



LOWER MINNESOTA RIVER WATERSHED DISTRICT

Executive Summary for Action

Lower Minnesota River Watershed District Board of Managers Meeting

Wednesday, July 20, 2022

Agenda Item

Item 6. I. – LMRWD Permits and Project Reviews

Prepared By

Linda Loomis, Administrator

Summary

i. LMRWD Permit renewals

There are several projects that need permit renewals this month. The Technical Memorandum prepared by Young Environmental details the project that have requested renewals.

Attachments

Technical Memorandum – June 2022 Permit Renewals dated July 13, 2022

Recommended Action

Motion to approve extension of permits listed in Table 1 of the above Technical Memorandum

ii. Prior Lake Outlet Channel 2022 Bank Stabilization (LMRWD No.2022-017)

This project is located in the City Shakopee. It will stabilize the banks of a portion of the Prior Lake Outlet Channel (PLOC). It requires a LMRWD permit because it is located within the 100-year floodplain of the PLOC. A variance is required to issue a permit. Young Environmental reviewed the application on behalf of the LMRWD. Their review is attached.

Attachments

Technical Memorandum - Prior Lake Outlet Channel 2022 Bank Stabilization (LMRWD No. 2022-017) dated July 13, 2022

Recommended Action

Motion to grant a variance and approve a permit for Prior Lake Outlet Channel 2022 Bank Stabilization (LMRWD No. 2022-017)

iii. Quarry Lake Park Restroom (LMRWD No. 2022-028)

This project is located in the City of Shakopee and requires a LMRWD permit because it is located in a High Value Resource Area. Young Environmental has reviewed the project on behalf of the LMRWD and recommends conditional approval contingent upon receipt of the contact information for the contractor and the contact information for the person(s) responsible for inspection and maintenance of erosion and sediment control features.

Attachments

Technical Memorandum - Quarry Lake Park Restroom (LMRWD No. 2022-028) dated July 13, 2022

Recommended Action

Motion to conditionally approve a permit for Quarry Lake Park Restroom (LMRWD No. 2022-028) contingent upon receipt of the contact information for the contractor and the contact information for the person(s) responsible for inspection and maintenance of erosion and sediment control features.

iv. TH 494 SP 2785-422 (LMRWD No. 2022-019)

This project is the City of Eagan and is part of an on-going project to rehabilitate Interstate Highway 494. Young Environmental has reviewed the project on behalf of the LMRWD. There will be temporary impacts to the flood stage of the MN River. Conditional approval of the permit is recommended, contingent upon notification of Excel Energy of the temporary flood-stage increase, a copy of the NPDES permit, contact information for the contractor and the person(s) responsible for inspection and maintenance of all erosion and sediment control features.

Attachments

Technical Memorandum - TH 494 SP 2785-422 (LMRWD No. 2022-019) dated July 13, 2022

Recommended Action

Motion to conditionally approve a permit for TH 494 SP 2785-422 (LMRWD No. 2022-019) upon notification of Excel Energy of the temporary flood-stage increase, a copy of the NPDES permit, contact information for the contractor and the person(s) responsible for inspection and maintenance of all erosion and sediment control features.

v. 494 Corridors of Commerce Pre-permit Review (LMRWD No.2022-023)

The LMRWD met with MnDOT and other parties to discuss the Corridors of Commerce project. Young Environmental attended the meeting on behalf of the LMRWD and prepared the attached summary. MnDOT has not applied for a LMRWD permit yet. The summary will be shared with MnDOT.

Attachments

Technical Memorandum - 494 Corridors of Commerce Pre-permit Review (LMRWD No.2022-023) dated July 13, 2022

Recommended Action

No action is required by the Board at this time

vi. Permitted Projects Inspections 2020-2022

The LMRWD has begun inspections of projects for which permits have been issued. Young Environmental has undertaken the inspections on behalf of the LMRWD. A summary of the work so far is attached.

Attachments

Projects Summary #1 - Lower Minnesota River Watershed District (LMRWD) 2020–2022 Permitted Projects Inspections

Recommended Action

No action recommended – for information only

vii. Burnsville Sanitary Landfill

On July 7, 2022, the LMRWD received notice from the City of Burnsville that the Burnsville Sanitary Landfill submitted response to comment it received regarding tis application for a Planned Unit Development from the City. Staff reviewed the comments and has submitted the LMRWD response that is attached. Young Environmental has reviewed the documentation on behalf of the LMRWD

Attachments

Technical Memorandum - Burnsville Sanitary Landfill Planned Unit Development, Conditional Use Permit & Comprehensive Plan Amendment (DEV-12-15) Comment Responses, dated July 15, 2022

Recommended Action

No action is required by the Board at this time

viii. Permit Program Summary

Young Environmental has provided a table with the status of all permit applications received by the LMRWD. It has been attached to the Administrator’s report, but it seems more appropriate to include it here.

Attachments

July 13, 2022, LMRWD Permit Program Summary

Recommended Action

No action recommended – for information only

ix. 535 Lakota Lane, Chanhassen – work without a permit

The LMRWD has maintained contact with the City of Chanhassen and this property owner has not communicated with the City or the LMRWD. Staff will proceed with the appropriate enforcement action.

Attachments

No attachments

Recommended Action

No action recommended

Technical Memorandum

To: Linda Loomis, Administrator
Lower Minnesota River Watershed District

From: Hannah LeClaire, PE
Katy Thompson, PE, CFM

Date: July 13, 2022

Re: June 2022 Permit Renewal Requests

Per Lower Minnesota River Watershed District (LMRWD) Rule A, it is the permittee's responsibility to request permit renewals when necessary. However, LMRWD staff has taken a proactive approach by sending out monthly reminders to current permit holders with upcoming permit expirations.

Table 1 summarizes the permittees who have responded to the permit expiration reminder, confirmed that no significant changes to the proposed project have occurred since the original permit was issued, and requested a permit extension to complete their projects.

Table 1. Summary of July 2022 LMRWD permit renewal request.

LMRWD No.	Project Name	City	Previous Expiration Date	Recommended Expiration Date
2020-132	77th Street Underpass	Richfield/Bloomington	7/27/22	7/27/23
	<u>Reason for Extension:</u> The construction was delayed due to inclement weather in the winter and spring 2022; the applicant is requesting a one-year extension.			
2020-113	Fort Snelling Redevelopment	Fort Snelling	8/19/22	8/19/23
	<u>Reason for Extension:</u> The construction was delayed; the applicant is requesting a one-year extension.			

2021-016	Whispering Waters	Shakopee	7/13/22	7/13/23
	<u>Reason for Extension:</u> The last box culvert installation in the 2 nd addition has not been completed yet; the applicant is requesting a one-year extension.			
2021-017	Capstone 35	Burnsville	8/17/22	8/17/23
	<u>Reason for Extension:</u> The construction was delayed due to significant soil corrections that were required and material lead times have been stretched out; the applicant is requesting a one-year extension			
2021-018	Jefferson Court	Shakopee	6/2/22	6/2/23
	<u>Reason for Extension:</u> Vegetation is not fully established yet. Additionally, the final tar layer on the cul-de-sac is required and will most likely be completed fall 2022; the applicant is requesting a one-year extension			

Recommendation

Staff recommends renewing the permits provided in Table 1.

Technical Memorandum

To: Linda Loomis, Administrator
Lower Minnesota River Watershed District

From: Hannah LeClaire, PE
Katy Thompson, PE, CFM

Date: July 13, 2022

Re: Prior Lake Outlet Channel 2022 Bank Stabilization (LMRWD No. 2022-017)

The Prior Lake Spring Lake Watershed District (the applicant or PLSLWD) has applied for an individual project permit from the Lower Minnesota River Watershed District (LMRWD) to implement boulder toe, rock cross vanes, and bank grading to address bank erosion issues along the Prior Lake Outlet Channel (PLOC) in the city of Shakopee. The applicant proposes to stabilize three locations along the PLOC; however, only two locations are within the LMRWD's boundary: Segments 4—RB58 and 5A, as shown in Figure 1. Figure 2 shows the proposed boulder toe at Segment 4—RB58, and Figure 3 shows the proposed rock cross vanes at Segment 5A. The applicant proposes to commence construction on July 21, 2022. The applicant's engineer, Emmons & Oliver Resources, Inc. (EOR), has provided site plans for the project along with the permit application.

The LMRWD staff previously reviewed the PLOC 2022 Bank Stabilization project (Project) as part of the comment period for the Minnesota Department of Natural Resources (MnDNR) Public Waters Work Permit in May 2022 (Attachment 1). At this time, the LMRWD staff requested that the PLSLWD submit an official permit application because the Project appeared to trigger Rule C.

The Project is located within the City of Shakopee. The City of Shakopee has obtained a Municipal Permit from the LMRWD and therefore is considered the primary permitting authority for projects outside the LMRWD's High Value Resource Areas (HVRA), SSOD, and 100-year floodplain. The project is not located within the LMRWD's HVRA or SSOD; however, it is located within the floodplain of the PLOC, which is public water

and therefore triggers Rule C. Because the LMRWD is the permitting authority for Rule C—Floodplain and Drainage Alteration within the City of Shakopee, this Project is subject to a permit review by the LMRWD.

Summary

<u>Project Name:</u>	Prior Lake Outlet Channel 2022 Bank Stabilization
<u>Purpose:</u>	Implement boulder toe, rock cross vanes, and bank grading to address bank erosion issues
<u>Project Size:</u>	0.68 acres disturbed
<u>Location:</u>	2133 Pike Lake Rd Shakopee, MN 55379 (PID 271390070) and 7700 Oak Ridge Trail Shakopee, MN 55379 (PID 274160400)
<u>Applicable LMRWD Rules:</u>	Rule C—Floodplain and Drainage Alteration
<u>Recommended Board Action:</u>	Approval

Discussion

The LMRWD received the following documents for review:

- LMRWD online permit application; received June 30, 2022
- Project Location Map by EOR; dated May 10, 2022; received June 30, 2022
- MnDNR Public Waters permit by MnDNR; dated June 24, 2022; received June 24, 2022
- Minnesota Wetland Conservation Act Notice of Decision; dated May 16, 2022; received June 30, 2022
- PLOC 2022 Bank Stabilization Construction Plans by EOR; dated May 10, 2022; received June 30, 2022
- Request for Variance Technical Memo by EOR; dated June 30, 2022; received June 30, 2022

The application was deemed complete on July 5, 2022, and the documents received provide the minimum information necessary for permit review.

Rule C—Floodplain and Drainage Alteration

The Project proposes work below the 100-year floodplain elevation of the PLOC at both locations. The existing 100-year floodplain elevation at Segment 4—RB58 is El. 792.7. The proposed stabilization work at this site includes tree removal, a boulder toe

installation, and regrading of channel banks to a flatter (3H:1V) slope. The proposed work will result in a net cut of 100 cubic yards that will be hauled off-site. EOR provided hydraulic modeling results and a no-rise certificate signed by a professional engineer for this segment.

Work at Segment 5A is proposed to address chronic bank stabilization issues associated with the berms that separate the PLOC from adjacent wetlands (Figure 3). The wetlands were constructed as part of a mitigation strategy associated with the surrounding Riverside Bluffs residential development. The berms have been prone to erosion and degradation from muskrat burrowing, which has led to the draining of the west wetland. The PLOC has also experienced channel incision and erosion over the years, resulting in a normal water level (NWL) of the wetlands of El. 756.9, which is approximately 1.1 feet lower than the intended design (El. 757.0).

In Segment 5A, the Project proposes a series of rock cross vanes that will function as weirs just upstream of the Oakridge Trail culvert crossing, resulting in 110 cubic yards of cut and 260 cubic yards of fill below the existing 100-year floodplain elevations. The intent of this design is to eliminate the need for ongoing bank stabilization and maintenance. The Project will restore the NWL of the wetlands to 757.0. The proposed changes in the 100-year water surface elevations of the PLOC are bound by Eagle Creek Boulevard on the south and Oakridge Trail on the north (Figure 4). The predicted changes in the 100-year water surface elevations are given in Table 1.

Table 1. 100-Year Floodplain Elevations on the PLOC

Station	100-year 24-hour HWL (ft)		
	Existing	Proposed	Change
0+00	764.7	764.7	0.00
3+76	761.7	761.9	+0.20
6+75	760.8	761.3	+0.50
7+65	759.4	759.4	0.00
Existing Stormwater Pond	761.6	761.9	+0.30

Additionally, the City of Shakopee, the local government unit for the Wetland Conservation Act, has determined that the fill associated with the project qualifies for No Loss per Mn Rule 8420.0415 Subpart D.

