



CITY OF BALDWIN
PLANNING COMMISSION MEETING AGENDA
Wednesday, June 24, 2026 at 7:00 P.M.
Baldwin City Hall

- A. **Call to Order:**
 - 1. Pledge of Allegiance
 - 2. Roll Call
 - 3. Planning Commission claim forms
- B. **Approval of the Agenda**
- C. **Approval of Minutes:**
 - 1. Planning Commission meeting of May 27, 2026
- D. **Public Hearings:**
 - 1. Andy Dvoracek and Jen Flyn – 28506 97th Street NW
 - a. Variance for setback from a public right-of-way
 - 2. Pete Coen – 14203 285th Avenue NW:
 - a. Variances to allow construction of new single family dwelling
 - 3. Vertical Bridge – 28059 128th Street NW:
 - a. Conditional Use Permit for new telecommunications tower
 - 4. City of Baldwin:
 - a. Adoption of Comprehensive Plan
 - b. Zoning Ordinance amendment establishing R2 District
- E. **New Business:**
 - 1. None
- F. **Old Business:**
 - 1. None
- G. **City Council Liaison Update**
- H. **Commissioner Update**
- I. **City Staff Update**
- J. **Miscellaneous Information and Communications**
- K. **Adjourn by 9:00PM**

Notes:

- 1. Five copies of the agenda and two copies of the packet materials are available for review by the public.
- 2. The meeting will be video and audio recorded for transcription purposes only.
- 3. This agenda does not claim to be complete and is subject to change.
- 4. A quorum of the City Council may be present at the Planning Commission meeting.



PLANNING COMMISSION MEETING MINUTES

MAY 27, 2026

Call to Order: Chair Clarence Mattson called the Baldwin Planning Commission meeting to order at 7:00 pm.

Pledge of Allegiance: All present recited the Pledge of Allegiance.

Roll Call: Present: Chair Clarence Mattson, Vice Chair Teresa Barnes, Commissioners Mary Larson, Ed Stofferahn, and Bruce West.

Absent: Commissioner Abby Newland

Also present: City Planner, Dan Licht, and City Council Liaison, Jay Swanson.

All claim forms were filled out and returned to the Deputy Clerk.

Approval of the Agenda:

Add applicant Doug Rust as letter f under New Business.

***Commissioner Larson motioned to approve the agenda as amended.
Commissioner Stofferahn seconded. All in favor. Motion carried.***

Approval of the Minutes:

Planning Commission meeting of April 22, 2026

***Commissioner Stofferahn motioned to approve the minutes as amended.
Commissioner Barnes seconded. All in favor. Motion carried.***

Public Hearings: None.

New Business:

Planning Commission Applicant Interviews

The Planning Commission has a vacancy for Seat E, ending in 2029, and Seat C, ending in 2028. The commissioners interviewed the following applicants: Sarah Bostock, Cartrell Cooper, Chad Gerads, Mark Mason, Krista Reinke, Doug Rust and Rosemarie Walker.

Interviews consisted of individual sessions, and each applicant was asked 10 questions from a preset list.

The Commissioners discussed recommendations for appointment.

Commissioner Mattson motioned to recommend Chad Gerads for Seat C, ending in 2028, and Sarah Bostock for Seat E, ending in 2029. Commissioner Stofferahn seconded. All in favor. Motion carried.

Old Business: None.

City Council Liaison Update:

Mayor Swanson updated the Planning Commission on recent City Council discussions.

Commissioner Update:

Commissioner Mattson discussed re-appointments with the commissioners.

Commissioner Mattson stated that he will not be at the June 10, 2026 Special Planning Commission meeting.

City Staff Update:

City Planner Licht updated the Planning Commission on future applications.

Miscellaneous Information and Communications:

March and April Building Permits

Adjourn:

Commissioner Stofferahn motioned to adjourn the May 27, 2026 Planning Commission meeting at 9:04 pm. Commissioner West seconded. All in favor. Motion carried.

Submitted by: Kayla Nielsen
Deputy Clerk/Treasurer

Approved by: Clarence Mattson
Chair

Date

Attendees: Sarah Bostock, Cartrell Cooper, Chad Gerads, Mark Mason, Krista Reinke, Doug Rust, and Rosemarie Walker.



3601 Thurston Avenue
Anoka, MN 55303
763.231.5840
TPC@PlanningCo.com

PLANNING REPORT

TO: Baldwin Planning Commission

FROM: D. Daniel Licht

REPORT DATE: 19 June 2026

60-DAY DATE: 21 July 2026

RE: Baldwin – PID 01-00025-4405; Dvoracek/Flynn Variance

TPC FILE: 269.02

BACKGROUND

Andy Dvoracek and Jen Flynn own the property at 28506 97th Street, which is on the east shoreline of Sandy Lake. The subject property consists of two lots that were platted with the Birch Acres subdivision recorded in 1955 and is developed with a 960 square foot single family dwelling, which was also constructed in 1955. The property owners are proposing to construct an addition with living space and attached garage onto the existing building. In addition to the house, there are also 202 square foot and 80 square foot detached accessory buildings within the subject site. The proposed addition to the principal building encroaches within the front yard setback from 97th Street as required by Section 900-51-8.A of the Zoning Ordinance. The property owners are requesting a variance to allow construction of the proposed addition, which is to be processed in accordance with Section 900-6-4 of the Zoning Ordinance subject to review by the Planning Commission and approval of the City Council. A public hearing to consider the application has been noticed for the Planning Commission meeting on 24 June 2026 at 7:00PM.

Exhibits:

- Site Location Map
- Applicant Narrative
- Construction Options (4 sheets)
- Findings of Fact

ANALYSIS

Comprehensive Plan. The Baldwin Comprehensive Plan guides development of land use patterns that provide connections to existing public amenities and the natural landscape. The subject property is a lot within the Birch Acres subdivision along the east shoreline of Sandy Lake. The subject property has been improved to provide for residential use and enjoyment of the waterbody. The continued use of the property for a single family dwelling is consistent with the Comprehensive Plan.

Zoning. The subject site is zoned R1, General Rural District and single family dwellings are allowed as a permitted use. Sandy Lake is designated as Recreational Development Lake and properties within 1,000 feet of the lake are subject to the standards of the Shoreland Overlay District. Single family dwellings are also a permitted use within the Shoreland Overlay District.

Surrounding Uses. Similar single-family dwellings are located to the north and south of the subject property along the shoreline of Sandy Lake. There are also larger rural residential lots to the east of the subject property across 97th Street. The proposed construction addition of the existing single-family dwelling upon the property will be compatible with the surrounding area.

Building Options. The property owners reviewed three options for the proposed addition to the existing house with City staff:

- Option 1 is the proposal the property owners are moving forward with, that includes a five-foot increase in the depth of the house along its rear line and the addition of a 30-foot deep by 25-foot wide attached garage (750 square feet). The existing structure is a one-story rambler and the height of the matching addition is within the 25-foot building height allowed within the Shoreland Overlay District. The two detached accessory buildings are shown as being removed, in part to accommodate the relocation of the Subsurface Sewage Treatment System from the area of the proposed garage. Option 1 requires consideration of a variance from the front yard setback required from 97th Street.
- Option 2 involves only a smaller addition of living space to the south elevation and northeast elevation of the single-family dwelling, which would not require any variances.
- Option 3 is the same addition to the single-family dwelling as Option 2 but includes expansion of the 202 square foot detached building to 750 square feet. This option would not involve variances as the expansion would occur to the east and north, without further reducing the non-conforming setback from 97th Street.

Lot Requirements. Lots within the R1 District are required by Section 900-51-7 of the Zoning Ordinance to be 2.5 acres in area, 200 feet in width measured at the front setback line abutting a public right-of-way, and 300 feet in depth (the minimum lot requirements of the R1 District are greater than those of the Shoreland Overlay District).

The combination of the two lots of record comprising the subject property is 0.3 acres or 13,068 square feet in area, approximately 120 feet in width, and approximately 117 feet in depth to the Ordinary High Water Level. The two lots of record separately and together, therefore, are legal non-conforming lots of record.

Section 900-90-8.A.3 of the Zoning Ordinance requires that abutting non-conforming lots of record that are under common ownership be combined to eliminate or reduce the non-conforming condition. City staff recommends that the two lots of record be required to be combined as one lot as a condition of approval to comply with the Zoning Ordinance.

Setbacks. The table below summarizes the setback requirements of the R1 District established by Section 900-51-8 of the Zoning Ordinance and Shoreland Overlay District established by Section 900-90-7.B.1 of the Zoning Ordinance:

	97 th St	Side	OHWL
Required	50ft.	10ft.	75ft.
Existing	50ft.	10ft (N)	24ft.
Proposed	20ft.	10ft.	24ft.

The existing single-family dwelling encroaches into the required setback from Sandy Lake, but the proposed addition at the northeast corner of the structure does not encroach closer than the setback of the deck on the east elevation of the building. The proposed addition of living space and the attached garage to the west elevation encroaches 30 feet into the required 50-foot setback from the property line abutting 97th Street. The proposed attached garage addition does maintain a 20-foot setback from the 97th Street property line, which is sufficient to allow for parking a vehicle on the driveway at the face of the garage.

The proposed 20-foot setback for the attached garage contrasts with the Option 3 involving expansion of the existing detached accessory building that is within five feet of the property line abutting 97th Street. The proposed attached garage and removal of the existing detached accessory building is a more functional arrangement in terms of site access and street maintenance by effectively increasing the setback for 750 square feet of accessory building space from the existing five feet to 20-feet.

Impervious Surface. Section 900-90-10.B.1 of the Zoning Ordinance limits impervious surface within a lot subject to Shoreland Overlay District standards to 25 percent. The existing impervious surfaces within the lot are identified as 31 percent of the lot area. The site plan for Option 1 indicates a decrease in impervious surface to 30 percent of the lot area through removal of the two detached accessory buildings and further removal of additional impervious

surfaces. The proposed reduction in impervious surface complies with provisions of the Zoning Ordinance set forth in Section 900-15-4 to allow improvements when a non-conforming condition is either not increased or reduced.

Access. The property has one access to 97th Street. The driveway is to be reconstructed to provide access to the attached garage. The surface of the driveway is not identified, but City staff recommends that the surface be required to be asphalt or concrete.

Existing driveways along 97th Street do not comply with the minimum of 75 feet between driveways required by Section 1.08.3(b) of the right-of-way ordinance, which is due to the non-conforming width of the lots. The proposed driveway is setback more than 10 feet from side lot lines, which is the minimum required by Section 1.08.3(b) of the Right-of-Way Ordinance.

