



# PLANNING AND ZONING COMMISSION MEETING AGENDA

Tuesday, November 12, 2024 at 6:00 PM

Baxter City Hall, 13190 Memorywood Drive, Baxter, MN

*"A Growing Community"*

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## CALL TO ORDER

## ROLL CALL

## MINUTES

- [1.](#) Approve Planning & Zoning Commission Meeting Minutes from October 8, 2024

## COMMENTS AND QUESTIONS

## OLD BUSINESS

## NEW BUSINESS

- [2.](#) **PUBLIC HEARING.** Conditional Use Permit to allow an accessory structure area to exceed the maximum size allowed and a Variance to allow a reduced setback to a side and a rear lot line for property located at 12700 Persimmon Drive (City file 2024-37)
- [3.](#) **PUBLIC HEARING. Rezoning/PUD General and Final Plan** to amend the current PUD to allow a Musculoskeletal Center with Urgent Care and a Pharmacy for property located at 14275 Edgewood Drive (city file 2024-036)
- [4.](#) **PUBLIC HEARING.** Zoning Ordinance Text Amendment to amend Title 10, Chapter 2 "Definitions" and Chapter 3 "Zoning Districts" of the City Code to allow Cannabis Uses (City file no. 24-040)

## UPDATES

## ADJOURN



ITEM REPORT  
PLANNING AND ZONING COMMISSION

Agenda Date: 11/12/2024  
Agenda Section: Minutes

**TO:** Baxter Planning and Zoning Commission

**FROM:** Matthew Gindele, City Planner

**REQUEST:** Approve Planning & Zoning Commission Meeting Minutes from October 8, 2024

**APPLICANT:** N/A

**ZONING:** N/A

**Recommendation**

Staff recommends approval of the Planning and Zoning Commission meeting minutes from October 8, 2024.



# PLANNING AND ZONING COMMISSION MEETING MINUTES

Tuesday, October 08, 2024 at 6:00 PM

Baxter City Hall, 13190 Memorywood Drive, Baxter, MN

*"A Growing Community"*

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## CALL TO ORDER

The regular meeting of the Baxter Planning and Zoning Commission was called to order at 6:00 pm by Chair Hiltner.

## ROLL CALL

**MEMBERS PRESENT:** Chair Chuck Hiltner, Commissioners Howie Oswald, Gwen Carleton and Larry Kellerman

**MEMBERS ABSENT:** Council Liaison/Mayor Darrel Olson

**STAFF PRESENT:** CD Director Josh Doty and Planner Matthew Gindele

**OTHERS:** Steve Jones, John Vanmoer, Anne Larchil, Rob Seymour, Kent O'Grady, Matt Delaney

## MINUTES

1. Approve Planning & Zoning Commission Meeting Minutes from September 10, 2024

**MOTION** by Commissioner Carleton, seconded by Commissioner Kellerman to approve the Planning and Zoning Minutes from the September 10, 2024. Motion carried unanimously.

Chair Hiltner stated that this Commission is a recommending body, and that final approval/denial is taken with the City Council on October 15, 2024.

## COMMENTS AND QUESTIONS

### OLD BUSINESS

None

### NEW BUSINESS

2. **PUBLIC HEARING. Ordinance Text Amendment** to Title 10, Chapter 3 "Zoning Districts" of the City Code to allow columbariums accessory to a religious institution as a conditional use in the zoning districts that allow religious institutions, and a Conditional Use Permit to allow a columbarium for property located at 6190 Fairview Road (City file 24-35).

Chair Hiltner asked for the staff report. Planner Gindele indicated the applicant has requested a zoning ordinance amendment to allow "columbariums" accessory to a religious institution as a conditional use in all districts that allow religious institutions. Under the proposed amendment, a definition of "columbarium" would also be added to the definitions chapter of the zoning ordinance.

The applicant is also requesting a conditional use permit to allow a columbarium at Lord of Life Church located at 6190 Fairview Road.

Planner Gindele reviewed the location of the columbarium on an aerial with the Commission.

Planner Gindele stated the applicant is requesting approval of a conditional use permit to allow a columbarium at Lord of Life Church located at 6190 Fairview Road. The proposed columbarium would be 8' 2-1/4" long by 3' 4-3/7" wide and 5' 6" tall. It would include 48 niches which can hold up to 2 urns each. It is proposed to be located in a side yard on a corner lot between the church and Knollwood Drive but is located over 100 feet from the street. The columbarium would set on a concrete pad with frost-depth footings and would include a patio around it with two benches on opposite sides of the columbarium. A short wall is also proposed on the west side of the patio between the Knollwood Drive and the columbarium that would provide some screening and could be used for sitting. If approved, the ordinance would require the following for placement of a columbarium:

- A. Columbaria shall be screened from adjoining residential properties.
- B. All portions of the use shall meet the minimum district setback requirements for principal structures.
- C. All portions of the use shall be setback a minimum of 10 feet from any wetland and shall be located outside of easements, except as approved by the City.

Planner Gindele reviewed the findings in the staff report with the Commission.

Staff recommends approval of the ordinance amendment and the conditional use permit, subject to the draft resolutions and the draft ordinance.

Commissioner Carleton asked what the approval process would be if the church wanted to expand the columbarium. City Planner Gindele stated that they would need to come back to the Planning Commission to amend their CUP. Carleton asked if they had plans for expansion. Staff stated that the applicant will have to address this question.

Chair Hiltner asked if the same State regulations for cemeteries applied for columbaria; Community Development Director Josh Doty stated that he checked to see what State regulations there were for columbaria but found none.

Chair Hiltner asked how tall the short wall on the west side of the columbarium was going to be and whether it was intended for screening. Steve Jones, representing Lord of Life Church, approached the Commission and stated that the wall was no longer in the plans at this time but that shrubs would be planted around the area. Chair Hiltner stated that the proposed ordinance language didn't specify the amount of screening required and asked if it was expected to be fully screened. City Planner Gindele stated that screening requirements are covered under separate section within the zoning ordinance. Community Development Director Doty added that the ordinance doesn't typically distinguish between "full screening" or "partial screening" unless the intent is to make clear within the ordinance that full screening is required. For columbariums, staff simply wanted to have a screening requirement to adjoining residential properties due to the potential for funeral services to be held at the columbarium which could be disruptive to a residence. Staff can then evaluate the level of screening needed based on circumstances specific to the site during review of the CUP application. Chair Hiltner asked what way the columbarium would be facing. Steve Jones stated that it would be oriented east/west so that the niches would face north/south; the only thing seen from

the road would be a piece of granite 5.5 feet tall, 4 feet wide. Chair Hiltner asked if the church has its own cemetery separate from the columbarium. Mr. Jones stated that the church does not have a cemetery.

Community Development Director brought up the previously asked question about whether the church had plans to expand the columbarium. Mr. Jones stated they had no plans to expand at this time but that they might in the future.

Chair Hiltner asked if the columbarium was only open to members of the church. Mr. Jones confirmed that it would only be open to members of the church and their immediate family members.

Chair Hiltner opened the public hearing.

Rob Seymore (6232 Fairview Drive) approached the Commission and stated that he lives on the adjoining property to the east of the church. He stated that he has no concerns with what the church is proposing but that if the columbarium was planned on the east side of the church that might be problematic for him since that would be right up against his property. He asked for confirmation that if the church wanted to move or expand the columbarium that there would be another public meeting to provide comment at. CD Director Doty confirmed that was the case.

Chair Hiltner closed the public hearing.

**MOTION** by Commissioner Kellerman, seconded by Commissioner Carleton to approve the ordinance text amendment to Title 10, Chapter 3 "Zoning Districts" of the City Code to allow columbariums accessory to a religious institution as a conditional use in the zoning districts that allow religious institutions. Motion carried unanimously.

**MOTION** by Commissioner Kellerman, seconded by Commissioner Carleton to approve the Conditional Use Permit to allow a columbarium for property located at 6190 Fairview Road. Motion carried unanimously.

3. **PUBLIC HEARING.** Planned Unit Development General and Final Plan to allow a redevelopment of the former Camping World property located at 14275 Edgewood Drive (legally described as Lot 1, Block 1, Third Addition to Baxter Wal-Mart Subdivision, Crow Wing County, Minnesota (City file 24-36) **(THIS ITEM IS TO BE TABLED TO THE NOVEMBER 12, 2024 PLANNING COMMISSION MEETING AT THE REQUEST OF THE APPLICANT)**

Community Development Director Doty stated that the applicant has requested to table this item until the November Planning Commission meeting to allow for time to complete a traffic study.

Chair Hiltner opened the public hearing.

**MOTION** by Commissioner Carleton, seconded by Commissioner Oswald to table the Planned Unit Development General and Final Plan. Motion carried unanimously.

**UPDATES**

**ADJOURN**

**MOTION** by Commissioner Oswald, seconded by Commissioner Kellerman to adjourn the meeting at 6:44 p.m. Motion unanimously approved.

Approved by:

Submitted By:

\_\_\_\_\_  
Chuck Hiltner  
Chair

\_\_\_\_\_  
Shanna Newman  
CD Administrative Assistant



ITEM REPORT  
PLANNING AND ZONING COMMISSION

Agenda Date: 11/12/2024  
Agenda Section: New Business

**TO:** Baxter Planning and Zoning Commission

**FROM:** Matthew Gindele, City Planner

**REQUEST:** PUBLIC HEARING. Conditional Use Permit to allow an accessory structure area to exceed the maximum size allowed and a Variance to allow a reduced setback to a side and a rear lot line for property located at 12700 Persimmon Drive (City file 2024-37)

**APPLICANT:** Damond Clanton, 12700 Persimmon Drive, Baxter, MN 56425  
R-1, Low Density Residential

**ZONING:**

**1. Application Request**

The applicant has requested a conditional use permit (CUP) to allow for the construction of a 780 square foot accessory structure. The property also has an existing 1,040 square foot attached garage, which, when added to the requested accessory area, brings the total accessory area requested to 1,820 sq. ft. when the ordinance limits accessory structure area to a cumulative total of 1,800 sq. ft. The applicant has also requested a variance to allow a reduced setback from the side and rear lot lines where a minimum of 50 feet is required.

The zoning ordinance allows properties within the R-1, Single Family Residential district that are 2.5 acres or larger deviate from the size requirements of the Code with approval of a conditional use permit. The subject property is 3.84 acres.

**2. Context**

Adjacent Land Use and Zoning

	Adjacent Land Use	Zoning
North	Single Family Residential Property	R-1, Single Family Residential
East	Single Family Residential Property	R-1, Single Family Residential
South	Single Family Residential Property	R-1, Single Family Residential
West	Vacant	PB, Public Benefit

Characteristics of the Site

The subject property is 3.84 acres in size and is accessed by a private drive that connects to Joler Road to the south. It is not located within any shoreland overlay district but does contain significant wetlands on the south and east sides of the property. The wetlands act as a FEMA floodplain which encroaches into the property on the east and south sides but does not encompass the area where the existing house or proposed garage are. The property is heavily wooded with mature deciduous trees except for the west property line, and slopes down to the wetlands to the south and east.

### 3. Analysis of Request

#### Conditional Use Permit

The applicant has requested a conditional use permit (CUP) to be allowed to construct a 780 square foot detached accessory structure in addition to the existing 1,040 square feet of attached accessory structure area. The cumulative accessory structure area requested is 1,820 square feet when the maximum cumulative accessory structure area allowed is 1,800.

The proposed structure would match the architectural design of the existing home including color, materials, construction type, and design compliant with ordinance requirements. The proposed garage height is approximately 13' 4" and the house is 15' 6" so the garage is also compliant with the maximum height restriction in the ordinance.

The zoning ordinance allows accessory structures to deviate from the size standards of the ordinance with a conditional use permit for properties that are a minimum of 2.5 acres, subject to the following conditions:

- 1) The accessory building shall be a minimum of 50 feet from the side and rear property lines.
- 2) The accessory building is located rearward of the front line of the principal structure.
- 3) The accessory building meets all the conditions of the approved conditional use permit.

The applicant has submitted a plan showing that the proposed garage will be 85 feet from the north rear lot line and 21 feet from the west side lot line (see variance discussion below). The applicant is proposing the garage to be located rearward of the front line of the home in compliance with the condition above. Staff has also reviewed the request on the general CUP standards, and finds that those standards are being met as described below. Section 10-7-4 of the Zoning Ordinance defines the criteria for reviewing and processing a conditional use permit (CUP). Specifically:

- A. *Excessive Burden: The use shall not create an excessive burden on existing parks, schools, streets and other public facilities and utilities which serve or are proposed to serve the area.*

The detached accessory building would not create a burden on existing parks, schools, streets, and other public facilities when used in a manner that complies with all City Ordinances.

- B. *Compatibility: The use shall be compatible with adjacent land uses so that existing uses will not be depreciated in value and there will be no deterrence to development of vacant land.*

The proposed garage is compatible with adjacent land uses consisting of larger lot residential uses, many of which have detached accessory structures. Staff finds that the proposed garage would not depreciate adjacent properties when used in a manner that complies with City Ordinances.

- C. *Appearance: The use shall have an appearance that will not have an adverse affect (sic) upon adjacent properties.*

The proposed residential accessory building would not have an adverse effect on adjacent properties because it will drain onto the subject property and will be designed to blend into the existing development. The applicant has stated that the exterior materials and color of the proposed garage will match the existing home to mitigate visual impacts to the neighbor.

- D. *Overall Needs: The use, in the opinion of the planning and zoning commission shall be reasonably related to the overall needs of the city and to the existing land use.*



The accessory building would be related to the single-family use on the property.

- E. Consistent with Purpose: The use shall be consistent with the purposes of this title and purposes of the zoning district in which the applicant intends to locate the proposed use.*

Accessory buildings for personal use located on a single-family home site are an acceptable use that is consistent with the purpose of the R-1 zoning district.

- F. Comprehensive Plan: The use shall not be in conflict with the comprehensive plan of the city.*

The garage use would not conflict with the comprehensive plan of the city.

- G. Traffic: The use will not cause traffic hazard or congestion.*

The garage would not cause traffic hazard or congestion.

- H. Facilities: The use shall have adequate utilities, access roads, drainage and necessary facilities.*

The site has adequate utilities, access roads, drainage, and necessary facilities to serve the proposed residential accessory structure use.

### Variance

The applicant has also requested a variance to allow an accessory structure that is over the maximum area allowed to have a 21-foot setback from a side lot line. One of the stated conditions of the ordinance allowing an oversized garage with approval of a CUP requires a minimum of a 50-foot setback from the side and rear property lines. The applicant is requesting the variance to allow a 21-foot setback from the west side property line.

The variance standards are established by Minnesota Statute §462.357, Subd. 6.2. The burden of proof is on the applicant to show that the variance standards have been met. Staff has reviewed the application for consistency with the variance standards, as follows:

- a) That there are practical difficulties in complying with the Zoning Ordinance.*

There are practical difficulties in complying with the Zoning Ordinance due to the natural features on the property (slope, wetlands, floodplain) and the fact that the most reasonable location for the detached garage on the property is in the proposed location; any other location would require a much longer driveway on a site that has sensitive natural features.

- b) That the conditions upon which a petition for a variation is based are unique to the parcel of land for which the variance is sought and were not created by the landowner.*

The conditions are unique to the parcel of the land and were not created by the landowner. Due to the natural features on the property and the location of the existing home as it relates to the private access road, the proposed location of the detached garage is the most reasonable location on the property.

- c) That the granting of the variation will not alter the essential character of the locality.*

The granting of this variance will not alter the essential character of the locality because adjacent properties have also been developed with detached accessory structures near the property line of

the subject property. Furthermore, the proposed setbacks are still a greater distance from the property line than the standard 10-foot district setback requirement.

- d) *The proposed variance would be in harmony with the general purposes and intent of the Ordinance.*

The variance would be in harmony with the general purposes and intent of the ordinance. The intent of the ordinance is to protect the adjacent property from visual impairment and potential stormwater runoff. The accessory structure will match the house in color and materials so that it blends in well with the surroundings. The natural slope of the subject property drains away from neighboring properties.

- e) *The variance is consistent with the Comprehensive Plan.*

The comprehensive plan and zoning ordinance identifies this property as a residential use, and accessory structures are allowed accessory uses within the Low-Density Residential zoning district.

#### **4. Recommendation**

Staff recommends approval of the conditional use permit and the variance, subject to the findings and conditions in the attached resolution.

#### **Attachments**

1. Draft Resolution 2024-090 approving the CUP and Variance
2. Applicant Narrative
3. Site Location Map
4. Site Plan
5. Garage Plans and Elevations

**CITY OF BAXTER, MINNESOTA  
RESOLUTION 2024-090**

**RESOLUTION APPROVING A CONDITIONAL USE PERMIT ALLOWING AN ACCESSORY STRUCTURE TO DEVIATE FROM THE SIZE REQUIREMENTS OF THE CITY CODE AND A VARIANCE TO ALLOW A 21-FOOT SETBACK FOR PROPERTY LOCATED AT 12700 PERSIMMON DRIVE (City File 24-37)**

WHEREAS, Damond Clanton (“the applicant”) has requested approval of a conditional use permit and variance for property legally described as follows:

LOT 3, BLOCK 2, JASPER HEIGHTS, CROW WING COUNTY, MINNESOTA.

WHEREAS, the Planning and Zoning Commission has reviewed the request at a duly called Public Hearing on November 12, 2024, and recommends approval, and;

Whereas, the City Council considered the Planning and Zoning Commission recommendation at their November 19, 2024 meeting;

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF BAXTER, MINNESOTA, that it should and hereby does approve the request for a conditional use permit and variance, subject to the following findings and conditions:

1. The conditional use permit allows for accessory structure to exceed the area requirements of the City Code. Specifically, it allows for the construction of a 780 square foot detached garage and for cumulative accessory structure area to exceed 1,800 square feet. The conditional use permit approves a cumulative total of 1,820 square feet of total accessory structure area to include an existing 1,040 square foot attached garage and a 780 square foot detached garage, in accordance with the application and plans received by the City on September 23, 2024, revised garage plans received by the City on October 9, 2024 and revised site plan received by the City on November 6, 2024, except as may be amended by this resolution, based on the finding that all applicable conditional use permit standards have been met.
2. The variance allows for a 21-foot setback from the west side lot line when the ordinance requires a minimum of 50 feet in accordance with the application and plans received by the City on September 23, 2024, revised garage plans received by the City on October 9, 2024 and revised site plan received by the City on November 6, 2024, except as may be amended by this resolution, based on the finding that all applicable variance standards have been met.

**FURTHER BE IT RESOLVED**, that the following conditions of approval shall be met:

1. Building permits shall be required prior to beginning construction.

2. The exterior materials and color of the proposed detached accessory structure shall match the principal structure. This includes both the siding materials and the roofing materials.
3. Permanent ground coverage shall be established around the accessory structure after construction in compliance with section 10-4-8D of the Zoning Ordinance. Specifically, all areas of soil that become exposed during construction that are not otherwise covered with approved surfacing, landscaping, etc. shall be established with vegetative ground cover grown into a minimum of 70% cover over those areas.
4. The overhead doors shall be limited to 9 feet tall in compliance with the City Code.
5. Approval shall expire within one year of the date of approval unless the applicant commences the authorized use.

**Whereupon, said Resolution is hereby declared adopted on this 19<sup>th</sup> day of November 2024.**

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**Darrel Olson, Mayor**

**ATTEST:**

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**Kelly Steele, City Clerk**

***City Seal***

Making this building integrate with the home is very important to me, not only from a visual aspect but also an investment stand point. all elements of the building will tie in with the home. windows will match in size and color, metal siding will match in both type and colors of home, shingles will match the home exactly, gutters will match the home, soffit and fascia will match the home, overhead doors will match in color, roof lines will match hip roof only, generous over hangs will tie in the two buildings as well. Interior components will also be of the highest quality with in-floor heating in concrete as well as snowmelt in the exterior concrete sidewalks. interior wall finishes will consist of all metal wall and ceiling materials with the ceiling being a perforated metal to diminish noise and make a more comfortable work space for future occupants. walls will have blown in fiberglass providing R25 with an R 50 in lid. The intended use of this building is additional vehicle storage as well as heated space for sheet metal shop operations. This building will also be very adaptable for future owners to make a fine at-home workshop or woodshop.



**Legend**

- Road Centerlines\_2K
- Streets
- Locations
  - Current
  - Pending
  - Vacant
  - Retired
  - Other
- Parcels
- Municipal Boundaries
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    - Green: Band\_2
    - Blue: Band\_3
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    - Blue: Band\_3

**Notes**

416.7 0 208.33 416.7 Feet

Crow Wing - county coordinates - english  
City of Baxter

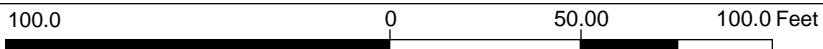
This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.  
THIS MAP IS NOT TO BE USED FOR NAVIGATION



**Legend**

- Road Centerlines\_1K
- Streets
- Locations
  - Current
  - Pending
  - Vacant
  - Retired
  - Other
- Parcels
- Municipal Boundaries

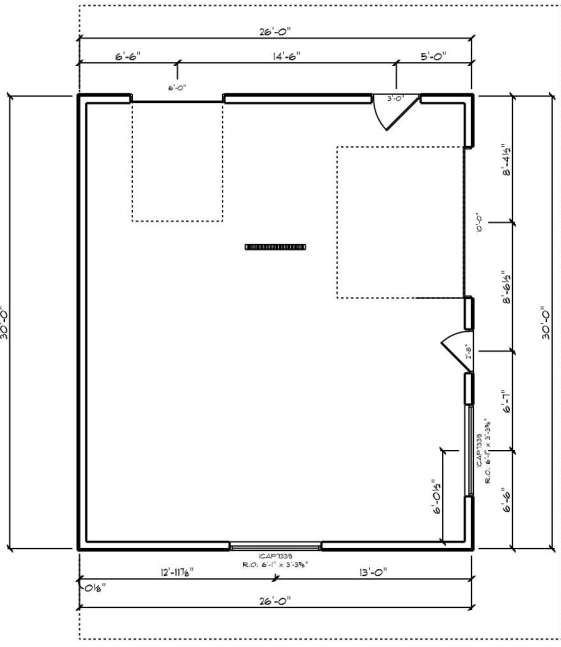
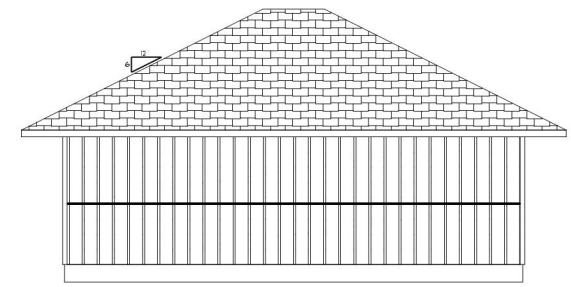
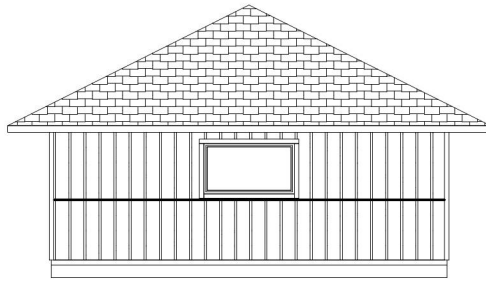
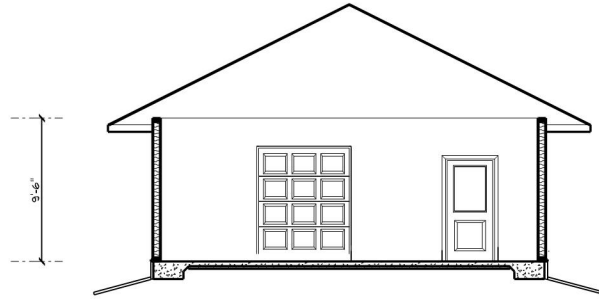
**Notes**



Crow Wing - county coordinates - english  
City of Baxter

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.  
**THIS MAP IS NOT TO BE USED FOR NAVIGATION**

- LANDMARK COLONIAL SLATE SHINGLES
- 3/4" BUILDING FELT
- PROVIDE 4 WATER
- 1/2" OSB ROOF SHEATHING
- ENGINEERED 6/12 ROOF TRUSSES
- AIR GATES IN EACH RAFTER
- R-50 INSULATION
- 4-MIL VAPOR BARRIER
- PERFORATED METAL CEILING
- 2x6 SUBFASCIA
- 3" OVERHANG
- ROLLEK MOCHA BOFFIT SYSTEM
- PHASE II VERT SIDING
- TYVEK HOUSEWRAP
- 5/8" OSB WALL SHEATHING
- 2x6 STUDS @ 16" O.C.
- R-13 BATT INSULATION
- 4-MIL VAPOR BARRIER
- LINEAR PANEL WALL SHEATHING UP &
- 4" BOTTOM SIDE OSB WALL SHEATHING
- 3" RIDGED INSULATION AROUND
- PERIMETER OF GARAGE W/ METAL COVERS
- 7" RIDGED INSULATION BELOW SLAB AND
- 4" OUTSIDE OF FOUNDATION FOR FROST PROTECTION
- 4" CONCRETE MONOLITHIC SLAB
- 18" DEEP PERIMETER FOOTING 16" WIDE
- W/ 2X8 @ 4' REBAR
- 1/2" ANCHOR BOLTS @ 6" O.C. MIN.



<b>MATTSON LUMBER CO</b> 22388 STATE HWY 371    PHONE: 215-967-7470 NISSWA    MIN 56468    SCOTT@MATTSONLUMBER.COM	SECTION <b>A</b> LETTER <b>11</b>	<b>RAMOND FISCHER</b> ARCHITECT	DRAWN BY: SCOTT SCALE: 1/4"=1' DATE: 7-11-24
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ITEM REPORT  
PLANNING AND ZONING COMMISSION

Agenda Date: 11/12/2024  
Agenda Section: New Business

**TO:** Baxter Planning and Zoning Commission

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**FROM:** Joshua Doty, Community Development Director

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**REQUEST:** **PUBLIC HEARING. Rezoning/PUD General and Final Plan** to amend the current PUD to allow a Musculoskeletal Center with Urgent Care and a Pharmacy for property located at 14275 Edgewood Drive (city file 2024-036)

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**APPLICANT:** Widseth

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**ZONING:** PUD, Planned Unit Development

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**1. Application Request**

The applicant is requesting approval of a Rezoning/PUD (Planned Unit Development) General and Final Plan to amend the current PUD to allow a Musculoskeletal Center with Urgent Care and a Pharmacy for property located at 14275 Edgewood Drive. The applicant is proposing to renovate the approximately 68,000 square feet of the 110,000 square foot interior of the building. The Musculoskeletal Center would include lobby space, Diagnostics, Treatment, Rheumatology, Orthopedic, Pain, Rehabilitation, Urgent Care, Pharmacy with drive through, Procedure Spaces, Imaging, Lab space, and other program and staff spaces. The remaining vacant space of the in the building would be available for future growth. Additionally, the applicant is proposing renovations to the exterior appearance of the building. While the building would look completely different after renovation, the applicant is not proposing changes to the building footprint. Lastly, the applicant is proposing renovations to the parking lot, including a redesign of the front entrance area to add green space, landscaping, and a dedicated handicap parking area. The applicant would also remove the fenced areas that were built for Camping World and would redesign the camper parking spaces to vehicle parking spaces, and parking lot islands.

The subject property is currently within a PUD, Planned Unit Development that also includes 14203 and 14199 Edgewood Drive, which a located directly east of the subject property. No changes are proposed to 14203 and 14199 Edgewood Drive properties with this application, except that a new sign is proposed on the existing pylon pole for the subject property, which is located at the southwest corner of 14199 Edgewood Drive.

**2. Previous Applications Affecting the Site**

- A) Approval of Gander Mountain, Caribou Coffee/Aspen Dental and vacant lot north of the Caribou Coffee/Aspen Dental Lot along Edgewood Drive.  
Ordinance 2016-040 Approving Rezoning to PUD  
Resolution 2016-072 Approving Preliminary and Final Plat  
Resolution 2016-073 Approving PUD General and Final Plan  
Resolution 2017-017 Approving PUD General and Final Plan to add a phasing plan
- B) Approval of Gander Mountain, Camping World with Recreational Vehicle Parking out to Edgewood Drive and consolidation of the north frontage lot with the Gander/Camping World property.  
Ordinance 2017-011 Approving Amended PUD  
Resolution 2017-099 Vacating Easements

Resolution 2017-101 Approving Preliminary and Final Plat  
 Resolution 2017-098 Approving PUD General and Final Plan

- C) Approval of Gander Outdoors, Camping World with Recreational Vehicle Parking, Overton’s and re-establishment of the north frontage lot for a multi-tenant retail building.

Ordinance 2018-003 Approving Amended PUD

- The original plat approved with Resolution 2016-072 served the lot interest for this subject PUD Amendment

Resolution 2018-011 Approving PUD General and Final Plan

- D) Approval of a PUD Amendment to add a drive-through use and modify the building size for the north Edgewood frontage lot multi-tenant retail building.

Ordinance 2018-018 Approving Amended PUD

Resolution 2018-086 Approving PUD General and Final Plan

- E) Denial of a PUD Amendment for Flagpole.

Resolution 2018-117 Denying PUD Amendment

- F) Approval of a PUD Amendment to allow a Propane Fill Station for Camping World. The applicant never moved forward with this amendment within the one-year expiration timeframe. This approval has expired.

Ordinance 2019-021 Approving Amended PUD

Resolution 2019-083 Approving PUD General and Final Plan

**3. Context**

Adjacent Land Use and Zoning

	<b>Adjacent Land Use</b>	<b>Zoning</b>
<b>North</b>	Commercial Property	C-2, Regional Commercial
<b>East</b>	Edgewood Drive and Hwy 371	N/A
<b>South</b>	Commercial Property	C-2, Regional Commercial
<b>West</b>	Residential Homes	R-2, Medium Density Residential

Natural Characteristics of the Site

The site is fully developed and has very minimal topography. The lowest grades and a wetland area are located on the back (west) side of the existing building. There is also a lower elevation area on the south side of the property where the existing storm water treatment pond is located. There is an existing wooded area behind the existing building. The other trees on site are landscaping trees that were planted with the various developments of the site. The property is not located in a shoreland overlay district and there is no floodplain on the property.

Utility Commission Review

The Utility Commission reviewed the application on November 7, 2024, and recommend approval subject to the applicant completing an escrow agreement for relocated fire hydrants prior to issuance of a building permit.

**4. Rezoning/PUD General and Final Plan**

The City’s PUD Ordinance states the following:

The purpose of the planned unit development district (PUD) is to provide a comprehensive procedure intended to allow greater flexibility in the development of neighborhoods or nonresidential areas than

would be possible under a conventional zoning district. The decision to zone property to PUD is a public policy decision for the city council to make in its legislative capacity. The intent of this article is to:

- A. Provide for the establishment of planned unit development (PUD) zoning districts in appropriate settings and situations, to create or maintain a development pattern that complies with the city's comprehensive plan.
- B. Allow for the mixing of land uses within a development when such mixing of land uses could not otherwise be accomplished under this chapter.
- C. Provide for variations to the strict application of the land use regulations in this chapter in order to improve site design and operation, while at the same time incorporating design elements (e.g., construction materials, landscaping, lighting, etc.) that exceed the city's standards to offset the effect of any variations.
- D. Promote a more creative and efficient approach to land use within the city, while at the same time protecting and promoting the health, safety, comfort, aesthetics, economic viability, and general welfare of the city.
- E. Preserve and enhance natural features and open spaces.
- F. Maintain or improve the efficiency of public streets and utilities.
- G. Ensure the establishment of appropriate transitions between differing land uses.

Staff notes that site plan elements relate to the overall PUD proposal to determine if the above intent of the PUD has been achieved. Staff has reviewed the applicants plans related to the above standards and offers the following:

	<b>Ordinance Requirement</b>	<b>Proposed</b>	<b>Meets/Exceeds Requirements</b>
<b>Parking &amp; Drive Aisle Setbacks</b>	10-foot setback	Zero feet	No* Existing Joint Access Approved
<b>Parking</b>	537 spaces	417 spaces	No*
		123 demonstrated parking spaces 540 total spaces	Yes
<b>Parking Stall Dimensions</b>	10 feet by 18 or 20 feet	10 feet by 20 feet	Yes
<b>Drive Aisle Dimensions</b>	24 feet	24 feet	Yes
<b>ADA Parking Lot Sidewalks</b>	Sidewalk Connection Through Parking Lot to Front Entrance	Sidewalk Connection Through Gander Parking Lot	Yes
<b>ADA Development Connectivity</b>		ADA Connectivity Through Development to North, South and East	Yes
<b>Structural Coverage</b>	50 percent	14 percent	Yes
<b>Impervious Surface</b>	88 percent (non-shoreland)	78 percent	Yes
<b>Landscaping</b>			
Number of Trees	80 trees	61 existing trees +41 new trees = 101	Yes
Size of Trees	2-inch and 6-foot	Unknown	Unknown**
Priority Placement of Trees	Front Yard Priority	Front Yard Trees	Yes
Number of Shrubs	265 shrubs	80 shrubs + 21 extra trees provide 165 shrub credit	Yes
Size of Shrubs	3 gallon	Unknown	Unknown**
Tree Species	Approved Trees List	Unknown	Unknown**
Percentage of Coniferous	30 % of required trees	Over 30 % coniferous	Yes
<b>Parking Lot Islands</b>	One island per 10 stalls One Overstory Tree Per Island	One island per 16 stalls	No*

\*See discussion below

\*\*Unknown – Conditions Added to PUD resolution for Ordinance Compliance

**Access**

Existing access locations would be used to serve the development. Specifically, there are two existing access locations on Edgewood Drive and a third private access extends to the Cub Foods development located south of the subject property.

### *Drive Aisles*

The existing recorded plat was approved with recorded cross access the three properties. Therefore, there are several zero-foot parking and drive aisle setback areas. Staff notes that the drive isle setbacks proposed would be approved with the PUD based on the plans.

### *Parking*

The developer is proposing 417 parking stalls on the property and 537 spaces are required, which equates to a 120-stall parking shortage. Staff notes that the 537 spaces required is a calculation of the entire building being built out with medical use, which is not proposed at this time. The applicant is proposing to address the is proposing surplus 120 stall parking shortage through a Demonstrated Parking Plan (proof of parking). The City's parking ordinance allows demonstrated parking to be approved to account for parking shortages if approved by the City Council. Staff notes that the applicant has shown a demonstrated parking plan including 123 parking spaces to accommodate the parking shortage.

Demonstrated Parking (Proof of Parking): The City Council may approve a "demonstrated parking" plan which allows for a portion of the required parking but demonstrates that the minimum number of required parking spaces can be accommodated on the property and meet setback requirements. The plan must demonstrate that all other applicable ordinances can be met if the full amount of required parking were to be constructed. The area for future parking must be maintained as green space (grass, natural plant materials, mulch, or other appropriate landscape material). Any changes to use and/or building size could invalidate the approval for "demonstrated parking". If the City determines that the use of demonstrated parking has become a problem, the owner of the property shall construct the minimum number of demonstrated parking spaces to alleviate the parking problem.

Staff has added a condition to the resolution that requires the applicant to construct the Demonstrated Parking if the City determines that there are parking shortages on the site.

### *Sidewalk Connections*

The zoning ordinance states that parking lots over one hundred (100) spaces must provide at least one landscaped ADA pedestrian walkway. The walkway shall be designed to prevent the bumper of vehicles damaging landscaping or encroaching into the walkway area. The location of the walkway must be designed to safely and conveniently move pedestrian traffic to the principal entrance of the building(s) and be acceptable to the city. The subject property exceeds 100 spaces. The applicant is proposing one landscaped ADA pedestrian walkway through the middle of the parking lot to the front entrance. In addition, the applicant is proposing sidewalk connectivity with the development. Specifically, the developer is proposing sidewalks to the following:

- 1) To the South property line to connect with the Cub Foods storefront sidewalk,
- 2) To the North property line to the Pine Grove Estates development,
- 3) To the North adjacent commercial business,
- 4) To the East from the existing building front entrance through the parking lot to connect to the Northeast Retail building and to Edgewood Drive, and
- 5) To connect the two frontage buildings with ADA connectivity.

### *Landscaping*

The applicant has proposed a landscape plan that meets most of the landscaping requirements, but more information is needed to confirm compliance with all the City's landscape standards. Staff has added conditions to the approving resolution requiring revisions to the plans before construction could begin. Specifically, the developer must provide tree species types, tree sizes, and shrub sizes in compliance with zoning ordinance requirements.

### *Parking Lot Islands*

The zoning ordinance requires that one parking lot island be provided for every 10 parking stalls. The applicant is requesting PUD flexibility to allow parking lot islands at spacing of up to 16 stalls between islands in the front/east parking lot. Additional PUD flexibility is requested to allow some of these parking lot islands without a deciduous tree. Staff notes that the 16-stall flexibility is based on the existing parking lot geometry, which is not conducive for adding additional parking lot islands. In addition, the parking lot islands without trees is proposed to allow pedestrian connectivity for the parking lot and the island provide refuge space for pedestrians to navigate through the traffic of the parking lot. Staff is supportive of the proposed PUD flexibility to allow the proposed parking lot island plan.

Staff notes that in the north parking lot, the site plan states that the parking lot islands are possible locations for deciduous trees. Staff has added a condition that this plan is revised to indicate that one ordinance compliant deciduous tree is added to each of the parking lot islands in the north parking lot.

### *Traffic*

The site was originally developed and designed for higher intensity commercial use. As such, the existing site and roadway network is established to accommodate the new commercial development that is proposed with the PUD. However, since medical use is proposed, which has a higher traffic demand and since MnDOT is currently planning for an overpass of State Highway 210 on State Highway 371, a traffic study was required. The traffic study is attached and includes the following findings:

- Based on the analysis, no additional roadway improvements are required to maintain acceptable traffic conditions.
- Due to the future State Highway 371/210 Interchange Project, it is anticipated that there could be a recommendation to close the Design Road intersection with State Highway 371. The Traffic Study included analysis of closed and un-closed scenarios of Design Road. If the Design Road access to State Highway 371 is closed, traffic could remain at acceptable levels, provided changes are made to increase the length of some of the turn lanes.
- Due to the future State Highway 371/210 Interchange Project, it is possible Excelsior Road access to State Highway 371 could be impacted. The traffic study notes that changes to this access could have significant impacts with traffic in this area of the City.
- The study recommended some changes with the parking lot entrance area. The applicant addressed these comments with revised plans.

### *Freestanding Signage*

The original PUD for Camping World approved a freestanding pylon sign for the subject property on the southeast corner of the property located at 14199 Edgewood Drive. The applicant is proposing to add a new sign to the existing sign pole. The subject sign (plan attached) includes less area and height than the approved Camping World sign. The proposed sign was designed to comply with zoning ordinance requirements for area, height, and electronic sign requirements. Staff has added a condition to the resolution to require a separate sign permit for the sign and that the sign comply with the City's sign requirements.

### *Pharmacy Drive Through Use*

The applicant is requesting a PUD Amendment to allow a Pharmacy Drive Through. Although the drive through is requested through the PUD, staff has reviewed the request based on the City's drive through standards. The zoning ordinance states that drive through's may be allowed subject to the following standards:

#### *Drive-through business standards*

1. Adequate stacking distance shall be provided, as determined by the city engineer, which does not interfere with other driving areas, parking spaces, or sidewalks.
2. Screening shall be provided of automobile headlights in the drive-through lane to adjacent properties subject to section 10-4-8, "Screening/Landscaping/Fencing", of this title. Such screening shall be at least three feet (3') in height and fully opaque, consisting of a wall, fence, dense vegetation, berm, or grade change.
3. A bypass lane shall be provided for each drive-through use, allowing cars to leave the drive-through lane from the stacking area.
4. Electronic speaker devices, if used, shall not be audible beyond the property being served and shall not be operated between the hours of ten o'clock (10:00) P.M. and seven o'clock (7:00) A.M., unless extended by the city council as part of the conditional use permit. In addition, the public address or order system shall not be audible from any adjacent residentially zoned or guided property.
5. Location: The business shall be located on a site with direct access to a minor arterial street, collector or service road.
6. Drive-Through Lanes: Drive-through or drive-in lanes are not allowed between the building and a lot line that faces a public street. This does not pertain to driveways.
7. Separation From Residential Property: Drive-through facilities, including, but not limited to, the service windows and stacking spaces, shall be separated from residentially zoned or guided property by an arterial or collector street or shall be set back at least two hundred feet (200') from residentially zoned or guided property.
8. Adequate stacking distance shall be provided, as determined by the city engineer, which does not interfere with other driving areas, parking spaces, or sidewalks. Stacking spaces shall not interfere with parking spaces or traffic circulation. The following minimum standards are required:
  - a. Pharmacies: Pharmacies with one drive-through lane shall provide stacking space for at least five (5) vehicles, and pharmacies with two (2) or more drive-through lanes shall provide stacking space for at least three (3) vehicles per lane, as measured from and including the last pick up station, window, or the like.
  - b. Banks Containing Less Than Six Thousand Square Feet: Banks containing less than six thousand (6,000) square feet of gross floor area with one drive-through lane shall provide stacking space for at least six (6) vehicles, and banks containing less than six thousand (6,000) square feet of gross floor area with two (2) or more drive-through lanes shall provide stacking space for at least four (4) vehicles per lane, as measured from and including the last pick up station, window, or the like.
  - c. All Other Uses: Businesses with one drive-through lane shall provide stacking space for at least ten (10) vehicles, and businesses with two (2) or more drive-through lanes shall provide stacking

space for at least six (6) vehicles per lane, as measured from and including the last pick up station, window, or the like.

9. Existing Level of Service on Streets: The applicant shall demonstrate that such use will not significantly lower the existing level of service on streets and intersections. The city may require a traffic study to be prepared.

#### *Staff findings of Drive Through Standards*

The development plan includes 5 stacking spaces for the pharmacy drive through in compliance with ordinance standards. The drive through is also located behind the front line of the building in compliance ordinance requirements. PUD Flexibility is requested to allow the drive through without an escape lane. Staff notes that most customers that choose to use a pharmacy drive through will not likely change plans to leave the drive through lane. However, staff had added a condition to the resolution that the owner monitor timeframes to complete orders or employ drive up parking spaces as needed to ensure that patrons are not stuck in the stacking lane for extended periods of time without being able to escape.

#### **5. Recommendation**

Staff recommends approval of the application subject to the ordinance and conditions and findings in the attached resolutions.

#### **Attachments**

1. Draft Ordinance approving Rezoning
2. Draft Resolution Approving the PUD General and Final Plan
3. Site Location Map
4. Project Narrative
5. Traffic Study
6. Site Graphics



**CITY OF BAXTER, MINNESOTA  
ORDINANCE ~~2019-021~~2024-017**

**AN ORDINANCE AMENDING THE PUD ZONING OF PROPERTY LOCATED AT  
14275, 14203 and 14199 EDGEWOOD DRIVE, WHICH IS ADOPTED AS  
ORDINANCE, PURSUANT TO TITLE 10, CHAPTER 3-2 OF THE CITY CODE  
(CITY FILE NUMBER ~~2019-31~~2024-036)**

THE CITY OF BAXTER ORDAINS:

**Section 1.** Amendment of the City Code. Title 10 of the Zoning Ordinance of the City Code of the City of Baxter, Minnesota, hereby remains PUD (Planned Unit Development) but that the correlating PUD development plan is amended pursuant to this ordinance and pursuant to City Council Resolution ~~2018-086~~2024-092 for property located at 14275, 14203 and 14199 Edgewood Drive, legally described as follows:

LOTS 1, 2, AND 3, BLOCK 1 THIRD ADDITION TO BAXTER WAL-MART SUBDIVISION, ACCORDING TO THE RECORDED PLAT THEREOF ON FILE IN THE CROW WING COUNTY, MINNESOTA, RECORDER'S OFFICE SUBJECT TO EASEMENTS, RESERVATIONS OR RESTRICTIONS OF RECORD, IF ANY.

