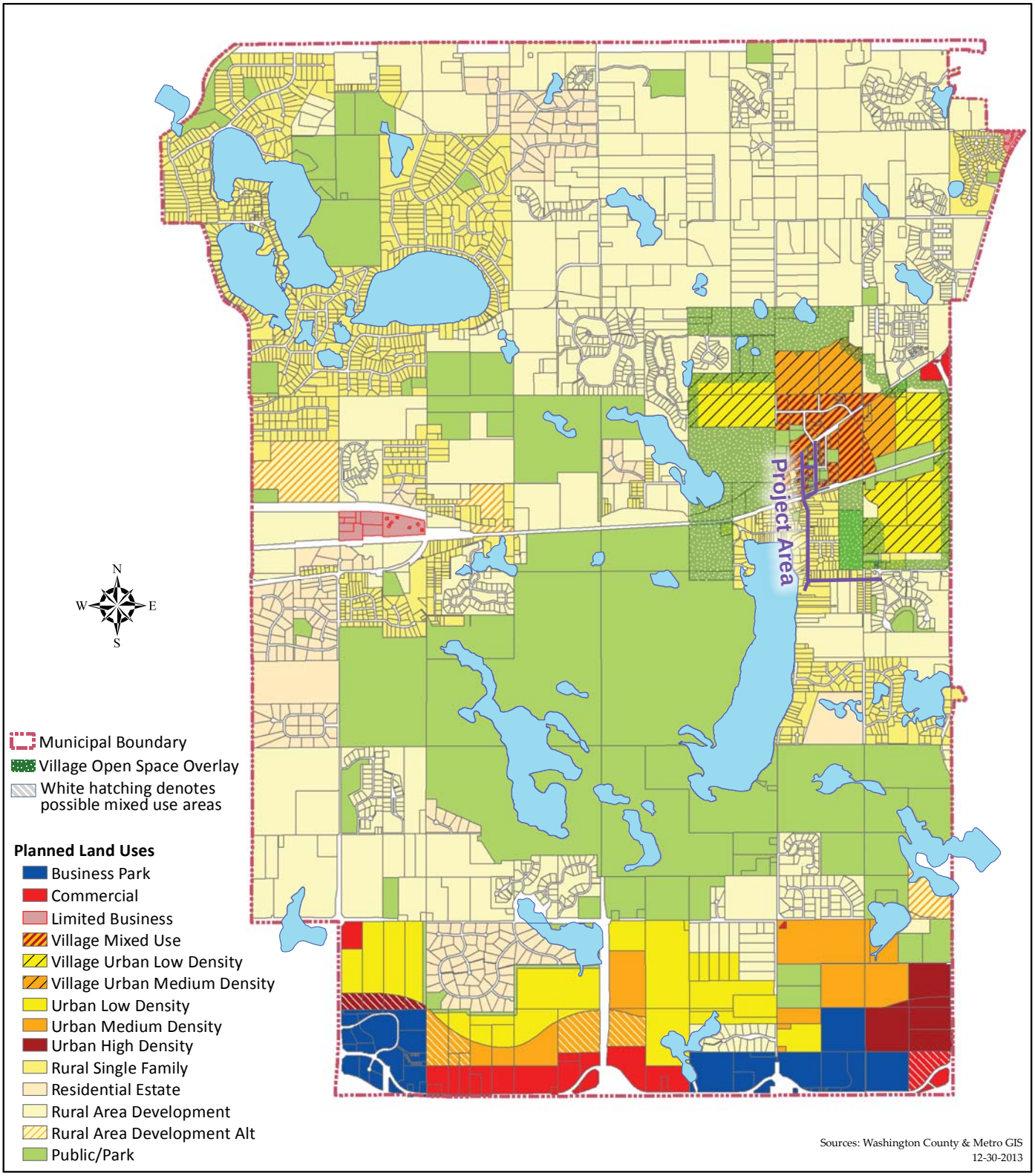
The previously developed project site consists of existing roadways (Lake Elmo Avenue/County Road 17, Upper 33rd Street North, Laverne Avenue North, 36th Street North, and 30th Street North) surrounded by residential and commercial/retail land uses. Commercial uses are concentrated in the Downtown segment (north of the RR tracks and south of Hwy 5) while the southern segment of the corridor (south of the RR tracks) is entirely residential. There are no parks or water bodies immediately adjacent to Lake Elmo Avenue but Lake Elmo, Reid Park, and Lion's Park are nearby (within 500 feet). Lion's Park is adjacent to Laverne Avenue. The project site intersects with a Union Pacific rail line.

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

The *Lake Elmo Comprehensive Plan* (2009) identified the area surrounding the project site as "Urban (Old Village)". The planned land use for the downtown area is designated "Village Mixed Use" while areas south of the RR tracks are designated for continued Residential use. The planned land uses are, in general, the same as existing land uses. However, redevelopment could occur in the Village which would provide for more intense land uses through mixed-use developments that would complement the improved pedestrian environment. (SEE FIGURE 4)

The *Washington County Comprehensive Plan* (2010) and *Capital Improvement Program* (2014-2018) states that "Transportation improvements to the "Old Village" area of Lake Elmo are desired and needed." Project #RB-2569

A *Regional Drainage Study* is underway (2014) to better understand and address downtown and regional flooding issues and also to plan for proposed development in the Old Village. The Valley Branch Watershed District is actively participating in this study.



Planned Land Use

Lake Elmo Comprehensive Plan 2030

THE CITY OF LAKE ELMO

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

The City adopted a mixed-use zoning district for the Old Village. "The purpose of the mixed-use district is to establish land use and performance standards with the intent of enhancing the existing "main-street" character and aesthetic found within the Old Village." (Source: Lake Elmo Comprehensive Plan) The proposed project would support this purpose by enhancing the aesthetics (new roadway, curb and gutter, improved lighting) and mobility (continuous sidewalks/trail, pedestrian crossings) within the Old Village.

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

The proposed project is not only compatible with nearby land uses, zoning, and plans; it plays an integral role in achieving the goals and visions outlined in the City's and County's comprehensive plans.

The proposed project would also have a broader environmental effect of improving surface water management at the project site and on adjacent properties by introducing storm sewer to help alleviate localized flooding. This project contributes to implementing the Regional Drainage Study and rules adopted by the Valley Branch Watershed District.

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

No potential incompatibilities with nearby land uses, zoning, or plans have been identified.

10. Geology, soils and topography/land forms:

a. Geology - Describe the geology underlying the project area and identify and map any susceptible geologic features such as sinkholes, shallow limestone formations, unconfined/shallow aquifers, or karst conditions. Discuss any limitations of these features for the project and any effects the project could have on these features. Identify any project designs or mitigation measures to address effects to geologic features.

The project area is situated astride the Eastern St. Croix Moraine and Mississippi Valley Outwash geomorphic regions. The geology is primarily of glacial origin, transitioning from lacustrine (old lake bottom) sand and silt in the north to coarser outwash sand in the south. No limitations are anticipated from geologic features such as sinkholes, shallow limestone formations, unconfined/shallow aquifers, or karst conditions.

b. Soils and topography - Describe the soils on the site, giving NRCS (SCS) classifications and descriptions, including limitations of soils. Describe topography, any special site conditions relating to erosion potential, soil stability or other soils limitations, such as steep slopes, highly permeable soils. Provide estimated volume and acreage of soil excavation and/or grading. Discuss impacts from project activities (distinguish between construction and operational activities) related to soils and topography. Identify measures during and after project construction

to address soil limitations including stabilization, soil corrections or other measures. Erosion/sedimentation control related to stormwater runoff should be addressed in response to Item 11.b.ii.

Soils information was gathered for the study area using the Natural Resources Conservation Service Web Soil Survey for Washington County. Soils within the project corridor are summarized in the Table 1.

