

**ROSEVILLE**  
**REQUEST FOR CITY COUNCIL ACTION**

Agenda Date: 7/25/2016

Agenda Item: 14.b

Department Approval

City Manager Approval

**ITEM DESCRIPTION:** Consideration of an **INTERIM USE** to allow temporary concrete and asphalt crushing, recycling, and storage at the former PIK Terminal, 2690 Prior Avenue (PF16-015)

**APPLICATION INFORMATION**

Applicant: PIK Terminal Company Limited Partnership

Location: Planning District 10 – generally east of Mount Ridge Road, north of Twin Lakes Parkway, west of Prior Avenue, and south of Langton Lake Park.

Property Owner: same

Open House Meeting: held on May 17, 2016

Application Submission: received June 9, 2016; considered complete on June 16, 2016

City Action Deadline: August 15, 2016, per Minn. Stat. §15.99

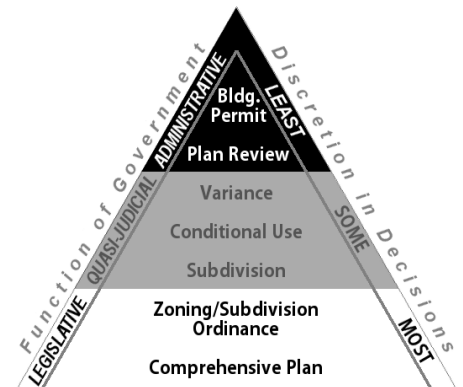
**GENERAL SITE INFORMATION**

Land Use Context

|       | Existing Land Use                                                                                                 | Guiding | Zoning |
|-------|-------------------------------------------------------------------------------------------------------------------|---------|--------|
| Site  | undeveloped                                                                                                       | CMU     | CMU-2  |
| North | Calyxt                                                                                                            | CMU     | CMU-2  |
| West  | Twin Lakes Corporate Center Phase IV, Hampton Inn, Metro Transit Park & Ride, Home2Suites, and undeveloped parcel | CMU     | CMU-4  |
| East  | Langton Lake Park                                                                                                 | POS     | PR     |
| South | Walmart/Twin Lakes Corporate Center Phase I                                                                       | CMU     | CMU-4  |

**LEVEL OF CITY DISCRETION IN DECISION-MAKING**

Action taken on an interim use is **legislative** in nature; the City has broad discretion in making land use decisions based on advancing the health, safety, and general welfare of the community.



## PROPOSAL OVERVIEW

The subject property is located in City Planning District 10, has a Comprehensive Plan designation of Community Mixed-Use (CMU), and has a zoning classification of Community Mixed-Use-2 (CMU) District. The site is generally vacant except for former building foundations (offices and cross-dock facility) and parking lot areas.

The applicant seeks to establish a temporary operation to crush foundations and paved surfaces, as well as a temporary storage area for the aggregate/gravel by-product. The crushing facility and stockpile would be located along the western side of the property adjacent to Mount Ridge Road. The recycled aggregate/gravel would then be used when the site is redeveloped or the material would be transported to other sites not yet identified.

## SUMMARY OF OPEN HOUSE

At the May 17, 2016, open house, attendees raised concerns about the following: dust control, whether air quality monitors would be used at various locations on the site, noise generated from the crushing operation during legal hours of operation, and the potential of sediment flows to Langton Lake. Bob Vollhabor, Project Manager with Forest Lake Contracting, was in attendance at the open house and provided a detailed overview of the proposed crushing operation and responded to the concerns expressed. In his review, Mr. Vollhabor indicated the subject site for the crushing and stockpiling is at the western edge of the PIK property and approximately a half mile from the closest residential area. Mr Vollhabor indicated that the mature trees in the park will buffer noise from the crushing operation. He also indicated that water will be on-site to control any additional dust that is produced from the crushing/stockpiling. Mr. Vollhabor clarified that all activity has to comply with MPCA rules regarding air pollution and quality. He further indicated that the project will need to comply with MPCA storm water rules and that he intends to install hay bales as additional protection from runoff in case a major rain event should occur. Lastly Mr. Vollhabor stated that he estimates about 25,000 tons of demolition needed to be processed, with approximately 2,500 being crushed daily over 10-15 days. If crushing does not take place on the site, there would be an estimated 1,400 truckloads with a minimum of 2,800 vehicle trips on the adjacent and surrounding streets.

After the open house, and in response to citizen concerns and potential environmental impacts associated with the demolition and crushing operation, the applicant created a Response Action Plan and Construction Contingency Plan and submitted them to the Minnesota Pollution Control Agency for review and approval (Attachment C).

## REVIEW OF INTERIM USE APPLICATION

To arrive at its recommendation, Planning staff considers the relevant code section, input gathered at the open house, and comments from DRC members. In this case the code section is 1009.03:

*The purpose statement for this section indicates the following: Certain land uses might not be consistent with the land uses designated in the Comprehensive Land Use Plan, and they might also fail to meet all of the zoning standards established for the district within which they are proposed; some such land uses may, however, be acceptable or even beneficial if reviewed and provisionally approved for a limited period of time. The purpose of the interim use review process is to allow the approval of interim uses on a case-by-case basis; approved interim uses shall have a definite end date and may be*

subject to specific conditions considered reasonable and/or necessary for the protection of the public health, safety, and general welfare.

Additionally, Section 1009.03D.1-3 of the City Code specifies that three specific criteria must be satisfied in order to approve a proposed INTERIM USE (IU):

1. *The proposed use will not impose additional costs on the public if it is necessary for the public to take the property in the future.* This is generally intended to ensure that a particular interim use will not make the site costly to clean up if the City were to acquire the property for some purpose in the future. In this case, the Planning Division understands that the concrete and asphalt by-product once recycled will be similar to class-5 gravel and can be used as a sub-base for future development on the subject site or trucked to other locations. Both the crushing of the foundations and parking areas and the temporary stockpiling of the gravel material would pose limited environmental risk to the City if it were to acquire the site; therefore the Planning Division staff believes that the IU would not cause the City to incur additional costs if the City had to take possession of the property in the future.
2. *The proposed use will not create an excessive burden on parks, streets, and other public facilities.* Temporary crushing and by-product stockpiling on the subject site would not create an excessive burden on parks or other public facilities. It is, in fact, a recycling technique that would reduce the burden on public streets in the immediate and general area. Information provided by the applicant's contractor indicates that removing the debris would result in an estimated 1,400 truckloads or 2,800 trips into and out of the site, creating a constant hum of construction activity for an extended period of time. To have the material crushed on site would significantly reduce this activity. As such, the Division believes that the proposed IU would not constitute an excessive burden on streets, parks, or other facilities, especially given the former use as a motor freight terminal.
3. *The proposed use will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety, and general welfare.* The Planning Division has concluded that the two main concerns of a crushing operation are noise and dust. The noise levels of the equipment used in the proposed crushing operation generally fall within the range of typical heavy equipment used in construction activity. Also, during crushing operation, spray bars on the crusher add water to the resultant pile to assist in crust formation.

For context on the potential impacts, the City Planner, in 2006, videotaped the crushing operation at the former Ramsey County Public Works Facility at Rice and I-694, which was across the street from a number of single family residential homes and a residential care facility. The outcome of this taping and observation was that dust from crushing was negligible. Upon observation, noise from the crushing equipment was audible, but not loud or prominent, and freeway noise at certain locations on the site was more prevalent than the crushing operation. The Rice and I-694 site is similar to the PIK property in that a major freeway is in close proximity, which produces audible noise that may reduce the noise from the crushing operation. Planning staff would also offer that the crushing operation will follow Minnesota Pollution Control Agency standards for non-metallic processing plants. Further, in support of limited dust during crushing, fractured concrete particles tend to form a crust once they are stockpiled, which minimized the amount of dust generated.