The applicant has submitted a no-rise certification for Segment 4—RB58, complying with Rule C. However, the project causes a rise in the 100-year water surface elevation on Segment 5A, which does not comply with Rule C.

Variance Request

The applicant is requesting a variance from Rule C—Floodplain and Drainage Alterations for Segment 5A of the PLOC. For a variance to be approved, the applicant

must demonstrate practical difficulties, as defined in LMRWD Rule A, Section 1.2.8. The variance request for this project satisfies the three factors of practical difficulties, as stated below:

1. **Reasonable use:** The applicant proposes to use the property in a reasonable manner. The applicant is not changing the land use with the proposed design.
2. **Unique circumstances:** The applicant's problem is caused by circumstances unique to the property. The PLOC's physical characteristics and channel conditions have degraded over time, causing issues with bank stabilization and wetland hydrology.
3. **Essential character:** The variance will not alter the locality's essential character. The Project proposes to sustainably restore and stabilize the PLOC and adjacent wetlands. Disturbed land will be restored to existing conditions, and the cross vanes will reduce further channel degradation.

Additionally, the applicant must demonstrate that by granting the variance, the Project will not adversely affect water resources, flood levels, or drainage in the LMRWD (Rule A, Section 1.2.8.b). The following supports this statement:

- The purpose of the Project along this segment is to enhance the site's natural resources by stabilizing the banks of the PLOC to prevent further degradation of the PLOC and downstream water resources.
- The Project will reduce maintenance needs and improve the hydrology of the surrounding wetlands by restoring the NWL.
- The surrounding homes are approximately 4 feet above the proposed 100-year water surface elevations along the PLOC between Eagle Creek Boulevard and Oakridge Trail, and therefore no adverse impacts to private property are expected.
- The proposed 100-year water level changes are contained within the PLSLWD Drainage and Utility Easements, City Outlot, and drainage and utility easements dedicated to the City of Shakopee.
- Impacts to the PLOC 100-year floodplain elevation do not extend upstream of Eagle Creek Boulevard nor downstream of Oak Ridge Trail.

Despite the increase in flood elevation at the three locations in the PLOC, we do not expect granting a variance to adversely affect water resources, flood levels, or drainage elsewhere in the LMRWD, meeting the LMRWD variance requirements.

Recommendations

Based on our review of the project, we believe the project meets the practical difficulties requirements under Rule A for a variance and recommend the Board grant a variance from Rule C requirements for Segment 5A of the Prior Lake Outlet Channel and approve a permit for the overall Project.

Attachments

- Figure 1—Project Location Map
- Figure 2—PLOC Segment 4—RB58 Site Map
- Figure 3—PLOC Segment 5A Site Map
- Figure 4—PLOC 100-Year Floodplain Elevations
- Attachment 1—Prior Lake Outlet Channel 2022 Bank Stabilization MPARS Technical Memo



Figure I: PLOC 2022 Bank Stabilization Project Location



0 500 1,000 ft



- ★ Project Location
- PLOC Bank Stabilization Sites
- Other LMRWD Permits
- Steep Slopes Overlay District
- Public Waterbodies
- LMRWD Boundary
- Scott Co. Parcels
- County Boundaries
- Public Watercourses

LMRWD Watershed Location Map

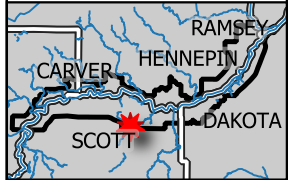
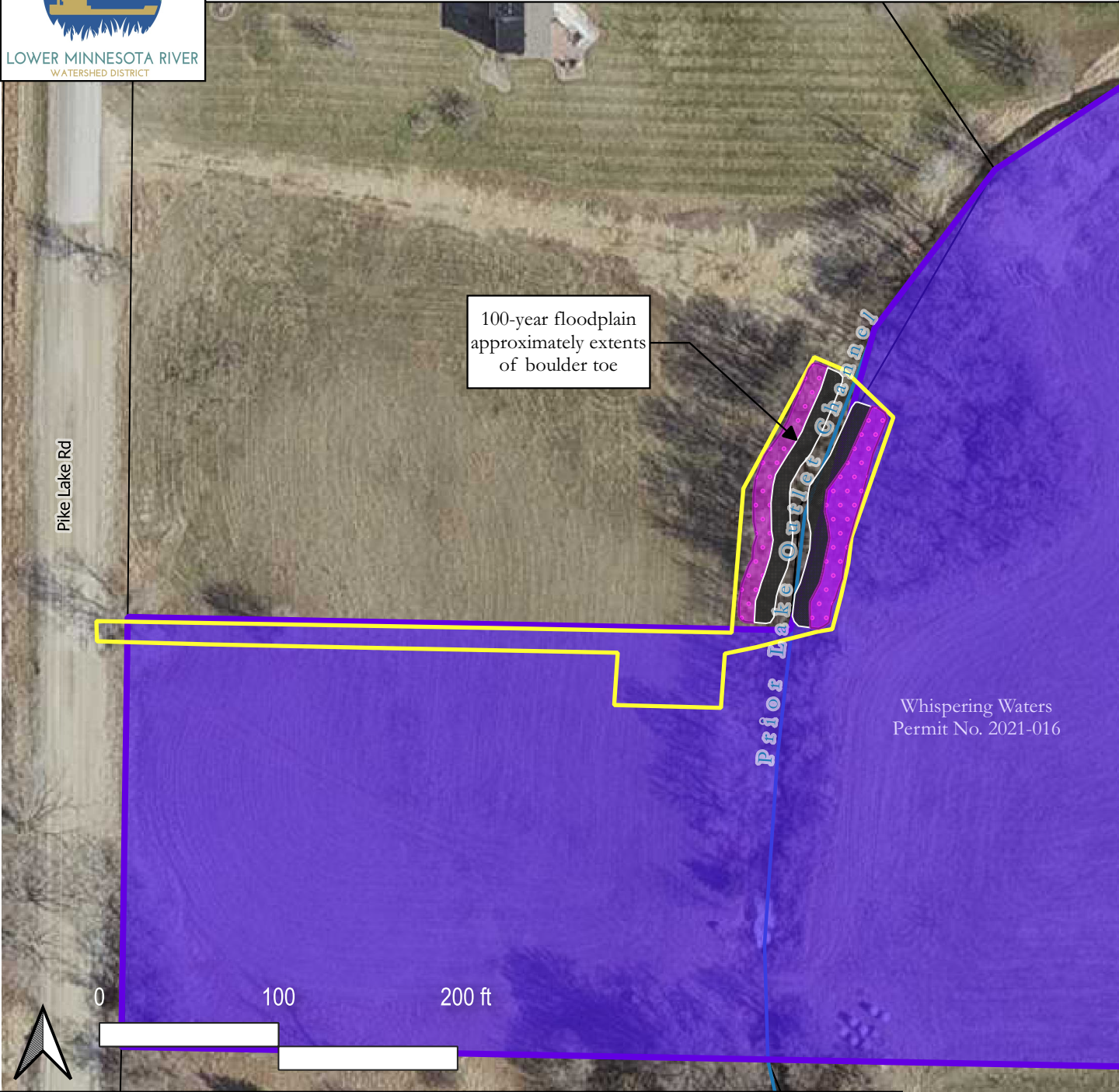













Figure 2: PLOC Segment 4 -RB58



Legend

-  Project Location
-  PLOC Bank Stabilization Sites
-  Other LMRWD Permits
-  Bank Shaping
-  Boulder Toe
-  Scott Co. Parcels
-  LMRWD Boundary
-  County Boundaries
-  Public Watercourses

LMRWD Watershed Location Map

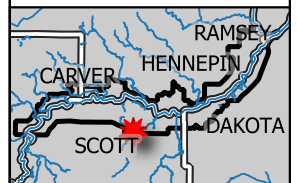




Figure 3: PLOC Segment 5A



Legend

- Project Location
- PLOC Bank Stabilization Sites
- Riprap Chute
- Existing Wetland
- Rock Cross Vanes
- Scott Co. Parcels
- LMRWD Boundary
- County Boundaries
- Public Waters

LMRWD Watershed Location Map

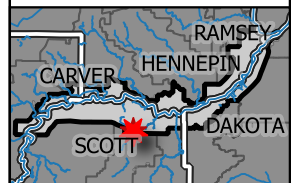
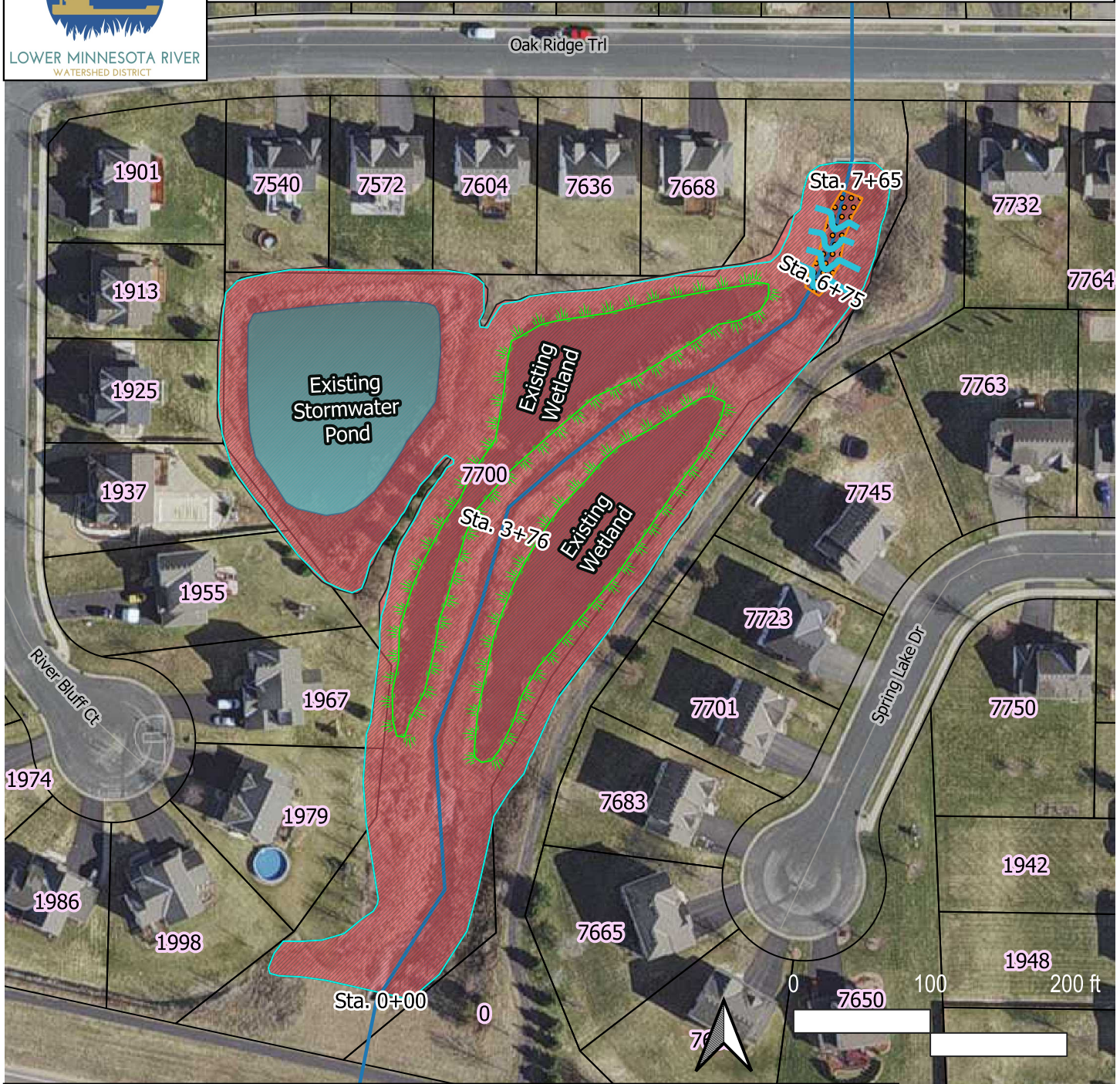















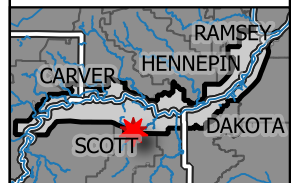
Figure 4: 100-Year Floodplain Impacts



Legend

-  Project Location
-  Riprap Chute
-  Existing Stormwater Pond
-  Existing Wetland
-  Rock Cross Vanes
-  Public Waters
-  Scott Co. Parcels
-  Approximate Existing 100-year Floodplain
-  Approximate Proposed 100-year Floodplain
-  County Boundaries
-  LMRWD Boundary

LMRWD Watershed Location Map



Technical Memorandum

To: Linda Loomis, Administrator
Lower Minnesota River Watershed District

From: Hannah LeClaire, PE
Della Schall Young, CPESC, PMP

CC: Taylor Huinker
Minnesota Department of Natural Resources

Date: May 10, 2022

Re: Prior Lake Outlet Channel 2022 Bank Stabilization (LMRWD No. 2022-0017)

Prior Lake Spring Lake Watershed District (the applicant or PLSLWD) has applied for a Public Waters Work Permit from the Minnesota Department of Natural Resources (MnDNR) through the MnDNR Permitting and Reporting System (MPARS) to stabilize banks and address erosion issues in the Prior Lake Outlet Channel (PLOC). The Prior Lake Outlet Channel 2022 Bank Stabilization project (Project) is located within the City of Shakopee, and the MnDNR has requested comments on the Project through MPARS.

