

Environmental Assessment Worksheet (EAW) for

Wolf Creek Autobahn

Rice County
Faribault, Minnesota

July 15, 2019

TABLE OF CONTENTS

1. Project Title	1
2. Proposer(s)	1
3. RGU	1
4. Reason for EAW Preparation.....	1
5. Project Location	2
6. Project Description.....	2
7. Cover Types.....	7
8. Permits and Approvals Required.....	8
9. Land Use.....	9
10. Geology, Soils and Topography/Land Forms	11
11. Water Resources	14
12. Contamination/Hazardous Materials/Wastes.....	25
13. Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources (Rare Features).....	33
14. Historic Properties	35
15. Visual.....	35
16. Air	36
17. Noise	37
18. Transportation.....	41
19. Cumulative Potential Effects.....	45
20. Other Potential Environmental Effects.....	46

Figures

- Figure 1 Site Location Map
- Figure 2 Site Aerial Photo
- Figure 3 Master Site Plan
- Figure 4 Pre-Development Land Cover
- Figure 5 Post-Development Land Cover
- Figure 6 Soils Prime Farmland Map
- Figure 7 Zoning Map
- Figure 8 Delineated Wetlands Map
- Figure 9 Impaired and Public Waters
- Figure 10 County Well Index Map
- Figure 11 Sanitary Forcemain
- Figure 12 Architectural/Historic Resources Map
- Figure 13 Proposed Landscaping Plan
- Figure 14 Noise Receptors

Attachments

- Attachment 1 Wetland Delineation Report
- Attachment 2 Minnesota Department of Health Well Reports
- Attachment 3 Preliminary Water Quality/Stormwater Summary
- Attachment 4 Draft Soil Boring Logs and Location Map
- Attachment 5 Phase I Environmental Site Assessment Update
- Attachment 6 Phase II Environmental Site Assessment
- Attachment 7 Natural Heritage Information System Response
- Attachment 8 State Historic Preservation Office Response
- Attachment 9 Noise Modeling Report
- Attachment 10 Traffic Impact Study

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

Wolf Creek Autobahn Development

2. PROPOSER

Proposer: Wolf Creek Motorsports, LLC
Contact Person: Neal Krzyzaniak
Title: President
Address: 1736 Millersburg Blvd West
City, State, ZIP: Dundas, MN 55019
Phone: 612-709-1893
Fax: N/A
Email: nealkay@live.com

3. RGU

RGU: Rice County
Contact person: Julie Runkel
Title: Environmental Services Director
Address: 320 Third Street NW
City, State, ZIP: Faribault, MN 55021
Phone: 507-332-6113
Fax: 507-332-6277
Email: jrunkel@co.rice.mn.us

4. REASON FOR EAW PREPRATION: (check one)

Required:

- EIS Scoping
 Mandatory EAW

Discretionary:

- Citizen petition
 RGU discretion
 Proposer initiated

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

Minn., Rules 4410.4300 subpart 14B Commercial Facilities, subpart 19 Residential Development, subpart 20 Campgrounds and RV Parks, subpart 32 Mixed Residential & Commercial Projects, subpart 34 Sports or Entertainment Facilities, and subpart 36 Land Use Conversion.

5. PROJECT LOCATION

County: Rice

City/Township: Forest Township

PLS Location (¼, ¼, Section, Township, Range): NW ¼ and SW ¼ of Section 12 and NW ¼ Section 13 of Township 111 N, Range 21 W

Watershed (81 major watershed scale): Cannon River (HUC-8: 0704002)

GPS Coordinates: -93.3014, 44.4357

Tax Parcel Number: 0613225001, 0612325001, 0612300001, 0612225001, and 0601350001, 0613250001, 0602475001.

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

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

6. PROJECT DESCRIPTION:

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

Wolf Creek Motorsports, LLC. is proposing to construct on 466.41 acres in Forest Township a new combined residential, recreational and commercial development focused on automotive recreation. The development will include new villas, a recreational road course, kart course, RV Park, convenience market and fuel station, and retail businesses related to automotive recreation.

- 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.

Wolf Creek Motorsports, LLC. (project proposer) is proposing to construct a new combined residential and commercial development centered on an automotive recreation complex called Wolf Creek Autobahn. The new development will be located on 466.41 acres located in Forest Township, Rice County, Minnesota (project site - see **Figure 1**).

Project Site – Existing Conditions

The project site is located east of County State-Aid (CSAH) 46 (aka Bagley Avenue) and west of US Interstate 35. The total project site is 466.41 acres, where 130.85 acres are located south of CSAH 1 (aka Millersburg Boulevard) and 335.56 acres are located north of Millersburg Boulevard.

The main current use at the project site is agricultural lands, including crop fields and several farmsteads. The site also includes some wetland and forested areas. Wolf Creek is located immediately to the south of the site and Heath Creek flows through the northeastern most corner of the project site. The Wolf Creek Autobahn development will

not disturb either creek. An aerial photograph of the site is provided as **Figure 2**, and a site development plan is provided as **Figure 3**. The project site includes six parcels which are summarized in **Table 1**.

Table 1: Parcels within the project site

Parcel ID	Parcel Size	Current Use	Project Details
0613225001	128.35 ac	Agricultural Homestead	Farmstead to be removed
0612325001	78.7 ac	Agricultural	No existing infrastructure
0612300001	52.1 ac	Agricultural	Portion of forest to be removed
0612225001	139.5 ac	Agricultural Homestead	Farmstead to be removed
0601350001	64.7 ac	Agricultural Homestead	Farmstead to be removed
0613250001	2.5 ac	Agricultural Homestead	Farmstead to be removed
0602475001	0.56 ac	Agricultural	No existing infrastructure

Proposed Project

The project proposer has planned multiple components of the Wolf Creek Autobahn project in a phased development, including:

- A 5.63-mile recreational automotive road course
- 300 villas with garage units
- One-mile kart course with 100 stall parking area and 5,000 square foot service building
- 32,000 square foot member clubhouse and 8,500 square foot service and maintenance building
- Four-acre event area with room for temporary outdoor seating for events such as concerts and festivals
- 150-unit Recreation Vehicle (RV) park and bathhouse
- 10,000 square foot retail convenience mart and fueling station
- 65,000 square feet of commercial and retail space for automotive sales and services. A high turnover sit-down restaurant may also be included.
- Development amenities including paved trails and picnic areas

Wolf Creek Autobahn will provide memberships for use of the road course, kart course, club house, and other amenities. Memberships at Wolf Creek Autobahn for use of the road course are included with villa ownership, which will account for up to 300 memberships. Membership at Wolf Creek Autobahn will be similar to a golf and tennis style country club, where members will be able to reserve time on the road course to drive their personal vehicles, attend social/dinner events, and participate in other activities. There will also be up to 400 corporate and social memberships available at Wolf Creek Autobahn, which will allow access to the road course and club house without villa ownership. There will be an onsite vehicle fueling station for members of the Autobahn to fuel their vehicles for the road course. The onsite fueling station will also be available to serve road course vehicles at the Autobahn for events. The onsite fueling station will not be open to the public or used by members for their normal daily driving vehicles.

A management company will oversee the villa association maintenance, road course and grounds maintenance, club house, kart course, event area, and RV Park. The management company will oversee road course operations, including coordination of member reservations for course time, and scheduling of road course events as well as events for the event area. The management company will include several road course instructors who will lead driving school classes on the road course. The management

company will include approximately 30 employees to operate all facets of Wolf Creek Autobahn.

In addition to the members utilizing the road course, there will also be organized events where patrons that are not members at Wolf Creek can register for and participate in recreational driving events. The events will be sponsored or hosted by automotive manufacturers, dealerships, or automotive clubs (e.g. Porsche Club of America). The road course can be configured to host multiple events at one time. Road course events and member reserved course time could occur any day of the week.

The planned hours of operation for the road course will be 7:00 am to 10:00 PM. The planned hours of operation for the clubhouse and event area will be 7:00 am to 12:00 am. The development will include street lighting to serve the villas, club house, parking areas, trails, and commercial businesses. Additionally, an inner portion of the course will have lighting to allow for evening events. The lights for the road course will be similar in height and intensity to lights on the residential roadways within the development near the villas. It is estimated that typical road course events will have from 10 to 30 vehicles participating, with approximately 100 to 200 people accessing the site, including road course users and event spectators. The event area (an opened grass area) will be located in the center of the property and will host various events including concerts and festivals. It is anticipated that the larger events would occur approximately one time per month during the summer with 1,000 to 5,000 people accessing the site including road course users, spectators, and event attendees. The road course will be in operation, for both members as well as planned events, as course conditions allow during the ice-free months, typically from April through October each year. The club house and event area will be open to host events year-round.

A total of five site entrances would be added to serve the development. There will be a main site entrance on Bagley Avenue (see **Figure 3**). A secondary site access point from Bagley Avenue will be located north of the main site entrance. Both access points serve the villa owners, automotive road course, club house, and event area. A third access point off Bagley Avenue south of CSAH 1 will provide access to event parking and kart course. A fourth access point of Bagley Avenue south of the third access will provide access to 150 unit RV Park. A fifth site access point will be located off CSAH 1 providing access to the convenience mart and fueling station, and commercial properties. A pedestrian crossing is proposed across CSAH 1 to connect the villas to the commercial sites. Numerous traffic improvements would be part of the project, including but not limited to, construction of various turn lanes, I35 ramp improvements, CSAH 1 wider right of way dedication, and pedestrian crossing improvements. The traffic improvements under consideration to accommodate the proposed project are described more fully under Item 18.

The villas will be one-, two-, or three-bedroom units that will include garages. It is anticipated that the villas will include approximately 25% full-time occupants who are residents at the development and 75% weekend/seasonal occupants. The villas will be located around the exterior and interior of the road course to give owners views of the course, ponds, and surrounding landscape. The internal roadways constructed to serve the villas will include bridges over the road course. The bridges will be constructed to allow for emergency vehicles to travel both over the bridges on the residential roadway or under the bridges on the road course to ensure first responders can access potential incidents in all areas of the development.

In addition to the road course and villas, the project site will also include commercial development. The commercial development will be located along the south side of CSAH 1 (see **Figure 3**). One commercial property will contain a retail convenience store with fueling station, which will be located adjacent to Interstate 35. The retail convenience store and fueling station will be open to the public to serve both the Wolf Creek Autobahn development residents as well as residents of Rice County, and travelers along the interstate. The convenience store will be approximately 10,000 square feet, have 18 vehicle fueling stations including diesel fuel, and a carwash. The convenience store will not provide or allow overnight stay from over-the-road truckers.

There will be up to five additional commercial properties located along Millersburg Boulevard with a focus of serving automotive recreation (see **Figure 3**) and Wolf Creek Autobahn. The planned businesses could include a high-end body shop with automotive restoration services, a detail shop, a tire shop, a specialty automotive sales shop, a specialty automotive repair shop, and a high turnover sit-down restaurant. While these commercial businesses will be developed to serve the members at Wolf Creek Autobahn, they will be available for patronage by the general public.

All infrastructure needed to support Wolf Creek Autobahn will be constructed as part of the proposed project including internal roadways and utilities. There are four existing farmsteads located on the project site. The farmsteads and many of the associated farm buildings will be demolished and removed to facilitate construction and development of the project. Some of the existing farm buildings, such as sheds or out buildings, may be saved and repurposed for equipment storage to serve the Wolf Creek Autobahn development.

Stormwater will be managed on site through the construction of stormwater ponds and infiltration basins as well as ditches and storm sewer infrastructure. The new stormwater system will collect and treat stormwater from the road course, villas, and commercial properties. Wastewater from the development is proposed to be through a neighborhood-wide sewer collection system proposed to be connect to a new proposed wastewater sewer force main. The new force main is proposed to transport wastewater approximately 7 miles south to the City of Faribault, where it will connect to existing city infrastructure and be conveyed to the City of Faribault's wastewater treatment plant. The new force-main is proposed to be constructed along Bagley Avenue (CSAH 46) within platted Rice County right-of-way. It is proposed that a Subordinate Sewer District (SSD) be formed by the County to manage the wastewater collection system. Water will be supplied to the development through the construction of two new wells and public water supply system. The domestic water needs of the development will be similar to other residential developments and commercial developments, which includes providing fire protection.

The project proposer will construct Wolf Creek Autobahn as a phased development. The project will be constructed in several steps: demolition; site preparation and infrastructure; construction of the road course and villas; and construction of commercial businesses. Infrastructure needed to support phases of the villa buildings and commercial properties will be constructed as development progresses.

Development of the project is anticipated to take approximately five years, beginning in 2019 with full build out and project completion anticipated by 2023.

- Phase 1 – Demolition is proposed to occur in 2019 with the demolition and proper removal and disposal of the existing farmstead buildings on project site.