Section 1.08.4(a) of the Right-of-Way Ordinance limits the width of residential driveways to 24 feet and requires a minimum width of 16 feet. The proposed driveway is to be 20 feet in width and complies with the Right-of-Way Ordinance.

Construction of the proposed accesses is to be subject to review and approval of the City Engineer with application for a driveway permit.

Wetlands. There are no wetlands identified by the National Wetland Inventory that will be impacted by the proposed addition. Any wetland issues will be subject to review by the City Engineer with an application for building permit.

Utilities. The single-family dwelling is served by an on-site Subsurface Sewage Treatment System and well. The Subsurface Sewage Treatment System will be relocated with Option 1 to allow for the location of the proposed attached garage. All Subsurface Sewage Treatment System issues are subject to review and approval of the Building Official at the time a building permit is applied for.

RECOMMENDATION

Approval of a variance to allow of the proposed living space and garage additions to the existing principal building is reasonable based on the non-conforming depth of the subject property and proving a more functional arrangement of garage access that also eliminates a more severe non-conforming set back condition. City staff recommends that the requested variance to allow the proposed living space and garage additions presented with Option 1 be approved. Findings of Fact supporting City staff's recommendation have been prepared for consideration by the Planning Commission, which includes the conditions outlined below.

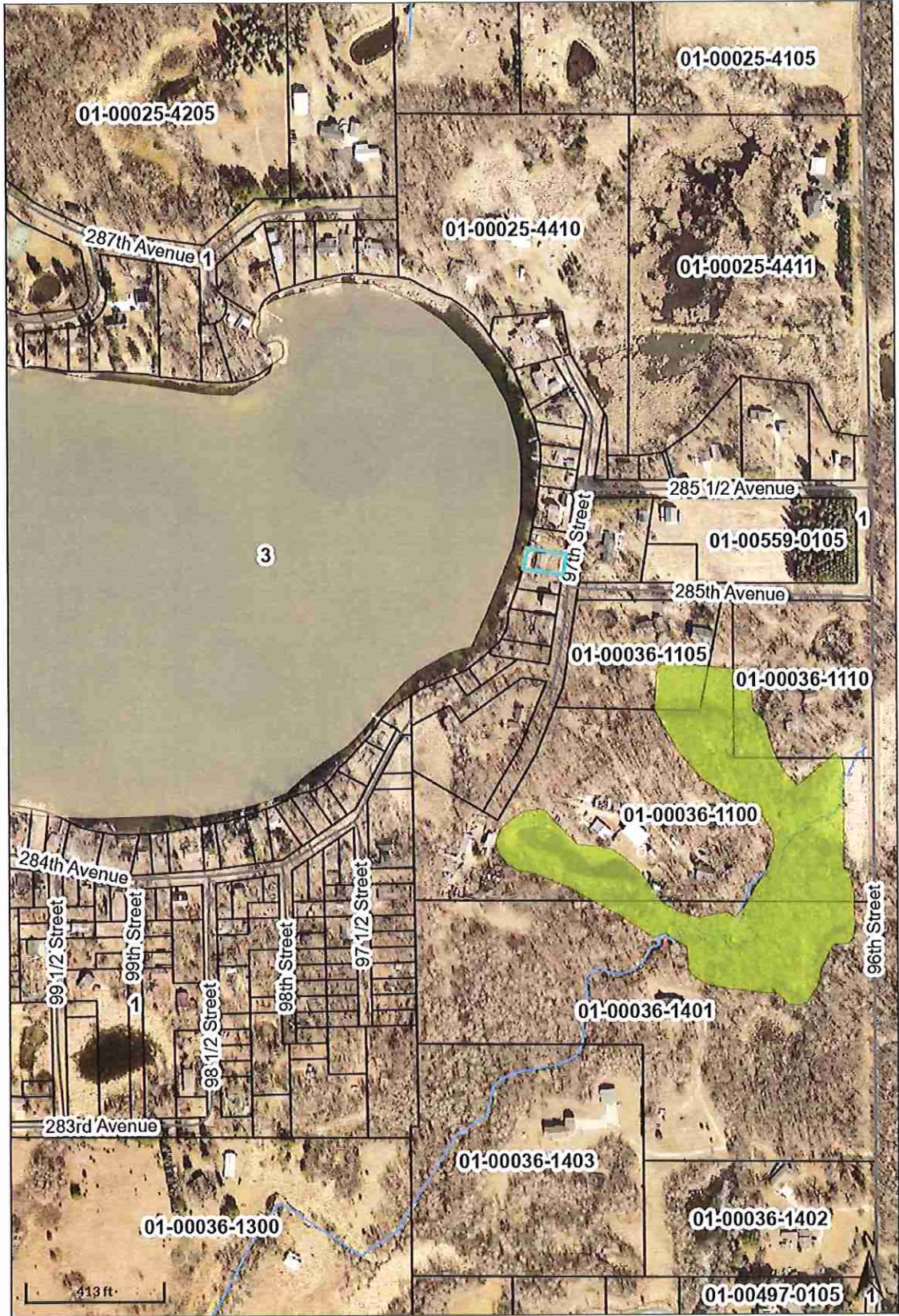
POSSIBLE ACTION

Motion to **adopt** Findings of Fact as presented and recommend **approval** of a variance for 28506 97th Street (01-00025-4405), subject to the following conditions:

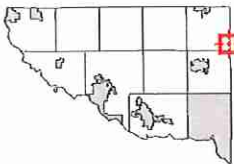
1. A Certificate of Survey shall be submitted based on Option 1:
 - a. The Certificate of Survey shall illustrate all proposed improvements and removals, proposed setbacks, and existing and proposed impervious surfaces.
 - b. The Certificate of Survey shall include the existing legal description of the two lots comprising the subject property and a proposed legal description to combine the two lots as one in accordance with Chapter 5 of the Subdivision Ordinance.
 2. The subject property shall be developed in accordance with the plans on file with the City as provided for by Section 900-6-5 of the Zoning Ordinance, subject to review and approval of the Zoning Administrator.
 3. The driveway and access to 97th Street shall be surfaced with asphalt or concrete and is subject to review and approval of the City Engineer for compliance with the Right-of-Way Ordinance.
 4. All Subsurface Sewage Treatment System issues shall be subject to review and approval of the Building Official.
- c. Joan Heinen, City Clerk/Treasurer
Sam Jochum, City Engineer
Andy Schreder, Building Official

Property Location Map

28506 97th Street



Overview



Legend

- Public Water Inventory**
- Not Classified
 - General Development
 - Natural Environment
 - Recreational Development
- Roads**
- MN Highway; US Highway
 - Municipal-State Aid Street
 - Municipal Street
 - Township Road
 - State Forest Road
 - Bureau of Fish and Wildlife Road
 - Connector (Ramp)
 - Privately Maintained Public Access Road
 - County Road
 - County-State Aid Highway
- Other**
- Parcels
 - Streams

Attachment A - Variance Narrative

Property: 28506 97th Street NW, Zimmerman, MN 55398

PIN: 01000254405

Applicant: Andy Dvoracek

Owner/Trustees: Andy Dvoracek and Jen Flynn, Trustees of the Dvoracek Family Trust

Applicant Mailing Address: 3941 Kipling Ave, St. Louis Park, MN 55416

Application Date: May 29, 2026

1. Request

The applicant requests variance approval for Option 1 to allow a proposed attached garage to be located approximately 20 feet from the road right-of-way where a 50-foot setback is otherwise required. The proposed use remains residential and is part of a family cabin rebuild project on Sandy Lake. Options 2 and 3 are included in the concept materials for Planning Committee context and project flexibility, but based on Daniel Licht's preliminary guidance, Option 1 is the option requiring a variance.

2. Existing Use of Property

The property is currently used as a family residential/seasonal cabin property on Sandy Lake. Existing improvements include the cabin, detached garage, shed, deck/walkway/porch areas, driveway/parking surfaces, and associated well and septic infrastructure.

3. Proposed Use

The proposed project would rebuild the cabin and, under Option 1, include an attached garage and related septic relocation. The project is intended to modernize the existing family cabin, consolidate improvements, reduce scattered accessory structures, improve site function, and maintain the residential character of the property. The concept plans are preliminary and may be refined based on Planning Committee feedback, building official review, septic requirements, and contractor pricing.

4. Impervious Surface Summary

Based on the attached concept materials, the proposed options are intended to fall below the current impervious surface presently used on the property. Current layout is estimated at approximately 4,222 sq. ft. or 31% of the 13,650 sq. ft. lot. Option 1 is estimated at approximately 3,834 sq. ft. or 28%, including the proposed attached garage/septic move scenario and credit for restoring/replanting gravel area near the existing garage. Final impervious calculations should be confirmed by the Township and/or building official before final approval.

5. Reasons to Approve

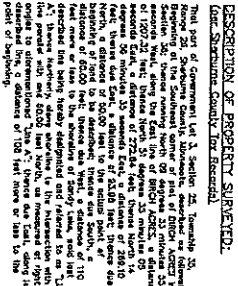
Criteria / Topic	Applicant Response
Comprehensive plan	The request maintains the existing residential use and does not introduce a commercial or incompatible use.
Practical difficulty	The property is an existing lake lot with pre-existing structures, road/right-of-way constraints, shoreland constraints, septic constraints, and well location constraints that limit feasible placement of a garage and cabin improvements.
Minimum variance	The variance is limited to the garage setback from the road right-of-way for Option 1 and is intended to preserve a workable site plan while reducing overall impervious surface compared with current conditions.
Neighborhood character	The project remains a residential cabin/lake home use consistent with surrounding residential properties on Sandy Lake.

Sewage treatment	Option 1 includes a septic move/updated septic permitting path, subject to building official and septic review.
Traffic/parking	The attached garage is intended to keep parking on-site and avoid parking in the public right-of-way.
Shoreland impacts	The variance request is for road right-of-way setback, not a request to reduce the shoreline setback. The applicant intends to keep impervious surface below the current utilized condition and manage final design through Township review.

6. Prior Applications

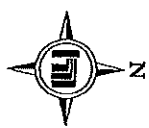
The applicant is not aware of previous applications pertaining to this project or site, but requests Township confirmation if records indicate otherwise.