Table 1 – Soil Types

Washington County, Minneosta (MN163)			
Map Unit Symbol	**Map Unit Name**	**Acres in Area of Interest (AOI)**	**% of AOI**
49	Antigo silt loam, 0 to 2 percent slopes	.5	4.2%
155B	Chetek sandy loam, 0 to 6 percent slopes	.1	1.1%
155C	Chetek sandy loam, 6 to 12 percent slopes	.2	1.7%
857	Urban land-Waukegan complex, 0 to 3 percent slopes	5.4	42.3%
858C	Urban land-Chetek complex, 3 to 15 percent slopes	6.4	50.7%
Totals for Area of Interest		**12.7**	**100.0%**

The project area topography is primarily flat with some sloping hills, woodlands, and Lake Elmo. At the completion of construction, newly constructed slopes within the project area are not expected to exceed a 1:3 (V:H) ratio for the side slopes and 1:3 ditch for the ditch slopes. Retaining walls have been proposed in a small portion of the project area to reduce the overall construction footprint of the improvements and reduce impacts to adjacent property. Final retaining wall heights and lengths will be determined based on further geotechnical investigations and design detail.

The area inside the construction limits is approximately 12.36 acres. The amount of soil to be excavated is estimated to be an average of 3 feet deep throughout the project area for an approximate total of 59,822 cubic yards of excavation. These quantities are estimates based on preliminary design and are subject to change. Some material may be reused or relocated throughout the project area. The contractor will install and maintain erosion control measures, such as silt fences, before grading begins.

11. Water resources:

a. Describe surface water and groundwater features on or near the site in a.i. and a.ii. below.

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

The project site is within 1 mile of the following surface water resources:

1) Lake Elmo ID#: 82-0106-00 (Impaired for Mercury in fish tissue and PFOS in fish tissue, Mercury TMDL approved in 2008)
2) Downs Lake ID#: 82-0110-00 (Impaired for Nutrient/Eutrophication Biological Indicators)
3) Sunfish Lake ID #:82-0107-00 (Impaired for Nutrient/Eutrophication Biological Indicators)
4) Legion Pond ID #:82-0462-00
5) Unnamed Wetland ID #:82-0460-00
6) Unnamed Wetland ID #:82-0463-00

The 1.4 miles of reconstructed roadway takes place within three subwatershed areas: Downs Lake, Lake Elmo, and Legions Pond. (SEE FIGURE 5)

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

Groundwater elevation is approximately 876 ft (NAVD) based on the observed static water level from well ID# 00778352. The project is located within Wellhead Protection Area (WHPA) Lake Elmo 1. (SEE FIGURE 6) There are no known wells within the project site, however, it is known that some residents adjacent to the project site may have private wells.

b. Describe effects from project activities on water resources and measures to minimize or mitigate the effects in Item b.i. through Item b.iv. below.

i. Wastewater - For each of the following, describe the sources, quantities and composition of all sanitary, municipal/domestic and industrial wastewater produced or treated at the site.

No sanitary, municipal/domestic or industrial wastewater will be produced from or treated at the site, however, existing homes and businesses currently on septic systems and new development will connect to the new sanitary sewer system.

1) If the wastewater discharge is to a publicly owned treatment facility, identify any pretreatment measures and the ability of the facility to handle the added water and

waste loadings, including any effects on, or required expansion of, municipal wastewater infrastructure. Not applicable.

2) If the wastewater discharge is to a subsurface sewage treatment systems (SSTS), describe the system used, the design flow, and suitability of site conditions for such a system. Not applicable.

3) If the wastewater discharge is to surface water, identify the wastewater treatment methods and identify discharge points and proposed effluent limitations to mitigate impacts. Discuss any effects to surface or groundwater from wastewater discharges. Not applicable.

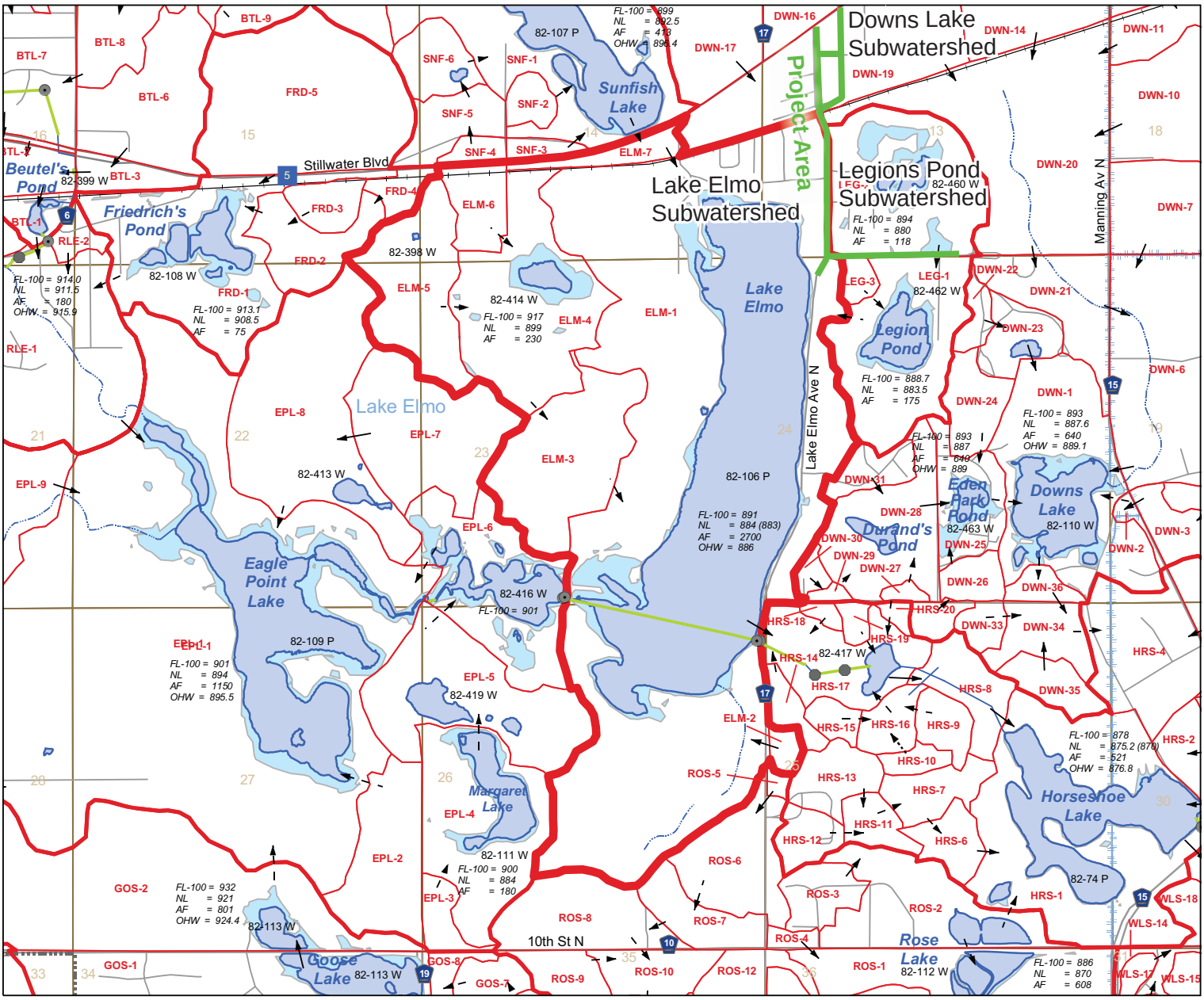
ii. Stormwater - Describe the quantity and quality of stormwater runoff at the site prior to and post construction. Include the routes and receiving water bodies for runoff from the site (major downstream water bodies as well as the immediate receiving waters). Discuss any environmental effects from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

Stormwater runoff from the project site will be conveyed via storm sewer into three receiving water bodies:

- The northern portion of County Road 17, Upper 33rd St N, and Laverne Ave will discharge to a proposed regional treatment basin which ultimately drains to Down's Lake.
- The runoff from the southern portion of County Road 17 will be managed in a proposed stormwater treatment BMP prior to discharge to Lake Elmo, and
- The runoff from 30th St N will be managed in a proposed bioretention basin within Reid Park which ultimately drains to Legion Pond.

The stormwater quantity and quality impacts caused by the increased impervious surface created by the project will be minimized through the proposed BMPs. The stormwater management provided will be in accordance with the MPCA NPDES Construction Stormwater Permit and Valley Branch Watershed District Rules and Regulations. The stormwater management requirements for the project include:

- The peak runoff rates shall be below or equal to existing runoff rates,
- The stormwater volume will be controlled so that surface water and groundwater quantity and quality are protected, and
- The stormwater runoff shall be treated at such the project shall not unreasonably degrade the water quality of the receiving surface waters.