- Phase 2 – Site Preparation and Infrastructure is proposed to begin 2019, continuing through 2021, and include land clearing, site grading, installation of sewer and water infrastructure, and street construction.
- Phase 3 – Road Course Construction is proposed to begin in 2019. Site preparations that take place under Phase 2 will be coordinated to facilitate the construction of the road course.
- Phase 4 – Villa Construction is proposed to begin following completion of Phases 1 and 2 in 2019. The initial villa buildings to be constructed will include approximately 115 units and would be constructed in early 2020. Phase 4 will also include the construction of the clubhouse and associated amenities. Construction of additional villa buildings will be dependent on the purchase of the units from the initial buildings. Construction of villas will occur over time as the market conditions dictate with full buildout (i.e. all 300 units have been constructed) anticipated by 2023.
- Phase 5 – Construction of the RV Park, bathhouse, and kart course is proposed to begin in 2021.
- Phase 6 – Commercial Construction is proposed to begin in summer 2021. The initial commercial property to be developed will be the convenience mart/fueling station. Additional commercial properties will be developed as business partners are identified. Completion of all commercial properties within the development is anticipated to be complete by 2023.

c. Project magnitude:

Table 2: Project Magnitude Data

Total Project Acreage	466.41 acres
Linear project length	5.63-mile road course; 1.0-mile kart course; 6.8-mile wastewater pipeline
Number and type of residential units	300 garage villa units
Commercial building area (in square feet)	10,000 ft ² convenience mart & fueling station 32,000 ft ² clubhouse 65,000 ft ² automotive sales & service businesses; possible high turnover sit-down restaurant 5,000 ft ² kart course office and service building
Industrial building area (in square feet)	--
Institutional building area (in square feet)	--
Other uses – specify (in square feet)	8,500 ft ² maintenance and storage shed 55,277 ft ² clubhouse outdoor amenities 18.6-acre 150 unit RV park 1,000 ft ² bathhouse 74,650 ft ² outdoor event area 196,350 ft ² skid pad 63,292 ft ² paddock Approx. 18,750 ft ² accessory buildings Approx. 1.2 million ft ² Parking
Structure height(s)	Not to exceed 35 ft

- 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 purpose of the project is to create a mixed use planned unit development consisting of commercial, residential and recreational development. Development of the project is not associated with or sponsored by a governmental unit.

- 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.

The proposed Wolf Creek Autobahn project is a stand-alone project and is not dependent on or linked to other future development project. The proposed project utilizes the majority of the 466.41-acre project site. There are no plans for additional development projects at this project site at this time. If Wolf Creek Motorsports proposes development projects in the future, they will be reviewed to determine if additional environmental review is needed to evaluate the project.

- 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.

There are no previous stages of development.

7. COVER TYPES:

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

A summary of existing and proposed land cover types is provided in **Table 3** below and are shown in **Figure 4**. Post project land cover types are shown in **Figure 5**.

Table 3: Comparison of land cover at the project site for pre and post project conditions

	Before	After		Before	After
Wetlands	15.6	15.3	Lawn/landscaping	8.3	143.5
Deep water/streams	2.0	2.0	Impervious surface	2.3	149.9
Wooded/forest	39.3	13.9	Stormwater Pond	0.0	30.0
Brush/Grassland	19.3	98.9	Other (Impervious within Future ROW)	3	3.4
Cropland	366.2	0.0	Other (Pervious within Future ROW)	10.4	10.0
			TOTAL	466.4	466.4

8. PERMITS AND APPROVALS REQUIRED:

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

Table 4: Required Project Permits and Approvals

Unit of Government	Types of Application	Status
Federal		
U.S. Army Corps of Engineers (USACE)	Section 404 Wetland Permit	To be applied for, if needed
State		
Minnesota Department of Health (MDH)	Well Registration Permits	To be applied for
	Well Sealing Notifications	To be applied for
	Well Construction Notifications	To be applied for
	Recreational Campground license	To be applied for
Minnesota Department of Natural Resources (MNDNR)	Water Appropriation Permit	To be applied for
	Utility Crossing License	To be applied for
Minnesota Department of Transportation (MnDOT)	Drainage Review and Permit	To be submitted
Minnesota Pollution Control Agency	NPDES Discharge Permit	To be applied for
	NPDES Construction Stormwater Permit	To be applied for
	Underground Storage Tank Notification (UST) Permit	To be applied for
	Demolition notification checklist	To be submitted
	Voluntary Brownsfield Program Enrollment	To be applied for
Local		
Rice County	Rezone - Mixed Use PUD overlay	To be applied for
	Conditional Use Permit	To be applied for
	Tax Increment Financing	To be applied for
	Grading Permit	To be applied for
	Building permits	To be applied for
	Driveway /Road Access Permit(s)	To be applied for
	Right-of-way Excavation Permit	To be applied for
	Demolition Permits	To be applied for
	Feedlot Closure Notifications	To be applied for
Subordinate Service District	To be applied for	
Rice County SWCD	Wetland Conservation Act (WCA) permit	To be applied for
City of Faribault	Utility Connection Permit	To be applied for
	Utility Repair Permit	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

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 project site is located in Forest Township in Rice County, directly south of the Twin Cities Metropolitan Area. The area around the proposed project in Rice County is primarily agricultural with some rural residential clusters. Within 0.5 miles of the site, there are 10 homesteads. The majority of the site is considered prime farmland and/or farmland of statewide importance (**Figure 6**). Additional discussion about soils is provided in Item 10.

Nearby developing communities include Northfield, Dundas, Faribault, Lonsdale, and Elko and New Market. The adjacent northern counties of Carver, Scott and Dakota have the fastest growing populations from 2010 to 2017 within Minnesota (MN State Demographic Center, 2018¹).

There are no state, county, or municipal parks or trails within the project site. However, three MN DNR Wildlife Management Areas (WMAs) are located within a few miles of the project site. The Paulson WMA is approximately 0.5 miles west, the Milest WMA is approximately 1 mile west, and the LB Illsley WMA is approximately 1.5 miles south. There is also 128.6 acres of State Forest Land 0.5 miles south of the project area. The nearest Minnesota State Park is Nerstrand Big Woods State Park, located approximately 9 miles southeast of the project site. The nearest state trail is the Mill Towns State Trail, located approximately 4.5 miles east in the city of Northfield. Two DNR protected lakes are within 0.5 miles of the site and two DNR protected streams border the north and south property boundaries respectively.

- 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 current Rice County Comprehensive Plan was developed and adopted in 2002 "to assist in the decision making to guide the growth and development for the next twenty years". The County is in the process of updating the plan (2040 Comprehensive Plan update); however, the 2002 plan is the current comprehensive plan for the County. The current Comprehensive Plan identifies a corridor along Interstate 35 as Commercial- Industrial. The project area is located in this identified corridor.

The currently adopted Rice County Local Water Management Plan is effective through December 31, 2019 and was adopted by the Board of Commissioners on January 12, 2016. The project site is located within the Cannon River Watershed "One Watershed One Plan" Planning Area. The Cannon River

¹ <https://mn.gov/admin/demography/data-by-topic/population-data/our-estimates/>. Published August 2018 as per site

Comprehensive Watershed Management Plan is in the final review stages with anticipated adoption date in late 2019.

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

The project site is currently zoned as Highway Commercial. Immediately adjacent to the north of the project site the zoning classification is identified as Highway Commercial. To the northeast of the project site, east of Interstate 35 the zoning classification is Rural Residential. The predominant zoning classification of the land immediately adjacent to the project site from the east, south and west is zoned Agricultural. There is land zoned Highway Commercial to the southeast of the project site east of Interstate 35. Two shoreland zoning classifications of Natural Environmental Shoreland and General Development Shoreland lie further to the west of the project site and to the northwest of the project site respectively.

Along the extent of both the northern and southern boundaries of the project site, lie the DNR protected streams of Heath and Wolf Creeks. Both streams are classified as tributary streams under the Rice County zoning code. The extent of the jurisdictional boundary of the tributary stream classification is 300-feet from the ordinary highwater level (OHWL). At this time the proposed project area is proposed to stay at least 300 feet back from the OHWL of both creeks. Further, both creeks have identified FEMA mapped Zone A floodplain, within the project site (**Figure 7**). These floodplain zones do not have an identified Base Flood Elevation (BFE). At this time the actual project area is proposed to stay beyond the landward extent of the floodplain.

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

Surrounding land use is agricultural mixed with natural areas and some residences. The Interstate 35 corridor runs along the western side of the entire project area. As stated above this area along the I-35 corridor is identified for commercial-industrial development.

The current zoning, Highway Commercial, includes a Mixed Use Planned Unit Development (PUD) Overlay that allows for property in the Highway Commercial district to be rezoned for mixed use development projects, such as the proposed Wolf Creek Autobahn project. The purpose of the overlay is to "provide for the integration and coordination of land parcels, as well as the combination or mixture of varying types of residential, commercial, and recreational land uses".

The proposed project provides all three types of land uses as stated in the purposes of the PUD Overlay. Residential development may consist of a variety of dwelling types and a Mixed Use PUD shall incorporate other commercial and recreational land uses (not just residential housing). The project proposes a 5.7-mile recreational automotive road course, 300 villa and garage units, a Recreation Vehicle (RV) park, a convenience mart and fueling station, entertainment area, and commercial and retail space. Per the zoning ordinance, the development within the Mixed Use PUD will require a Conditional Use Permit (CUP) from Rice County.

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

The proposed project has been designed to meet the County goals and objectives for development in this area. The proposed project has been designed to incorporate the road course on the eastern edge of the project site to place it closer to I-35 and further away from adjacent properties. The project will include berms and walls that will provide visual screening of the development to adjacent properties and also provide noise attenuation. Landscaping will be added to further enhance the visual appearance of the development and provide additional screening.

The proposed project has been designed to stay at least 300 feet back from the OHWL of both classified tributary streams of Heath and Wolf Creeks including the landward extent of FEMA designated floodplain. The proposed project will collect and distribute sanitary sewer south to the City of Faribault for treatment in the wastewater treatment plant, no onsite septic systems are proposed. Further, the proposed project will use water from two drilled wells and distribute across the site, versus drilling individual wells. The project will include a site-wide stormwater management system including curb and gutter, storm sewer, ponds, filtration basins, and drainage swales to manage stormwater, prevent erosion, provide flood storage, and provide water quality treatment.

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 geology in the project area does not contain known sinkholes, shallow limestone formations, unconfined/shallow aquifers or karst conditions. The project site is located outside of the geographic region of Minnesota in which these features are likely to exist. According to the Minnesota Geological Survey (University of Minnesota, 1995, John H. Mossler, Bedrock Geology, County Atlas Series C-9, Plate 2 of 9), the Prairie Du Chien group is underlying the project area. The Prairie Du Chien group consists of dolostone, sandstone, and minor shale. This bedrock group includes the Shakopee Formation, which occupies the upper level of bedrock, and contains quartzose sandstone, shale, and dolostone. Surficial geology includes the late Wisconsinan deposits of glacial outwash containing gravelly sand and stagnant ice deposits of loam and clay loam. There are no anticipated project limitations or mitigation measures based on bedrock or surficial geology.

- 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.

The Natural Resources Conservation Service (NRCS) Web Soil Survey lists several dominant soil map units at the project site. This includes soil units: 104B Hayden loam, 1361 Le Sueur loam, 109 Cordova clay loam, 138B Lerdal clay loam, and 1363 Dundas silt loam. These five soil units comprise approximately half of the project site (**Figure 6**). The Hayden loam map unit contains well-drained fine-loamy till parent materials with a landform of ground moraines and footslopes and is considered prime farmland. The Le Sueur map unit, typically found on summits and hillslopes, contains moderately well drained loam to clay loam over till parent material, and is considered prime farmland. The Cordova, Lerdal, and Dundas map units contain poorly drained clay loams, originating from till parent materials. These soils are considered prime farmland if drained. Several other soil map units occupy the project site, shown in **Table 5**. The following table provides the soil series found within the project site, as per the NRCS Web Soil Survey data.