4,225 sq ft of 13,650 = 31%



DATE	REVISION	DESIGNED BY SWW
		DRAWN BY SWW
		CHECKED BY GRC
		IN CHARGE
		SCALE
		SCALE 1"=10'
		DATE 04/27/11

3,834 sq ft of 13,650 = 28%



LEGEND

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- H--- = DENOTES DENTING SPOT CLIMBING
- △ = DENOTES DENTING POLE
- H--- = DENOTES DENTING OROFOLD ELECTRIC
- H--- = DENOTES DENTING HIGH WATER LINE
- H--- = DENOTES SPAN
- ⊙ = DENOTES OCCURS MORE (QUANTER)
- ⊙ = DENOTES CHAIRPOUS NITE (PAPER)
- ⊙ = DENOTES DENTING CONCRETE SURFACE
- ⊙ = DENOTES DENTING GRASS SURFACE

[illegible][illegible]

Certificate of Survey
~ for ~
Dan Flynn

**Lot 1, Block 1, LAYLAK'S
FIRST ADDITION, and Part
of Govt. Lot 3, Sec.25,
T.35, R.26, Sherburne
County, Minnesota**



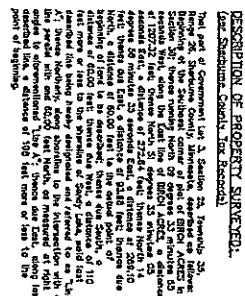
I hereby certify that this summary, plan of report was prepared by me or under my direct supervision and that I am a duly licensed Professional Land Surveyor under the laws of the State of Wisconsin.

Charles R. Christensen
 Charles R. Christensen, S.

WIS License No. 18422 Date 08/21/14

DATE	REVISION	DESIGNED BY SWH
		DRAWN BY SWH
		CHECKED BY CPC
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		DATE 06/27/16

4,124 sq ft of 13,650 = 30%



I hereby certify that the survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Land Surveyor under the laws of the State of Minnesota.

Charles R. Christopher
Charles R. Christopher, Jr.
NCE (License No. 18620) Date 08/27/86

4,089 sq ft of 13,650 = 30%



97TH ST. NW
(PLAYED AS LAKEMAN ST.)

DATE	REVISION	DESIGNED BY SHM
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**CITY OF BALDWIN
PLANNING COMMISSION
FINDINGS OF FACT & RECOMMENDATION
VARIANCE
01-00025-4405**

APPLICANT: Andy Dvoracek and Jen Flynn

APPLICATION: Request for variance to allow addition to an existing single-family dwelling at 28506 97th Street.

PLANNING COMMISSION MEETING: 24 June 2026

FINDINGS: Based upon review of the application and evidence received, the Baldwin Planning Commission now makes the following findings of fact:

1. The property is identified as PID 01-00025-4405.
2. The property is guided for Rural land uses by the Comprehensive Plan.
3. The property is zoned R1, General Rural District, and is also located within the Shoreland Overlay District of Sandy Lake.
4. The applicant is requesting a variance to allow construction of an addition to an existing single-family dwelling within the 50-foot setback from the front lot line required by Section 900-51-8.A of the Zoning Ordinance.
5. The Planning Commission must take into consideration the possible effects of the request with its judgment based upon (but not limited to) the criteria outlined in Section 900-6-3 of the Zoning Ordinance:
 - A. That the variance would be consistent with the comprehensive plan.

Finding: The addition to the existing single-family dwelling upon the legal non-conforming lot of record is consistent with the Comprehensive Plan.
 - B. That the variance would be in harmony with the general purposes and intent of this ordinance.

Finding: The proposed 20-foot front yard setback preserves necessary separation from the public right-of-way.

- C. That the plight of the landowner is due to circumstances unique to the property not created by the landowner.

Finding: The property was established as a lot of record prior to adoption of the current lot depth requirements, and the existing non-conforming lot depth makes compliance with combination of setback requirements from the Ordinary High Water Level and front lot line not practical.

- D. That the purpose of the variance is not exclusively economic considerations.

Finding: The need for variance is due to the legal non-conforming depth of a lot of record that make it not possible to comply with the applicable setback requirements.

- E. That the granting of the variance will not alter the essential character of the neighborhood in which the parcel of land is located.

Finding: The properties to the north and south of the subject site are similar in dimension to the subject property and developed with single-family dwellings such that approval of the variance will not alter the character of the area.

- F. That the requested variance is the minimum action required to remedy the practical difficulty.

Finding: The proposed addition is the minimum necessary to provide an attached garage that both minimizes the extent of the requested variance into the required front yard setback and results in removal of another existing non-conforming structure having a greater encroachment within a required front yard.

- G. The potential for the variance to impact natural resources such as surface water, groundwater, or wetlands; sites identified for rare biological species habitat; ecologically sensitive areas; or historically significant areas.

Finding: The proposed addition will not impact natural resources.

- H. No variance shall be granted that would allow for a lesser degree of flood protection than required by this ordinance.

Finding: Approval of the variance will not allow for a lesser degree of flood protection.

- I. Variances shall not be approved for any use that is not allowed under this ordinance for property in the zoning district in which the parcel or lot is located.

Finding: The requested variance is not for use a prohibited by the Zoning Ordinance.

6. The planning report dated 19 June 2026 prepared by the City Planner, The Planning Company LLC, is incorporated herein.

7. The Planning Commission conducted a public hearing at their meeting on 24 June 2026 to consider the application, preceded by published and mailed notice; based upon review of the application and evidence received, the public hearing was closed and the Planning Commission voted to recommend that the City Council approve the request based on the aforementioned findings.

RECOMMENDATION: Based on the foregoing information and applicable ordinances, the Planning Commission recommends the request be **APPROVED**, subject to the following conditions:

1. A Certificate of Survey shall be submitted based on Option 1:
 - a. The Certificate of Survey shall illustrate all proposed improvements and removals, proposed setbacks, and existing and proposed impervious surfaces.
 - b. The Certificate of Survey shall include the existing legal description of the two lots comprising the subject property and a proposed legal description to combine the two lots as one in accordance with Chapter 5 of the Subdivision Ordinance.
2. The subject property shall be developed in accordance with the plans on file with the City as provided for by Section 900-6-5 of the Zoning Ordinance, subject to review and approval of the Zoning Administrator.
3. The driveway and access to 97th Street shall be surfaced with asphalt or concrete and is subject to review and approval of the City Engineer for compliance with the Right-of-Way Ordinance.
4. All Subsurface Sewage Treatment System issues shall be subject to review and approval of the Building Official.

(remainder of page blank; signature follows)

ADOPTED by the Baldwin Planning Commission this 24th day of June, 2026.

MOTION BY:

SECOND BY:

ALL IN FAVOR:

THOSE OPPOSED:

BALDWIN PLANNING COMMISSION

BY: _____
Clarence Mattson, Chair



3601 Thurston Avenue
Anoka, MN 55303
763.231.5840
TPC@PlanningCo.com

PLANNING REPORT

TO: Baldwin Planning Commission

FROM: D. Daniel Licht

REPORT DATE: 19 June 2026

60-DAY DATE: 11 August 2026

RE: Baldwin – PID 01-00404-0175; Coen Variance

TPC FILE: 269.02

BACKGROUND

Peter Coen owns the property at 14203 285th Street, which is developed with a 640 square foot single family dwelling built in 1954. The subject property is a riparian lot on the west shoreline of Elk Lake. Mr. Coen is proposing to demolish the existing building and reconstruct a new single family dwelling. The proposed construction encroaches within setbacks required by the Zoning Ordinance and Building Ordinance including front yard, side yard, Ordinary High Water Level, and septic system setbacks. Mr. Coen has applied for a variance to allow construction of the proposed single family dwelling, which is to be processed in accordance with Section 900-6-4 of the Zoning Ordinance subject to review by the Planning Commission and approval of the City Council. A public hearing to consider the application has been noticed for the Planning Commission meeting on 24 June 2026 at 7:00PM.

Exhibits:

- Site Location Map
- Building Plans (2 sheets)
- Certificate of Survey
- Findings of Fact

ANALYSIS

Comprehensive Plan. The Comprehensive Plan guides development of land use patterns that provide connections to existing public amenities and the natural landscape. The subject property is a riparian lot along the west shoreline of Elk Lake. These are historic cabin lots that provide for residential use and enjoyment of the waterbody. The continued use of the property for a single family dwelling is consistent with the Comprehensive Plan.

Zoning. The subject property is zoned R1, General Rural District and single family dwellings are allowed as a permitted use. Elk Lake is a designated General Development Lake and properties within 1,000 feet of the lake are subject to the standards of the Shoreland Overlay District. Single family dwellings are also a permitted use within the Shoreland Overlay District.

Surrounding Uses. There are similar single family dwellings to the north and south of the property along the shoreline of Elk Lake. There are also similar sized non-riparian residential lots to the west across 285th Street. The proposed construction of a new single family dwelling upon the property will be compatible with the surrounding area.

Building Area. Section 900-17-7 of the Zoning Ordinance requires single family dwellings to be a minimum of 720 square feet in area. The proposed single family dwelling is a two story building with 1,295 square feet including two bedrooms, two baths, and a one-stall attached garage. The area of the proposed single family dwelling complies with the minimum requirements of the Zoning Ordinance.

Building Height. Section 900-90-9.F of the Zoning Ordinance limits the height of all buildings within the Shoreland Overlay District to 25 feet. The height of the two-story building, measured to the mid-point of the pitched roof, is 22 feet. The height of the proposed single family dwelling complies with the Zoning Ordinance.

Lot Requirements. Lots within the R1 District are required by Section 900-51-7 of the Zoning Ordinance to be 2.5 acres in area, 200 feet in width measured at the front setback line abutting a public right-of-way, and 300 feet in depth (the minimum lot requirements of the R1 District are greater than those of the Shoreland Overlay District).

The subject property is a lot within the Elk Lake Estates plat, which was recorded on 6 November 1950. The subject property is 0.13 acres (5,662.8 square feet), , 49.9 feet in width, and approximately 105 feet in depth to the Ordinary High Water Level. The subject property is a legal non-conforming lot of record.

Setbacks. The table below summarizes the setback requirements of the R1 District established by Section 900-51-8 of the Zoning Ordinance and Shoreland Overlay District established by Section 900-90-7.B.1 of the Zoning Ordinance:

Yard	285 th St.	Side	OHWL
Required	50ft.	10ft.	75ft.
Proposed	20ft.	7ft.	46.7ft.

The proposed single family dwelling encroaches into each of the required yards:

- The proposed single family dwelling encroaches into the required 50-foot setback from the property line abutting 285th Street providing for a 20-foot setback. The proposed setback allows for parking a vehicle on the driveway at the face of the garage. The City has approved similar front yard encroachments for lots of record that are non-conforming due to lack of depth, which in the case of the subject property, is less than one-third the minimum depth requirement.
- The proposed single family dwelling is closer to the Ordinary High Water Level of Elk Lake than the current structure. Buildings on adjacent riparian lots are as close as 30-feet from the Ordinary High Water Level due to the approximate 100-foot depth of the platted lot and construction that occurred before establishment of shoreland regulations. The proposed 46.7-foot setback from the Ordinary High Water Level is comparable to the 46-foot setback of the existing structure on the abutting lot to the west/southwest and greater than the smallest setback for other lots within the same plat.
- The proposed single family dwelling is 35-feet wide. Based on the non-conforming width of the lot, which is one-quarter of the minimum required by the Zoning Ordinance, the side yard setbacks on each side of the proposed single family dwelling are seven feet. A seven foot side yard setback is a contemporary requirement for an urban-sized lot measuring 50 feet wide to allow a reasonable building pad.