**Subd.1.** The approval of the PUD amendment and the development standards of the PUD are as indicated on the application received by the city on January 24, 2018, revised plans received on February 8, 2018, and revised narrative received on February 9, 2018, under file 2018-01 and revised application received August 20, 2018 and revised plans received on October 2, 2018, under file 2018-28, and PUD amendment application received on September 17, 2019 and additional application materials received on September 27, 2019 and October 11, 2019, under file 2019-31 except as may be amended by City Council Resolution 2018-086, on file in the office of the zoning administrator under file 2018-28 and except as may be amended by City Council Resolution 2019-083, on file in the office of the zoning administrator under file 2019-31, and PUD general and final plan application to amend the PUD received on September 24, 2024 and revised plans received on October 24, 2024, under file 2024-036.

**Subd. 2.** The allowable uses for the PUD are any permitted or accessory uses allowed in the C-2, zoning district, except that a drive through use for a pharmacy; ~~recreational vehicle sales and repair, recreational vehicle propane station~~ shall be considered a permitted use. These uses shall be considered "permitted" in the PUD, provided they comply with all the development standards and conditions approved in the PUD by City Council.

**Section 2. Effective Date.** This amendment shall take effect upon its passage.

**Whereupon, said Ordinance is hereby declared adopted on this 19<sup>th</sup> day of November, 2024.**

\_\_\_\_\_  
**Darrel Olson, Mayor**

**ATTEST:**

\_\_\_\_\_  
**Kelly Steele, City Clerk**

*City Seal*

**CITY OF BAXTER, MINNESOTA  
RESOLUTION 2024-092**

**RESOLUTION APPROVING A PUD, PLANNED UNIT DEVELOPMENT AMENDMENT TO  
ALLOW A PROPANE SERVICE STATION FOR CAMPING WORLD FOR THE PUD  
LOCATED AT 14275, 14203 and 14199 EDGEWOOD DRIVE (CITY FILE NUMBER 2019-31)**

WHEREAS, Vercon, Inc (“the applicant”) has requested approval of a PUD, Planned Unit Development Amendment on property located at 14275 Edgewood Drive, legally described as follows:

LOTS 1, 2, AND 3, BLOCK 1 THIRD ADDITION TO BAXTER WAL-MART  
SUBDIVISION, ACCORDING TO THE RECORDED PLAT THEREOF ON FILE IN THE  
CROW WING COUNTY, MINNESOTA, RECORDER’S OFFICE SUBJECT TO  
EASEMENTS, RESERVATIONS OR RESTRICTIONS OF RECORD, IF ANY.

WHEREAS, the Planning and Zoning Commission has reviewed the request at a duly called a Public Hearing on and recommends approval, and;

WHEREAS, the City Council considered the Planning and Zoning Commission recommendation at their October 15, 2019 meeting, and;

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF BAXTER, MINNESOTA, that it should and hereby does approve the request to approve PUD Amendment, based on the finding that the standards in Title 10 of the Baxter Zoning Ordinance are met. Specifically:

1. With the conditions in this resolution, the PUD is consistent with the City’s Comprehensive Plan;
2. With the conditions in this resolution, the PUD is consistent with the zoning ordinance requirements; and
3. The PUD does not violate any local, state or federally adopted law, ordinance, regulation, plan or policy.

**FURTHER BE IT RESOLVED** that the following conditions of approval shall be met:

1. The approval of the PUD general and final plan amendment and the development standards of the PUD are as indicated on the application and plans received by the city on September 24, 2024, and revised plans received on October 24, 2024, except as amended by this resolution.
2. The allowable uses for the PUD are any permitted or accessory uses allowed in the C-2, zoning district, except that a drive through use for a pharmacy shall be considered a permitted use. The pharmacy drive through use shall be considered “permitted” in the PUD, provided they comply with all the development standards and conditions approved in the PUD by City Council.
3. Development standards of the PUD shall be subject to zoning ordinance standards and the standards specifically listed in the C-2, District, except as specifically amended.

4. The approval of the PUD is based on the final plat signed by the City on August 16, 2016, and signed by Crow Wing County on April 5, 2017.
5. A building permit is required prior to beginning any new construction.
6. **Prior to issuance of a building permits**, the applicant shall:
  - a. All sidewalks shall be constructed to ADA requirements, unless otherwise approved by the City.
  - b. Submit a revised landscape plan to document that approved deciduous trees shall be planted in parking lot islands unless the island is otherwise occupied by sidewalk connectivity for the development.
  - c. Submit a revised landscape plan showing compliance with the city landscape requirement for items such as tree species, tree sizes and shrub sizes.
  - d. Submit a revised landscape plan to ensure a planting plan that discourages cars from driving across the dead-end parking area to the north/south drive aisle on the east side of the subject site.
  - e. One-way directional signage shall be reviewed and approved by city staff.
  - f. All trash and recycling areas shall be housed in an opaque enclosure that is consistent with the primary color and materials of the building. The enclosures shall be reviewed and approved by staff.
  - g. All exterior ground and rooftop mechanical equipment shall be reviewed and approved by city staff in compliance with screening requirements of Title 10-4-8 of the Zoning Ordinance.
  - h. Any visible backs of parapets shall be the primary color of the building, as required in the zoning ordinance.
  - i. Provide compliance with zoning review items related to the development plan.
  - j. Revise plans to identify a bike rack or bike racks in the storefront areas.
  - k. A lighting plan shall be submitted for review and approval by staff based on the City's lighting requirements. Specifically, any existing non-conforming lighting shall be brought into conformance with the zoning ordinance or removed from the site.
  - l. Final Architectural plans shall be reviewed and approved by city staff based on compliance with the City's Architectural Ordinance requirements.
  - m. A signed escrow agreement for relocating hydrants is required.
7. The three properties within this PUD shall maintain the private roadways/drive aisles in the development at an average pacer level from the City's bituminous maintenance program.
8. The property owner of Lot 1, Block 1, Third Addition To Baxter Wal-Mart Subdivision shall construct the proof of parking as identified the proof of parking plan if there is a documented parking problem on the site. The proof of parking shall comply with the zoning ordinance requirements including, but not limited to stall and drive aisle dimensions, landscaped parking lot island with overstory tree requirements, storm water requirement, etc.
9. All signage shall require separate permits and shall be in conformance with the City's sign ordinance, except that two free standing signs are allowed with the PUD for the subject property.

- 10. The PUD authorizes the existing freestanding sign in the southeast corner of the PUD to be modified as requested with the PUD sign plan submitted with this application. This existing southeast sign is authorized for the Lot 1, Block1, Third Addition To Baxter Wal-Mart Subdivision.
- 11. The PUD authorizes the existing freestanding sign in the northeast corner of the PUD not to exceed 200 square feet. This existing northeast sign is authorized for Lots 2 and 3, Block 1, Third Addition to Baxter Wal-Mart Subdivision.
- 12. PUD flexibility is granted to the 10-stall parking lot island spacing requirement, as identified on the approved plans for this PUD.
- 13. PUD flexibility is granted to the drive through escape lane requirement for the pharmacy drive through. The applicant shall monitor wait times with the pharmacy to ensure that customers in the stacking lanes are not stuck if they decide not to wait in line. The owner shall consider dive up parking spaces if the lack of an escape lane becomes a documented problem.
- 14. Approval of the PUD Amendment plan is contingent on review and approval by MNDOT.
- 15. Joint access and parking are approved with this PUD subject to the development plans and subject to private easement/covenant documents. Any amendments to private easement/covenant documents shall be reviewed and approved by the City attorney prior to issuance of a building permit.
- 16. The PUD General and Final Plan application is hereby approved with this PUD Amendment.
- 17. The PUD approval shall expire one year from of the date of this approval unless the applicant has recorded the plat or commenced construction or has requested an extension in writing.

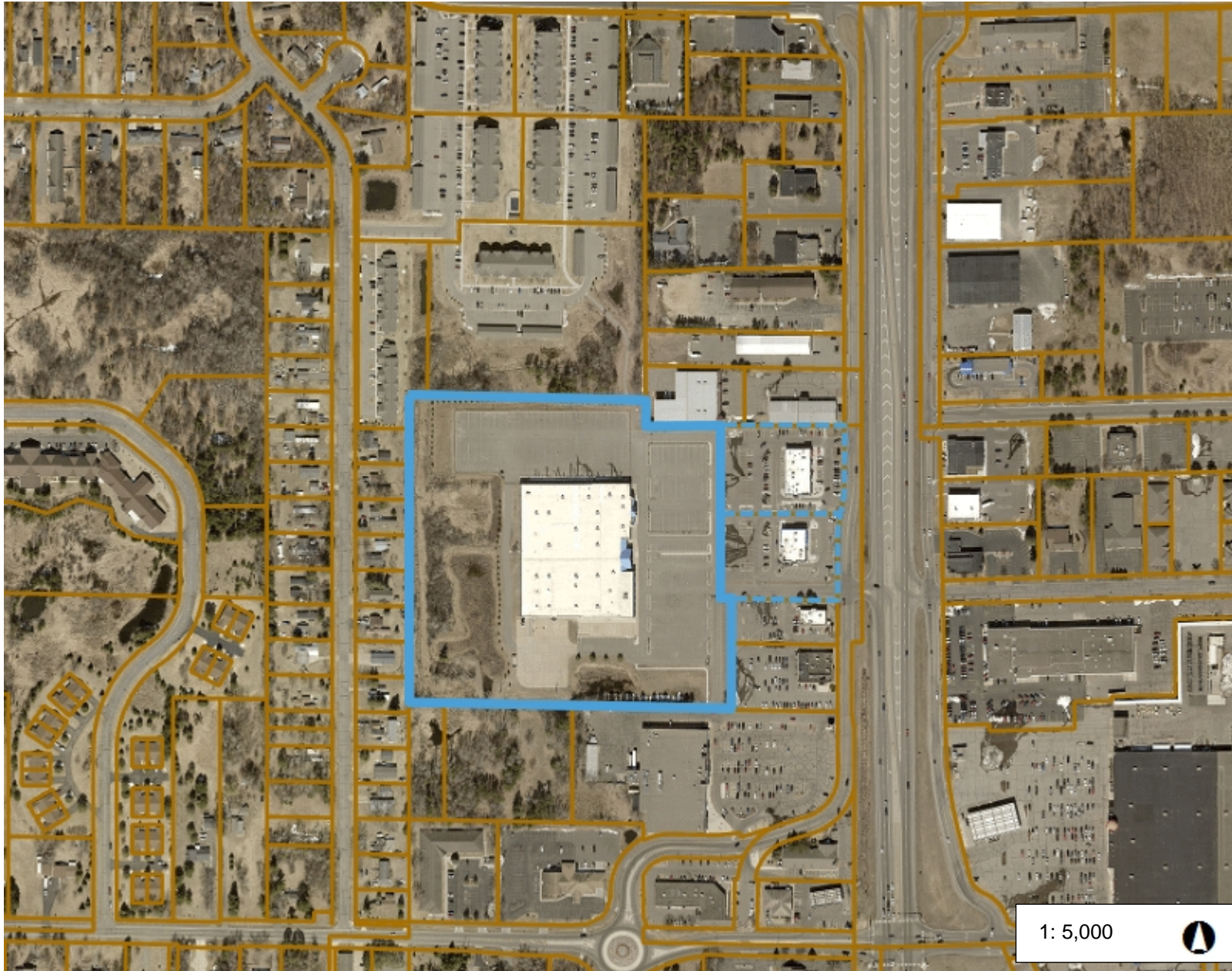
**Whereupon, said Resolution is hereby declared adopted on this 19<sup>th</sup> day of November, 2024.**

\_\_\_\_\_  
**Darrel Olson, Mayor**





















**ATTEST:**

\_\_\_\_\_  
**Kelly Steele, City Clerk**

*City Seal*



**Legend**

-  Parcels
-  Municipal Boundaries
- 644424E292512N.sid
  -  Red: Band\_1
  -  Green: Band\_2
  -  Blue: Band\_3
- 633864E99792N.sid
  -  Red: Band\_1
  -  Green: Band\_2
  -  Blue: Band\_3
- 628584E258192N.sid
  -  Red: Band\_1
  -  Green: Band\_2
  -  Blue: Band\_3
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  -  Green: Band\_2
  -  Blue: Band\_3
- 628584E184272N.sid
  -  Red: Band\_1
  -  Green: Band\_2
  -  Blue: Band\_3
- 628584E147312N.sid
  -  Red: Band\_1
  -  Green: Band\_2
  -  Blue: Band\_3

1: 5,000 

833.3                      0                      416.67                      833.3 Feet

Crow Wing - county coordinates - english  
 City of Baxter

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.  
**THIS MAP IS NOT TO BE USED FOR NAVIGATION**

**Notes**

# Camping World Site Redevelopment Traffic Impact Study

Baxter, MN

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BAXTE 180941 | October 20, 2024

Baxter City Council Acceptance Date:



Building a Better World  
for All of Us®

Engineers | Architects | Planners | Scientists

# Contents

- 1 Introduction ..... 1
- 2 Existing Conditions ..... 4
  - 2.1 Vehicle Volumes ..... 4
- 3 Future Conditions ..... 7
  - 3.1 Background Traffic Growth ..... 7
  - 3.2 Future TH 371 Access ..... 7
  - 3.3 Trip Generation and Distribution ..... 8
- 4 Traffic Operations Analysis ..... 15
  - 4.1 2024 Existing Conditions ..... 16
  - 4.2 2030 No Build (Design Road Access Open) Conditions ..... 17
  - 4.3 2030 No Build (Design Road Access Closed) Conditions ..... 19
  - 4.4 2030 Build (Design Road Access Open) Conditions ..... 20
  - 4.5 2030 Build (Design Road Access Closed) Conditions ..... 22
- 5 Site Traffic Review ..... 24
- 6 Conclusion ..... 26
  - 6.1 Recommendation ..... 28

## List of Tables

- Table 1 – Background Traffic Growth ..... 7
- Table 2 – Site Trip Generation ..... 10
- Table 3 – Level of Service Thresholds ..... 15
- Table 4 – 2024 Existing Traffic Operations ..... 17
- Table 5 – 2030 No Build (Design Rd Open) Conditions ..... 18
- Table 6 – 2030 No Build (Design Rd Closed) Conditions ..... 20
- Table 7 – 2030 Build (Design Rd Open) Conditions ..... 21
- Table 8 – 2030 Build (Design Rd Closed) Conditions ..... 23



# Contents (continued)

## List of Figures

Figure 1 – Project Location ..... 3  
Figure 2 – 15-Minute Entering Traffic Volumes ..... 5  
Figure 3 – 2024 Existing Volumes ..... 6  
Figure 4 – Medical Clinic Site Plan ..... 9  
Figure 5 – 2030 No Build Volumes (Design Rd Open) ..... 11  
Figure 6 – 2030 No Build Volumes (Design Rd Closed) ..... 12  
Figure 7 – 2030 Build Volumes (Design Rd Open) ..... 13  
Figure 8 – 2030 Build Volumes (Design Rd Closed) ..... 14  
Figure 9 – Medical Clinic Site Plan Improvements ..... 25

## List of Appendices

Appendix A Vehicle Turning Movement Counts  
Appendix B Traffic Operations Analysis Results

# Camping World Site Redevelopment Traffic Impact Study

Prepared for the City of Baxter

## 1 Introduction

This traffic impact study report provides the findings related to the analysis of the proposed redevelopment of the former Camping World site within the commercial area in the northwest quadrant of the intersection of Trunk Highway (TH) 371 and Excelsior Road in Baxter, MN. The former Camping World site, which was previously both a Walmart and a Gander Mountain, is currently vacant and generating no traffic demands. There is a proposal to redevelop the site by remodeling the existing building and reconfiguring the parking area.

The proposed redevelopment will remodel approximately 67,980 square feet (SF) of the existing 110,460 SF building into a medical clinic with urgent care and a drive-through pharmacy. The remaining 42,480 SF of vacant space within the building will eventually be used for future growth and expansion of the medical clinic. As part of the redevelopment, the existing parking area on the site will be reconfigured to improve wayfinding, enhance vehicular and pedestrian safety, accommodate the proposed drive-through pharmacy, and improve the existing landscaping.

The primary focus of this traffic impact study is to determine the impact of the proposed 67,980 SF medical clinic on the surrounding roadway network, including Design Road, Edgewood Drive, TH 371, Excelsior Road, and Clearwater Road. While the proposed redevelopment will connect only to private access roadways within the existing commercial area, it will create no new public roadway accesses; the existing site access locations were also reviewed as part of this study.

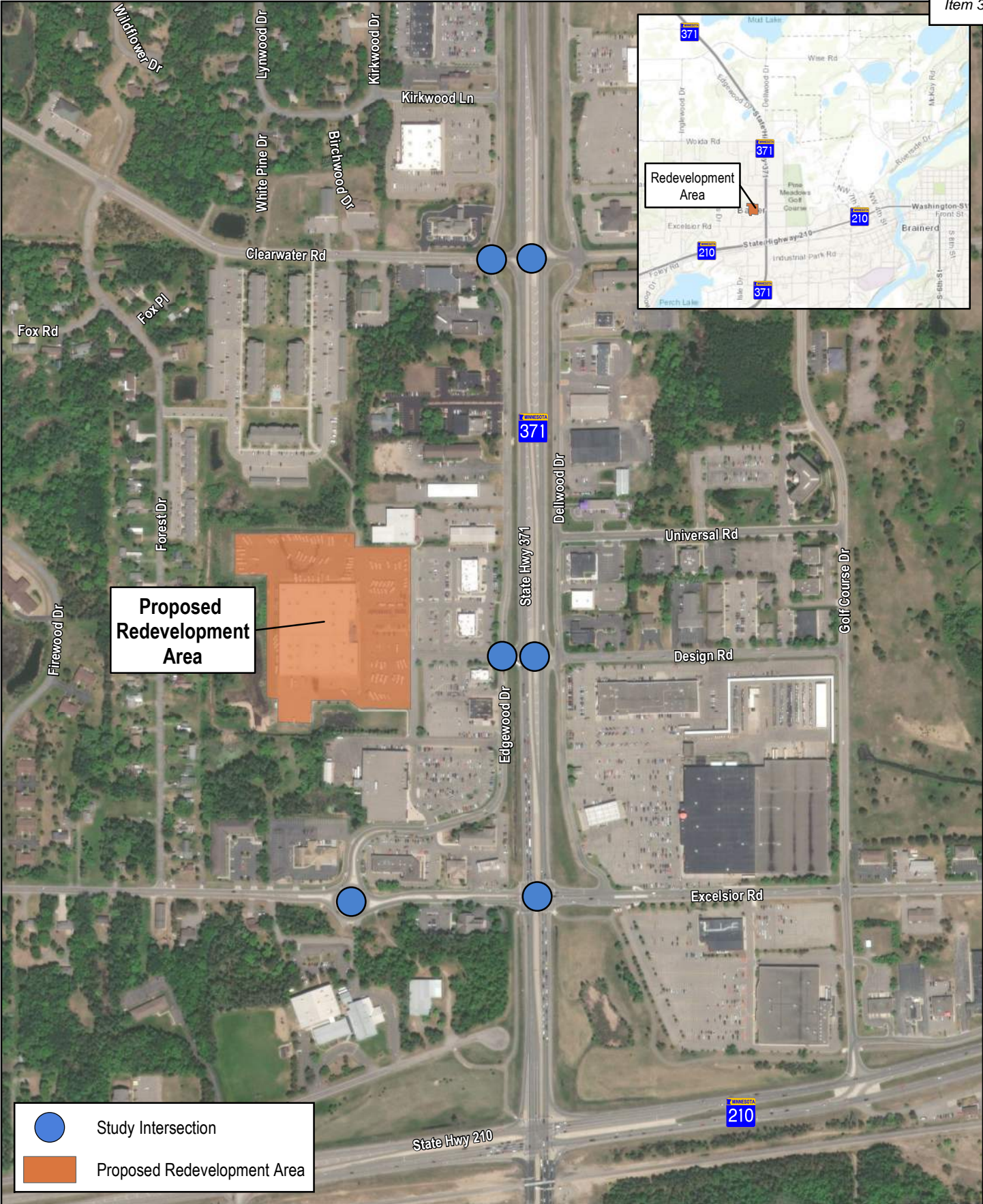
The ongoing MnDOT TH 371 Nisswa to Baxter Corridor Study and TH 210/TH 371 Interchange Study will have implications on traffic operations within the study area. As part of the MnDOT TH 371 Nisswa to Baxter Corridor Study, MnDOT is expected to potentially recommend future closure of the TH 371 and Design Road intersection, which will have significant impacts on traffic patterns in the area as well as impact how vehicles access the proposed medical clinic redevelopment. As part of the TH 210/TH 371 Interchange Project, MnDOT is considering many alternatives for the TH 371 and Excelsior Road intersection, including several grade-separated alternatives; the project is still screening potential alternatives and currently has no recommended alternative design.

Traffic operations analyses were completed for the existing 2024 conditions as well as future 2030 No Build and Build conditions as part of this project. The 2030 conditions represent 5 years after the opening of the proposed medical clinic and is used to determine the impacts directly related the proposed medical clinic. The 2030 scenarios were analyzed with and without the TH 371 and Design Road intersection to account for the traffic impacts of closing the intersection, with and without the proposed medical clinic. The following intersections were included in the



analysis to ensure adequate traffic operations with increased traffic demands from the proposed medical clinic:

- **TH 371 and Excelsior Road** – traffic signal.
- **TH 371 and Design Road** –  $\frac{3}{4}$  access; Design Road through and left turn movements are prohibited.
- **TH 371 and Clearwater Road** -  $\frac{3}{4}$  access; Clearwater Road through and left turn movements are prohibited.
- **Edgewood Drive and Excelsior Road** – single-lane roundabout.
- **Edgewood Drive and Design Road** – 3-way stop; westbound traffic coming from TH 371 does not stop.
- **Edgewood Drive and Clearwater Road** – 3-way stop; westbound traffic coming from TH 371 does not stop.

**Figure 1** shows the project area, including the proposed medical clinic redevelopment site, and the study intersections.



Path: C:\Traffic Projects\BAXTE - Camping World TIS\GIS\Figure 1\_Project Location.mxd

	Study Intersection
	Proposed Redevelopment Area



Project: BAXTE 180941  
 Print Date: 10/14/2024  
 Map by: jdanibas  
 Projection: Crow Wing Co. Coords.  
 Source: ESRI

**Project Location**  
 Camping World Site Redevelopment  
 Traffic Impact Study  
 Baxter, MN

Figure  
 1

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## 2 Existing Conditions

TH 371 is a north-south principal arterial roadway, which extends from US Highway 10 in Little Falls, MN to US Highway 2 in Cass Lake, MN. TH 371 serves as a major interregional corridor in this portion of the State and serves as the primary north-south connection for trips within the City of Baxter. TH 371 provides access to TH 210, which is the major east-west corridor in the region, as well as a significant amount of commercial development in the area. In the study area, TH 371 is a 4-lane divided roadway with dedicated left and right turn lanes at each intersection. The speed limit on TH 371 through the study area is 50 mph; just north of Clearwater Road, the speed limit is 60 mph.

Edgewood Drive is a north-south local roadway which extends from Excelsior Road to Pine Beach Road (CSAH 77) and acts as a frontage road and parallel reliever roadway on the west side of TH 371. Edgewood Drive primarily provides access to the commercial developments on the west side of TH 371 as well as providing a route between the east-west roadways that connect to TH 371 including Excelsior Road, Design Road, Clearwater Road, Woida Road, Novotny Road, Lake Forest Road, and Pine Beach Road, some of which have limited access at TH 371. Edgewood Drive is a two-lane roadway with turn lanes at the Clearwater Road, Woida Road, and Pine Beach Road intersections. The posted speed limit on Edgewood Drive is 30 mph.

Excelsior Road is an east-west roadway which extends from Cherrywood Drive to Baxter Drive, where it enters the City of Brainerd and becomes Jackson Street. Excelsior Road is functionally classified as a major collector west of Edgewood Drive and a minor arterial east of Edgewood Drive and serves as a parallel reliever roadway to TH 210 through the City of Baxter. North of TH 210, Excelsior Road is one of three locations within the City of Baxter where vehicles can cross TH 371. East of Edgewood Drive, Excelsior Road provides access to primarily commercial land uses and is a two-lane roadway with turn lanes at major intersections and accesses. West of Edgewood Drive, Excelsior Road is a two-lane roadway with no turn lanes and acts as a backage access from TH 210 and Inglewood Drive for vehicles approaching the commercial area from the west as well as providing access to primarily residential land uses. The posted speed limit on Excelsior Road is 30 mph.

Design Road is an east-west roadway which extends from Edgewood Drive to Golf Course Drive providing access to the commercial land uses on both sides of TH 371. At TH 371, Design Road is a  $\frac{3}{4}$  access intersection with Design Road through and left turn movements are prohibited. There is currently no posted speed limit on Design Road so a statutory speed limit of 30 mph was assumed.

Clearwater Road is an east-west roadway which extends from Whipple Lake Recreational Area on the west to Cypress Drive on the east. Clearwater Road is functionally classified as a minor collector between Inglewood Drive and TH 371 in the project area. Clearwater Road provides access to commercial development on both sides of TH 371 as well as residential development west of TH 371. At TH 371, Clearwater Road is a  $\frac{3}{4}$  access intersection with Clearwater Road through and left turn movements are prohibited. The posted speed limit on Clearwater Road in the project area is 30 mph.

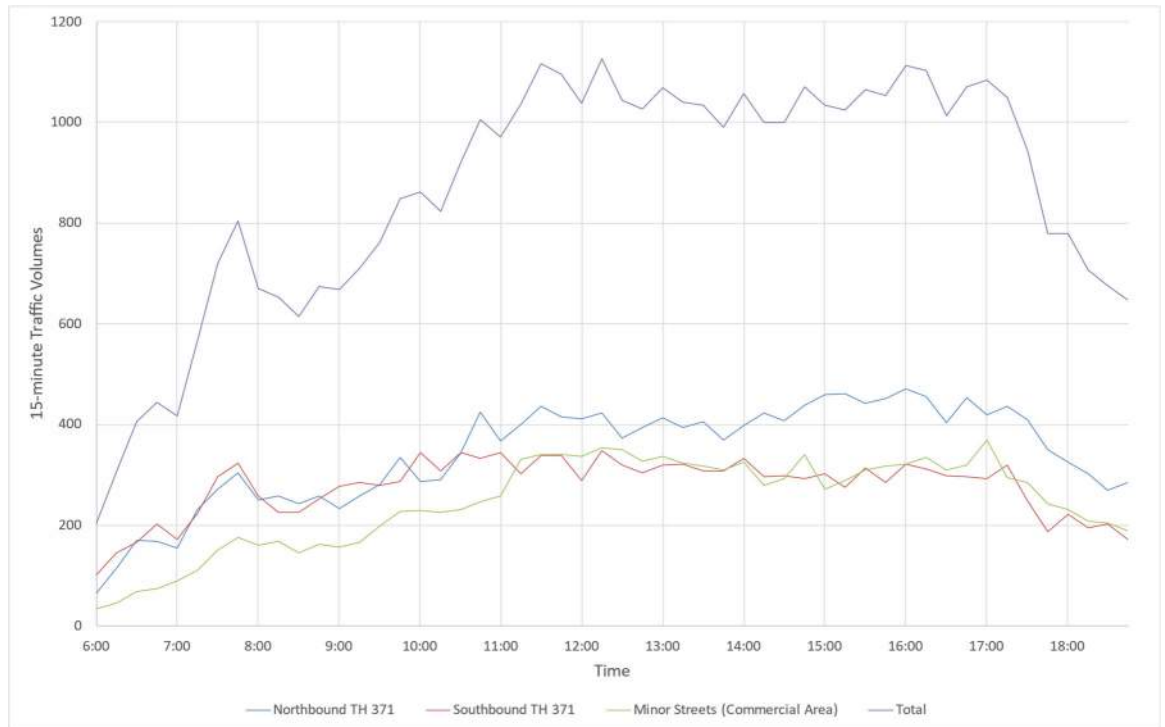
### 2.1 Vehicle Volumes

13-hour (6 AM to 7 PM) turning movement counts were collected at the three study intersections along Edgewood Drive as part of this study in September 2024. Additionally, 13-hour (6 AM to

7PM) turning movement counts were collected in June and July 2023 as part of MnDOT’s ongoing TH 371 Nisswa to Baxter Corridor Study, which were utilized for this study. The 2023 and 2024 traffic counts at adjacent intersections generally were similar, and volumes were balanced to create a cohesive set of 2024 existing traffic volumes. Based on the existing volumes, the AM peak hour is 7:30 to 8:30 AM and the PM peak hour is 4:00 to 5:00 PM.

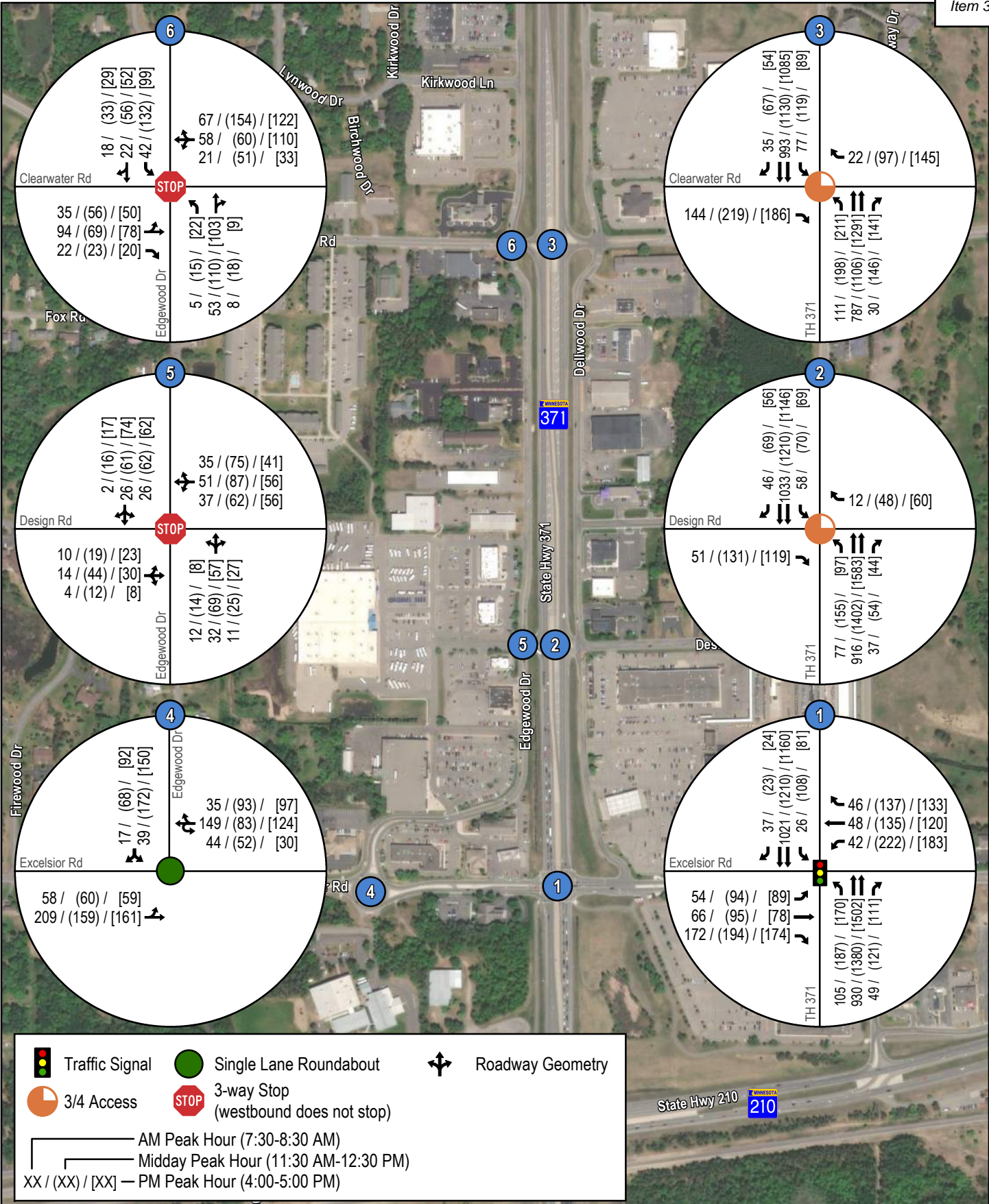
As with many commercial areas, the vehicle volumes are relatively low during the AM peak period (7 to 9 AM) and gradually increases throughout the day until reaching a peak around 12 PM, with commercial area traffic volumes remaining relatively similar from 11 AM to 7 PM. Similarly, traffic volumes along TH 371 increase throughout the day before peaking during the PM peak period. As a result, the PM peak hour volumes are approximately 40 to 50% higher than the AM peak hour. **Figure 2** shows the 15-minute volumes entering the study area on northbound TH 371, southbound TH 371, and from the minor streets/commercial area throughout the 13-hour count period.

Figure 2 – 15-Minute Entering Traffic Volumes



In addition to the traditional AM and PM peak hours, there is also a midday peak hour (11:30 AM to 12:30 PM), which has the higher traffic volumes in and out of the commercial area than the PM peak hour. Overall, the midday peak hour volumes at the study intersections are less than 5% lower than the PM peak hour volumes. Therefore, the midday peak hour was also analyzed as part of this study.

**Figure 3** shows the 2024 existing traffic volumes for the AM, midday, and PM peak hour as well as the existing roadway geometry and traffic control at each study intersection. More detailed count information is in **Appendix A**.



Path: C:\Traffic Projects\BAXTE - Camping World TIS\GIS\Figure 3\_2024 Existing Volumes.mxd

Traffic Signal    
 Single Lane Roundabout    
 Roadway Geometry  
 3/4 Access    
 3-way Stop (westbound does not stop)  
 — AM Peak Hour (7:30-8:30 AM)  
 — Midday Peak Hour (11:30 AM-12:30 PM)  
 XX / (XX) / [XX] — PM Peak Hour (4:00-5:00 PM)

		Project: BAXTE 180941 Print Date: 10/17/2024	<b>2024 Existing Volumes</b> Camping World Site Redevelopment Traffic Impact Study Baxter, MN	Figure <b>3</b>
		Map by: jdanibas Projection: Crow Wing Co. Coords. Source: ESRI		

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## 3 Future Conditions

As part of the traffic impact analysis for the proposed medical clinic, 2030 No Build and Build traffic volumes were estimated. The 2030 conditions represent 5 years after opening of the medical clinic and are used to determine the impacts directly related the proposed medical clinic.

### 3.1 Background Traffic Growth

To forecast background traffic growth along the project roadways, traffic forecasts developed for MnDOT's TH 371 Nisswa to Baxter Corridor Study were used. The TH 371 Nisswa to Baxter Corridor Study used historical traffic growth patterns and recommendations from previous studies in the area to estimate traffic growth. **Table 1** shows the background growth rates used for each study roadway based on the forecasts from the TH 371 Nisswa to Baxter Corridor Study. It should be noted that the MnDOT study forecasted no growth in traffic volumes on Excelsior Road; however, a background growth rate of 0.5% was used for this study assuming minimal growth. Design Road forecasts were not provided in the MnDOT study, therefore, a minimal background growth rate of 0.5% was used.

Table 1 – Background Traffic Growth

Roadway	Description	2023 Traffic Count	2030 Forecast	Annual Growth Rate <sup>1</sup>
TH 371	North of TH 371	40,800	43,700	1.0%
Excelsior Rd	West of TH 371	8,000	8,300	0.5% <sup>2</sup>
	East of TH 371	8,200	8,500	0.5% <sup>2</sup>
Design Rd	West of TH 371	3,800	3,900	0.5% <sup>3</sup>
	East of TH 371	2,400	2,500	0.5% <sup>3</sup>
Clearwater Rd	West of TH 371	5,500	5,700	0.5%
	East of TH 371	4,000	4,400	1.5%

1 Forecasts from the TH 371 Nisswa to Baxter Corridor Study  
 2 The TH 371 Nisswa to Baxter Corridor Study used 0% growth for Excelsior Rd; a minimal 0.5% growth rate was used for this study  
 3 The TH 371 Nisswa to Baxter Corridor Study did not provide forecasts for Design Rd; a minimal 0.5% growth rate was used for this study

### 3.2 Future TH 371 Access

As was discussed previously, the ongoing MnDOT TH 371 Nisswa to Baxter Corridor Study and TH 210/TH 371 Interchange Study will have implications on traffic operations within the study area. As part of the MnDOT TH 371 Nisswa to Baxter Corridor Study, MnDOT is expected to potentially recommend future closure of the TH 371 and Design Road intersection, which will have significant impacts on traffic patterns in the area as well as impact how vehicles will access the proposed medical clinic redevelopment. To analyze the impacts of this potential closure, both the No Build and Build scenarios were analyzed with the Design Road access to TH 371 open and closed.

The No Build scenario with Design Road closed analyzes the impacts to the area if the access is closed regardless of whether the former Camping World Site is redeveloped to the proposed medical clinic or not. The Build scenario with Design Road closed analyzes the roadway



network's capacity to provide acceptable traffic operations if the Design Road access is closed in the future.

**Figure 5** shows the 2030 No Build volumes with the Design Road access open during the AM, midday, and PM peak hours, which includes background growth only. **Figure 6** shows the 2030 No Build volumes with the Design Road access closed during the AM, midday, and PM peak hours, which includes background growth and rerouting of trips due to the access closure.

As part of the TH 210/TH 371 Interchange Project, MnDOT is considering many alternatives for the TH 371 and Excelsior Road intersection, including several grade-separated alternatives. Any changes to the TH 371 and Excelsior Road intersection would have significant impacts to traffic patterns throughout the area, which extend well beyond the immediate project area for this traffic impact study. With the future design of the TH 371 and Excelsior Road intersection unknown at this time, the intersection was only analyzed under its current signal control and roadway geometry.

The future design of the TH 371 and Excelsior Road area should maintain reasonable access to the commercial areas and accommodate the proposed medical clinic traffic as well as other growth and redevelopment in the area without putting undue burden on the City roadway network. Creating an overpass at Excelsior Road without providing some sort of reasonable access alternatives would not work for the City with the significant commercial development on both sides of TH 371. It would push all northbound left turning traffic to Woida Road, which the MnDOT TH 371 Nisswa to Baxter Corridor Study is showing needs improvements under current access conditions. There would need to be some way to access the Excelsior Road/Design Road area through either ramps or some other form of access. As the TH 210/TH 371 Interchange Project continues, the City should review how each concept would impact traffic patterns for the Excelsior Road/Design Road area.

### 3.3 Trip Generation and Distribution

The proposed redevelopment of the former Camping World site will remodel approximately 67,980 square feet (SF) of the existing 110,460 SF building into a medical clinic with urgent care and a drive-through pharmacy. The remaining 42,480 SF of vacant space within the building will eventually be used for future growth and expansion of the medical clinic. As part of the redevelopment, the existing parking area on the site will be reconfigured to improve wayfinding, enhance vehicular and pedestrian safety, accommodate the proposed drive-through pharmacy, and improve the existing landscaping. **Figure 4** shows the most recent proposed site plan for the medical clinic, which will connect to private access roadways within the existing commercial development and will not create any new public roadway accesses.

This study will only analyze the impacts of the proposed 67,980 SF medical clinic, without the future 42,480 SF expansion. The future expansion was not included as the timeline for future expansion and the use for that portion of the clinic is not known at this time. Trip generation estimates for the full 110,460 SF medical clinic are provided, which can be used for long-term planning in the area, including in the two ongoing MnDOT studies. As was mentioned previously, the ongoing TH 371/TH 210 Interchange Study is expected to make changes to the intersection of TH 371 and Excelsior Road, which will significantly impact traffic patterns in the study area. The future design of the TH 371 and Excelsior Road should consider the long-term traffic demands in the area, including the future expanded medical clinic.

The Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11<sup>th</sup> edition was used to estimate the total number of trips generated by the proposed medical clinic during the AM, midday, and PM peak hours as well as the daily trips. ITE Land Use Code 630 – Clinic was used for the trip generation estimates. The ITE Trip Generation Manual does not have a land use specific to urgent care facilities, therefore, the clinic trip generation rates were also applied to the urgent care portion of the proposed medical clinic. The clinic land use in the ITE Trip Generation Manual includes facilities such as labs and pharmacies, therefore, no additional trips were estimated for the proposed drive-through pharmacy. Trips for the midday peak hour were estimated based the ITE's daily trip distribution information for medical clinics, which results in the midday peak hour having approximately 10% less trips than the PM peak hour.

**Table 2** summarizes the AM peak hour, midday peak hour, PM peak hour, and daily trip generation estimates for the proposed medical clinic.

Figure 4 – Medical Clinic Site Plan

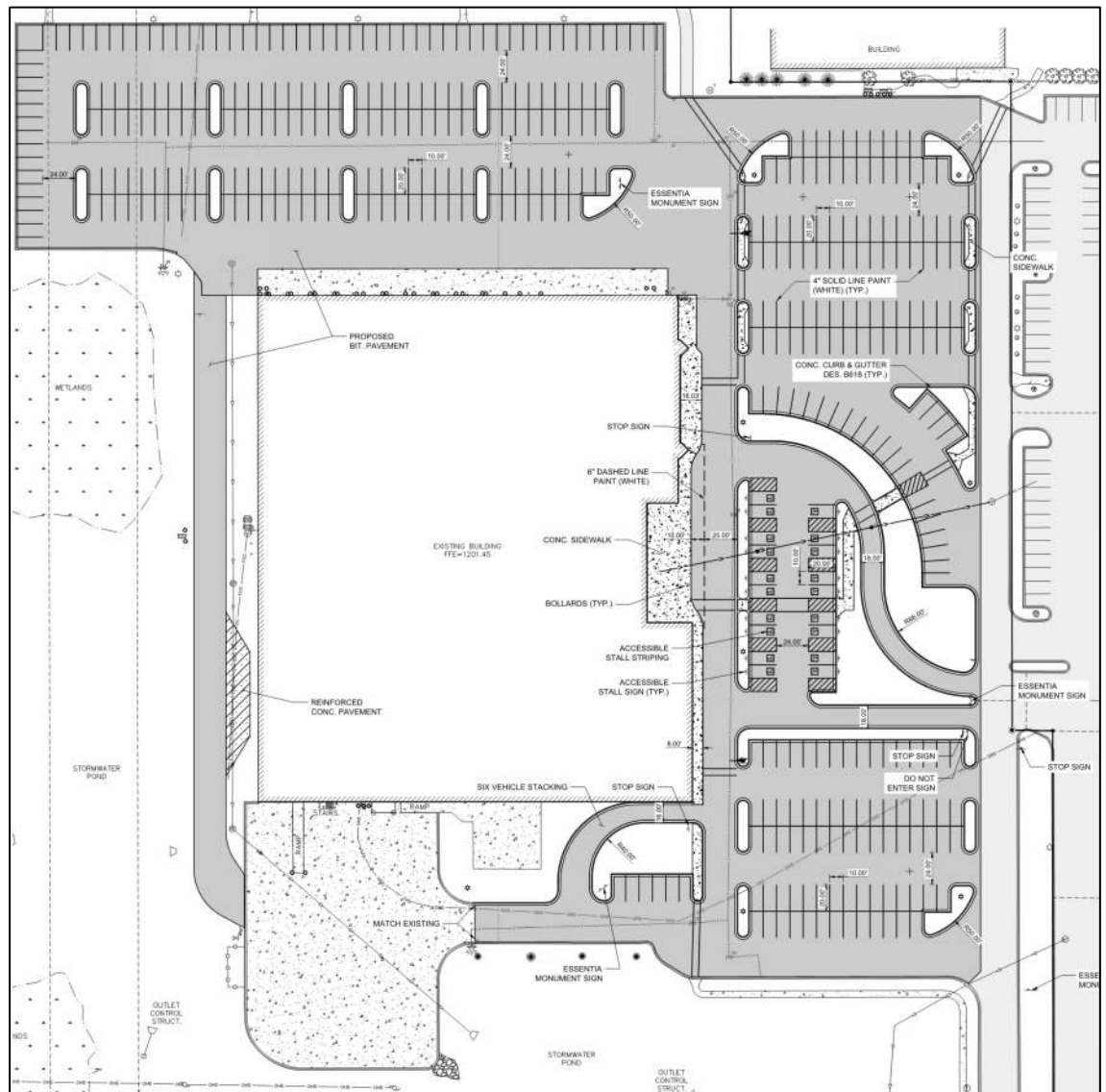


Table 2 – Site Trip Generation

Land Use	Size	Daily Trips	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
<b>Medical Clinic</b>	<b>67,980 SF</b>	<b>2,560</b>	<b>151</b>	<b>36</b>	<b>187</b>	<b>63</b>	<b>163</b>	<b>226</b>	<b>75</b>	<b>176</b>	<b>251</b>
Future Expansion**	42,280 SF	1,590	95	22	117	39	102	141	47	110	157
<b>Total</b>	<b>110,460 SF</b>	<b>4,150</b>	<b>246</b>	<b>58</b>	<b>304</b>	<b>102</b>	<b>265</b>	<b>367</b>	<b>122</b>	<b>286</b>	<b>408</b>

\*\*Assumes additional Medical Clinic land use.