Table 5: NRCS soil classifications found within the project site

Map Unit Symbol	Map Unit Name	Acres in Project Area	Percent of Project Area
104B	Hayden loam, 2 to 6 percent slopes	68.7	15.20%
1361	Le Sueur loam, moderately coarse substratum, 1 to 3 percent slopes	68.5	15.20%
109	Cordova clay loam, 0 to 2 percent slopes	54.7	12.10%
138B	Lerdal clay loam, 2 to 6 percent slopes	47.9	10.60%
1363	Dundas silt loam, moderately coarse substratum, 0 to 2 percent slopes	43.9	9.70%
104C2	Hayden loam, 6 to 10 percent slopes, moderately eroded	26.3	5.80%
256	Mazaska clay loam, 0 to 2 percent slopes	18.4	4.10%
414	Hamel loam, 0 to 2 percent slopes	17.9	4.00%
114	Glencoe clay loam, 0 to 1 percent slopes	16.8	3.70%
783C2	Lester-Kilkenny complex, 6 to 10 percent slopes, moderately eroded	16	3.50%
1362B	Angus loam, 2 to 6 percent slopes	12.2	2.70%
1408B	Angus-Kilkenny complex, 2 to 6 percent slopes	10.9	2.40%
1080	Klossner, Okoboji and Glencoe soils, ponded, 0 to 1 percent slopes	7	1.50%
1367	Derrynane clay loam, 1 to 3 percent slopes	6.9	1.50%
134	Okoboji silty clay loam, 0 to 1 percent slopes	6.3	1.40%
1360	Rushriver fine sandy loam, 0 to 1 percent slopes, frequently flooded	6.3	1.40%

Map Unit Symbol	Map Unit Name	Acres in Project Area	Percent of Project Area
104D2	Hayden loam, 10 to 22 percent slopes, moderately eroded	4.7	1.00%
783E	Lester-Kilkenny complex, 16 to 22 percent slopes	4.6	1.00%
783D2	Lester-Kilkenny complex, 10 to 16 percent slopes, moderately eroded	3.7	0.80%
1388B	Terril loam, 2 to 6 percent slopes	2.9	0.60%
1501	Klossner muck, 0 to 1 percent slopes	2.1	0.50%
1058	Muskego and Houghton soils, 0 to 1 percent slopes	1.9	0.40%
106C2	Lester loam, 6 to 10 percent slopes, moderately eroded	1.4	0.30%
106D2	Lester loam, 10 to 16 percent slopes, moderately eroded	1.2	0.30%
1016	Udorthents, loamy (cut and fill land)	0.5	0.10%

Construction of the project will cause disturbance to soils through grading and excavation. Total anticipated disturbance to the 466.41.50-acre project site is estimated to be approximately 325 acres. Disturbance will occur primarily to areas currently used for agriculture but there were also be disturbance in the forested areas in the southeast corner of the site as well as disturbance in some wetland areas to construct the proposed project. Approximately 1,162,141 cubic yards of soil will be excavated. Approximately 1,268,913 cubic yards of fill be used. Soil disturbance will result from site grading and the construction of residential structures, roads, road course, clubhouse, trails, sidewalks, commercial businesses, kart course, RV Park, bathhouse, utility infrastructure, and stormwater treatment facilities.

Site grading will result in some changes to existing site topography. However, the grading plan will maintain the overall general site topography where the highest areas of the project site are near County Road 1 with decreasing slopes to the north and south towards both creeks. Topography will be maintained where possible with the exception of where the elevations need to be changed to accommodate certain project features. Specific items that will require changes to the existing site topography include the construction of the proposed bridges (i.e. lowering the road course to go under a bridge for a residential road to villas within the development), construction of building foundations for the villas, club house, or commercial business, construction of stormwater basins, or lowering site features to reduce potential noise impacts. The goal of project construction will be to have a net balance in total soil moved, meaning minimal soil imported to or exported from the project site. The main material that will be imported to the project site will be gravel and aggregate base for construction of the road course and building foundations. Excess soil moved during site grading will either be spoiled onsite or used to construct perimeter berms. Excavation depths for the building pads for the villas, club house, and commercial businesses areas are expected to range from approximately one to four feet. Dewatering may be necessary in low-permeability clay soils. All disturbed areas will be permanently seeded and vegetated. The project will include a

permanent stormwater management system (described under Item 11 ii) that will include ponds, swales, and stormwater pipes to manage and convey stormwater runoff. This system will be design and constructed to ensure runoff from the development does not result in soil erosion.

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.

Several surface waters are present within the project site. A wetland delineation (**Attachment 1**) and waterbody survey were performed in November 2017 and identified seven wetlands and four waterbodies within the project site (**Figure 8 – Delineated Wetlands**). The northernmost parcel (0601350001, 65.28 acres in size) was added to the project in fall of 2018 and was field delineated on April 26, 2019. An offsite wetland determination was performed for the agricultural portions of the additional parcel according to the MN Board of Water and Soil Resources/U.S. Army Corps of Engineers 2016 Guidance for Offsite Hydrology/Wetland Determinations².

The offsite determination methodology was also used to assess the agricultural areas throughout the remainder of the site for the presence of potential wetland basins. Six additional basins were identified during the offsite determination that are assumed to be non-wetland based on historical observations and field data. These areas were reviewed during the wetland delineation boundary approval in spring 2019. Based on the field delineations and offsite reviews completed at the site, there are 14.03 acres of delineated wetlands with an additional 1.58 acres of delineated non-jurisdictional basins, for a total of 15.6 acres.

The offsite determination shows there is one wetland complex within the additional northernmost parcel; no wetlands were identified through the offsite determination for crop land and one NWI wetland complex was identified adjacent to the corridor of Heath Creek. Site wetland boundaries were verified with a field delineation on April 26, 2019. One wetland complex (Wetland 8) was identified adjacent to Heath Creek (Waterbody 5), with an additional depressional wetland on the northern parcel (Wetland 9). Wetland delineation results from 2017 and 2019 are shown in **Table 6** below.

The offsite determination methodology was also used to assess the agricultural areas throughout the remainder of the site for the presence of potential wetland basins. Six additional basins were identified during the offsite determination that are assumed to be non-wetland based on historical observations and field data.

²[http://www.bwsr.state.mn.us/wetlands/delineation/Guidance for Offsite Hydrology and Wetland Determination s.pdf](http://www.bwsr.state.mn.us/wetlands/delineation/Guidance%20for%20Offsite%20Hydrology%20and%20Wetland%20Determination%20s.pdf)

These areas were reviewed during the wetland delineation boundary Technical Evaluation Panel (TEP) review on May 3, 2019. The final classification and boundaries of these basins will require review and approval during an onsite meeting with appropriate agencies that have wetland jurisdiction. Based on the field delineations and offsite reviews completed at the site, there are 20.55 acres of delineated wetlands with an additional 1.58 acres of delineated non-jurisdictional basins. Formal concurrence from the TEP regarding these non-wetland basins is still pending; however, the TEP generally agreed that Basins 1-6 resulted from maintenance issues of the existing surface and subsurface drainage system and were otherwise non-wetland. Should the status of any of the six basins change from non-wetland to wetland when formal TEP approval is issued, they will be addressed appropriately during the permitting process.

During the May 3, 2019 TEP review of the wetland boundaries delineated in 2017 and 2019, Wetland 4 was reduced in size by the TEP from 0.09 to 0.06 acres. The TEP reviewed the wetland boundaries and non-wetland basins identified during the May 3 meeting and verbally concurred with the boundaries, though formal approval is pending. Additional wetland boundaries delineated in April 2019 and supplemental information requested by the TEP are included in the May 2019 Supplemental Wetland Memo.

Table 6: Delineated wetlands documented on the project site during field investigations

Wetland ID	Acres	Circular 39	Cowardin	Eggers and Reed
1	3.39	Type 1/2	PFO1A/PEM1B	Floodplain forest/Fresh wet meadow
2	10.0	Type 2/3	PEM1B/PEM1C	Fresh wet meadow/shallow marsh
3	0.07	Type 1	PEM1Af	Seasonally flooded basin
4	0.06	Type 1	PEM1Af	Seasonally flooded basin
5	0.11	Type 1	PFO1Ad	Floodplain forest
6	0.15	Type 2	PEM1B	Fresh wet meadow
7	0.22	Type 1	PEM1Af	Seasonally flooded basin
8	6.51	Type 1	PFO1A	Floodplain forest
9	0.04	Type 1	PFO1A	Floodplain forest
Basin 1	0.15	NA	NA	Non-wetland
Basin 2	0.11	NA	NA	Non-wetland
Basin 3	0.06	NA	NA	Non-wetland
Basin 4	0.13	NA	NA	Non-wetland
Basin 5	0.65	NA	NA	Non-wetland
Basin 6	0.48	NA	NA	Non-wetland

A desktop assessment of wetlands and waterbodies was also performed for the proposed sanitary force main corridor that will connect the site to existing sanitary lines in the City of Faribault, approximately seven miles south of the project area. The force main will be installed within road ditches running south from the northwest project boundary and connecting with an existing manhole.

The force main intersects five waterbodies, including Wolf Creek, and two NWI wetlands.

The Minnesota DNR Public Waters Inventory identified Wolf Creek (M-048-021) along the southern boundary of the project site, and Heath Creek (M-048-019) along the northern boundary of the project site (**Figure 9**). Five DNR PWI lakes were identified within a mile of the project site, including Mud Lake (66002300), Union Lake (66003200), and four unnamed lakes (66008300, 66007800, 66007300, & 66003300). Eight additional non-public water lakes were identified within a mile of the project site and are all unnamed. There are no additional public waters, lakes, or streams; nor are there any county or judicial ditches, outstanding value resource waters, trout lakes or streams, or migratory waterfowl feeding/resting lakes within the project site boundaries or vicinity.

Wolf Creek and Heath Creek are both on MPCA 303d list of impaired waters. Wolf Creek (MPCA ID# 07040002-522) was initially listed in 2006 as impaired for turbidity and updated in 2014 as additionally impaired for E. coli. Heath Creek (MPCA ID# 07040002-521) was initially listed in 2010 as impaired for E. coli and was updated in 2016 as additionally impaired for fish and macroinvertebrate life. Additional impaired waters within a mile of the project site includes Spring Brook (MPCA ID# 07040002-562) east of the project site, which is impaired for E. coli, turbidity, nitrates, and macroinvertebrate life. Union Lake (MPCA ID 66-0032-00), located northwest of the project site, is listed as impaired for nutrients.

- 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.

The project site is not located within an MDH wellhead protection area or a drinking water management area (MDH 2019³). The project site is within the Cambrian-Ordovician aquifer system, which is comprised of the Maquoketa confining unit, the St. Peter – Prairie du Chien – Jordan Aquifer, and the St. Lawrence – Franconia confining unit (USGS 1992⁴). The project area lays in an area listed as having moderate sensitivity to pollution of the St. Peter-Prairie du Chien-Jordan and the St. Lawrence Franconia aquifers. According to well logs in the area, depth to groundwater ranges from 0 to 60 feet within the project site and vicinity (MDH 2019). One field verified well is located within the project site (Well ID 500523) and has a total depth of 165 feet with a static water level of 33 feet below ground surface (**Figure 10**). Twenty-two other wells are located within a mile of the project site. Well logs are available for 21 of the 22 wells within a one-mile radius of the project site and are included in **Attachment 2, Table 7** below provides a summary of wells within the project site and a one-mile radius.

³ <https://mnwellindex.web.health.state.mn.us/>

⁴ USGS groundwater atlas, published 1992

Table 7: Wells listed on the Minnesota County Well Index within one mile of the project site

Well ID	Owner Name	TRS	Depth (ft)	Comment
100720	HEATH CREEK REST AREA MN	T111N, R21W, S1	0	No log found
114165	POQUETTE, NORMAN	T111N, R21W, S1	153	
119719	JOHN JOHNSON CONST.	T112N, R21W, S35	140	
178510	JOHNSON, JOHN	T111N, R21W, S2	140	
198962	SHERMAN, BEN	T112N, R21W, S36	195	
217775	BARTA, LOREN	T111N, R20W, S18	152	
236871	TENNEEY, DON	T112N, R21W, S35	190	
404677	ZALUSKY, BILL	T111N, R21W, S2	150	
432882	DEBOER, TEBBIE	T112N, R21W, S36	160	
434073	LIEBELT, GREG	T111N, R21W, S2	135	
436435	KNUTSON, GEORGE	T111N, R21W, S2	120	
436474	BERG, ROBERT	T111N, R21W, S2	152	
451201	MONTANYE, CLIFFORD	T111N, R21W, S1	140	
464010	OLSON, LARRY	T112N, R21W, S35	180	
500523	VON RUDE, CHARLES	T111N, R21W, S1	165	Onsite
502761	PURCELL, WILLIAM	T111N, R21W, S2	170	
506711	THIESSEN, MARK	T112N, R21W, S36	120	
522701	BESHARA, JOHN	T111N, R21W, S23	158	
540193	TUMA, LEONARD	T111N, R21W, S2	180	
777610	DEGREGO, RICK	T112N, R21W, S35	220	
783422	MN DOT STATE OF MN	T111N, R21W, S1	102	
799828	NOONAN, TOM	T111N, R21W, S13	135	
1000011616	JOHNSON, JOHN O.	T112N, R21W, S35	165	

Source: Minnesota Well Index, Minnesota Department of Health, accessed January 2019.

Onsite wells will be sealed and closed during project construction as per MDH guidelines. As shown in the table above, only one field-verified well was located within the project site. During a site investigation additional unregistered wells were encountered on the project site (see **Figure 10**). The identified unregistered wells were domestic water use wells serving the residences of the farmsteads as well as one currently unused historic well not in service. These unregistered wells will be properly abandoned, sealed and closed per the appropriate MDH guidelines.

- 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.