Impervious Surface. Section 900-90-10.B.1 of the Zoning Ordinance limits impervious surface within a lot subject to Shoreland Overlay District standards to 25 percent. The existing impervious surfaces within the lot are identified as 12.7 percent of the lot area on the Certificate of Survey. Construction of the proposed single family dwelling and additional improvements increases impervious surfaces to 28.2 percent of the lot area.

To mitigate the proposed impervious surface greater than 25 percent of the lot area, use of a permeable driveway surface is proposed. The Zoning Ordinance regards permeable pavement as impervious surface because to maintain its permeability, it must be maintained to remove sediment and other blockages. However, within the context of a lot of record that is non-conforming due to lot area, the relatively minor increase in impervious surface greater than 25 percent and use of permeable pavement are both reasonable considerations in support of the requested variance.

Access. The property has one driveway to 285th Street that will be reconstructed as part of the redevelopment of the lot to provide access to the attached garage. The surface of the driveway is to be permeable pavement, which complies with the provisions of the Zoning Ordinance. The existing driveways along 285th Street do not comply with the minimum of 75 feet between driveways required by Section 1.08.3(b) of the Right-of-Way Ordinance, which is due to the non-conforming width of the lots. The proposed driveway is setback 10 feet from side lot lines as required by Section 1.08.3(b) of the Right-of-Way Ordinance.

Section 1.08.4(a) of the Right-of-Way Ordinance limits the width of residential driveways to 24 feet and requires a minimum width of 16 feet. The proposed driveway is 9 feet in width to access the one-stall garage. Due to the non-conforming area, width, and depth of the subject property, there is not enough space within the lot for a 16-foot wide driveway.

Construction of the proposed driveway is to be subject to review and approval of the City Engineer with application for a driveway permit.

Grading. The site plan identifies construction of a retaining wall along the east lot line. The proposed retaining wall is two feet in height. The City Engineer will review the proposed retaining wall as part of the building permit process to ensure that it does not impact stormwater drainage affecting the adjacent property.

Wetlands. There are no wetlands identified by the National Wetland Inventory that will be impacted by the proposed single family dwelling. Any wetland issues will be subject to review by the City Engineer with an application for building permit.

Utilities. The proposed single family dwelling is to be served by an on-site Subsurface Sewage Treatment System and well. The non-conforming area, width, and depth of the subject property limits options for locating the Subsurface Sewage Treatment System. The site plan identifies that the proposed holding tank and drain field are located within the front yard and encroach into the following required setbacks:

	Holding Tank	Drainfield
Structures	10ft.	20ft.
Property Lines	10ft.	10ft.

Based on the setback of existing structures on adjacent riparian lots being set back only 30 feet from the Ordinary High Water Level, the proposed single family dwelling could be moved to increase the set back of the Subsurface Sewage Treatment System and drainfield from the front lot line and other structures to either reduce the need for variance or comply with the setback requirements. Shifting the proposed house closer to the Ordinary High Water Level would also increase the impervious surface area within the lot due to the need lengthen to the driveway. Absent reducing the area of the proposed single family dwelling, the need for variance to locate a Subsurface Sewage Treatment System is reasonable based on the non-conforming area, width, and depth of the subject property.

All Subsurface Sewage Treatment System plans are subject to review and approval of the Building Official at the time a building permit is applied for.

RECOMMENDATION

Our office recommends approval variances to allow for redevelopment of a non-conforming lot of record with a new single family dwelling. Findings of Fact supporting City staff's recommendation have been prepared for consideration by the Planning Commission, which includes the conditions outlined below.

POSSIBLE ACTION

Motion to **adopt** Findings of Fact as presented and recommend City Council **approval** of variances for 14203 285th Street (01-00404-0175), subject to the following conditions:

1. The lot shall be developed in accordance with the plans on file with the City as provided for by Section 900-6-5 of the Zoning Ordinance, subject to review and approval of the Zoning Administrator.
2. The variances shall include:
 - a. Principal building setbacks:
 - (1) Front
 - (2) Side
 - (3) Ordinary High Water Level
 - b. Subsurface Sewage Treatment System:
 - (1) Holding Tank:
 - (a) Property line
 - (b) Structure within the same lot
 - (2) Drainfield setback from property line(s).
 - c. Access:
 - (1) Spacing
 - (2) Minimum width

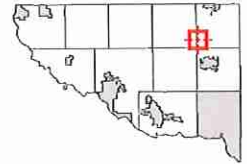
3. Access to 285th Street shall be subject to review and approval of the City Engineer for compliance with the Right-of-Way Ordinance.
 4. All grading and drainage issues shall be subject to review and approval of the City Engineer.
 5. All Subsurface Sewage Treatment System issues shall be subject to review and approval of the Building Official.
- c. Joan Heinen, City Clerk/Treasurer
Sam Jochum, City Engineer
Andy Schreder, Building Official

14203 285th Avenue

Property Location Map



Overview



Legend

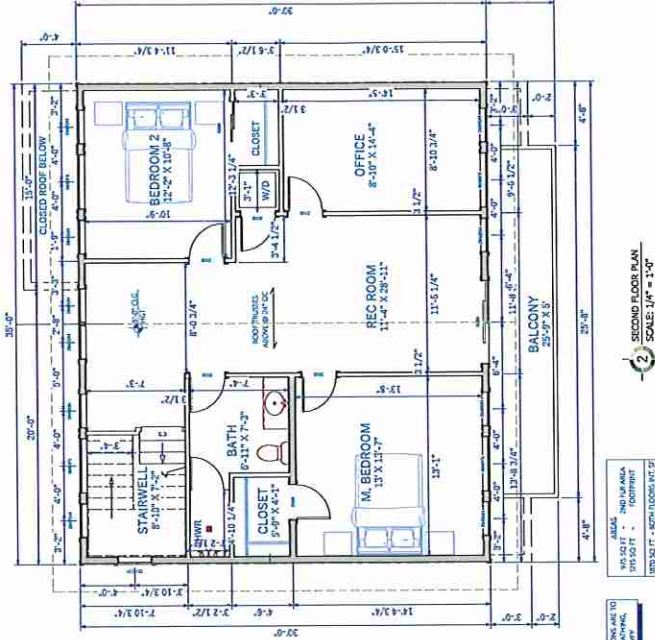
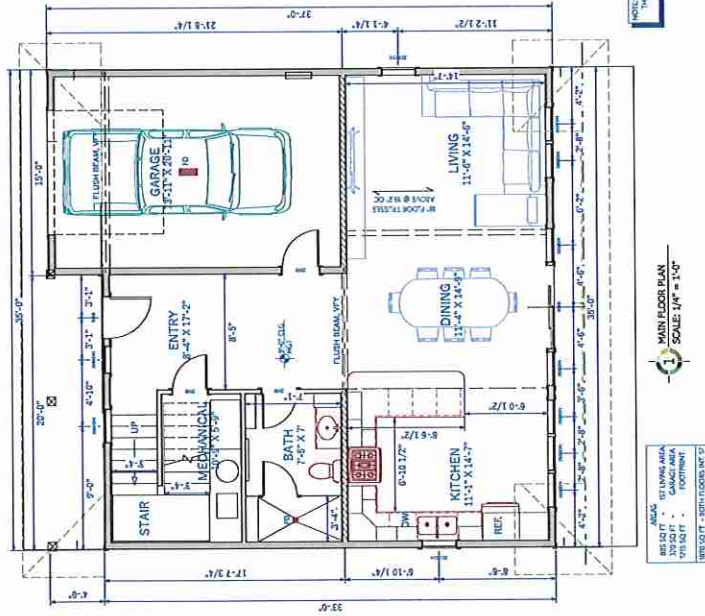
Roads

- MN Highway; US Highway
- Municipal-State Aid Street
- Municipal Street
- Township Road
- State Forest Road
- Bureau of Fish and Wildlife Road
- Connector (Ramp)
- Privately Maintained Public Access Road
- County Road
- County-State Aid Highway
- Parcels
- Streams

ELK LAKE HOUSE

14203 258TH AVE NW

ZIMMERMAN, MN 55398



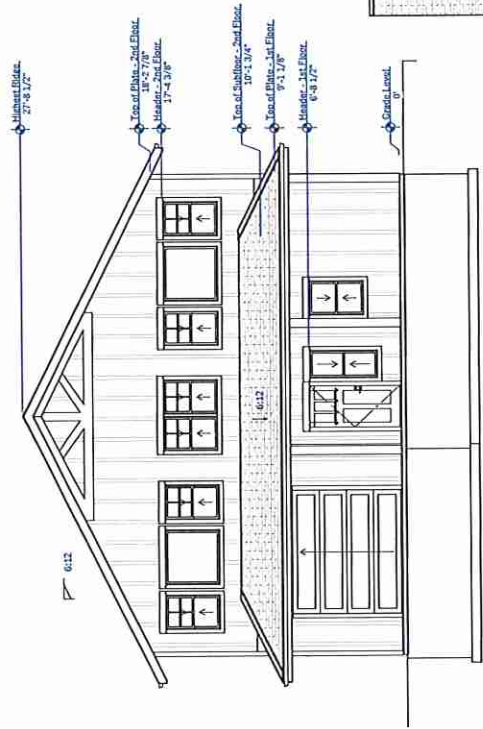
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ENCOMPASS DESIGN LLC
PO BOX 141 BEHOLDEN MN 55601
JON NELSON P. 218.760.4681
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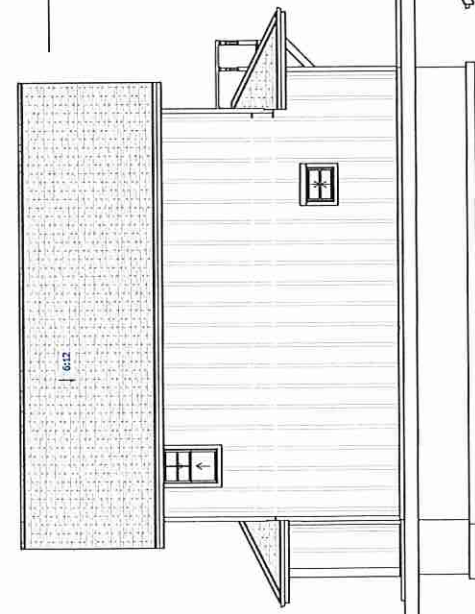
DATE: 6/9/2026
SHEET: A1.1