The applicant proposes to stabilize three locations along the PLOC; however, only two locations are within the Lower Minnesota River Watershed District's (LMRWD's) boundary, as shown in Figure 1. To the locations within the LMRWD, the applicant proposes bank shaping with a boulder toe at Segment 4 – RB 58 (Figure 2) and rock cross vanes at Segment 5A (Figure 3).

The City of Shakopee has obtained a Municipal Permit from the LMRWD and therefore is considered the primary permitting authority for this project. The Project is not located within the LMRWD's High Value Resource Area or the Steep Slopes Overlay District; however, it is located within the floodplain of the PLOC. Because the LMRWD is the permitting authority for impacts to the floodplain within the City of Shakopee, this Project would be subject to a permit review by the LMRWD.

Young Environmental, a LMRWD staff member, has reviewed the MPARS Public Waters Work Permit application. A project summary and comments on the permit application are provided below.

Summary

<u>Project Name:</u>	Prior Lake Outlet Channel 2022 Bank Stabilization
<u>Purpose:</u>	Stabilize the banks of the PLOC
<u>Project Size:</u>	<1 acre of disturbance; floodplain fill not provided at this time
<u>Location:</u>	PLOC Segment 4 – RB 58 south of Eagle Creek Blvd and east of Pike Lake Rd PLOC Segment 5A between Oak Ridge Trail and Eagle Creek Blvd
<u>LMRWD Rules:</u>	Rule C—Floodplain and Drainage Alteration
<u>Recommended Board Action:</u>	Informational only

Discussion

The LMRWD received the following documents for review:

- Public Waters Work Permit Application, dated November 24, 2014; received April 19, 2022
- Prior Lake Outlet Channel 2022 Bank Stabilization Draft Construction Plans by Emmons & Oliver Resources, Inc., dated April 12, 2022; received April 19, 2022

Rule C—Floodplain and Drainage Alteration

As discussed, the Project is located within the floodplain of the PLOC. The Project proposes to fill within the floodplain to stabilize the channel with a boulder toe and rock cross vanes. The quantity of fill has not been provided by the applicant. However, a profile view at Segment 5A shows an increase in the 100-year water surface elevation due to the construction of the rock cross vanes. The maximum rise is approximately 0.3 feet between Eagle Creek Blvd and Oak Ridge Trail. Typically, rock cross vanes are most effective for lower discharges and have little effect on the 100-year water surface elevation because they are submerged. The applicant will be required to submit the following to comply with Rule C:

- The normal and high water levels for the adjacent stormwater ponds and wetlands

- The proposed quantity of cut and fill within the PLOC floodplain for all bank stabilization sites within the LMRWD as well as the change in water storage capacity resulting from the proposed activity
- A no-rise certificate signed by a professional engineer to ensure that the proposed fill within the PLOC floodplain will not affect the 100-year water surface elevations at either location
- Hydraulic modeling that supports the required no-rise certificate

Additional Considerations

The LMRWD staff has the following additional concerns and questions regarding the proposed project:

1. An existing seepage area is identified in the plans at Segment 5A. How is this seepage area being addressed, and how will the applicant ensure that the seepage will not undermine the proposed rock cross vanes?
2. Plan sheet *Segment 5A – Site Plan* shows riprap Class III is proposed for the base of the rock cross vane; however, the *Details – 1* sheet shows riprap Class II. Which riprap class is being proposed, and what hydraulic and riprap sizing calculations were used to determine the appropriate riprap size?
3. What is the purpose of regrading the Wetland outlet near Segment 5A, and how will this affect the proposed project?
4. Water at the outlet of the rock cross vanes appears to be directed toward the east bank of the PLOC. Will this cause unintended bank erosion?
5. The proposed 100-year water surface elevation is approximately 761 feet at the rock cross vanes; however, the riprap does not extend beyond this elevation. How will the applicant ensure that the water does not cut around the riprap and destabilize the structure during high flows?
6. The applicant proposes to use excess channel material to fill the voids in the rock cross vanes and riprap chute. If the voids are not completely filled, water will flow through the rocks instead of over them and potentially destabilize the structure. Ideally, the voids in the structure would be filled with a gradation of rock that will not wash away with the flow of the stream. Additional material should be considered to fill the voids in the field if the channel material is not sufficient.
7. Consider extending the boulder toe through the toe of the slope and into the channel bottom to prevent erosion from undermining the toe of the riprap.

Recommendations

We appreciate the opportunity to comment on the proposed Project. Although no Board action is required at this time, we offer the following summarized comments to the applicant, which will be uploaded to MPARS as part of the Public Waters Work Permit commend period:

- The applicant should apply for and receive a LMRWD Individual Project Permit before construction begins. As presented, the Project appears to trigger Rule C.
- The Project is located within the 100-year floodplain; the applicant should provide documentation that no loss of floodplain storage or increases to the 100-year water surface elevation would result from the Project.
- The applicant should apply for and receive a Municipal Permit from the City of Shakopee before construction begins.

Attachments

- Figure 1: Project Location Map
- Figure 2: PLOC Segment 4 – RB 58 Site Map
- Figure 3: PLOC Segment 5A – Site Map

Technical Memorandum

To: Linda Loomis, Administrator
Lower Minnesota River Watershed District

From: Hannah LeClaire, PE
Katy Thompson, PE, CFM

Date: July 13, 2022

Re: Quarry Lake Park Restroom (LMRWD No. 2022-028)

The City of Shakopee (the applicant) has applied for an individual project permit from the Lower Minnesota River Watershed District (LMRWD) to construct a new restroom at Quarry Lake Park as shown in Figure 1. The applicant has provided site plans for the Quarry Lake Park Restroom project (Project) along with the permit application.

The proposed project consists of constructing a 520-square-foot restroom and associated access sidewalks as well as water and sewer service connections. The project would disturb 7,708 square feet (0.18 acres) and create 2,180 square feet (0.05 acres) of new impervious surfaces. The applicant proposes to commence construction on August 8, 2022.

The City of Shakopee has obtained a Municipal Permit from the LMRWD and therefore is considered the primary permitting authority for projects outside the LMRWD's High Value Resource Areas (HVRA), Steep Slopes District (SSOD), and 100-year floodplain. The Project is not located within the LMRWD's SSOD or 100-year floodplain; however, it is located within the Quarry Lake HVRA and is therefore subject to a permit review by the LMRWD.

Summary

Project Name: Quarry Lake Park Restroom

Purpose: Restroom Construction

<u>Project Size:</u>	0.18 acres disturbed; 0.05 acres existing impervious; 0.1 acres proposed impervious; net increase of 0.05 acres new impervious
<u>Location:</u>	Quarry Lake Park, Shakopee, MN 55379
<u>Applicable LMRWD Rules:</u>	Rule B—Erosion and Sediment Control
<u>Recommended Board Action:</u>	Conditional approval

Discussion

The District received the following documents for review:

- LMRWD online permit application; received July 6, 2022
- Quarry Lake Park Restroom Construction Plans by the City of Shakopee; dated July 6, 2022; received July 6, 2022; revised July 11, 2022

The application was deemed complete on July 8, 2022, and the documents received provide the minimum information necessary for permit review.

Rule B—Erosion and Sediment Control

The LMRWD regulates land-disturbing activities that involve the displacement or removal of 5,000 square feet or more of surface area or the excavation of 50 cubic yards or more of earth within a HVRA under Rule B. The proposed project would disturb 7,708 square feet within the Quarry Lake HVRA. The applicant has provided an erosion and sediment control plan compliant with Rule B. Contact information for the contractor and person(s) responsible for the inspection and maintenance of the erosion and sediment control features is needed before the LMRWD can issue a permit.

Recommendations

Based on our review of the Project, we recommend conditional approval contingent on receipt of the following:

- Contact information for the contractor(s)
- Contact information for the person(s) responsible for inspection and maintenance of all erosion and sediment control features

Attachment

- Figure 1—Quarry Lake Park Restroom Location Map



Figure 1: Quarry Lake Park Restroom Project Location

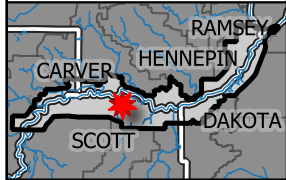


Quarry Lake

Legend

- Project Location
- 2022-028 Project Site
- Proposed Impervious
- Proposed Restroom
- Proposed Plant Bed
- Scott Co. Parcels
- County Boundaries
- LMRWD Boundary
- Public Watercourses
- Public Waterbodies

LMRWD Watershed Location Map



Technical Memorandum

To: Linda Loomis, Administrator
Lower Minnesota River Watershed District

From: Hannah LeClaire, PE
Katy Thompson, PE, CFM

Date: July 13, 2022

Re: TH 494 SP 2785-433 (LMRWD No. 2022-019)

The Minnesota Department of Transportation (MnDOT) has applied for an individual project permit from the Lower Minnesota River Watershed District (LMRWD) for a road and bridge construction project on Trunk Highway (TH) 494 between Pilot Knob Road in Eagan and 24th Avenue in Bloomington, as shown in Figure 1. MnDOT has provided site plans for the TH 494 SP 2785-433 project (Project) along with the permit application.

The proposed project scope includes rehabbing five bridges, repairing sections of pavement, replacing lighting, reconstructing a pedestrian trail, and improving drainage. The Project will disturb approximately 10.66 acres and create 0.05 acres of new impervious surfaces. The Project intersects the Steep Slopes Overlay District and the High Value Resource Area (HVRA) associated with the Gun Club Lake Fen complex in Dakota County. To avoid traffic interruptions, construction work is proposed to be conducted from under the bridges located within the Minnesota River floodplain. The applicant proposes to commence construction in April 2023.

Because the Project is located within MnDOT right-of-way, it requires an LMRWD individual permit and, as such, is subject to an LMRWD permitting review.

Summary

Project Name: TH 494 SP 2785-433

Purpose: Road reconstruction and bridge rehabilitation

<u>Project Size:</u>	10.66 acres disturbed; 0.99 acres existing impervious; 1.04 acres proposed impervious; net increase of 0.05 acres new impervious
<u>Location:</u>	TH 494 between Pilot Knob Road in Eagan and 24th Avenue in Bloomington
<u>Applicable LMRWD Rules:</u>	Rule B—Erosion and Sediment Control Rule C—Floodplain and Drainage Alteration
<u>Recommended Board Action:</u>	Conditional approval

Discussion

The LMRWD received the following documents for review:

- LMRWD email permit application by MnDOT; received April 21, 2022
- Br 9217E and 9217W 60 percent Bridge Plans by MnDOT; dated March 3, 2022; received April 21, 2022
- Br 19825, 27765, and 27767 95 percent Bridge Plans by MnDOT; dated April 5, 2022; received April 21, 2022
- 95% Construction Plan Set by MnDOT, June 1, 2022; received June 8, 2022
- TH 494 Floodplain Impacts by MnDOT; dated January 18, 2022; received April 21, 2022
- Hydraulic Memo for Temporary Construction Impacts by MnDOT; dated December 2, 2021; received April 21, 2022
- Permit Cover Letter by MnDOT; dated April 21, 2022; received April 21, 2022
- HECRAS model for Temporary Construction Impacts by MnDOT; dated October 12, 2020; received April 21, 2022

The application was deemed complete on June 24, 2022, and the documents received provide the minimum information necessary for permit review.