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LEGEND

- Lake Elmo Watershed
- Major Watershed Divide
- Subwatershed Divide
- ELM-1 Subwatershed Designation
- 82-106P DNR Protected Waters Designation
- Subwatershed Contributing Runoff
- Overflow Path from Landlocked Watershed (Non-Contributing Subwatershed)
- Overflow Path from Semi-Landlocked Watershed
- Lakes, Ponds, Wetlands, Approximate Normal Water Surface Level
- Lakes, Ponds Wetlands, Approximate 100 Year Flood Surface Level
- FL-100 100 Year Flood Level
- NL Normal Level
- AF Acre Feet of Storage at 100 Year Flood Level
- OHW DNR Established Ordinary High Water Elevation

Project 1007

- Catch Basin
- Manhole Cover
- Open Channel
- Pipe
- MN-DOT Pipe
- Section Lines
- VBWD Legal Boundary
- Municipal Boundary

1,500 750 0 1500 3,000

Scale in Feet

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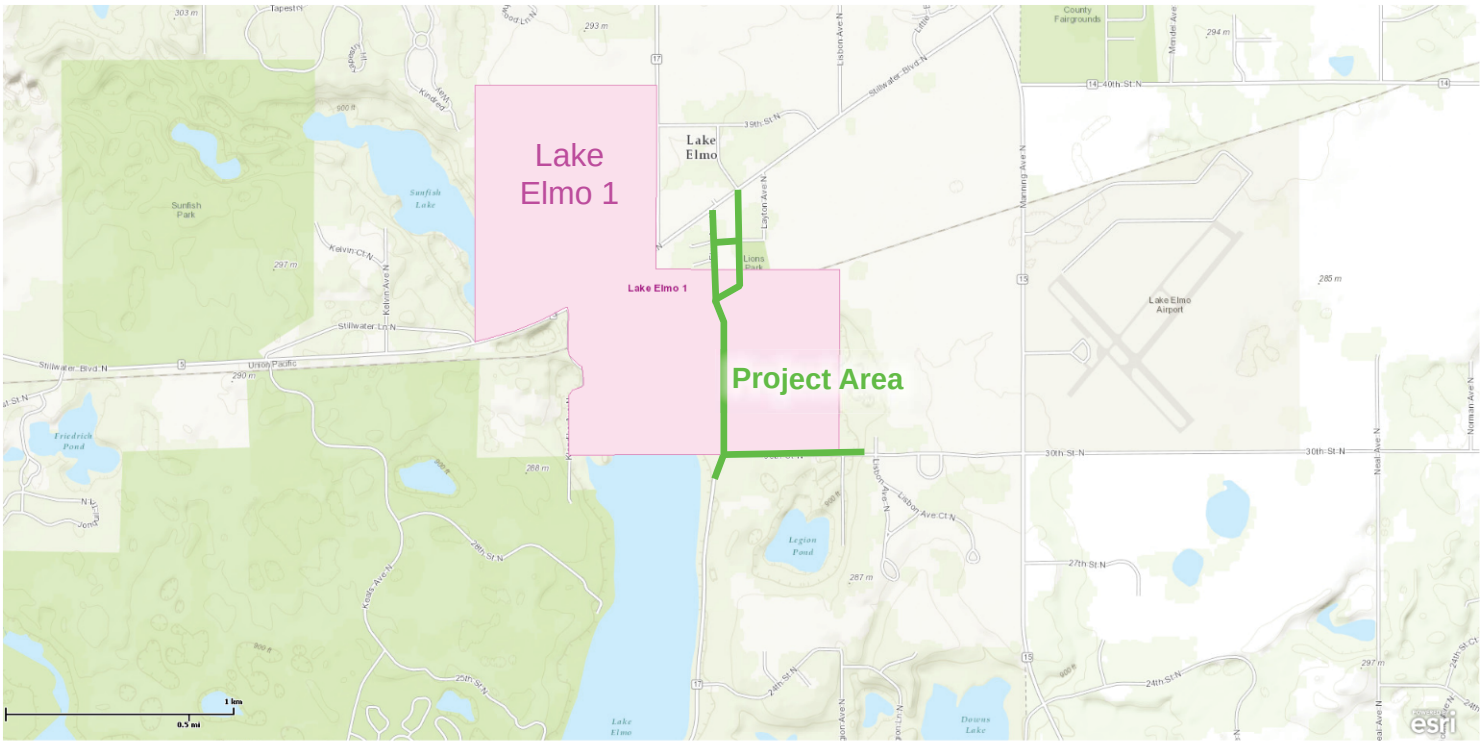
Drinking Water Supply Management Area

CSAH 17



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

Temporary groundwater dewatering will likely be required during the construction period. The dewatering is not expected to require a water use appropriation permit as it is anticipated that the dewatering will be under the permit threshold of withdrawing more than 10,000 gallons of water per day or 1 million gallons per year. Dewatering shall comply with the MPCA NPDES Construction Stormwater Permit and shall be discharged in a manner that does not create nuisance conditions or adversely affect the receiving water or downstream properties.

iii. Surface Waters

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

The proposed project may impact a small amount of Type 5 wetland (open water), estimated at less than 2,000 sf, below the ordinary high water in Lake Elmo for the reconstruction of the existing storm sewer outlet.

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

There are not any major anticipated alterations to surface water features. The project will include minimal work below the ordinary high water in Lake Elmo for the reconstruction of the existing storm sewer outlet. The work below the ordinary high water shall comply with the Minnesota DNR Public Waters

Work Permit and MPCA NPDES Construction Stormwater Permit by providing appropriate sediment control BMPs and perimeter control methods.

12. Contamination/Hazardous Materials/Wastes:

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

A review of the Minnesota Pollution Control Agency (MPCA) and Minnesota Department of Agriculture (MDA) databases was performed to check for known contaminated listings mapped near the project corridor. (SEE FIGURE 7) The MPCA databases include Air Quality, Water Quality, Hazardous Waste, Investigation and Cleanup, Solid Waste, and Tanks and Leaks. The MDA databases include investigation and cleanup sites, incidents and emergencies registered with the MDA.

The project corridor is located within the 12.5 square-mile Special Well Construction Area and Superfund site known as the Baytown Site. According to the EPA fact sheet for this site, a 7 acre groundwater plume contaminated with tetrachloroethylene (TCE), a chlorinated solvent that was tracked to originate from the Lake Elmo Airport. The plume impacts the surficial aquifer as well as deeper aquifers.

The existing roadway right of way is directly adjacent to multiple leak sites and several more are within the 500-foot project corridor buffer. The extent of contamination on these sites is unknown.

The project is located partially within a commercial/retail area and along an active rail line, which may indicate the potential to encounter contaminants that may have originated from an off-site source and migrated to the right of way. The remainder of the project is located in residential areas. Railroad corridors can present environmental concerns from property uses directly associated with railroad activities and surrounding industry. Historically, railroad property is known for heavy metals and polycyclic aromatic hydrocarbons (PAHs) associated with transport of coal and other industrial products. Additionally, railroads are known to sometimes use chemicals associated with controlling encroaching vegetation along the railroad.

If new information obtained prior to project development or construction indicates a contaminated site may be impacted by the project, the property will be evaluated, and soil and groundwater testing completed, as appropriate. If necessary, a plan will be developed for properly handling and treating contaminated soil and/or groundwater during construction in accordance with all applicable state and federal requirements.

Lake Elmo Ave N (CSAH 17)
Corridor Management & Safety Improvement Project

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

The disposal of solid waste generated by clearing the construction area is a common occurrence associated with road construction projects. During project construction, excavation of soil will need to occur within the construction limits. Design will consider selection of grade-lines and locations to minimize excess materials, and consideration will be given to using excess materials on the proposed project or other nearby projects. If the material is suitable, all clean fill is planned to be reused on-site for the construction of roadway embankments. Any excess soil materials not suitable for use on the project site will become the property of the contractor and will be disposed of in accordance with state and federal requirements in place at the time of project construction.