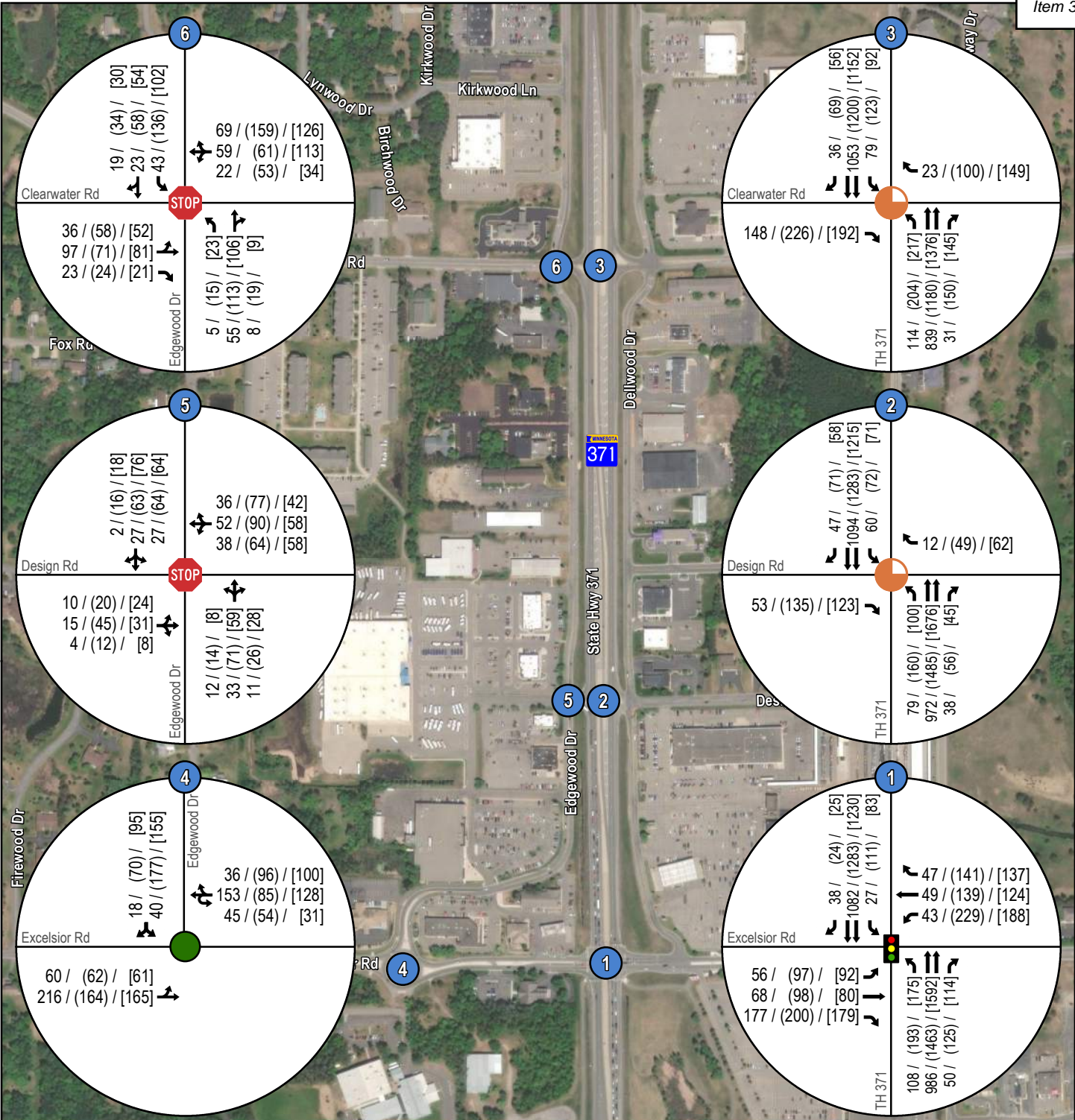
Trips from the proposed medical clinic were distributed to the roadway network based on the existing traffic volumes, traffic patterns, and potential origins/destinations for trips both regionally and within the Baxter/Brainerd Area. Trips were distributed to the network based on the following distribution:

- 40% to/from the south on TH 371
- 25% to/from the north on TH 371
- 10% to/from the west on Excelsior Road
- 5% to/from the west on Clearwater Road
- 5% to/from the north on Edgewood Drive
- 15% to/from the east on Excelsior Road

Under the scenarios where the Design Road access to TH 371 remains open, a majority of the trips to/from TH 371 are expected to use the intersection of TH 371 and Design Road to enter and exit the site. For vehicles exiting the site to the north on TH 371, vehicles would be expected to use the traffic signals at either Excelsior Road or Woida Road, both of which can be accessed using Edgewood Drive.

Under the scenarios where the Design Road access to TH 371 is closed, trips to/from the proposed medical clinic using TH 371 would need to use either Excelsior Road or Clearwater Road to enter and exit the site, both of which connect to the site via Edgewood Drive.

**Figure 7** shows the 2030 Build volumes with the Design Road access open during the AM, midday, and PM peak hours, which includes background growth and the trips from the proposed 67,980 SF medical clinic. **Figure 8** shows the 2030 Build volumes with the Design Road access closed during the AM, midday, and PM peak hours, which includes background growth, the trips from the proposed 67,980 SF medical clinic, and rerouting of trips due to the access closure.



Path: C:\Traffic\Projects\BAXTE - Camping World TIS\GIS\Figure 5\_2030 No Build Volumes (Design Open).mxd

	Traffic Signal		Single Lane Roundabout		Roadway Geometry
	3/4 Access		3-way Stop (westbound does not stop)		
AM Peak Hour (7:30-8:30 AM) Midday Peak Hour (11:30 AM-12:30 PM) XX / (XX) / [XX] — PM Peak Hour (4:00-5:00 PM)					

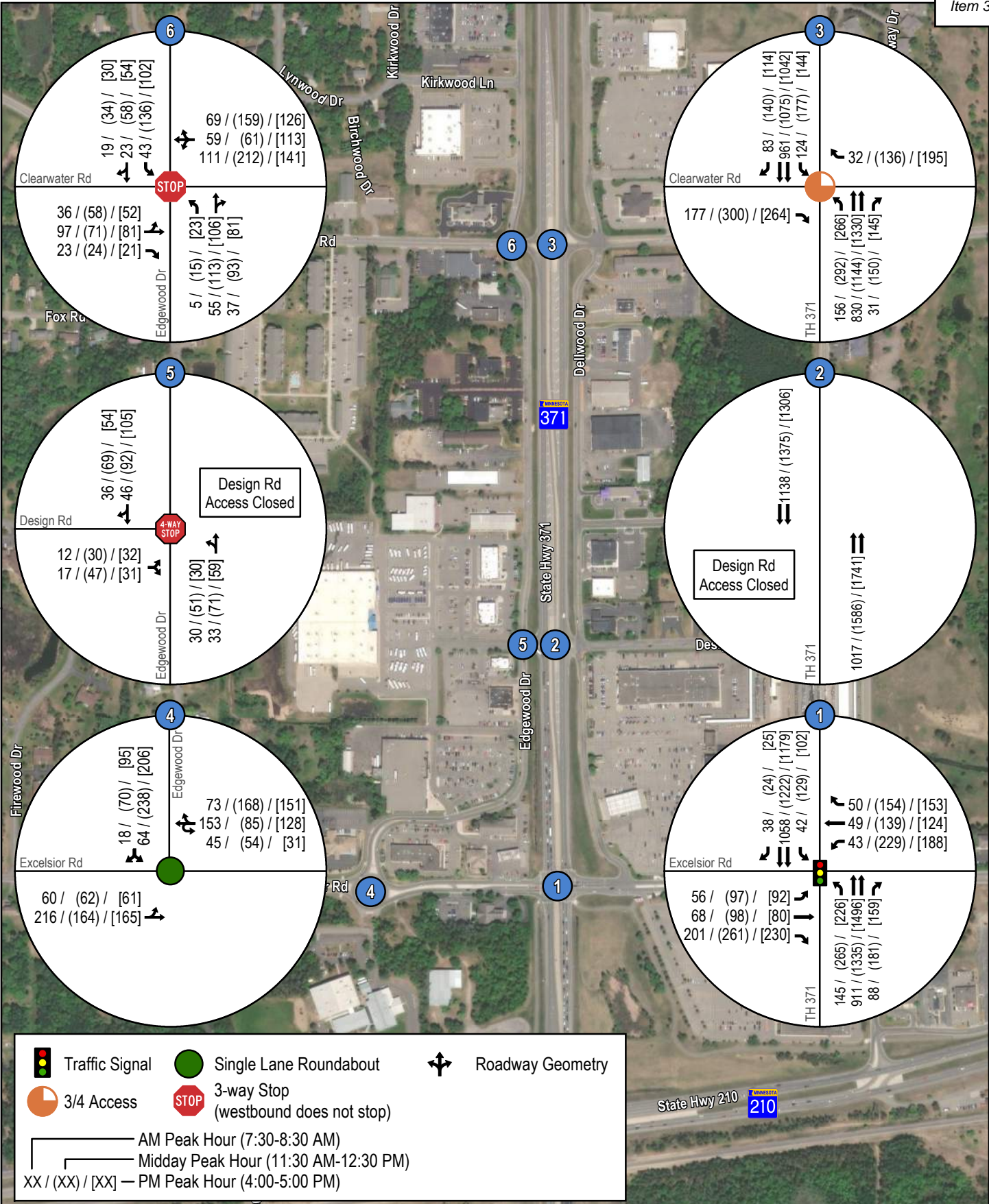


Project: BAXTE 180941  
 Print Date: 10/17/2024  
 Map by: jdanibas  
 Projection: Crow Wing Co. Coords.  
 Source: ESRI

**2030 No Build Volumes (Design Rd Open)**  
 Camping World Site Redevelopment  
 Traffic Impact Study  
 Baxter, MN

**Figure 5**

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Path: C:\Traffic Projects\BAXTE - Camping World TIS\GIS\Figure 6 - 2030 No Build Volumes (Design Closed).mxd

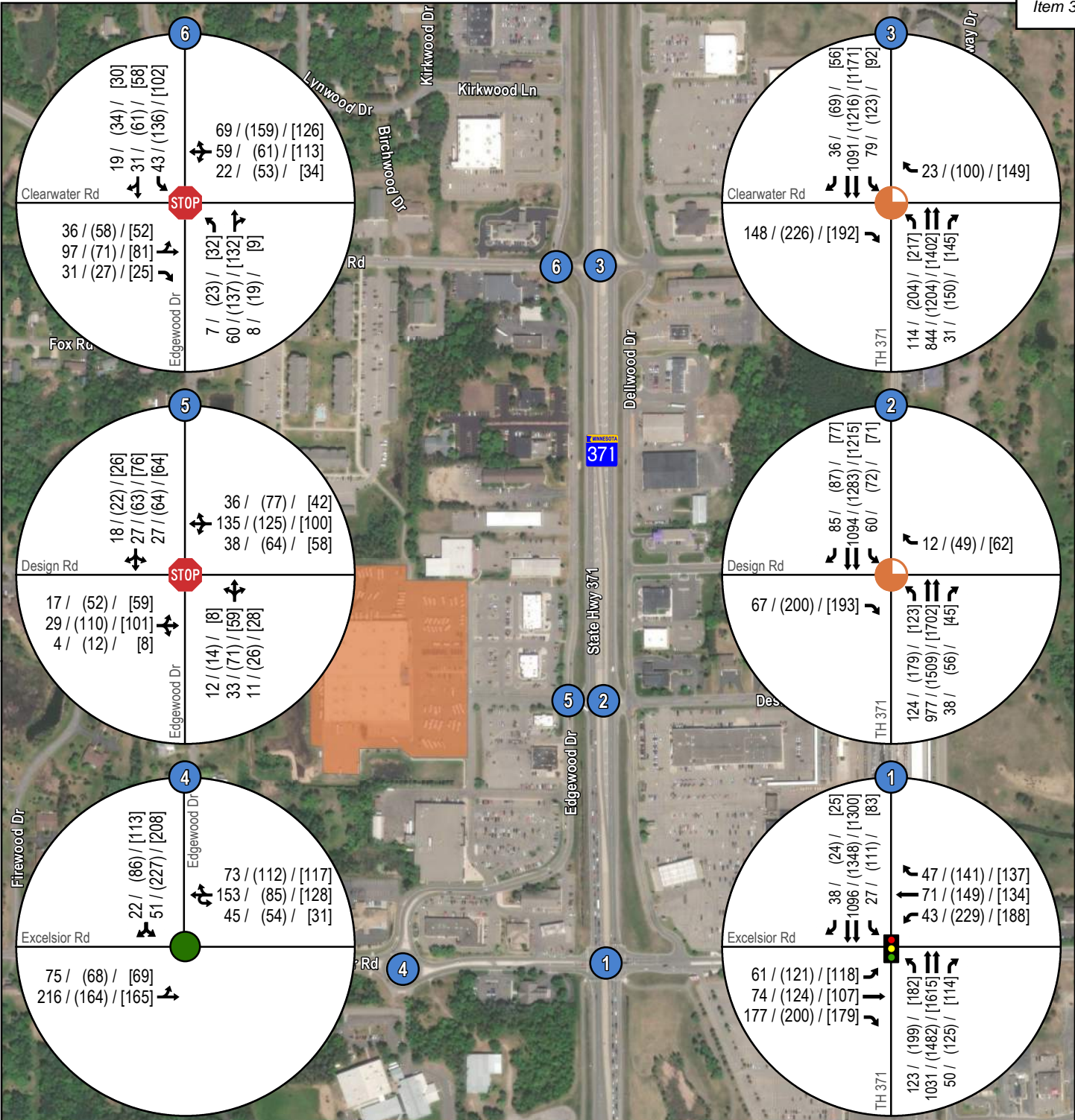


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 Print Date: 10/17/2024  
 Map by: jdanibas  
 Projection: Crow Wing Co. Coords.  
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**2030 No Build Volumes (Design Rd Closed)**  
 Camping World Site Redevelopment  
 Traffic Impact Study  
 Baxter, MN

**Figure 6**

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	Traffic Signal		Single Lane Roundabout		Roadway Geometry
	3/4 Access		3-way Stop (westbound does not stop)		Redevelopment Area
AM Peak Hour (7:30-8:30 AM) Midday Peak Hour (11:30 AM-12:30 PM) XX / (XX) / [XX] — PM Peak Hour (4:00-5:00 PM)					

Path: C:\Traffic Projects\BAXTE - Camping World TIS\GIS\Figure 7\_2030 Build Volumes (Design Open).mxd

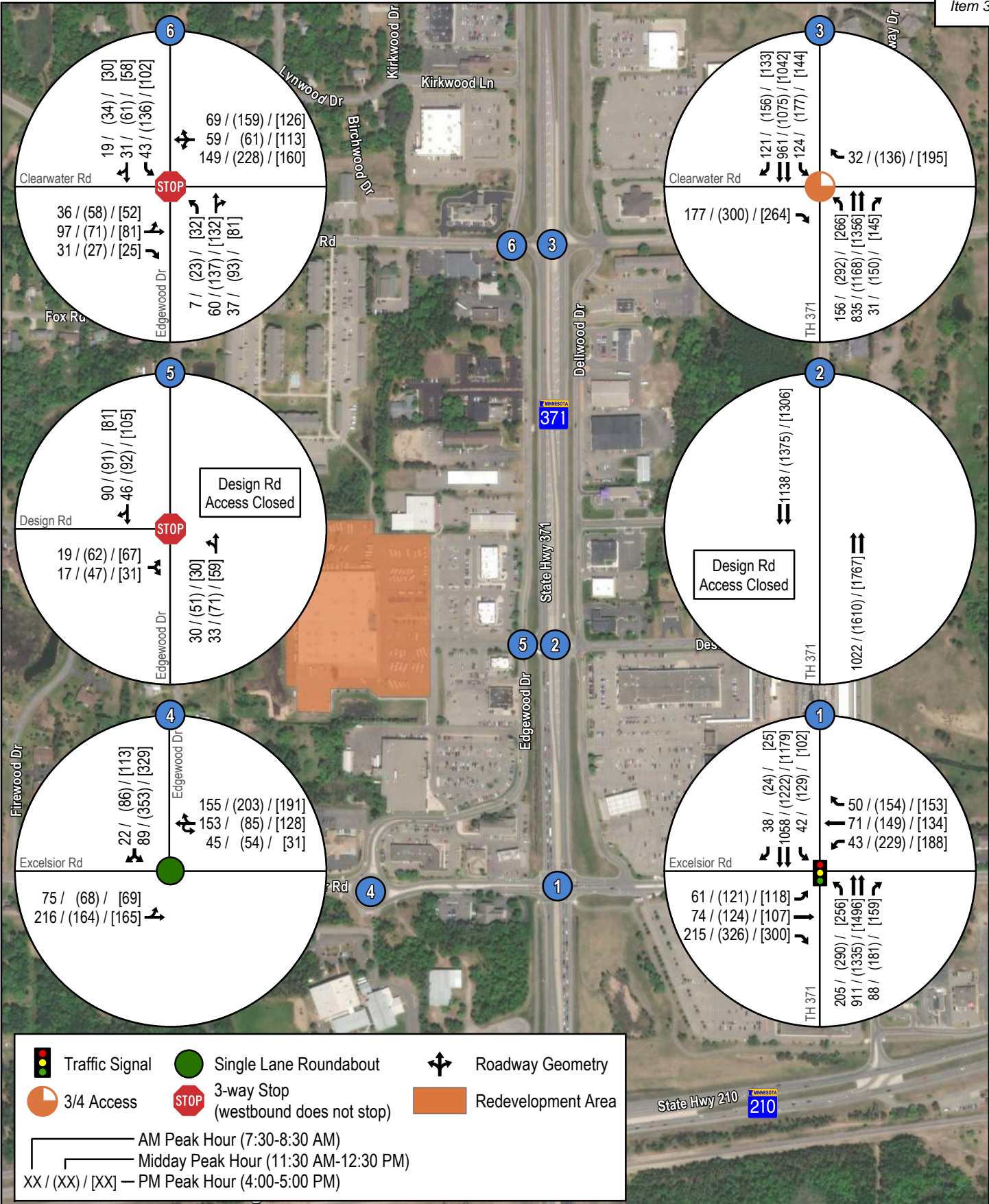


Project: BAXTE 180941  
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**2030 Build Volumes (Design Rd Open)**  
 Camping World Site Redevelopment  
 Traffic Impact Study  
 Baxter, MN

**Figure 7**

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Path: C:\Traffic Projects\BAXTE - Camping World TIS\GIS\Figure 8\_2030 Build Volumes (Design Closed).mxd



Project: BAXTE 180941  
 Print Date: 10/17/2024  
 Map by: jdanibas  
 Projection: Crow Wing Co. Coords.  
 Source: ESRI

**2030 Build Volumes (Design Rd Closed)**  
 Camping World Site Redevelopment  
 Traffic Impact Study  
 Baxter, MN

**Figure 8**

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## 4 Traffic Operations Analysis

Traffic operations analyses were conducted to determine the level of service (LOS), delay, and queueing information for the AM, midday, and PM peak hour conditions.

LOS is a qualitative rating system used to describe the efficiency of traffic operations at an intersection. Six LOS are defined, designated by letters A through F. LOS A represents the best operating conditions (no congestion), and LOS F represents the worst operating conditions (severe congestion). For the study intersections, it was assumed that a LOS D or better, for all approaches and the overall intersection, represent acceptable operating conditions. Some approaches may operate at LOS E and some movements may operate at LOS F at the TH 371 traffic signals due to the long cycle length MnDOT uses to serve the regional traffic demands that use TH 371.

LOS for intersections is determined by the average control delay per vehicle. The range of control delay for each LOS is different for signalized and unsignalized intersections. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will experience greater delays than an unsignalized intersection. Driver tolerance for delay is greater at a signal than at a stop sign; therefore, the LOS thresholds for each LOS category are lower for unsignalized intersections than for signalized intersections. **Table 3** shows the LOS thresholds for signalized and unsignalized intersections.

Table 3 – Level of Service Thresholds

Level of Service	Average Vehicle Delay (sec/veh)	
	Signalized Intersection	Unsignalized (Stop or Roundabout) Intersection
A	0 to 10	0 to 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

All traffic operations analyses were performed using the Synchro/SimTraffic (Version 11) software package. The results reported in this analysis are an average of 10 simulation runs in SimTraffic 11. All relevant traffic operations result tables can be found in **Appendix B**.

The following scenarios were analyzed as part of this study:

- **2024 Existing Conditions**
  - Existing volumes, intersection geometry, and traffic control
- **2030 No Build Conditions (Design Road Access Open)**
  - 2030 No Build (Design Road Open) traffic volumes; background traffic growth only (**Figure 5**).
  - Existing intersection control and roadway geometry



- **2030 No Build Conditions (Design Road Access Closed)**
  - 2030 No Build (Design Road Closed) traffic volumes; background traffic growth and rerouting of trips due to the access closure (**Figure 6**).
  - Other than the intersection of TH 371 and Design Road, existing intersection control and roadway geometry
- **2030 Build Conditions (Design Road Access Open)**
  - 2030 Build (Design Road Open) traffic volumes; background traffic growth and medical clinic trips (**Figure 7**).
  - Existing intersection control and roadway geometry
- **2030 Build Conditions (Design Road Access Closed)**
  - 2030 Build (Design Road Closed) traffic volumes; background traffic growth, medical clinic trips, and rerouting of trips due to the access closure (**Figure 8**).
  - Other than the intersection of TH 371 and Design Road, existing intersection control and roadway geometry

## 4.1 2024 Existing Conditions

Under 2024 existing conditions, the six study intersections operate acceptably at LOS C or better with each approach operating at LOS E or better during the AM, midday, and PM peak hours. Each of the approaches and intersections along Edgewood Drive operate at LOS A with minimal delay and queueing.

Some of the minor street left turn and through movements, as well as the left turns from TH 371, operate at LOS E or F due to the longer cycle length at the signalized TH 371 and Excelsior Road intersection; particularly during the midday and PM peak hours, when the cycle length is 150 seconds. During the midday and PM peak hours, some of the maximum turn lane queues exceed the available storage, particularly eastbound and westbound. However, the queues tend to clear each signal cycle and do not create significant queuing or delay issues.

Due to the close spacing of Edgewood Drive and TH 371 (50 to 80 feet), eastbound queues from TH 371 can reach Edgewood Drive at the Design Road and Clearwater Road intersections. These queues have a minor impact on the operations of the Edgewood Drive intersections.

**Table 4** shows a summary of the 2024 existing traffic operations at the study intersections during the AM, midday, and PM peak hours.

Table 4 – 2024 Existing Traffic Operations

Intersection	Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
		Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)
TH 371 at Excelsior Rd (Traffic Signal)	NB	16.7 / B	16.0 / B	28.0 / C	33.3 / C	26.9 / C	30.1 / C
	SB	10.5 / B		27.8 / C		22.8 / C	
	EB	27.5 / C		48.3 / D		43.8 / D	
	WB	31.3 / C		55.6 / E		52.9 / D	
TH 371 at Design Rd (3/4 Access)	EB	4.3 / A	2.9 / A	7.7 / A	5.8 / A	6.8 / A	5.5 / A
	WB	1.4 / A		2.5 / A		2.7 / A	
	NB	7.6 / A		12.4 / B		10.4 / B	
	SB	5.7 / A		13.7 / B		19.9 / C	
TH 371 at Clearwater Rd (3/4 Access)	EB	1.8 / A	2.6 / A	4.4 / A	4.8 / A	4.3 / A	5.0 / A
	WB	2.4 / A		3.7 / A		3.7 / A	
	NB	8.9 / A		12.4 / B		11.5 / B	
	SB	4.4 / A		9.5 / A		15.8 / C	
Edgewood Dr at Excelsior Rd (Roundabout)	EB	0.0 / A	3.6 / A	0.0 / A	3.5 / A	0.0 / A	3.6 / A
	WB	2.6 / A		3.1 / A		3.1 / A	
	NB	3.8 / A		4.2 / A		4.1 / A	
	SB	3.6 / A		3.4 / A		3.7 / A	
Edgewood Dr at Design Rd (3-way stop; WB does not stop)	EB	5.5 / A	3.2 / A	6.7 / A	5.3 / A	6.0 / A	4.9 / A
	WB	5.5 / A		9.2 / A		7.5 / A	
	NB	5.4 / A		9.4 / A		6.6 / A	
	SB	0.7 / A		0.9 / A		0.7 / A	
Edgewood Dr at Clearwater Rd (3-way Stop; WB does not stop)	EB	6.1 / A	4.2 / A	8.9 / A	6.3 / A	8.6 / A	5.6 / A
	WB	5.1 / A		8.5 / A		7.4 / A	
	NB	6.5 / A		9.8 / A		8.4 / A	
	SB	0.7 / A		1.1 / A		1.2 / A	

## 4.2 2030 No Build (Design Road Access Open) Conditions

Under 2030 No Build conditions with the Design Road access to TH 371 open, the six study intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS E or better during the AM, midday, and PM peak hours. Each of the intersections along Edgewood Drive operate at LOS A and each approach operates at LOS B or better with minimal delay and queuing.

As in the existing conditions, some of the minor street left turn and through movements and the left turns from TH 371 operate at LOS E or F due to the longer cycle length at the signalized TH 371 and Excelsior Road intersection; particularly during the midday and PM peak hours, when the cycle length is 150 seconds. During the midday and PM peak hours, some of the maximum turn lane queues exceed the available storage, particularly eastbound and westbound. However, the queues tend to clear each signal cycle and do not create significant queuing or delay issues.

At the intersection of TH 371 and Design Road, the northbound left turns operate at LOS E during the midday peak hour and the southbound left turns operate at LOS E during the PM peak hour. The northbound and southbound left turn queues never exceed half of the available left turn storage.

As in the existing conditions, eastbound queues from TH 371 can reach Edgewood Drive at the Design Road and Clearwater Road intersections, due to the close spacing of Edgewood Drive and TH 371 (50 to 80 feet). These queues have a minor impact on the operations of the Edgewood Drive intersections.

**Table 5** shows a summary of the 2030 No Build traffic operations at the study intersections during the AM, midday, and PM peak hours with the Design Road access to TH 371 open.

Table 5 – 2030 No Build (Design Rd Open) Conditions

Intersection	Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
		Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)
TH 371 at Excelsior Rd (Traffic Signal)	NB	15.9 / B	16.4 / B	33.2 / C	38.5 / D	31.7 / C	34.2 / C
	SB	12.1 / B		36.0 / D		30.4 / C	
	EB	27.8 / C		47.0 / D		42.6 / D	
	WB	33.0 / C		57.5 / E		49.7 / D	
TH 371 at Design Rd (3/4 Access)	EB	4.7 / A	3.1 / A	9.5 / A	7.0 / A	8.1 / A	6.5 / A
	WB	1.4 / A		2.9 / A		3.1 / A	
	NB	7.6 / A		13.4 / B		12.1 / B	
	SB	7.7 / A		20.6 / C		24.6 / C	
TH 371 at Clearwater Rd (3/4 Access)	EB	1.9 / A	2.8 / A	4.2 / A	5.1 / A	4.6 / A	5.5 / A
	WB	2.6 / A		4.2 / A		3.9 / A	
	NB	10.1 / B		13.8 / B		14.2 / B	
	SB	5.3 / A		12.3 / B		17.9 / C	
Edgewood Dr at Excelsior Rd (Roundabout)	EB	0.0 / A	3.7 / A	0.0 / A	3.6 / A	0.0 / A	3.6 / A
	WB	2.7 / A		3.0 / A		3.1 / A	
	NB	3.9 / A		4.4 / A		4.1 / A	
	SB	3.8 / A		3.3 / A		3.6 / A	
Edgewood Dr at Design Rd (3-way stop; WB does not stop)	EB	5.4 / A	3.3 / A	6.9 / A	6.3 / A	6.2 / A	5.5 / A
	WB	5.4 / A		11.3 / B		8.5 / A	
	NB	5.8 / A		11.8 / B		8.3 / A	
	SB	0.8 / A		1.0 / A		0.8 / A	
Edgewood Dr at Clearwater Rd (3-way Stop; WB does not stop)	EB	6.5 / A	4.6 / A	9.7 / A	7.0 / A	9.0 / A	6.3 / A
	WB	5.3 / A		9.6 / A		8.8 / A	
	NB	6.9 / A		10.5 / B		9.9 / A	
	SB	0.7 / A		1.2 / A		1.2 / A	

## 4.3 2030 No Build (Design Road Access Closed) Conditions

With the Design Road access to TH 371 closed, vehicles using the Design Road access would need to reroute to use either the TH 371 and Excelsior Road or TH 371 and Clearwater Road intersections, resulting in increased traffic volumes on Excelsior Road and Clearwater Road between TH 371 and Edgewood Drive. At the intersection of Edgewood Drive and Design Road, the east leg of the intersection would be removed, and it would become a 3-legged, all-way stop controlled intersection.

Under 2030 No Build conditions the Design Road access to TH 371 closed, the six study intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS D or better during the AM, midday, and PM peak hours. Each of the intersections along Edgewood Drive operate at LOS B or better and all approaches operate at LOS C or better with minimal queueing.

As in the existing conditions, some of the minor street left turn and through movements and the left turns from TH 371 operate at LOS E or F due to the longer cycle length at the signalized TH 371 and Excelsior Road intersection; particularly during the midday and PM peak hours, when the cycle length is 150 seconds. During the midday and PM peak hours, some of the maximum turn lane queues exceed the available storage, particularly eastbound and westbound. However, the queues tend to clear each signal cycle and do not create significant queuing or delay issues.

At the intersection of TH 371 and Clearwater Road, the increased volume of northbound left turns operate at LOS D during the midday and PM peak hours; the northbound left turns operated at LOS C or better with the Design Road access open to TH 371. The northbound left turn queues never exceed half of the available left turn storage.

During the midday peak hour, the increased traffic volumes at the intersection of Edgewood Drive and Clearwater Road, primarily westbound left turns and northbound right turns, results in some of the stop-controlled movements operating at LOS D; all approaches still operate at LOS C or better. All movements operated at LOS C or better at the intersection of Edgewood Drive and Clearwater Road with the Design Road access to TH 371 open.

As in the existing conditions, eastbound queues from TH 371 can reach Edgewood Drive at the Clearwater Road intersection, due to the close spacing of Edgewood Drive and TH 371 (approximately 80 feet). These queues have an impact on the operations of the intersection of Edgewood Drive and Clearwater Road and contributes to some of the stop-controlled movements operating at LOS D during the midday peak hour.

**Table 6** shows a summary of the 2030 No Build traffic operations at the study intersections during the AM, midday, and PM peak hours with the Design Road access to TH 371 closed.

Table 6 – 2030 No Build (Design Rd Closed) Conditions

Intersection	Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
		Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)
TH 371 at Excelsior Rd (Traffic Signal)	NB	18.6 / B	17.7 / B	33.1 / C	38.1 / D	32.9 / C	35.4 / D
	SB	12.7 / B		36.7 / D		32.7 / C	
	EB	26.6 / C		44.6 / D		40.5 / D	
	WB	31.9 / C		53.1 / D		48.7 / D	
TH 371 at Clearwater Rd (3/4 Access)	EB	2.6 / A	3.2 / A	7.4 / A	7.1 / A	5.8 / A	6.7 / A
	WB	2.9 / A		4.8 / A		4.7 / A	
	NB	8.8 / A		13.4 / B		12.3 / B	
	SB	5.2 / A		14.4 / B		20.9 / C	
Edgewood Dr at Excelsior Rd (Roundabout)	EB	0.0 / A	3.7 / A	0.0 / A	3.6 / A	0.0 / A	3.7 / A
	WB	2.9 / A		3.2 / A		3.3 / A	
	NB	3.9 / A		4.4 / A		4.1 / A	
	SB	3.8 / A		3.5 / A		3.9 / A	
Edgewood Dr at Design Rd (3-way stop)	EB	5.3 / A	4.9 / A	6.0 / A	5.3 / A	6.0 / A	5.4 / A
	WB	5.0 / A		5.5 / A		5.5 / A	
	NB	3.5 / A		3.8 / A		4.0 / A	
Edgewood Dr at Clearwater Rd (3-way Stop; WB does not stop)	EB	6.6 / A	4.3 / A	16.0 / C	11.0 / B	11.8 / B	7.9 / A
	WB	5.9 / A		18.7 / C		12.4 / B	
	NB	7.3 / A		20.8 / C		13.4 / B	
	SB	0.7 / A		1.2 / A		1.2 / A	

#### 4.4 2030 Build (Design Road Access Open) Conditions

Under 2030 Build conditions with the Design Road access to TH 371 open, a majority of the trips to/from TH 371 are expected to use the intersection of TH 371 and Design Road to enter and exit the proposed medical clinic site. For vehicles exiting the site to the north on TH 371, vehicles would be expected to use the traffic signals at either Excelsior Road or Woida Road, both of which can be accessed using Edgewood Drive.

Under 2030 Build conditions with the Design Road access to TH 371 open, the six study intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS E or better during the AM, midday, and PM peak hours. Each of the intersections along Edgewood Drive operate at LOS B or better and all approaches operate at LOS C or better with minimal queuing.

As in the existing and no build conditions, some of the minor street left turn and through movements and the left turns from TH 371 operate at LOS E or F due to the longer cycle length at the signalized TH 371 and Excelsior Road intersection; particularly during the midday and PM peak hours, when the cycle length is 150 seconds. During the midday and PM peak hours, some of the maximum turn lane queues exceed the available storage, particularly eastbound and

westbound. However, the queues tend to clear each signal cycle and do not create significant queuing or delay issues.

At the intersection of TH 371 and Design Road, the northbound left turns operate at LOS E during the midday peak hour and the southbound left turns operate at LOS E during the PM peak hour. The northbound and southbound left turn queues never exceed half of the available left turn storage.

As in the existing conditions, eastbound queues from TH 371 can reach Edgewood Drive at the Design Road and Clearwater Road intersections, due to the close spacing of Edgewood Drive and TH 371 (50 to 80 feet). These queues have a minor impact on the operations of the Edgewood Drive intersections.

**Table 7** shows a summary of the 2030 Build traffic operations at the study intersections during the AM, midday, and PM peak hours with the Design Road access to TH 371 open.

Table 7 – 2030 Build (Design Rd Open) Conditions

Intersection	Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
		Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)
TH 371 at Excelsior Rd (Traffic Signal)	NB	18.2 / B	18.4 / B	32.3 / C	40.9 / D	34.0 / C	37.0 / D
	SB	13.5 / B		39.4 / D		33.0 / C	
	EB	29.2 / C		<b>56.0 / E</b>		47.4 / D	
	WB	35.5 / D		<b>62.6 / E</b>		52.9 / D	
TH 371 at Design Rd (3/4 Access)	EB	6.2 / A	3.9 / A	9.6 / A	7.3 / A	8.3 / A	7.0 / A
	WB	1.6 / A		3.1 / A		3.6 / A	
	NB	8.0 / A		14.0 / B		13.0 / B	
	SB	6.4 / A		20.5 / C		26.6 / D	
TH 371 at Clearwater Rd (3/4 Access)	EB	2.1 / A	2.9 / A	4.4 / A	5.1 / A	4.5 / A	5.5 / A
	WB	2.6 / A		3.9 / A		4.0 / A	
	NB	10.8 / B		14.0 / B		13.7 / B	
	SB	5.9 / A		11.8 / B		19.1 / C	
Edgewood Dr at Excelsior Rd (Roundabout)	EB	0.0 / A	3.9 / A	0.0 / A	3.8 / A	0.0 / A	3.8 / A
	WB	2.8 / A		3.4 / A		3.3 / A	
	NB	4.1 / A		4.6 / A		4.4 / A	
	SB	4.0 / A		3.4 / A		3.8 / A	
Edgewood Dr at Design Rd (3-way stop; WB does not stop)	EB	6.0 / A	3.1 / A	8.4 / A	10.6 / B	7.4 / A	8.5 / A
	WB	5.4 / A		17.5 / C		11.4 / B	
	NB	6.7 / A		20.8 / C		15.3 / C	
	SB	0.8 / A		0.9 / A		0.9 / A	
Edgewood Dr at Clearwater Rd (3-way Stop; WB does not stop)	EB	6.6 / A	4.7 / A	10.6 / B	7.5 / A	9.1 / A	6.3 / A
	WB	5.5 / A		10.1 / B		8.1 / A	
	NB	6.9 / A		11.0 / B		9.8 / A	
	SB	0.8 / A		1.2 / A		1.2 / A	

## 4.5 2030 Build (Design Road Access Closed) Conditions

Under 2030 Build conditions with the Design Road access to TH 371 closed, the trips to/from TH 371 are expected to use either Clearwater Road or Excelsior Road to enter and exit the proposed medical clinic site. For vehicles exiting the site to the north on TH 371, vehicles would be expected to use the traffic signals at either Excelsior Road or Woida Road, both of which can be accessed using Edgewood Drive.

Under 2030 Build conditions the Design Road access to TH 371 closed, the six study intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS E or better during the AM, midday, and PM peak hours. Each of the intersections along Edgewood Drive operate at LOS B or better and all approaches operate at LOS D or better with minimal queueing.

As in the existing and no build conditions, some of the minor street left turn and through movements and the left turns from TH 371 operate at LOS E or F due to the longer cycle length at the signalized TH 371 and Excelsior Road intersection; particularly during the midday and PM peak hours, when the cycle length is 150 seconds. During the midday and PM peak hours, some of the maximum turn lane queues exceed the available storage, particularly eastbound and westbound. However, the queues tend to clear each signal cycle and do not create significant queuing or delay issues.

Under Build conditions with the Design Road access to TH 371 closed, the northbound left turn queues at the intersection of TH 371 and Excelsior Road exceed the available storage more frequently than in the other alternatives due to the increase in northbound left turn volumes from the rerouting of Design Road traffic and the new medical clinic trips.

At the intersection of TH 371 and Clearwater Road, the increased volume of northbound left turns operate at LOS E during the midday peak hour and LOS D during the PM peak hour; the northbound left turns operated at LOS C or better with the Design Road access open to TH 371. The northbound left turn queues never exceed half of the available left turn storage.

During the midday and PM peak hours, the increased traffic volumes at the intersection of Edgewood Drive and Clearwater Road, primarily westbound left turns and northbound right turns, results in some of the stop-controlled movements operating at LOS D or E; all approaches still operate at LOS C or better. All movements operated at LOS C or better at the intersection of Edgewood Drive and Clearwater Road with the Design Road access to TH 371 open.

As in the existing conditions, eastbound queues from TH 371 can reach Edgewood Drive at the Clearwater Road intersection, due to the close spacing of Edgewood D and TH 371 (approximately 80 feet). These queues have an impact on the operations of the intersection of Edgewood Drive and Clearwater Road and contributes to some of the stop-controlled movements operating at LOS D and E during the midday and PM peak hours.

**Table 8** shows a summary of the 2030 Build traffic operations at the study intersections during the AM, midday, and PM peak hours with the Design Road access to TH 371 closed.

Table 8 – 2030 Build (Design Rd Closed) Conditions

Intersection	Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
		Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)	Approach (delay / LOS)	Intersection (delay / LOS)
TH 371 at Excelsior Rd (Traffic Signal)	NB	21.0 / C	20.2 / C	35.9 / D	41.8 / D	34.6 / C	37.2 / D
	SB	15.3 / B		38.9 / D		32.9 / C	
	EB	27.2 / C		52.9 / D		46.0 / D	
	WB	34.3 / C		57.2 / E		50.3 / D	
TH 371 at Clearwater Rd (3/4 Access)	EB	2.8 / A	3.3 / A	8.0 / A	7.5 / A	5.8 / A	6.6 / A
	WB	2.8 / A		4.9 / A		4.6 / A	
	NB	8.7 / A		13.5 / B		11.7 / B	
	SB	6.1 / A		14.7 / B		20.8 / C	
Edgewood Dr at Excelsior Rd (Roundabout)	EB	0.0 / A	4.1 / A	0.0 / A	4.2 / A	0.0 / A	4.2 / A
	WB	3.0 / A		3.8 / A		3.7 / A	
	NB	4.2 / A		5.5 / A		4.9 / A	
	SB	4.3 / A		3.8 / A		4.2 / A	
Edgewood Dr at Design Rd (3-way stop)	EB	5.4 / A	4.6 / A	6.3 / A	5.4 / A	6.3 / A	5.4 / A
	WB	4.5 / A		5.4 / A		5.5 / A	
	NB	3.8 / A		4.3 / A		4.5 / A	
Edgewood Dr at Clearwater Rd (3-way Stop; WB does not stop)	EB	6.7 / A	4.4 / A	24.6 / C	14.8 / B	13.0 / B	8.4 / A
	WB	6.4 / A		23.3 / C		12.8 / B	
	NB	8.0 / A		26.9 / D		14.4 / B	
	SB	0.7 / A		1.2 / A		1.1 / A	



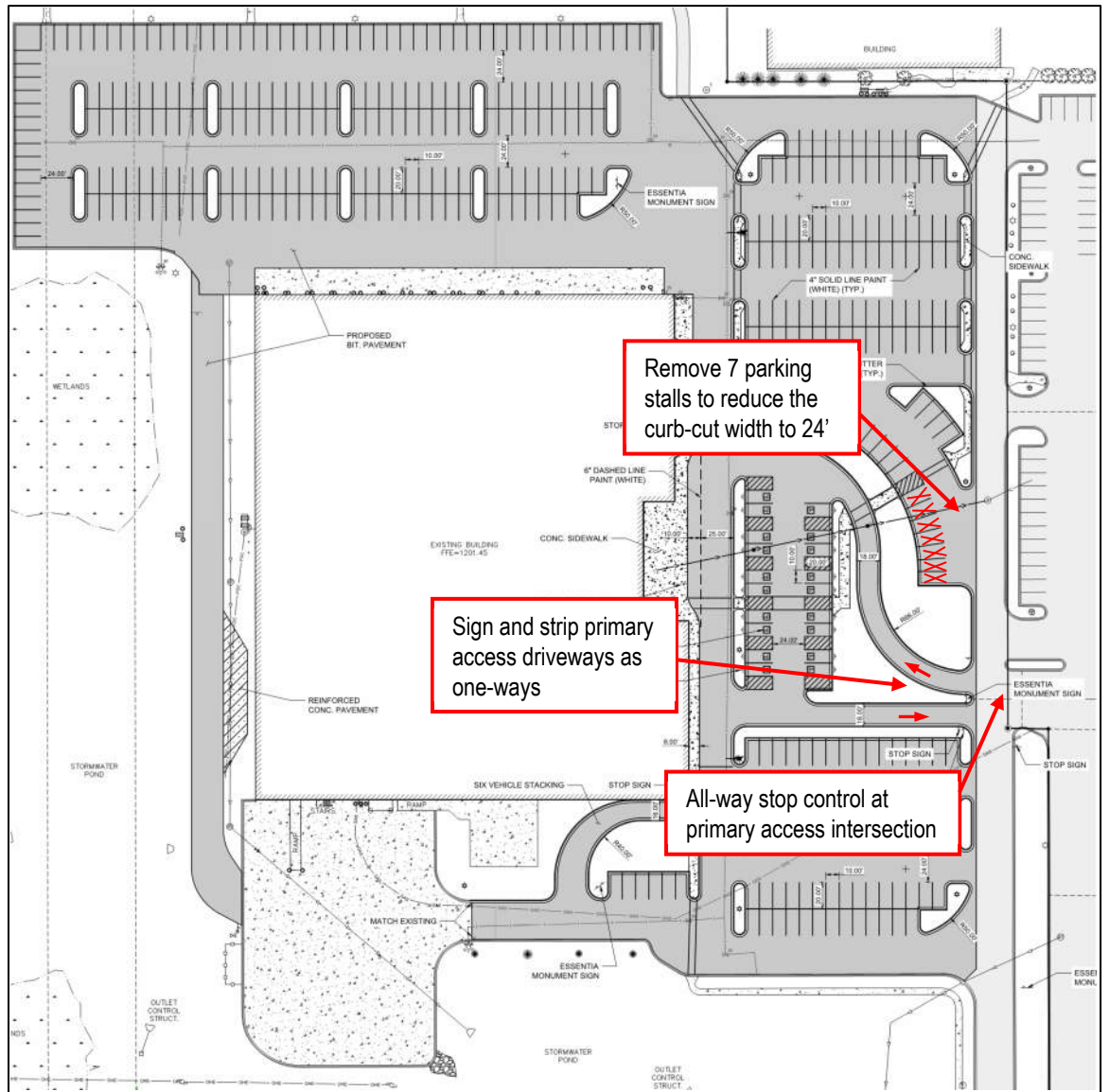
## 5 Site Traffic Review

The proposed medical clinic will remodel the former Camping World building and will connect to private access roadways within the existing commercial development; there are no new public roadway accesses proposed. However, the site plan was reviewed to recommend potential improvements to traffic circulation and operations within the commercial area. In addition, a high-level review of traffic operations at the primary clinic access intersection was completed, to recommend traffic control with the private commercial development area.