Rule B—Erosion and Sediment Control

The LMRWD regulates land-disturbing activities that affect one acre or more under Rule B as well as land-disturbing activities that involve the displacement or removal of 5,000 square feet or more of surface area or vegetation or the excavation of 50 cubic yards or more of earth within an HVRA. The proposed Project would disturb approximately 10.66 acres, of which approximately 1.8 acres lie within the HVRA. Although a portion of this disturbance lies outside the LMRWD boundary, the entire project area drains to the LMRWD and therefore was reviewed as part of this permit. The applicant has provided an erosion and sediment control plan and a Stormwater Pollution Prevention Plan. The

Project generally complies with Rule B, but a copy of the NPDES permit and contact information for the contractor and person(s) responsible for the inspection and maintenance of the erosion and sediment control features are needed before the LMRWD can issue a permit.

Rule C—Floodplain and Drainage Alteration

The Project is located in the Minnesota River floodplain, shown on the Dakota County Flood Insurance Rate Map (FIRM) Panels 27037C0081E and 27037C0080E (effective March 16, 2016). The effective FIRM from 2016 shows the Project in a FEMA Zone AE (or 100-year floodplain) with a 100-year elevation of 714.1 NAVD88.

To effectively construct repairs to the Minnesota River Bridge, Numbers 9217E and 9217W, construction work will need to be conducted from under the bridges. Approximately 55,529 cubic yards of temporary fill (a combination of class 2 aggregate, clay core, coarse aggregate, and common borrow) will be brought on-site within the Minnesota River floodplain to level the ground surface around bridge piers to create stable areas for the equipment needed to build shoring towers. Temporary berms will also be constructed around the piers to reduce the risk of flooding the construction site. The temporary fill will need to be in place for the duration of the construction project, which is expected to last about three years. BMPs will be used around fill areas to contain fill and prevent erosion and washout. All temporary fill will be removed from the Project at the end of construction, and the site will be restored to its pre-project condition and grades.

Some permanent grading is required under Bridges 9217E and 9217W to reestablish the ground elevations that were in place when the bridge was originally constructed in 1981. MnDOT has stated that gullies have formed from years of scour and erosion, and it would like to protect the pier footings from further degradation. The grading activities are required to repair and prevent pier scour, protect public infrastructure, and restore the original pier design. Fill associated with this work is not considered floodplain fill that would affect the 100-year flood elevation.

The applicant revised the effective HEC-RAS model, and submitted the results to demonstrate the hydraulic impacts on the 100-year flood elevation due to the temporary fill. The results showed a maximum 0.29-foot increase in the 100-year flood elevation immediately upstream of the 494 bridge and would propagate upstream until reaching 0.01 feet in Carver, at the limits of the model. The Minnesota Department of Natural Resources floodplain unit determined that the proposed temporary impacts were acceptable because of the nature of the river valley in this area and the lack of impacts on floodplain properties. The only property affected by this proposed temporary stage increase is the Black Dog Power Plant. The Black Dog Power Plant will be notified of the 0.26-foot increase in water surface elevation prior to construction. The Project meets the minimum requirements of Rule C.

Rule F—Steep Slopes Rule

Although the Project intersects the Steep Slopes Overlay District, it is exempt from Rule F because the work being done within the Steep Slopes Overlay District consists of reconstructing and repairing the existing approach panels and will not affect native soils.

Recommendations

Based on our review of the Project, we recommend conditional approval, given the special stipulation that MnDOT is required to notify the Black Dog Power Plant of the temporary stage increase and contingent on the receipt of the following:

- A copy of the NPDES permit
- Contact information for the contractor(s) and/or the person(s) responsible for inspection and maintenance of all erosion and sediment control features

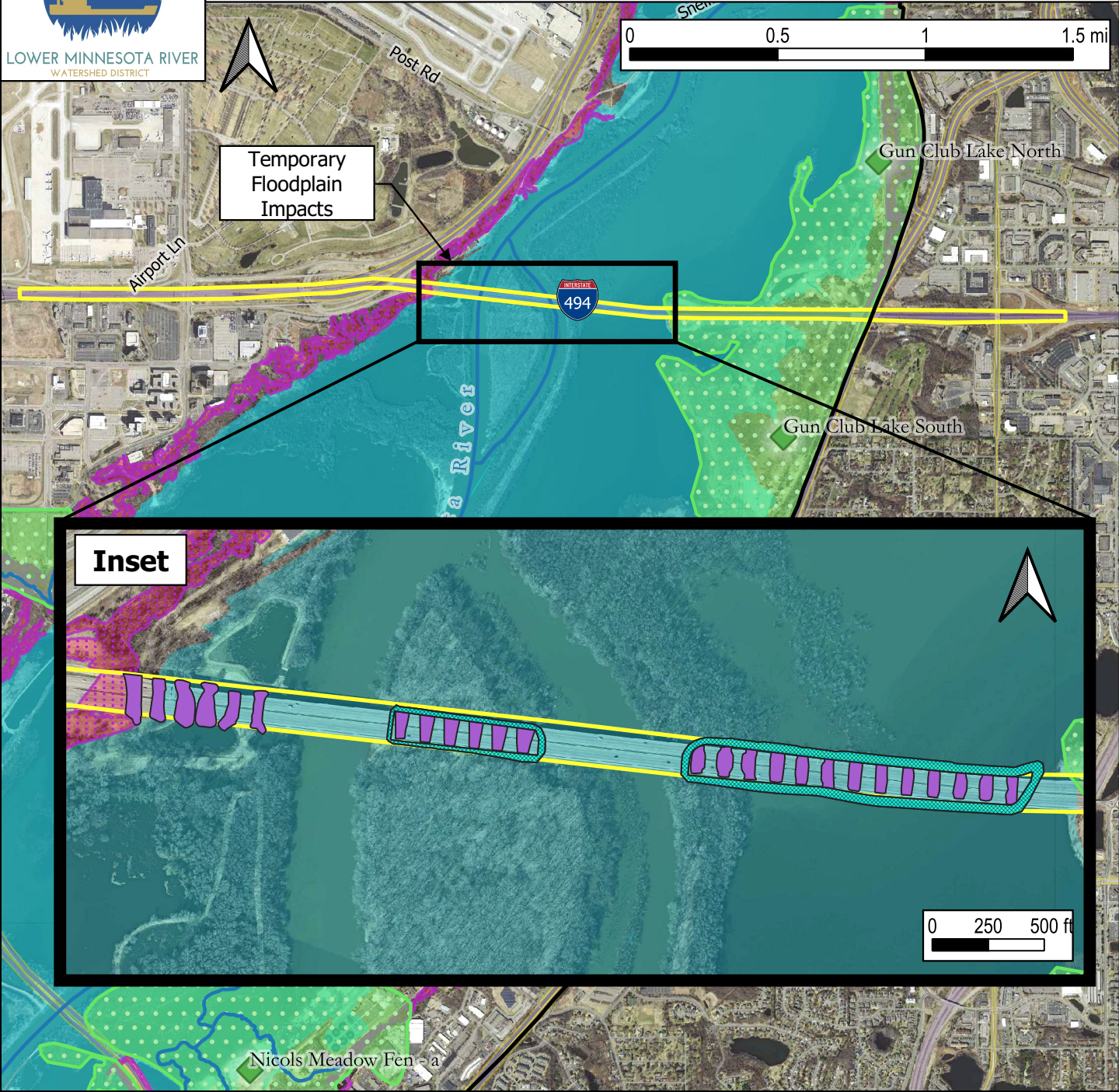
Further, we recommend continued coordination with MnDOT to ensure that the conditional approval does not lapse before the Project begins construction.

Attachment












- Figure 1—TH 494 SP 2785-433 Project Location Map



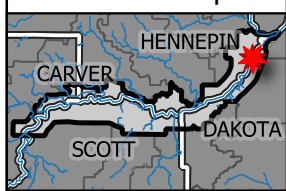
Figure I:TH 494 SP 2785-433 Project Location



Legend

-  Project Location
-  LMRWD Calcareous Fens
-  TH494 Project Site
-  Temporary Berm
-  Temporary Pier Leveling Extents
-  100-yr Floodplain
-  High Value Resource Area
-  Steep Slopes Overlay District
-  LMRWD Boundary
-  County Boundaries
-  Public Watercourses

LMRWD Watershed Location Map



Technical Memorandum

To: Linda Loomis, Administrator
Lower Minnesota River Watershed District

From: Hannah LeClaire, PE
Katy Thompson, PE, CFM

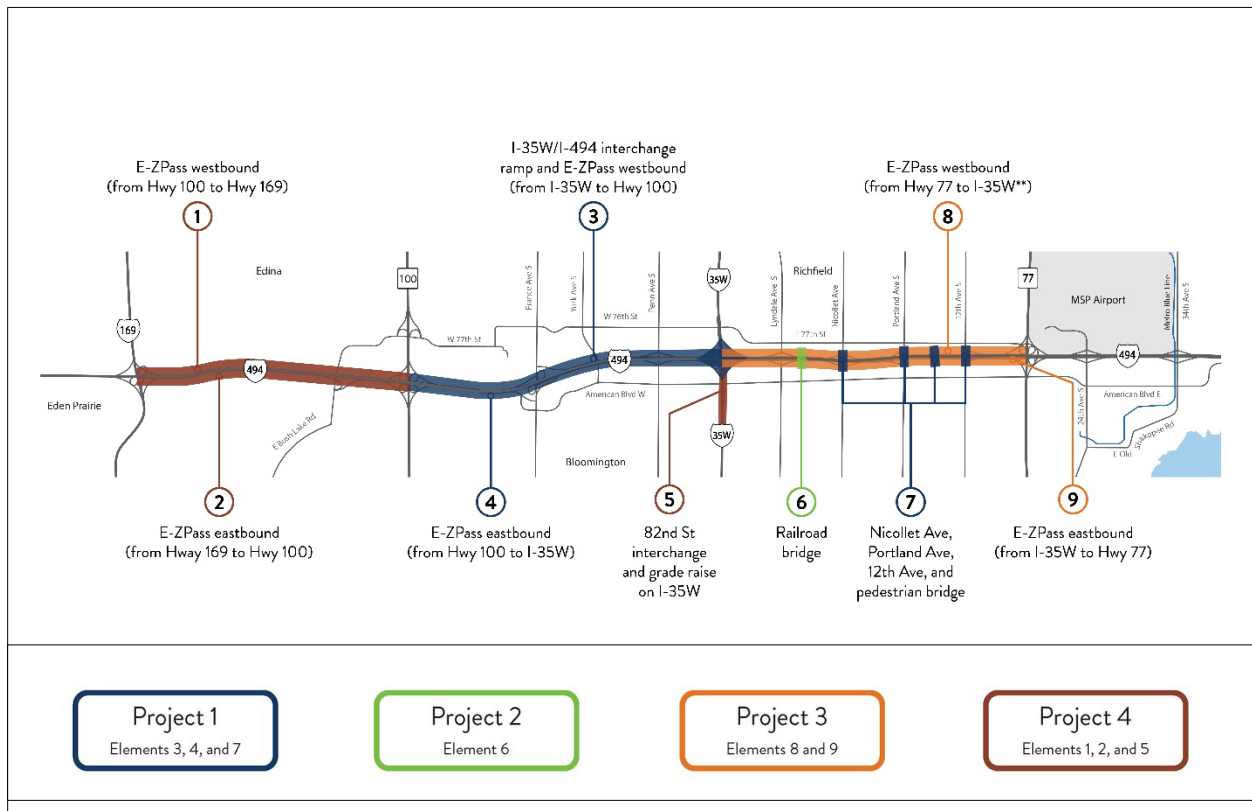
Date: July 13, 2022

Re: 494 Corridors of Commerce Pre-Permit Review (LMRWD No. 2022-023)

The Minnesota Department of Transportation (MnDOT) is proposing to develop the Interstate 494 (I-494) corridor from US Highway 169 (HWY 169) to Trunk Highway 77 (TH 77), with only the portion of the overall project, from TH 77 to 24th Avenue South, within the LMRWD (Figure 1). The full build-out of the 494 Corridors of Commerce project is referred to as the Corridor Footprint Recommended Alternative (CFRA). Because of its significant scope and funding limitations, the CFRA will be completed in four separate phases, which will minimize construction impacts.