Domestic sources of wastewater will be generated from the residential units once constructed and occupied. The retail convenience mart and fueling station and the commercial businesses will also generate domestic strength wastewater. The individual garages within the villas will have floor drains, which will be connected to the sanitary sewer system. The RVs utilizing the RV park will generate domestic wastewater. No industrial strength process water or discharges would be generated by the project. The project proposes to connect to municipal sewer via sanitary force main to the City of Faribault wastewater treatment system.

- a) 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.

The Wolf Creek Autobahn project will include a conventional gravity sewer collection system to serve all residential and commercial development areas. Most RVs have a holding tank and then discharge their wastewater at a disposal location. The wastewater infrastructure at the project site will include a disposal location for RVs to empty their wastewater, which will be connected to the overall development sewage collection system.

A sewage pumping station, wastewater sewer force main, and gravity sanitary sewer will also be constructed to connect to the City of Faribault sanitary sewer system. The force main will consist of a new 6-inch pressure sewer pipe that will extend from the site a distance of about 6.8 miles. The gravity sanitary sewer system will consist of approximately 3,000 feet of 10-inch diameter sewer main and manholes. The force main and gravity sanitary sewer system will be installed within the Co. Rd 46 (Bagley Avenue) right-of-way and connect to an existing City of Faribault gravity sanitary sewer manhole (see **Figure 11**). This manhole is located adjacent to the Aldi Warehouse property.

The City of Faribault has reviewed the proposed connection point and flow estimates from this development. The City has expressed willingness to accept this wastewater and enter into a long-term agreement if the county establishes a Subordinate Service District (SSD) to manage the wastewater collection system.

The wastewater from the proposed development is expected to be domestic strength and will not require any pretreatment or special handling before being discharged to the City of Faribault sanitary sewer system.

The following chart details the expected wastewater flows and loads from the proposed development is presented in **Table 8**.

Table 8: Wastewater flows for the Wolf Creek Autobahn development

	Number	Occupancy	Daily Flow Per Person Gal/day	Utilization Winter	Utilization Summer	Average Daily Flow Winter Gal/day	Average Daily Flow Summer Gal/day
Garage Villas	300	3	75	25%	50%	16,875	33,750
Retail Convenience Mart & Fueling Station	1					7,000	7,000
RV Park	150	3	30	0	30%	0	4,050
Clubhouse (w/ showers) & Restaurant	300 (Guests)	300	120	30%	60%	10,800	21,600
	30 (Staff)	30	100	30%	60%	900	1,800
	Acres		Daily Flow Gal/Acre				
Commercial	23	1	800	75%	100%	13,800	18,400
Total Average Daily Flow						49,375	86,600
BOD - lbs./day (at 250 mg/l)						103	181
Total Annual Wastewater Flow			24,840,000	Gal/year			
Average Total Daily Flow			68,100	Gal/day			

It is not expected that any of the components of the wastewater system will need to be constructed on land that is not public or is not owned by the developer (i.e. no additional private right-of-way would need to be acquired). It is proposed that the sewer force main be located within the road right-of-way of Co. Rd. 46. To the extent possible, the force main will be constructed utilizing directional boring techniques. Impacts at wetland, stream, ditch and road crossings will be avoided by the horizontal directional drilling (HDD) installation construction methods. Stream and wetland crossing permits will be secured from the DNR and Rice SWCD and road crossing permits will be secured from Rice County.

- b) 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.

The proposed project will not include use of a subsurface sewage treatment system.

- c) 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.

The proposed project will not discharge wastewater directly to a surface water.

- 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.

Pre-Construction Site Runoff

Currently, the site is primarily agricultural land, including five farm residences. The site is under conventional agricultural production with reduced tillage, maintaining some crop residue over bare soil. Site runoff is consistent with other agricultural runoff, containing sediment and potential herbicide, insecticide, and fertilizer used on site. Traditionally, agricultural runoff is nutrient-rich and a source of phosphorus and nitrogen, as well as suspended solids. There are eight water and sediment control basins (WASCOBs) on site. The purpose of the existing WASCOBs are to improve farmability of sloping land, reduce erosion, trap sediment, and manage runoff from the contributing drainage areas. Only a small portion (roughly 8 percent) of the site drain to the eight WASCOBs. Approximately 30% of the site is drain tiled, which facilitates subsurface drainage by removing water from the soil profile. The drain tile discharges to Heath Creek to the north and Wolf Creek to the south. The drain tile also discharges into roadside ditches which ultimately drain to the creeks to the north and south. The rest of the stormwater from the site naturally infiltrates the soil, is temporarily collected in wetland and other depressional areas, and/or runs off the site. Stormwater that does not infiltrate or collect in depressional areas flows overland and is collected in grassed waterways and roadside ditches which ultimately discharge to Heath Creek to the north and Wolf Creek to the south. Both Heath Creek and Wolf Creek flow to the east and drain to the Cannon River.

Construction Stormwater and Erosion Control BMPs

The project would involve disturbance of more than one acre of land, and therefore requires application for coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Stormwater Permit. An application for this permit will be submitted to the MPCA prior to initiating earthwork on the site. This permit is required for discharge of stormwater during construction activity and requires that Best Management Practices (BMPs) be used to control erosion, and that erosion controls be inspected after each rainfall event. Erosion control practices that will be implemented on the site include, but are not limited to:

- a) Silt fence and other erosion control features installed prior to initiation of earthwork and maintained until viable turf or ground cover is established on exposed areas.
- b) Street level inlet protection.
- c) Periodic street cleaning and installation of a rock construction entrance to reduce tracking of sediment onto paved surfaces.
- d) Diversion ditches with rock check dams.
- e) Temporary sedimentation basin to provide treatment of runoff before it leaves the construction site.

- f) Stabilization of exposed soils, phased with grading.
- g) Seeding and landscaping to stabilize exposed surface soils after final grading.
- h) Future permanent BMPs will include filtration basins and wet ponds.

Because the above BMPs would be implemented during and after construction, potential adverse effects from construction-related sediment and erosion on water quality would be minimized. Stormwater treatment facilities will be designed to meet MPCA requirements.

Post-Construction Site Runoff

The Wolf Creek Autobahn project proposes disturbance exceeding 50 acres and ultimately discharges within one mile of and flows into impaired waters. As a result, a Stormwater Pollution Prevention Plan (SWPPP) will be submitted to the MPCA with the NPDES General Construction Stormwater Permit application. The MPCA NPDES General Construction Stormwater Permit requires that projects creating a net increase of one or more acres of impervious surface treat a water quality volume of one inch of runoff over the net increase in impervious surface using a permanent stormwater treatment system.

This project proposes a permanent stormwater treatment system consisting of infiltration/filtration basins and wet sedimentation basins (see **Attachment 3** – Draft Stormwater Management Plan). MPCA rules require that stormwater routed to infiltration and filtration systems must receive pretreatment and drawdown within 48 hours. Filtration systems must also be designed to remove at least 80 percent of influent total suspended solids (TSS). Wet sedimentation basins must provide 1,800 cubic feet of permanent storage per acre of contributing drainage area. The water quality volume of wet sedimentation basins cannot discharge at rates greater than 5.66 cubic feet per second (cfs) per acre of surface area of the basin.

A portion of the project site discharges to a drainage ditch along Interstate 35 maintained by the Minnesota Department of Transportation (MnDOT). Therefore, a MnDOT Drainage Permit will be required. In addition to the previously described requirements of the MPCA General Construction Stormwater Permit, MnDOT requires that the post-project discharges not exceed the pre-project discharges to MnDOT Right of Way.

Preliminary soil investigations at the site indicated that Type C and D soils are present across the project site. Initial soil borings at proposed infiltration/filtration basin locations were collected in March 2019 and draft boring logs are available (**Attachment 4**). The final geotechnical report of the project site is being finalized. Review of the draft soil logs indicate that sandy lean clay soils are predominate across the project site. Therefore, following MPCA requirements for these soil types, stormwater infiltration practices are not recommended. Following MPCA requirements for Type D soils, the current stormwater design utilizes filtration basins and wet ponding, rather than infiltration basins, across the project site. The design approach and calculations for the stormwater management system for the proposed project are included as **Attachment 3**.

The Wolf Creek Autobahn project will increase impervious surfaces, which is anticipated to increase the potential for stormwater runoff from the site. New

impervious surfaces at the project site include but are not limited to paved areas (e.g. the road course, driveways, streets, parking areas, and trails), residential villas, a club house, storage builds, and commercial buildings. Stormwater will be routed via overland flow and storm sewer to the permanent stormwater treatment features. As currently proposed, the permanent stormwater treatment system consists of three wet sedimentation basins and twelve filtration basins (see **Figure 3**). These practices will be designed to meet the stormwater management requirements discussed above, prior to discharge offsite into existing drainage ditches.

There is existing drain tile on the project site that provides drainage to facilitate farming and agricultural practices. The existing drain tile will not be part of the permanent stormwater management system at the project site. Drain tile will be removed or plugged and abandoned. The function and stormwater conveyance currently provided by the drain tiles that will be removed will be replaced by the proposed stormwater management system.

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

The proposed project will require domestic water for the residents at the villas, clubhouse, convenience mart and fueling station, commercial business, kart course, bath house and RV park. The anticipated water demand for the proposed project is presented in **Table 9**.

Table 9: Anticipated water demand for the Wolf Creek Autobahn development.

Item	#	Occupancy	Flow Per Person (GPD)	Utilization (%)	Total (GPD)
Garage Villas	300	3	75	50	33,750
Convenience Mart and Fueling Station	1				7,000
RV Park	150	3	30	30	4,050
Clubhouse and Restaurant	300 (Guests)	1	100	60	18,000
	30 (Staff)	1	100	60	1,800
Commercial, acres	23	1	800	100	18,400
Total Proposed Project					83,000
Anticipated Irrigation and Future Demand					135,600
Total Water Demand					218,600

There are existing domestic water wells on the project site, including registered and unregistered wells. These wells will be sealed and abandoned following MDH requirements as described under Section 11.a.ii and will not be part of the water supply system for the Wolf Creek project. The proposed water system is

anticipated to include two (2) water supply wells to meet the water demand. Wells in the area are completed in the Jordan Sandstone aquifer and are typically approximately 400 feet deep. The water bearing sandstone in the region is at approximately 300-400 feet in depth below grade. The proposed water supply wells will consist of 12" steel casing to a depth of approximately 300 feet with the remainder of the borehole open to the water bearing sandstone. Based on discussion with several well drillers in the project area, the required water quantity is anticipated to be available from the aquifer; however, the water contains concentrations of iron and manganese. An iron manganese removal filter is included as part of the proposed water system design.

Two high service pumps are proposed to provide normal water flow within the development. The pumps will be 40 hp, vertical centrifugal pumps with a capacity of 650 gallons per minute (gpm) each. The pumps will be on a variable frequency drive which will maintain a constant pressure; providing a distribution system pressure of between 55 and 60 pounds per square inch (psi). Two 28,000-gallon pressure tanks (sized for a drawdown factor of 0.23) will be installed to maintain pressure and capacity in the distribution system upon peak demands. The well pump schedule will alternate between the two wells and will be controlled by float switches located in a ground storage reservoir or the filter. As the water level drops or rises, the pumps will start/stop accordingly at prescheduled depths.

Well water will be pumped to the proposed iron manganese filter which will improve water quality to concentrations less than 0.03 mg/l. Water will enter the filter in the aeration/detention cell through a 6-inch header with a number of pressure atomizing nozzles to distribute the water into the aeration stream. The aeration stream will be brought into the chamber with a fan and exhausted through a louver. The air oxidizes the iron so that iron can precipitate. Chlorine and potassium permanganate will be added just below the header and spray nozzles for further oxidation to promote precipitation of iron and manganese. Water will then flow from the detention/aeration cell of the filter to the media cell. The filtering will consist of nozzles in a false bottom underdrain with 1-foot of support gravel (1/8" to 3/4" in size) above the underdrain. The proposed filter media is 24-inches of green sand with 12-inches of anthracite coal. The filter media will trap the coagulated iron and manganese and the treated water will flow through the support gravels to the nozzles of the underdrain. The filtered (clean) water will then flow through face piping to the ground storage tank.

After the filter run time (plugging of the filter), the media will be backwashed with filtered water from the ground storage tank; backwash water will flow to a backwash tank. MDH regulations allow 10% of the incoming water to the filter to be recycled from the backwash tank. This will dewater the backwash tank between backwash events. The filtering process will produce approximately 1,500 pounds of iron manganese sludge each year which will be removed and either land applied or landfilled for disposal.

Fire flows are anticipated to be 2,000 gpm for a duration of 120 minutes or 240,000 gallons. Fire protection for the proposed project will be provided by two 2,000 gpm fire pumps and a 300,000-gallon ground storage tank. Filtered water will be discharged into the tank. The tank capacity will allow for additional time for fire protection. The proposed water supply wells will be capable of providing an additional 1,000 gpm of flow utilizing the high service pumps and will be able to be directly connected into the distribution system inside of the filter building.