ELK LAKE HOUSE
14203 258TH AVE NW
ZIMMERMAN, MN 55398

FLOOR PLANS
REV. 01/2026



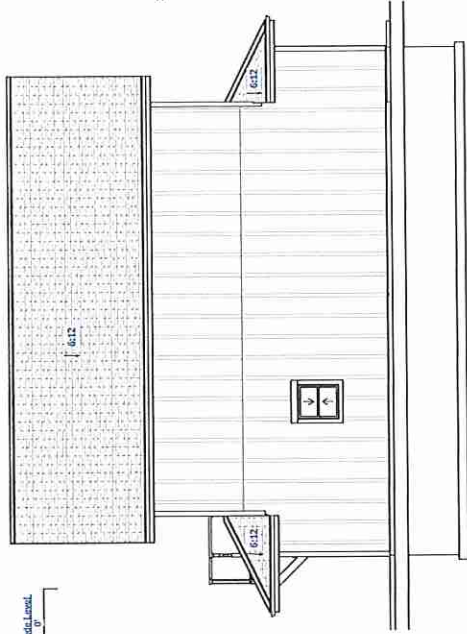
1 NORTH ELEVATION
SCALE: 1/4" = 1'-0"



2 WEST ELEVATION
SCALE: 1/4" = 1'-0"



4 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



3 EAST ELEVATION
SCALE: 1/4" = 1'-0"

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**CITY OF BALDWIN
PLANNING COMMISSION
FINDINGS OF FACT & RECOMMENDATION
VARIANCE
01-00404-0175**

APPLICANT: Peter Coen

APPLICATION: Request for variances to allow construction of single-family dwelling at 14203 285th Street.

PLANNING COMMISSION MEETING: 24 June 2026

FINDINGS: Based upon review of the application and evidence received, the Baldwin Planning Commission now makes the following findings of fact:

1. The property is identified as PID 01-00404-0175.
2. The property is guided for Rural land uses by the Comprehensive Plan.
3. The property is zoned R1, General Rural District, and is also located within the Shoreland Overlay District of Elk Lake.
4. The applicant is requesting the variances to allow for redevelopment of the subject property:
 - a. Principal building setbacks:
 - (1) Front
 - (2) Side
 - (3) Ordinary High Water Level
 - b. Impervious surface greater than 25 percent of the lot area
 - c. Subsurface Sewage Treatment System:
 - (1) Holding Tank:
 - (a) Property line
 - (b) Structure within the same lot
 - (2) Drainfield setback from property line(s).
 - d. Access:
 - (1) Spacing
 - (2) Minimum width
5. The Planning Commission must take into consideration the possible effects of the request with its judgment based upon (but not limited to) the criteria outlined in Section 900-6-3 of the Zoning Ordinance:

- A. That the variance would be consistent with the comprehensive plan.

Finding: The proposed use of the property as a single family dwelling is consistent with the Comprehensive Plan.

- B. That the variance would be in harmony with the general purposes and intent of this ordinance.

Finding: The single family dwelling and use of the property will be consistent with the intent of the provisions of the Zoning Ordinance, Building Ordinance, and Right-of-Way Ordinance.

- C. That the plight of the landowner is due to circumstances unique to the property not created by the landowner.

Finding: The property was established as a lot of record prior to adoption of the current shoreland regulations and the existing non-conforming lot area, width, and depth makes compliance with applicable requirements not feasible to allow reasonable use.

- D. That the purpose of the variance is not exclusively economic considerations.

Finding: The need for variance is due to the legal non-conforming area, width, and depth of a lot of record that make it not possible to comply with the applicable Zoning Ordinance, Building Ordinance, and Right-of-Way ordinance requirements.

- E. That the granting of the variance will not alter the essential character of the neighborhood in which the parcel of land is located.

Finding: Surrounding properties developed with single family dwellings are similar in dimension to the subject property such that approval of the variance will not alter the character of the area.

- F. That the requested variance is the minimum action required to remedy the practical difficulty.

Finding: The proposed site and building plans are the minimum necessary to provide for a reasonable use of the property.

- G. The potential for the variance to impact natural resources such as surface water, groundwater, or wetlands; sites identified for rare biological species habitat; ecologically sensitive areas; or historically significant areas.

Finding: The proposed site and building plans will not impact natural resources.

- H. No variance shall be granted that would allow for a lesser degree of flood protection than required by this ordinance.

Finding: Approval of the variances will not allow for a lesser degree of flood protection.

- I. Variances shall not be approved for any use that is not allowed under this ordinance for property in the zoning district in which the parcel or lot is located.

Finding: The requested variance is not for a use prohibited by the Zoning Ordinance.

6. The planning report dated 19 June 2026 prepared by the City Planner, The Planning Company LLC, is incorporated herein.
7. The Planning Commission conducted a public hearing at their meeting on 24 June 2026 to consider the application, preceded by published and mailed notice; based upon review of the application and evidence received, the public hearing was closed.

RECOMMENDATION: Based on the foregoing information and applicable ordinances, the Planning Commission recommends the request be **APPROVED**, subject to the following conditions:

1. The lot shall be developed in accordance with the plans on file with the City as provided for by Section 900-6-5 of the Zoning Ordinance, subject to review and approval of the Zoning Administrator.
2. The variances shall include:
 - a. Principal building setbacks:
 - (1) Front
 - (2) Side
 - (3) Ordinary High Water Level
 - b. Impervious surface greater than 25 percent of the lot area
 - c. Subsurface Sewage Treatment System:
 - (1) Holding Tank:
 - (a) Property line
 - (b) Structure within the same lot
 - (2) Drainfield setback from property line(s).
 - d. Access:
 - (1) Spacing
 - (2) Minimum width
3. Access to 285th Street shall be subject to review and approval of the City Engineer for compliance with the Right-of-Way Ordinance.
4. All grading and drainage issues shall be subject to review and approval of the City Engineer.
5. All Subsurface Sewage Treatment System issues shall be subject to review and approval of the Building Official.

ADOPTED by the Baldwin Planning Commission this 24th day of June, 2026.

MOTION BY:

SECOND BY:

ALL IN FAVOR:

THOSE OPPOSED:

BALDWIN PLANNING COMMISSION

BY: _____
Clarence Mattson, Chair



3601 Thurston Avenue
Anoka, MN 55303
763.231.5840
TPC@PlanningCo.com

MEMORANDUM

TO: Baldwin Planning Commission

FROM: D. Daniel Licht

DATE: 19 June 2026

120 DAY DATE: 28 August 2026

RE: Baldwin – Verizon Tower CUP (PID 01-00033-3200)

BACKGROUND

Vertical Bridge/The Towers, LLC has submitted plans on behalf of Verizon to construct a 175-foot telecommunications tower, antennas, and related equipment at 28509 128th Street. The subject property is an 7.22 acre parcel located at the southeast quadrant of 128th Street (CR 45) and 281st Avenue that is developed with a single family dwelling and detached accessory buildings.

The proposed tower requires issuance of a Conditional Use Permit subject to the performance standards established by Chapter 27 of the Zoning Ordinance. A public hearing to consider the proposed tower has been noticed for the Planning Commission meeting on 24 June 2026 at 7:00PM.

Exhibits:

- Property Location Map
- Service Analysis (6 pages)
- Civil plans (45 sheets)

ANALYSIS

Comprehensive Plan. The Comprehensive Plan guides the subject property for Rural land uses. Telecommunications towers are regarded similarly to utilities for the purposes of zoning regulations and allowed as an incidental land use activity. Allowance of telecommunications towers provides services necessary for residents and businesses in the area as well as transient users along the US Highway 169 corridor. The proposed telecommunications tower is consistent with the policies of the Comprehensive Plan.

Zoning. The subject property is zoned R1, General Rural District. Telecommunications towers are allowed within the R1 District subject to the provisions of Chapter 27 of the Zoning Ordinance. Section 900-27-7.A.2.b of the Zoning Ordinance requires issuance of a Conditional Use Permit for a freestanding tower up to a height of 175 feet.

Portions of the subject property are within the S, Shoreland Overlay District of Cantlin Lake to the northeast. The submitted site plans must be revised to identify the boundaries of the Shoreland Overlay District. Due to the height of the proposed tower, it must be located outside of the Shoreland Overlay District imposed upon the subject property.

Surrounding Uses. The area surrounding the subject property is guided by the Comprehensive Plan for rural uses that are zoned R1 District. The proposed tower is in the central portion of the property and is surrounded in all directions by unplatted parcels developed with single family dwellings. The closest residential dwelling on an adjacent property is located approximately 400 feet to the east of the subject property. Compliance with the performance standards of Chapter 27 of the Zoning Ordinance is required to ensure that the proposed tower is as compatible as possible with surrounding land uses.

Service Analysis. Section 900-27-4.B of the Zoning Ordinance requires an applicant for construction of a new telecommunications tower to demonstrate through a service coverage analysis the need for the proposed tower location. The purpose of this requirement is to balance the need for telecommunication services within the City (and along US Highway 169) with minimizing the number of tower locations and promoting co-location on existing towers or structures where feasible.

The applicant has provided a coverage analysis for the proposed location based on existing towers in the area. There is a service coverage gap for the provider within the City in the area of the proposed tower location. The analysis further illustrates that the service coverage gap will be mitigated with the construction of the proposed tower and installation of additional telecommunications antennas. The service analysis provided by the applicant reasonably demonstrates the need for the proposed tower located at the subject property as required by the Zoning Ordinance.

Lot Area. Section 900-27-2.G.1 of the Zoning Ordinance establishes a minimum lot area of 2.5 acres for construction of a tower over 35-feet in height. The 7.22 acre area of the subject property exceeds the minimum area requirement of the Zoning Ordinance.

Yard Location. Section 900-27-2.I of the Zoning Ordinance requires that the tower be located within the rear yard defined by the Zoning Ordinance when located on a property with another principal residential use. A rear yard is defined in Section 900-2-2 of the Zoning Ordinance as the area extending the full width of the lot between the rear lot line and the nearest line of the principal building. The proposed tower is not located behind the easterly line of the principal building and is, therefore, within a side yard. The tower location must be shifted east to the rear yard of the subject property.

Setbacks. The setbacks required by Chapter 27 of the Zoning Ordinance exceed the base setbacks required within the R1 District by Section 900-51-8 of the Zoning Ordinance.

Section 900-27-5.B of the Zoning Ordinance requires that towers over 60-feet in height be located no closer than the height of the tower plus 20 feet from any residential dwelling other than a dwelling located on the same property. The proposed tower location is more than 400-feet from the nearest residential dwelling not located on the same property.