Excess materials and debris from this project such as concrete and bituminous pavement will be disposed of in accordance with MPCA specifications. In particular, excess materials and debris will not be placed in wetlands or floodplains. Debris such as concrete and bituminous pavement, if not recycled or reused, must be landed in an MPCA permitted landfill.

If contaminated soils are encountered during construction, the response would be handled according to MPCA requirements.

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

Toxic or hazardous materials will not be present at the construction site, except for fuel and lubricants as necessary for the construction equipment used on the project. If a spill were to occur during construction, the Project Engineer and Minnesota Duty Officer will be contacted and appropriate action to remediate will be taken immediately in accordance with MPCA guidelines and regulations in place at the time of project construction.

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

No above or below ground storage tanks are planned for permanent use in conjunction with this project. Temporary storage tanks for petroleum products may be located in the

project area for refueling equipment during roadway construction. A spill kit will be kept near any storage tanks.

Appropriate measures will be taken during construction to avoid spills that could contaminate groundwater or surface water in the project area. If a spill or leak were to occur during construction, the Project Engineer and Minnesota Duty Officer will be contacted and appropriate action to remediate will be taken immediately in accordance with MPCA guidelines and regulations in place at the time of project construction.

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

a. Describe fish and wildlife resources as well as habitats and vegetation on in or near the site.

A review of the Minnesota Land Cover Classification System indicates that the project site is primarily limited to previously disturbed, urban right-of-way that is 91-100% impervious. (SEE FIGURE 3) There are a number of mature trees, scrub brush, and landscaping elements immediately adjacent to the project corridor and encroaching on the right-of-way that will be impacted.

b. Describe rare features such as state-listed (endangered, threatened or special concern) species, native plant communities, Minnesota County Biological Survey Sites of Biodiversity Significance, and other sensitive ecological resources on or within close proximity to the site. Provide the license agreement number and/or correspondence number (ERDB 20140205) from which the data were obtained and attach the Natural Heritage letter from the DNR. Indicate if any additional habitat or species survey work has been conducted within the site and describe the results.

The Minnesota Department of Natural Resources was contacted to request a search of the Minnesota Natural Heritage Information System database, which did identify rare features within an approximate one-mile radius of the proposed project, but it did not include any federally listed species and was either historical or not of concern given the project details provided with the data request form. As such, the MnDNR does not believe the proposed project will adversely affect any known occurrences of rare features. (SEE APPENDIX A)

c. Discuss how the identified fish, wildlife, plant communities, rare features and ecosystems may be affected by the project. Include a discussion on introduction and spread of invasive species from the project construction and operation. Separately discuss effects to known threatened and endangered species.

No exotic species have been reported, but the invasive noxious weed Common Buckthorn (*Rhamnus cathartica*) is expected to be present in portions of the project area. No effects to known threatened or endangered species are expected.

d. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to fish, wildlife, plant communities, and sensitive ecological resources.

Project designers carefully considered the design of the roadwayas well as the excavation required for utility upgrades to avoid or minimize impacts on trees and their root systems. Despite this, at least 72 trees have been identified for removal as part of

this project, the majority of which are either in or encroaching on the right of way. The impacted trees range in size and species from mature 36" diameter ash trees to young, recently planted 3-4" diameter trees. New trees will be planted as part of the roadway replacement and streetscaping. The project will also provide the opportunity to remove and treat areas for the invasive noxious weed Common Buckthorn.

14. Historic properties:

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

Seven archaeological sites and historic properties were identified in the project area in a search of the Minnesota Archaeological Inventory and Historic Structures Inventory, however, no properties identified are on the National Register of Historic Places. A visit to the State Historic Preservation Office to review records of identified properties yielded images of six of the identified properties:

1) Bass Lake Station (Site # 21WAaa, Twp. 29, Range 21, Section 13, SW Quad)

   -No Image

2) House at 11178 Upper 33rd Ave. (Twp. 29, Range 21, Section 13, NW-NW-SW)

3) Farmhouse at 3443 Lake Elmo Ave. (Twp. 29, Range 21, Section 13, SE-NW-SW)

4) Joshua L. Taylor Building at 3394 Lake Elmo Ave. (Twp. 29, Range 21, Section 13, NE-NW-SW)

5) Grain elevator at XXX Lake Elmo Ave. (Twp. 29, Range 21, Section 13, NW-NW-SW)

6) Lake Elmo Bank at 3476 Lake Elmo Ave. (Twp. 29, Range 21, Section 13, NE-NW-SW)

7) Commercial building at xxx Lake Elmo Ave. (Twp. 29, Range 21, Section 13, SE-SW-NW)

These buildings are all adjacent to or accessed from the existing County Road 17/Lake Elmo Avenue North right-of-way. There are no anticipated effects to historic properties.

County Road 17/ Lake Elmo Avenue North and the adjacent roadways are built on top of historic roadways that pass through potentially archeological sensitive areas, however, this project takes place entirely within existing right of way and will not disturb previously undisturbed ground.

No other buildings, structures, sites, objects, or districts of interest were identified near the project area.

See historic and archaeologic resources coordination documentation in Appendix B.

15. Visual:

Describe any scenic views or vistas on or near the project site. Describe any project related visual effects such as vapor plumes or glare from intense lights. Discuss the potential visual effects from the project. Identify any measures to avoid, minimize, or mitigate visual effects.

The project area is an existing transportation corridor. The proposed project will reduce the width of travel lanes by one foot, but will slightly widen the overall roadway section by adding continuous sidewalks, trails, and boulevards throughout the project area. All improvements, though wider than what is currently in place, will still remain within the existing right-of-way. The project will incorporate some retaining walls to minimize impacts to steep slopes and trees on adjacent properties.

No substantial adverse impacts to the visual quality of the area are expected since the proposed roadway improvements follow the existing roadway. Some vegetation clearing and removal will be required in order to reconstruct the roadway. A revegetation and landscaping plan will be established that will include seeding with native seed mixes or restoring an equivalent landscape. Furthermore, a streetscaping plan will be implemented in the downtown area that will include enhanced lighting and street furnishings and City of Lake Elmo banners and wayfinding.

16. Air:

a. Stationary source emissions - Describe the type, sources, quantities and compositions of any emissions from stationary sources such as boilers or exhaust stacks. Include any hazardous air pollutants, criteria pollutants, and any greenhouse gases. Discuss effects to air quality including any sensitive receptors, human health or applicable regulatory criteria. Include a discussion of any methods used assess the project's effect on air quality and the results of that assessment. Identify pollution control equipment and other measures that will be taken to avoid, minimize, or mitigate adverse effects from stationary source emissions.

The proposed improvements to the Lake Elmo Avenue (County Road 17) corridor will not have stationary source air emission concerns.

b. Vehicle emissions - Describe the effect of the project's traffic generation on air emissions. Discuss the project's vehicle-related emissions effect on air quality. Identify measures (e.g. traffic operational improvements, diesel idling minimization plan) that will be taken to minimize or mitigate vehicle-related emissions.

The scope of the project does not indicate that adverse air quality impacts would be expected. Furthermore, the Environmental Protection Agency has approved a screening method to determine which intersections need hot-spot analysis. The screening procedure includes a flowchart that asks two questions to determine if a carbon monoxide (CO) hot-spot analysis is required:

1. Is the project average daily traffic greater than the Benchmark average daily traffic for the Twin Cities?
2. Does the project involve or affect one of the Top 10 Intersections in the Twin Cities?

The Benchmark average daily traffic volume identified in the screening procedure is equal to that at the intersection with the highest average daily traffic (2007) in the Twin Cities. The Twin Cities Benchmark average daily traffic volume is 79,400, which is not exceeded by any intersection in the Lake Elmo Avenue Corridor Improvements project. The existing traffic volumes along the corridor range from 4,100 – 4,450 trips and the forecast 2030 volumes are not expected to exceed the threshold of daily trips along this segment of County Road 17/Lake Elmo Ave North. Therefore, a detailed air quality analysis is not required.

c. Dust and odors - Describe sources, characteristics, duration, quantities, and intensity of dust and odors generated during project construction and operation. (Fugitive dust may be discussed under item 16a). Discuss the effect of dust and odors in the vicinity of the project including nearby sensitive receptors and quality of life. Identify measures that will be taken to minimize or mitigate the effects of dust and odors.