Well drilling and installation will be performed by a MDH licensed and registered well and boring contractor. The iron manganese filter was designed based on industry design standards (i.e. detention time, filter media dimensions, backwash rate, etc.) and state standards to meet MDH water quality requirements. MDH also requires a 10-year well head protection area. The anticipated protection zone for the proposed water system is 951 feet in diameter based on the following:

10 Year Flow, gal	849,355,000
10 Year Flow, c.f.	113,550,134
Depth of Aquifer, ft	80
Porosity	0.25
Wellhead Protection Area Diameter, ft	951 (2 Wells)

A water appropriation permit will be required for the new wells from the Minnesota DNR. As part of the water appropriation permit, the DNR will require a pump test. For wells of this type the pump test is typically conducted for a 72-hour period with monitoring wells located at 100 feet and 1,000 feet from the pumping wells. Design and/or operational details, discussed in this section, for the new wells may be adjusted based on the results of the pump test.

Based on conformance with applicable industry design and state standards (MDH), completion of required permitting, proper disposal of produced bi-products, and anticipated aquifer production capacity, additional measures to avoid, minimize, or mitigate environmental effects will not be required for the proposed water system construction, operation, or water appropriation.

iv. Surface Waters

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

There are nine wetland basins that have been identified and delineated during field investigations of the project site (see **Table 6**). These delineated wetland basins total 20.55 acres. The project will result in impacts to two of the delineated wetland basins. Impacts will occur to Wetlands 2 and 3 (see **Figure 8**). Both wetlands will be impacted by the construction and placement of road course. Wetland 3 (0.07 acres) will be entirely impacted by grading and fill activities for the construction of the course. Wetland 2 will be only partially impacted by grading and filling activities; the road course has been aligned to cross Wetland 2 at its narrowest point minimizing impacts to this wetland. The course alignment through Wetland 2 will include a box culvert to further reduce wetland impacts and maintain wetland hydrology. The alignment and residential developments were designed in order to avoid as many wetland basins as possible. Specifically, the course has been shifted

from crossing Wetland 2 at a wider point to reduce impacts. Additionally, Wetlands 4, 5, 6, 7, 8, and 9 were completely avoided by the alignment of the design and the placement of villa buildings.

Wetland impacts will need to be permitted through the submittal of a MN Joint Application to the Rice SWCD as the Wetland Conservation Act (WCA) Local Government Unit (LGU) and the U.S. Army Corps of Engineers (USACE). Wetland impacts will be mitigated through the purchase of wetland bank credits as approved by the respective agencies. The Rice Soil and Water Conservation District is the LGU for WCA and the local regulatory body for wetlands in Rice County. The Rice SWCD does not enforce required wetland buffers; however, a 20-foot building setback is applicable to all wetlands under Rice County zoning ordinance and has been included in the project design.

The project will require the construction of an approximately seven-mile sanitary sewer force main to connect with the City of Faribault's existing sewer lines and wastewater treatment system. The force main will be installed within road ditches running south from the northwest project boundary and connecting with an existing manhole seven miles to the south. The force main will be installed through a combination of open trench and HDD bore methods, the latter which will be used to avoid impacts to wetlands, waterbodies, and other sensitive resources that intersect the force main route.

- 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.

The project will not directly impact other surface waters. Indirect impacts during construction will be avoided through construction BMPs and maintenance of temporary and permanent erosion control measures. There are no proposed alterations of surface water features, indirect environmental effects, or change in the number or type of watercraft used (not applicable to the project or the site).

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.

Review of the MPCA "What's in my Neighborhood" website reveals there are two regulated existing facilities on the project site⁵. Both facilities are feedlots including the Von Ruden Farm and the Broske Farm. These farms are being removed from the project site as part of the development of the Wolf Creek Autobahn and will no longer be in operation. The majority of the other sites shown on the "What's in my Neighborhood" website adjacent to the project site are also feedlots. There is one former Brownfields Petroleum cleanup site located one mile west of the project site on CSAH 1 which was associated with a MnDOT project. The cleanup and remedial action were completed, and the site was closed in 2010.

A Phase I Environmental Site Assessment (ESA) was completed in January 2018 for the project site. The Phase I ESA was completed for five parcels totaling approximately 400 acres of the total project site, before the north 66 acres were added to the overall Wolf Creek Autobahn project. In 2019 Phase I Update to the original report was conducted to review the initial project site and also included the north 66 acres (**Attachment 5**). Data and analysis from the initial 2018 Phase I Report are included within the 2019 Phase I Update. The Phase I ESA included a site visit and observations of all the existing farmstead buildings located on the project site. The results of the initial Phase I ESA included the identification of three recognized environmental conditions on the project site:

- Three 550 gallon above ground storage tanks holding either gasoline or diesel fuel without spill containment measures.
- One dump site that contained building materials and roofing materials which are suspected asbestos containing materials.
- Oil staining within the pump house at one of the farmsteads

In addition to the above noted recognized environmental conditions, the Phase I ESA identified potential environmental business risks on the project site including two dump sites and the presence of undocumented water wells. This information is further described with the Phase I ESA (Wenck 2018).

A follow-up Phase II investigation was completed in the March 2019 (**Attachment 6**). The 2019 Phase II ESA included the completion of soil borings at the locations of the removed AST's on Parcel 1 and the AST on Parcel 4, the AST on Parcel 6, the completion of test pits in the previously observed historical dumping areas on Parcel 1 and Parcel 4, collection of suspect asbestos containing materials from Parcel 4 for asbestos analysis and collection of PCB wipe samples from the stained concrete and brick in the pump house on Parcel 4.

The objective of the Phase II ESA (**Attachment 6**) was to identify if soil, groundwater and/or soil vapor impacts are present at the Subject Property at concentrations of concern and to assess RECs identified in the 2018 Wenck Phase I ESA and the preliminary observations of Parcel 6, which was added to the Subject Property in 2019.

⁵ <https://pca-gis02.pca.state.mn.us/wimn2/index.html>

The focus of the investigation was to assess the RECs identified at the Subject Property. In addition, an AST located outside adjacent to the driveway on Parcel 6 was noted during a site reconnaissance for a 2019 Phase I ESA Update and was assessed as part of the Phase II ESA scope.

Wenck encountered up to 6 feet of fill soils consisting of mainly black silt with demo and dump debris in P4 TP-4 located within Parcel 4. Fill was encountered to depths of approximately 1 to 5 feet in the other test pits conducted within Parcel 4. Debris encountered within the fill soils consisted of brick, concrete, ash, metal, glass, wood, siding, tires, machine parts, tile, insulation, carpet, and a refrigerator. In general, the fill is underlain primarily by brown clay and/or silt. Wenck did not discover fill soils in any of the borings or test pits conducted in Parcel 1 or in the boring on Parcel 6.

Soil Analytical Results

Soil investigation data compared detected concentrations of Diesel Range Organics (DRO), Gasoline Range Organics (GRO), Resource Conservation and Recovery Act (RCRA) metals, Volatile Organic Compounds (VOC), and Polycyclic Aromatic Hydrocarbons (PAH) to the Minnesota Pollution Control Agency's Tier 1 Residential and Tier 2 Industrial Soil Reference Values (SRVs). Additionally, MPCA Tier 1 Soil Leaching Values (SLVs) were referenced to evaluate the potential risk to groundwater at the Subject Property from the soil-to-groundwater leaching pathway. There are no established MPCA SRVs or SLVs for DRO and GRO.

Vapor headspace readings for VOCs were not detected above background concentrations via field screening by PID in any soil borings or test pits conducted at the Subject Property. Vapor headspace readings and field observations are included on the soil boring and test pit logs in Appendix A.

DRO was detected in three of the eleven soil samples collected and analyzed for DRO. DRO was detected at 13.8 mg/kg in P4B-1 (0-2.5'), 7.23 mg/kg in P4TP-2 (0-5'), and 170 mg/kg in P4TP-4 (0-5').

Various RCRA metals were detected in all of the samples collected and analyzed for RCRA metals. However, detected concentrations of metals do not exceed the MPCA SLVs, Residential SRVs, or Industrial SRVs. Lead was detected in sample P4TP-4 (0.5') at 250 mg/kg. Since the concentration was over 100 mg/kg, the sample was analyzed for lead by TCLP. The TCLP result showed lead at 0.2 mg/L, below the hazardous waste threshold of 5.0 mg/L for lead, indicating that the lead detected in soil is not considered hazardous waste for disposal purposes.

All eleven soil samples collected from borings and test pits were analyzed for VOCs. VOCs were not identified in soil samples above their respective laboratory method reporting limits and do not exceed the MPCA SLVs, Residential SRVs, or Industrial SRVs.

Various PAHs were detected above the method reporting limit in P4TP-4 (0-5'). Benzo(a)pyrene (BaP) equivalent concentrations were calculated to estimate the aggregated carcinogenic potential of PAHs relative to benzo(a)pyrene. The benzo(a)pyrene equivalent is calculated using the sum of the products of the respective relative potency slope factors multiplied by the compound's soil concentration. The PAHs detected in sample P4TP-4 (0-5') do not exceed the MPCA Residential or Industrial SRVs or MPCA SLVs for individual PAHs or the BaP

equivalent concentrations calculated. PAHs were not detected in any of the remaining samples.

Groundwater Results

Temporary wells were installed by Midwestern at boring locations P1B-1, P1B-2, P4B-1, and P6B-1. Groundwater was only encountered in boring P6B-1 on Parcel 6.

DRO, GRO, and VOCs were not detected above laboratory reporting limits in the groundwater sample collected from P6B-1. Copies of the Test America laboratory report and chain-of-custody documentation are included in Appendix B.

PCB Wipe Sample Results

Five PCB wipe samples were collected from the stained brick walls and concrete in the pump house on Parcel 4. There were no PCB detections above laboratory reporting limits in any of the five PCB wipe samples. Copies of the Test America laboratory report and chain-of-custody documentation are included in Appendix B.

ACM Sample Results Debris Piles and Test Pits

According to current state and federal regulations asbestos containing material (ACM) is a material which contains greater than one percent asbestos when analyzed by qualitative or quantitative techniques. A total of 10 suspect ACM samples were collected from the debris piles at the Subject Property and analyzed by EMSL for asbestos content. The laboratory report did not identify greater than one percent asbestos content in any of the 10 materials sampled.

Based on the results of the Phase II ESA, the 2019 Phase I Updated notes the following conclusions:

This 2019 Phase I ESA Update has identified no evidence of RECs, CRECs, or HRECs relative to the Subject Property, except for the following:

- Diesel range organics (DRO) were detected at 170 mg/kg in a soil sample collected and analyzed from test pit P4TP-4 (0-5'), from an area of dumping located on Parcel 4 during the Wenck 2019 Phase II ESA.

The Phase I ESA Update identified the following business/environmental risks:

- The presence of the water wells is not considered to represent a REC, CREC or HREC for the Subject Property. However, the wells are considered a business environmental risk. The wells in use should be registered with the Minnesota Department of Health and the unused damaged well on Parcel 2 should be properly abandoned in accordance with all applicable local and State regulations.

Based on the field observations and laboratory analysis of soil, groundwater, PCB wipes, and suspect ACM samples collected and analyzed from the Subject Property, the Phase I ESA Updated included the following conclusions and recommendations:

- i. Enroll the Subject Property in the MPCA Voluntary Brownfields (PB) Program;
- ii. Submit the Phase I and II ESAs with the enrollment application and apply for a General Liability Letter from the Petroleum Brownfields Program for the low-level detections of DRO in soil at the Subject Property.

- iii. When development plans are known, submit a Response Action Plan/Construction Contingency Plan (RAP/CCP) to the MPCA Voluntary Brownfield Programs for review and approval for the management of the DRO impacted fill and debris removals.

In addition, a hazardous materials survey will be completed and, if needed, an abatement plan will outline the procedures necessary for demolishing and removing the farmsteads and associated structures. The abatement plan will identify sampling and disposal requirements for potentially hazardous materials that need to be removed during demolition prior to the start of site construction. Removal of hazardous materials and asbestos containing materials from the site during demolition will be conducted by licensed contractors and will be required to be disposed at appropriate disposal facilities.

- 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 proposed project will generate solid waste. The majority of the waste generated will be municipal solid waste (MSW) typical of other residential developments. The residents living in the villa units, either full or part time, will generate household MSW that would be similar to other residential developments in the area. MSW would also be generated at the clubhouse which will be food and other domestic wastes produced during events. Road course events will also produce MSW that would be consistent with waste produced by a sporting event or festival. The convenience mart and fueling station would generate MSW that will be consistent with other similar convenience mart business in Rice County. The automotive commercial businesses will produce waste similar to other automotive retail businesses including cardboard, soiled shop rags, used waste oil, automotive parts, and other materials. Depending on the specific business type and amounts of waste produced these automotive commercial businesses may need to register with the MPCA as small or very small quantity hazardous waste generators. The residential villas, clubhouse, event area, convenience mart, and commercial businesses will all also generate recyclable wastes including plastics, glass, paper, cardboard, aluminum, and electronics.