Based on the information above, the distance from Langton Lake and the nearest residential property, and the Response Action Plan and Construction Contingency Plan, the Planning

Division believes that the IU will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety, and general welfare.

The required open house meeting for this proposal was held by the applicant on May 17, 2016. A summary of the discussion at the meeting is included with this report in Attachment D.

#### **STAFF COMMENT**

In 2006, the City approved a similar crushing operation on the Dorso property. The approval also included a temporary concrete batch plant to be used for construction of the master developer's project. The Planning Division staff believes that, in the short term, the proposed concrete and asphalt crushing and stockpiling of aggregate material will not likely impose costs, create an excessive burden, or be injurious to the surrounding neighborhood, especially if the following conditions are in place to monitor dust, noise, and vibrations.

1. The crushing operation shall be completed within 30 days after receiving all necessary permits from the City and State agencies.
2. The stockpiling of recycled aggregate material shall be utilized on-site or removed within a two-year time frame from date of IU approval.
3. The stockpile shall be monitored weekly (or as determined by the Community Development Department) to determine moisture content and additional water added if needed; a minimum moisture content of 1.5% is required.
4. A seismograph shall be used to monitor vibrations at the beginning of each crushing cycle to confirm vibration thresholds are not exceeded. Vibrations in excess of acceptable thresholds will result in the crushing operation being modified to conform to levels that prevent noticeable impacts to adjacent properties.

#### **PLANNING COMMISSION ACTION**

On July 13, 2016, the Planning Commission held the duly noticed public hearing. At the meeting one resident addressed the Commission with a couple of questions regarding the crushing operation. The resident noted that he was thankful of the change in use of spray on the crushing activity to go from periodically to continuously. He also asked why the City was going to monitor the spraying activity once a week or less, per the report. The City Planner clarified that the condition was not related to the spraying during crushing, but the monitoring of the stockpile after it is created. The resident also noted that the contractor is required under MPCA rules to install erosion control to protect from byproduct runoff. In addition the resident stated he hoped security fencing would be installed and asked that that be considered as condition.

Commissioners also had a few questions of staff and the general contractor, including: who would monitor the job site, what would be the estimated quantitative reduction in truck trips, what is the risk of running into environmental contamination during demolition, hours of operation, how tall/large is a 25 ton pile of crushed aggregate, should condition 1 and 2 be aligned/consistent with one another, how much of the crushed aggregate could be used on the site, and how much would need to be removed. City staff and the contractor did their best to answer/address all questions asked by Commissioners.

The City Planner explained the demo permit process regarding an approved IU for crushing, which process would entail the administrative review and approval of specific plans that would need to address erosion control utilizing a number of best management practices and that security

fencing would also be within the purview of the demo permit. The City Planner added, should the Commission find is appropriate, a condition regarding erosion control and security fencing could be added. This condition could read: the City staff shall review and consider best management practices for erosion control and security after demolition is complete as a component of the demolition permit.

The project contractor returned to respond to the question of monitoring moisture content during the crushing operation indicating that by spraying continuously it alleviates the potential for any issue/concern and that there is a specific MPCA requirement whether weekly or daily.

The Planning Commission voted 7-0 to recommend approval of the requested IU, which recommendation included the alignment of language in conditions 1 and 2 and the addition of the suggested City Planner condition regarding erosion control and security fencing. The Commission also approved an additional condition pertaining to limiting the hours of operation for crushing to 8 p.m. The draft minutes were not available at the submittal of the report to the City Manager.

In response to comments/concerns received at the Planning Commission meeting regarding security fencing and sediment prevention of Langton Lake, the project contractor and applicant has suggested the relocation of the proposed stockpile to the southwest portion of the lot to take better advantage of the existing security fencing and a location with existing drainage patterns that prevents a more direct route of storm water runoff toward Langton Lake (Attachment F).

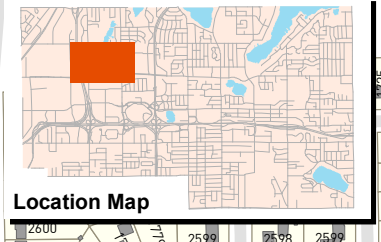
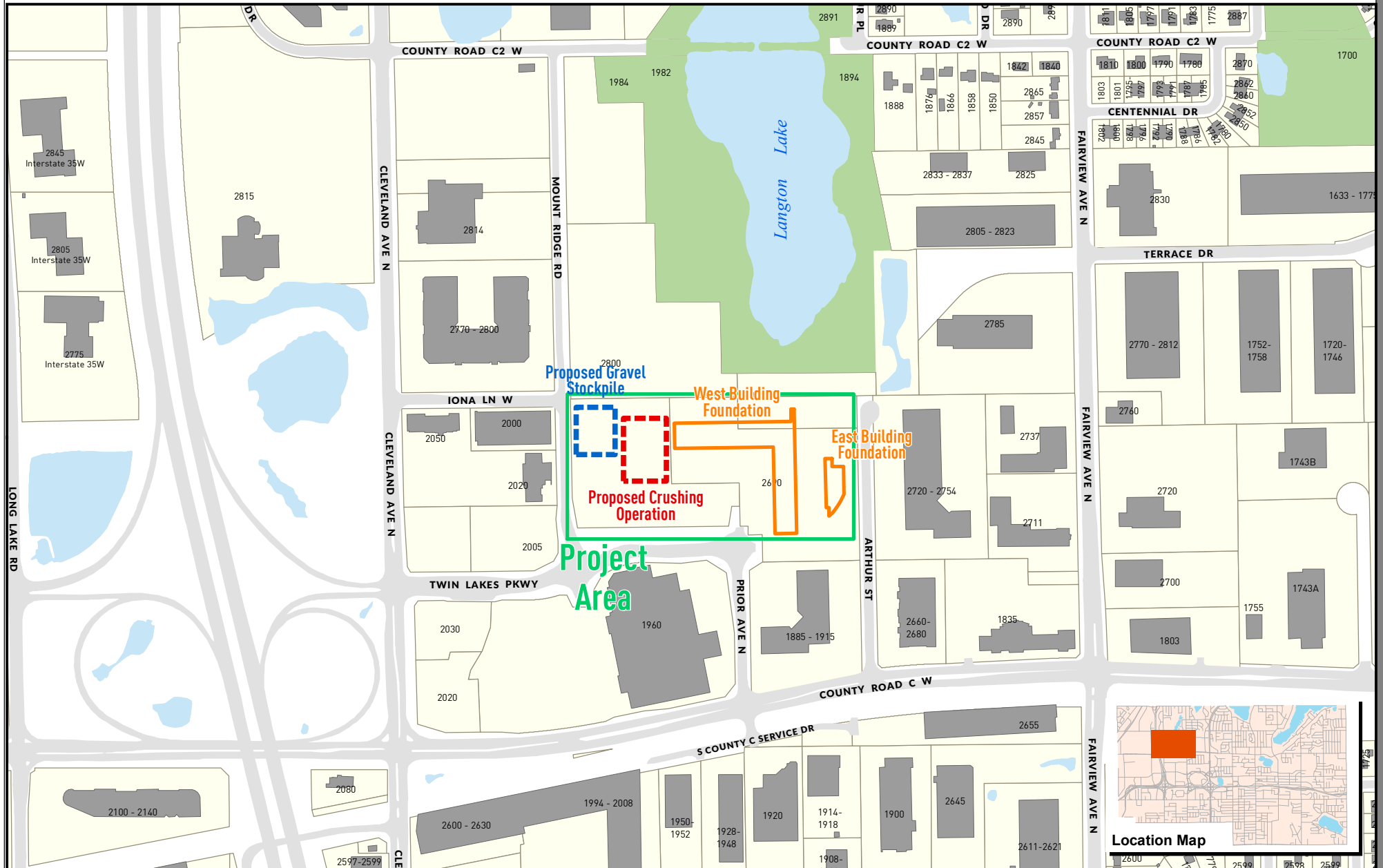
#### **SUGGESTED CITY COUNCIL ACTION**