The proposed project would not generate substantial odors during construction. Potential odors would include exhaust from diesel engines and fuel storage. Dust generated during construction will be minimized through standard dust control measures, such as applying water to exposed soils and limiting the extent and duration of exposed soil conditions. Construction contractors will be required to control dust and other airborne particulates in accordance with Washington County specifications. After construction is complete, dust levels are anticipated to be minimal because all soil surfaces exposed during construction would be in permanent cover (i.e., paved or re-vegetated areas).

17. Noise

Describe sources, characteristics, duration, quantities, and intensity of noise generated during project construction and operation. Discuss the effect of noise in the vicinity of the project including 1) existing noise levels/sources in the area, 2) nearby sensitive receptors, 3) conformance to state noise standards, and 4) quality of life. Identify measures that will be taken to minimize or mitigate the effects of noise.

The proposed project will be constructed in place of existing highway segments and local streets. Commercial and residential developments adjacent to the project area are sensitive noise receptors. Noise abatement options for existing receptors are limited. However, future land use planning and site design for new developments adjacent to the corridor should consider potential traffic noise from the improved roadway.

Washington County currently maintains jurisdiction over County Road 17/Lake Elmo Avenue N. The roadway corridor is within an existing highway corridor and is therefore exempt from MN Noise Standards, per MN Statutes 116.07, Subd.2a., provided that all reasonably available noise mitigation measures, as approved by the commissioners of the Department of Transportation and Pollution Control Agency, are employed to abate noise.

18. Transportation

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

The proposed project will not generate new trips but will improve existing mobility and safety issues along County Road 17/ Lake Elmo Avenue North. Lake Elmo Avenue North/County Road 17 currently has an AADT of 4,450 between Highway 5 and the Railroad Tracks and an AADT of 4,100 between the railroad tracks and 30th St N. The project area currently has an estimated 97 on-street parking stalls. The proposed project will add an additional 14 on-street parking stalls for a total of 111 spaces. The proposed project will also expand the existing network of bicycle and pedestrian facilities.

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

The proposed transportation improvements (i.e. intersection improvements at Highway 5, several permanent driveway access closures on Lake Elmo Ave N, installation of continuous multi-use trail and sidewalk) will address present and future mobility and safety problems identified in the County's transportation plan.

c. Identify measures that will be taken to minimize or mitigate project related transportation effects.

The proposed project will require temporary detours during construction. Access to businesses and residences will be maintained via alternate routes through alleys or backfilling residential driveways at night.

19. Cumulative potential effects: (Preparers can leave this item blank if cumulative potential effects are addressed under the applicable EAW Items)

a. Describe the geographic scales and timeframes of the project related environmental effects that could combine with other environmental effects resulting in cumulative potential effects.

The geographic scale of this cumulative potential effects analysis varies by the resource under examination, as described in EAW 19.c. (see below). The cumulative potential effects analysis is limited to those resources, ecosystems, and human communities directly affected by the proposed project, i.e. storm water quality and quantity, etc.

The temporal scope of the analysis attempts to consider previous impacts to the resources that occur over time. The year 2030 is considered the current limit of comprehensive planning activities for the area, as the extent of transportation and land use planning projections are generally available up to that date. Thus, year 2030 is used as the temporal horizon for assessing future cumulative impacts.

Cumulative potential effects are not necessarily causally linked to the Lake Elmo Avenue (County Road 17) Corridor & Utility Improvements project, rather, cumulative potential effects are the total effect of all known actions (past, present, and future) in the vicinity of the project with impacts on the same types of resources. The purpose of cumulative potential impacts analysis is to look for impacts that may be individually minimal, but which could accumulate and become substantial and adverse when combined with the effects of other actions.

Past actions in the project area include decades of agricultural, residential, institutional, industrial and commercial development. In addition, there have been transportation infrastructure improvements. All these have resulted in the current state of built

environment in the vicinity of the Lake Elmo Avenue (County Road 17) Corridor & Utility Improvements.

b. Describe any reasonably foreseeable future projects (for which a basis of expectation has been laid) that may interact with environmental effects of the proposed project within the geographic scales and timeframes identified above.

The projects listed below that were considered as future actions in this analysis are consistent with the Minnesota State Supreme Court Ruling regarding cumulative potential effects. The projects: 1) are either existing, actually planned for, or for which a basis of expectation has been laid; 2) are located in the surrounding area; and 3) might reasonably be expected to affect the same natural resource.

- Washington County, in cooperation with the City of Lake Elmo, is currently engaged in a Regional Drainage Study that aims to provide a regional approach to surface water management in the Lake Elmo Village Area. The study aims to provide relief from localized flooding to existing businesses and residents and also to accommodate the future stormwater needs of proposed development.
- Washington County, in coordination with the Minnesota Department of Transportation (MnDOT), the City of Grant, the City of Stillwater, and Stillwater Township, is planning roadway improvements to County Road 15 (Manning Avenue) between County Road 12 (75th Street North) and Hwy 96 (Dellwood Road North). The proposed project, set to begin in 2014, will repair existing pavement and also include other safety and mobility improvements along the corridor.
- Washington County, in cooperation with the City of Lake Elmo, is currently engaged in a Regional Parks and Trails Study to identify the preferred location for proposed regional trail(s).
- The Lake Elmo Regional Airport Comprehensive Plan (2008) has identified a preferred alternative to extend its crosswind runway to 3,200' and construct a hangar area expansion. The Comprehensive Plan also identified plans to connect the airport to sanitary sewer and water from neighboring Lake Elmo or Baytown Township rather than relying on wells and septic systems.

c. Discuss 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.

Potential impacts from future projects have been discussed by the project partners (Washington County and the City of Lake Elmo). The primary impacts associated with the project will likely involve storm water quality and quantity and visual quality. Cumulative impacts to these resources from the proposed project and from anticipated future projects are discussed in the sections that follow.

Storm Water Quality and Quantity

Existing Conditions

Under the existing condition, storm water runoff from impervious roadway surfaces flow through vegetated slopes or ditches along the outside shoulders of Lake Elmo Avenue

(County Road 17) and the adjacent roadways and drain to receiving water bodies including Down's Lake, Lake Elmo, and Legion Pond.

The proposed project will result in approximately 1 acre of additional impervious surface due to intersection improvements and the construction of continuous multi-use trail and sidewalks throughout the project area. As discussed in EAW Item 11.b.ii (Storm Water) the proposed project has design features that collect, convey and treat roadway runoff in accordance with state and local requirements. New infiltration and wet ponds are proposed which will improve the existing water quality of the current highway runoff. Impacts and proposed mitigation (temporary and permanent best management practices) are discussed in detail in EAW Item 11.b.ii.

Impacts from Other Actions
Future developments or roadway projects may result in increased impervious surfaces and storm water quality/quantity (discharge rate) effects. However, these projects will be required to provide mitigation in conformance with National Pollutants Discharge Elimination System permit and/or watershed regulations, minimizing surface water impacts.

Cumulative Potential Effects
State and local surface and groundwater management regulations require mitigation be provided in conjunction with proposed development and roadway projects. Given the design standards and management controls available for protecting the quality of surface waters, it is likely that potential impacts of the project, along with other future actions, will be minimized or mitigated to a substantial degree. Therefore, adverse cumulative effects on water quality and quantity rates are not anticipated.

Visual Quality
Existing Conditions
Visual conditions in the cumulative potential effects geographic study area vary and include natural areas, agricultural areas, and developed areas. The natural environment is composed of those visual elements not constructed by humans. Natural elements within the project corridor include the elements associated with woodlands, native prairies, and surrounding water bodies. The cultural environment includes those visual elements that are the result of human modification of the natural landscape or construction activities such as clearing and grading for agriculture and construction of homes, businesses and roadways.

Impacts from Proposed Action
The proposed Lake Elmo Avenue (County Road 17) Corridor & Utility Improvements will impact the viewshed and visual corridor within the study area by expanding the footprint of the highway corridor and introducing transportation features that do not currently exist in this segment of the corridor (e.g. multi-use trail and retaining walls). In order to meet current design standards, currently vegetated areas adjacent to the roadway will be cleared of obstructions. In several areas, retaining walls (varying in height and length) will be used to minimize disturbance and encroachment into adjacent property.