On May 3, 2022, Young Environmental staff met with MnDOT and other agencies to preview the proposed improvements. MnDOT indicated that the First Construction Project (the first of the four phases) is funded to start early in 2023. The other three phases of construction do not have a time frame or funding at this time. Figure 2 shows the four construction phases and their approximate boundaries as presented on the MnDOT project webpage.

Figure 2. Four Construction Phases of 494 Corridors of Commerce (map created by MnDOT)



The First Construction Project is only a portion of the full scope of work that will be completed as part of the CFRA and is not within the LMRWD. However, the First Construction Project ultimately discharges to the Minnesota River, and infrastructure built as part of it will tie into future CFRA improvements within the LMRWD. For this reason, MnDOT is requesting initial concurrence from the LMRWD for future work that will occur as part of the CFRA. The following elements that are located within the LMRWD and are currently part of Phase 3:

- Addition of a passing lane from TH 77 to 24th Avenue South on I-494 westbound
- Construction of Gwen Filtration Basin at the northeast quadrant of TH 77 and I-494 interchange
- Construction of Anunkasan Infiltration Basin just east of the northeast TH 77 and I-494 interchange
- Storm sewer connection from Gwen Filtration Basin to the southeast quadrant of I-494 and TH 77
- Utility modifications

The CFRA is not located within the High Value Resource Areas, Steep Slopes Overlay

Districts, or 100-year floodplain.

Project Summary

<u>Project Name:</u>	494 Corridors of Commerce
<u>Purpose:</u>	Linear Redevelopment
<u>Project Size:</u>	12.77 acres disturbed area, 7.5 acres of existing impervious, 7.95 acres of proposed impervious, 0.45 acres of net new impervious, 3.56 acres of reconstructed impervious
<u>Location:</u>	I-494 Corridor from HWY 169 to TH 77
<u>Applicable LMRWD Rules:</u>	Rule B—Erosion and Sediment Control Rule D—Stormwater Management
<u>Recommended Board Action:</u>	None, information only

Discussion

The LMRWD received the following documents for review:

- I494 Corridors of Commerce Project Application Review Report by HZ United LLC; dated May 19, 2022; received May 19, 2022
- Draft Stormwater Pollution Prevention Plan (SWPPP) Narrative by HZ United LLC; dated March 22, 2022; received May 19, 2022
- Appendix A I494 LMRWD Exhibit by HZ United LLC; dated May 19, 2022; received May 19, 2022
- Appendix A Full Vision Exhibit by HZ United LLC; dated May 19, 2022; received May 19, 2022
- Appendix A East Drainage Overview Map Corridor by HZ United LLC; dated March 16, 2022; received May 19, 2022

Rule B—Erosion and Sediment Control

The LMRWD regulates land-disturbing activities that affect one acre or more under Rule B. The proposed project would disturb approximately 12.77 acres within the LMRWD boundary. MnDOT provided a draft overall SWPPP that is in compliance with Rule B. An erosion and sediment control plan in accordance with Rule B, a copy of the NPDES permit, and contact information for the contractor and person(s) responsible for the inspection and maintenance of erosion and sediment control features are required with the permit application.

Rule D—Stormwater Management

The LMRWD requires stormwater management for projects that create one acre or more of new impervious surface. In fall 2022, the LMRWD will be revising its rules to require stormwater treatment for the reconstructed impervious surface as well. This revision will change how the LMRWD regulates the CFRA for compliance with Rule D. The MnDOT water resources group has had the opportunity to review the proposed LMRWD rule revisions and provided comments on June 10, 2022. The following discussion highlights the impacts of the proposed rules on the Project.

MnDOT has not yet finalized the quantity of the reconstructed impervious surface, which could range from 0 to 3.56 acres; however, the CFRA proposes 0.45 acres of new impervious surface. A conservative review of the CFRA would assume that the Project will create and/or reconstruct a total of 4.01 acres, therefore triggering the revised LMRWD Rule D.

Section 4.4.1 of Rule D requires applicants to demonstrate no increase in proposed runoff rates compared with existing conditions. The 494 Corridors of Commerce Project Application Review Report includes a summary table of the proposed peak discharge rates, shown in Table 1. The proposed stormwater BMPs (Gwen Filtration Basin and Anunkasan Infiltration Basin) constructed as part of the future CFRA will provide rate control for the entire I-494 trunkline, including the First Phase Construction Project, that ultimately drains to the Minnesota River.

Table 1. Peak discharge rates in cubic feet per second at 54" RCP to Minnesota River (2022 HZ United, LLC)

Condition	2-Year	10-Year	100-Year
Existing Condition	237.8	256.9	279.8
First Construction Project	220.6	250.4	273.7
CFRA	182.0	230.5	270.0
Total Change	-55.8	-26.4	-9.8

Table 1 shows a reduction in discharges to the Minnesota River for the First Construction Project and the CFRA, indicating that the project will result in an overall decrease in discharge rates to the Minnesota River. MnDOT will be required to submit the hydraulic modeling results and computations with its permit application to confirm rate control.

After the LMRWD rules are revised in fall 2022, Rule D will require applicants to retain runoff volume on-site equivalent to one inch of runoff from new and/or reconstructed impervious surfaces. The CFRA proposes 4.01 acres of new/reconstructed impervious surface, requiring 0.33 acre-feet of volume retention on site. The proposed Anunkasan Infiltration Basin, located in the northeast quadrant of the I-494 and TH 77 interchange, will provide 0.33 acre-feet of volume reduction, meeting the requirements of Rule D. Runoff routed to the Anunkasan Infiltration Basin will be pretreated by a structural pollution control device. MnDOT will be required to submit hydraulic modeling results and computations with its permit application to confirm volume retention. It should be noted that when the LMRWD approved a permit for the 77th Street Underpass (LMRWD No. 2020-132) in July 2021, the permit review indicated that there may be constrictive soils in the area that prevent adequate infiltration. Given this information, the LMRWD may require soil borings at the infiltration basin location to confirm infiltration is feasible.

Section 4.4.3 of Rule D requires projects to provide evidence that no net increase in total phosphorus (TP) and total suspended solids (TSS) to receiving waters will result from the project. No water quality calculations have been provided yet; however, MnDOT anticipates that stormwater management BMPs will remove 80 percent TP and 95 percent TSS. MnDOT must submit water quality modeling results and computations with its permit application to confirm the proposed water quality treatment.

Section 4.4.4 of Rule D requires the applicant to develop and adhere to a maintenance plan for the permitted stormwater management structures. MnDOT must submit a written executed maintenance agreement with its permit application.

Recommendations

We appreciate the opportunity to comment on the proposed project. Although no Board action is required at this time, we offer the following summarized comments to MnDOT, which will be forwarded to MnDOT as part of the comment period:

- MnDOT must obtain an LMRWD Individual Project Permit before the start of construction activities. As presented, the CFRA appears to trigger Rules B and D.
- In accordance with Rule B, MnDOT must provide an erosion and sediment control plan, a copy of the NPDES permit, and contact information for the contractor and person(s) responsible for the inspection and maintenance of erosion and sediment control features with the final permit application.
- In accordance with Rule D, MnDOT must provide the following:
 - Construction site plans compliant with LMRWD Rule D
 - Soil borings at proposed stormwater management facilities
 - Hydrologic, water quality, and hydraulic computations and modeling completed to design the proposed stormwater management facilities

- Applicable maintenance agreements for the stormwater management facilities

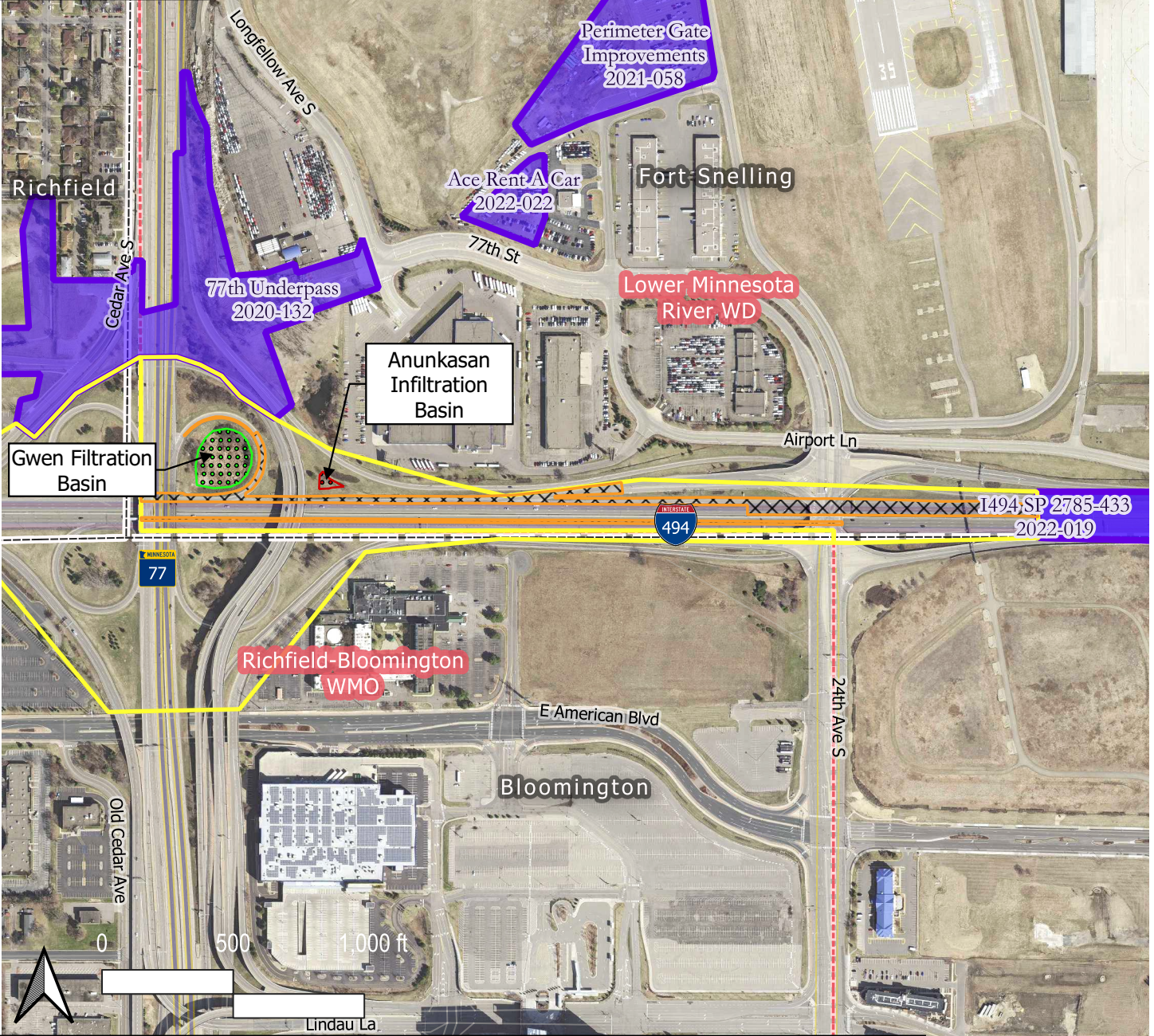
MnDOT shall refer to the LMRWD rules for a comprehensive list of required documents for a permit application. As mentioned, the LMRWD rules will be revised and updated in fall 2022.