Adopt a resolution approving the interim use for temporary concrete and asphalt crushing, recycling, and storage at the former PIK Terminal, 2690 Prior Avenue, subject to the following conditions as recommended by the Planning Commission:

1. The crushing operation shall be completed within 30 days after receiving all necessary permits from the City and State agencies.
2. The stockpiling of recycled aggregate material shall be utilized on-site or removed within a two-year time frame after receiving all necessary permits from the City and State agencies.
3. The stockpile shall be monitored weekly (or as determined by the Community Development Department) to determine moisture content and additional water added if needed; a minimum moisture content of 1.5% is required.
4. A seismograph shall be used to monitor vibrations at the beginning of each crushing cycle to confirm vibration thresholds are not exceeded. Vibrations in excess of acceptable thresholds will result in the crushing operation being modified to conform to levels which prevent noticeable impacts to adjacent properties.
5. City staff shall review and consider best management practices for erosion control and security after demolition is complete as component of demolition permit.
6. Hours of operation of the crushing activity shall end no later than 8pm



# Pik Terminal Property: Proposed Crushing Operation



Prepared by:  
Community Development Department  
Printed: July 8, 2016



Site Location

## Data Sources

- \* Ramsey County GIS Base Map (7/5/2016)
- \* Aerial Data: Surdex (4/2015)

For further information regarding the contents of this map contact:  
City of Roseville, Community Development Department,  
2660 Civic Center Drive, Roseville MN

## Disclaimer

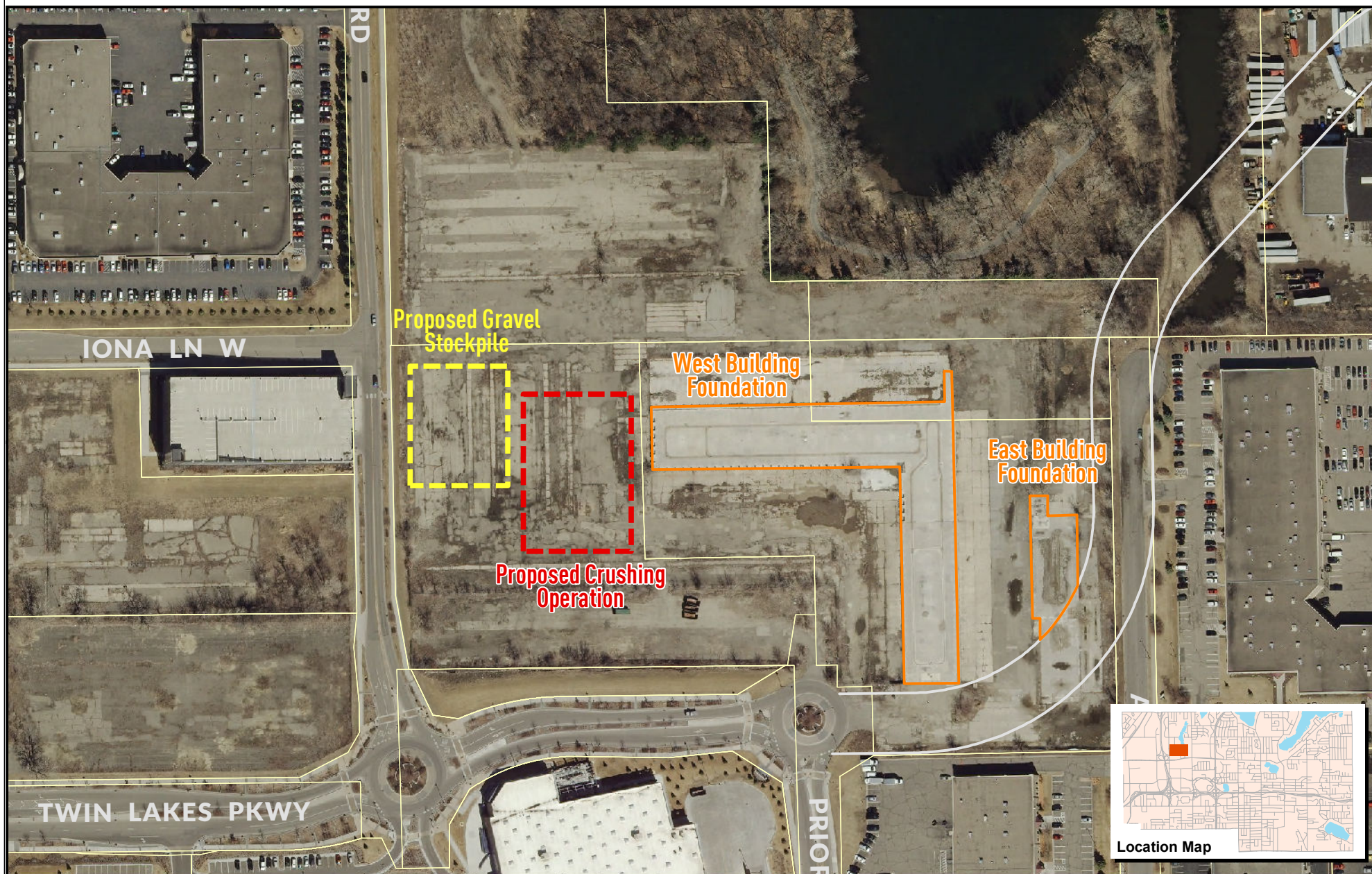
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0 200 400 Feet



# Pik Terminal Property: Proposed Crushing Operation

Attachment B



Prepared by:  
Community Development Department  
Printed: May 10, 2016



Site Location

## Data Sources

- \* Ramsey County GIS Base Map (5/4/2016)
- \* Aerial Data: Surdex (4/2015)