Impacts from Other Future Actions

Additional land use developments and transportation improvements may affect the visual qualities of the geographic study area as these actions often require alterations to the topography and vegetation. While some viewers may value the aesthetic qualities of natural environments, other viewers may equally value orderly and well-designed developed areas. Local controls may affect the visual quality of development.

Cumulative Potential Effects
Foreseeable future actions and the proposed highway improvements have been identified in local land use and comprehensive plans. Therefore visual quality changes are not expected to have a cumulative impact. Viewers who value natural environments may view further development in the study area as a degradation of visual quality, while orderly and well-designed built environments may be equally valued by others. These differences in values cannot be clearly interpreted as adverse impacts. Local land use regulations will help balance and protect both points of view.

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

Right of Way

The proposed project will require the acquisition of private land for permanent right of way and easements. There will also be temporary right of way impacts that would require temporary easements. Permanent property impacts will primarily result from purchasing remnant parcels under the roadway that were not previously, officially public right-of-way. Based on preliminary design plans, there are no commercial or residential relocations required. However, the completion of the right of way process will determine the final extent of property impacts. Below is a list of right-of-way impacts associated with the proposed Lake Elmo Avenue (County Road 17) Corridor & Utility Improvements Project.

- An estimated less than 1 acre of new permanent easements are required.
- A roughly estimated 1.8 acres of temporary easements are required (5 feet on both sides of the 1.5 mile long project area).

Mitigation

The acquisition of property due to the proposed project will be conducted in accordance with Washington County standards and regulations. Washington County will be acquiring the needed right of way for the project. The completion of the right of way process will determine the final extent of property impacts.

Project Construction and Detours

Construction of the proposed improvements is anticipated to begin in spring 2015 and last for approximately two construction seasons. The corridor will be closed in phases to general traffic during construction, however reasonable access to residential and commercial properties will be maintained throughout construction with alternate access via alleys or backfilling driveways in the evenings.

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 9c and 60, respectively.
- Copies of this EAW are being sent to the entire EQB distribution list.

Signature Frank Ashmore Date 10/30/2014

Title WASHINGTON COUNTY PROJECT MANAGER

APPENDIX A - MnDNR Natural Heritage Information System (NHIS) Coordination

Minnesota Department of Natural Resources
Division of Ecological and Water Resources, Box 25
500 Lafayette Road
St. Paul, Minnesota 55155-4025
Phone: (651) 259-5109 E-mail: lisa.joyal@state.mn.us

February 19, 2014 **Correspondence # ERDB 20140205**

Ms. Kristen Petersen
Short Elliott Hendrickson, Inc.
3535 Vadnais Center Drive
St. Paul, MN 55110

RE: Natural Heritage Review of the proposed CSAH 17 (Lake Elmo Ave) Corridor Management; T29N R21W Section 13; Washington County

Dear Ms. Petersen,

As requested, the above project has been reviewed for potential effects to known occurrences of rare features. A search of the Minnesota Natural Heritage Information System did identify rare features within an approximate one-mile radius of the proposed project, but these records did not include any federally listed species and were either historical or not of concern given the project details that were provided with the data request form. As such, I do not believe the proposed project will adversely affect any known occurrences of rare features.

The Natural Heritage Information System (NHIS), a collection of databases that contains information about Minnesota's rare natural features, is maintained by the Division of Ecological and Water Resources, Department of Natural Resources. The NHIS is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. However, the NHIS is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. Therefore, ecologically significant features for which we have no records may exist within the project area.

For environmental review purposes, the results of this Natural Heritage Review are valid for one year; the results are only valid for the project location (noted above) and project description provided on the NHIS Data Request Form. Please contact me if project details change or if an updated review is needed.

Please note that location of the Canada lynx (*Lynx canadensis*), federally-listed as threatened, is not currently tracked in the NHIS. As such, the Natural Heritage Review does not address this species.

Furthermore, the Natural Heritage Review does not constitute review or approval by the Department of Natural Resources as a whole. Instead, it identifies issues regarding known occurrences of rare features and potential effects to these rare features. Additional rare features for which we have no data may be present in the project area, or there may be other natural resource concerns associated with the proposed project. For these concerns, please contact your DNR Regional Environmental Assessment Ecologist (contact information available at http://www.dnr.state.mn.us/eco/ereview/erp_regioncontacts.html). Please be aware that additional site assessments or review may be required.

Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources. An invoice will be mailed to you under separate cover.

Sincerely,

Samantha Bump
NHIS Review Specialist

NO STAPLES PLEASE

DEPARTMENT OF NATURAL RESOURCES

2012	For Agency Use Only:	
	Received _____ Due _____ Inv _____	#Sec _____ Contact Rqsted? _____
	Search Radius _____mi. L / I / D EM Map'd _____	#EOs _____ Survey Rqsted? _____
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		Related ERDB# _____

NATURAL HERITAGE INFORMATION SYSTEM (NHIS) DATA REQUEST FORM

Please read the instructions on page 3 before filling out the form. Thank you!

WHO IS REQUESTING THE INFORMATION?

Mr. Ms.

Name and Title Kristin Petersen

Agency/Company SEH

Mailing Address 3535 Vadnais Center Drive St. Paul, MN 55110-5196

(Street) (City) (State) (Zip Code)

Phone 651.423.4584 e-mail kpetersen@sehinc.com

Responses will be sent via email. If you prefer US Mail check here: ☐

THIS INFORMATION IS BEING REQUESTED FOR A:

☐ Federal EA ☑ State EAW ☐ PUC Site or Route Application ☐ Watershed Plan ☐ BER

☐ Federal EIS ☐ State EIS ☐ Local Government Permit ☐ Research Project

☐ NEPA Checklist ☐ Other (describe) _____

☐ Check here if this project is funded through any of the following grant programs: Lessard-Sams Outdoor Heritage Council (L-SOHC), Conservation Partners Legacy (CPL), or Legislative-Citizen Commission on Minnesota Resources (LCCMR).

INFORMATION WE NEED FROM YOU:

1) **Enclose a map** of the project boundary/area of interest (topographic maps or aerial photos are preferred).

2) Please **provide a GIS shapefile*** (NAD 83, UTM Zone 15N) of the project boundary/area of interest.

3) List the following locational information* (attach additional sheets if necessary):

For Agency Use: TRS Confirmed ☐

For Agency Use: Region / MCBS Status	County	Township #	Range #	Section(s) (please list **all** sections)
	Washington	29 N	21 W	13, 24

4) Please provide the following information (attach additional sheets if necessary):

Project Name: Lake Elmo Ave (CSAH 17) Corridor Management & Safety Improvement Project

Project Proposer: Washington County

Description of Project (including types of disturbance anticipated from the project):

The basic need for the project is to extend sanitary sewer to the City of Lake Elmo. The project will also seek to improve operations, safety, and drainage along the corridor.

Installation of the new sanitary sewer and subsequent reconstruction of the roadway is expected to be contained within the Right of Ways for Lake Elmo Ave (CSAH 17) and Laverne Ave, between Trunk Highway 5 (TH 5) on the north and 30th St N to the South. Overhead utilities in the corridor may be buried as part of this project.

Describe the existing land use of the project site. What types of land cover / habitat will be impacted by the proposed project?

The project site is located in downtown Lake Elmo and is surrounded by a mix of commercial and residential uses. No land cover/habitat disruption is anticipated as the roadway will be rebuilt in its current location.

List any waterbodies (e.g., rivers, intermittent streams, lakes, wetlands) that may be affected by the proposed project, and discuss how they may be impacted (e.g., dewatering, discharge, riverbed disturbance).

Nearby waterbodies include Lake Elmo, Legions Pond, and Downs Lake. There is a potential need for temporary dewatering during construction, but no significant effects to waterbodies are anticipated.

Does the project have the potential to affect any groundwater resources (e.g., groundwater appropriation, change in recharge, or contamination)?

The project includes a regional drainage study that may identify additional regional storm pond locations.

To your knowledge, has the project undergone a previous Natural Heritage review? If so, please list the correspondence #: ERDB # _____. How does this request differ from the previous request (e.g., change in scope, change in boundary, project being revived, project expansion, different phase)?