**Figure 9** shows the proposed site plan, with two recommendations to improve the site, which are also listed below:

- The intersection at the primary access should be all-way stop controlled
  - The intersection will have fairly low traffic volumes due to its location within commercial development, therefore an all-way stop controlled intersection is expected to operate well. Most of the traffic volumes will be going to/coming from the medical clinic.
  - An all-way stop at the intersection will require all vehicles to stop at least once when crossing through the commercial area.
- The width of curb-cut for the parking aisle just north of the primary access should be reduced to 24 feet.
  - To achieve this, the first 7 parking stalls should be removed, allowing for the curb-cut width can be reduced to 24 feet.
  - As currently shown, there is a possibility that vehicles may back into the private access roadway, which could present a safety issue.
- The primary access should be signed and striped as one-way roadways for the entrance and exit driveways.

Figure 9 – Medical Clinic Site Plan Improvements



## 6 Conclusion

The proposed redevelopment of the former Camping World site will remodel approximately 67,980 square feet (SF) of the existing 110,460 SF building into a medical clinic with urgent care and a drive-through pharmacy. The remaining 42,480 SF of vacant space within the building will eventually be used for future growth and expansion of the medical clinic. As part of the redevelopment, the existing parking area on the site will be reconfigured to improve wayfinding, enhance vehicular and pedestrian safety, accommodate the proposed drive-through pharmacy, and improve the existing landscaping.

The initial 67,980 SF medical clinic is estimated to generate approximately 2,560 trips per day, which will access the site using the existing private roadway network within the existing commercial development area, which provide access to Edgewood Drive. In the future, the expanded medical clinic is expected to generate approximately 4,150 trips per day for the entire developed site. This study only analyzed the impacts of the proposed 67,980 SF medical clinic, without the future 42,480 SF expansion. The future expansion was not included as the timeline for future expansion and the land use for that portion of the clinic is not known at this time; additional medical office was assumed at this time. There is also uncertainty about the long-term traffic control at the TH 371 and Excelsior Road intersection, as the ongoing TH 371/TH 210 Interchange Study is expected to make changes to the intersection, including possible grade separation; however, the project is in the alternative scoping phase and has no recommendations at this time.

As part of the MnDOT TH 371 Nisswa to Baxter Corridor Study, MnDOT is expected to recommend potential future closure of the TH 371 and Design Road intersection, which will have significant impacts on traffic patterns in the area as well as impact how vehicles will access the proposed medical clinic redevelopment. To analyze the impacts of this closure, both the No Build and Build scenarios were analyzed with the Design Road access to TH 371 open and closed. The No Build scenario with Design Road closed analyzed the impacts to the area if the access is closed regardless of whether the former Camping World Site is redeveloped to the proposed medical clinic or not. The Build scenario with Design Road closed analyzed the roadway network's capacity to provide acceptable traffic operations if the Design Road access is closed in the future.

As part of the TH 210/TH 371 Interchange Project, MnDOT is considering many alternatives for the TH 371 and Excelsior Road intersection, including several grade-separated alternatives. Any changes to the TH 371 and Excelsior Road intersection would have significant impacts to traffic patterns throughout the area, which extend well beyond the immediate project area for this traffic impact study. With the future design of the TH 371 and Excelsior Road intersection unknown at this time, the intersection was analyzed under its current signal control and roadway geometry. The future design of the TH 371 and Excelsior Road area should maintain reasonable access to the commercial areas and accommodate the proposed medical clinic traffic as well as other growth and redevelopment in the area.

Traffic operations were analyzed for the 2024 existing, 2030 No Build (Design Road Access Open), 2030 No Build (Design Road Access Closed), 2030 Build (Design Road Access Open) and 2030 Build (Design Road Access Closed) scenarios. For this study, the No Build scenarios included only background growth. The Build scenarios included background growth and the estimated medical clinic trips. For scenarios where the Design Road access to TH 371 is closed,

trips were rerouted to use either Clearwater Road or Excelsior Road to access the areas east and west of TH 371.

Under each scenario, some of the minor street left turn and through movements and the left turns from TH 371 operate at LOS E or F due to the longer cycle length at the signalized TH 371 and Excelsior Road intersection; particularly during the midday and PM peak hours, when the cycle length is 150 seconds. During the midday and PM peak hours, some of the maximum turn lane queues exceed the available storage, particularly eastbound and westbound. However, the queues tend to clear each signal cycle and do not create significant queuing or delay issues.

Due to the close spacing of Edgewood Drive and TH 371 (50 to 80 feet), eastbound queues from TH 371 can reach Edgewood Drive at both the Design Road and Clearwater Road intersections under each scenario. These queues have a minor impact on the operations of the Edgewood Drive intersections.

#### **2024 Existing Conditions**

- The TH 371 intersections operate acceptably at LOS C or better with each approach operating at LOS E or better.
- Each of the approaches and intersections along Edgewood Drive operate at LOS A with minimal delay and queuing.

#### **2030 No Build Conditions (Design Road Access Open)**

- The TH 371 intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS E or better.
- Each of the intersections along Edgewood Drive operate at LOS A and each approach operates at LOS B or better with minimal delay and queuing.

#### **2030 No Build Conditions (Design Road Access Closed)**

- The TH 371 intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS D or better.
- Each of the intersections along Edgewood Drive operate at LOS B or better and all approaches operate at LOS C or better with minimal queuing.
- At the intersection of TH 371 and Clearwater Road, the increased volume of northbound left turning vehicles operate at LOS D during the midday and PM peak hours.
  - The northbound left turns operated at LOS C or better with the Design Road access open to TH 371.
- During the midday peak hour, the increased traffic volumes at the intersection of Edgewood Drive and Clearwater Road, primarily westbound left turns and northbound right turns, results in some of the stop-controlled movements operating at LOS D.
  - All movements operated at LOS C or better at the intersection with the Design Road access to TH 371 open.

#### **2030 Build Conditions (Design Road Access Open)**

- A majority of the trips to/from TH 371 are expected to use the intersection of TH 371 and Design Road to enter and exit the proposed medical clinic site.
- The TH 371 intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS E or better.

- Each of the intersections along Edgewood Drive operate at LOS B or better and all approaches operate at LOS C or better with minimal queuing.
- At the intersection of TH 371 and Design Road, the northbound left turns operate at LOS E during the midday peak hour and the southbound left turns operate at LOS E during the PM peak hour.

### 2030 Build Conditions (Design Road Access Closed)

- The trips to/from TH 371 are expected to use either Clearwater Road or Excelsior Road to enter and exit the proposed medical clinic site.
- The TH 371 intersections are expected to continue to operate acceptably at LOS D or better with each approach operating at LOS E or better.
- Each of the intersections along Edgewood Drive operate at LOS B or better and all approaches operate at LOS D or better with minimal queuing.
- At the intersection of TH 371 and Clearwater Road, the increased volume of northbound left turning vehicles operate at LOS E during the midday peak hour and LOS D during the PM peak hour.
  - The northbound left turns operated at LOS C or better with the Design Road access open to TH 371.
- During the midday and PM peak hours, the increased traffic volumes at the intersection of Edgewood Drive and Clearwater Road, primarily westbound left turns and northbound right turns, results in some of the stop-controlled movements operating at LOS D or E.
  - All movements operated at LOS C or better at the intersection with the Design Road access to TH 371 open.

The proposed medical clinic will remodel the former Camping World building and will connect to private access roadways within the existing commercial development with no new public roadway accesses. However, the site plan was reviewed to recommend potential improvements to traffic circulation and operations within the commercial area. In addition, a high-level review of traffic operations at the primary clinic access intersection was completed, to recommend traffic control with the private commercial development area.

## 6.1 Recommendation

Based on the analysis of the proposed medical clinic, no additional roadway or intersection improvements to the existing roadway network are required to maintain acceptable traffic operations with the additional medical clinic trips.

If the Design Road access to TH 371 is closed in the future, there will be increased traffic volumes at the TH 371 and Excelsior Road and TH 371 and Clearwater Road intersection. If the Design Road access to TH 371 is closed, there will likely be a need to increase the length of some of the turn lanes at the intersection of TH 371 and Excelsior Road to accommodate the additional traffic demands if the intersection remains an at-grade signalized intersection. In particular, the eastbound left turn lane, eastbound right turn lane, and northbound right turn lane.

As was mentioned previously, MnDOT is currently considering many alternatives for the TH 371 and Excelsior Road intersection as part of the ongoing TH 210/TH 371 Interchange Project, including several grade-separated alternatives. Any changes to the TH 371 and Excelsior Road

intersection would have significant impacts to the existing traffic patterns throughout the area, which extend well beyond the immediate project area for this traffic impact study.

The future design of the TH 371 and Excelsior Road area should maintain reasonable access to the commercial areas and accommodate the 4,150 daily medical clinic trips expected after future expansion as well as other growth and redevelopment in the area without putting undue burden on the City roadway network. Creating an overpass at Excelsior Road without providing some sort of reasonable access alternatives would not work for the City with the significant commercial development on both sides of TH 371. It would push all northbound left turning traffic to Woida Road, which the MnDOT TH 371 Nisswa to Baxter Corridor Study is showing needs improvements under current access conditions. As the TH 210/TH 371 Interchange Project continues, the City should review how each concept would impact traffic patterns for the Excelsior Road/Design Road area.

The following changes to the proposed site plan are recommended to improve traffic operations and safety within the site:

- The intersection at the primary access should be all-way stop controlled
- The width of the curb-cut for the parking aisle just north of the primary access should be reduced to 24 feet by removing 7 parking stalls.
  - Removing these parking spacing and reducing the width to 24 feet will eliminate the possibility of vehicles backing into the private access roadway, which could present a safety issue.
- The primary access should be signed and striped as one-way roadways for the entrance and exit driveways.


# Appendix A

Vehicle Turning Movement Counts






Location: Design Road at Edgewood Drive N  
 Count Date: 9/12/2024  
 Counted By: CountCloud

Item 3.  


**TURNING MOVEMENT COUNT DATA**  
 All Vehicles + Total Peds/Bikes

Start Time	Edgewood Drive N				Design Road				Edgewood Drive N				Design Road				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
6:00	1	1	0	0	6	6	0	0	0	0	2	0	1	0	0	0	17
6:15	2	3	0	0	3	3	1	0	1	1	2	0	0	0	1	0	17
6:30	5	2	0	0	4	6	1	0	2	0	1	0	1	0	0	0	22
6:45	6	1	1	0	5	7	5	0	1	2	0	0	1	3	0	0	32
7:00	9	2	1	0	10	5	3	0	1	6	1	0	0	4	1	0	43
7:15	6	7	2	0	7	11	4	0	4	4	1	0	2	2	0	0	50
7:30	9	10	1	0	3	16	6	0	2	10	1	0	0	4	0	0	62
7:45	5	5	0	0	9	12	12	0	2	8	2	0	2	3	2	1	62
8:00	8	6	0	0	13	10	10	0	4	5	3	0	4	6	0	0	69
8:15	6	5	1	0	13	9	6	0	4	9	4	0	4	3	2	0	66
8:30	10	6	1	0	12	12	6	0	4	7	6	0	4	7	0	2	75
8:45	6	5	5	0	16	12	3	0	2	3	3	0	3	4	2	0	64
9:00	6	6	1	0	8	6	6	0	1	13	4	0	4	3	1	0	59
9:15	12	4	2	0	11	12	9	0	3	12	3	0	5	3	0	0	76
9:30	8	13	3	0	9	10	6	0	0	15	5	0	4	4	2	0	79
9:45	8	11	2	0	11	18	4	0	1	13	6	0	6	5	1	0	86
10:00	8	8	3	0	11	7	8	1	0	11	4	0	3	5	0	0	68
10:15	5	13	5	0	11	11	8	0	2	6	2	0	2	5	1	0	71
10:30	10	9	3	0	13	13	12	0	2	20	6	0	2	4	1	1	95
10:45	9	16	6	0	10	11	6	0	5	15	7	0	3	6	4	0	98
11:00	17	14	3	0	16	19	13	0	2	16	1	0	3	7	1	0	112
11:15	22	21	7	0	14	12	16	0	5	10	2	0	2	13	3	0	127
11:30	17	13	4	0	6	18	13	0	1	15	7	0	4	8	4	0	110
11:45	14	16	1	0	14	21	23	0	4	14	5	0	6	10	1	0	129
12:00	10	14	5	0	15	14	14	0	6	20	6	0	5	10	4	0	123
12:15	17	18	6	0	15	14	12	0	3	20	5	0	4	12	3	1	129
12:30	17	28	5	0	8	14	17	0	1	16	6	0	5	9	4	0	130
12:45	19	10	7	0	9	15	14	0	4	17	7	0	2	11	4	0	119
13:00	11	21	4	0	9	12	21	0	3	17	3	0	8	7	3	0	119
13:15	12	22	2	0	11	10	10	0	1	19	7	0	5	9	4	0	112
13:30	11	21	2	0	11	7	8	0	1	17	8	0	6	5	2	2	99
13:45	10	14	4	0	13	6	14	0	7	13	4	0	5	11	0	0	101
14:00	14	23	1	0	15	18	11	1	0	12	7	0	6	7	4	0	118
14:15	7	17	4	0	6	12	14	0	4	19	8	0	6	12	1	0	110
14:30	15	8	3	0	7	13	12	0	2	14	6	0	4	5	1	0	90
14:45	9	14	3	0	8	10	11	0	1	23	6	0	3	7	2	0	97
15:00	13	16	7	0	18	17	13	0	2	15	5	0	8	7	0	0	121
15:15	8	17	1	0	7	10	13	0	4	13	3	0	4	12	3	0	95
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15:45	12	19	4	0	11	7	16	0	3	21	5	0	5	6	1	0	110
16:00	10	11	6	0	14	13	16	0	2	14	6	0	10	5	1	0	108
16:15	15	16	2	0	16	19	13	0	2	18	5	0	4	8	3	0	121
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16:45	12	23	5	0	12	18	6	0	2	14	5	0	4	8	1	0	110
17:00	12	17	0	0	18	19	11	0	3	13	9	0	7	11	2	0	122
17:15	8	7	4	0	10	19	15	0	2	18	8	0	7	12	2	0	112
17:30	8	14	0	0	14	14	17	0	2	14	10	0	6	9	2	0	110
17:45	13	12	3	0	7	10	11	0	2	22	7	0	6	6	2	1	101
18:00	23	8	5	0	12	31	5	0	2	17	6	0	3	8	1	0	121
18:15	12	10	2	0	8	16	18	0	3	18	9	0	6	6	1	0	109
18:30	7	11	5	0	10	16	18	0	2	10	5	0	8	13	2	0	107
18:45	9	13	1	0	8	10	18	1	6	5	3	0	4	19	1	12	97
Total	556	642	150	0	558	649	554	3	129	660	248	0	217	353	86	20	4802
Cars+	550	638	147	0	553	645	549	0	128	658	248	0	215	347	85	16	4763
Trucks	6	4	3	0	5	4	5	3	1	2	0	0	2	6	1	4	39
% Trucks	1.1	0.6	2.0	0.0	0.9	0.6	0.9	100.0	0.8	0.3	0.0	0.0	0.9	1.7	1.2	20.0	0.8
	1.0				0.8				0.3				1.4				

Location: Clearwater Road N at Edgewood Drive N  
 Count Date: 9/12/2024  
 Counted By: CountCloud

Item 3.  


**TURNING MOVEMENT COUNT DATA**  
 All Vehicles + Total Peds/Bikes

Start Time	Edgewood Drive N				Clearwater Road N				Edgewood Drive N				Clearwater Road N				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
6:00	1	0	0	0	0	6	2	0	0	4	0	0	4	4	0	0	21
6:15	1	1	0	0	0	7	1	0	0	1	0	0	2	12	4	0	29
6:30	5	0	2	0	0	4	4	1	0	2	1	0	4	14	1	0	37
6:45	2	1	0	0	4	10	7	0	0	4	0	0	6	13	2	0	49
7:00	7	3	1	0	5	11	5	0	1	8	1	0	8	14	2	0	66
7:15	6	5	1	0	3	4	10	0	3	6	3	0	5	27	6	0	79
7:30	11	10	5	0	3	10	10	0	1	11	0	0	13	27	8	0	109
7:45	4	1	3	0	8	21	22	0	2	14	3	0	10	30	8	0	126
8:00	10	6	6	1	4	15	22	0	1	13	3	0	4	11	5	0	100
8:15	9	5	4	0	6	16	15	0	1	15	1	0	8	12	1	0	93
8:30	8	3	3	0	8	12	11	0	2	13	1	0	8	18	2	0	89
8:45	14	3	1	0	4	11	16	0	3	5	2	0	8	11	4	0	82
9:00	22	6	1	0	8	11	19	0	5	17	2	0	7	12	3	0	113
9:15	8	10	5	0	8	14	21	0	3	15	4	0	6	10	2	0	106
9:30	10	8	0	0	7	17	16	0	0	23	1	0	6	12	4	0	104
9:45	14	6	5	0	10	11	19	0	4	16	1	0	12	20	4	0	122
10:00	12	8	9	0	7	14	13	0	2	20	3	0	2	16	5	0	111
10:15	22	12	3	0	7	15	20	0	2	14	4	0	9	6	4	0	118
10:30	14	13	2	0	6	20	21	0	4	26	1	0	10	9	5	0	131
10:45	18	18	2	0	10	18	30	0	2	28	1	0	12	17	4	0	160
11:00	27	9	3	0	15	17	25	0	4	20	3	0	14	15	5	0	157
11:15	15	11	7	0	14	9	23	0	2	23	2	0	7	12	7	0	132
11:30	19	13	9	0	9	11	30	0	3	21	2	0	10	15	3	0	145
11:45	20	15	6	0	16	11	30	0	4	28	3	0	18	14	5	0	170
12:00	37	10	11	0	11	21	51	0	3	32	4	0	12	8	6	0	206
12:15	35	18	7	0	13	16	40	0	5	29	7	0	16	15	9	1	210
12:30	38	21	6	0	16	11	35	0	3	23	4	0	10	12	5	0	184
12:45	39	15	5	0	12	20	33	0	3	34	0	0	18	17	9	0	205
13:00	36	16	7	0	17	18	25	0	7	29	5	0	10	18	6	0	194
13:15	35	17	8	0	10	16	34	0	4	27	2	0	10	9	8	0	180
13:30	42	19	5	0	11	20	29	0	5	33	2	0	6	9	7	1	188
13:45	33	14	6	0	9	17	24	0	5	21	1	0	3	7	6	0	146
14:00	21	20	10	0	7	24	22	1	5	19	5	0	10	11	6	0	160
14:15	28	15	5	0	8	14	20	0	5	28	3	0	12	17	7	0	162
14:30	21	4	6	0	6	19	14	0	6	26	3	0	5	21	3	0	134
14:45	23	12	8	0	12	18	25	0	1	32	4	0	9	14	3	0	161
15:00	13	12	7	0	9	11	25	0	4	29	3	0	5	14	6	0	138
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16:00	24	11	8	0	7	29	18	0	7	33	2	0	11	17	3	0	170
16:15	21	8	5	0	6	30	29	0	3	26	2	0	16	10	7	1	163
16:30	14	17	8	0	10	15	26	0	7	19	0	0	11	26	5	1	158
16:45	21	16	8	0	5	23	33	0	5	25	3	0	12	13	5	0	169
17:00	25	11	5	0	7	26	30	0	9	24	3	0	10	9	3	1	162
17:15	28	9	10	0	8	25	22	0	4	23	2	0	14	12	1	0	158
17:30	19	8	8	0	5	22	25	0	4	24	1	0	6	9	5	0	136
17:45	17	9	6	0	6	15	29	0	4	19	2	0	2	8	6	1	123
18:00	36	8	12	0	7	29	19	0	5	24	0	0	9	10	3	1	162
18:15	28	9	10	0	5	20	17	0	5	26	3	0	7	8	6	0	144
18:30	13	14	6	0	9	25	14	0	5	24	1	0	9	7	4	0	131
18:45	21	15	11	0	6	17	12	0	1	11	1	0	11	11	2	0	119
Total	1007	534	283	2	408	864	1127	3	180	1062	111	2	476	708	237	7	6997
Cars+	1001	530	280	0	406	855	1117	0	180	1058	110	0	470	704	236	2	6947
Trucks	6	4	3	2	2	9	10	3	0	4	1	2	6	4	1	5	50
% Trucks	0.6	0.7	1.1	100.0	0.5	1.0	0.9	100.0	0.0	0.4	0.9	100.0	1.3	0.6	0.4	71.4	
	0.7				0.9				0.4				0.8				0.7

# Appendix B

Traffic Operations Analysis Results







Table B4
Camping World Site Redevelopment Traffic Impact Study
2030 Build Conditions - Design Road Access to TH 371 Remains Open
AM (7:30-8:30 AM), Midday (11:30 AM-12:30 PM), and PM (4:00-5:00 PM) Peak Hours

Item 3.

Table with columns for Intersection, Approach, Demand Volumes, Delay (s/veh), LOS By Approach, LOS By Intersection, and Vehicle Queuing Information (feet). Rows are categorized by Peak Hour (AM, Midday, PM) and Intersection/Approach.

NOTES:

NOTES 1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.

2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.

3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.





# Building a Better World for All of Us<sup>®</sup>

Sustainable buildings, sound infrastructure, safe transportation systems, clean water, renewable energy, and a balanced environment. Building a Better World for All of Us communicates a company-wide commitment to act in the best interests of our clients and the world around us.

We're confident in our ability to balance these requirements.

JOIN OUR SOCIAL COMMUNITIES



City of Baxter  
Land Use Application Form (Page 3 continued)

## Project Narrative

Essentia Health wishes to expand their present operations in Baxter by repurposing the vacant Camping World building, located at 14275 Edgewood Drive, Baxter, MN. Essentia Health intends to remodel approximately 67,980 s.f. of the existing 110,459 s.f. available with this building into a musculoskeletal center which will include services such as diagnostics, treatment, expanded and enhanced imaging, therapy, rheumatology, pain and assorted support. The remodel project will provide approximately 42,479 s.f. of vacant space for future growth. The existing parking area will be reconfigured to provide clear wayfinding, vehicular and pedestrian safety, a pharmacy drive-through and upgrades to the existing landscaping that will align with the City of Baxter's requirements and Essentia Health's intent for landscaping to provide an enhanced environment of wellness for visitors while beautifying an existing development within the community.

To accommodate this project, Essentia Health requests to modify an existing PUD for this property through a PUD General Plan and a PUD Final Plan application. Flexibility afforded by the amended PUD is requested to allow for repurposing the site and building, and to accommodate the pharmacy drive-through. The building exterior will be enhanced with new materials to reflect the local vernacular and incorporate Essentia Health's high standards for their exterior building aesthetics. The existing pylon signage will be refaced to include Essentia Health's branding and there will be signage on the building to identify the main entrance, pharmacy drive-through and assist with wayfinding.

The planning and design process to date has included several review meetings with City staff to develop an appropriate approach to repurposing an existing vacant site and building. These meetings included discussions regarding previous PUD approvals, site access agreements, number of employees, hours of operation, site circulation, exterior building aesthetics, landscaping upgrades and maintaining pedestrian connectivity that align with local and regional initiatives put forth by the City of Baxter. Essentia Health is aware of the existing access easements and are noted on the ALTA Survey that is included as part of this application.

**SURVEY MONUMENTS**

- BENCH MARK
- FOUND CIM
- FOUND CPNT.
- FOUND JLM
- FOUND LATH
- FOUND PIPE
- FOUND READING
- STAKED CIM
- STAKED CPNT.
- STAKED JLM
- STAKED PIPE

**EXISTING TOPO SYMBOLS**

- AC UNIT
- FENCE POST
- FLAG POLE
- GUARD POST
- GUY ANCHOR
- GUY POLE
- HANDICAP SYMBOL
- MAILBOX
- SHRUB
- SIGN DOUBLE POST
- SIGN SINGLE POST
- TREE CONIFER
- TREE DECIDUOUS
- TREE STUMP
- TV DISH
- WETLAND SYMBOL
- YARD LIGHT

**EXISTING UTILITY MUNICIPAL SYMBOLS**

- APRON
- LIFT STATION
- SANITARY CLEANOUT
- SANITARY MANHOLE
- STORM CATCH BASIN
- STORM INLET

**EXISTING UTILITY MUNICIPAL SYMBOLS (cont.)**

- STORM MANHOLE
- WATER CURB STOP
- WATER HANDHOLE
- WATER HYDRANT
- WATER MANHOLE
- WATER METER
- WATER VALVE
- WATER WELL
- UTILITY** UTILITY SIZE & TYPE

**EXISTING UTILITY PRIVATE SYMBOLS**

- ELEC GROUND LIGHT
- ELEC HANDHOLE
- ELEC LIGHT POLE
- ELEC MANHOLE
- ELEC METER
- ELEC PEDESTAL
- ELEC POLE
- ELEC SIGNAL
- ELEC TRANSFORMER BOX
- GAS METER
- GAS VALVE
- LP TANK
- TELE HANDHOLE
- TELE MANHOLE
- TELE PEDESTAL
- TELE POLE
- TV HANDHOLE
- TV PEDESTAL

**SOIL BORING SYMBOLS**

- LASER-INDUCED FLUORESCENCE BORING
- LYSIMETER
- MONITOR WELL
- PERC TEST
- PIEZOMETER
- RECOVERY WELL
- SOIL BORING
- SOIL VAPOR POINT
- VAPOR SURVEY POINT

**PROPOSED UTILITY MUNICIPAL SYMBOLS**

- APRON PROPOSED
- SANITARY CLEANOUT PROPOSED
- SANITARY LIFT STATION PROPOSED
- SANITARY LIFT STATION VALVE MANHOLE PROPOSED
- SANITARY MANHOLE PROPOSED
- SANITARY PLUG PROPOSED
- STORM CATCH BASIN PROPOSED
- STORM MANHOLE PROPOSED
- WATER 11 1/4" BEND PROPOSED
- WATER 22 1/2" BEND PROPOSED
- WATER 45" BEND PROPOSED
- WATER 90" BEND PROPOSED
- WATER CAP PROPOSED
- WATER CROSS PROPOSED
- WATER HYDRANT PROPOSED
- WATER REDUCER PROPOSED
- WATER SLEEVE PROPOSED
- WATER TEE PROPOSED
- WATER VALVE PROPOSED

**PROPOSED UTILITY PRIVATE SYMBOLS**

- ELEC LIGHT POLE PROPOSED

**EROSION CONTROL SYMBOLS**

- SURFACE DRAINAGE ARROW
- STORM DRAIN INLET PROTECTION

**TRAFFIC CONTROL DEVICES & SYMBOLS**

- TRAFFIC CONTROL SIGN (1 POST)
- TRAFFIC CONTROL SIGN (2 POST)
- TYPE III BARRICADE
- DRUM CHANNELIZER
- FLASHING ARROW OR MESSAGE BOARD

**EXISTING TOPOGRAPHIC LINES**

- CENTER LINE
- EDGE OF WOODS
- FENCE BARB WIRE
- FENCE CHAIN LINK
- FENCE WOOD
- FORCEMAIN
- OVERHEAD CABLE TV
- OVERHEAD ELECTRIC
- OVERHEAD TELE
- RAILROAD
- RETAINING WALL
- SANITARY SEWER
- SANITARY SEWER SERVICE
- STORM SEWER
- STORM SEWER DRAIN TILE
- UNDERGROUND CABLE TV
- UNDERGROUND ELECTRIC
- UNDERGROUND FIBER OPTIC
- UNDERGROUND GAS
- UNDERGROUND TELE
- WATERMAIN
- WATERMAIN SERVICE
- WETLAND EDGE

**R/W, LOT & EASEMENTS LINES**

- BUILDING SETBACK LINE
- LOT LINE PROPOSED
- EASEMENT LINE
- EASEMENT LINE PROPOSED
- LOT LINE
- MNDOT CONTROLLED ACCESS LINE
- RIGHT OF WAY EXISTING
- RIGHT OF WAY PROPOSED

**PROPOSED CONSTRUCTION LINES**

- FENCE CHAIN LINK PROPOSED
- FENCE WOOD PROPOSED
- FENCE BARB WIRE PROPOSED
- FORCEMAIN PROPOSED
- SANITARY SEWER PROPOSED
- SANITARY SERVICE PROPOSED
- STORM SEWER PROPOSED
- STORM SEWER DRAIN TILE PROPOSED
- WATERMAIN PROPOSED
- WATERMAIN SERVICE PROPOSED

**EROSION CONTROL LINES**

- BALE CHECK
- BIO ROLL
- SILT FENCE
- SILT FENCE TYPE HEAVY DUTY
- SILT FENCE TYPE MACHINE SLICED
- SILT FENCE TYPE PREASSEMBLED
- FLOTATION SILT CURTAIN

**HATCH PATTERN AND SHADING LEGEND**

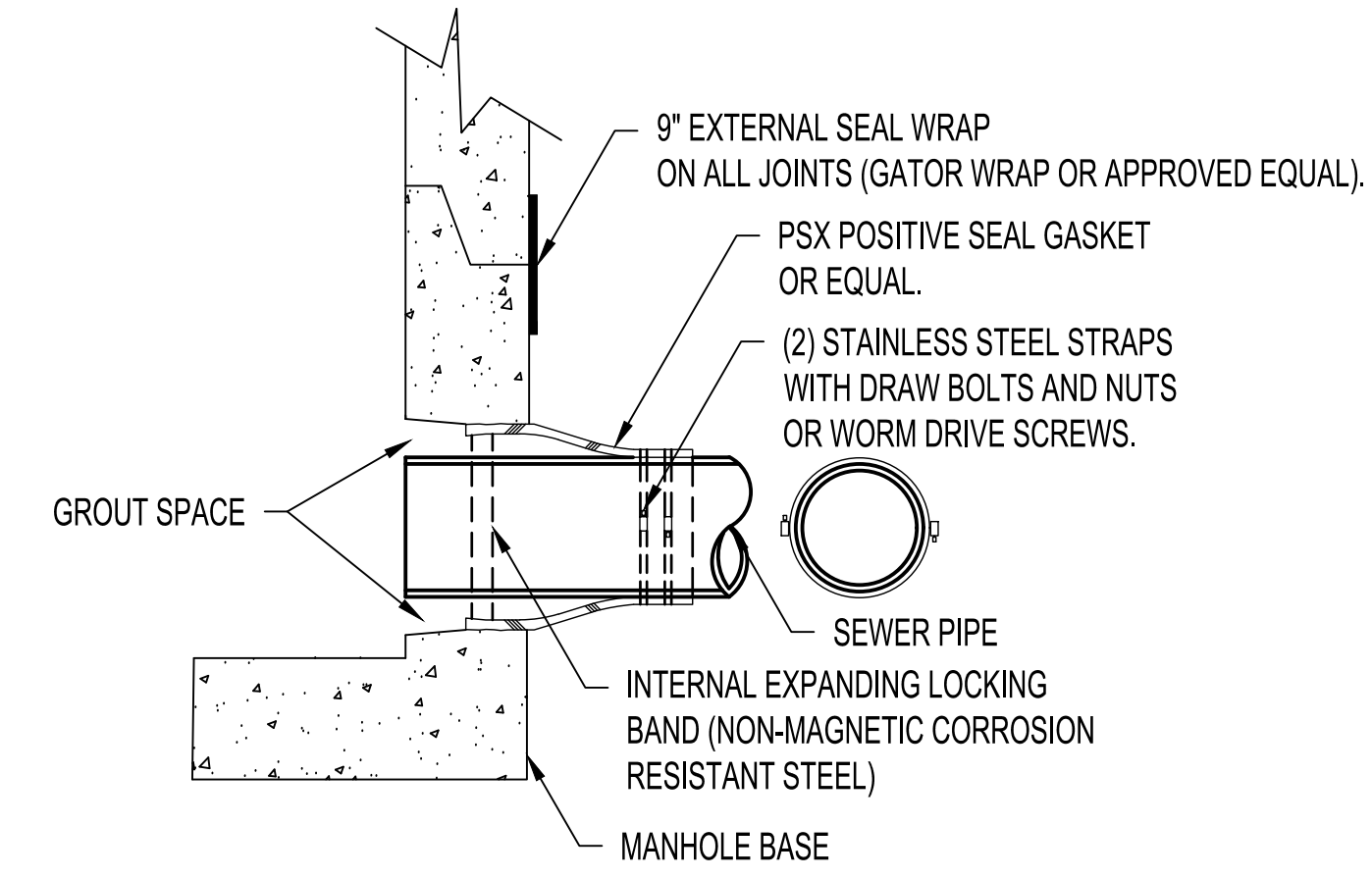
- RANDOM RIPRAP
- SOD
- SEED
- HYDRAULIC STABILIZER
- EROSION CONTROL BLANKET
- TEMP. ROCK CONSTRUCTION ENTRANCE
- BUILDING WALL HATCH
- BITUMINOUS SURFACE
- CONCRETE SURFACE
- GRAVEL SURFACE
- EASEMENT PATTERN

**DOCUMENTATION SYMBOLS**

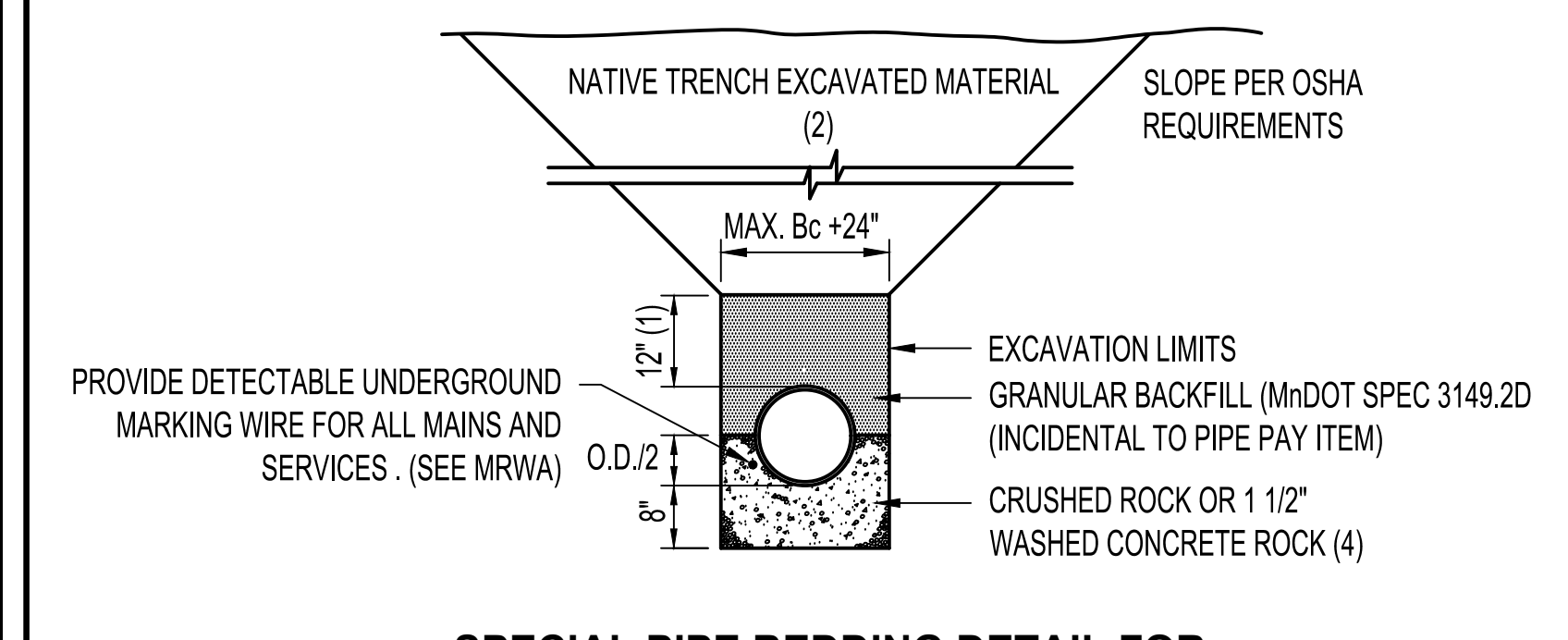
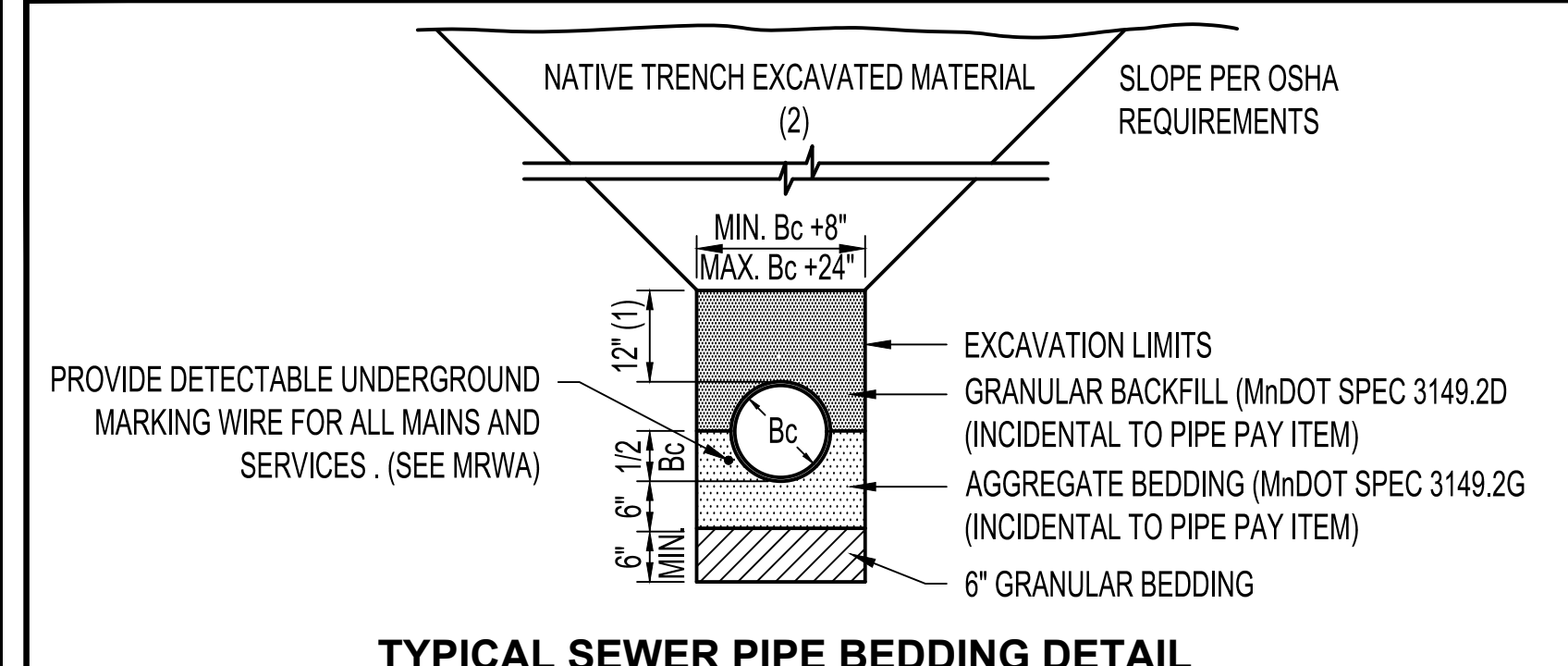
- SECTION ARROW - SECTION NUMBER TOP, PAGE OF SECTION BOTTOM

**PRELIMINARY - NOT FOR CONSTRUCTION**

ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER  
ESSENTIA HEALTH  
14275 EDGEWOOD DR N #100, BAXTER, MN 56425



**BAXTER** CITY OF BAXTER, MINNESOTA REV. 9-17  
**SANITARY MANHOLE FLEXIBLE SLEEVE**  
 PUBLIC WORKS DEPARTMENT S-2

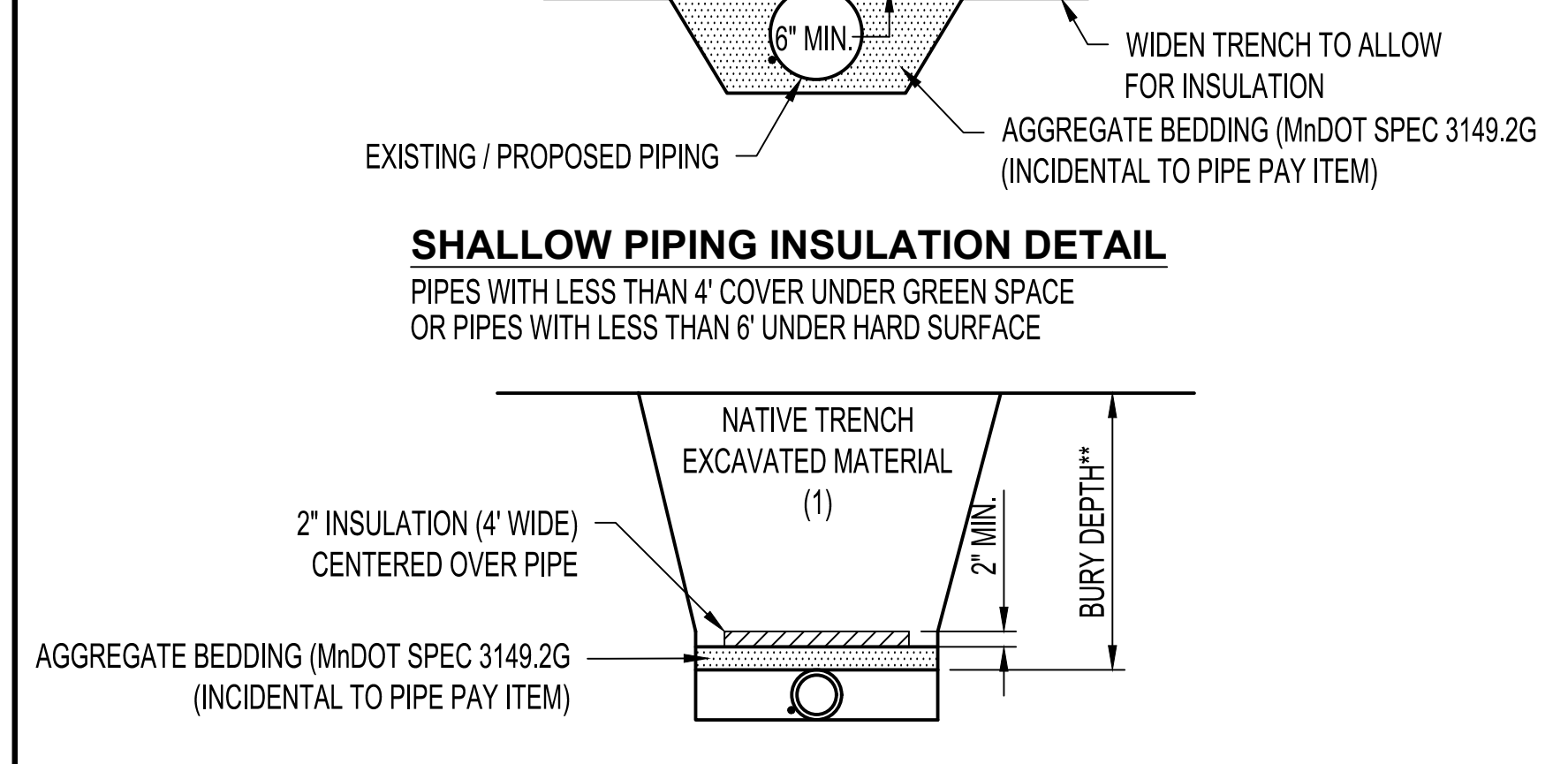
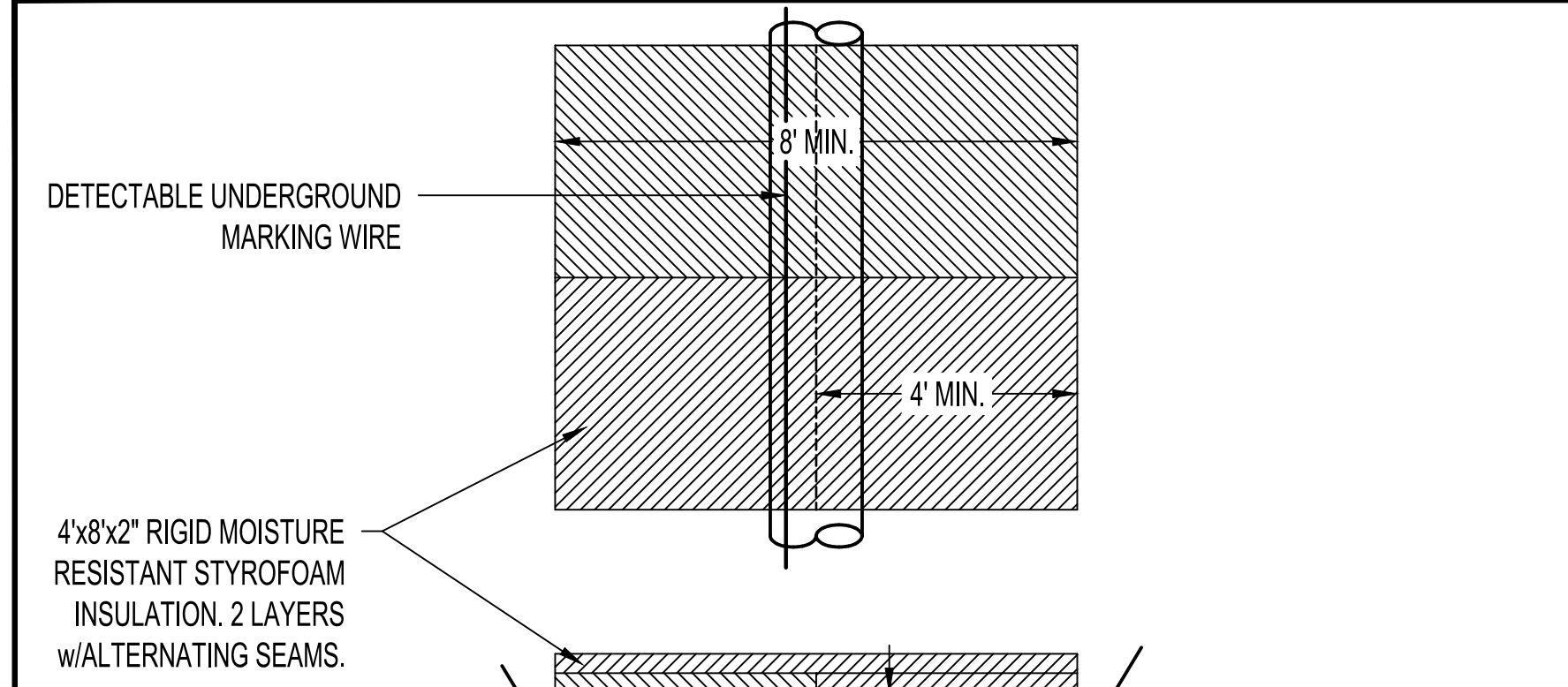


**TYPICAL SEWER PIPE BEDDING DETAIL**

**SPECIAL PIPE BEDDING DETAIL FOR TRENCH STABILIZATION WHERE REQUIRED**

NOTES:  
 (1) IF THIS DIMENSION DECREASES THE BEDDING CONDITIONS WILL CHANGE. A HIGHER LEVEL BEDDING CONDITION SHALL BE SOLELY AT THE CONTRACTORS EXPENSE.  
 (2) IN AREAS WHERE EXISTING MATERIAL IS NOT SUITABLE AS BACKFILL, THE ENGINEER MAY DIRECT THE PLACEMENT OF GRANULAR BACKFILL. GRANULAR BACKFILL WILL BE PAID AND MEASURED AS GRANULAR BACKFILL (LV). DISPOSAL OF EXCESS EXCAVATED MATERIAL SHALL BE CONSIDERED INCIDENTAL TO GRANULAR BACKFILL (LV).  
 (3) FOR ROCK OR OTHER INCOMPRESSIBLE MATERIALS, THE TRENCH SHOULD BE OVER EXCAVATED A MINIMUM OF 6" & REFILLED WITH GRANULAR MATERIAL. THIS ITEM WILL BE ELIGIBLE FOR EXTRA PAYMENT, IF REQUIRED.  
 (4) THIS PROCEDURE IS NOT INTENDED TO REPLACE DEWATERING SYSTEMS IN WET CONDITIONS.  
 (5) IF CRUSHED OR WASHED ROCK BEDDING IS USED, INSTALL A 10' LONG SAND SECTION AROUND ENTIRE PIPE SECTION APPROXIMATELY HALFWAY BETWEEN EACH MANHOLE RUN. THE INTENT OF THE SAND IS TO ACT AS A COLLAR TO PREVENT WATER FROM TRAVELING PIPE RUN.