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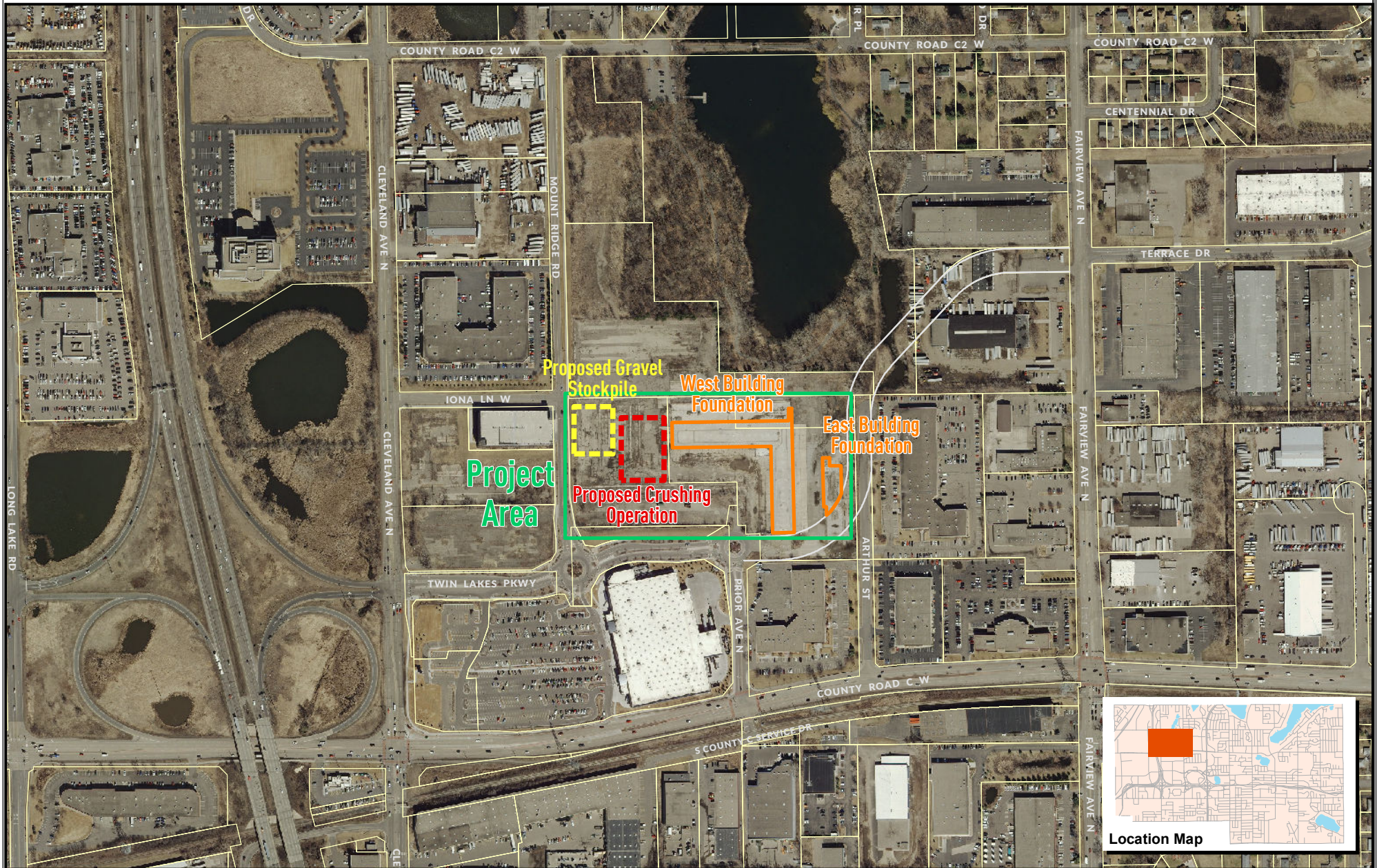
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0 100 200 Feet



# Pik Terminal Property: Proposed Crushing Operation

Attachment B



Prepared by:  
Community Development Department  
Printed: May 10, 2016



Site Location

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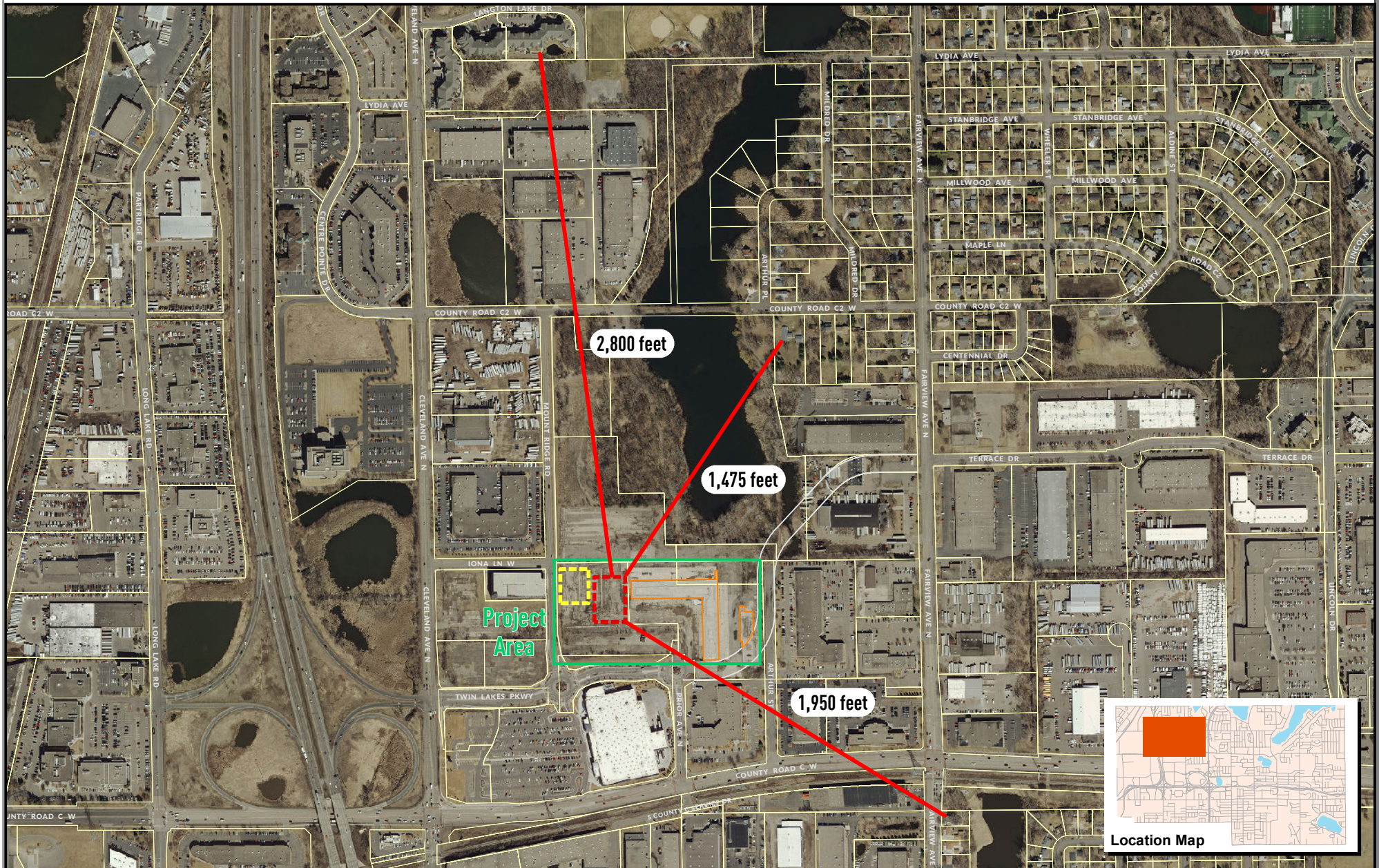
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0 100 200  
Feet



# Proposed Crushing Operation: Distance to Nearest Residential

Attachment B



Prepared by:  
Community Development Department  
Printed: June 17, 2016



Site Location

## Data Sources

- \* Ramsey County GIS Base Map (5/4/2016)
- \* Aerial Data: Surdex (4/2015)

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0 400 800 Feet





# RESPONSE ACTION PLAN AND CONSTRUCTION CONTINGENCY PLAN

## **Former PIK Terminal**

2680-2690 Prior Avenue  
Roseville, MN 55113  
Site Number: SR387

## *Prepared for:*

### **Pikovsky Management, LLC**

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Edina, MN 55439

&

### **Minnesota Pollution Control Agency**

520 Lafayette Road North  
St. Paul, MN 55155

## *Prepared by:*

### **Vieau Associates Inc.**

4570 West 77<sup>th</sup> Street  
Edina, MN 55435

June 10, 2016

# **RESPONSE ACTION PLAN AND CONSTRUCTION CONTINGENCY PLAN**

**Former PIK Terminal  
2680-2690 Prior Avenue  
Roseville, Minnesota 55113**

**Site Number: SR387**

June 10, 2016

*Prepared for:*

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VAI Project No. R13-005

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## **1. INTRODUCTION**

Vieau Associates, Inc. was retained by Pikovsky Management, LLC to prepare this Response Action Plan and Construction Contingency Plan (RAP/CCP) for the property located at 2680-2690 Prior Avenue in Roseville, Minnesota (Figure 1). PIK Terminal Co LLP is the current owner of the property.