All waste produced by the Wolf Creek Autobahn development, as well as the convenience mart and commercial businesses, will be managed by licensed solid waste contractors. The management company of Wolf Creek Autobahn will contract with a licensed solid waste company to provide waste receptacles on the property and to have the waste collected on a regular basis. The convenience mart and commercial businesses will also be required to contract with a licensed solid waste contractor to collect wastes. The Rice County solid waste landfill is located in Dundas, approximately eight miles southeast of the project site and is a potential disposal location for all MSW generated by the proposed project. However, individual waste haulers often have contracts for disposal of the waste they collect. Therefore, the actual disposal location of MSW will be dependent on the waste hauler contracted to serve the project. In addition to the sanitary landfill, Rice County maintains a recycling program, where residents and business within the county can dispose of

recyclable materials and waste. The management company of Wolf Creek Autobahn will implement a recycling program to collect recyclable materials from the villas as well as from the clubhouse and event area, including paper, plastic, aluminum, cardboard, and glass. The owners and operators of the convenience mart and commercial businesses would also potentially participate in recycling programs to reduce the total amount of waste produced by their businesses.

- 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.

There will be some hazardous materials and chemicals used and stored on the project site to support the construction and operation of Wolf Creek Autobahn. During construction of the project the contractors tasked with site grading, utility installation, and paving of the road course will have temporary storage tanks on the site to house materials such as diesel fuel and hydraulic fluid needed for the construction vehicles and equipment. The building contractors will also likely use some hazardous materials such as paints, fluids, and solvents during the construction of the villas, club house, retail convenience mart, and commercial businesses. All contractors that undertake the various components of project construction will be required to properly manage and store all hazardous materials and chemicals that are brought to the project site. The construction contractors will also be responsible for addressing spills that may occur including clean up, reporting, and if needed, remediation.

The proposed project is located adjacent to two waterbodies, Heath Creek on the north end of the project site and Wolf Creek of the project site. Due to the proximity of the development to these waterbodies there is the potential that the risk for impacts to these creeks could occur if proper prevention and cleanup measures are not developed and employed. The proposed project design will not include features within the County 300-ft waterbody setback. This setback provides protection to the waterbodies to ensure hazardous items at the project site will not enter directly into the waterbodies. The proposed project will include several other protection measures and procedures to ensure the waterbodies are protected and that spills properly addressed.

The proposed project will include an onsite fueling station, located near the central entrance to the residential villa development (see **Figure 3**). This fueling station will be operated by the management company and will provide service to villas residents and members in the autobahn club. The purpose of the fueling station is to provide fuel to modified road course cars used at the autobahn, eliminating the need for these cars to travel to an offsite fueling location or public retail gas station. The onsite fueling station would also be used to provide fuel to non-member autobahn users during onsite motorsport events. The onsite fueling station will not be open to the public as a retail station and will only be used to supply fuel to vehicles using the autobahn road course.

The onsite fueling facility will have two Underground Storage Tanks (USTs) containing two different types of gasoline, likely to include a typical retail premium gasoline as well as higher octane performance gasoline. Each UST will have an approximate capacity of 3,000 gallons and have an associated fuel dispenser used by club patrons to fuel their road course cars that are used at the facility. Installation of the tanks and dispensers will be overseen by a MPCA certified tank contractor, in compliance with all MPCA UST regulations (MN Rules, Chapter 7150). Notification will be sent to the MPCA at least 10 days prior to installation and within 30 days of initial use, prior to tank filling.

The fueling station will employ all required spill prevention and leak detection methods to prevent a release of fuel to the environment. The USTs and associated underground piping will be double walled and have corrosion protection and leak detection. Secondary containment and overfill protection will be provided for the fill port by a liquid tight spill bucket. The tank will have an alarm or automatic shutoff to prevent overfilling. The dispenser will have an automatic shut off.

The tank system will be inspected regularly to ensure proper operation. Monthly inspections will include the spill bucket, dispenser, dispenser sump, submersible pumps, piping leak detection (for pressurized piping 0.2 gallons/hour), and the tank sump. Annual inspections/testing will be done for piping leak detection (pressurized, 0.2 gallons/hour), line leak detector function, sump sensors, and tank interstitial sensors. Piping leak detection will be done every three years if a suction dispenser is used.

The facility will also have designated operators who will be responsible for safe operating and maintenance of the USTs and related piping, dispensers, and other equipment. Operators must pass an exam to ensure knowledge of safe operating and maintenance procedures.

In addition to the onsite fueling station, there will be some small amounts of hazardous materials stored and used at the Autobahn. This will include fuel, oil, and hydraulic fuel for maintenance vehicles such as lawn mowers and landscaping equipment used by the management company of Wolf Creek Autobahn. This fuel will be kept in either 55-gallon drums or smaller five to ten-gallon cans. These items will be stored in a maintenance shed facility that will include fire cabinets for flammable materials. The larger drums or totes would be stored over containment cells. There will also be small quantities of fertilizers, herbicides, and pesticides associated with landscaping and maintenance of the overall facility, as well as cleaning supplies and solvents used at the facility. These items will be stored in appropriate maintenance buildings or the clubhouse. Water to the Wolf Creek Autobahn will be supplied by two new wells, which will include a pump house. Within the pump house, chemicals needed for domestic water treatment will be stored including chlorine, fluorine, and potassium permanganate. These chemicals will be stored in appropriate containment areas within the pump house and will be consumed in the water treatment process. The empty containers from these chemicals will be disposed by an appropriate solid waste contractor.

The management company for Wolf Creek Autobahn will have materials located at the project site that will be utilized for addressing minor spills on the road course, skid pad, or fueling station. Staff will be trained in proper methods for responding to and cleaning minor spills at the Autobahn. Spill kits will be stored at the maintenance shed, onsite fueling station, and at locations along the road course. Used spill kits

will be properly disposed at an appropriate location. For large spills the management company will contract with an on-call emergency response company, who would be contacted to address larger spills. The City of Northfield Fire Department will be the first responders that will have responsibility for addressing emergencies at Wolf Creek Autobahn. Spills larger than five gallons are required to be reported to the MPCA and may require follow actions such as soil remediation. The management company will be responsible for properly address all clean-up, remediation, and reporting requirements for the spills that occur within the Autobahn development.

A separate convenience mart and retail gas station will also be a part of the development but will be operated by a separate company. This gas station will be open to the public and be similar to other retail convenience mart/fueling station businesses in Rice County. A retail fueling station with 18 pumps/vehicle fueling positions would normally have multiple underground storage tanks that are 10,000 to 12,000 gallons in size. The total number of tanks will be dependent on the number of different types of fuel to be sold at the facility. As part of the agreement, the gas station operator will be required to comply with all MPCA UST rules to prevent leaks or spills, as outlined above. The owners and operators of the retail gas station will be required to address spills that may occur at their facility including having properly trained staff that can responded to spills, having materials stored at the facility to address minor spills, and having procedures and potentially outside contractors available to respond to and address larger spills.

The commercial retail businesses focused on providing automotive services will also likely store and utilize small amounts of engine oil, hydraulic fluid, and cleaning solvents. The individual business owners will be responsible for properly storing and handling hazardous chemicals. These business owners will be responsible for properly addressing spills that occur potentially occur at their property.

- 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.

The Wolf Creek Autobahn development will generate a limited amount of hazardous wastes. The operation and maintenance of the road course will generate small quantities of used oil, hydraulic fluids, solvents, and shop rags. The operation of the wells will generate empty containers from the chemicals consumed in the water pre-treatment process. The filter backwash for the wells will generate approximately 1,500 pounds per year of magnesium sludge which will require disposal. However, the sludge will be tested and may qualify to be land applied. The management company for Wolf Creek Autobahn will utilize an appropriate licensed solid waste contractor for disposal of all hazardous wastes generated. Hazardous wastes will require disposal at an appropriate licensed facility.

The convenience mart and fueling station, as well as the commercial businesses may produce some hazardous wastes such as used oil, tires, batteries, or fluids. The owners of these businesses will be required to contract with an appropriate licensed solid waste hauler to properly dispose of hazardous wastes.

Depending on the amount of hazardous waste generated by either Wolf Creek Autobahn or the commercial properties, these entities may have to register as a very small or small quantity hazardous waste generator with the MPCA. Once registered, the MPCA requirements and practices for hazardous waste disposal and reporting would need to be followed and implemented.

13. FISH, WILDLIFE, PLANT COMMUNITIES, AND SENSITIVE ECOLOGICAL RESOURCES (RARE FEATURES):

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

The project site is currently primarily agricultural including pasture land and row crop production, with four farmsteads within the project boundary. Approximately 366 acres of the project area acreage is agricultural. Three forested areas are present, with forested fringe along Heath Creek to the north and Wolf Creek to the south. There is a small area of woodland adjacent to Interstate 35, in the northwest corner of the intersection of Interstate 35 and Millersburg Boulevard. Several wetlands are present on the property, which are predominately farmed wetlands used for crop production. There is one large wetland just over 10 acres in size that is a mix of wet meadow and shallow marsh wetland communities. The project site is reflective of land use and habitat in the surrounding area, which is primarily agricultural, with interspersed naturally vegetated areas, lakes, wetlands, and streams.

The forested corridors along Heath Creek and Wolf Creek provide semi-contiguous habitat patches for wildlife. The remaining wooded portions of the site provide some wildlife shelter but are quite small and disconnected from nearby habitat. Though currently the pre-construction land use is primarily agricultural, the project site may serve as a wildlife corridor for movement between patches of habitat. The presence of wetlands and intermittent streams on the project site likely supports animals such as deer, fish, macroinvertebrates, amphibians, reptiles, small rodents, migratory waterfowl, birds, and other wildlife found in rural agricultural areas and riparian habitat. Mature trees on the property also provide refuge for birds and small mammals.

- 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 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 DNR Natural Heritage Information System (NHIS) Database was originally queried in January 2018 (ERDB 20180373) with a response received April 2, 2018 and April 11, 2019. The initial response in 2018 indicated that there were no anticipated effects from the proposed Wolf Creek Autobahn project to any known occurrence of rare features. NHIS results are valid for one year so the NHIS was queried again in January 2019 in order to update the results. The 2019 NHIS query utilized license agreement LA 917, 140076 held by Wenck for review of NHIS information. The 2019 results matched the 2018 results where no rare features were identified within the project site. These findings were sent to the DNR for concurrence in January 2019 and concurrence was received in April 2019.

(Attachment 7). The April 2019 concurrence letter from the DNR indicates there are no new records or features in the vicinity of the project and that the previously provided natural heritage letter from April 2018 is valid until April of 2020.

There are four Minnesota County Biological Survey Sites of Biodiversity Significance (MCBS Sites) within a one-mile radius of the project site (Forest 1, Forest 24, Union Lake – west site and Union Lake – east site). There are no MCBS sites within the boundaries of the project site. Three of the MCBS sites are ranked as having high biodiversity significance (Union Lake sites, Forest 1) and one site is ranked as having below minimum threshold biodiversity significance (Forest 24). The Wolf Creek Autobahn Project will not infringe upon or impact these MCBS sites in Rice County.

- 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.

Many areas of the project site have been previously disturbed from prior agricultural practices including cultivated crops. The project site contains approximately 366 acres of agricultural land; natural communities consist of approximately 19 acres of grassland, 39 acres of woodland, 2 acres of streams, and 15 acres of wetland. Project activities will result in the loss of approximately 26 acres of forested communities. This impact will result from three segments of road course constructed within the southeast quadrant of the property north of Millersburg Boulevard. This will not impact rare species or ecosystems but will result in a loss of forested habitat for wildlife which rely on forested cover. The forested communities along Heath Creek to the north and Wolf Creek to the south will not be impacted by the project and will continue to provide a buffer to the wetland and waterbody complex present at each site.

In general, areas that are currently vegetated will experience grading and excavation for the project construction. Grading activities disturb soils, which has the potential to provide a seed bed for noxious weeds. The revegetation practices at the project site will be managed using BMPs, planting of approved native seed mixes, and other measures to control the spread of undesirable vegetation. An increase in invasive species is not anticipated to result from the project.

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

Efforts were taken by the project proposer during the design of the development features including the villa locations and road course alignment to avoid wetland features. These avoidance measures help to preserve the majority of wetland habitats on the project site and ensure they are available to be utilized by wildlife. One item related to the proposed project that will influence wildlife habitat is the addition of new grassland areas. Approximately 95 acres of undeveloped agricultural land will be planted with a native grassland seed mix which will provide native grassland habitat. These areas that will be planted with a native grassland seed mix will be within the undeveloped land within the course alignment. These lands will provide some habitat for deer, small mammals, migratory birds, and pollinators. Undeveloped areas immediately adjacent to the residential areas will be planted with turf grass and maintained.