**BAXTER** CITY OF BAXTER, MINNESOTA REV. 4-24  
**SEWER PIPE BEDDING**  
 PUBLIC WORKS DEPARTMENT S-5

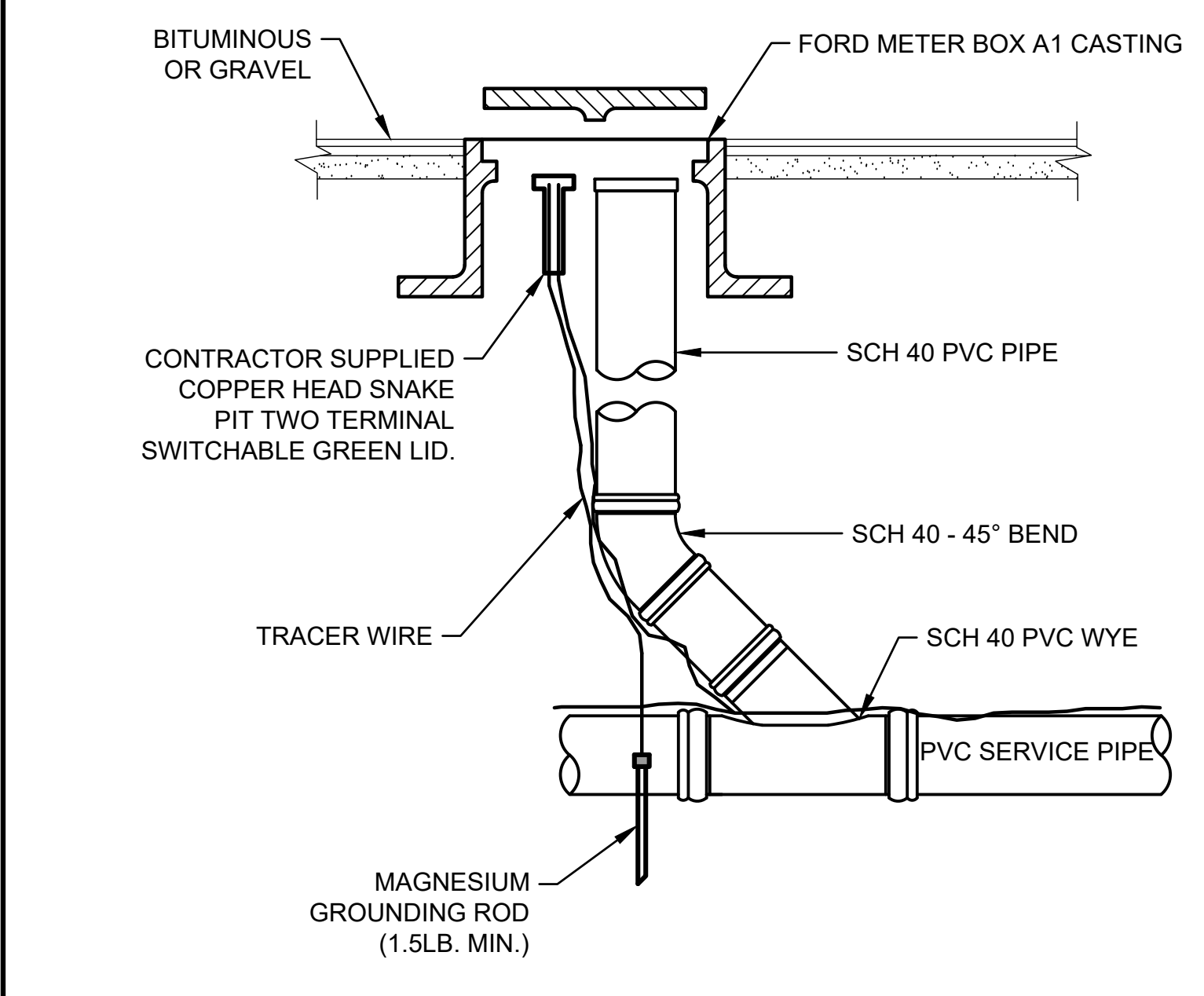


**SHALLOW PIPING INSULATION DETAIL**  
 PIPES WITH LESS THAN 4' COVER UNDER GREEN SPACE OR PIPES WITH LESS THAN 6' UNDER HARD SURFACE

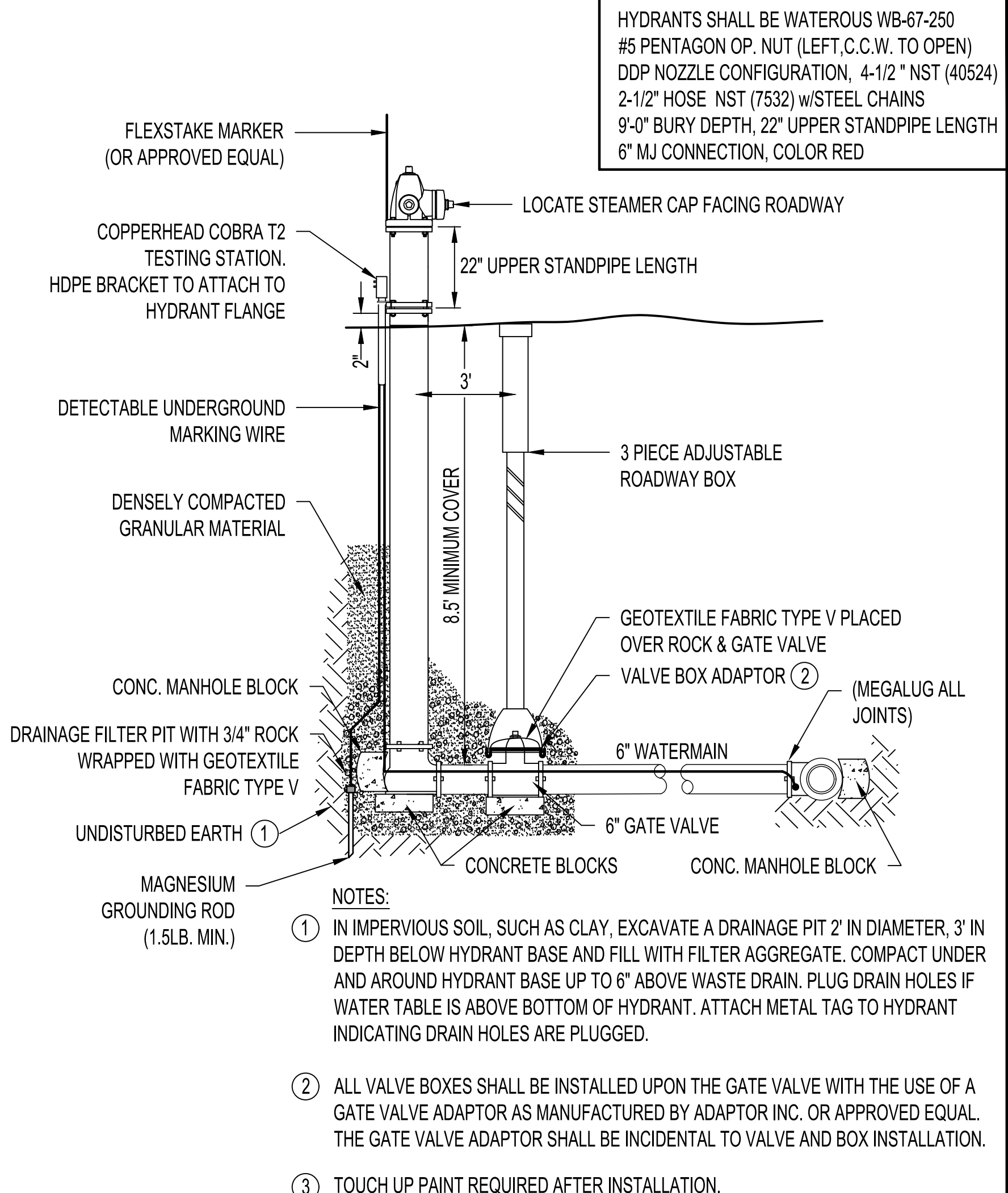
**MEDIUM DEPTH PIPING INSULATION DETAIL**  
 PIPES WITH MORE THAN 4' COVER BUT LESS THAN 6' COVER UNDER GREEN SPACE OR PIPES WITH MORE THAN 6' OF COVER BUT LESS THAN 8' UNDER HARD SURFACE

NOTES:  
 (1) IN AREAS WHERE EXISTING MATERIAL IS NOT SUITABLE AS BACKFILL, THE ENGINEER MAY DIRECT THE PLACEMENT OF GRANULAR BACKFILL. GRANULAR BACKFILL WILL BE PAID AND MEASURED AS GRANULAR BACKFILL (LV). DISPOSAL OF EXCESS EXCAVATED MATERIAL SHALL BE CONSIDERED INCIDENTAL TO GRANULAR BACKFILL (LV).

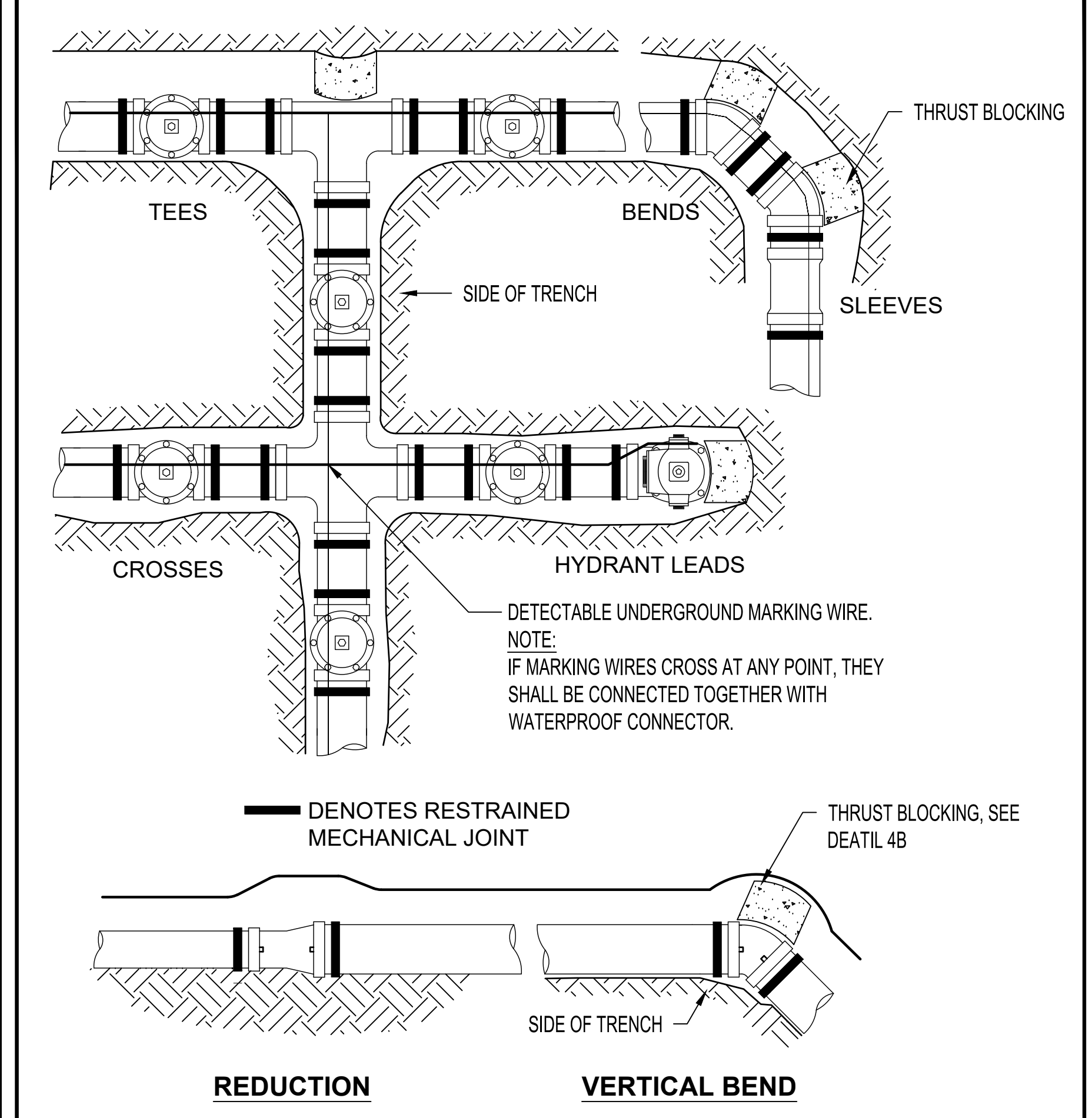
**BAXTER** CITY OF BAXTER, MINNESOTA REV. 1-20  
**SANITARY SEWER PIPE INSULATION**  
 PUBLIC WORKS DEPARTMENT S-6



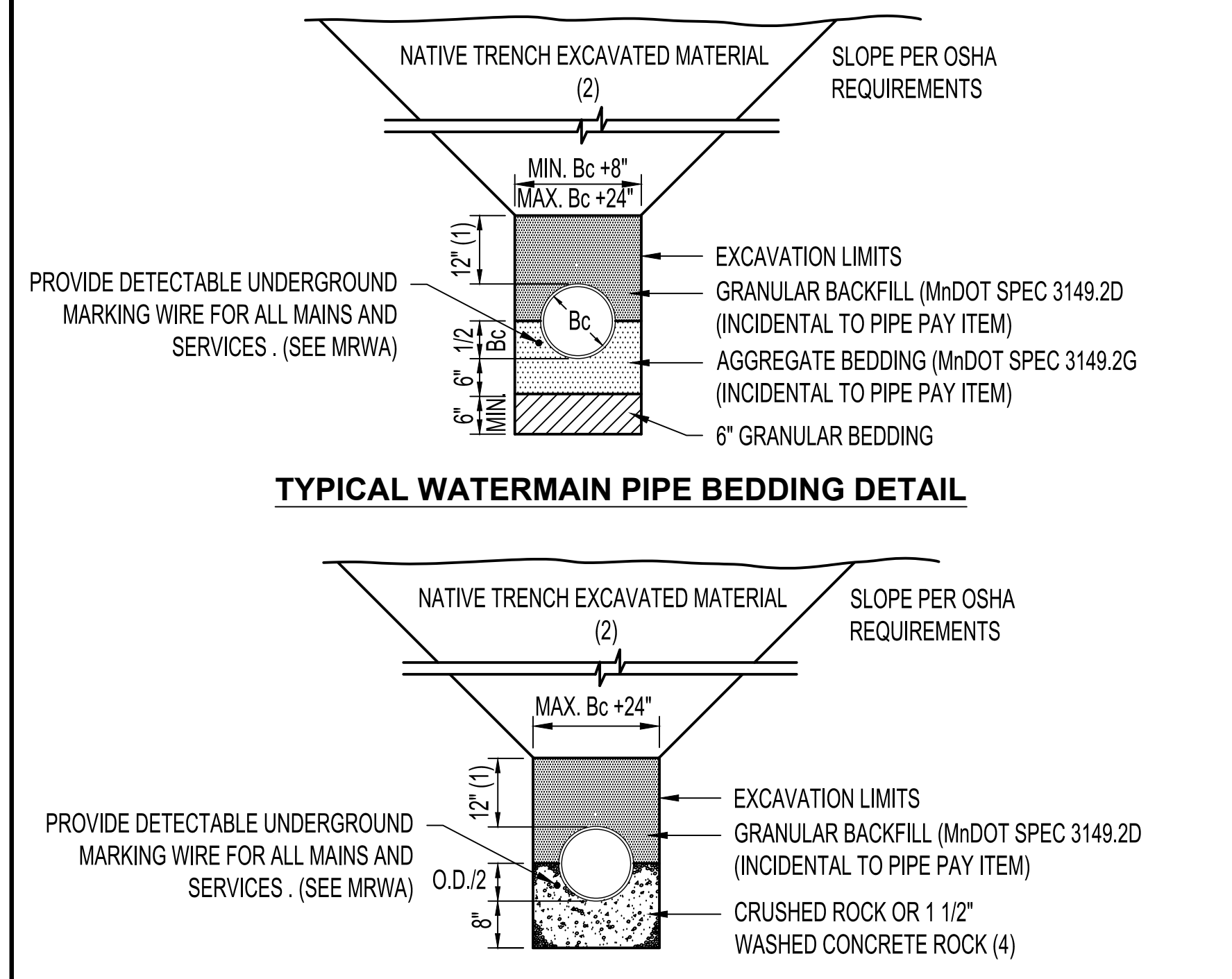
**BAXTER** CITY OF BAXTER, MINNESOTA REV. 2-24  
**SANITARY SEWER CLEANOUT (HARD SURFACE)**  
 PUBLIC WORKS DEPARTMENT S-9



**BAXTER** CITY OF BAXTER, MINNESOTA REV. 1-20  
**TYPICAL HYDRANT AND GATE VALVE**  
 PUBLIC WORKS DEPARTMENT W-3



**BAXTER** CITY OF BAXTER, MINNESOTA REV. 4-23  
**RESTRAINED MECHANICAL JOINT AND BLOCKING LOCATION**  
 PUBLIC WORKS DEPARTMENT W-4A



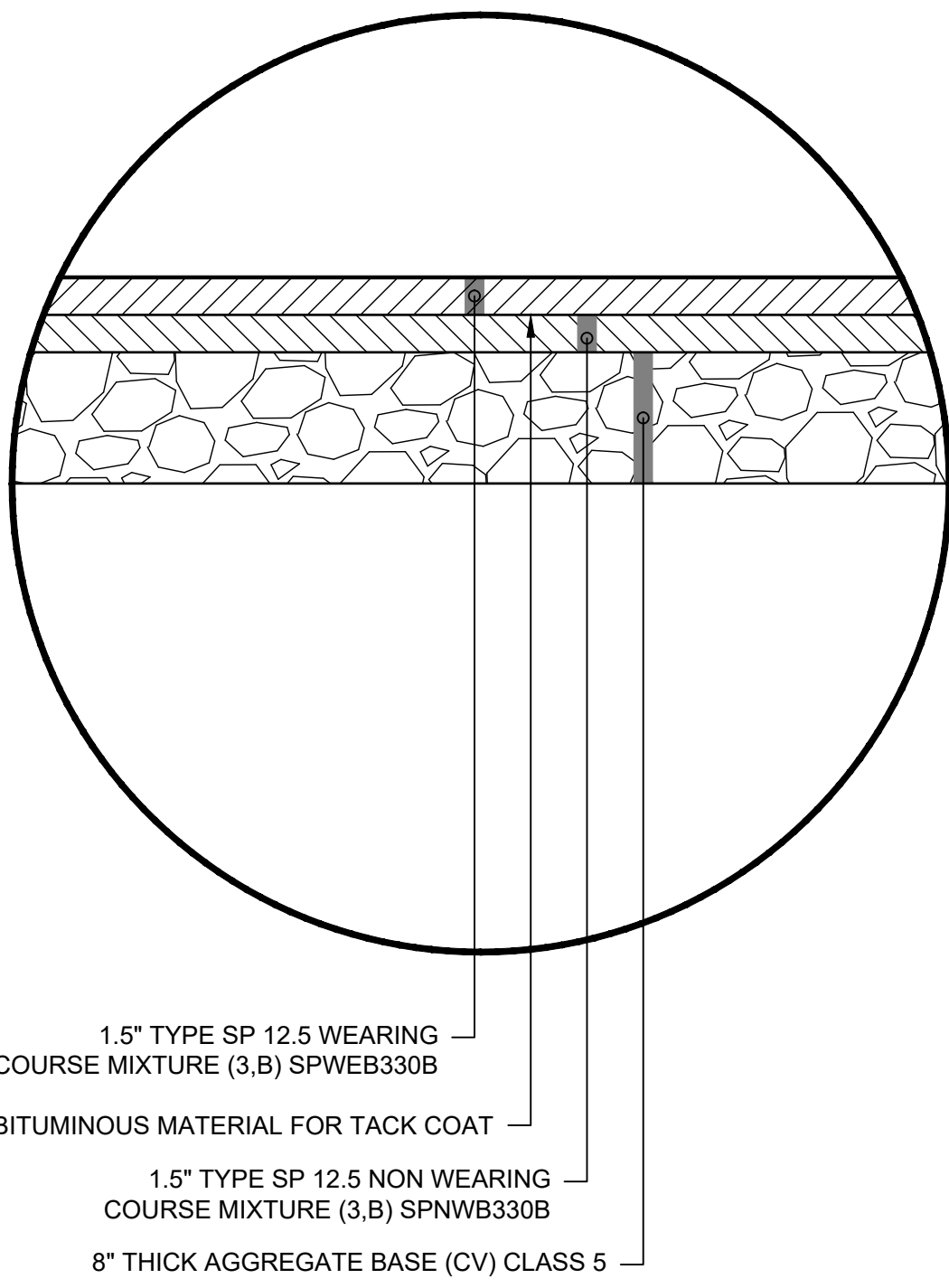
**TYPICAL WATERMAIN PIPE BEDDING DETAIL**

**SPECIAL PIPE BEDDING DETAIL FOR TRENCH STABILIZATION WHERE REQUIRED**

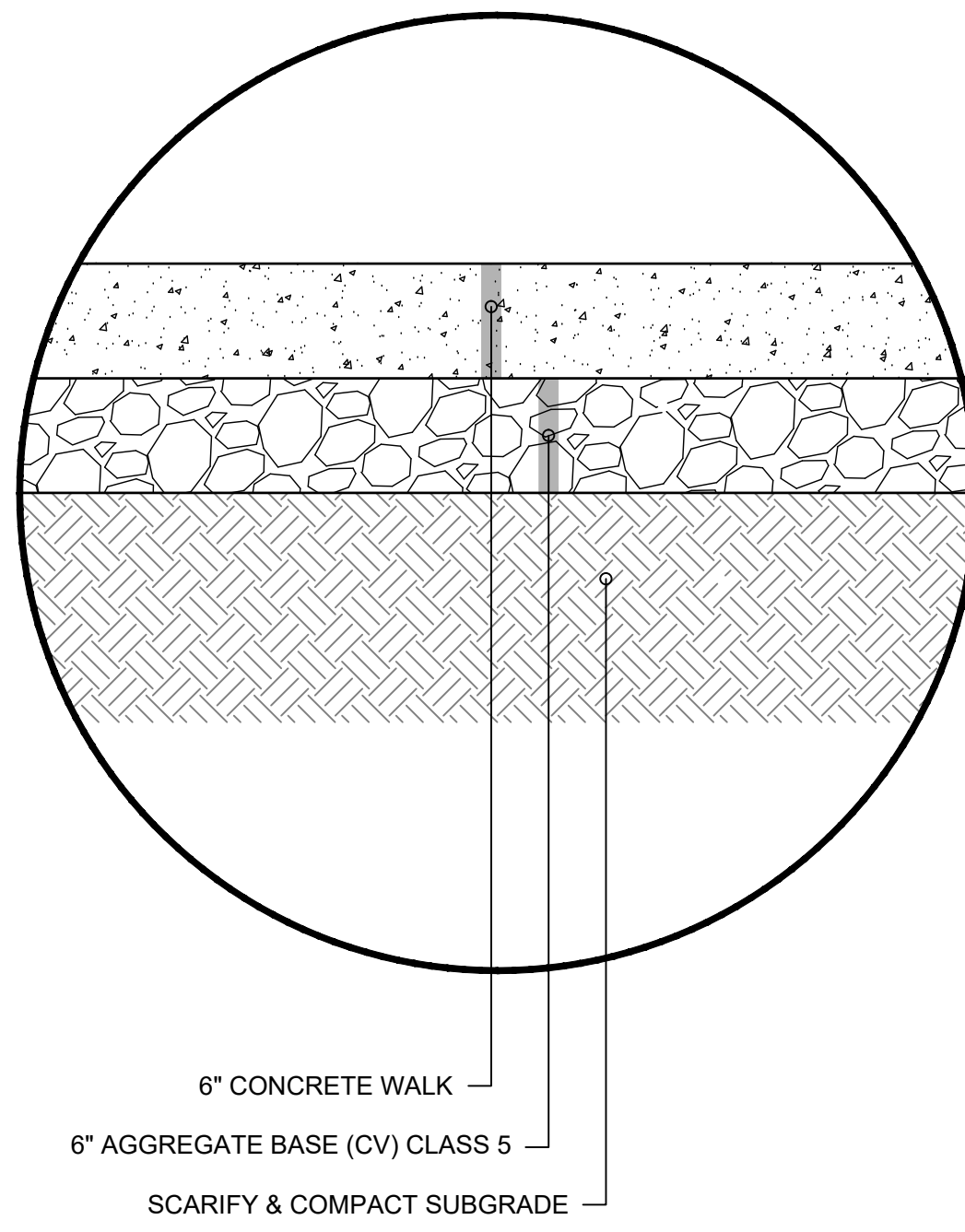
NOTES:  
 (1) IF THIS DIMENSION DECREASES THE BEDDING CONDITIONS WILL CHANGE. A HIGHER LEVEL BEDDING CONDITION SHALL BE SOLELY AT THE CONTRACTORS EXPENSE.  
 (2) IN AREAS WHERE EXISTING MATERIAL IS NOT SUITABLE AS BACKFILL, THE ENGINEER MAY DIRECT THE PLACEMENT OF GRANULAR BACKFILL. GRANULAR BACKFILL WILL BE PAID AND MEASURED AS GRANULAR BACKFILL (LV). DISPOSAL OF EXCESS EXCAVATED MATERIAL SHALL BE CONSIDERED INCIDENTAL TO GRANULAR BACKFILL (LV).  
 (3) FOR ROCK OR OTHER INCOMPRESSIBLE MATERIALS, THE TRENCH SHOULD BE OVER EXCAVATED A MINIMUM OF 6" & REFILLED WITH GRANULAR MATERIAL. THIS ITEM WILL BE ELIGIBLE FOR EXTRA PAYMENT, IF REQUIRED.  
 (4) THIS PROCEDURE IS NOT INTENDED TO REPLACE DEWATERING SYSTEMS IN WET CONDITIONS.  
 (5) IF CRUSHED ROCK BEDDING IS USED, INSTALL A 10' LONG SAND SECTION AROUND ENTIRE PIPE SECTION APPROXIMATELY HALFWAY BETWEEN EACH SET OF HYDRANTS. THE INTENT OF THE SAND IS TO ACT AS A COLLAR TO PREVENT WATER FROM TRAVELING PIPE RUN.

**BAXTER** CITY OF BAXTER, MINNESOTA REV. 4-24  
**WATERMAIN PIPE BEDDING**  
 PUBLIC WORKS DEPARTMENT W-5

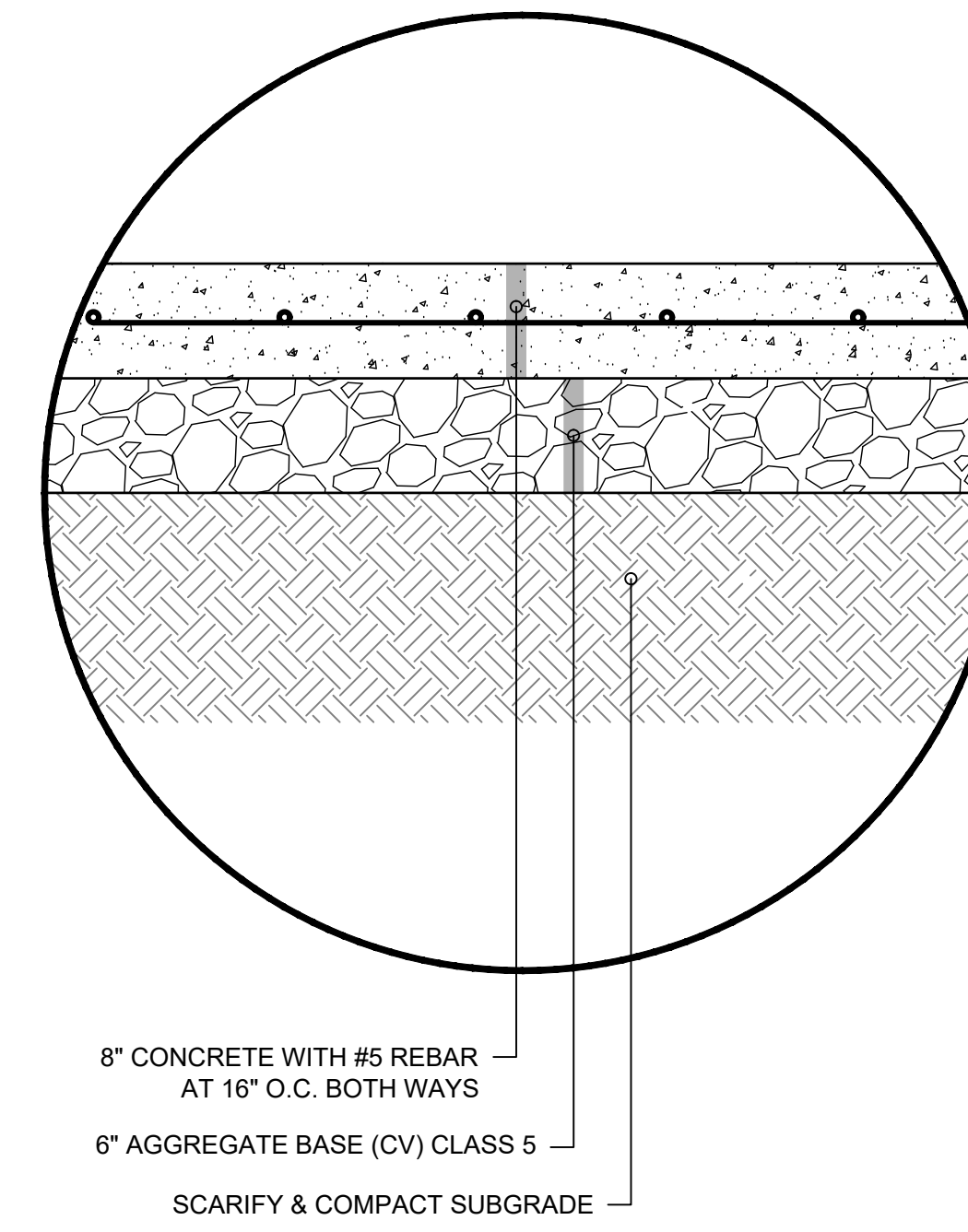
400 North 10th Street, Suite 100  
 47208-0001 | HGA.COM  
**WIDSETH HGA**  
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 DATE: OCT 2, 2024  
 SCALE: AS NOTED  
 DRAWN BY: JDS  
 CHECKED BY: JDS  
 JOB NUMBER: 2024-11581  
 PRELIMINARY - NOT FOR CONSTRUCTION  
 ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER  
 ESSENTIA HEALTH  
 14275 EDGEWOOD DR N #100, BAXTER, MN 56425  
 CIVIL DETAILS  
 SHEET NO. C201



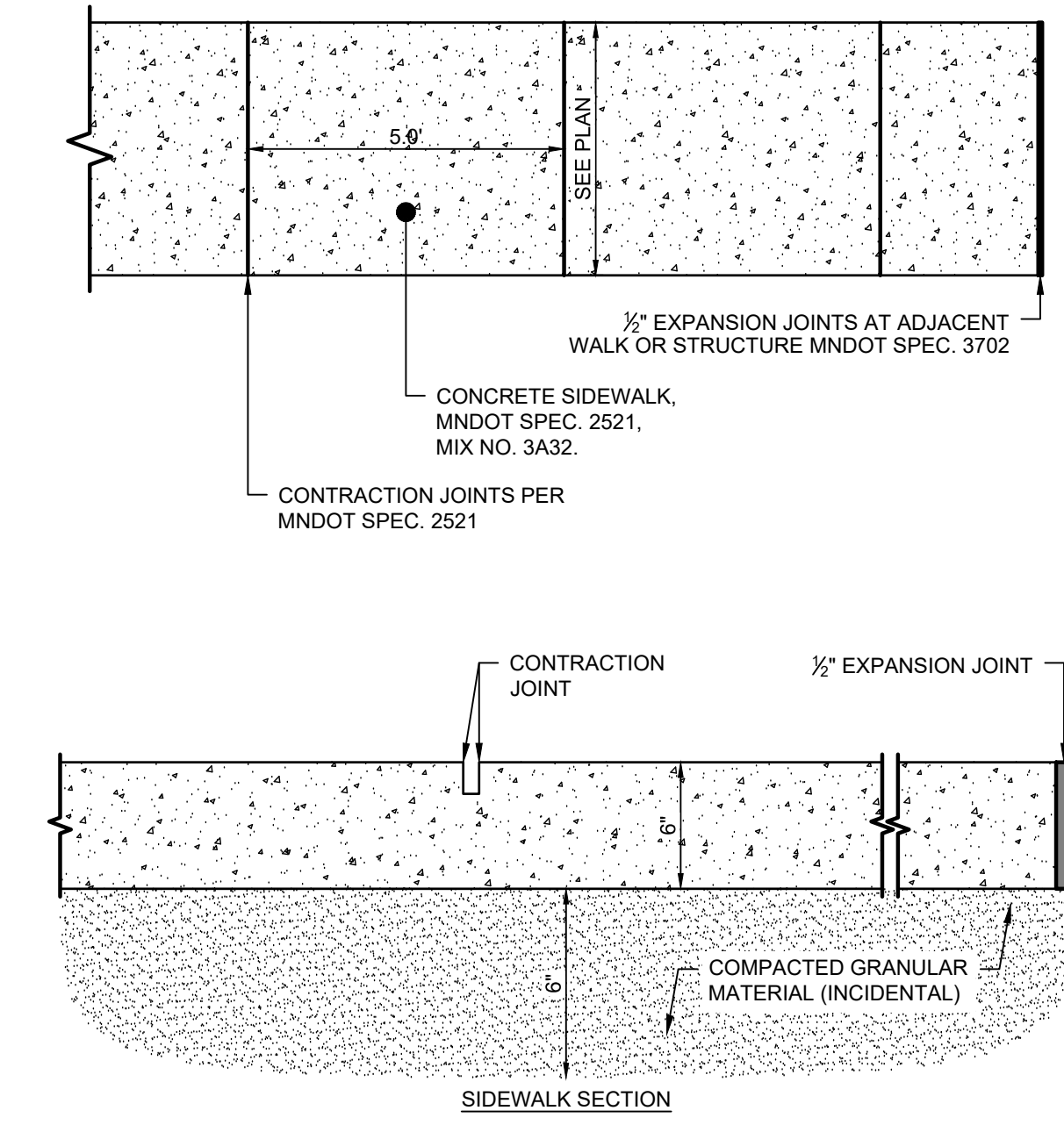
**BITUMINOUS PAVEMENT SECTION**  
SCALE: NONE



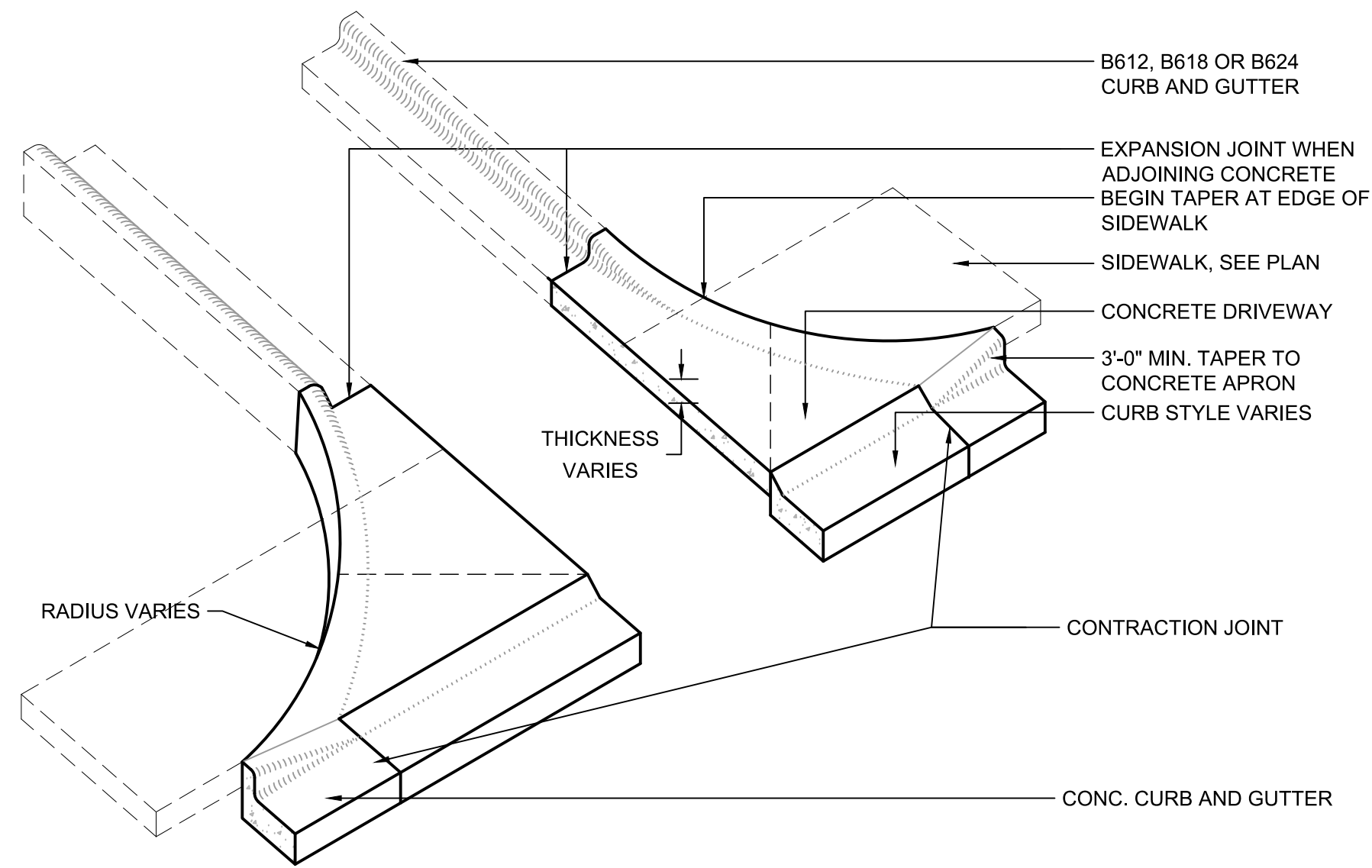
**CONCRETE SIDEWALK SECTION**  
SCALE: NONE



