

Questions Received by July 1, 2022 – City of Hermantown Highway 53 Business Park

1) Would HEDA consider an EAW as opposed to an AUAR?

Answer: An EAW is project specific. As there are no design scenarios at this time HEDA is utilizing an AUAR as the basis for the work.

2) Does HEDA have a land use scenario(s) developed, or do they need assistance with developing a scenario(s) as part of the AUAR process?

Answer: HEDA has a concept plan for the subdivision of the property but does not have specific development scenarios. Scenarios will need to be developed as part of the AUAR.

3.) Does HEDA wish to have any public involvement, beyond what is required by the AUAR process?

Answer: Yes. There may be a site user for a portion of the development. If this becomes reality the City will share this information with the chosen consultant.

4.) Does HEDA have a budget for the AUAR process?

Answer: HEDA has a rough cost in mind but is looking to the consultant's proposal for a proposed fee.

5.) Our understanding is currently there are multiple property owners within the proposed business park. Will the entire 137-acre business park be developed by the same proposer?

Answer: No, it is not likely that there will be a single developer for the business park, but rather multiple entities involved.

6.) What is the City's desired timeframe for phasing development within the Park? Will this be market demand driven or "build it and they will come" shovel ready site(s) to attract single user(s)?

Answer: This will be a market driven development.

7.) MN Rules 4410.4300 Subp 4. addresses Phased Actions and Connected Actions. The following information relates to these terms and the need for an AUAR.

- Phased Actions are future actions by the same proposer.
- Connected Actions are two or more projects that are related, interdependent parts of a larger whole. Projects are considered connected if one project would directly lead to the other, if one project is a prerequisite for the other, or if neither project is considered justified by itself.

Based on the understanding of the RFP, we are assuming that need for an AUAR is triggered because the future redevelopment will likely include multiple projects that will be considered “Connected Actions” and would also exceed one or more of the thresholds identified below:

- Subp. 14 Industrial, Commercial, and institutional facilities. – Construction of new or expansion of existing warehousing or light warehousing (Third or fourth class city, 300,000 sf)
- Construction of new or expansion of existing industrial, commercial, or institutional, other than warehousing or light industrial (Third or fourth class city, 200,000 sf) Page 2
- Subp. 36. Land use conversions – Projects resulting in the permanent conversion of 80 or more acres of agricultural, prairie, forest or naturally vegetated land. [Note: The existing commercial properties and undisturbed wetlands would not be considered part of the conversion area].

Please confirm that the City concurs with the above Connected Actions assumption and that at least one of the listed thresholds will be exceeded by the future redevelopment.

Answer: The City believes that this is a Connected Action as there will more than likely be multiple projects within the business park. There is enough buildable land that there is the potential to have more than 300,000 square feet of development.

There is approximately 65 acres that have not been previously developed or disturbed other than forestry activities.

8.) We are assuming that the project is not located in a shoreland area and/or in shoreland sensitive area? Please confirm that the City agrees with this assumption.

Answer: Correct, there is no shoreland area associated with the land area.

9.) Is there expected to be significant wetland impacts to meet the Master Plan concept?

Answer: There is the potential for wetland impacts, however it will be development driven.

a. If not, will the Master plan be updated to take into consideration wetland avoidance?

Answer: The attached master plan is one potential vision for the park. This project will be development driven and not parceled/platted at the onset.

b. Will the update of the Master Plan be part of the AUAR project?

Answer: Yes, the chosen consultant should provide alternative layouts.

10.) Will an alternate be consideration for a more intense development than the Master Plan contained in the RFP?

Answer: Yes.

a. Example would be a few larger users with more building massing and potential significant truck traffic?

Answer: Yes, this could be a potential.

11.) Are there key traffic intersections that currently have experienced issues that will need to be evaluated with the Business Park added traffic volume?

Answer: Miller Trunk Highway 53 is a MNDOT state highway. No new driveways onto Hwy 53 are envisioned to be permitted by the state. Access to the project site will be via Lavaque Bypass and potentially Abrahamson Road. A traffic signal may be required Lavaque Bypass depending upon the nature/size of the future development.

a. Will a traffic impact study be required? – The EAW states: 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

Answer: This is dependent upon an end user.

12.) Will the City Engineer provide the existing sewer and water capacity available to the site?

Answer: The City will provide utility information to the best of our ability.