The property is undeveloped except for the concrete foundation of the former buildings and paved parking. The property owner is in the process of preparing an Interim Use Application for the crushing and consolidation of the remaining concrete and bituminous on the property. This RAP/CCP has been requested by the City of Roseville to set forth procedures to follow in case unknown drums, tanks, or other unexpected conditions are encountered during development.

We are requesting that the Minnesota Pollution Control Agency (MPCA) review and approve this RAP/CCP.

### **1.1 Historical Summary**

By 1940, the property was cultivated agricultural land. Buildings associated with farmsteads were present at the southwest and northeast corners of the property. By 1953, what appears to be small scale gravel mining operations had started on the east half of the property while the west half remained cultivated agricultural land. The original portions of the terminal building and the shop building were constructed around 1962 for use as a truck terminal on the east portion of the property. The west half of the property was undeveloped. In the mid-1970s, additions to the terminal and shop buildings had resulted in their current configurations and the parking area had been expanded to its current extent. The north portion of the property appeared to be undeveloped, with trails running through the area. The property continued to be used as a truck terminal through 2003 with trailer parking on the north portion of the property. The property has been vacant since the early 2000s and both buildings were torn down in 2013.

### **1.2 Physical Setting**

The property is approximately 25.6 acres and is irregularly shaped. It has historically been broken out into three distinct areas with differing contaminant sources (Area A through Area C) as depicted on Figure 2.

1. Area A –Northern portion of the property. Primarily impacted with petroleum compounds in soil from a previous MPCA-approved thin spreading of soil from the former storage tank basin (Leak# 1326). Area A was sold to Calyxt, Inc. in early 2016 for the development of an agricultural product development company. Refer to MPCA files PB4960 and VP4676 for additional details.

2. Area B –Southwest portion of the property. Primarily impacted with non-petroleum compounds in soil and groundwater. The northern approximately 190 feet of Area B included a portion of the parcels that were sold to Calyxt. Significant investigations on this portion of the area have identified only petroleum impacts.
3. Area C –Southeast portion of the property. Primarily impacted with petroleum compounds in soil and groundwater from two former underground storage tank basins (LEAK# 1326). Soil impacted with petroleum-impacts remaining beneath and around the former UST basins.

Based on the New Brighton, Minnesota USGS topographic map, the surface elevation of the property ranges from approximately 910 feet above Mean Sea Level (MSL) on the south side of the property to 930 feet on the north side of the property. No surface water bodies are on the property, although Langton Lake is located less than 150 feet north of Area C.

The 1992 Geologic Atlas of Ramsey County indicates that surficial geology in the vicinity of the property consists of sandy lake sediments with fine to medium grained sand, silt, and clay which is consistent with our field observations.

Bedrock is indicated to consist of fine grained dolostone and limestone of the Platteville formation, underlain by thin, green sandy shale of the Glenwood Formation. The Platteville is possibly overlain in places by the Decorah Shale. The bedrock surface is expected to occur approximately 100 feet below ground surface (bgs).

The perched water table (shallow groundwater) is estimated to range from approximately 10 to 20 feet deep. During the most recent investigations, groundwater was encountered at a depth of approximately 10 feet in the south portion of the property (Areas B and C). Four monitoring wells were recently installed on the property and preliminary measurements indicate groundwater flow is to the north-northeast which is consistent with investigations on adjoining properties. Based on recent borings completed in the glacial aquifer, the depth to the glacial drift aquifer is about 55 feet.

The depth and gradient of the water table likely varies seasonally with changes in precipitation, and may change significantly over time in response to development, including impervious surfaces, storm water controls, and pumping wells (domestic, industrial, or irrigation).

### ***1.3 Prior Investigations***

The larger PIK Terminal Site is listed on the following MPCA databases:

- Leaking Underground Storage Tank (LUST) – Leak#1326 (Closed)
- Voluntary Superfund – #SR387 (Active)

Previous test locations are shown on Figure 2. Please refer to the investigation documents associated with Leak#1326 and SR387 for the results of the soil, groundwater, and soil vapor investigation conducted on the property.

#### ***1.4 Proposed Development Plans***

No development is proposed at this time.

### ***2. MONITORING PLAN***

#### ***2.1 Overview***

The goal of the voluntary response actions is to appropriately manage any impacted soil, concrete, or bituminous that is encountered during concrete and bituminous removal in accordance with risk-based criteria established by the MPCA, and properly dispose of any impacted soil, concrete, or bituminous at a permitted solid waste landfill. Soil below the concrete and bituminous is known to be impacted with volatile organic compounds (VOCs), gasoline range organics (GRO), and diesel range organics (DRO).

#### ***2.2 Concrete and Bituminous Crushing and Stockpiling***

The general contractor responsible for concrete and bituminous removal, crushing oversight, and consolidation will be Forest Lake Contracting.

Site security will be the responsibility of the general contractor. It is expected that fencing and signage will be furnished to alert pedestrians to keep out of the construction zone.

The area of concrete and bituminous that is to be removed is shown on Figure 3. Material removal will be performed by conventional excavation equipment. The property currently features four above grade monitoring wells that will not be removed or otherwise disturbed as part of this work. Concrete or bituminous parking and drive areas surrounding the wells may need to be removed with hand tools or small excavators to avoid damage by large equipment. Any wells that are damaged will be promptly repaired or replaced. Erosion control will be implemented in accordance with the permit. All permits will be obtained by the contractor as necessary.

Crushing operations will be located on the far western edge of the property; the maximum distance from residential areas east of Langton Lake. The contract for the crushing operations will require the crushing contractor to have on-site water available to control visible dust. The project manager with Forest Lake Contracting has indicated that the material to be crushed is approximately 60% concrete and 40% bituminous and, based on his experience, adding bituminous to the mix reduces dust generation. The crushing equipment will also have a misting system over the chute where material exits

the crusher to minimize dust. The material will be crushed to class five gravel and the intention is to use the material on construction projects throughout the area.

The stockpiles are also anticipated to be located on the far western edge of the property which will allow easy access to Interstate Highway 35W. The length of time the stockpile will remain on the property is not known and is dependent on the market demand for class five in the near future. The stockpile may generate some dust as it dries; however, a rain event will wash off any remaining dust resulting in negligible dust emissions thereafter. Minor amounts of dust may also be generated when the material is being loaded into trucks for off-site reuse.

No dewatering or groundwater extraction is anticipated to be necessary in order to remove the remaining concrete and blacktop.

### ***2.3 Observation and Monitoring***

In order to reduce the risk that that impacted soil, concrete, and bituminous do not get mixed into the final product destined for reuse, environmental monitoring is proposed. The proposed observation and monitoring activities will include:

- Observation and monitoring on an as-needed basis of soils, concrete, and bituminous that are observed to be stained to segregate contaminated concrete or bituminous and watch for unexpected conditions.
- Impacted concrete or bituminous, determined via visual observation or materials with a strong odor, will be removed separately and will be stockpiled for disposal at a landfill.
- In areas where impacted concrete or bituminous are encountered, underlying soil will be screened for elevated organic vapors using a photoionization detector (PID) equipped with a 10.6 eV lamp. Soils exhibiting 10 ppm or greater PID headspace readings encountered at the surface will be excavated until PID readings are less than 10 ppm or a depth of two feet to remove any impacted surficial soil. Soils exhibiting less than 10 ppm PID readings with no visible staining or debris will remain undisturbed.
- Excavated soil will be stockpiled on poly sheeting and covered by poly at the end of each work day for disposal at a landfill. Sampling and testing will be performed as necessary to evaluate the suspect soil to determine acceptable recipient facilities.
- Results of the response actions will be documented in an implementation report that will be submitted upon completion of the response actions. The depth and lateral extent of any excavations will be documented, and estimated volumes of

the stockpiled concrete/bituminous mix and any excavated and stockpiled soil will be calculated using conventional means (tape measurements, hand-levels, or, if available, through the general contractor's surveying equipment; and reference to the construction plans/survey controls). Final volumes of any disposed soil, concrete, or bituminous will be provided by the selected disposal facility documentation.