No.

To your knowledge, have any native plant community or rare species surveys been conducted within the site? If so, please list:

No.

List any DNR Permits or Licenses that you will be applying for or have already applied for as part of this project:

Water appropriation permit may be required if dewatering is necessary during construction.

INFORMATION WE PROVIDE TO YOU:

1) The response will include a Natural Heritage letter. If applicable, the letter will discuss potential effects to rare features.

☑ Check here if you are interested in a list of rare features in the vicinity of the area of interest but you do **not** need a review of potential effects to rare features. Please list the reason a review is not needed:

_____

2) Depending on the results of the query or review, the response may include an Index Report of known aggregation sites and known occurrences of federally and state-listed plants and animals* within an approximate one-mile radius of the project boundary/area of interest. The Index Report and Natural Heritage letter can be included in any public environmental review document.

3) A Detailed Report that contains more information on each occurrence may also be requested. Please note that the Detailed Report may contain specific location information that is protected under *Minnesota Statutes*, section 84.0872, subd. 2, and, as such, the Detailed Report may not be included in any public document (e.g., an EAW).

☑ Check here if you would like to request a Detailed Report. Please note that if the results of the review are 'No Effects' or a standard comment, a Detailed Report may not be available.

FEES / TURNAROUND TIME

There is a fee* for this service. Requests generally take **3-4 weeks** from date of receipt to process, and are processed in the order received.

I have read the entire form and instructions, and the information supplied above is complete and accurate. I understand that material supplied to me from the Natural Heritage Information System is copyrighted and that I am not permitted to reproduce or publish any of this copyrighted material without prior written permission from the DNR. Further, if permission to publish is given, I understand that I must credit the Minnesota Division of Ecological and Water Resources, Minnesota Department of Natural Resources, as the source of the material.

Signature (**required**)	Note: Digital signatures representing the name of a person shall be sufficient to show that such person has signed this document.

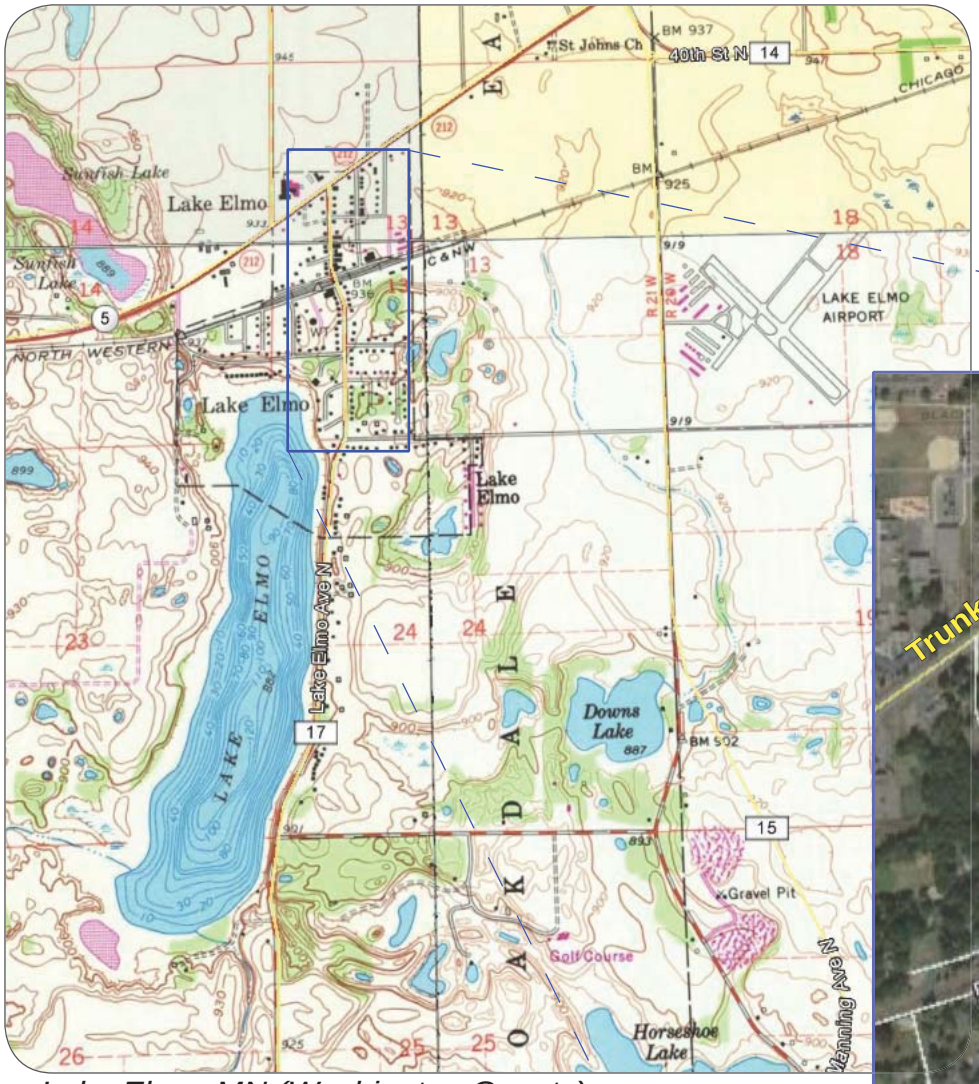
Mail or email completed form to:

Lisa Joyal, Endangered Species Review Coordinator
Division of Ecological and Water Resources
Minnesota Department of Natural Resources
500 Lafayette Road, Box 25
St. Paul, Minnesota 55155
Review.NHIS@state.mn.us

Form is available at
http://files.dnr.state.mn.us/eco/nhnrp/nhis_data_request.pdf

Lake Elmo Ave (CSAH 17) Corridor Management & Safety Improvement Project

PROJECT LOCATION



Lake Elmo, MN (Washington County)

PROJECT AREA
- Sanitary Sewer Installation
- Roadway Reconstruction

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APPENDIX B - Historic and Archeaologic Resources Coordination

On Tue, Feb 11, 2014 at 3:54 PM, Kristin Petersen <kpetersen@sehinc.com> wrote:

> Mr. Cinadr,
>
> Our firm is preparing an EAW for the Lake Elmo Ave (CSAH 17) Corridor Management & Safety Improvement Project and I am requesting a file search to meet the EAW requirements.
>
> The project will extend sanitary sewer to the City of Lake Elmo while also improving operations, safety, and drainage along the corridor. Installation of the new sanitary sewer and subsequent reconstruction of the roadway is expected to be contained within the Right of Ways for Lake Elmo Ave (CSAH 17) and Laverne Ave, between Trunk Highway 5 (TH 5) on the north and 30th St N to the South. Overhead utilities in the corridor may be buried as part of this project.
>
> The proposed project is located within Washington County in the City of Lake Elmo. Specifically, the project is located in Township 29N, Range 21W, and Sections 13 and 24 (Project map attached).
>
> Please let me know if any further information is needed for your analysis and determination.
>
> Thank you,
>
> Kristin C. Petersen | Planner / Public Involvement
> SEH | 3535 Vadnais Center Drive | St. Paul, MN 55110
> 651.256.0437 desk | 612.423.4584 cell | 651.490.2150 fax
> kpetersen@sehinc.com | www.sehinc.com

From: Thomas Cinadr
To: Kristin Petersen
Subject: Re: Information Request for EAW
Date: 02/13/2014 10:46 AM
Attachments: Archaeology.rtf
Historic.rtf

THIS EMAIL IS NOT A PROJECT CLEARANCE.

This message simply reports the results of the cultural resources database search you requested. The database search produced results for only previously known archaeological sites and historic properties. Please read the note below carefully.

Archaeological sites and historic properties were identified in a search of the Minnesota Archaeological Inventory and Historic Structures Inventory for the search area requested. **Reports containing the results of the search are attached.**

The result of this database search provides a listing of recorded archaeological sites and historic architectural properties that are included in the current SHPO databases. Because the majority of archaeological sites in the state and many historic architectural properties have not been recorded, important sites or structures may exist within the search area and may be affected by development projects within that area. Additional research, including field survey, may be necessary to adequately assess the area's potential to contain historic properties.