Attachment













- Figure 1. 494 Corridors of Commerce Project Location



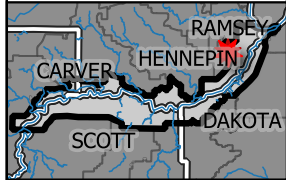
Figure 1: I-494 Corridors of Commerce Project Location



Legend

-  Project Location
-  2022-023 Project Site
-  Other LMRWD Permits
-  Filtration Basin
-  Infiltration Basin
-  Proposed Impervious
-  Public Waters
-  Public Waterbodies
-  LMRWD Boundary
-  County Boundaries
-  Watershed Boundaries
-  City Boundaries

LMRWD Watershed Location Map



Project Summary #1

To: Linda Loomis, Administrator
Lower Minnesota River Watershed District

From: Anthony Crosby, Water Resources Science Intern
Karina Weelborg, Water Resources Science Intern
Hannah LeClaire, PE
Della Schall Young, PMP, CPESC

Date: June 30, 2022

Re: Lower Minnesota River Watershed District (LMRWD) 2020–2022
Permitted Projects Inspections

In February 2020 the LMRWD adopted rules to govern soil erosion and sediment control, floodplain and drainage alteration, stormwater management, and development on steep slopes within the boundaries of the LMRWD. Since May 1, 2020, the LMRWD, through its technical consultant and district engineering team at Young Environmental Consulting Group LLC (Young Environmental), has been reviewing construction projects and issuing permits to ensure compliance with its rules.

As the LMRWD enters its third year of permit reviews, Young Environmental has hired two interns (Karina Weelborg and Anthony Crosby) to conduct permitted project inspections. These inspections are in accordance with the LMRWD's Administrative and Procedural Requirements Rule (Rule A) under which it reserves the right to conduct periodic audits, inspections, or both. The project review and permit approval process is thorough; however, in-field inspections will confirm compliance with the LMRWD's rules during and after the construction of permitted projects.

The project inspection workplan includes the following three primary tasks:

Task	Deliverables
1. In-Office Inspection	Project spreadsheet; inspection notice, as-built request, or inspection and maintenance records request email; inspection forms in word documents; inspection forms in Survey 123; project inspection folder with all necessary documents and notes from in-office inspection for each project; GIS map of project locations; and preliminary schedule of field inspections.
2. Field Inspection	Survey 123 and word document forms completed; list of special attention items for each project, if applicable; list of triggered rules for each project; pictures and videos of field inspection; list of identified issues categorized as <i>major</i> or <i>minor</i> .
3. After Inspection	Spreadsheet for each project identifying and categorizing issues and providing resolution of issues; brief memo sent to applicant summarizing inspection outcomes; technical memorandums to the LMRWD board summarizing findings of each project.

The work began at the end of May and included most of Task 1. The purpose of this memorandum is to summarize the work that has been completed.

Summary (May 24, 2022, to June 30, 2022)

To ensure that interns were well-equipped and prepared to safely conduct their inspections, interns completed the 10-hour Occupational Safety and Health Administration (OSHA) General Industry Outreach training. The OSHA training provided interns with insight into what safe fieldwork looks like. In addition to the OSHA training, interns performed background research on construction best-management practices. This included in-depth reviews of the LMRWD Rules and the Minnesota Stormwater Manual sections on construction.

Once comfortable with the safety requirements of fieldwork, the interns began reviewing permitted projects from 2020 to 2022. Throughout the permit review process, Young Environmental saved all relevant information for each project into the respective folders. Interns collected important information from each project to develop a master spreadsheet that separated the projects by approval years—2020, 2021, and 2022. The important information consisted of the permit number, project name, contact information of both the agent and owner, permit status (active or closed), applicable rules for each project, and contact information for the site compliance person. Interns placed information in the spreadsheet and reviewed projects for general comprehension as well as flagged projects with any issues, concerns, or anomalies for review by Young Environmental supervisors Hannah LeClaire and Della Young. By the end of the

process, 85 projects had been reviewed. However, only 46 of those projects resulted in an LMRWD permit.

Young Environmental developed Field Inspection forms with questions that capture whether a project was built in compliance with the LMRWD Rules B (Erosion and Sediment Control), C (Floodplain and Drainage Alteration), D (Stormwater Management), and F (Steep Slopes). The forms include general project information such as the permit number, project location, and inspection date, along with questions that can be answered during a site's field inspection. The questions had been developed by reviewing the LMRWD Rules criteria. These forms will ensure that all projects are inspected thoroughly and consistently and that a record of each inspection is documented.

Following the review of important project information, interns entered the inspection form questions into a program called Survey 123 that is easily accessible through iPads in the field. Multiple survey drafts were created to ensure that the surveys used for inspections were as concise and relevant as possible. The first draft was a single survey containing short-answer, free-response questions. Upon receiving feedback, interns decided the survey would be split into four sub-surveys: in-office active sites, field inspection active sites, in-office closed sites, and field inspection closed sites. The in-office surveys included a mix of free-response questions based on erosion- and sediment-control plans, site plans, and other relevant documents. The in-office surveys were aimed at preparing interns with the background information needed to conduct field inspections. The survey also includes questions regarding the grading limits, discharge locations, and BMPs. Field inspection surveys are made up of multiple-choice toggle questions that are easily answered in the field. The questions focus on ensuring that items identified in the in-office survey are compliant. The field survey also includes questions regarding any uploaded images relevant to toggle questions. Once the rough drafts were finished, they were reviewed by Young Environmental supervisors and finalized for field use. The survey is a working document that is subject to change throughout the summer.

After creating surveys and reviewing project information, interns drafted an email requesting additional information needed to complete the field inspections. Emails were sent to the owner and agent for each of the 46 projects. Permittees were informed that, under LMRWD Rule A, the LMRWD has the right to conduct periodic audits, inspections, or both. The requested information for active sites included applicable sediment and erosion control inspection and maintenance records, stormwater management plan updates, construction plan updates, and a conformation of or request for the contact information for on-site compliance personnel with whom an inspection could be scheduled. For closed sites, the requested information included applicable sediment- and erosion-control inspection and maintenance records and as-builts or record drawings. Rough drafts of the email were created and finalized during intern meetings. On June 23 interns began sending emails to applicants, requesting the

relevant information by Friday, July 1, at 4:30 p.m. Although permittees have been responsive, we have not yet received responses to many of the emails. Additional reminders may need to be sent.

To become more familiar with the inspection process, Anthony and Karina completed a trial field inspection with Hannah on June 20, 2022. Hannah, Anthony, and Karina visited Summerland Place first. According to information available, the permit was closed. However, upon arrival it was clear the site was active. This trial field inspection still provided valuable experience as the interns had not yet been to an active site and were required to adapt their inspection plan. Hannah provided critical insight on what to look for, such as erosion under the control blankets, unknown filtration systems, and stockpiles that were well-maintained. After returning to the office it was clear that the second phase of the Summerland Place project had begun as it was covered by a municipal permit from the City of Shakopee.

The second site visited that day included a group of related projects: the Gaughan Removal Plan, Shakopee Mix Use, Shakopee Flats, Shakopee Streets and Utility Reconstruction, and Shakopee River Bluffs Improvements. The site was chosen for the trial day because of the complexity of the connected sites. Although, in general, the site was found to be in compliance, some of the catch basins did not have inlet protection, and various stockpiles should not have been on the site.

Once the first inspections were complete, Anthony and Karina developed a post-inspection spreadsheet that has the following sections for each District Rule: issue description, whether the issue is *major* or *minor*, potential solutions, when the permittee was notified, and how the problem was resolved. There are two other sheets within the spreadsheet: one for photos related to each issue and one for related projects and relevant comments. The project spreadsheets will be shared with Hannah, who will work alongside the interns to develop solutions and determine how to communicate issues with permittees. Anthony and Karina will notify permittees via email, summarizing the issues found on-site with the recommended resolutions and follow-up actions. If no issues are found, permittees will be notified that their project complies with LMRWD rules and that no further action is needed. Table 1 summarizes the findings of the trial field inspection.

Project Name (LMRWD Permit No.)	Date Field Inspection Completed	Post-Inspection Comments
Summerland Place	6/20/2022	<ul style="list-style-type: none"> • Active construction on Phase 2 of the residential development • Rills forming under the erosion control blanket within the stormwater BMPs • Less than 70% vegetation establishment • Some silt fence maintenance needed
Gaughan Removal Plan & Shakopee Flats (2020-123)	6/20/2022	<ul style="list-style-type: none"> • Construction completed • No issues found
Shakopee Streets and Utility Reconstruction (2021-011)	6/20/2022	<ul style="list-style-type: none"> • Construction completed • No issues found
Shakopee River Bluffs Improvements (2021-039)	6/20/2022	<ul style="list-style-type: none"> • Active construction • Missing sections of sediment control logs • Missing vehicle tracking BMPs on Atwood and Scott Street • Stockpiles without perimeter control BMPs • Sediment tracking on internal streets • Sedimentation at bottom of steep slope on the west side of Scott Street

Several permittees have responded to the initial request for information. Karina and Anthony have corresponded with permittees to clarify the required information and schedule tentative inspection dates. Anthony and Karina have also developed a schedule for when each site visit will take place, subject to change based on communication with permittees (Attachment 1). Anthony and Karina completed in-office inspections for four closed projects that will be visited on July 1: 2021-015 Stagecoach Road Improvements, 2020-019 Cretex Site, 2020-126 Texas Roadhouse, and 2021-003 Southwest Logistics Center. For each project, Anthony and Karina reviewed the stormwater management plan, erosion and sediment control plans, and construction site plans. These reviews allowed the interns to become familiar with the site, know

where the erosion, sediment, or stormwater BMPs should be, and learn what to look for during the inspection. In addition to the in-office reviews, Anthony and Karina created maps with important areas at the site to look for during the inspection.