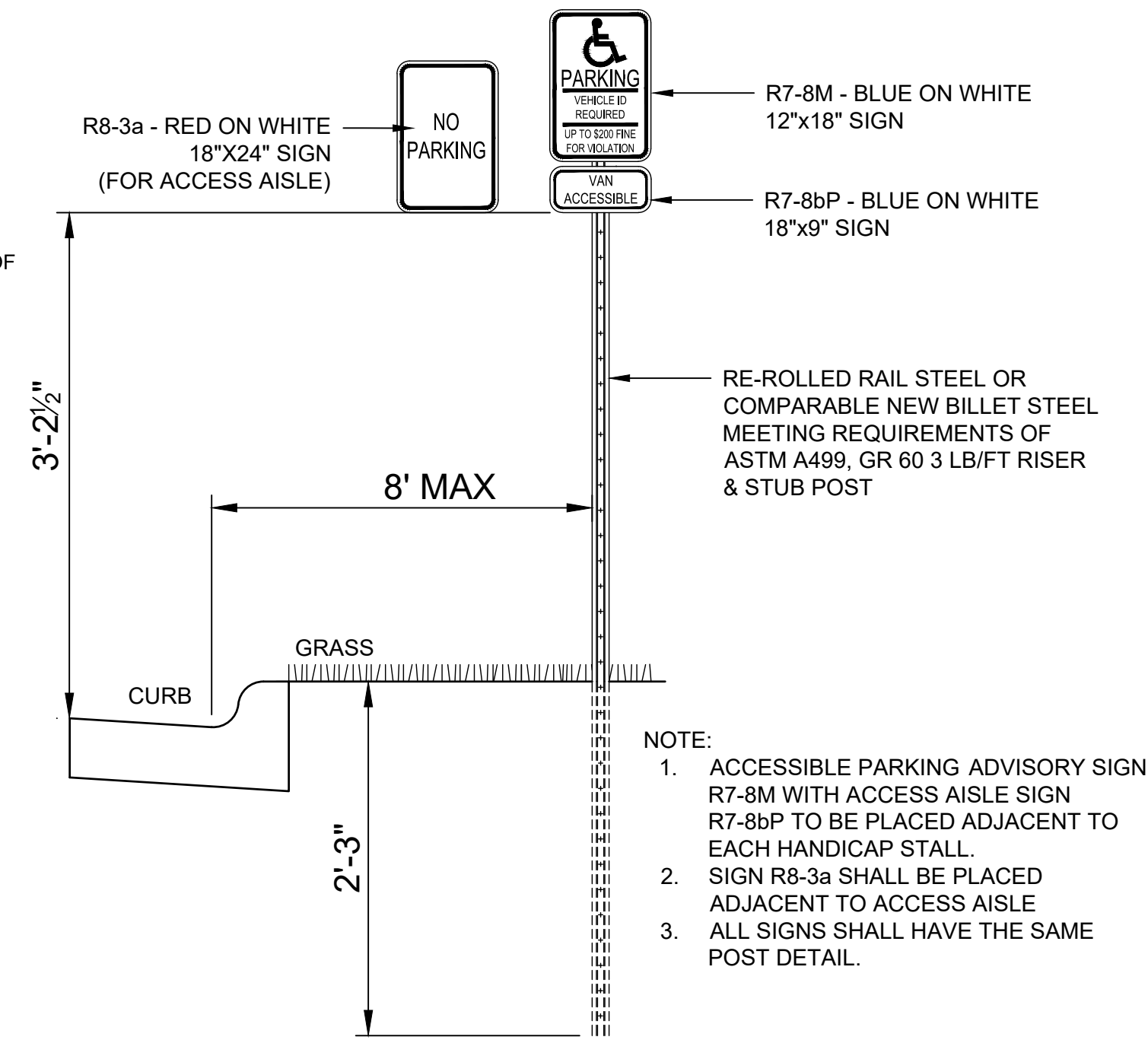
**REINFORCED CONCRETE PAVEMENT SECTION**  
SCALE: NONE



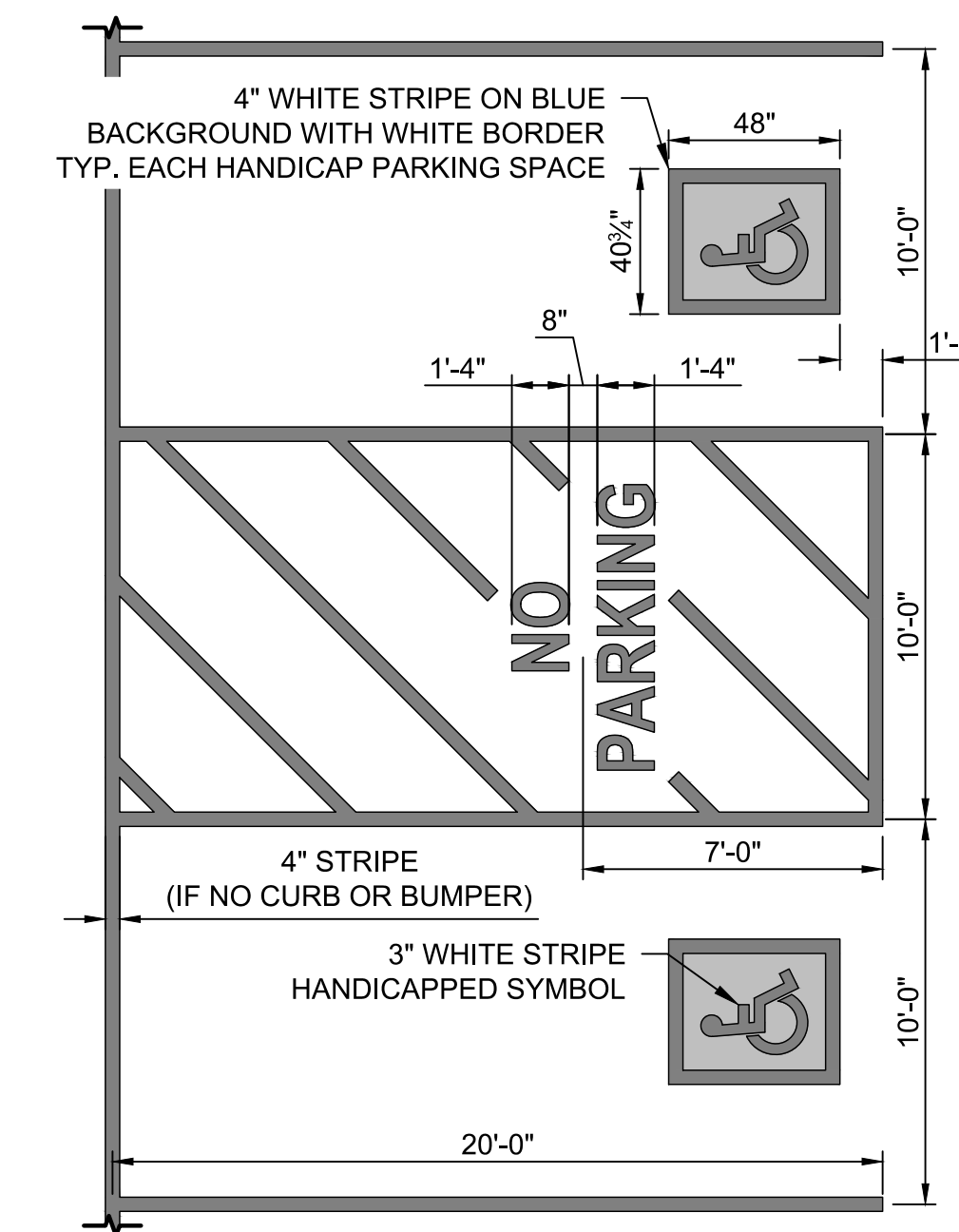
**TYPICAL SIDEWALK DETAIL**  
SCALE: NONE



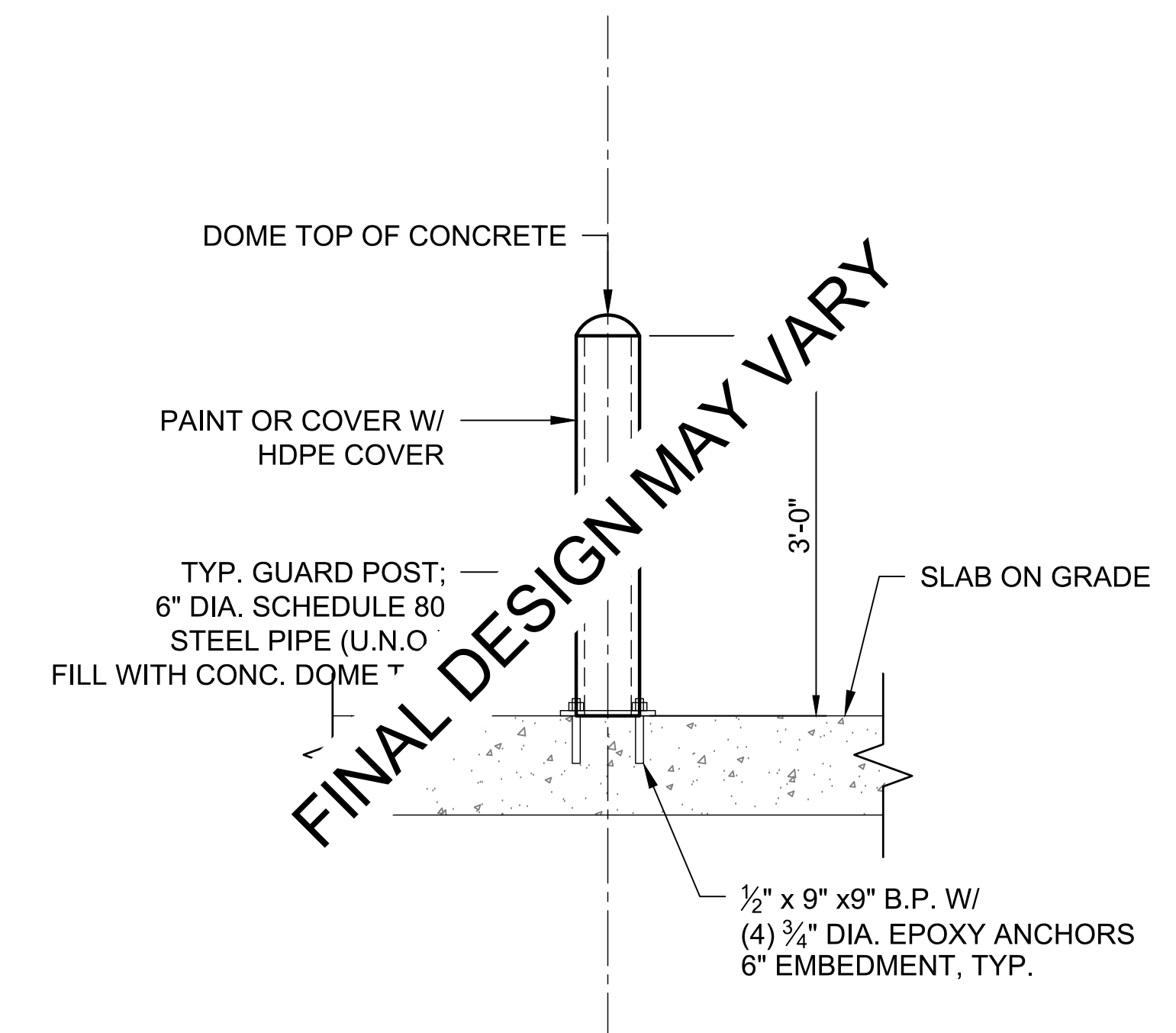
**CONCRETE DRIVE APRON**  
SCALE: NONE



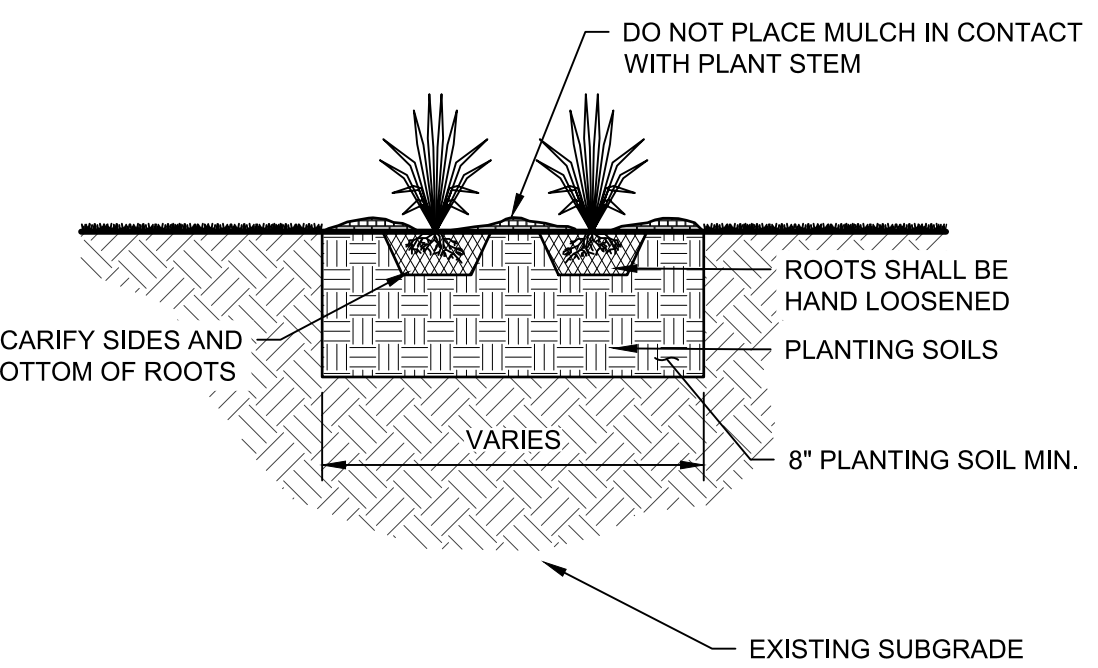
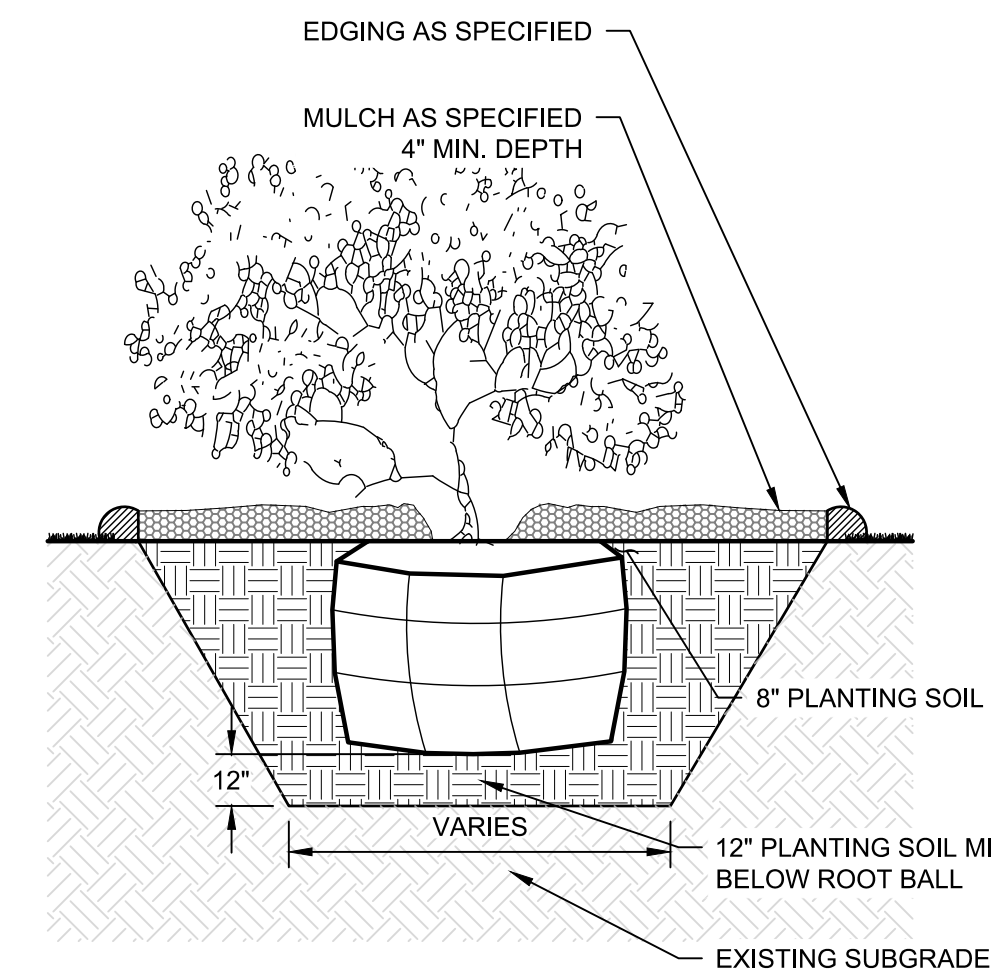
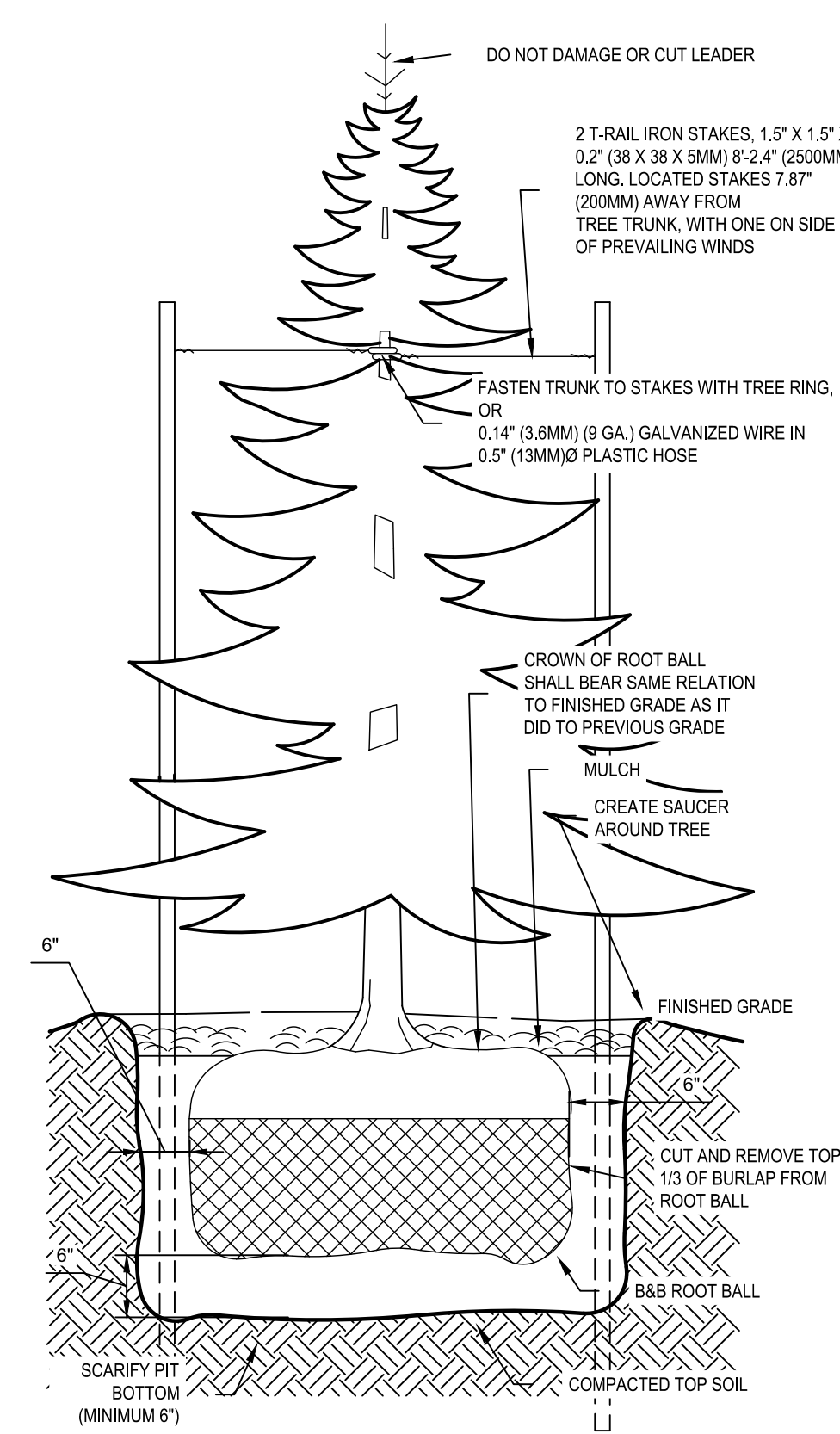
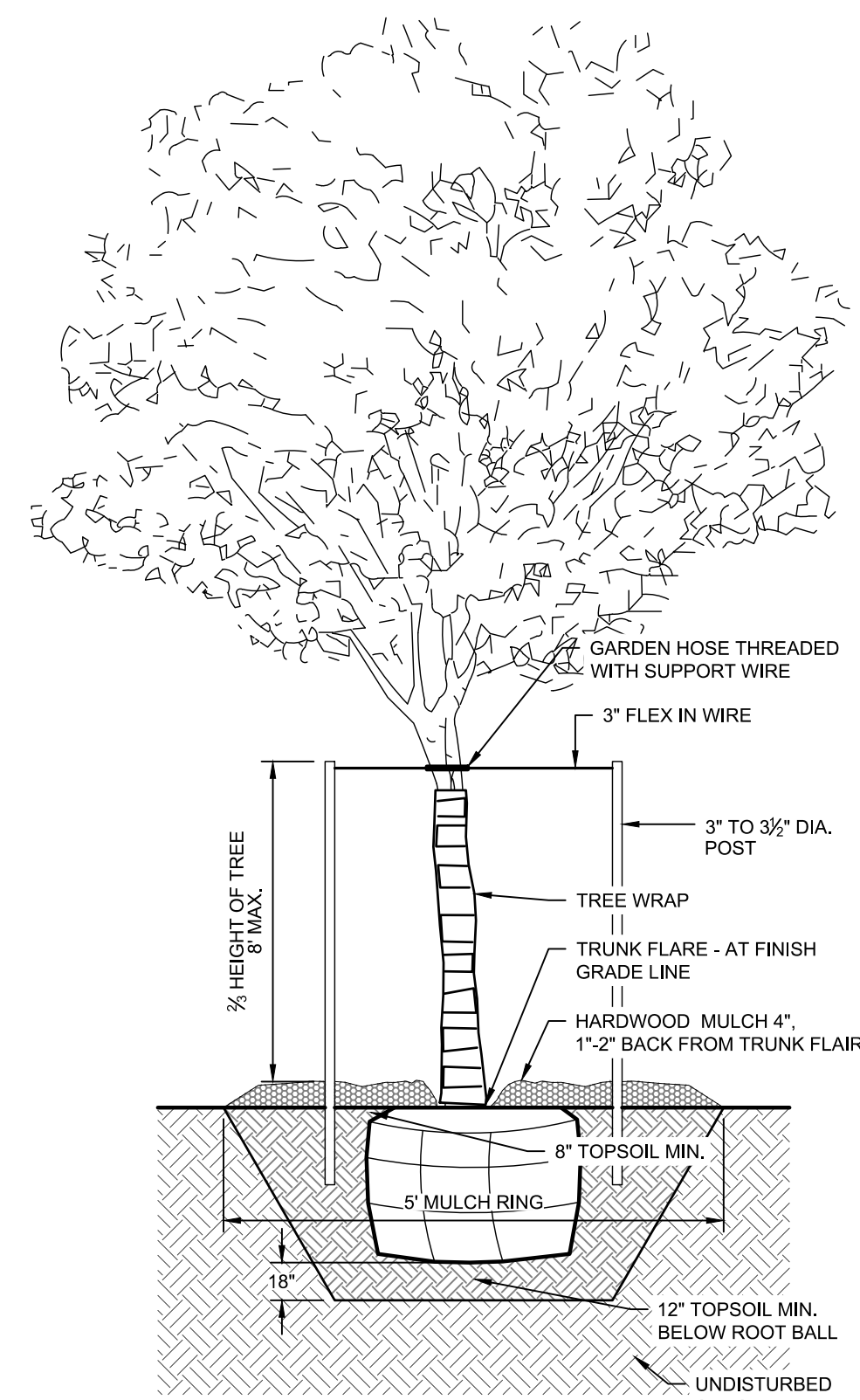
**TYPICAL VAN ACCESSIBLE PARKING ADVISORY SIGN WITH POST DETAIL**  
SCALE: NONE



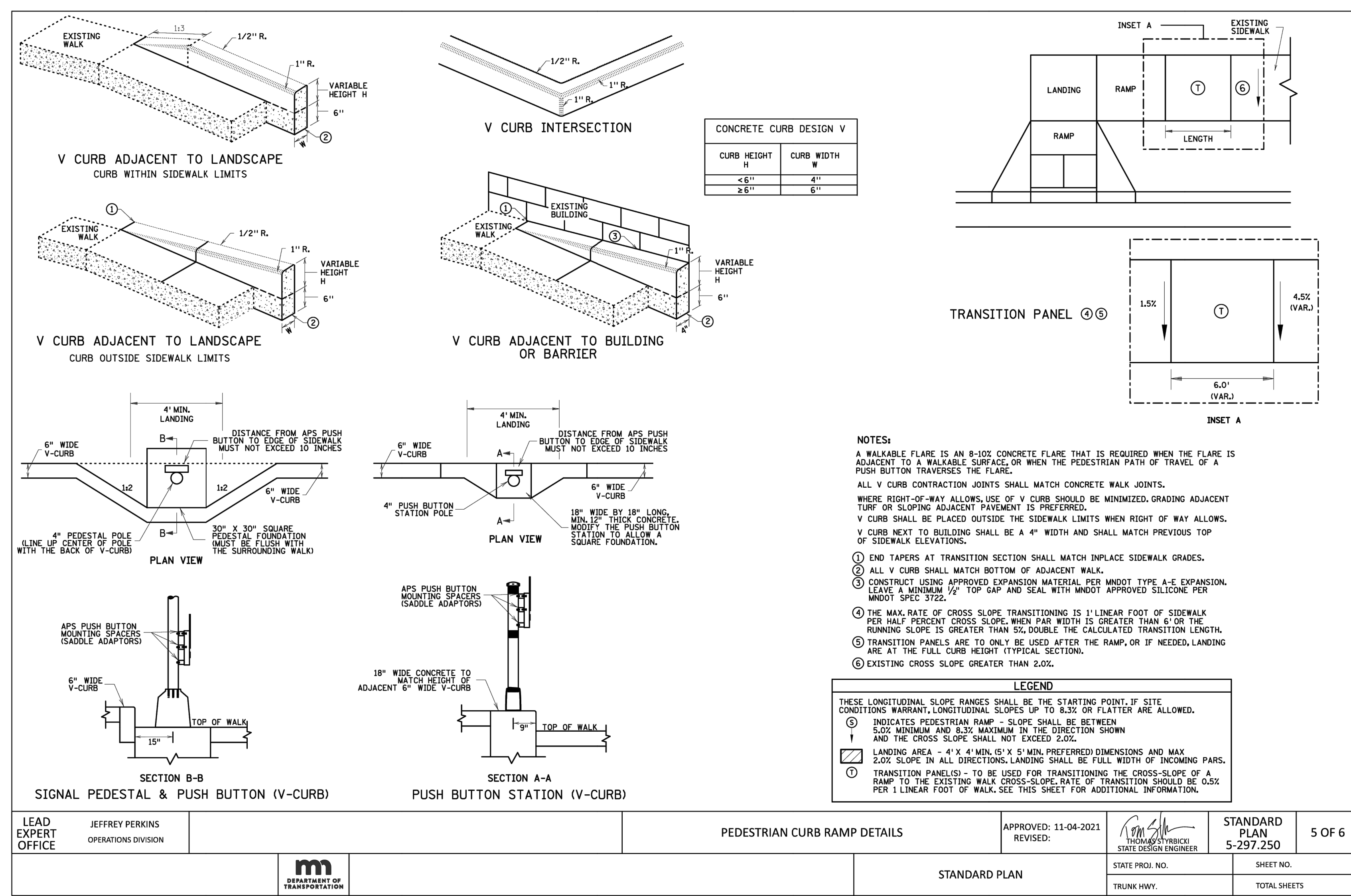
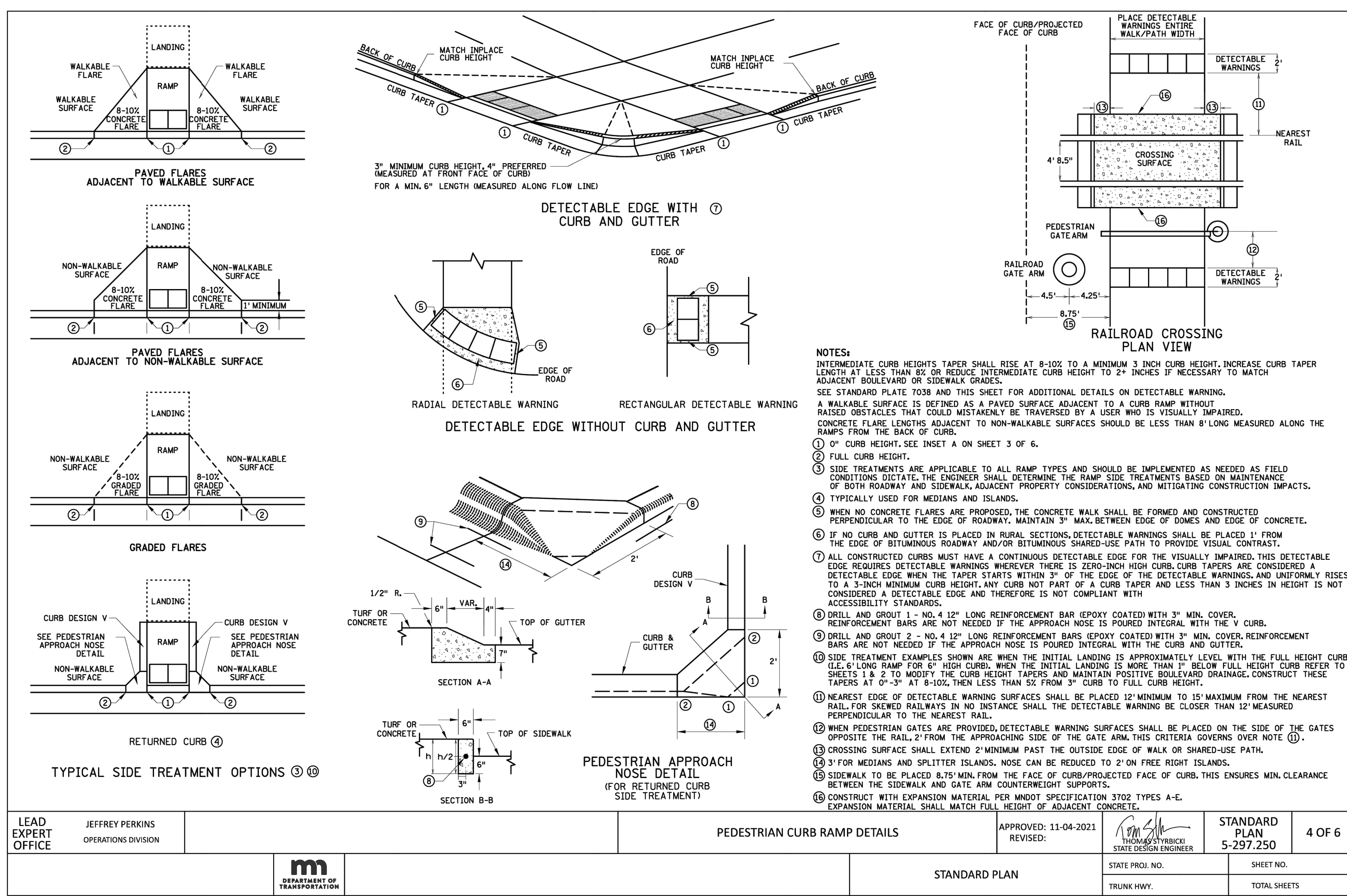
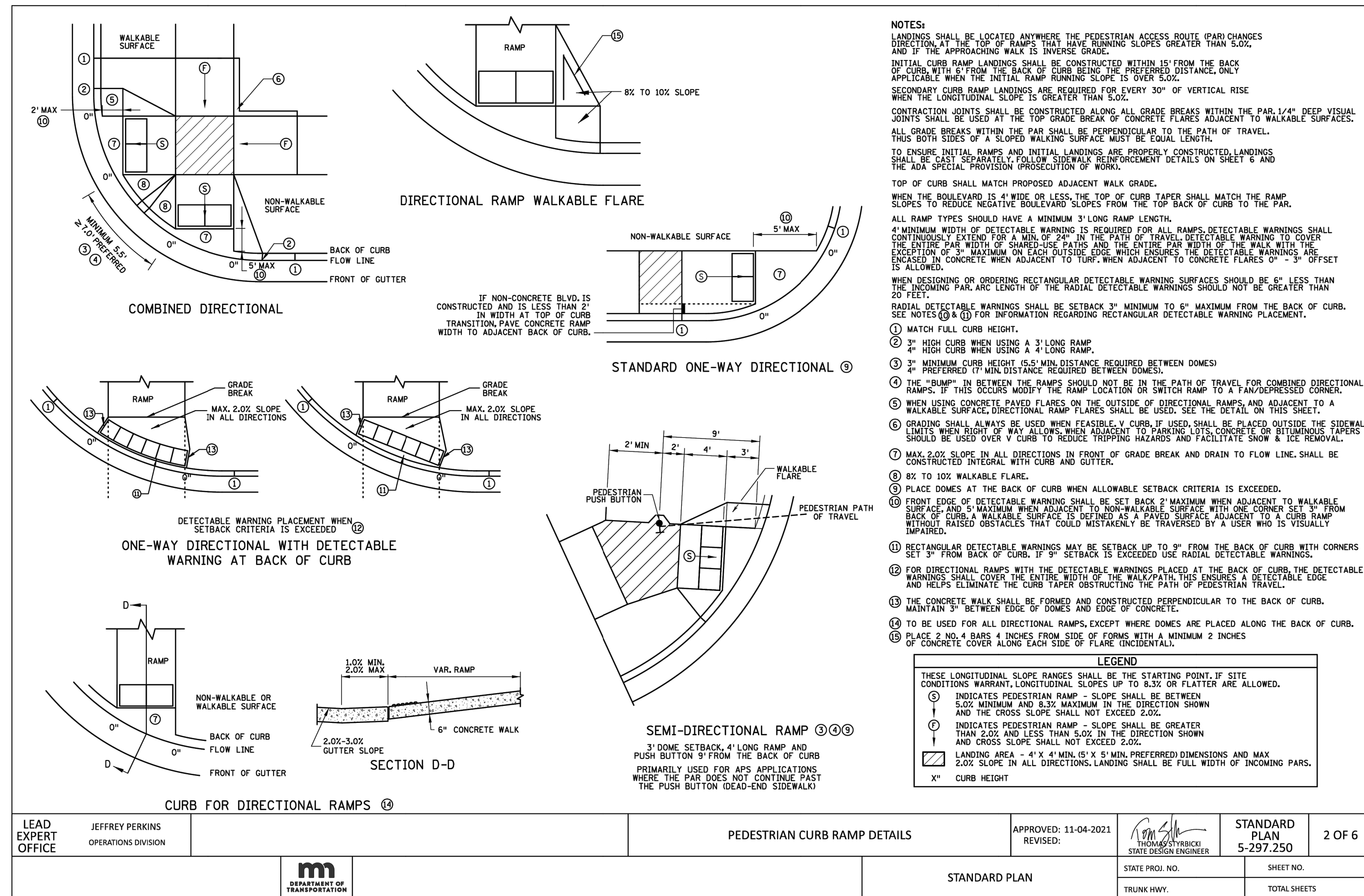
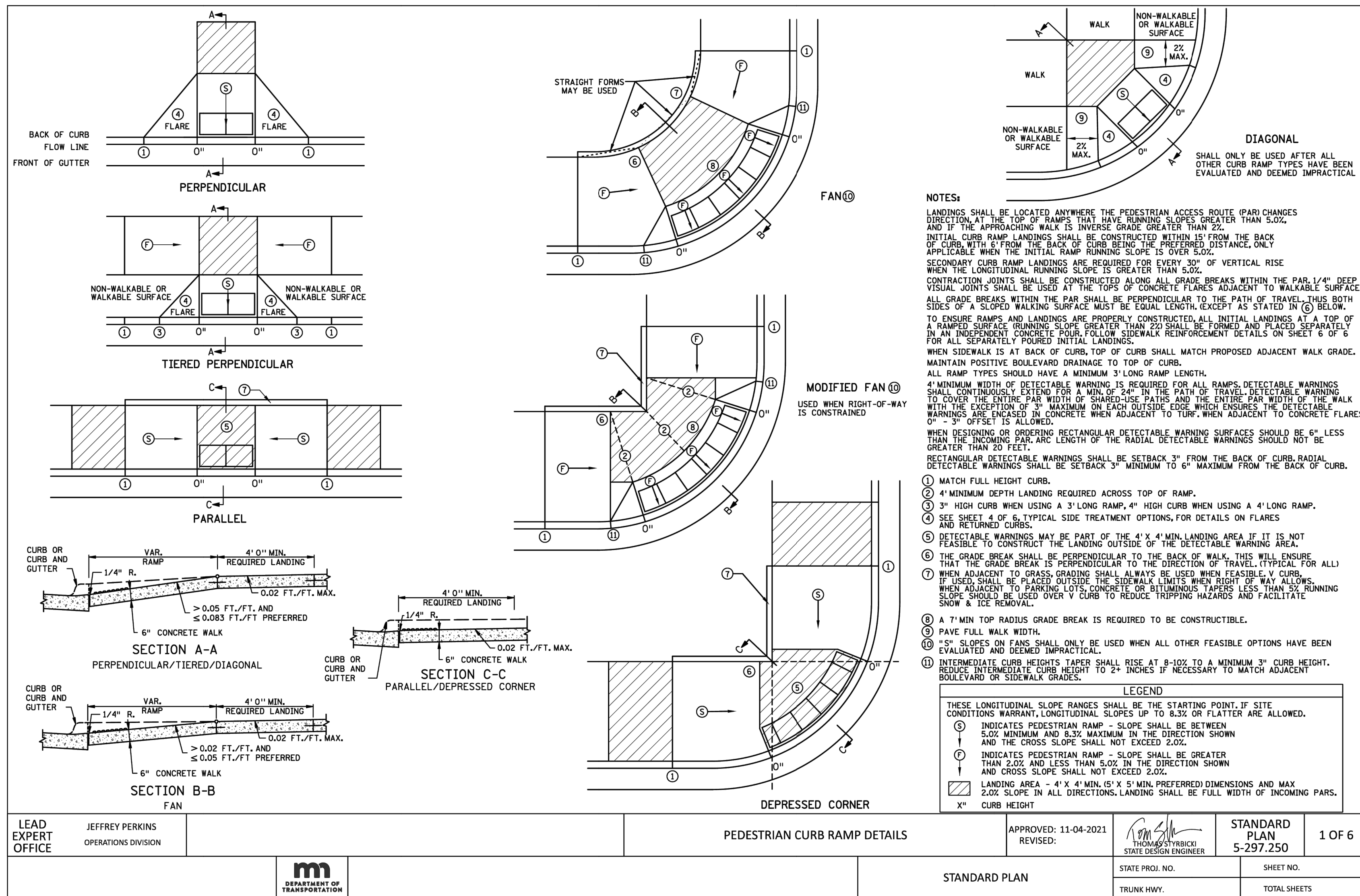
**ACCESSIBLE STALL STRIPING DETAIL**  
SCALE: NONE



**SURFACE MOUNTED BOLLARD DETAIL**  
SCALE: NONE



**PERENNIAL PLANTING DETAIL**  
SCALE: NONE









DATE	SCALE	AS NOTED	BY
OCT 13, 2024	AS NOTED	YES	
DATE <td>SCALE</td> <td>AS NOTED</td> <td>BY</td>	SCALE	AS NOTED	BY
		YES	
DATE <td>SCALE</td> <td>AS NOTED</td> <td>BY</td>	SCALE	AS NOTED	BY
		YES	

DATE: OCT 13, 2024  
 SCALE: AS NOTED  
 AS NOTED: YES  
 DRAWN BY: JDS  
 CHECKED BY: JDS  
 JOB NUMBER: 2024-11581

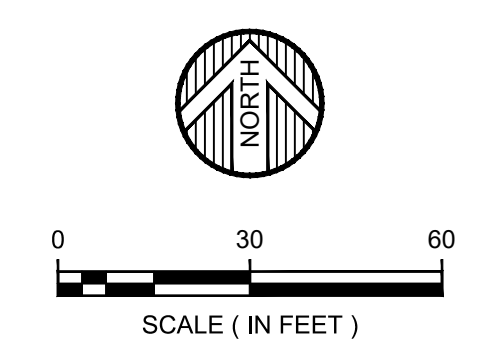
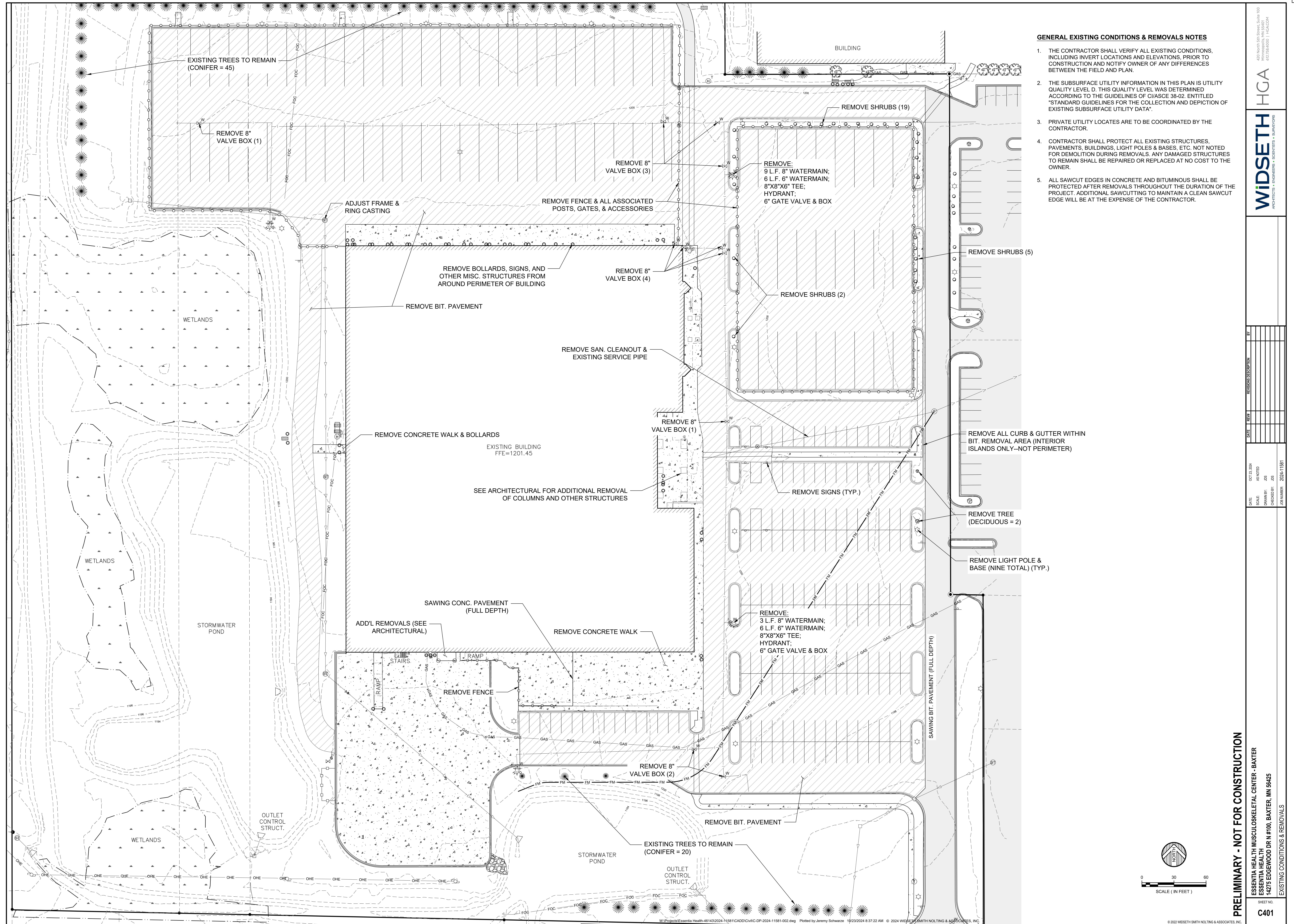
**PRELIMINARY - NOT FOR CONSTRUCTION**

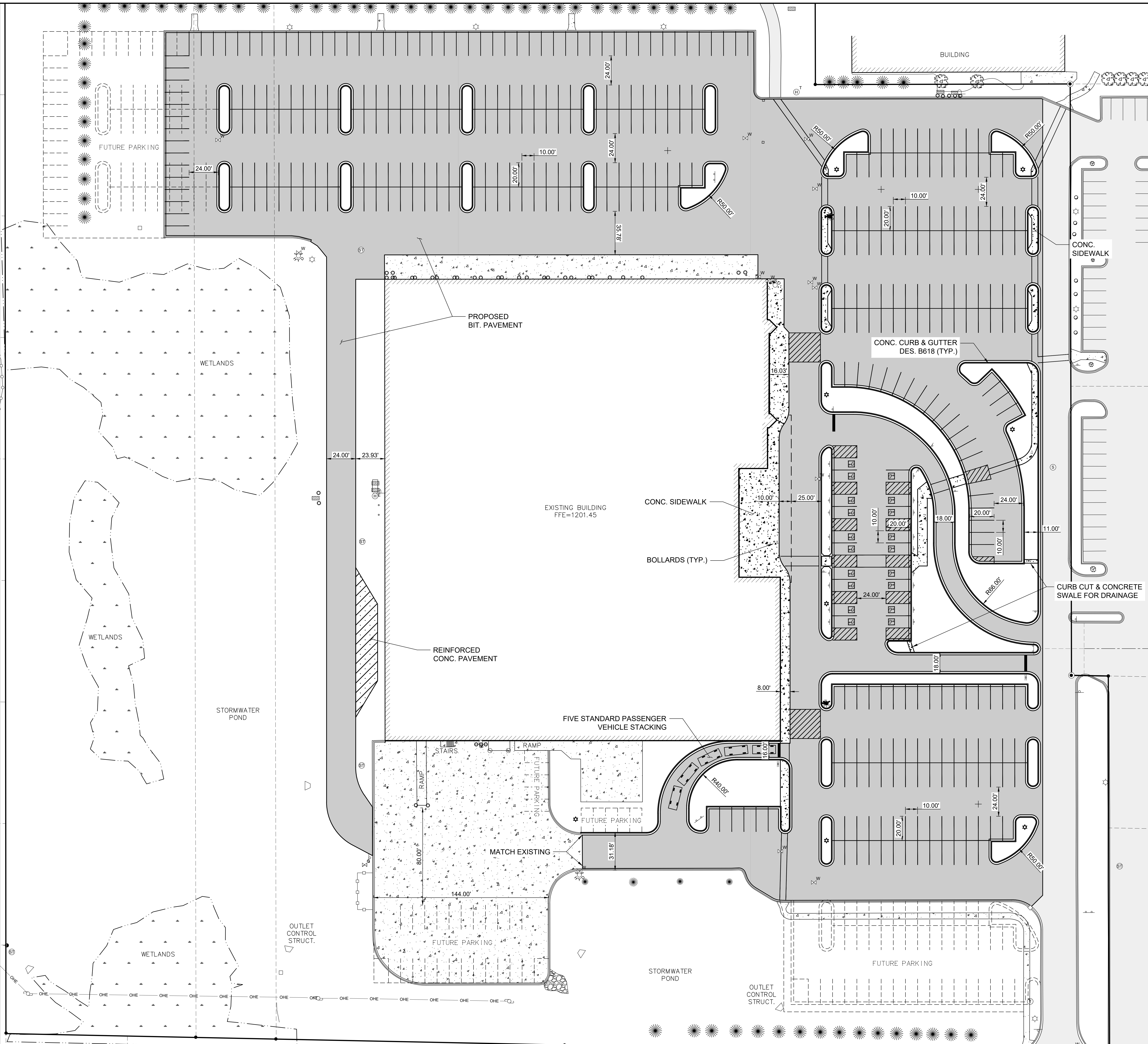
ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER  
 ESSENTIA HEALTH  
 14275 EDGEWOOD DR N #100, BAXTER, MN 56425  
 EXISTING CONDITIONS & REMOVALS

SHEET NO. C401

**GENERAL EXISTING CONDITIONS & REMOVALS NOTES**

1. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS, INCLUDING INVERT LOCATIONS AND ELEVATIONS, PRIOR TO CONSTRUCTION AND NOTIFY OWNER OF ANY DIFFERENCES BETWEEN THE FIELD AND PLAN.
2. THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".
3. PRIVATE UTILITY LOCATES ARE TO BE COORDINATED BY THE CONTRACTOR.
4. CONTRACTOR SHALL PROTECT ALL EXISTING STRUCTURES, PAVEMENTS, BUILDINGS, LIGHT POLES & BASES, ETC. NOT NOTED FOR DEMOLITION DURING REMOVALS. ANY DAMAGED STRUCTURES TO REMAIN SHALL BE REPAIRED OR REPLACED AT NO COST TO THE OWNER.
5. ALL SAWCUT EDGES IN CONCRETE AND BITUMINOUS SHALL BE PROTECTED AFTER REMOVALS THROUGHOUT THE DURATION OF THE PROJECT. ADDITIONAL SAWCUTTING TO MAINTAIN A CLEAN SAWCUT EDGE WILL BE AT THE EXPENSE OF THE CONTRACTOR.