### **3. CONSTRUCTION CONTINGENCY PLAN**

Because of the potential for the excavation to encounter buried tanks, drums or other unexpected conditions, this Contingency Plan will apply.

If buried building materials are encountered, a certified asbestos building inspector will be brought to the site to evaluate the materials. If asbestos-containing debris is confirmed by observations or testing, such materials will be immediately wetted for dust control, segregated and targeted for disposal at an appropriately permitted facility by a qualified contractor following all applicable regulations. At this time, we consider the risk of encountering friable asbestos containing materials to be low and response actions will be taken as a contingency action.

Excavation monitoring will also check for industrial waste, waste or fuel containers, drums, tanks, staining, odors, free liquids, or other suspect conditions. If suspect conditions or materials are encountered that differ from those already anticipated, the excavation activities will be halted or diverted to a separate location until the suspect situation has been evaluated and an approach for further evaluation or cleanup has been determined. Mr. Allan Timm, MPCA project manager assigned to the active Voluntary Superfund Investigation, will be notified immediately of any unanticipated conditions, and will be asked to review and approve any modifications to the soil contamination monitoring plan as quickly as possible to avoid delays. A special hazardous waste contractor or special sampling personnel will be retained as deemed necessary to complete further assessment activities and develop a recommended course of action.

### **4. SITE SAFETY PLAN**

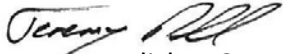
Vapors are not expected to pose an exceptional hazard during construction or warrant personal protective equipment beyond level D for workers during construction.

The contractor for excavation and hauling will be responsible for its own health and safety plan.

**5. GENERAL REMARKS**

Please contact the undersigned at 952-595-5315 if there are any questions or if additional information is needed concerning this RAP/CCP.

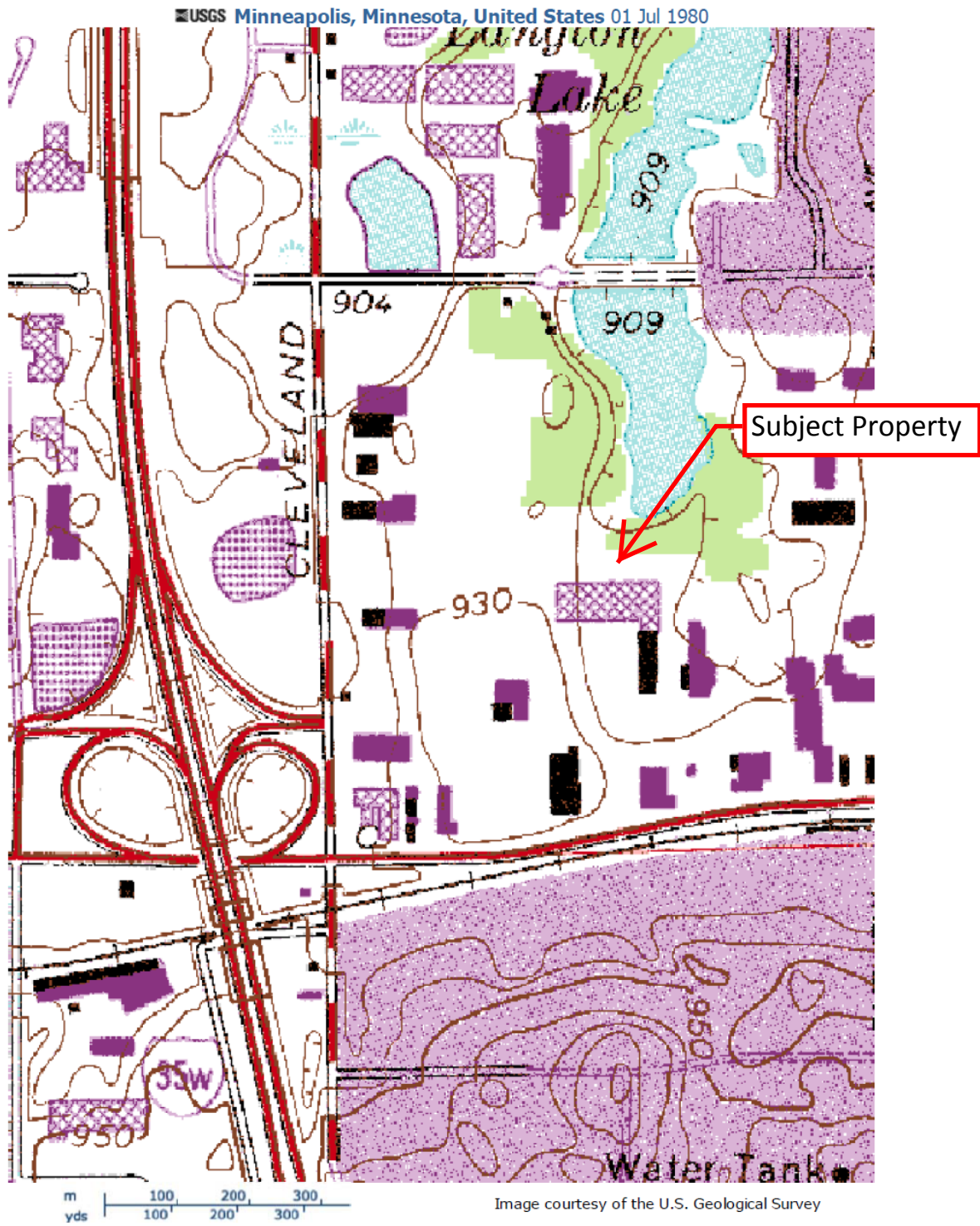
Vieau Associates Inc.



Jeremy Pavlish, PG  
Vice President, Senior Project Manager

Attachments

## FIGURES



**Figure 1 Property Location**

2680 – 2690 Prior Avenue  
Roseville, MN 55113

**VIEAU**  
ASSOCIATES INC

Calyxt 2016 Purchase

- |             | Property Boundary             |
|-------------|-------------------------------|
| ● GP-1      | 2003 AET Borings              |
| ■ TP-1      | 2003 AET Test Pits            |
| ■ GP-24     | 2004 AET Push Probe Borings   |
| ▲ B-10      | 2004 AET HSA Borings          |
| ★ P-1       | 2005 AET Borings              |
| ■ TP-1(05)  | 2005 AET Test Pits            |
| ⊕ CPT-6     | 2005 AET Glacial Aquifer Well |
| ⊙ P-74      | 2012 VAI Push Probe Borings   |
| ▨ TP-20(12) | 2012 VAI Test Pits            |
| ▼ PV-5      | 2013 VAI Passive Soil Vapor   |
| ⊙ P-78      | 2014 Soil Probe               |
| ▲ VP-5(14)  | 2014 Soil Vapor Probe         |
| ⊙ MW-1      | 2016 Monitoring Well          |

