

Responses to Comments on the Woodbury Northeast Area AUAR Update

April 2, 2019

Outlined below is a summary of each comment received regarding the AUAR Update as well as a response to the comment. Complete comment letters are attached for reference. Comments were received from the State Historic Preservation Office, MnDOT, MPCA, Washington County, Washington Conservation District, and the Metropolitan Council. The comment period ended March 25, 2019.

Summarized Comment	Response
State Historic Preservation Office (SHPO)	
1. SHPO recommends that a Phase I archaeological survey be completed.	<p>As part of the 2009 AUAR, a Cultural Resource Assessment was completed by The 106 Group. It also provided a Phase IA Archaeological Survey for the study area. Therefore, this level of study requested by SHPO was completed and included with the 2009 AUAR.</p> <p>Based on this study, the mitigation measures in the AUAR were developed and carried through to the AUAR Update. The mitigation measures in the AUAR update require a Phase IB subsurface archaeological study for selected areas, if development occurs in those areas.</p>
Minnesota Department of Transportation (MnDOT)	
1. MnDOT requested referencing MnDOT's access management guidelines for any public street connection onto TH 95/Manning Avenue.	This has been added to Mitigation Item 21.3.4.
2. MnDOT requests review of any updated traffic analysis as development occurs. MnDOT also concurs with the statement in the traffic study that additional traffic studies based on specific development plans should be submitted.	The city will provide MnDOT will updated traffic studies based on actual proposed development prior to development.
3. MnDOT indicated that new access for public streets would need to meet the minimum access spacing in MnDOT's Access Management Guide. Based on guidance, Manning Avenue and Eastview Road will require right and left turn lanes on all approaches.	Comment noted. Additionally, see response to MnDOT Comment 1.
4. A request for traffic control change will need to be approved by MnDOT and require an Intersection Control Evaluation (ICE) report.	Comment noted.
5. MnDOT is making an effort to remove free-right turns from signals as this can complicate ADA and pedestrian movements. Additional discussions should continue if a free-right at southbound Manning Avenue is deemed necessary.	Comment noted.

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Summarized Comment	Response
6. None of the roadway improvements noted in the AUAR Update are in the current MnDOT plan and there are no funds for these projects at this time.	Comment noted. The city will continue to coordinate with MnDOT on traffic improvements and traffic studies as development occurs in the area.
7. MnDOT notes that there are no bicycle-pedestrian routes or trails planned in the study area. However, the planned greenway could be a trail connection to parts of Woodbury south of the development as well as areas of Lake Elmo to the north.	Comment noted.
Minnesota Pollution Control Agency (MPCA)	
1. MPCA recommends the city use the EAW form to update the AUAR the next time that is needed to better capture relevant issues.	The city and their consultant will take this under advisement.
Washington County	
1. Washington County indicated general support for the proposed land use changes.	No response necessary.
2. Washington County noted that they have no plans for an interchange at County Road 17B/Settlers Ridge Pkwy.	The updated Traffic Impact Study for the study area indicates the forecasts do not indicate an interchange is needed at this intersection.
3. The County provided context in relation to the County 2040 Comprehensive Plan where it supports the general development and improvements in the AUAR Study area.	No response necessary.
Washington Conservation District (WCD)	
1. The WCD recommended that landscaping areas consider smart irrigation controllers or other ways to conserve water, that areas converted to lawn be planted with No Mow turf to reduce impacts, and that native vegetation and habitat restoration be encouraged in the study area with development.	The city will take this under advisement as development occurs in the area.
2. The WCD commends the city for including protections of tree and natural areas into the land use plan for the area. They recommend a long-term implementation plan should include a funding strategy for the maintenance of vegetation and control of noxious species.	Comment is noted.

Summarized Comment	Response
3. The WCD provided the results of a pollinator habitat restoration model development by BWSR. The model identifies areas that would be most cost-effective to implement habitat restoration projects.	The area noted in the model is just north of the wooded/open space in the study area. The city will take this into consideration as development occurs in the area.
4. Full sequencing of wetland impacts under WCA is required. The WCD anticipated being part of the TEP for WCA reviews. Further evaluation of impacts and development of a more detailed mitigation plan for direct and indirect impacts (especially related to stormwater management) is encouraged.	Development will be required to meet the requirements of the WCA.
5. The WCD encourages the use of bioretention to meet the onsite volume retention standards.	The mitigation measures in the AUAR were updated to reflect infiltration and stormwater management needs and requirements. This comment is addressed through existing mitigation measures in the AUAR as well as the policies in the updated Comprehensive Stormwater Management Plan.
6. The WCD stated to minimize soil compaction and provide soil restoration in landscaped areas to enhance infiltration. Using techniques like deep ripping the soils can be used in compacted areas after construction is complete.	Comment noted.
Metropolitan Council	
Comprehensive Plan Amendment should be listed in the permits section of the Update.	This change has been made.
Depending on the pending review and approval of the City's Comprehensive Plan, a Comp Plan amendment may be needed depending on the development scenario chosen.	Comment noted.
Scenarios 1-3 would yield significantly higher employment levels than what is anticipated in the City's 2040 Comprehensive Plans. If the City pursues Scenarios 1-3, employment forecast revisions and TAZ allocation revisions may be needed.	The City added a fourth scenario to be consistent with the submitted Comprehensive Plan. If other scenarios are pursued, the City will coordinate with Met Council.
The Council commented that the space utilization rates used in the traffic study are more jobs-intensive than what is observed in the region. This comment is advisory in nature.	Comment noted.
The 2040 Comp Plan scenario is viewed as a positive in its intent to preserve the study areas sensitive open space areas. The City may want to consider preserving a narrow greenway corridor along the northern I-94 boundary to connect to the planned north-south	Comment noted

Summarized Comment	Response
corridor to encourage wildlife movement to go east/west as opposed to crossing the roadway to the north.	