- GENERAL SITE PLAN NOTES**
1. THE CONTRACTOR SHALL RECEIVE THE NECESSARY PERMISSION/PERMITS FOR ALL WORK LOCATED OUTSIDE OF THE MUNICIPAL RIGHT-OF-WAY AND PROPERTY LIMITS.
  2. THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".
  3. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL AND SHALL BE IN COMPLIANCE WITH THE MINNESOTA UNIFORM TRAFFIC CONTROL DEVICES MANUAL AND TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.
  4. ALL RADII DIMENSIONS INDICATE THE BACK OF CURB, UNLESS OTHERWISE NOTED.
  5. ALL PEDESTRIAN WALKWAYS SHALL MEET ADA ACCESSIBILITY REGULATIONS.

**PARKING CALCULATION TABLE**

TOTAL BUILDING AREA (SF)	=	119,190
REQ'D PARKING STALLS (SEE WORKSHEET)	=	537
PARKING STALLS PROVIDED	=	398
HANDICAP STALLS PROVIDED	=	19
TOTAL STALLS PROVIDED	=	417
ADD'L STALLS (PROOF OF FUTURE SPACE)	=	123
TOTAL STALLS (WITH FUTURE SPACE)	=	540

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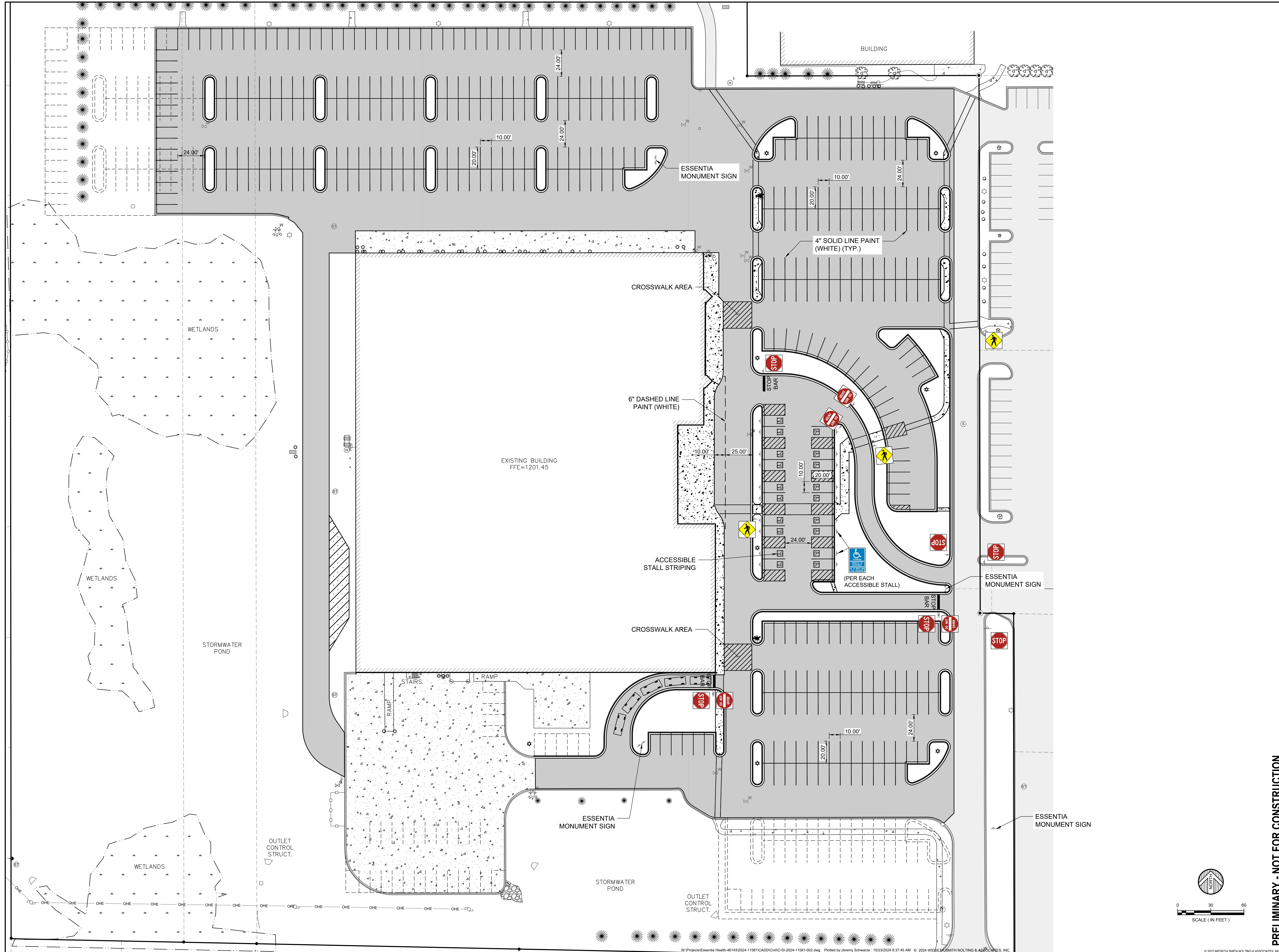
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DATE	SCALE	AS NOTED	DATE	BY	DESCRIPTION
OCT 12, 2024	AS NOTED	JDS			
		JDS			
		JDS			
		JDS			

DATE: OCT 12, 2024  
 SCALE: AS NOTED  
 DRAWN BY: JDS  
 CHECKED BY: JDS  
 JOB NUMBER: 2024-11581

**PRELIMINARY - NOT FOR CONSTRUCTION**  
 ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER  
 ESSENTIA HEALTH  
 14275 EDGEWOOD DR N #100, BAXTER, MN 56425  
 SHEET NO. C501  
 SITE PLAN

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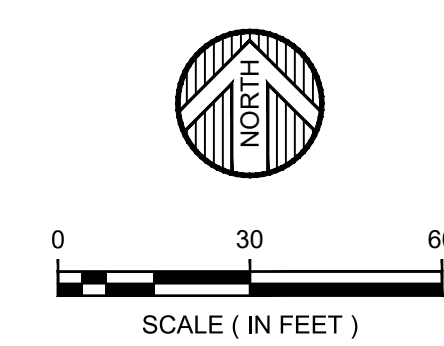
ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER  
 ESSENTIA HEALTH  
 14275 EDGEWOOD DR N #100, BAXTER, MN 56425

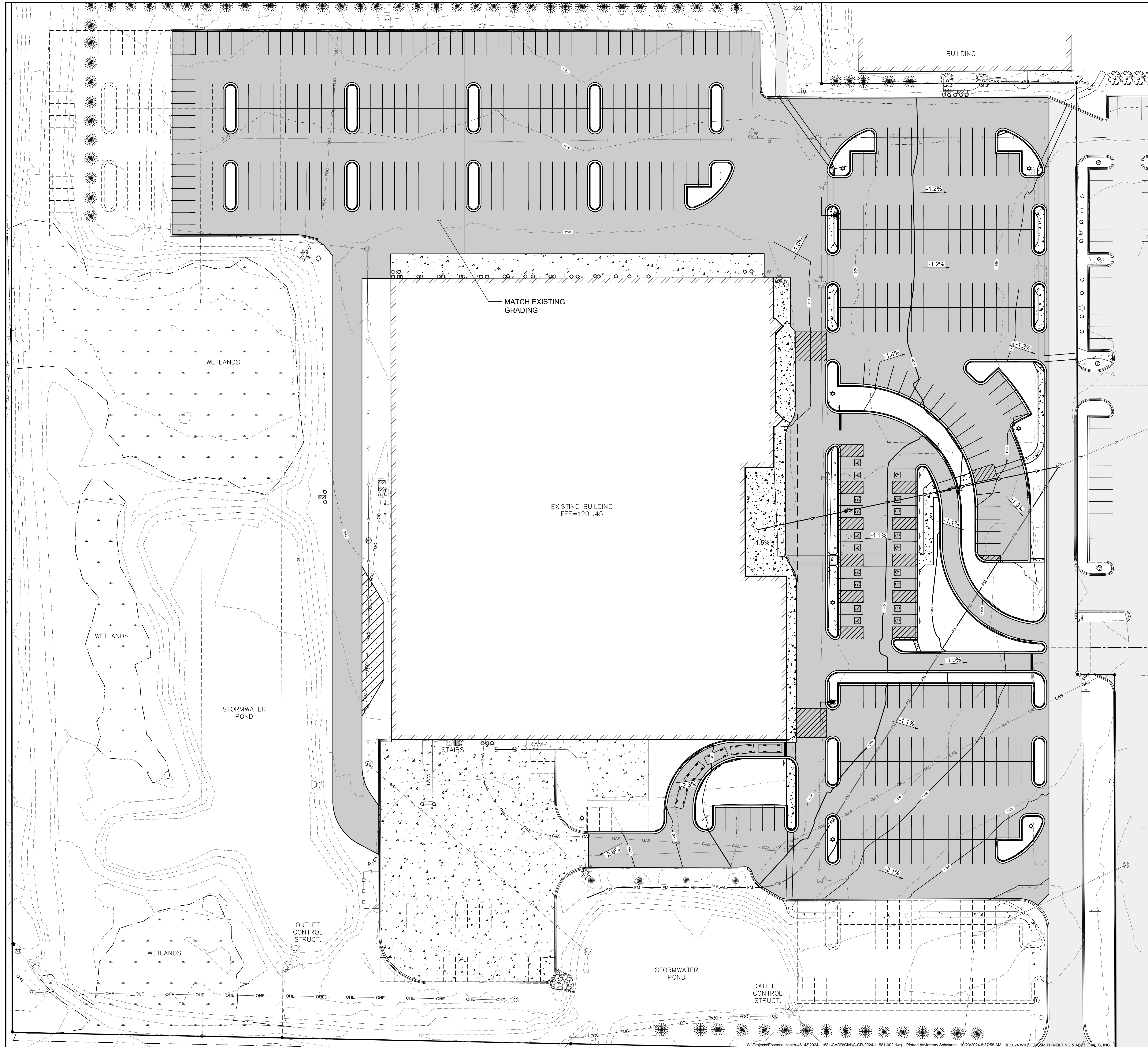
SIGNING & PAVEMENT MARKING PLAN

SHEET NO.  
**C502**

DATE: OCT 2, 2024  
 SCALE: AS NOTED  
 DRAWN BY: JDS  
 CHECKED BY: JDS  
 JOB NUMBER: 2024-11581

DATE	BY	DESCRIPTION





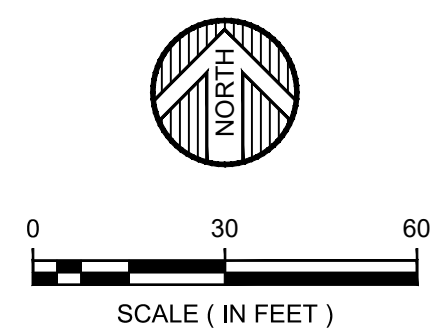
**GENERAL GRADING PLAN NOTES**

- 1. ALL CONSTRUCTION SHALL CONFORM TO LOCAL, STATE, AND FEDERAL REGULATIONS, INCLUDING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS.
- 2. HAULING HOURS MUST BE CONFIRMED WITH THE CITY PRIOR TO BEGINNING WORK.
- 3. ALL SLOPES SHALL BE GRADED TO 4:1 (H:V) OR FLATTER, UNLESS OTHERWISE NOTED.
- 4. ALL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN PLACE PRIOR TO BEGINNING SITE GRADING ACTIVITIES.

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DATE	DESCRIPTION	BY
OCT 23, 2024 <td>AS NOTED <td>JDS </td></td>	AS NOTED <td>JDS </td>	JDS
	DESIGNED BY	JDS
	CHECKED BY	JDS
	DRAWN BY	JDS
	SCALE	

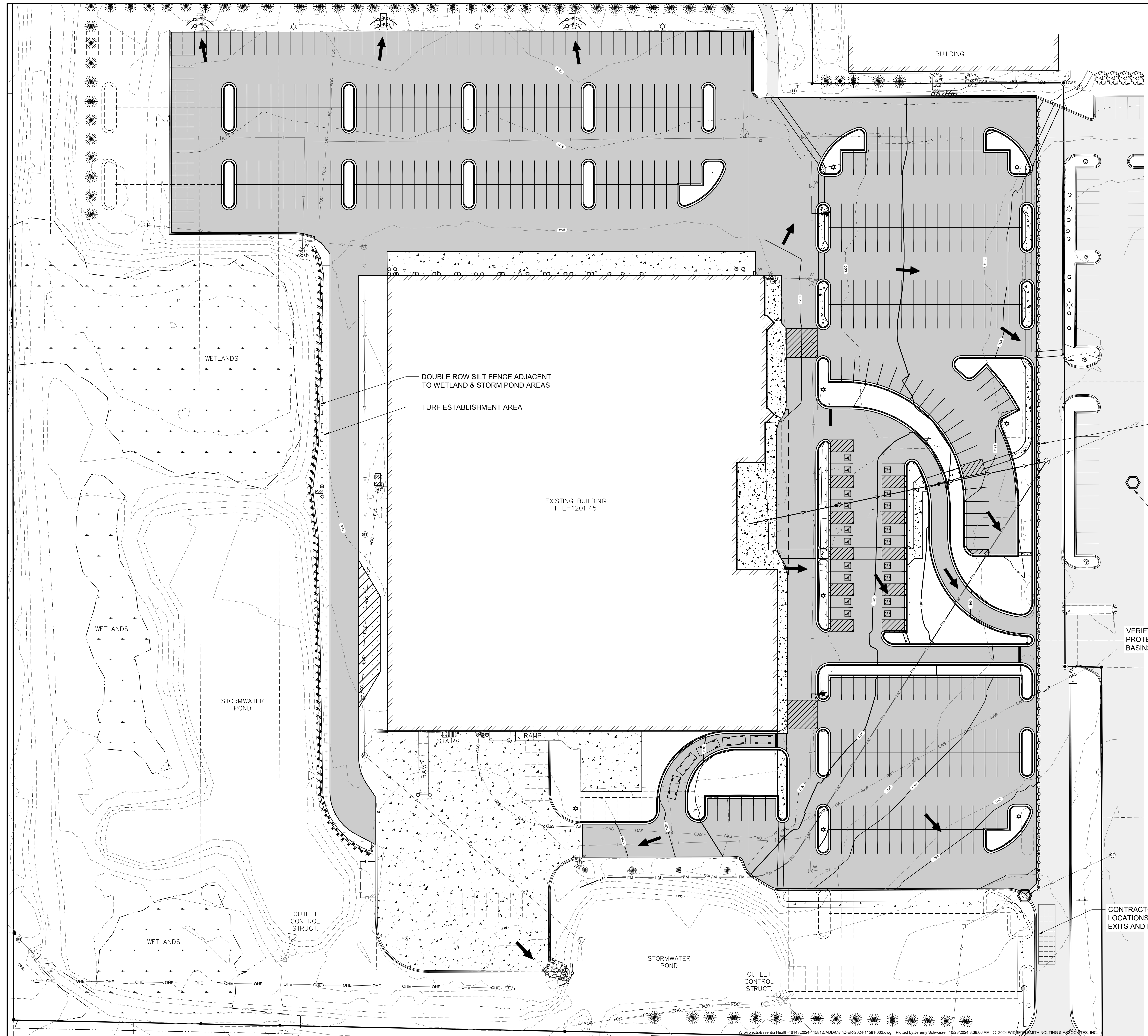
**PRELIMINARY - NOT FOR CONSTRUCTION**  
 ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER  
 ESSENTIA HEALTH  
 14275 EDGEWOOD DR N #100, BAXTER, MN 56425  
 GRADING PLAN



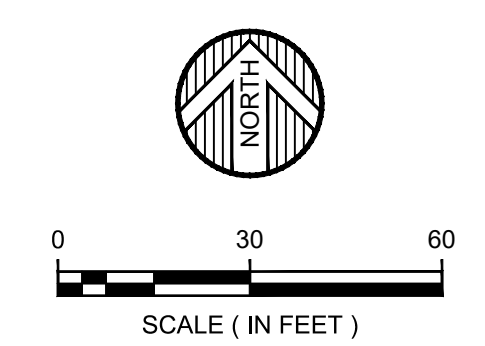
SHEET NO.  
**C601**

- GENERAL EROSION CONTROL PLAN NOTES**
- ALL CONSTRUCTION SHALL CONFORM TO LOCAL, STATE, AND FEDERAL REGULATIONS, INCLUDING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS.
  - ALL SILT FENCE AND SEDIMENT CONTROL MEASURES MUST BE IN PLACE PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITIES AND SHALL BE MAINTAINED UNTIL 70% TURF OR GROUND COVER HAS BEEN ESTABLISHED.
  - ALL STREETS UTILIZED FOR PROJECT CONSTRUCTION MUST BE CLEANED AT THE END OF EACH DAY. A STABILIZED CONSTRUCTION EXIT (ROCK CONSTRUCTION ENTRANCE) SHALL BE PROVIDED TO REDUCE TRACKING OF SEDIMENT ONTO PUBLIC STREETS. STREET SWEEPING MAY BE NECESSARY AND WILL BE CONSIDERED INCIDENTAL TO THE COST OF CONSTRUCTION.
  - ALL EXPOSED SOILS SHALL BE STABILIZED WITHIN FOURTEEN (14) CALENDAR DAYS AFTER CONSTRUCTION ACTIVITIES. ALL STOCKPILES SHALL HAVE ADEQUATE SEDIMENT TRAPPING SYSTEMS INSTALLED AROUND THE PERIMETER.
  - ALL AREAS TO BE ESTABLISHED TO GRASS COVER SHALL RECEIVE 4" THICK TOPSOIL AND SOD/SEED. THESE AREAS SHALL BE WATERED UNTIL A HEAVY STAND OF GRASS IS OBTAINED.
  - INLET PROTECTION SHALL BE INSTALLED AT ALL STORM SEWER INLETS WHICH HAVE A POTENTIAL TO RECEIVE RUNOFF FROM THE CONSTRUCTION SITE.
  - TURF ESTABLISHMENT SHALL CONSIST OF THE FOLLOWING:
    - SEED MIXTURE 25-131 AT 220 LBS PER ACRE
    - FERTILIZER TYPE 1 (20-10-20) AT 350 LBS PER ACRE
    - MULCH TYPE 1 AT 2 TONS PER ACRE

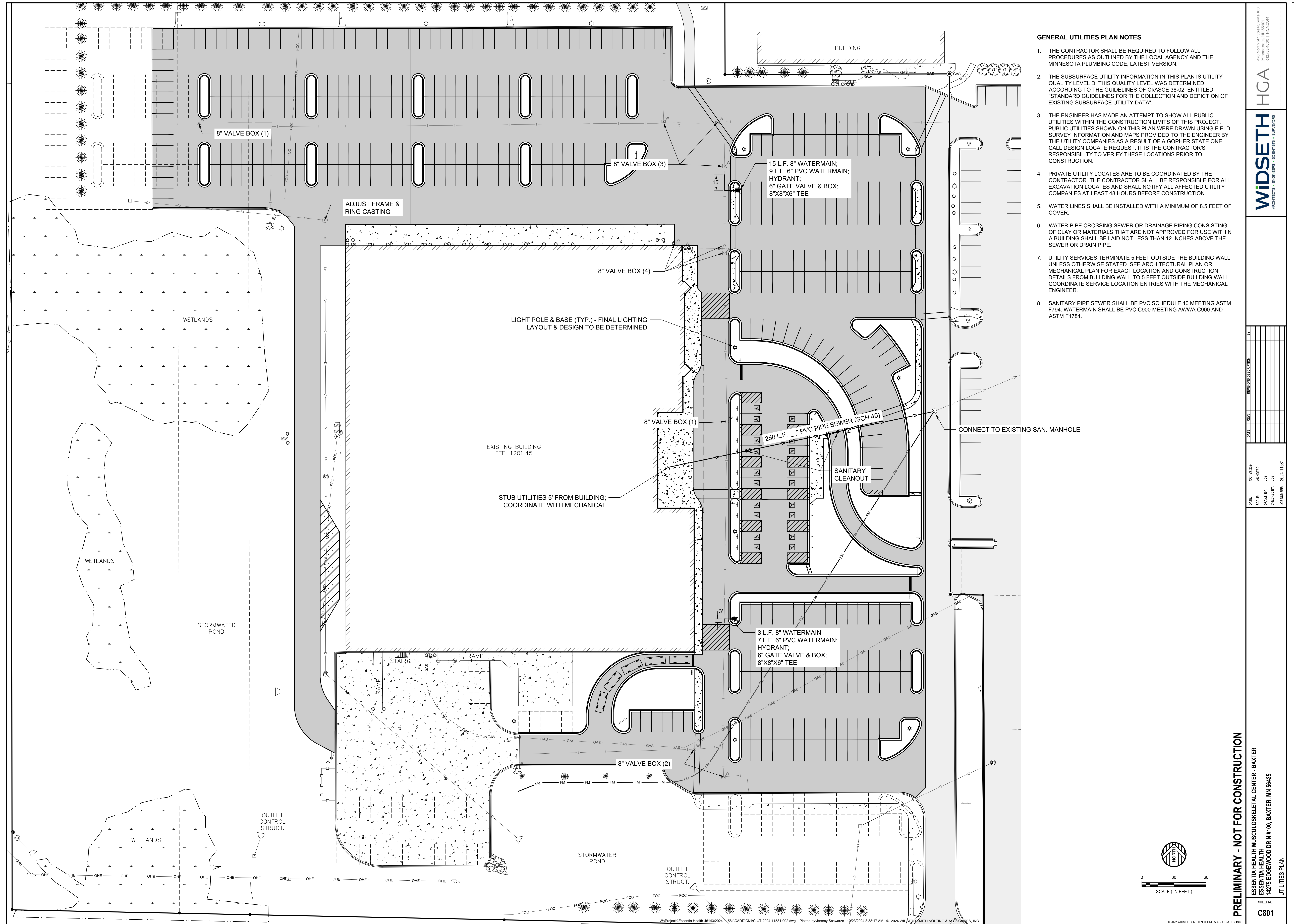
- TEMPORARY EROSION CONTROL APPROXIMATE QUANTITIES:**
- SILT FENCE = 1,060 LINEAR FEET
  - BIOROLL = 830 LINEAR FEET
  - INLET PROTECTION = 2 EACH
  - CONSTRUCTION EXIT = 1 EACH
  - TURF ESTABLISHMENT = 5,000 SQ. FT.



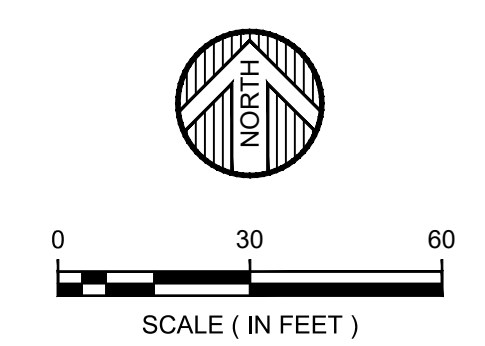
**PRELIMINARY - NOT FOR CONSTRUCTION**  
 ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER  
 ESSENTIA HEALTH  
 14275 EDGEWOOD DR N #100, BAXTER, MN 56425  
 EROSION CONTROL PLAN

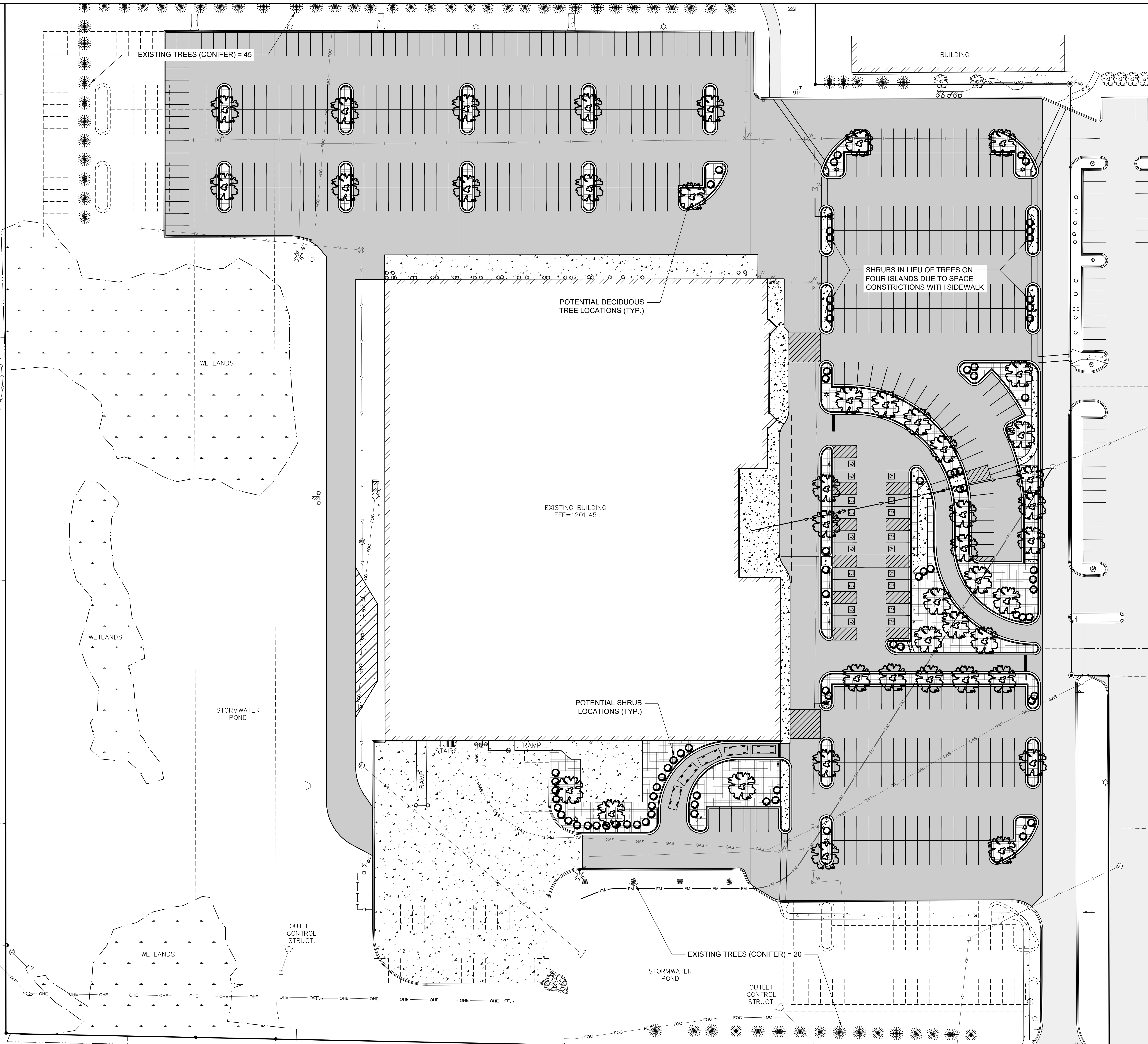


DATE	SCALE	DRAWN BY	CHECKED BY	JOB NUMBER
OCT 23, 2024	AS NOTED	JDS	JDS	2024-11581



- GENERAL UTILITIES PLAN NOTES**
1. THE CONTRACTOR SHALL BE REQUIRED TO FOLLOW ALL PROCEDURES AS OUTLINED BY THE LOCAL AGENCY AND THE MINNESOTA PLUMBING CODE, LATEST VERSION.
  2. THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF C/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".
  3. THE ENGINEER HAS MADE AN ATTEMPT TO SHOW ALL PUBLIC UTILITIES WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT. PUBLIC UTILITIES SHOWN ON THIS PLAN WERE DRAWN USING FIELD SURVEY INFORMATION AND MAPS PROVIDED TO THE ENGINEER BY THE UTILITY COMPANIES AS A RESULT OF A Gopher State ONE CALL DESIGN LOCATE REQUEST. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THESE LOCATIONS PRIOR TO CONSTRUCTION.
  4. PRIVATE UTILITY LOCATES ARE TO BE COORDINATED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EXCAVATION LOCATES AND SHALL NOTIFY ALL AFFECTED UTILITY COMPANIES AT LEAST 48 HOURS BEFORE CONSTRUCTION.
  5. WATER LINES SHALL BE INSTALLED WITH A MINIMUM OF 8.5 FEET OF COVER.
  6. WATER PIPE CROSSING SEWER OR DRAINAGE PIPING CONSISTING OF CLAY OR MATERIALS THAT ARE NOT APPROVED FOR USE WITHIN A BUILDING SHALL BE LAID NOT LESS THAN 12 INCHES ABOVE THE SEWER OR DRAIN PIPE.
  7. UTILITY SERVICES TERMINATE 5 FEET OUTSIDE THE BUILDING WALL UNLESS OTHERWISE STATED. SEE ARCHITECTURAL PLAN OR MECHANICAL PLAN FOR EXACT LOCATION AND CONSTRUCTION DETAILS FROM BUILDING WALL TO 5 FEET OUTSIDE BUILDING WALL. COORDINATE SERVICE LOCATION ENTRIES WITH THE MECHANICAL ENGINEER.
  8. SANITARY PIPE SEWER SHALL BE PVC SCHEDULE 40 MEETING ASTM F794. WATERMAIN SHALL BE PVC C900 MEETING AWWA C900 AND ASTM F1784.



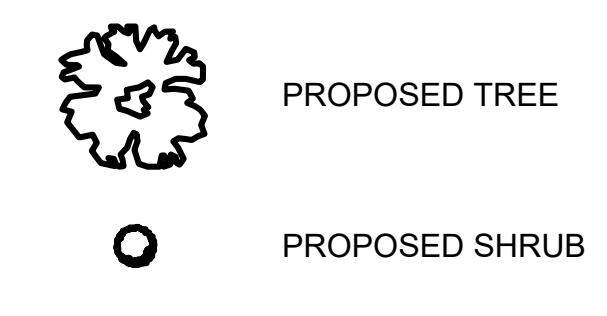


**GENERAL LANDSCAPE PLAN NOTES**

1. FINAL LANDSCAPE DESIGN TO BE DETERMINED. LANDSCAPING PLAN WILL MEET OR EXCEED ALL CITY OF BAXTER ORDINANCES. SEE TABLE BELOW FOR GENERAL REQUIREMENTS AND ANTICIPATED PROPOSED ACTIVITIES.

**LANDSCAPE PLANTING TABLE**

A	TOTAL BUILDING AREA (SF)	119,190
B	SITE PERIMETER (ENTIRE PROPERTY)	3,460
TREES		
C	EXISTING TREES ON SITE	67
D	EXISTING TREES TO BE REMOVED	2
E	TREES REQ'D (1 PER 75 L.F. PERIMETER) (=B/75)	46
F	1/3 REDUCTION FOR REDEVELOPMENT (=E*0.67)	31
G	30% CONIFEROUS (=F*0.3)	9
H	ADD'L TREES REQ'D (# CURB ISLANDS)	25
I	TOTAL TREES PROPOSED (ALL DECID.)	43
J	TOTAL TREES ON PROPERTY (=C-D+I)	108
SHRUBS		
K	EXISTING SHRUBS ON SITE	26
L	EXISTING SHRUBS TO BE REMOVED	26
M	SHRUBS REQ'D (1 PER 45 L.F. PERIMETER) (=B/45)	77
N	1/3 REDUCTION FOR REDEVELOPMENT (=M*0.67)	52
O	TOTAL SHRUBS PROPOSED	80



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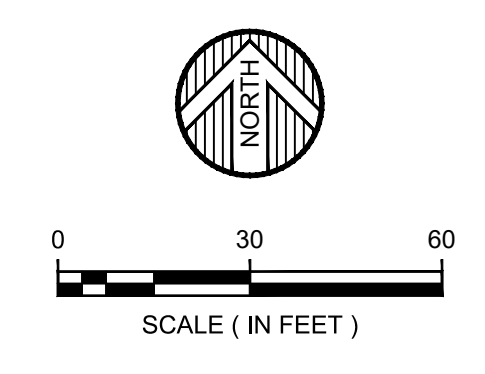
**PRELIMINARY - NOT FOR CONSTRUCTION**

ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER  
ESSENTIA HEALTH  
14275 EDGEWOOD DR N #100, BAXTER, MN 56425

LANDSCAPE PLAN - CONCEPTUAL

DATE	OCT 12, 2024
SCALE	AS NOTED
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CHECKED BY	JDS
JOB NUMBER	2024-11581

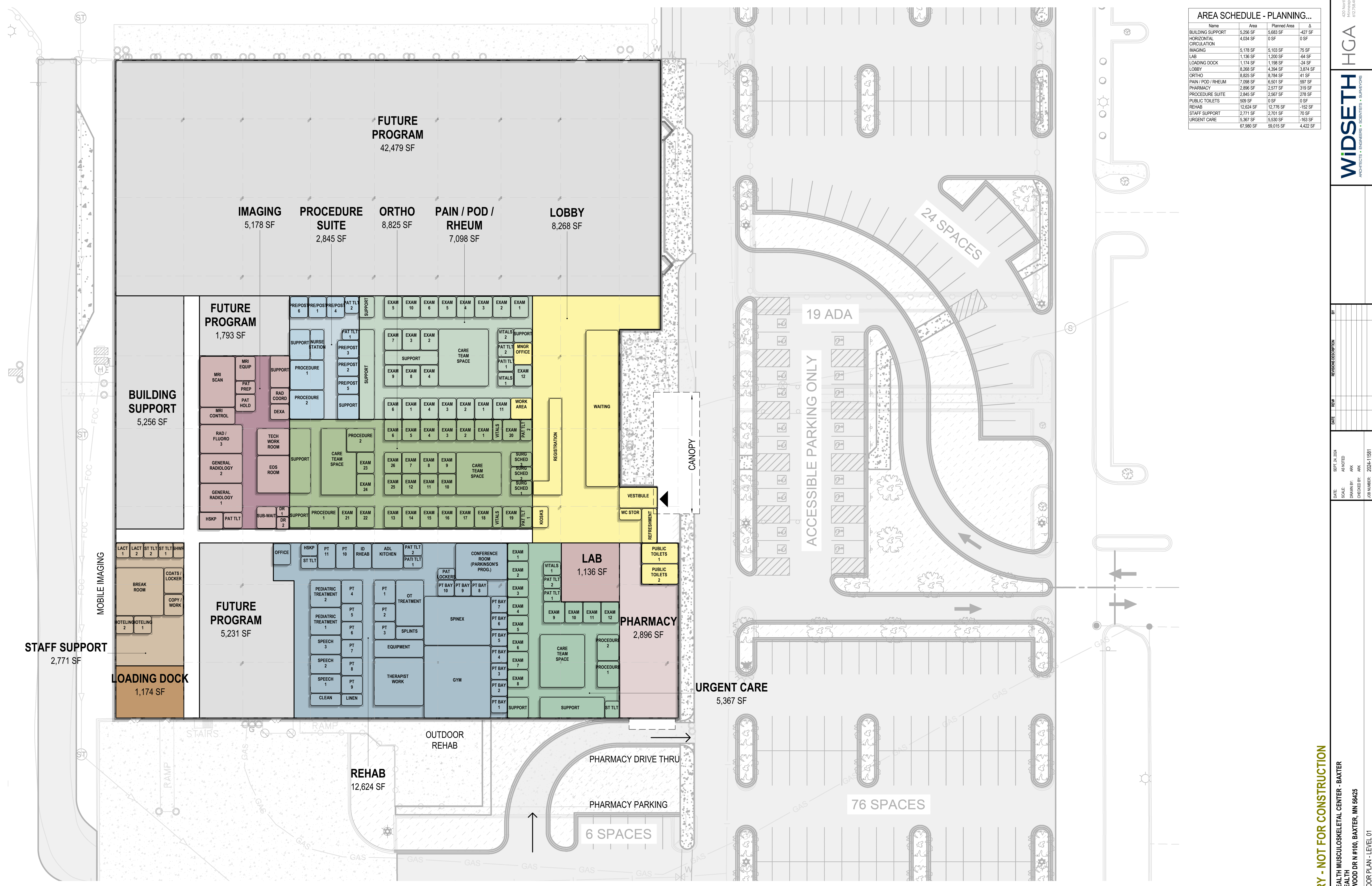
SHEET NO.  
**C901**



AREA SCHEDULE - PLANNING...			
Name	Area	Planned Area	Δ
BUILDING SUPPORT	5,256 SF	5,683 SF	-427 SF
HORIZONTAL CIRCULATION	4,034 SF	0 SF	0 SF
IMAGING	5,178 SF	5,103 SF	75 SF
LAB	1,136 SF	1,200 SF	-64 SF
LOADING DOCK	1,174 SF	1,198 SF	-24 SF
LOBBY	8,268 SF	4,394 SF	3,874 SF
ORTHO	8,825 SF	8,784 SF	41 SF
PAIN / RHEUM	7,098 SF	5,501 SF	1,597 SF
PHARMACY	2,896 SF	2,577 SF	319 SF
PROCEDURE SUITE	2,845 SF	2,567 SF	278 SF
PUBLIC TOILETS	509 SF	0 SF	0 SF
REHAB	12,624 SF	12,776 SF	-152 SF
STAFF SUPPORT	2,771 SF	2,791 SF	-20 SF
URGENT CARE	5,367 SF	5,530 SF	-163 SF
TOTAL	67,880 SF	69,015 SF	-4,422 SF

420 North 5th Street, Suite 100  
 Minneapolis, MN 55401  
 612.266.6660 | [HGA.COM](http://HGA.COM)

**WIDSETH HGA**  
 ARCHITECTS • ENGINEERS • SCIENTISTS • SURVEYORS



1 OVERALL FLOOR PLAN - LEVEL 01  
 1" = 20'-0"

**PRELIMINARY - NOT FOR CONSTRUCTION**

ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER  
 ESSENTIA HEALTH  
 14275 EDGEWOOD DR N #100, BAXTER, MN 56425  
 OVERALL FLOOR PLAN - LEVEL 01

SHEET NO.  
**A200**





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Essentia (Baxter)

P.O.