Section 900-27-5.C of the Zoning Ordinance further requires that the proposed tower not be located closer to a property line than the height of the tower. The proposed tower and ground-mounted equipment are more than 195-feet from the east, south, and west property lines. There is sufficient area available to relocate the proposed tower to the east to a location in the rear yard to comply with the

Zoning Ordinance requirement noted above. Subject to shifting the tower location east of the rear line of the principal building, the proposed tower and ground-mounted equipment will comply with the applicable setback requirements of the Zoning Ordinance.

Screening. Section 900-27-2.H of the Zoning Ordinance requires installation of fencing and landscaping to screen off-site views of the telecommunications facility.

A six-foot chain link fence with one-foot security arms is to be installed to form a 50-foot by 50-foot perimeter around the proposed tower and ground equipment. There is one gate on the north side of the fence enclosure for access to the proposed tower. The proposed fence complies with the provisions of Section 900-19-4 of the Zoning Ordinance regulating fences.

The site plan illustrates installation of nine eastern red cedar trees at the outside perimeter of the fenced enclosure. The quantity of trees is not sufficient to provide complete screening of the enclosed area, and the landscape plan must be revised to provide for evergreen trees planted at not more than 25 feet on center. The size of the proposed trees is identified as five feet and must be increased to eight feet as required by Section 900-19-2.B.3.b of the Zoning Ordinance. The Zoning Administrator will review the revised landscape plan.

Section 900-19-2.C of the Zoning Ordinance requires that all new plants be guaranteed for 12-months from the date of planting has been completed. Plans must be alive, in good health, of good quality and structural condition, and insect- and disease- free at the end of the warranty period or be replaced.

Access. The proposed telecommunications facility is to be accessed via an existing driveway to 128th Street (CR 45). Use of the existing driveway for the proposed communication tower is to be subject to review and approval of Sherburne County. The driveway is shown to be improved with a 12-foot wide gravel driveway. A gravel driveway is allowed for the proposed use by Section 900-21-6.B.2.a of the Zoning Ordinance.

Design Standards. Section 900-27-3 of the Zoning Ordinance establishes design standards for proposed telecommunications towers as follows:

- Section 900-27-3.A of the Zoning Ordinance requires that all telecommunications towers be a monopole design. The proposed tower is a monopole design that complies with the Zoning Ordinance.
- Section 900-27-3.B of the Zoning Ordinance requires engineered plans for the proposed tower. The submitted plans are to be signed by a licensed professional engineer upon approval.
- Section 900-27-3.C of the Zoning Ordinance requires use of anti-climbing measures for the proposed tower. The proposed tower and ground-mounted equipment are to be surrounded by a perimeter chain link fence that is seven feet in height with outward angled barbed wire security arms. The monopole design of the tower does not include any climbing equipment.
- Section 900-27-3.D of the Zoning Ordinance prohibits illumination of the tower unless required by Federal aviation regulations. No lighting is included on the proposed tower.

- Section 900-27-3.E of the Zoning Ordinance requires the proposed tower to be a silver or galvanized finish. The proposed tower is to have a galvanized finish as required by the Zoning Ordinance.
- Section 900-27-3.F.2 of the Zoning Ordinance requires that towers over 125-feet in height make provision for co-location of two other antenna systems upon the tower. The purpose of this requirement is to minimize the need for additional towers within the community and ensure adequate access to telecommunications. The proposed tower can accommodate two additional antenna systems in addition to Verizon's facilities.

Signs. Section 900-27-2.B of the Zoning Ordinance prohibits advertisement signs from being affixed to the proposed tower. The submitted plans detail the regulatory and safety signs to be installed with the facility, which do not include any advertising. The signage complies with the Zoning Ordinance.

Utilities. The site plan indicates extension of electric utilities to serve the proposed telecommunications facility from 128th Street (CR 45) overlaid by a utility easement. The Building Official will review extension of the electric utility as part of the Building Permit application.

Grading. The submitted plans include information for grading, drainage, and erosion control related to construction of the telecommunications tower, equipment, and facilities. The City Engineer has reviewed the submitted plans and commented on the need for additional erosion control to protect a wetland south of the proposed tower location. All grading, drainage, and erosion control issues are to be subject to review and approval of the City Engineer.

Insurance. Section 900-27-2.M of the Zoning Ordinance requires that the tower owner provide evidence of insurance for \$1,000,000.00 of coverage for personal property damage. A certificate of insurance coverage will be required to be submitted as a condition of approval.

Termination. Section 900-27-2.C of the Zoning Ordinance requires that unused telecommunications equipment, including antennas, ground-mounted equipment, or the tower itself, must be removed within 12 months after operations cease. The applicant must provide documentation that the removal provision is included in the ground lease with the property owner.

Building Permit. A building permit must be obtained prior to construction of the proposed tower or ground-mounted equipment upon the subject property. The building permit application will be subject to review and approval of the Building Official.

RECOMMENDATION

Subject to the recommended conditions of approval, the application for a Conditional Use Permit for construction of a new telecommunications tower complies with the criteria and standards established by the Zoning Ordinance. Findings of fact supporting approval of the application have been drafted for consideration by the Planning Commission. City staff recommends approval of the application subject to the conditions below and within the draft findings of fact.

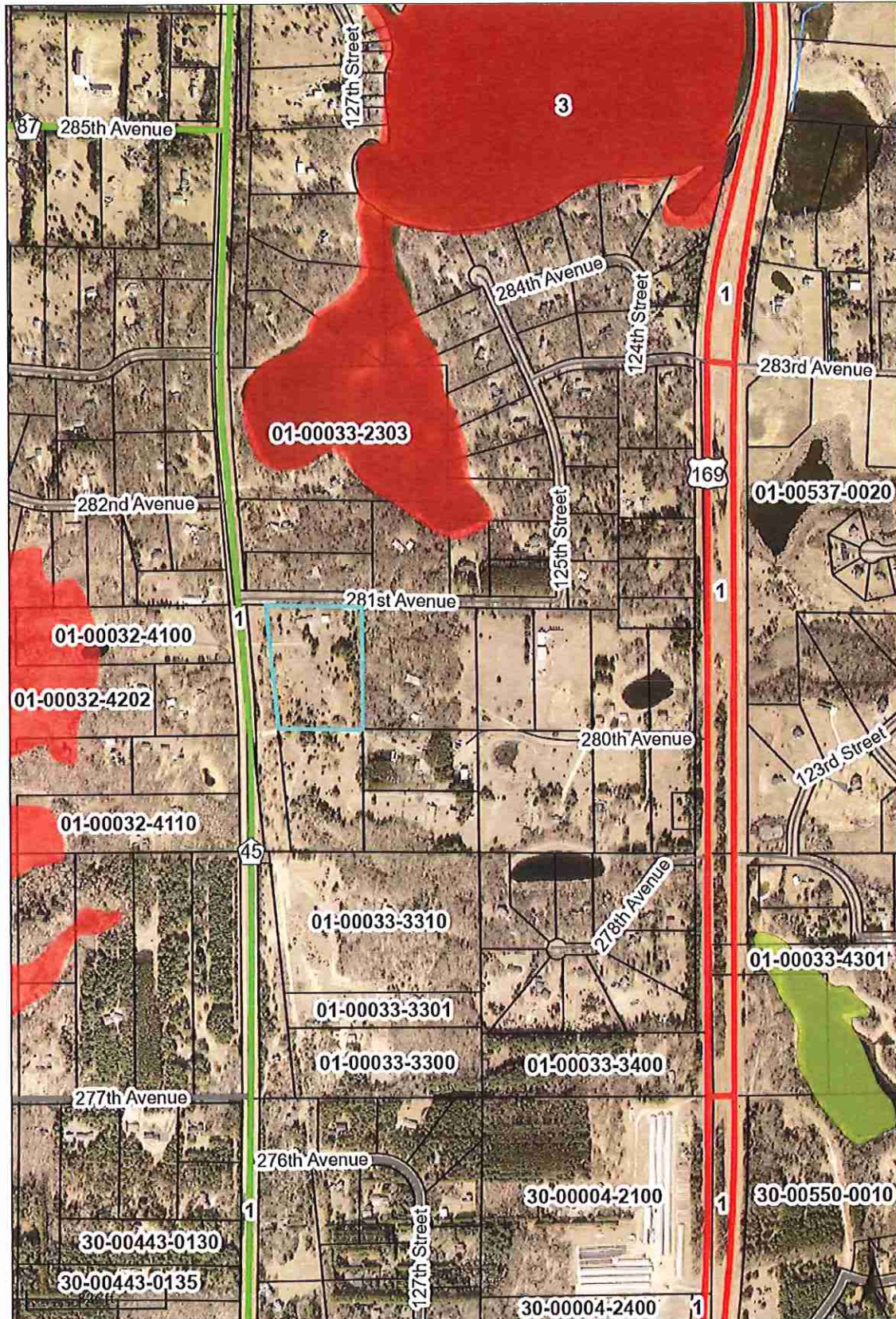
POSSIBLE ACTION

Motion to **adopt findings of fact and recommend City Council approval** of a Conditional Use Permit for a telecommunications tower for Vertical Bridge/The Towers, LLC subject to the following conditions.