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.

The proposed project would be located on a 466.41-acre site. Land use on the site mainly consists of actively farmed agricultural fields, as well as wetland and forested areas. There are four farmsteads located on the project site. The majority of the project site will be altered to facility the development of the features included as part of Wolf Creek Autobahn. A letter was sent to the State Historic Preservation Office (SHPO) on January 3rd, 2018 requesting a review of the state databases for the presence of known historical sites, archeological sites, or other cultural resources near the project site. An updated letter was sent to SHPO on January 11, 2019, as queries of the state databases of cultural resources are valid for one year. A response was provided from the SHPO office indicating that review of the databases revealed that there are no known records of historic sites, architectural properties, or archaeological sites on the project site through a search of the Minnesota Archaeological Inventory and Historic and Architectural Inventory databases (**Attachment 8**). The search did reveal two identified historic resources, within one mile of the project site. These records include a historic farmhouse off of County Road 59 and Bridge No. L2763 over Wolf Creek (see **Figure 12**). The proposed project will mainly convert agricultural lands to the uses associated with the driving course, villas, convenience mart, and associated utility infrastructure for the development (i.e. roads, stormwater management features, community wastewater treatment system). The four existing farmsteads will be demolished and removed from the property. These proposed activities associated with the project would not impact historic properties or archaeological resources.

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.

There are no scenic views or vistas on or near the project site. The project is located in an agricultural area and views are primarily open fields (row crops) interrupted by farmstead sites and/or periodic stands of trees. Topography in the area is relatively flat to gently rolling with Interstate 35 immediately adjacent to, and visible from, the project site. From Millersburg Boulevard the site slopes to the north towards Heath Creek and the south towards Wolf Creek. Visual effects from the project will be limited to a change in the landscape at the project site from the construction of the new building and infrastructure for the mixed-use development. This will include the villas, road course, clubhouse, convenience mart, and commercial businesses. Trails, picnic areas, and other landscaping elements will be incorporated into the project. Street lighting will serve the villas, trails, and commercial businesses with lighting of portions of the course and other site areas for evening events.

This area that includes the project site has been targeted for development as a designated highway commercial district and visual impacts will be consistent with the developed land

use. The proposed project will include a perimeter fence as well as berms. These features will be added to the development to provide privacy for residents within the development, secured access to the development for safety, and noise mitigation to reduce noise levels at adjacent properties. These features will also provide a visual effect on the overall development in the form of screening, limiting the visibility of the new development features associated with the villas and road course to the adjacent property owners. The development will also include a landscape plan (see **Figure 13**) that will include planting of vegetative screening both within the development as well as outside of the perimeter fence and berms. The vegetative features of the landscaping plan will help to mitigate the visual change to the land scape from the construction and operation of the Wolf Creek development. No additional measures to avoid, minimize, or mitigate visual effects from the project have been identified.

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.

No significant impacts from air pollutants from stationary source emissions are anticipated. The proposed project does not include significant stationary point source emission units that would trigger the need for air permitting or air dispersion modeling. Any commercial businesses such as auto repair shops would be contained in buildings in accordance with appropriate regulations. The potential for the commercial businesses to be subject to requirements such as New Source Performance Standards (NSPS) or National Emission Standards for Hazardous Air Pollutants (NESHAPs) would be evaluated and permitted if needed, likely with a Minnesota State Option D Registration Permit. Potential commercial businesses that could trigger an air permit assessment include auto body shops subject to the NESHAP for paint stripping and miscellaneous surface coating operations, 40 CFR Part 63 Subpart HHHHHH, or gasoline dispensing facilities subject to 40 CFR Part 63 Subpart CCCCCC.

- 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.

Air emissions at Wolf Creek Autobahn are expected to consist of mobile emissions from the cars both as traffic to the facility and along the course itself. Air emissions would be mostly in the form of byproducts of gasoline or diesel combustion and particulate matter (PM) from the roads and wear of the tires. Mobile sources such as these do not need air permits in Minnesota. Given the expected volume and hours of operation, the emissions of carbon monoxide (CO), nitrogen oxides (NOx), volatile organic compounds (VOC), PM, and carbon dioxide (CO₂) are minor. There are no predicted emissions of sulfur dioxide (SO₂) or lead (Pb). The proposed project area is in attainment with all National Ambient Air Quality Standards (NAAQS) established to

protect human health and the environment. Measures to minimize vehicle-related emissions include traffic planning to move cars along efficiently and reduce idling time.

During construction, additional vehicles including on- and off-road diesel vehicles may be utilized. Mitigation measures may be implemented to reduce potential emissions, such as reducing diesel idling. Increases in pollutants from internal combustion of construction equipment and fugitive dust is expected to be minor and temporary. No adverse impacts to ambient air quality are expected.

- 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.

Temporary impacts from dust and odor may occur during construction of Wolf Creek Autobahn. Grading, excavation, and general earthwork activities would cause dust to occur. Vehicle exhaust from construction equipment may cause diesel fuel odors. Dust and odor impacts would be temporary and would take place during daytime hours during typical construction activities. Significant impacts from odors are not anticipated; weather and wind conditions would influence the level of impact and the receptors. BMPs would be implemented to minimize impacts from dust during construction, including watering dry exposed soil.

It is not anticipated that the proposed project would create permanent dust or odor impacts. Minimal dust would be created due to the implementation of paved roadways and stabilization of exposed soils with vegetative cover. The management company at Wolf Creek Autobahn would have a plan to minimize the amount of dust on the road course for safety purposes. The proposed project does not include significant point source emission sources that would potentially be a source of odors. Odors associated with the project would be from operation of the road course, as well as residential and commercial properties. Odors from the facility's operations are not anticipated to be objectionable.

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 construction and operation of the Wolf Creek Autobahn development will generate noise. Noise in Minnesota is defined as unwanted sound and is regulated by the MPCA under Minnesota Rules 7030. The amount of allowable noise differs between daytime and nighttime conditions where less noise is allowed at night. Additionally, the amount of allowable noise differs based on the noise area classification (NAC). Residential areas have the lowest allowable noise limits, followed by commercial areas, and industrial areas have the highest allowable noise limits. Agricultural areas have the same NAC as industrial areas.

The proposed project layout and the nearby noise sensitive areas/receptors (NSAs) relative to the layout of the road course is displayed in **Figure 14**. All NSAs near the project site are residences on zoned agricultural land. The NSAs do not include hospitals, schools, parks, or places of worship in the immediate area. The project site and the surrounding area are currently agricultural land with Interstate 35 bordering the project site on the east. Preconstruction noise data for the area near the project site has not yet been collected. Based on the proximity of the site to Interstate 35, traffic on the highway is the primary noise source for the area with seasonal agricultural activities also contributing to the existing noise levels.

Construction noise from the proposed project will include heavy equipment noise from grading, landscaping, truck traffic, paving, and construction of onsite buildings. These operations will take place during daytime hours (7 a.m. to 10 p.m. as defined by Minnesota Rules 7030.0020 Subp. 3.) and will be no different than typical construction noise. Heavy construction, including site grading, road course construction, and utility installation is expected to take place over the course of 8 to 12 months. Building construction for the residential villas, club house, commercial properties, and other buildings will take place for 24 to 36 months. Construction will not be continuous and the actual schedule and timing for construction will be driven by market conditions. The amount of noise from the site will depend on the type construction activity. For example, grading, paving, and landscaping will primarily be engine noise from earth moving equipment while building construction will primarily be truck traffic and hand-held tools (hammers, drills, etc.) No pilings are anticipated to be required for construction at this time.

During operation of the proposed project the primary noise sources at Wolf Creek Autobahn will be road course cars lapping on the course. Engine noise from the road course cars will be the primary source of noise but tire squeal will likely also be audible at times. Karts and other onsite vehicle traffic will also generate noise including vehicle traffic at the commercial properties. However, the road course cars will have louder engines and be traveling at higher speeds than the karts and other onsite traffic, therefore contributing more noise to the area. Minnesota Statute 116.07.2a exempts motor vehicle road courses built before July 1, 1996 from Minnesota noise standards. Since the proposed course would be constructed after July 1, 1996, Wolf Creek Autobahn will conform to the noise standards set forth in Minn. Rule 7030.0040. The surrounding area is zoned agricultural and transportation and are considered Noise Classification Area 3. The nearby residences are considered Noise Classification Area 1 and are identified as NSAs on **Figure 14**.

Course operations will be limited to daytime hours (7 a.m. to 10 p.m. as defined by Minn. Rule 7030.0020 Subp. 3.) with actual daily operating hours within that time varying based on the events that are scheduled. The daytime noise limits for Noise Classification 1 Areas are 65 dBA L10 and 60 dBA L50 per MN Rule 7030.0040. L10 and L50 are hourly average limits and not instantaneous limits.

A noise modeling report has been completed for the Wolf Creek Autobahn (see **Attachment 9**). The investigation included modeling of the proposed road course operations to determine noise levels that would be generated on the property and at adjacent NSAs. Sound impacts associated with operations at Wolf Creek Autobahn were estimated using SoundPlan 8.1 noise modeling software. The software is able to account for local topography, atmospheric absorption of sound energy, ground and distance attenuation, barriers, and buildings from multiple noise sources using the ISO 9613-2 standard. As an input into the noise model, a lap simulation was conducted to estimate the lap time and speed of a car over the course. The speed, acceleration, and deceleration of a car on the course determines the level of noise it will generate. The simulation broke the track into

segments and assigns car speeds over that segment. The results of the lap simulation were then entered into the noise model. The noise model is set to distribute the noise along the track segment based on the speed of the segment to represent a car moving at the given speed over the segment.

The road course has been designed to accommodate multiple configurations, including a configuration that creates the longest continuous course, which is 3.71 miles in length (Course 1). There are also smaller course configurations, some of which can be run simultaneously to accommodate multiple events at the Autobahn. The noise investigation included model simulations across four different road course configurations. The first was the longest continuous course which will have the potentially highest car speeds on the course. The second was a loop utilizing the northern half of the course (Course 2) which is 1.31 miles in length. Car speeds would not be as fast on Course 2 as compared to Course 1, however this course will include cars spending more time in proximity to the nearest NSA's adjacent to the north side of the project site. The third modeled scenario was a loop utilizing the southern half of the course (Course 3) which is 1.85 miles. This model scenario includes cars spending more time in close proximity to the nearest NSA's adjacent to the south side of the project site. The final modeled scenario included Course 2 and Course 3 having simultaneous events, which is identified as Course 4.

The noise investigation analyzed multiple operational conditions for the above four different course conditions. The noise model considered the proposed site topography, the location of adjacent noise receptors, and the locations of the proposed villas as part of the analysis. Model input variables that were adjusted as part of the analysis to identify operational scenarios included:

- Allowable noise level produced by a vehicle on the road course
- Number of cars on the course over a period of one hour
- Locations of noise barriers, such as berms or walls
- Height of noise barriers

The road course will be in operation during daytime hours. The most conservative noise standard for the analysis is to compare noise generated by course operations to L50 standard of 60 dBA. The model scenarios were run comparing course operations over an hour to determine if noise level for that hour would be equal to or below the L50 standard of 60 dBA for each of the 10 NSA receptors displayed on **Figure 14**. The proposed noise limit to road course cars set by the management company for the Wolf Creek Autobahn is proposed to be 103 dBA measured at 50 feet. This limit is consistent with noise limits at similar tracks. Other lower noise limits were evaluated by the noise study. Decreases in the noise limit below 103 dBA result in a linear decrease in modeled results. Therefore, only the 103 dBA measured at 50 feet was run within the model and other potential noise limits and results were extrapolated using the linear relationship.

Additional noise mitigation features like 8-foot tall noise mitigating fencing along the property perimeter, berms, villa siting and additional 15-foot tall noise mitigation fencing on the property were also included in the model. Figure 5 of the attached noise modeling report shows these modeling inputs.

The results of the noise analysis identified multiple operational scenarios for each of the four road course configurations that would meet the daytime L50 standard of 60 dBA for all 10 NSA receptors. The operational scenarios that meet the noise standard for all receptors are presented in **Table 10 below**. The results in Table 10 list the modeled noise level of the NSA that was most sensitive for the particular NSA that was most sensitive to noise impacts

within that operational scenario. Modeled noise results for all other NSAs within each scenario had lower noise levels and were below the 60 dBA limit.

Table 10: Initial Operating Scenarios

Configuration	Noise Limit at 50'	Hourly Lap Count	Maximum Modeled Noise	NSA Location
Track 1	103 dBA	50	60.0	NSA 1
Track 1	100 dBA	100	60.0	NSA 1
Track 2	103 dBA	50	59.3	NSA 1
Track 2	100 dBA	100	59.3	NSA 1
Track 3	103 dBA	100	59.8	NSA 5
Track 3	100 dBA	200	59.8	NSA 5
Tracks 2 and 3	103 dBA	50	59.5	NSA 1
Tracks 2 and 3	100 dBA	100	59.5	NSA 1

The above modeled analysis included the following noise mitigation measures that will need to be included as part of the Wolf Creek Autobahn project to achieve compliance with the 60 dBA L50 noise standard.