Area B

## Area C

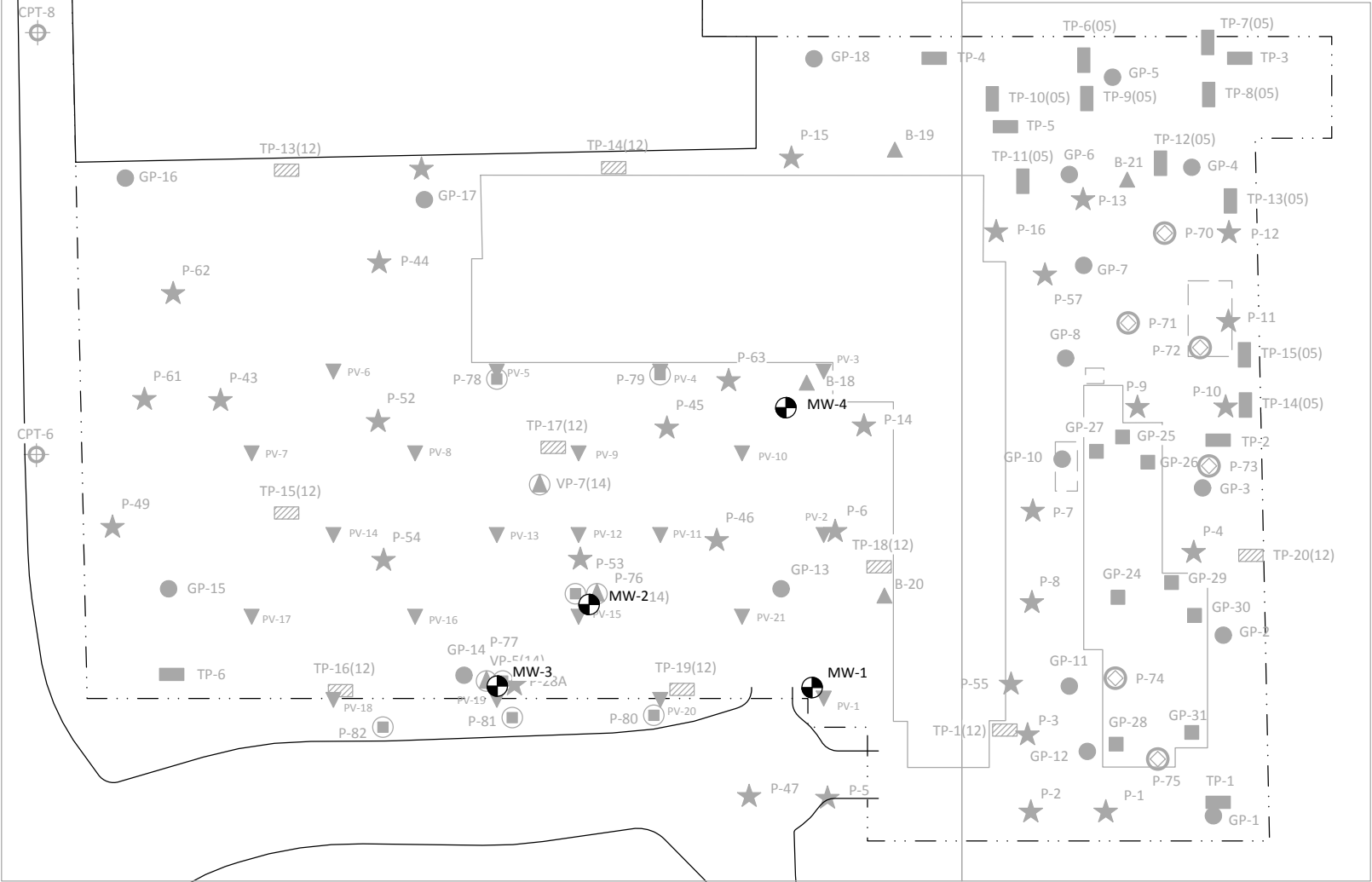
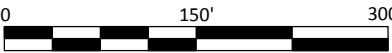


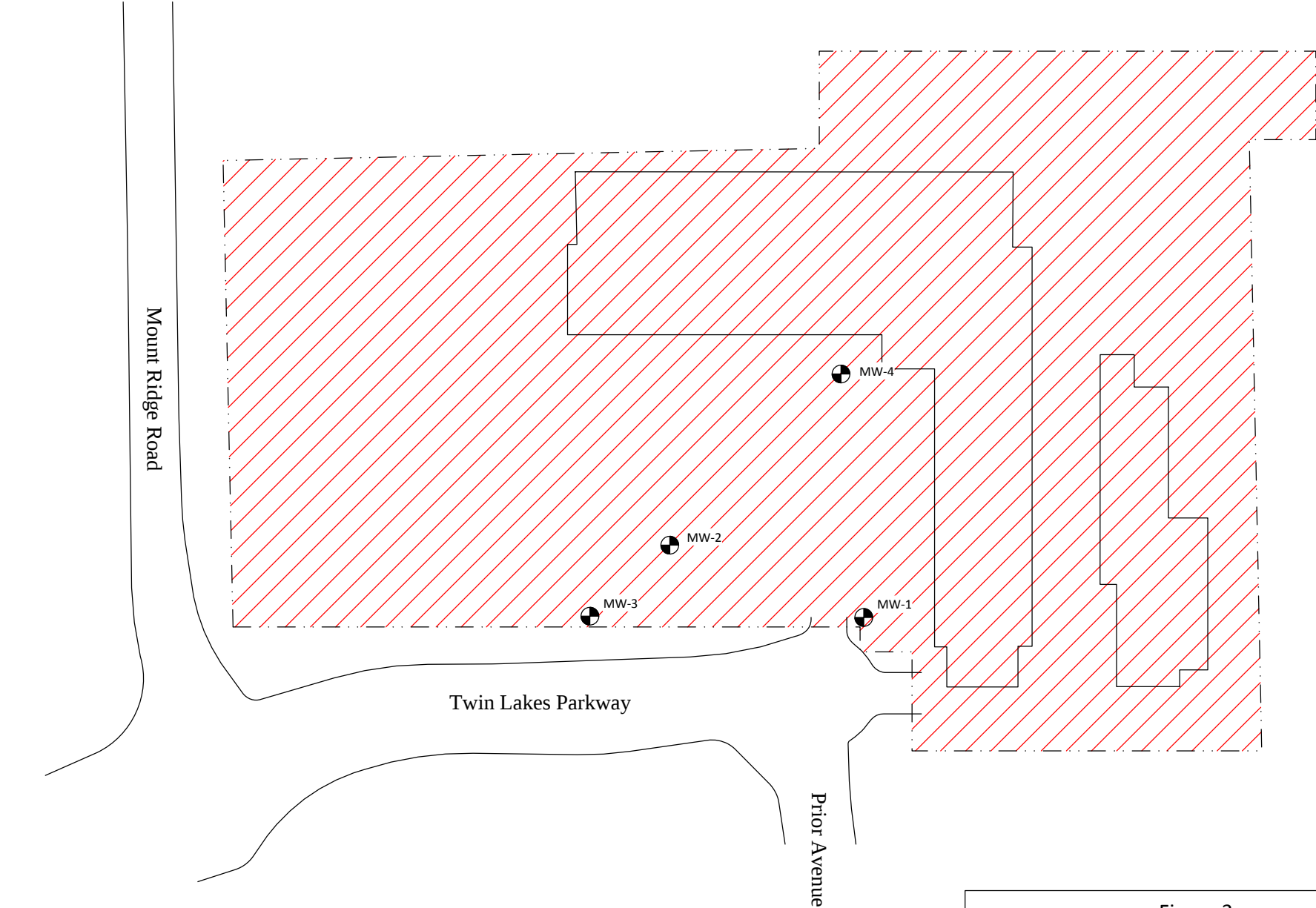
Figure 2  
Site Diagram

Former PIK Terminal  
2680-2690 Prior Ave  
Roseville,. MN

06/08/16

Jeremy Pavlish





Legend

- Property Boundary
- MW-1 2016 Monitoring Well
- Concrete and bituminous to be removed

**Figure 3**  
**Area of Concrete and Bituminous Removal**

|                                                             |                |  |
|-------------------------------------------------------------|----------------|--|
| Former PIK Terminal<br>2680-2690 Prior Ave<br>Roseville, MN | 06/08/16       |  |
|                                                             | Jeremy Pavlish |  |

**Code Section 1009.07(E) Summary Report on Pik Terminal Co.'s Developer Open House  
held May 17, 2016 from 6:00 p.m. to 8:00 p.m. at the Lions Shelter, Roseville**

**Attending on behalf of the owner:**

Nanette Pikovsky, Chief Manager of Pikovsky Management, LLC, the general partner of Pik Terminal Co., LP, Bob Vollhaber, project manager for Forest Lake Contracting, the demolition contractor and Robert M. Rosenberg, Attorney for Pik Terminal Co. Limited Partnership.