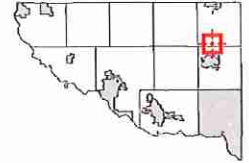
1. The subject property shall be developed in accordance with the site and building plans submitted to the City subject to the stipulations, limitations, and conditions as approved by the City Council in accordance with Section 900-9-6 of the Zoning Ordinance.
 2. The submitted plans shall be revised to illustrate the boundaries of the Shoreland Overlay District imposed upon the subject property.
 3. The proposed tower shall be located within the rear yard as defined by the Zoning Ordinance, subject to review and approval of the Zoning Administrator.
 4. The landscape plan shall be revised to provide for evergreen trees a minimum of eight feet in height at not more than 25 feet on center, subject to review and approval of the Zoning Administrator.
 5. All new plants shall be guaranteed for 12 months from the date planting is completed and shall be alive, in good health, of good quality and structural condition, and insect- and disease-free at the end of the warranty period or be replaced, subject to review and approval of the Zoning Administrator.
 6. Access to 128th Street (CR 45) shall be subject to review and approval of Sherburne County.
 7. All signs shall comply with Section 900-27-2.B of the Zoning Ordinance.
 8. All grading, drainage, and erosion control plans shall be subject to review and approval of the City Engineer.
 9. The tower owner shall maintain insurance in the amount of \$1,000,000.00 for personal property damage and provide evidence of such coverage to the Zoning Administrator annually.
 10. The applicant shall provide documentation to the Zoning Administrator that the lease for the telecommunications facility location, including revisions or renewals, requires removal of any unused equipment within 12 months after operations cease.
- c. Joan Heinen, City Clerk/Treasurer
Sam Jochum, City Engineer
Andy Schreder, Building Official
Bob Ruppe, City Attorney

Property Location Map

28059 128th Street (01-00033-3200)



Overview



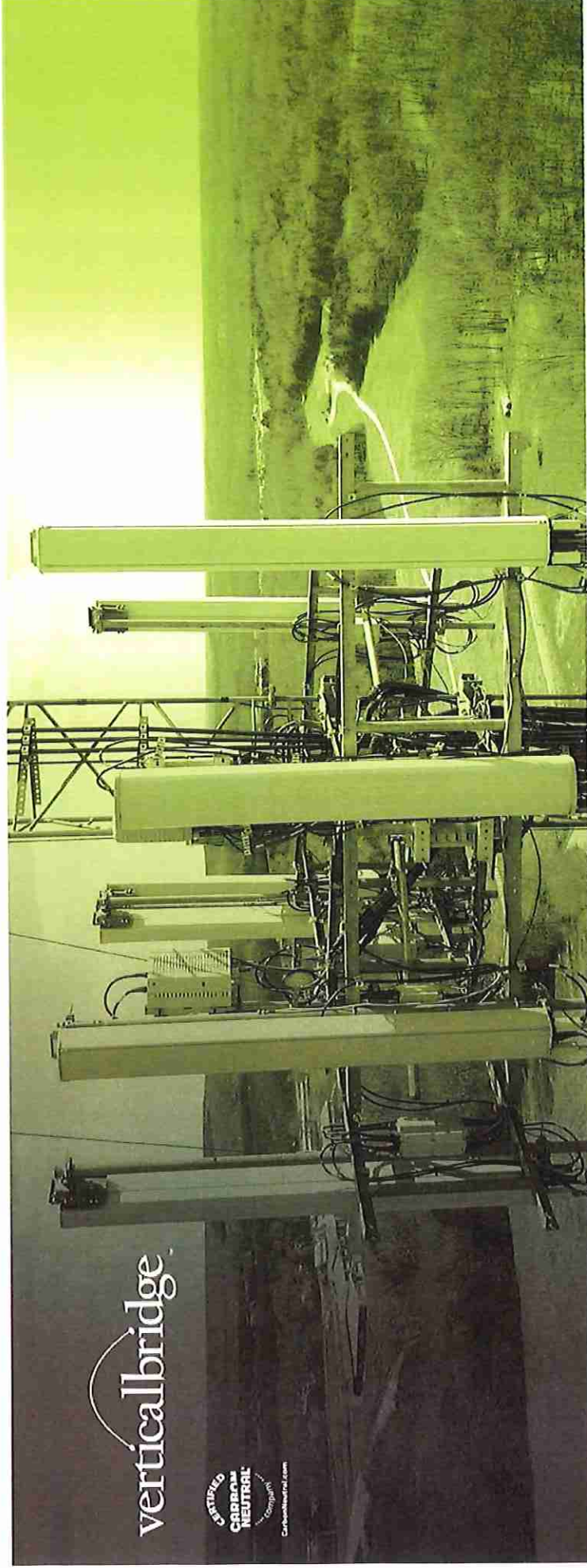
Legend

Public Water Inventory

- Not Classified
- General Development
- Natural Environment
- Recreational Development

Roads

- MN Highway; US Highway
- Municipal-State Aid Street
- Municipal Street
- Township Road
- State Forest Road
- Bureau of Fish and Wildlife Road
- Connector (Ramp)
- Privately Maintained Public Access Road
- County Road
- County-State Aid Highway
- Parcels
- Streams