- An 8 ft high noise mitigating fence (decorative wall) surrounding the entire perimeter of the project site where the road course is located.
- The decorative wall will include a stucco or other finish on the portion facing outside of the development. The inner portion of the wall will include an elastomer material coating to absorb sound.
- A 13 ft tall berm in the northwest corner of the site, that extends for a distance of 1,750 ft. On the berm in this location the decorative wall will be 15 ft. This berm and increased wall height provide additional noise mitigation for NSA 1.
- A 13 ft tall berm in the southwest corner of the site, that extends for a distance of 1,150 ft. On the berm in this location the decorative wall will be 15 ft. This berm and increased wall height provide additional noise mitigation for NSA 5 and 6.

These identified noise mitigation measures will need to be included as part of the project. The proposed noise limits to road course cars by the management company for the Wolf Creek Autobahn will be enforced by the use of sound level meter(s) by employees of the management company. The model results of the noise investigation study demonstrate that there are multiple operational scenarios where the Wolf Creek Autobahn would be in compliance with noise standards. The project proposer, Wolf Creek Motorsports, will need to collect actual noise data during course operations to demonstrate compliance with noise standards. The results of noise monitoring after the project is constructed and is in operation will be used to further refine the operational scenarios that are allowable and in compliance. The noise monitoring will likely lead to refinements in the operational conditions of the road course, include the allowable noise limits for cars or the number of cars allowed on the track per hour. The noise monitoring may identify additional noise mitigations measures that could be needed to ensure continued noise compliance with noise standards. Additional mitigation measures could include:

- further addition of acoustical barriers,
- lowering the course enforced allowable decibel limit for road course cars, or
- limiting the number of road course cars on the course at the same time.

A part of the identification of mitigation measures, Wolf Creek Autobahn proposes to create a noise mitigation plan to be implemented during site operations. The plan will detail the noise measurement procedures and limits for cars utilizing the road course, course operating times, identifying mitigation measures in place and required maintenance schedules, and course contact information for potential noise complaints or concerns. The plan will also identify additional noise mitigation measures that can potentially be implemented if needed after project construction in the event that additional noise reduction is needed to meet noise level rules. The noise plan would also include procedures that may be needed to address noise from occasional entertainment functions (festivals or concerts) at the event area.

The proposed kart course was not included in the noise model due to the highly variable course configuration and variable number of karts on track and the speed they would handle. The proposer is anticipating using electric karts which are far less noisy than the gasoline powered karts due to the lack of exhaust noise. The loudest karts with gasoline powered engines are normally limited to a noise limit of 105 dBA measured 10 feet above the track. If the proposer intends to allow gasoline powered karts, additional noise mitigation will be recommended (ie noise mitigation fencing, site specific noise limit for the karts based on field measured data.

Additional site features like the outdoor event space, skid pad and RV park are not included in the model. These activities should be incorporated into a noise mitigation plan as part of the conditional use permit.

18. TRANSPORTATION:

- 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 following is the existing and proposed parking details.

Existing parking spaces: 0

Proposed parking spaces (see Figure 3 Master site plan for locations):

- Road course, clubhouse and clubhouse outdoor amenity area – 382
- Villaminiums – 600
- Go kart area – 100
- Retail uses – 250 estimated
- Gas station – 50 estimated
- Restaurant – 60 estimated
- Event Parking – approximately 14 acres

The proposed Wolf Creek Motorsports development will generate new traffic in the area from the residential villas, people attending events at the road course, and from

the commercial businesses. A Traffic Impact Study was completed for the proposed project and is included in **Attachment 10**.

The proposed project will include the following uses:

South side of CSAH 1

Land Use	Size
Gas station and convenience store	10,000 square foot store, 18 vehicle fueling positions
Auto care center	15,000 square feet
Tire super store	10,000 square feet
Auto parts and service center	10,000 square feet
High turnover sit down restaurant	6,000 square feet
Auto sales	23,000 square feet
RV Park	150 sites

North side of CSAH 1

Land Use	Size
Villas	300 dwelling units
Road course area with entertainment area and club house	345 acres

The road course portion of the development will operate on weekdays and weekends. The majority of the operation will consist of 200 to 1,000 people on-site using the road course and amenities. Special events with 5,000 people on site are expected to occur 6 times per year. The number of people on-site for each time period is shown below.

- Typical weekday occupancy of road course area
 - 20 employees on site
 - 200 road course users and spectators = 80 vehicles
- Typical Saturday occupancy of road course area
 - 1,000 people including employees, road course users, and spectators
 - Majority of users enter site between 7-8 a.m., leave the site between 7-8 p.m.
- Saturday special event occupancy
 - 5,000 people including employees, road course users, and spectators
 - Occurs 6 times per year
 - Majority of users enter site between 7-8 a.m., leave the site between 10-11 p.m.

Access for the retail uses will be provided on CSAH 1 midway between the I-35 west ramp and CSAH 46. Access for the road course and villas will be provided at two locations on CSAH 46 north of CSAH 1. Access for the event parking and the RV park will be provided on CSAH 46 south of CSAH 1.

A pedestrian crossing is shown on CSAH 1 at the proposed retail access. It is expected this crossing will be utilized by pedestrians crossing between the residential area on the north and the retail area on the south.

The project is expected to be completed by the end of 2025.

The expected development trips for the retail, villa and RV Park uses were calculated based on data presented in *Trip Generation*, Tenth Edition, published by the Institute of Transportation Engineers. Information from the proposer on the expected operational characteristics was used to determine trip generation for the road course and event area. Below is a summary of the trip generation. See the traffic impact study- Attachment 10 for further details on trip generation.

Trip generation:

- Weekday
674 trips during the weekday a.m. peak hour,
777 trips during the weekday p.m. peak hour, and
8,590 total weekday trips.

- Saturday a.m. peak hour without an event
914 trips during the 7-8 a.m. peak hour,
978 trips during the 7-8 p.m. peak hour,
262 trips during the 10-11 p.m. hour, and
11,293 total daily trips.

- Saturday a.m. peak hour with an event
1,618 trips during the 7-8 a.m. peak hour,
1,132 trips during the 7-8 p.m. peak hour,
1,190 trips during the 10-11 p.m. hour, and
14,493 total daily trips.

- 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,

To adequately address the impacts of the proposed project, forecasts and analyses were completed for years 2026 and 2039. Traffic forecasts were completed for several scenarios (see **Attachment 10**).

The study examined weekday a.m. and p.m. peak hour and Saturday peak hour traffic impacts of the proposed development at the following intersections:

- CSAH 1/I-35 east ramp
- CSAH 1/I-35 west ramp
- CSAH 1/CSAH 46
- CSAH 1/retail access (future only)
- CSAH 46/north access (future only)
- CSAH 46/south access (future only)
- CSAH 46/event parking access (future only)
- CSAH 46/RV park access (future only)

Summary of traffic impacts from the study include:

- All movements and intersections are expected to operate at acceptable levels of service (LOS) under the 2019, 2026 No-Build, 2026 Build -No Event, and 2039 No-Build scenarios.
- Under the 2039 Build – No Event scenario, the southbound movements at the CSAH 1/I-35 west ramp operate at LOS E during the weekday p.m. peak hour. The overall intersection operates at LOS B. All other movements and intersections operate at LOS D or better under the 2039 Build – No Event.
- Under the 2026 Build with Event scenario, the following movements operate at LOS E or F:
 - During the Saturday 7-8 am hour, the northbound movements at the CSAH 1/I-35 east ramp operate at LOS E. The overall intersection operates at LOS C.
 - During the Saturday 7-8 am hour, the westbound left turn at the CSAH 46/Event access operates at LOS F. The overall intersection operates at LOS A.
 - During the Saturday 10-11 pm hour, the northbound movements at the CSAH 1/I-35 east ramp operate at LOS E. The overall intersection operates at LOS A.
- Under the 2039 Build with Event scenario, the following movements operate at LOS E or F:
 - During the Saturday 7-8 am hour, the northbound movements at the CSAH 1/I-35 east ramp operate at LOS F. The overall intersection operates at LOS C.
 - During the Saturday 7-8 am hour, the southbound movements at the CSAH 1/I-35 west ramp operate at LOS E. The overall intersection operates at LOS B.
 - During the Saturday 7-8 am hour, the northbound left turn at the CSAH 46/Retail access operates at LOS E. The overall intersection operates at LOS A.
 - During the Saturday 7-8 am hour, the westbound left turn at the CSAH 46/Event access operates at LOS F. The overall intersection operates at LOS A.
 - During the Saturday 7-8 pm hour, the northbound movements at the CSAH 1/I-35 east ramp operate at LOS E. The overall intersection operates at LOS B.
 - During the Saturday 10-11 pm hour, the northbound movements at the CSAH 1/I-35 east ramp operate at LOS E. The overall intersection operates at LOS A.

In addition to the level of service analysis, expected vehicle queues for movements with LOS E or F were also reviewed to determine if operational issues are expected. The 95th percentile queue lengths as calculated using SimTraffic for each scenario are shown in **Attachment 10**.

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

As a result of the traffic study, the project proposer has identified traffic mitigation measures that would be implemented to accommodate the Wolf Creek Autobahn project. In order to accommodate the future traffic volumes, the following items are recommended:

- i. CSAH 1/I-35 east ramp - Widen the northbound approach for a left turn lane/through lane and a right turn lane.
- ii. CSAH 1/I-35 west ramp - Widen the southbound approach for a left turn lane/through lane and a right turn lane.
- iii. CSAH 1/retail access - Construct a westbound left turn lane and an eastbound right turn lane on CSAH 1 and construct the northbound approach exiting the site with a left turn lane and a right turn lane.
- iv. CSAH 46/north access - Construct a northbound right turn lane on CSAH 46 and construct the westbound approach exiting the site with a left turn lane and a right turn lane.
- v. CSAH 46/south access - Construct a northbound right turn lane on CSAH 46 and construct the westbound approach exiting the site with a left turn lane and a right turn lane.
- vi. CSAH 46/event parking access – Construct a northbound right turn lane and a southbound left turn lane on CSAH 46 and construct the westbound approach exiting the site with a left turn lane and a right turn lane.
- vii. CSAH 46/RV park access – Construct a northbound right turn lane and a southbound left turn lane on CSAH 46 and construct the westbound approach exiting the site with a left turn lane and a right turn lane.
- viii. Special Events - Develop a detailed Traffic Management Plan for special events with large attendance. The plan should include details on temporary traffic control at key intersections, a shuttle service between the event parking and course area, pedestrian accommodations, and bus parking accommodations.
- ix. A pedestrian crossing enhancement, such as, overhead flashing beacon, will be required on CSAH 1.

The implementation of the above items would ensure traffic from the proposed project could be safely accommodated on the local roadway system.

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 project site is in designated highway commercial district that has been targeted for development by Rice County. This EAW describes the potential development of this project in construction phases that would take place over a four to five year period from 2019 through 2023. There are several aspects of the proposed Wolf Creek Autobahn project that address potential impacts of the surrounding area as well as the project site. This includes the following items:

- Implementation of a stormwater management system including ponds, filtration areas, and a storm sewer collection system. This proposed system would effectively manage stormwater at the project site. Stormwater runoff at the site is currently uncontrolled and receives no water quality treatment or rate control.
- Installation of a new gravity wastewater collection system and force main to connect the project site to the wastewater treatment plant in the City of Faribault.
- Implementation of a landscaping plan that include vegetation to be added to the site to provide aesthetics and limits visual impacts. Perimeter berms and walls will also be included to limit the visual impacts to adjacent properties.
- Inclusion of noise mitigation measures to reduce operational noise from the road course including monitoring to set noise limits for vehicles on the course, absorptive noise walls around the development, and berming where necessary to protect adjacent residential receptors.
- Inclusion of traffic mitigation measures and operational strategies to accommodate traffic from the proposed project and ensure safe operation of traffic on local roadways.

Due to the consistency of the proposed project with the Mixed Use PUD requirements for the highway commercial district and the mitigation measures described in the preceding sections, the proposed project is not anticipated to result in adverse cumulative potential impacts.

- 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.

There are no known reasonably foreseeable future projects that would directly interact with the environmental effects from the proposed Wolf Creek Autobahn development. The project site is in designated highway commercial district that has been targeted for development by Rice County. The proposed project is the first development within the highway commercial district. If future projects are proposed within the highway commercial district, the project proposer would be required to complete permitting and/or environmental review evaluations as required based on project details. Potential future environmental review, if needed, for the lands in the vicinity of the project site would further evaluate environmental impacts in the area.

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.

All known potential environmental effects are addressed herein and no other issues have been identified.

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 Julie Runkel Date July 15, 2019

Title Environmental Services Director