Office: 218-740-2754

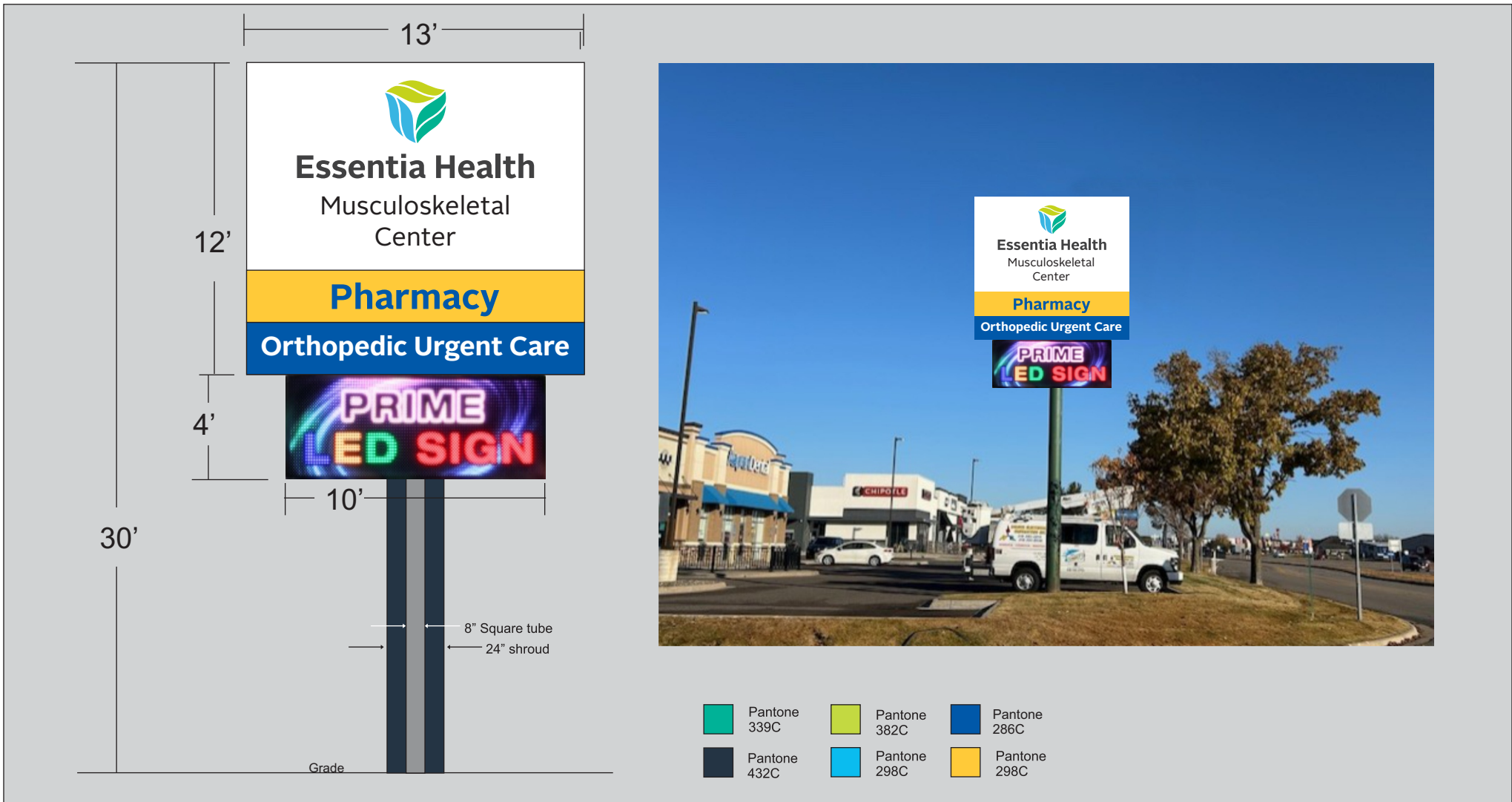
SALES REPRESENTATIVE



DRAWN BY: Brian

Fax: 218-728

Item 3.

Date: 10/31/24



 Pantone 339C	 Pantone 382C	 Pantone 286C
 Pantone 432C	 Pantone 298C	 Pantone 298C

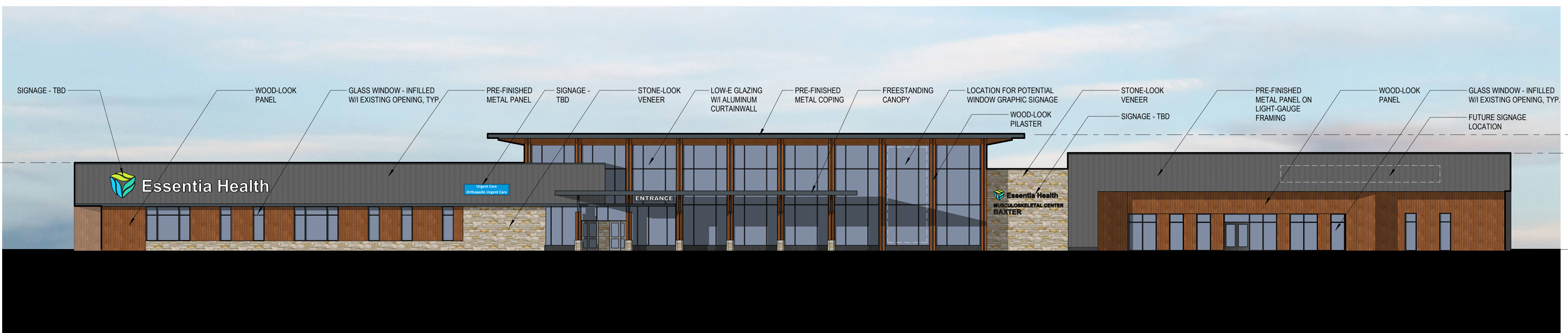
\*Color is approximate and for placement only as each computer monitor may display color differently. Please refer to actual material samples for precise color representations.

**PRODUCTION QUESTIONS PLEASE CONTACT YOUR SALES REPRESENTATIVE**

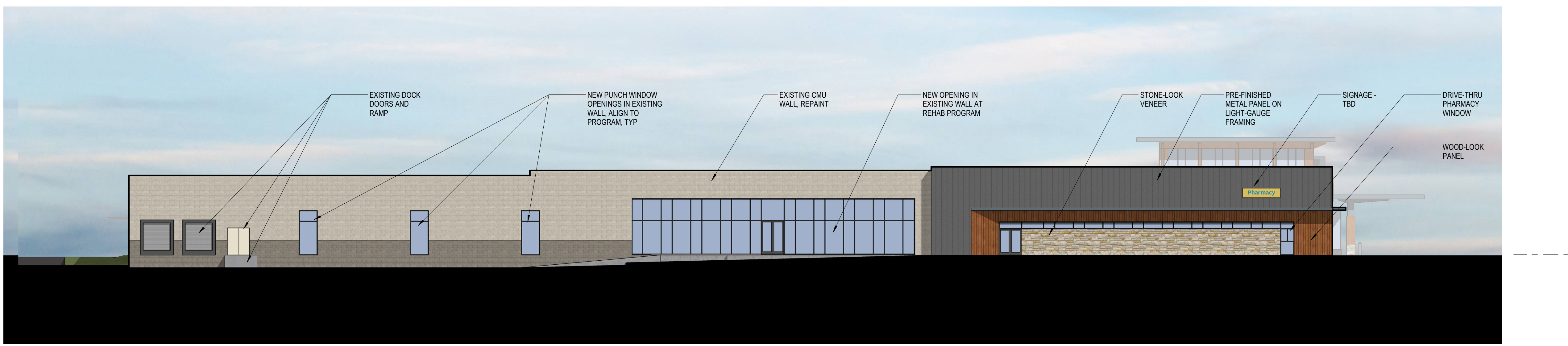
**REVIEW CAREFULLY, THIS REFLECTS FINISHED PRODUCT!**  
 Please Approve, sign and return by: \_\_\_\_\_  
 If approval or missing information is not received by due date, the production schedule for your order may change which will affect your ship date.

	Approve	Change
Color	<input type="checkbox"/>	<input type="checkbox"/>
Spelling	<input type="checkbox"/>	<input type="checkbox"/>
Size	<input type="checkbox"/>	<input type="checkbox"/>

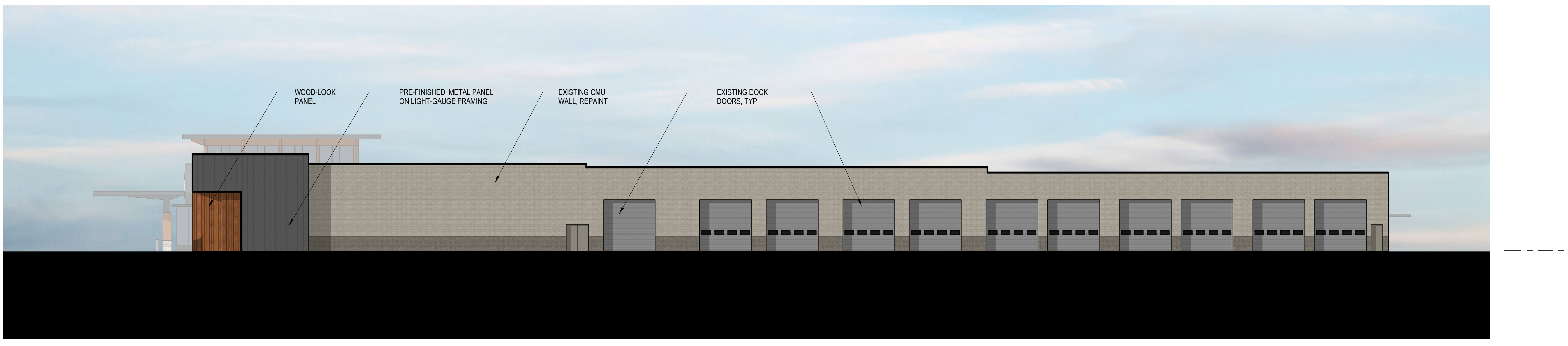
**Sign Off** \_\_\_\_\_  
 YOU MUST SIGN AND DATE BEFORE PRE-PRODUCTION RELEASES TO PRODUCTION



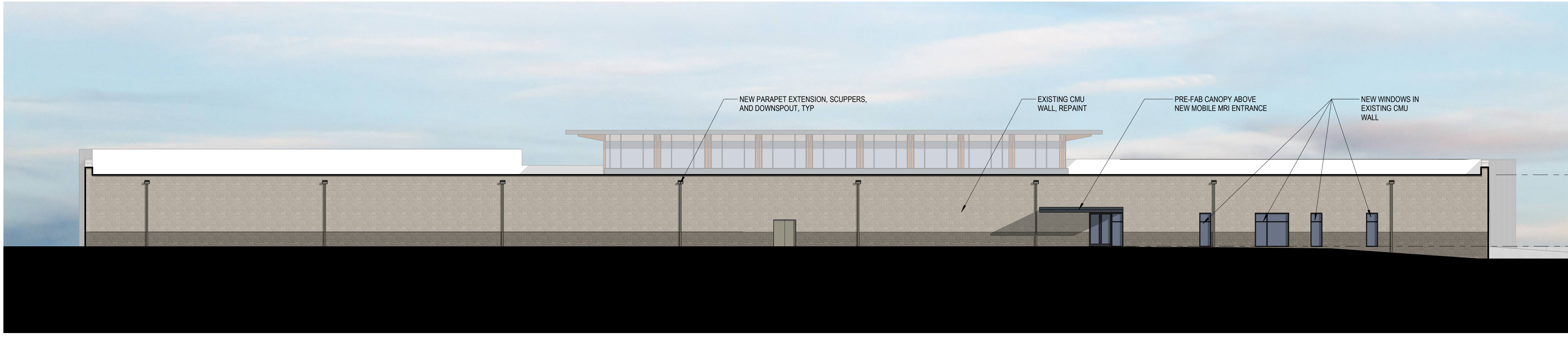
1 EAST ELEVATION  
1/16" = 1'-0"



2 SOUTH ELEVATION  
1/16" = 1'-0"



3 NORTH ELEVATION  
1/16" = 1'-0"



4 WEST ELEVATION  
1/16" = 1'-0"

DATE	REV	REVISION DESCRIPTION

DATE:	SEPT. 24, 2024
SCALE:	AS NOTED
DRAWN BY:	JAR
CHECKED BY:	JAR
JOB NUMBER:	202411581



1 AERIAL PERSPECTIVE  
1/2" = 1'-0"



2 PERSPECTIVE  
1/2" = 1'-0"

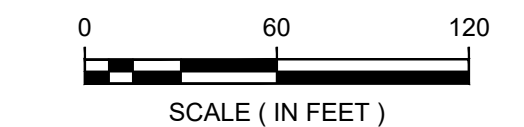
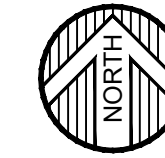
DATE	REV	DESCRIPTION

DATE: SEPT. 24, 2024  
SCALE: AS NOTED  
DRAWN BY: JAR  
CHECKED BY: JAR  
JOB NUMBER: 2024-1581

**PRELIMINARY - NOT FOR CONSTRUCTION**  
ESSENTIA HEALTH MUSCULOSKELETAL CENTER - BAXTER  
ESSENTIA HEALTH  
14275 EDGEWOOD DR N #100, BAXTER, MN 56425  
PROJECT RENDERINGS

# ALTA/NSPS LAND TITLE SURVEY

## LOT 1, BLOCK 1, THIRD ADDITION TO BAXTER WAL-MART SUBDIVISION, SECTION 6, TOWNSHIP 133, RANGE 28, CROW WING COUNTY, MINNESOTA



SCALE (IN FEET)  
ORIENTATION OF THIS BEARING SYSTEM IS BASED ON THE CITY OF BAXTER COORDINATE DATABASE NAD83

ELEVATIONS ARE BASED ON NGVD29 BENCHMARK IS FIRST FLOOR ELEVATION = 1201.45 OF BUILDING LOCATED ON LOT 1, BLOCK 1, THIRD ADDITION TO BAXTER WAL-MART SUBDIVISION

- DENOTES FOUND IRON MONUMENT
- DENOTES 1/2 INCH DIAMETER BY 18 INCH LONG IRON PIPE MONUMENT SET AND MARKED RLS # 41643
- ⊖ DENOTES ELECTRIC METER
- ⊞ DENOTES ELECTRIC PEDESTAL
- ⊞ DENOTES ELECTRIC TRANSFORMER
- ⊞ DENOTES ELECTRIC POWER POLE
- ⊞ DENOTES TELEPHONE HANDHOLE
- ⊞ DENOTES STORM SEWER CATCH BASIN
- ⊞ DENOTES STORM SEWER INLET
- ⊞ DENOTES STORM SEWER FLARED IN APRON
- ⊞ DENOTES STORM SEWER MANHOLE
- ⊞ DENOTES WATER VALVE
- ⊞ DENOTES WATER HANDHOLE
- ⊞ DENOTES WATER SHUTOFF
- ⊞ DENOTES TELEPHONE PEDESTAL
- ⊞ DENOTES GAS METER
- ⊞ DENOTES GAS VALVE
- ⊞ DENOTES GUARD POST
- ⊞ DENOTES SINGLE SIGN POST
- ⊞ DENOTES GUY ANCHOR
- ⊞ DENOTES UNDERGROUND STORM SEWER
- ⊞ DENOTES UNDERGROUND GAS LINE
- ⊞ DENOTES UNDERGROUND TELEPHONE LINE
- ⊞ DENOTES OVERHEAD ELECTRIC LINE
- ⊞ DENOTES CONIFEROUS TREE
- ⊞ DENOTES DECIDUOUS TREE
- ⊞ DENOTES SHRUB
- ⊞ DENOTES BITUMINOUS SURFACE
- ⊞ DENOTES CONCRETE SURFACE
- ⊞ DENOTES LANDSCAPING

- SURVEYOR'S SCHEDULE B TITLE RESPONSES:**  
According to First American Title, Commitment No. MN2404262  
Dated: June 28, 2024
1. RESPONSE: NOT A PLOTTABLE MATTER OF SURVEY.
  2. RESPONSE: NOT A PLOTTABLE MATTER OF SURVEY.
  3. RESPONSE: NOT A PLOTTABLE MATTER OF SURVEY.
  4. RESPONSE: THERE WERE NO OTHER KNOWN EASEMENTS AT THE TIME OF THE SURVEY.
  5. RESPONSE: NOT A PLOTTABLE MATTER OF SURVEY.
  6. RESPONSE: NOT A PLOTTABLE MATTER OF SURVEY.
  7. RESPONSE: NOT A PLOTTABLE MATTER OF SURVEY.
  8. RESPONSE: NOT A PLOTTABLE MATTER OF SURVEY.
  9. RESPONSE: NOT A PLOTTABLE MATTER OF SURVEY.
  10. RESPONSE: BOOK 54 OF DEEDS, PAGE 342 RESERVES 1/3 MINERAL RIGHTS ACROSS THE SOUTHEAST QUARTER, SECTION 6, TOWNSHIP 133, RANGE 28. NOT A PLOTTABLE MATTER OF SURVEY.
  11. RESPONSE: EASEMENT IS AS SHOWN.
  12. RESPONSE: INGRESS AND EGRESS EASEMENT SIZE AND LOCATION IS NOT DESCRIBED IN DOCUMENT NO. 413890 AND CANNOT BE SHOWN.
  13. RESPONSE: EASEMENT IS AS SHOWN.
  14. RESPONSE: EASEMENT IS AS SHOWN.
  15. RESPONSE: EASEMENT IS AS SHOWN.
  16. RESPONSE: EASEMENT IS AS SHOWN.
  17. RESPONSE: EASEMENT IS AS SHOWN.
  18. RESPONSE: VACATION OF FERNWOOD DRIVE AND ADJOINING DRAINAGE AND UTILITY EASEMENTS ARE AS SHOWN. DOCUMENT NO. 863263 IS ALSO CONTAINED IN EXCEPTION (c) 33. REMAINING EASEMENTS FROM SECOND ADDITION TO BAXTER WAL-MART SUBDIVISION ARE AS SHOWN.
  19. RESPONSE: EASEMENT IS AS SHOWN.
  20. RESPONSE: APPROVAL OF A PUD AMENDMENT, NOT A PLOTTABLE MATTER OF SURVEY.
  21. RESPONSE: APPROVAL OF A PUD AMENDMENT, NOT A PLOTTABLE MATTER OF SURVEY.
  22. RESPONSE: EASEMENTS ARE AS SHOWN.
  23. RESPONSE: APPROVAL OF AN AMENDED PUD TO ALLOW FOR PROPOSED RV PARKING AREAS WHILE STILL ALLOWING EXISTING ACCESS. EASEMENTS TO BE ACCESSIBLE, EASEMENTS ARE AS SHOWN.
  24. RESPONSE: EASEMENT IS AS SHOWN.
  25. RESPONSE: APPROVAL OF A PUD AMENDMENT, NOT A PLOTTABLE MATTER OF SURVEY.
  26. RESPONSE: APPROVAL OF A PUD AMENDMENT, NOT A PLOTTABLE MATTER OF SURVEY.
  27. RESPONSE: UTILITY EASEMENT AS SHOWN.
  28. RESPONSE: STORMWATER FACILITIES MAINTENANCE AGREEMENT, APPROXIMATE MANAGEMENT AREAS ARE AS SHOWN.
  29. RESPONSE: DEVELOPMENT CONTRACT, NOT A PLOTTABLE MATTER OF SURVEY.
  30. RESPONSE: DENIAL OF A PUD AMENDMENT FOR A 100 FOOT FLAGPOLE, NOT A PLOTTABLE MATTER OF SURVEY.
  31. RESPONSE: APPROVED PUD AMENDMENT TO ALLOW PROPANE SERVICE STATION, NOT A PLOTTABLE MATTER OF SURVEY.
  32. RESPONSE: DELINEATED WETLANDS ACCORDING TO 2014 WIDSETH ALTA SURVEY OF THE PROPERTY ARE AS SHOWN.
  33. RESPONSE: (a) OVERHEAD ELECTRIC LINE ENCROACHMENT IS AS SHOWN. (b) CONCRETE PARKING ENCROACHMENT IS AS SHOWN. (c) BUILDING ENCROACHING ONTO UTILITY EASEMENT, DOC. NO. 863283 VACATES FERNWOOD DRIVE AND ADJACENT EASEMENTS, AS SHOWN.
  34. RESPONSE: NOT A PLOTTABLE MATTER OF SURVEY.
  35. RESPONSE: NOT A PLOTTABLE MATTER OF SURVEY.

**SURVEYOR'S TABLE A NOTES:**

1. MONUMENTS HAVE BEEN FOUND OR SET AS SHOWN
2. ACCORDING TO THE CROW WING COUNTY GIS MAPPING APPLICATION THE ADDRESS FOR THE SUBJECT PROPERTY IS:  
14275 EDGEWOOD DRIVE BAXTER, MINNESOTA 56425
3. ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP NUMBER 27035C0526C, EFFECTIVE AUGUST 15, 2017, THE ENTIRE PROPERTY LIES WITHIN ZONE X. ZONE X DEFINITION ARE AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
4. THE GROSS LAND AREA FOR THE SUBJECT PROPERTY IS 17.33 ACRES.
5. VERTICAL RELIEF IS SHOWN ACCORDING TO GROUND SURVEY DATA COLLECTION.
6. ACCORDING TO THE CITY OF BAXTER ZONING VERIFICATION LETTER DATED AUGUST 19, 2024, THE ZONING FOR THE SUBJECT PROPERTY IS GUIDED AS COMMERCIAL IN THE CITY OF BAXTER'S COMPREHENSIVE PLAN AND IS ZONED PUD, PLANNED UNIT DEVELOPMENT.
7. THE EXTERIOR DIMENSIONS OF THE BUILDING AT GROUND LEVEL ARE AS SHOWN.
8. SUBSTANTIAL FEATURES OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD SURVEY ARE SHOWN.
9. PARKING SPACES ON SUBJECT PROPERTY ARE AS SHOWN.
11. THE UTILITIES SHOWN ON THE SURVEY ARE ACCORDING TO OBSERVED OBSERVED EVIDENCE AND AS LOCATED BY GOPHER ONE TICKET NO. 241911888. WIDSETH ASSUMES NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACIES OF THESE LOCATIONS. FURTHER LOCATION AND VERIFICATION ARE RECOMMENDED PRIOR TO ANY CONSTRUCTION OR EXCAVATION.
13. NAMES OF ADJOINING OWNERS ARE AS SHOWN ACCORDING TO CROW WING COUNTY INTERACTIVE MAPPING GIS APPLICATION.
14. EDGEWOOD DRIVE IS APPROXIMATELY 350 FEET, MORE OR LESS, FROM THE NORTHWEST CORNER OF LOT 2, BLOCK ONE, BAXTER WAL-MART SUBDIVISION. (SHOWN ON VICINITY MAP)
16. THERE WAS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS ON THE SUBJECT PROPERTY AT THE TIME OF THIS SURVEY.
17. THERE WAS NO KNOWN OR OBSERVED PROPOSED CHANGES IN STREET RIGHT OF WAY LINES, RECENT STREET OR SIDEWALK CONSTRUCTION / REPAIRS ON THE SUBJECT PROPERTY AT THE TIME OF THIS SURVEY.
18. SCHEDULE B EXCEPTION NO. 23 INDICATES A SIGN EASEMENT IN FAVOR OF LOT 1 THAT IS LOCATED OVER A PORTION OF LOT 3 (SHOWN ON VICINITY MAP).
19. PROFESSIONAL LIABILITY INSURANCE CAN BE FURNISHED UPON REQUEST.
20. THERE WAS NO OBSERVED EVIDENCE OF THE SITE BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL AT THE TIME OF THE SURVEY.
21. THERE WAS NO OBSERVED EVIDENCE OF A CEMETERY AT THE TIME OF THE SURVEY.

**EXISTING LEGAL DESCRIPTION:**  
According to First American Title, Commitment No. MN2404262 Dated June 28, 2024:

Parcel A:  
Lot 1, Block 1, Third Addition to Baxter Wal-Mart Subdivision, Crow Wing County, Minnesota.

Parcel B:  
Non-exclusive easements over Lots 2 and 3, Block 1, Third Addition to Baxter Wal-Mart Subdivision, as contained in the Declaration of Easements, Covenants, Conditions and Restrictions, dated March 31, 2017, recorded April 5, 2017, in the office of the County Recorder as Doc. No. 886808.

**SURVEYOR'S CERTIFICATE**

To: St Joseph's Medical Center, First American Title, and Near North Title Group.

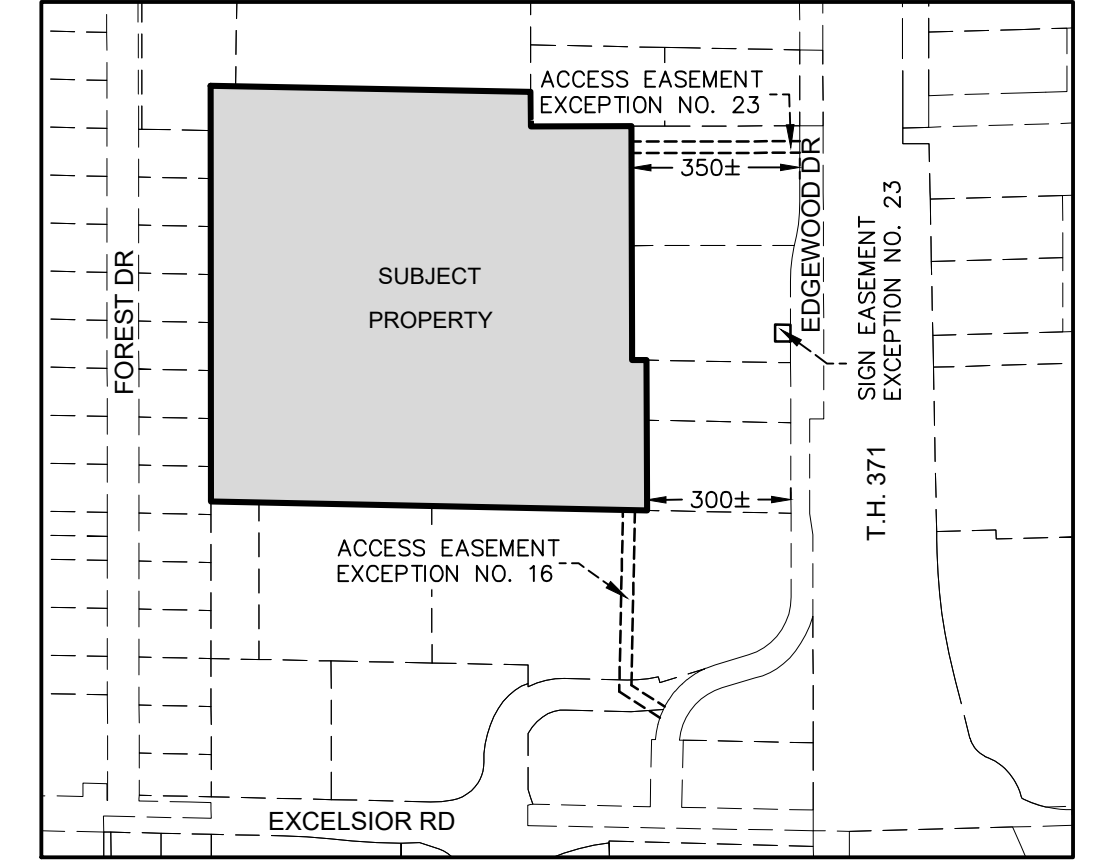
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1-5, 6(b), 7(a), 8, 9, 11(b), 13, 14, and 16 - 19 of table "A" thereof. The field work was completed on July 26th, 2024.

Date of plat or Map: August 19, 2024

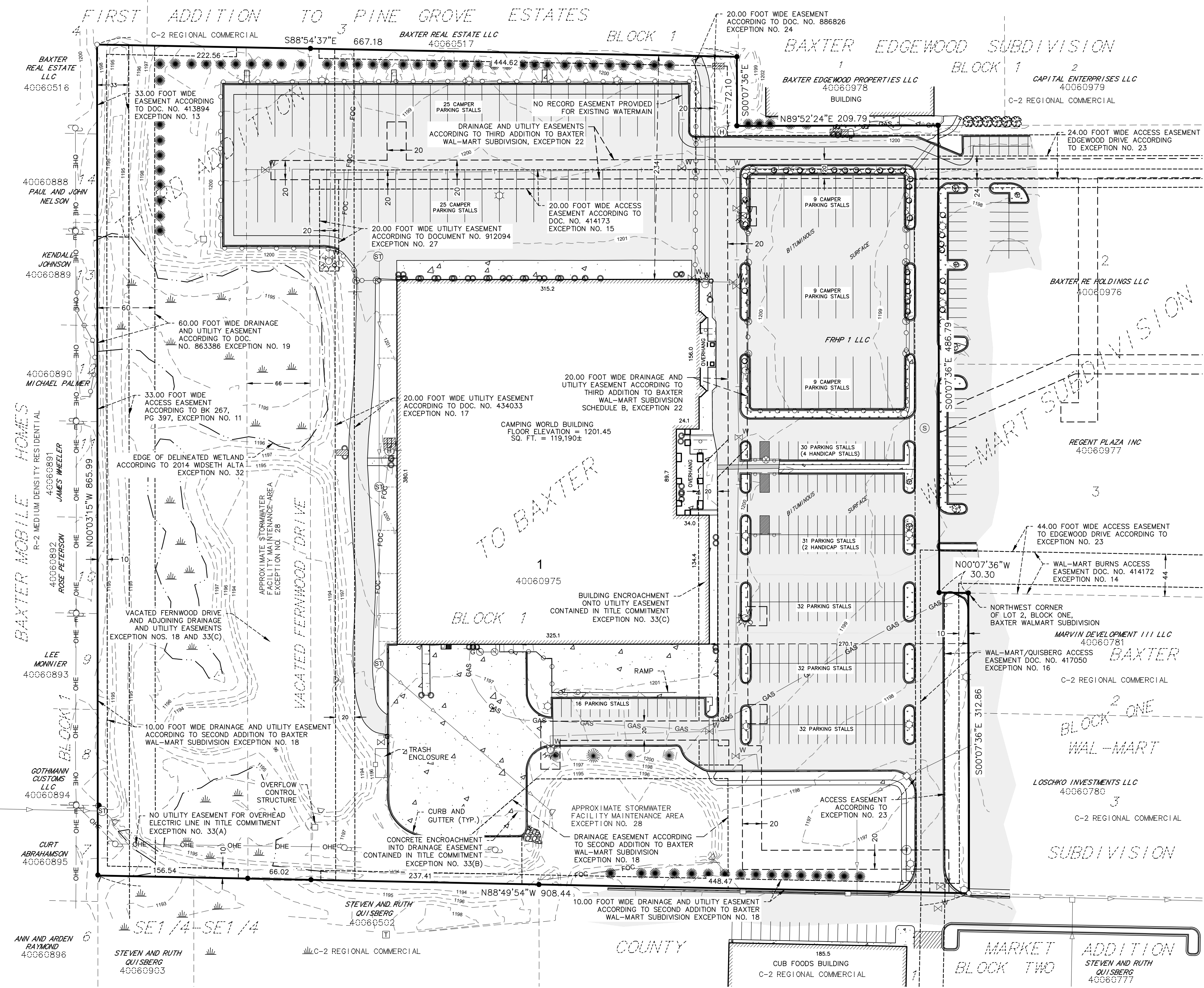
Chad M. Conner, Minnesota License No. 41643

The FIRST AMERICAN TITLE COMMITMENT NO. MN2404262, Dated: June 28th, 2024, as listed was relied upon for matters of record. Other easements or exceptions may exist that were not shown in this commitment and are not shown on this survey. The property depicted on this survey the same property indicated in exhibit A of the title commitment.

**VICINITY MAP (NOT TO SCALE)**



© 2024 WIDSETH SMITH NOLTING & ASSOCIATES, INC.



DATE	DATE	AMENDMENTS	BY	PREPARED FOR:
AUGUST 19, 2024				ESSENTIA HEALTH
SCALE: AS SHOWN				
DRAWN BY: TJP				
CHECKED BY: CMC				
FILE NUMBER: 2024-11223				





ITEM REPORT
PLANNING AND ZONING COMMISSION

Agenda Date: 11/12/2024
Agenda Section: New Business

TO: Baxter Planning and Zoning Commission
FROM: Joshua Doty, Community Development Director
REQUEST: PUBLIC HEARING. Zoning Ordinance Text Amendment to amend Title 10, Chapter 2 "Definitions" and Chapter 3 "Zoning Districts" of the City Code to allow Cannabis Uses (City file no. 24-040)
APPLICANT: City of Baxter
ZONING: N/A

1. Application Request

The City of Baxter (applicant) is requesting a Zoning Ordinance Text Amendment to amend Title 10, Chapter 2 "Definitions" and Chapter 3 "Zoning Districts" of the City Code to allow Cannabis Uses. Minnesota State Law requires local units of government to amend their City Code and Zoning ordinance to implement requirements of Chapter 342 of Minnesota Statutes. As of January 1, 2025, City's need to have codes in place to allow for numerous different types of cannabis related businesses and uses. There are currently 13 different license categories at the State of Minnesota Office of Cannabis Management. Local units of government play a role in the state licensing process. Applicants apply to the State for a license and once vetted, the business would be required to gain local government approval.

From a zoning perspective, Cannabis businesses generally fit best into retail and industrial zones. Specifically, the retail uses include Retail, Medical, and Low-Potency Hemp Retail. The industrial uses include a multitude of potential business uses including, but not limited to, things like cultivation, manufacturing, wholesalers, transporters and combinations thereof. The city is required to allow for the various uses outlined Statute within local zoning regulations.

It is noteworthy that there are additional cannabis licensing code amendments that are required beyond the attached Zoning Ordinance amendments prior to January 1, 2025. The City is currently working on separate licensing code, which will be forwarded directly the City Council for their review together with the Zoning Ordinance amendments.

Key Items for Zoning Consideration

Minnesota Statute 342 outlines options for the city to employ buffers and/or a retail store cap based on population. Specifically, statute allows a city to buffer a retail store to be 1,000 feet from a school and 500 feet from a day care facility, residential treatment facility or an attraction within a public park that is regularly used by minors. Statute also allows the City to establish (in ordinance) a retail store cap, which requires cities to allow one retail store for every 12,500 residents but does not have to allow more than one retail store for every 12,500 residents. Since Baxter has a current population less than 12,500 residents, the City is required to allow at least one store but can cap the number of stores to one. For the purposes of the attached drafted ordinance, City staff has proposed an ordinance that utilizes the buffers and retail cap allowed by State law. Staff notes that the Minnesota Office of Cannabis Management would determine who the retail store would be for Baxter base on a

vetted application and lottery process. Lastly, staff notes that the buffer and cap option is only for retail use and is not allowed for other cannabis business uses, such as medical cannabis retail, low-potency hemp retail sales or the various types of industrial cannabis and hemp business uses.

*Staff findings for supporting the buffer requirements and retail cap*

The City of Baxter is unique in that there is a multitude of commercial opportunities that are beyond these buffers. As such, there are no concerns with opportunity areas with the buffers employed within Baxter. The retail cap is a decision that is open to interpretation. City staff is simply recommending the cap to start, as it is a legal option because we simply do not know what the demand will be. Once the city has a retail store open and determines there are no concerns, the City could always remove the cap at anytime in the future, as we did with our previous Mobile Vending License cap.

The other primary consideration for cities is to determine is what zones the various business uses would be allowed in and if the uses are permitted uses or conditional uses. Based upon staff's review of numerous other city ordinances across the state, it is clear that city's allowing the retail uses in commercial zones and the non-retail uses in industrial zones. There is also a lot of variety with regard to allowing the various uses as permitted uses or conditional uses.

Staff's review of the guidelines has led staff to proposing the Cannabis related retail uses as a permitted use in C-2 Commercial and to allow the remainder of the non-retail uses as a Conditional Use in the Industrial districts. Specifically, staff finds that there are less reasonable conditions of approval needed for retail establishments than industrial uses. Industrial uses, depending on type of business and location, could cause odors or other impacts to neighboring properties that may necessitate a public hearing process to determine any reasonable conditions needed for the associated use.

### **3. Recommendation**

Staff recommends approval of the draft zoning ordinance and findings of fact resolution.

#### **Attachments**

Draft Ordinance 2024-004 (Redlined)

Draft Resolution 2024-018 Approving Findings of Fact

CITY OF BAXTER, MINNESOTA  
ORDINANCE 2024-018

AN ORDINANCE AMENDING THE TEXT OF TITLE 10 OF THE BAXTER CITY CODE

THE CITY OF BAXTER ORDAINS:

**SECTION 1. Amendments.** The text of Chapter 2, Section 2 “Definitions” of Title 10 (Zoning Regulations) of the Baxter City Code is hereby amended by deleting the ~~stricken~~ material and adding the underlined material as follows:

**10-2-2: GENERAL DEFINITIONS:**

Unless otherwise noted in this section, words, terms, and phrases found in the definitions of Minnesota Statutes Section 342.01, or as amended, apply, unless otherwise noted or except where the context clearly indicates a different meaning. In addition, the following definitions apply:

CANNABIS RELATED:

A. CANNABIS: Any species of the genus cannabis plant, or any mixture or preparation of them including whole plant extracts and resins.

B. CANNABIS CULTIVATION: A cannabis business, licensed to grow cannabis plants within the approved amount of space from seed or immature plant to mature plant, harvest cannabis flower from mature plant, package and label immature plants and seedlings and cannabis flower for sale to other cannabis businesses, transport cannabis flower to a cannabis manufacturer located on the same premises, and perform other actions approved by the State Office of Cannabis Management.

C. CANNABIS RETAIL BUFFER: No Cannabis Retailer license or endorsement shall be granted within 1,000 feet of a school, or 500 feet of a day care, residential treatment facility, or an attraction within a public park that is regularly used by minors, including a playground or athletic field. The distance shall be measured from the freestanding parcel upon which the Cannabis Retailer is to be licensed to nearest point of the school property, to the nearest point of the residential treatment facility property and to the nearest point of the attraction within a public park that is regularly used by minors.

D. CANNABIS RETAIL LIMIT: One Cannabis Retailer for every 12,500 residents.

E. CANNABIS RETAILER: Any person, partnership, firm, corporation, or association, foreign or domestic, selling cannabis product to the general public, licensed or endorsed by the State of Minnesota, and not for the purpose of resale in any form. Cannabis retailer shall not cultivate, manufacture, process or wholesale onsite.

H. CANNABIS MANUFACTURER: The process of converting or packaging harvested cannabis plant material into medical or recreational cannabis.

I. CANNABIS MEDICAL DISPENSARY: A facility engaged in the sale of medical cannabis products as defined and regulated by Minnesota Statutes 152.22 152.37.

J. CANNABIS, MEDICAL COMBINATION BUSINESS: As defined by Minnesota Statute. Also referred to as: Medical Cannabis Combination Business.

K. CANNABIS TESTING FACILITY: An establishment engaged in obtaining and testing cannabis and hemp, or products derived therefrom, that is licensed by the State of Minnesota.

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M. DAYCARE: A location licensed with the Minnesota Department of Human Services to provide the care of a child in a residence outside the child’s own home for gain or otherwise, on a regular basis, for any part of a 24-hour day.

N. LOWER-POTENCY HEMP EDIBLE: As defined under Minn. Stat. 342.01 subd. 50.

1. LOWER-POTENCY HEMP EDIBLE CULTIVATION: An establishment engaged in the cultivation of lower-potency hemp.

2. LOWER-POTENCY HEMP EDIBLE MANUFACTURING: An establishment engaged in the manufacturing of lower-potency hemp edible products.

3. LOWER-POTENCY HEMP EDIBLE RETAILER: A business that sells lower-potency hemp edible products to customers.

O. PLACE OF PUBLIC ACCOMMODATION: A business, accommodation, refreshment, entertainment, recreation, or transportation facility of any kind, whether licensed or not, whose goods, services, facilities, privileges, advantages or accommodations are extended, offered, sold, or otherwise made available to the public.

P. RESIDENTIAL TREATMENT FACILITY: As defined under Minnesota Statute 245.462 subd. 23

Q. SCHOOL: A public school as defined under Minnesota Statute 120A.05 or a nonpublic school that meets the reporting requirements under Minnesota Statute 120A.24.

R. STATE LICENSE, CANNABIS: An approved license issued by the State of Minnesota’s Office of Cannabis Management to a cannabis retail business.

NURSERY, LANDSCAPE: A business growing and selling trees, flowering and decorative plants, and shrubs, excluding cannabis.

~~MEDICAL CANNABIS DISPENSARY: A facility engaged in the sale of medical cannabis products as defined and regulated by Minnesota Statutes 152.22-152.37.~~

**SECTION 2. Amendments.** The text of Chapter 3 “Zoning Districts”, Article G, Section 1 “C2 Regional Commercial, Permitted Uses” of Title 10 (Zoning Regulations) of the Baxter City Code is hereby amended by deleting the ~~stricken~~ material and adding the underlined material as follows:

**ARTICLE G. C2 REGIONAL COMMERCIAL DISTRICT**

**10-3G-1: PERMITTED USES:**

The following retail sales and service businesses supplying commodities or performing a service primarily for residents of the surrounding trade area:

- Auto accessory retail (not including service).
- Bakeries; retail.
- Banks, savings and loans, credit unions and the like (without drive-through).
- Barbershops, beauty shops; other personal service uses.
- Brewer and brewer taproom.
- Bus/transit stations or terminals without vehicle storage.
- Cannabis retailer, pursuant to the cannabis retail buffer and cannabis retail limit, as allowed in this Title pursuant to Minnesota Statute.
- Cannabis delivery services.
- Civic buildings such as city halls, fire stations and the like (without outside storage).



Clinics including multispecialty outpatient clinic.  
 Commercial recreation, indoor (e.g., bowling alleys, roller rinks and the like).  
 Convenience stores (without motor fuel stations).  
 Copy/printing services (excludes printing presses and publishing facilities).  
 Department stores.  
 Drugstores and pharmacies (without drive-through).  
 Dry cleaning and laundry pick ups, self-service laundromats, incidental pressing, tailoring, repair and the like (without dry cleaning processing).  
 Essential services.  
 Fitness centers and fitness related studios such as karate, yoga, dance and the like.  
 Florists, hobby, craft or variety stores and the like.  
 Furniture and household appliance stores.  
 Grocery stores.  
 Hardware stores.  
 Hotels and motels.  
 Liquor; off-sale.  
Lower-potency hemp edible retailers.  
~~Medical cannabis dispensary~~Medical cannabis combination business.  
 Motor vehicle detailing shops.  
 Offices; professional and medical.  
 Plumbing, television, radio, electrical sales and related accessory repair.  
 Public and private clubs and lodges.  
 Reception halls/event centers/conference centers.  
 Religious institutions (limited to worship and directly related social events).  
 Restaurant (without drive-through).  
 Sporting goods and similar retail sales.  
 Studios; art related.  
 Tobacco specialty store.  
 Retail goods and services of a similar nature, as determined by the Zoning Administrator. (Ord. 2013-20, 11-19-2013; amd. Ord. 2016-017, 5-17-2016; Ord. 2023-009, 7-18-2023; Ord. 2023-012, 8-15-2023)

**SECTION 3. Amendments.** The text of Chapter 3, “Zoning Districts”, Article I, Section 3 “I, Industry Office District, Conditional Uses” of Title 10 (Zoning Regulations) of the Baxter City Code is hereby amended by deleting the ~~stricken~~ material and adding the underlined material as follows:

ARTICLE I. I INDUSTRY OFFICE DISTRICT  
 10-3I-3: CONDITIONAL USES:

Cannabis microbusinesses not including retail, cannabis mezzobusinesses not including retail, cannabis cultivators, cannabis manufacturers, cannabis wholesalers, cannabis transporters, cannabis testing facilities, cannabis delivery services, lower-potency hemp edible manufacturers, medical cannabis combination businesses not including retail, subject to Minnesota Statute.

**SECTION 4. Summary Publication.** Pursuant to Minnesota Statutes Section 412.191, in the case of a lengthy ordinance, a summary may be published. While a copy of the entire ordinance is available without cost at the office of the City Clerk, the following summary is approved by the City Council and shall be published in lieu of publishing the entire ordinance:

The City Council adopted an ordinance amending the standards of Title 10 "Zoning Regulations" as follows:

- Section 10-2-2: Amending Definitions to for cannabis related definition changes.
- Section 10-3G-1 Amending C-2, Regional Commercial district Permitted Uses to allow Cannabis related retail uses.
- Section 10-3I-3 Amending I, Industry Office district Conditional Uses to allow Cannabis related industrial uses.

**SECTION 3.** Effective Date. This amendment shall take effect upon its passage.

**Whereupon, said Ordinance is hereby declared adopted on this 3<sup>rd</sup> day of December 2024.**

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**Darrel Olson, Mayor**

**ATTEST:**

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*City Seal*

**Kelly Steele, City Clerk**