Attachment

- Attachment 1 – LMRWD Field Inspection Schedule Summer 2022

Attachment I. LMRWD Field Inspection Schedule - Summer 2022

Permit #	Project Name	Address	Status	Area Disturbed (ac)	Inspection Date	Record Drawings	SWMP Updates	Inspection/Maintenance Records	Construction Plan Updates
2021-015	Stagecoach Road Improvements	7632 County Rd 101, Shakopee, MN 55379	Closed	7.99	Friday July 1, 2022	Yes	N/A	No	N/A
2020-019	Crete Site	Stagecoach Rd and County Rd 101, Shakopee, MN 55379	Closed	9.65	Friday July 1, 2022	No	N/A	No	N/A
2020-126	Texas Roadhouse	8160 Old Carriage Court North, Shakopee, MN, 55739	Closed	1.47	Friday July 1, 2022	Yes	N/A	No	N/A
2021-003	Southwest Logistic Center	SW Corner of 70th and Old Crete Ave, Shakopee, MN, 55379	Closed	38.6	Friday July 1, 2022	Yes	N/A	No	N/A
2019-085	MN Bluffs Landslide Repair	-	Closed	7.22	Wednesday, July 6, 2022	Yes	Yes	Yes	N/A
2020-103	Prairie Heights	12701 Pioneer Tr, Eden Prairie, MN 55347	Closed	10.71	Wednesday, July 6, 2022	No	N/A	No	No
2016-065	TH 101 Improvements	-	Closed	32	Wednesday, July 6, 2022	No	No	No	No
2020-100	Peterson Farms Road Maintenance	Co. Rd 61, Chanhassan, MN	Closed	0.25	July 18 to 22	No	No	No	No
2020-123	Shakopee Flats and Related projects	339 1st Ave W, Shakopee, MN, 55379	Closed	>3.35	Wednesday, July 6, 2022	No	No	No	No
2021-018	Jefferson Court	1053 Jefferson St. S., Shakopee, MN 55379	Active	2.5	Wednesday, July 6, 2022	N/A	No	No	No
2020-116	Memorial Park Pedestrian Bridge	Memorial Park, Shakopee, MN, 55379	Closed	1.04	Wednesday, July 6, 2022	Yes	No	No	No
2021-013	Summerland Place	1600 Phillips Drive, Shakopee, MN 55379	Closed	125	Wednesday, July 6, 2022	No	No	No	No
2021-016	Whispering Waters	7556 Eagle Creek Blvd, Shakopee, MN 55379	Active	52.3	Wednesday, July 13, 2022	N/A	Yes	Yes	N/A
2021-052	Shakopee Dental	8350 Hansen Avenue	Active	1.2	Wednesday, July 13, 2022	N/A	No	No	No
2021-034	Circle K/Holiday	7800 126th Street	Active	6.87	Wednesday, July 13, 2022	N/A	Yes	No	Yes
2021-025	TH 13 Dakota Ave Improvments	TH13 in Savage between Louisiana Ave and Quentin Ave	Active	46	Wednesday, July 13, 2022	N/A	No	No	No
2021-031	Caribou Coffee	4905 Highway 13 W, Savage, MN 55378	Active	0.57	Wednesday, July 13, 2022	N/A	No	No	No
2021-017	Capstone 35	12501 Dupont Ave., Burnsville, MN 55337	Active	16.62	Wednesday, July 13, 2022	N/A	Yes	Yes	N/A
2021-057	Cliff Road Ramps	I-35W and Cliff Road	Active	7	Wednesday, July 13, 2022	N/A	Yes	Yes	Yes
2021-009	Burnsville Industrial Phase IV	12400 Dupont Ave South, Burnsville, MN 55337	Closed	7.48	July 18 to 22	No	No	No	No
2021-022	2021 Safety and Security Center Phase 1	6320 34th Ave, Minneapolis, MN 55450	Active	13.3	July 18 to 22	N/A	No	No	No
2020-132	77th underpass	Northeast quadrant of the TH 77 and I-494 quadrant in Bloomington, MN	Active	4.89	July 18 to 22	N/A	No	No	Yes
2021-058	perimeter gate security improvments	SW quadrant of Minneapolis/St. Paul Airport	Active	16	July 18 to 22	N/A	No	No	No
2020-113	Fort Snelling Redevelopment	6409 Taylor Avenue, St. Paul, MN 55111	Active	23.4	July 18 to 22	N/A	No	No	No
2021-042	Hihgway 13 and Lone Oak Signal	-	Active	0.12	July 18 to 22	N/A	No	No	No
2022-002	CenterPoint MBL	From E 107th Street Circle, Bloomington to 1400 Black Dog Road, Burnsville	Active	12.91	July 18 to 22	N/A	No	No	No
2021-046	CenterPoint Dakota	11500 12th Ave S, Burnsville, MN 55337	Closed	0.06	July 18 to 22	No	No	No	N/A
2021-041	Xcel Energy Line 0832	1400 Black Dog Road East, Burnsville, MN 55337	Active	0.04	July 18 to 22	N/A	N/A	N/A	N/A
2021-012	Canterbury Parking Lot	1100 Canterbury Road S., Shakopee, MN 55379	Closed	26.1	July 25 to 29	No	No	No	No
2021-045	Triple Crown Residences PHase II	850 Shenandoah Drive	Active	10.1	July 25 to 29	N/A	No	No	No
2020-135	Canterbury Crossing	Shenandoah Drive, Shakopee, MN, 55379	Active	14	July 25 to 29	N/A	No	No	Yes
2021-040	Omry Independent Living	2900 Winners Circle Drive	Active	3.3	July 25 to 29	N/A	No	Yes	No
2020-117	Greystone HQ	1100 Canterbury Road, Shakopee, MN 55379	Closed	1.5	July 25 to 29	N/A	No	No	No
2020-100	Peterson Farms Road Maintenance	Co. Rd 61, Chanhassan, MN	Closed	0.25	July 25 to 29	No	No	No	No
2020-115	Quarry Lake Mountain Bike Area	201 Innovation Blvd, Shakopee, MN 55379	Active	1.6	July 25 to 29	N/A	N/A	No	N/A
2021-020	Core Crossing Apartments	1360 Stagecoach Road, Shakopee MN	Active	1886 sq ft	July 25 to 29	N/A	No	No	No
2020-112	Vierling Industrial	Parcel ID 274730040	Active	15.5	July 25 to 29	N/A	No	No	N/A
2022-008	Ivy Brook West	2100 Frontage Rd N, Burnsville, MN 55337	Active	3.63	July 25 to 29	N/A	No	No	No
2022-003	Ivy Brook East	3509 Highway 13 West, Burnsville, MN	Active	3.55	July 25 to 29	N/A	No	No	No
2021-049	Stump road maintenance	11200 Humboldt Ave S	Active	0.75	July 25 to 29	N/A	No	No	No
2021-007	Burnsville cemetery expansion	400 State Highway 13 East	Closed	9, 3.2 disturbed	July 25 to 29	using original plans	N/A	No	N/A
2021-023	106th St Improvement Project	W. 106th Street and I-35W, Bloomington, MN 55431	Active	2.45	July 25 to 29	N/A	No	No	No
2021-030	Park Leap Renovation	1408 Hihgway 13 W, Burnsville, MN 55337	Active	5.59	July 25 to 29	N/A	N/A	No	No
2021-002A	CoHwy 61 Ditch Improvements	10398 Erie Lane, Chaska, MN	Active	0.3	Once construction schedule is received	N/A	No	No	No
2022-007	Engineered Hillside	10080 Azure Skies, Eden Prairie, MN 55347	Active	3500 sq ft	July 25 to 29	N/A	No	No	No
2020-110	CSAH 11 Reconstruction Project	CSAH 11 from 4th St. to CSAH 61, Carver, MN, 55315	Active	34.3	July 25 to 29	N/A	No	No	No

Technical Memorandum

To: Michael Miller, Senior District Manager
Waste Management, Inc.

From: Hannah LeClaire, PE

Date: July 15, 2022

Re: Burnsville Sanitary Landfill Planned Unit Development, Conditional Use Permit & Comprehensive Plan Amendment (DEV-12-15) Comment Responses

Young Environmental Consulting Group LLC (Young Environmental) on behalf of the Lower Minnesota River Watershed District, submits the following comment on the Burnsville Sanitary Landfill Planned Unit Development, Conditional Use Permit and Comprehensive Plan Amendment:

The project information provided on May 23, 2022, from the City of Burnsville has not changed from what Young Environmental commented on in July 2021 as part of the Supplemental Environmental Impact Statement (SEIS) process with the MPCA. Because the SEIS captured Young Environmental's and LMRWD's comments, additional or duplicate comments are not warranted. The applicant must comply with LMRWD Rules and submit a permit application along with updated computations for approval from the LMRWD.

CC: Linda Loomis, Administrator
Lower Minnesota River Watershed District

Permit No.	Project Name	City	Status	Pre-Permit Meeting	Date Received	Date Application Considered Complete	Board Actions			On Hold / Cancelled	Permit Issued	Permit Expiration Date	Renewed	Inspection Date	Date Permit Closed
							Information Only	Conditional Approval	Approval						
2019-085	Minnesota Bluffs LRT Regional Trail Repair	Chanhassen	Active Permit	-	12/12/2019		-			-	5/20/2020	June 2023	-	7/6/2022	-
2020-100	Peterson Farms Road Maintenance	Chanhassen	Expired	-	5/6/2020	5/6/2020	-	-	5/20/2020	-	5/21/2020	5/21/2021	-	-	-
2020-102	Structures, Inc.	Chaska	Cancelled by Applicant	-	5/4/2020	-	5/20/2020	6/17/2020	-	6/30/2020	-	-	-	-	-
2020-103	Prairie Heights Development	Eden Prairie	Expired	-	5/27/2020	6/5/2020	-	6/17/2020	-	-	10/23/2020	10/23/2021	-	7/6/2022	-
2020-108	Hawthorne Ridge (2019-066)	Carver	Incomplete	-	6/23/2020	-	7/15/2020	-	-	-	-	-	-	-	-
2020-110	CSAH 11 Reconstruction	Carver	Active Permit	-	9/28/2020	11/3/2020	-	12/16/2020	-	-	4/13/2021	4/13/2022	4/20/2022	-	-
2020-112	Vierling Industrial Project	Shakopee	Expired	-	6/25/2020	6/29/2020	-	7/15/2020	-	-	7/17/2020	7/15/2021	-	-	-
2020-113	Fort Snelling Redevelopment (2019-057)	Fort Snelling	Active Permit	-	7/20/2020	8/12/2020	-	8/19/2020	-	-	9/11/2020	8/19/2022	7/20/2022*	-	-
2020-115	Quarry Lake Park Improvements and Mountain Bike Trail	Shakopee	Closed	-	7/23/2020	9/8/2020	-	9/16/2020	-	-	Not issued	-	-	-	3/17/2022
2020-116	Shakopee Memorial Park Pedestrian Bridge	Shakopee	Closed	-	8/24/2020	10/5/2020	-	10/21/2020	-	-	10/23/2020	10/23/2021	-	-	10/5/2021
2020-117	Greystone Headquarters	Shakopee	Expired	-	7/24/2020	9/10/2020	-	-	9/16/2020	-	9/16/2020	9/16/2021	-	-	-
2020-118	10117 1st Ave Demolition	Bloomington	No Permit Required	-	8/18/2020	-	-	-	-	-	-	-	-	-	-
2020-122	Cargo Van-Go	Shakopee	No Permit Required	-	8/20/2020	-	-	-	-	-	-	-	-	-	-
2020-123	Gaughan Companies Demolition	Shakopee	Closed	-	8/27/2020	8/27/2020	-	-	9/16/2020	-	9/17/2020	9/17/2021	-	7/6/2022	10/15/2021
2020-124	Southbridge Crossings 6th Addition	Shakopee	Cancelled by Applicant	-	8/24/2020	-	-	-	-	3/5/2021	-	-	-	-	-
2020-126	Texas Roadhouse	Shakopee	Closed	-	9/17/2020	11/5/2020	-	-	11/18/2020	-	11/19/2020	11/18/2021	-	7/1/2022	10/14/2021
2020-131	Watermark at Savage	Savage	Cancelled by Applicant	10/7/2020	9/25/2020	-	-	-	-	-	-	-	-	-	-
2020-132	77th Street Underpass	Bloomington	Active Permit	10/18/2020	10/21/2020	11/12/2020	11/18/2020	12/16/2020	-	-	7/27/2021	7/27/2022	7/20/2022*	-	-
2020-133	Shakopee Mix Use	Shakopee	Active Permit	10/29/2020	11/2/2020	11/2/2020	-	-	11/18/2020	-	11/19/2020	11/18/2022	10/15/2021	7/6/2022	-
2020-135	Canterbury Crossings	Shakopee	Active Permit	-	11/19/2020	12/3/2020	-	12/16/2020	-	-	5/11/2021	5/11/2022	4/20/2022	-	-
2020-137	5501 Warehouse South Improvements	Bloomington	No Permit Required	-	12/9/2020	-	-	-	-	-	-	-	-	-	-
2020-140	10029 Trails End Rd	Chanhassen	No Permit Required	-	12/29/2020	-	-	-	-	-	-	-	-	-	-