**Public Attendees:** Thirteen persons signed the guest register. Two signatories were members of the Planning Commission. One of the 13 signed for herself and her husband. A few people did not sign the register, but appeared to be accompanied by individuals who did sign. Most of the individuals appeared to be residents of the Twin Lakes Area, although a former planning commission member, now living in Hugo, also attended.

**Presentation:** There was no formal presentation, as people arrived in small groups throughout the two hour open house. Mr. Vollhaber described the process to each person or group and, along with Ms. Pikovsky and Mr. Rosenberg, responded to questions.

**Concerns expressed by attendees:** The public comments focused on potential environmental concerns from the crushing operation and subsequent on-site storage. One person asked if there would be air quality monitors at various locations around the property and control of particulates in the crushed material. Others expressed concerns with noise during the legal hours of operation and potential sediment flows to Langton Lake.

**Mitigation/Resolutions:**

It is noted that the proposed location for crushing and stockpiling is the far western edge of the property. This is the maximum distance from the residential area east of Langton Lake, and approximately half of a mile south of Applewood Pointe, the home of one of the attendees. The adjoining parcel to the north, and parcels to the immediate west, south and east of the site are non-residential. There are areas of park and trees to the northeast of the site, creating a buffer with the residential areas on the east of Langton Lake, and the property is separated from the residential buildings west of Langton Lake by trees and commercial/industrial properties and active office/warehouse structures.

**Dust:** Mr. Vollhaber noted that the contract for the crushing operation will require that the crushing contractor have on-site water to control visible dust. He also noted that the crushing equipment includes a misting system to control dust that is located over the chute where the material exits the crusher. It is anticipated the crush will be to a class five gravel. It is estimated that the material will be approximately 60% concrete and 40% asphalt, and that having asphalt in the mix tends to reduce the dust generated by the operation. The activity will comply the air pollution control rules of the PCA, which is the standard adopted by the City (404.01).

**Sediment and Lake Pollution:** The plan is to retain the hard surface as a base on which the crushed material will be stored. Because the asphalt and concrete will be removed from the surrounding area it is anticipated that the ground will absorb rain water, reducing or eliminating drainage to the north. Additionally, the project will comply with the PCA Storm Water Rule, and a buffer of hay bales will be established to provide further protection for the lake. At the open house Mr. Vollhaber noted that although the current work related to the City's Twin Lake Parkway construction to the northeast of the site is creating some murkiness because of the pond pumping and excavation, those circumstances do not exist where the crushing and storage will occur. It was also noted that the piled gravel has a cohesiveness and stability that reduces dust and sediment.

It was also indicated that if any demolition material appears to be contaminated with oil or other contaminants, it will be removed from the site and taken to a land fill, as a result the material being crushed should not contain contaminants.

**Noise:** As noted, the planned crushing operation will take place on the west side of the site, buffered from the northeastern residential areas by trees and distance, and by distance and built up active commercial areas to the north. The notice of the open house indicated that the operation would take place during the legal hours for such activity permitted by the City Code. Weather and equipment permitting, the crushing operation, generating approximately 2,500 tons per day for a total crush of 25,000 tons could be completed in 10-15 working days.

If the crushing does not take place on-site the material would have to be trucked to a distant off-site location requiring approximately 1,400 truckloads, and 2,800 incoming and outgoing trips with a pretty constant hum of motion and noise on City streets for an extended period of time. The current on-site crush plan contains almost all of the activity within the boundaries of the site for a short time, and results in occasional activity over a longer period of time as the material is eventually distributed.

# PIK Terminal Co. Limited Partnership Open House

Tuesday, May 17, 2016

[illegible]

112 \*

## **EXTRACT OF MINUTES OF MEETING OF THE CITY COUNCIL OF THE CITY OF ROSEVILLE**

Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Roseville, County of Ramsey, Minnesota, was held on the 25th day of July at 6:00 p.m.

The following Members were present: \_\_\_\_\_;  
and \_\_\_\_ were absent.

Council Member \_\_\_\_\_+\_ introduced the following resolution and moved its adoption:

### **RESOLUTION NO. \_\_\_\_ A RESOLUTION APPROVING AN INTERIM USE FOR CRUSHING AND STOCKPILING OF AGGRGATE MATERIAL ON THE PIK TERMINAL PROPERTY, 2690 PRIOR AVENUE.**

WHEREAS, the Roseville Planning Commission held the public hearing regarding the proposed INTERIM USE on July 13, 2016, voting 7-0 to recommend approval of the temporary use based on public testimony and the comments and findings of the staff report prepared for said public hearing, subject to six conditions; and

WHEREAS, the Roseville City Council has determined that approval of the proposed INTERIM USE will not result in adverse impacts to the surrounding properties based on the following findings:

- a. The proposed use will not impose additional costs on the public if it is necessary for the public to take the property in the future.
- b. The proposed use will not create an excessive burden on parks, streets, and other public facilities.
- c. The proposed use will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety, and general welfare.

NOW THEREFORE BE IT RESOLVED, by the Roseville City Council, to APPROVE the temporary crushing and stockpiling of aggregate material as an INTERIM USE at 2690 Prior Avenue in accordance with Roseville City Code, subject to the following conditions:

1. The crushing operation shall be completed within 30 days after receiving all necessary permits from the City and State agencies.
2. The stockpiling of recycled aggregate material shall be utilized on-site or removed within a two-year time frame after receiving all necessary permits from the City and State agencies.
3. The stockpile shall be monitored weekly (or as determined be the Community Development Department) to determine moisture content and additional water added if needed; a minimum moisture content of 1.5% is required.

4. A seismograph shall be used to monitor vibrations at the beginning of each crushing cycle to confirm vibration thresholds are not exceeded. Vibrations in excess of acceptable thresholds will result in the crushing operation being modified to conform to levels which prevent noticeable impacts to adjacent properties.
5. City staff shall review and consider best management practices for erosion control and security after demolition is complete as component of demolition permit.
6. Hours of operation of the crushing activity shall end no later than 8pm

The motion for the adoption of the foregoing resolution was duly seconded by Council Member \_\_\_\_\_ and upon vote being taken thereon, the following voted in favor: \_\_\_\_\_; and \_\_\_\_\_ voted against.

WHEREUPON said resolution was declared duly passed and adopted.

***Resolution – IU for temporary crushing/stockpiling, 2690 Prior Ave (PF16-015)***

STATE OF MINNESOTA    )  
                                          ) ss  
COUNTY OF RAMSEY    )

I, the undersigned, being the duly qualified Interim City Manager of the City of Roseville, County of Ramsey, State of Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a regular meeting of said City Council held on the 25th day of July 2016 with the original thereof on file in my office.

WITNESS MY HAND officially as such Manager this 25<sup>h</sup> day of July 2016.

---

Patrick Trudgeon, City Manager

(SEAL)



PIK Property Line

West Bldg Foundation

East Bldg Foundation

Proposed Gravel Stockpile

Arthur St

Prior Ave N

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Google

45° 1.401' N 93° 10.962' W elev 925 ft eye alt

1991

306 ft