If you require a comprehensive assessment of a project's potential to impact archaeological sites or historic architectural properties, you may need to hire a qualified archaeologist and/or historian. If you need assistance with a project review, please contact Kelly Gragg-Johnson in Review and Compliance @ 651-259-3455 or by email at kelly.graggjohnson@mnhs.org.

The Minnesota SHPO Survey Manuals and Database Metadata and Contractor Lists can be found at **http://www.mnhs.org/shpo/survey/inventories.htm**

SHPO research hours are 8:00 AM – 4:00 PM Tuesday-Friday.

The Office is closed on Mondays.

Tom Cinadr
Survey and Information Management Coordinator
Minnesota State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. West
St. Paul, MN 55102

651-259-3453

History/Architecture Inventory

PROPERTY NAME	ADDRESS	Twp	Range	Sec	Quarters	USGS Report	NRHP	CEF	DOE	Inventory Number
COUNTY: **Washington**										
CITY/TOWNSHIP: **Lake Elmo**										
house	11178 Upper 33rd Ave.	29	21	13	NW-NW-SW	Lake Elmo				WA-LEC-006
farmhouse	3443 Lake Elmo Ave.	29	21	13	SE-NW-SW	Lake Elmo				WA-LEC-007
Joshua L. Taylor Building	3394 Lake Elmo Ave.	29	21	13	NE-NW-SW	Lake Elmo				WA-LEC-008
grain elevator	xxx Lake Elmo Ave.	29	21	13	NW-NW-SW	Lake Elmo				WA-LEC-009
Lake Elmo Bank	3476 Lake Elmo Ave.	29	21	13	NE-NW-SW	Lake Elmo				WA-LEC-010
commercial building	xxx Lake Elmo Ave.	29	21	13	SE-SW-NW	Lake Elmo				WA-LEC-011

Archaeological Site Locations

Site Number	Site Name	Twp.	Range	Sec.	Quarter Sections	Acres	Phase	Site Description	Tradition	Context	Reports	NR	CEF	DOE
County: **Washington**														
21WAaa	Bass Lake Station	29	21	13	SW	0		HD						

APPENDIX C - Airport Coordination

May 8, 2014

Debra,

I am writing in response to an airport coordination request that I sent to the Office of Aeronautics for a project near the Lake Elmo Airport (see message and attachments below). According to our records, we have not received a response. If you have a response on file, could you please forward it to me or confirm that no additional coordination is required.

Thank you,

Kristin C. Petersen | Planner / Public Involvement
SEH | 3535 Vadnais Center Drive | St. Paul, MN 55110
651.256.0437 desk | 612.423.4584 cell | 651.490.2150 fax
kpetersen@sehinc.com | www.sehinc.com

Debra Sorenson
Office of Aeronautics,
MS-410 222 East Plato Blvd.
St. Paul, Minnesota
55107-1618
Phone: 651-234-7191
deb.sorenson@state.mn.us

January 22, 2014

Dear Deb,

I am writing to inform you of a project that is within the Lake Elmo Airport Project Coordination Area.

Project Name: Lake Elmo Ave (CSAH 17) Corridor Management & Safety Improvement Project

Project Proposer: Washington County

Project Need and Description: The basic need for the project is to extend sanitary sewer to the City of Lake Elmo. The project will also seek to improve operations, safety, and drainage along the corridor.

Installation of the new sanitary sewer and subsequent reconstruction of the roadway is expected to be contained within the Right of Ways for Lake Elmo Ave (CSAH 17) and Laverne Ave, between Trunk Highway 5 (TH 5) on the north and 30th St N to the South. Overhead utilities in the corridor may be buried as part of this project.

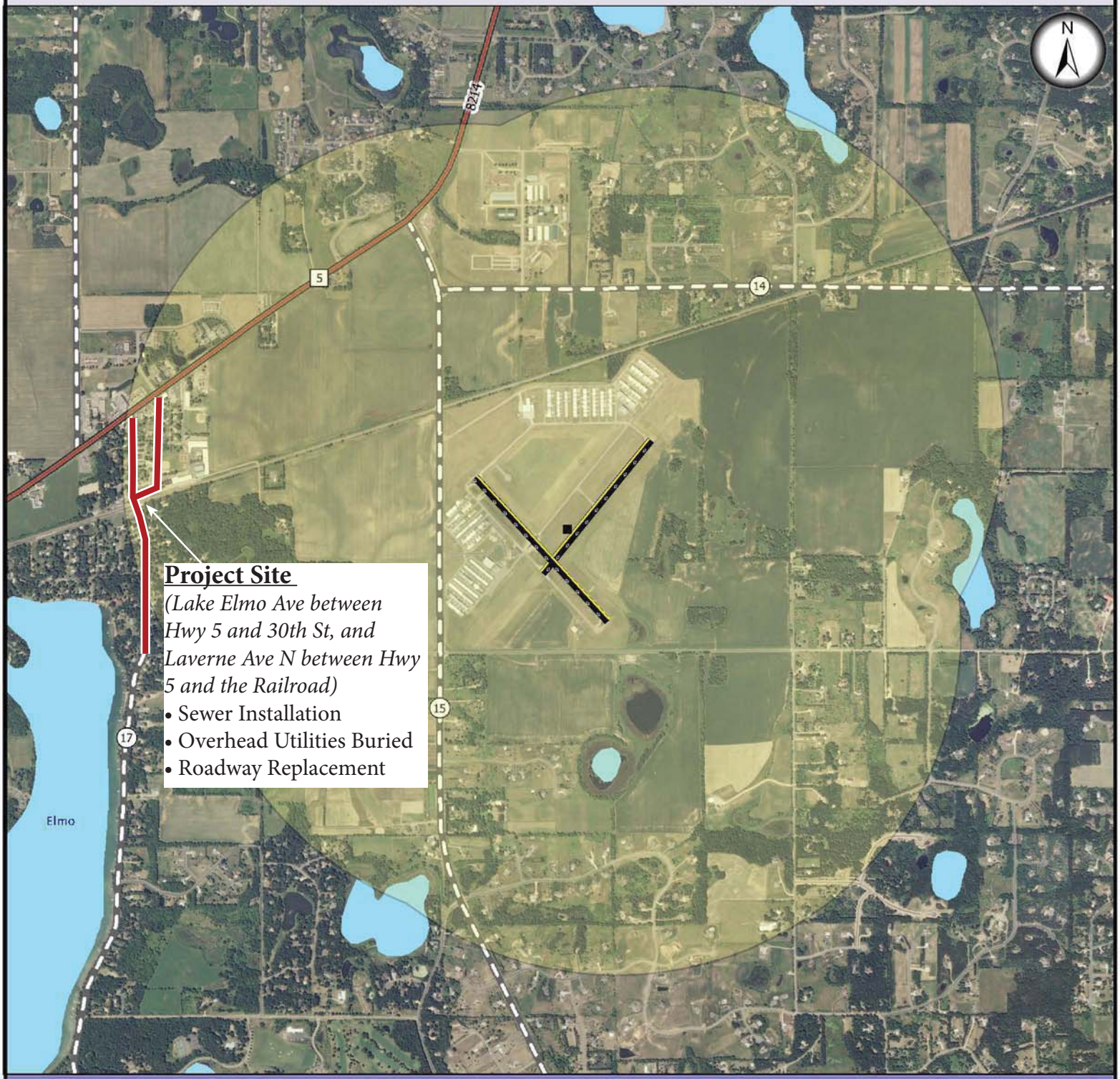
Project Maps: Attached

Please let me know if any further information is needed for your analysis and determination.

Thank you,

Kristin C. Petersen | Planner / Public Involvement
SEH | 3535 Vadnais Center Drive | St. Paul, MN 55110
651.256.0437 desk | 612.423.4584 cell | 651.490.2150 fax
kpetersen@sehinc.com | www.sehinc.com

Lake Elmo Airport
Project Coordination Area



Legend

- Project Coordination Area
- U.S. Interstate
- U.S. Highway
- MN Highway
- County Highway
- Mn/DOT Control Section (0000)

0 1,000 2,000 4,000 Feet

Please contact Mn/DOT Aeronautics if a construction project is planned within the project coordination area.

Toll Free: 1-800-657-3922

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