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							Information Only	Conditional Approval	Approval						
2021-001	Mallard Farms	Eden Prairie	No Permit Required	-	1/30/2021	-	-	-	-	-	-	-	-	-	-
2021-002	CSAH 61 Drainage Ditch	Chanhassen	Active Permit	-	2/1/2021	10/11/2021	-	-	10/20/2021	-	10/21/2021	5/31/2022	5/18/2022	-	-
2021-003	Southwest Logistics Center	Shakopee	Active Permit	-	2/11/2021	3/12/2021	-	3/17/2021	-	-	4/21/2021	4/21/2022	4/20/2022	7/1/2022	-
2021-005	Jefferson Chiller Project	Bloomington	No Permit Required	-	3/2/2021	-	-	-	-	-	-	-	-	-	-
2021-007	Burnsville Cemetery Expansion	Burnsville	Active Permit	3/5/2021	9/2/2021	9/17/2021	-	10/20/2021	-	-	11/17/2021	10/20/2022	-	-	-
2021-009	Burnsville Industrial IV	Burnsville	Closed	4/2/2021	3/22/2021	3/31/2021	-	4/21/2021	-	-	4/23/2021	4/21/2022	-	-	3/9/2022
2021-011	2021 Street & Utility Reconstruction	Shakopee	Closed	3/30/2021	3/30/2021	4/16/2021	-	4/21/2021	-	-	4/28/2021	4/28/2022	-	-	3/28/2022
2021-012	Canterbury Park Parking Lots Phase 2	Shakopee	Closed	4/1/2021	4/2/2021	4/10/2021	-	4/21/2021	-	-	5/11/2021	5/11/2022	-	-	5/11/2022
2021-013	Summerland Place	Shakopee	Closed	-	4/8/2021	5/27/2021	-	4/21/2021	-	-	4/26/2021	4/22/2022	-	7/6/2022	3/22/2022
2021-014	Quarry Lake Outlet	Shakopee	Cancelled by Applicant	6/7/2021	4/9/2021	9/29/2021	-	10/22/2021	-	11/19/2021	-	-	-	-	-
2021-015	Stagecoach Rd Improvements	Shakopee	Closed	4/16/2021	4/12/2021	4/30/2021	-	5/5/2021	-	-	5/7/2021	5/5/2022	-	7/1/2022	3/23/2022
2021-016	Whispering Waters	Shakopee	Active Permit	-	4/14/2021	6/4/2021	-	6/16/2021	-	-	7/13/2021	7/13/2022	7/20/2022*	-	-
2021-017	Capstone 35	Burnsville	Active Permit	-	4/20/2021	5/12/2021	-	5/19/2021	-	-	8/19/2021	8/17/2022	7/20/2022*	7/13/2022	-
2021-018	Jefferson Court	Shakopee	Expired	-	4/22/2021	5/17/2021	-	6/2/2021	-	-	6/3/2021	6/2/2022	7/20/2022*	7/6/2022	-
2021-019	Cretex Site	Shakopee	Expired	4/23/2021	4/26/2021	4/30/2021	-	5/5/2021	-	-	5/7/2021	5/5/2022	-	7/1/2022	5/5/2022
2021-020	Core Crossings Apartments (Prev. Southbridge)	Shakopee	Active Permit	-	6/14/2021	7/13/2021	-	7/21/2021	-	-	8/5/2021	6/15/2023	6/17/2022	-	-
2021-021	Spirit of Truth Church	Burnsville	Cancelled by Applicant	5/13/2021	6/16/2021	-	-	-	-	7/16/2021	-	-	-	-	-
2021-022	2021 Safety and Security Center	Fort Snelling	Active Permit	-	5/18/2021	10/29/2021	-	11/17/2021	-	-	3/18/2022	3/18/2023	-	-	-
2021-023	106th St Improvements	Bloomington	Active Permit	-	5/25/2021	5/28/2021	-	6/2/2021	-	-	6/17/2022	6/17/2022	4/20/2022	-	-
2021-025	TH 13	Savage	Active Permit	-	6/11/2021	6/15/2021	-	2/16/2022	-	-	5/20/2022	5/20/2023	-	7/13/2022	-
2021-026	TH 55	Ft Snelling, Mendota, Mendota Heights	No Permit Required	-	6/30/2021	-	-	-	-	-	-	-	-	-	-
2021-027	Minnesota River Greenway Trail	Eagan	Conditional Approval	-	8/17/2021	11/2/2021	-	11/17/2021	-	-	-	-	-	-	-

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2021-029	Northland Paving	Burnsville	No Permit Required	6/29/2021	7/6/2021	-	-	-	-	-	-	-	-	-	-
2021-030	Building Renovation Park Jeep	Burnsville	Active Permit	-	7/9/2021	7/16/2021	-	9/15/2021	-	-	6/21/2022	6/21/2023	-	-	-
2021-031	Caribou Coffee	Savage	Closed	6/1/2021	7/9/2021	8/10/2021	-	8/18/2021	-	-	8/19/2021	-	-	7/13/2022	6/11/2022
2021-032	I-35W Auxiliary Lane	Bloomington	Pre-Permit	5/24/2021; 8/31/21	-	-	-	-	-	-	-	-	-	-	-
2021-033	Minnesota MASH & 130th St Extension	Savage	Active Permit	6/23/2021	9/17/2021	-	-	-	6/15/2022	-	6/17/2022	-	-	-	-
2021-034	Circle K Holiday Station Stores	Savage	Closed	8/25/2021	7/26/2021	9/10/2021	-	9/15/2021	-	-	10/19/2021	9/15/2022	-	7/13/2022	7/12/2022
2021-035	I35W Frontage Trail	Burnsville	Conditional Approval	-	12/15/2021	12/22/2021	-	1/19/2022	-	-	-	-	-	-	-
2021-039	River Bluffs Improvements	Shakopee	Active Permit	-	7/23/2021	8/12/2021	-	8/18/2021	-	-	10/1/2021	8/18/2022	-	7/6/2022	-
2021-040	Canterbury Independent Senior Living	Shakopee	Active Permit	-	8/11/2021	8/19/2021	-	9/15/2021	-	-	1/7/2022	1/7/2023	-	-	-
2021-041	Line 0832	Burnsville	Closed	-	9/7/2021	9/7/2021	-	9/15/2021	-	-	9/17/2021	9/15/2022	-	-	6/27/2022
2021-042	Hwy 13 & Lone Oak	Eagan	Active Permit	-	8/27/2021	9/16/2021	-	10/20/2021	-	-	10/22/2021	10/20/2022	-	-	-
2021-043	Junction 35W & 13, LLC	Burnsville	No Permit Required	-	9/2/2021	-	-	-	-	-	-	-	-	-	-
2021-044	Storage Mart Phase 4 (1900 Stoughton Ave)	Chanhassen	No Permit Required	-	9/7/2021	-	-	-	-	-	-	-	-	-	-
2021-045	Triple Crown Residences Phase II	Shakopee	Active Permit	-	9/22/2021	10/27/2021	-	11/17/2021	-	-	11/19/2021	11/17/2022	-	-	-
2021-046	CenterPoint Dakota Station Facility	Burnsville	Closed	-	9/21/2021	10/15/2021	-	10/20/2021	-	-	10/22/2021	10/22/2022	-	-	6/24/2022
2021-047	River Valley Industrial Center	Chanhassen	On Hold	-	9/21/2021	-	-	-	-	10/1/2021	-	-	-	-	-
2021-048	Minnesota River Greenway Railroad Bridge	Eagan	Pre-Permit	9/28/2021	-	-	-	-	-	-	-	-	-	-	-
2021-049	Stump Road Maintenance	Bloomington	Active Permit	10/20/2021	10/22/2021	10/29/2021	-	11/17/2021	-	-	11/19/2021	11/17/2022	-	-	-
2021-050	Spring Valley Cir & Wentworth Ave S	Bloomington	No Permit Required	10/27/2021	-	-	-	-	-	-	-	-	-	-	-
2021-051	Blue Lake Siphon Landscape Restoration	Eden Prairie	No Permit Required	10/5/2021	10/28/2021	-	-	-	-	-	-	-	-	-	-
2021-052	Shakopee Dental Office	Shakopee	Active Permit	-	11/3/2021	12/14/2021	-	12/15/2021	-	-	12/17/2021	12/15/2022	-	7/13/2022	-
2021-056	Twin Overlook	Bloomington	No Permit Required	-	12/7/2021	-	-	-	-	-	-	-	-	-	-

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							Information Only	Conditional Approval	Approval						
2021-057	Cliff Road Ramp	Burnsville	Active Permit	-	12/14/2021	1/4/2022	-	1/19/2022	-	-	6/8/2022	6/8/2023	-	7/13/2022	-
2021-058	MAC Gate Security Improvements	Fort Snelling	Active Permit	-	12/15/2021	12/16/2021	-	1/19/2022	-	-	4/27/2022	4/27/2023	-	-	-
2021-061	Merriam Junction Trail	Burnsville	Pre-Permit	1/31/2022	-	-	-	-	-	-	-	-	-	-	-
2022-001	Centerpoint Shakopee Pigging	Shakopee	No Permit Required	-	1/12/2022	-	-	-	-	-	-	-	-	-	-
2022-002	2022 MBL Nicollet River Crossing	Bloomington, Burnsville	Active Permit	-	1/18/2022	-	-	3/16/2022	-	-	4/25/2022	4/25/2023	-	-	-
2022-003	Ivy Brook Parking East	Burnsville	Active Permit	-	1/19/2022	2/25/2022	-	3/16/2022	-	-	5/16/2022	5/16/2023	-	-	-
2022-004	CHS Savage Terminal	Savage	Incomplete	-	1/27/2022	-	-	-	-	-	-	-	-	-	-
2022-005	Chaska West Creek Apartments	Chaska	Incomplete	-	2/8/2022	-	-	-	-	-	-	-	-	-	-
2022-006	Quality Forklift	Shakopee	No Permit Required	-	2/10/2022	-	-	-	-	-	-	-	-	-	-
2022-007	Engineered Hillside	Eden Prairie	Approved	-	2/15/2022	3/14/2022	-	-	4/20/2022	-	-	-	-	-	-
2022-008	Ivy Brook Parking West	Burnsville	Active Permit	-	2/16/2022	2/25/2022	-	3/16/2022	-	-	5/31/2022	5/31/2023	-	-	-
2022-010	Quarry Lake Pedestrian Bridge and Trail	Shakopee	Conditional Approval	-	2/24/2022	-	-	4/20/2022	-	-	-	-	-	-	-
2022-011	Biffs Inc.	Burnsville	Conditional Approval	-	2/28/2022	3/29/2022	-	4/20/2022	-	-	-	-	-	-	-
2022-012	Quarry Lake Park Improvements - Roadway and Boat Launch	Shakopee	Cancelled by Applicant	-	3/17/2022	-	-	-	-	5/24/2022	-	-	-	-	-
2022-013	Normandale & 98th Intersection Improvements	Bloomington	Active Permit	-	3/22/2022	4/1/2022	-	4/20/2022	-	-	4/22/2022	4/22/2023	-	-	-
2022-014	TH 41/CSAH 61 Improvements	Chaska	Conditional Approval	2/16/2021; 1/6/2022	3/23/2022	5/11/2022	-	5/18/2022	-	-	-	-	-	-	-
2022-015	Xcel Driveway	Shakopee	Incomplete	-	4/20/2022	-	-	-	-	-	-	-	-	-	-
2022-016	Organice Recycling Facility Relocation	Louisville Township	Incomplete	-	4/20/2022	-	-	-	-	-	-	-	-	-	-
2022-017	PLOC Channel Stabilization	Shakopee	Conditional Approval*	-	6/30/2022	7/5/2022	-	7/20/2022*	-	-	-	-	-	-	-
2022-018	Lakota Lane	Chanhassen	Under Review	-	4/19/2022	-	5/18/2022	-	-	-	-	-	-	-	-
2022-019	TH 494 SP 2785-433	Eagan and Bloomington	Conditional Approval*	-	4/21/2022	6/24/2022	-	7/20/2022*	-	-	-	-	-	-	-
2022-020	New Century School	Bloomington	No Permit Required	-	4/28/2022	-	-	-	-	-	-	-	-	-	-

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							Information Only	Conditional Approval	Approval						
2022-021	Oak St N (CenterPoint Energy)	Chaska	Active Permit		4/29/2022	-	-	-	6/15/2022	-	6/17/2022	-	-	-	-
2022-022	Ace Rent A Car	Fort Snelling	Incomplete		5/10/2022	-	-	-	-	-	-	-	-	-	-
2022-023	494 Corridors of Commerce	Fort Snelling	Pre-Permit*	5/3/2022	5/19/2022		7/20/2022*			-	-	-	-	-	-
2022-024	Gedney Pickles Holding Pond Restoration	Chanhassen	Pre-Permit	6/16/2022	-					-	-	-	-	-	-
2022-025	10561 E Riverview Drive	Eden Prairie	No Permit Required		6/22/2022					-	-	-	-	-	-
2022-026	10521 Spyglass Drive	Eden Prairie	Pre-Permit	5/31/2022	-					-	-	-	-	-	-
2022-027	Ivy Brook Parking Northeast	Burnsville	Under Review		7/5/2022					-	-	-	-	-	-
2022-028	Quarry Lake Park Restroom	Fort Snelling	Conditional Approval*		7/6/2022	7/8/2022	-	7/20/2022*	-	-	-	-	-	-	-

STATUS DEFINITIONS:

- Active Permit:** Applicant has a valid permit issued by LMRWD
- Cancelled by Applicant:** Applicant withdrew their application for a LMRWD permit
- Closed:** Applicant has indicated the project has completed construction and that the permit file may be closed
- Conditional Approval:** LMRWD managers conditionally approved the permit application, pending receipt of additional information from applicant
- Expired:** Applicant either obtained conditional approval, approval, and/or was issued a permit and the expiration date has passed
- Incomplete:** Applicant applied for a permit, but the application is incomplete
- No Permit Required:** Applicant applied for a permit, but during the completeness review, it was determined that the project did not trigger the regulatory thresholds
- On Hold:** Applicant requested their application be placed on hold
- Pre-Permit:** Applicant has requested pre-permit application reviews or meetings, but has not yet applied for a permit from LMRWD
- Under Review:** Permit application is complete and under review by LMRWD staff

* Staff recommendation only, has not yet been presented to the Board for action