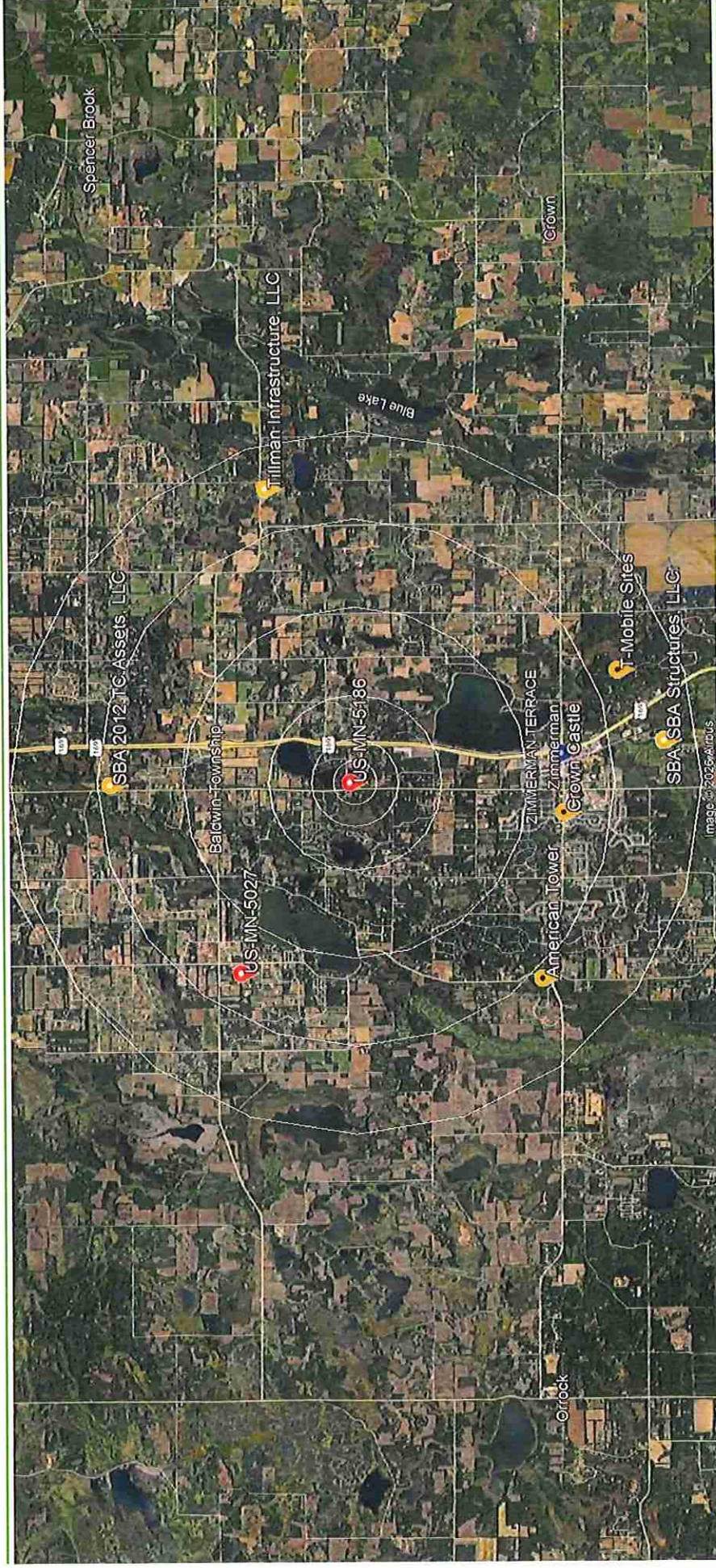


Propagation Maps for US-MN-5186

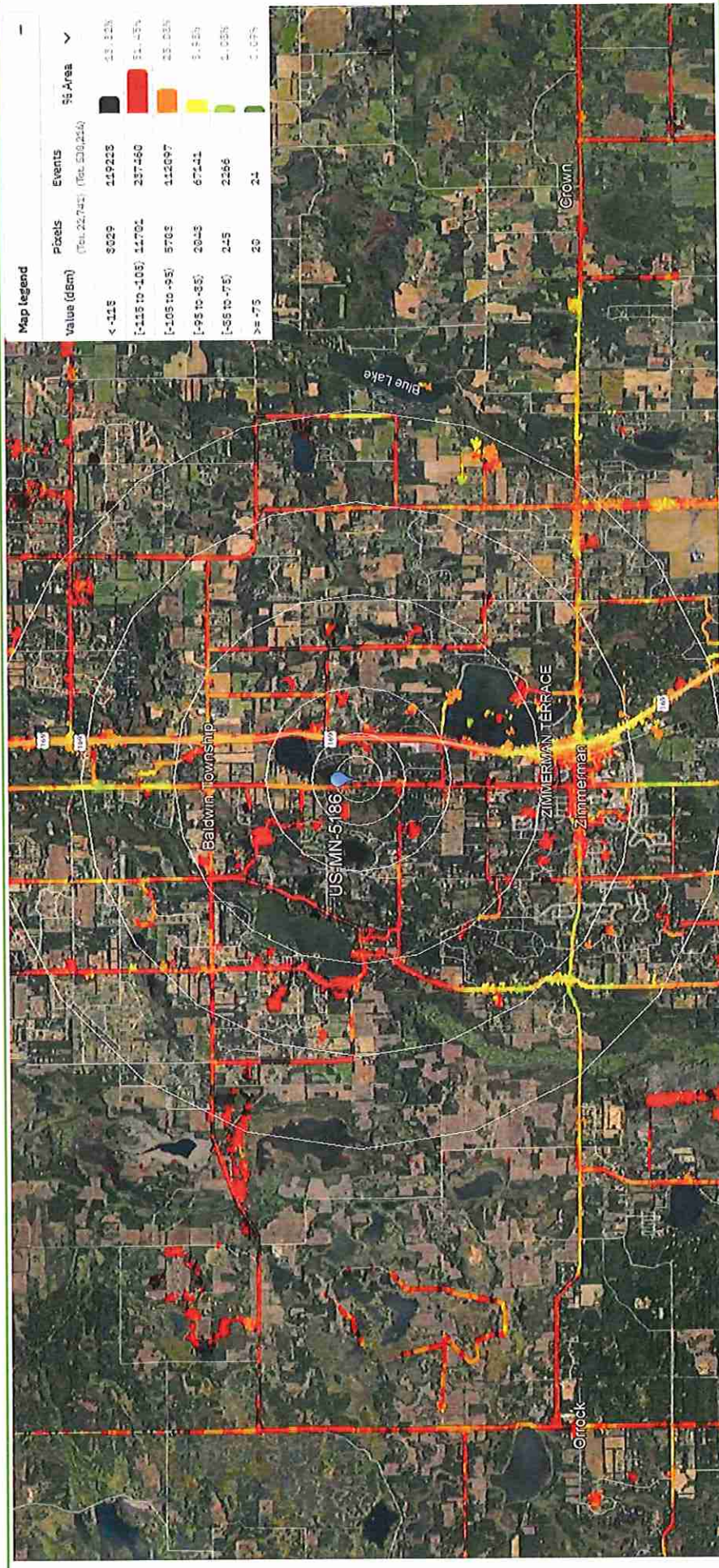
April 17, 2026

Strictly Private and Confidential

US-MN-5186 CMA



Verizon Crowdsourced Data

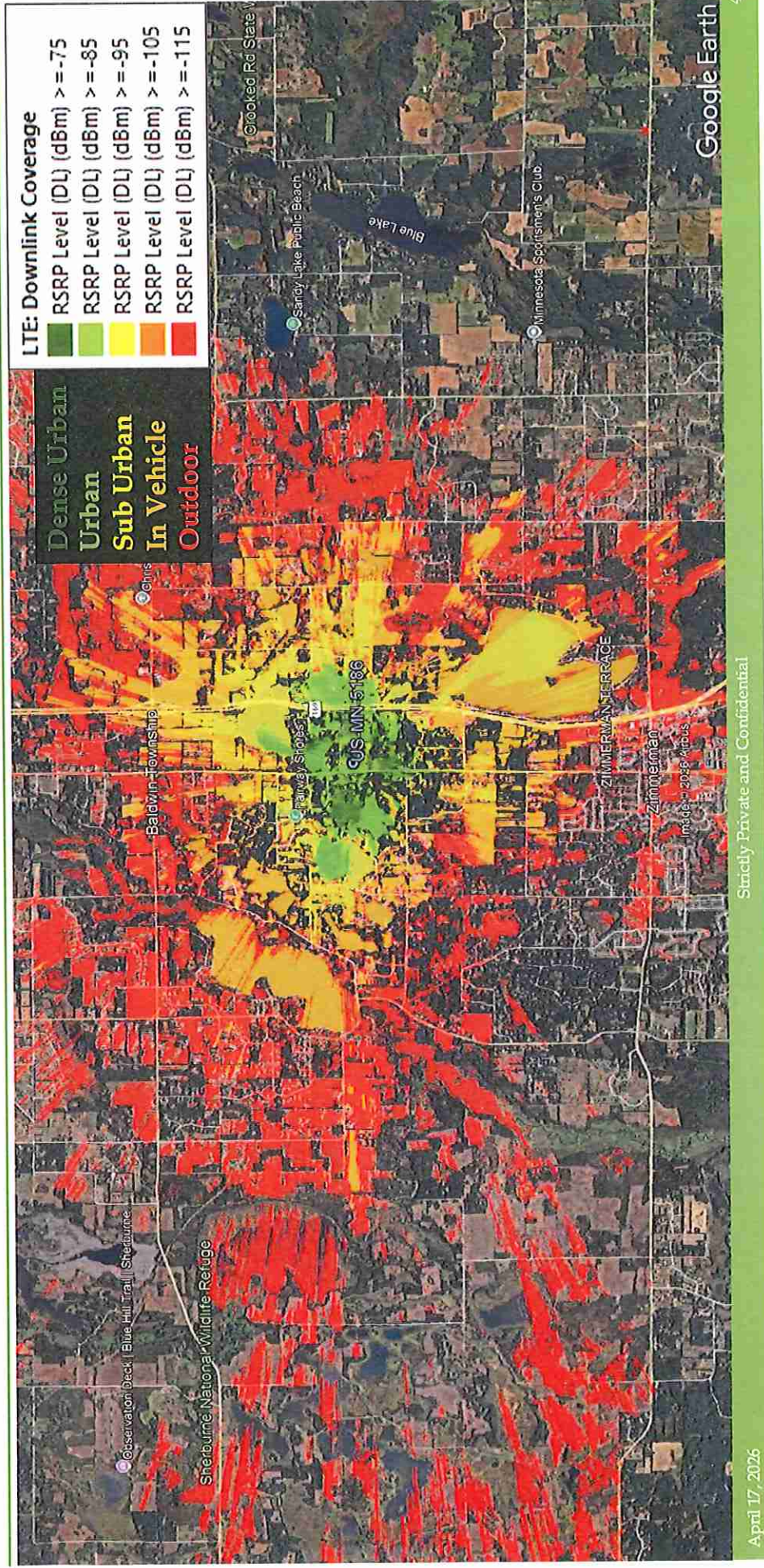


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April 17, 2026

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SHEET INDEX		
NO.	SHEET TITLE	REV.
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C-003	GENERAL SPECIFICATIONS	A
C-004	SCOPE OF WORK	A
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C-006	ENLARGED SITE PLAN	C
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C-009	FENCE DETAILS	A
C-010	SITE SIGNAGE	A
C-011	GRAVING DETAILS	B
C-012	LANDSCAPE PLAN	C
C-013	LANDSCAPE DETAILS	C
C-014	EQUIPMENT PAD DETAILS	A
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C-016	TOWER ELEVATION	B
C-017	GROUNDING PLAN	B
C-018	UTILITY PLAN	C
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C-021	UTILITY DETAILS	A
C-022	UTILITY RACK DETAILS	A
C-023	SURVEY *	A
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SECTION 3: TRENCHING

- 3.1 MATERIALS
- FILL MATERIALS SHALL BE OBTAINED, WHEN POSSIBLE, FROM MATERIALS EXCAVATED FROM TRENCHES ON-SITE. STRUCTURAL FILL, SAND OR SLURRY SHALL BE APPROVED BY THE CONSTRUCTION MANAGER AND SHALL CONFORM TO LOCAL UTILITY COMPANY STANDARDS. ALL FILL MATERIAL SHALL BE FREE OF OBJECTABLE MATERIALS AND/OR MATERIALS CONTAMINATED AS HAZARDOUS OR POTENTIALLY HAZARDOUS. THE FILL MATERIAL SHALL BE COMPACTED TO FILL ALL Voids IN THE MATERIAL. COMPACTION OF SOIL SHALL BE IN EXCESS OF 95% STANDARD PROCTOR. CONSTRUCTION EQUIPMENT ON 6 INCH DEEP LIFTS WHEN UTILIZING HAND OPERATED TAMPERS.
- 3.2 PIPE DETECTION AND IDENTIFICATION
- ALL ELECTRIC SERVICE TRENCHES SHALL BE MARKED WITH DETECTABLE WARNING TAPE.
- 3.3 TRENCH EXCAVATION
- A. DIG TRENCH TO DEPTHS AND GRADES SHOWN ON THE PLANS OR AS DIRECTED BY THE CONSTRUCTION MANAGER.
- B. TRENCH LENGTH SHALL BE SUFFICIENT TO ALLOW FOR SATISFACTORY CONSTRUCTION OF THE TOWER AND ANTENNA, WITHOUT ENGAGING OTHER CONSTRUCTION WORK OR ADJACENT FACILITIES.
- C. DISPOSE OF EXCESS AND UNUSABLE EXCAVATION MATERIAL PROPERLY.
- D. USE HAND EXCAVATION METHODS WHEN REQUIRED BY LOCAL OR STATE GUIDELINES, OR WHEN NECESSARY TO AVOID ENDANGERING EXISTING OR NEW STRUCTURES OR OTHER FACILITIES.
- 3.4 TRENCH PROTECTION
- A. PROVIDE MATERIALS, LABOR, AND EQUIPMENT NECESSARY TO PROTECT TRENCHES AT ALL TIMES.
- B. SHEETING AND BRACING SHOULD MEET OR EXCEED OSHA REQUIREMENTS.
- 3.5 BACKFILLING
- A. CONTRACTOR SHALL NOTIFY THE CONSTRUCTION MANAGER AT LEAST 24 HOURS IN ADVANCE OF BACKFILLING.
- B. PROTECT CONDUIT FROM LATERAL MOVEMENT, DAMAGE FROM IMPACT, OR UNBALANCED LOADING TO AVOID DISPLACEMENT OF CONDUIT AND/OR STRUCTURES. DO NOT FREE FALL BACKFILL INTO TRENCH UNTIL THERE IS AT LEAST 12 INCHES OF COVER OVER THE CONDUIT.
- 3.6 COMPACTION
- A. COMPACT BACKFILL TO AT LEAST 95% STANDARD PROCTOR.
- B. IF REQUIRED COMPACTION DENSITY IS NOT OBTAINED, REMOVE BACKFILL FROM TRENCH, REPLACE WITH APPROVED BACKFILL, AND RECOMPACT AS SPECIFIED.
- C. ANY SUBSEQUENT SETTLEMENT OF TRENCH OR BACKFILL DURING MAINTENANCE PERIOD (1 YEAR MINIMUM) SHALL BE REMOVED, REPLACED, AND RECOMPACTED BY CONTRACTOR AT NO ADDITIONAL DISBURSE TO OWNER.

SECTION 4: CONCRETE WORK

- 4.1 CONCRETE FORMWORK
- CONTRACTOR SHALL FOLLOW ALL APPLICABLE CODES AND STANDARDS (B.C. A.C.I. ETC.) WHEN COMPLETING CONCRETE WORK.
- A. FORMS SHALL BE SMOOTH AND FREE OF SURFACE IRREGULARITIES. CONTRACTOR SHALL UTILIZE FORM RELEASE AGENTS AS NECESSARY.
- B. EXPOSED EDGES OF ALL TOWER FOUNDATIONS SHALL RECEIVE A 3/4" CHAMFER. OTHER EXPOSED EDGES SHALL RECEIVE A TOoled RADIUS FINISH.
- C. UPON COMPLETION, CONTRACTOR SHALL REMOVE ALL FORMS, INCLUDING THOSE CONCEALED OR BURED.
- D. REFER TO PLANS AND TOWER DRAWINGS FOR ADDITIONAL REQUIREMENTS.
- 4.2 CONCRETE REINFORCEMENT
- REFER TO PLANS AND TOWER DRAWINGS FOR REINFORCEMENT REQUIREMENTS.
- 4.3 CAST-IN-PLACE CONCRETE
- REFER TO STRUCTURAL DRAWINGS FOR CONCRETE REQUIREMENTS FOR FOOTINGS, FOUNDATIONS, ETC. ANY NON-STRUCTURAL SITE CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI.

SECTION 5: STRUCTURAL STEEL

- A. ALL CONCRETE SUBJECT TO FREEZE-THAW SHALL CONTAIN 40% AIR ENTRAINMENT.
- B. ALL CONCRETE SHALL BE VIBRATED IN PLACE USING HIGH FREQUENCY, LOW AMPLITUDE MECHANICAL IMMERSION TYPE VIBRATORS. INSERT VIBRATORS IN CONCRETE AT REGULAR INTERVALS TO PREVENT AIR ENTRAINMENT. VIBRATORS SHALL BE REMOVED IMMEDIATELY UPON VIBRATION WHEN REINFORCING BARS OR INTO CONCRETE AND IRREGULARITIES, DISCONTINUITY SURFACE. DO NOT OVERVIBRATE AS THIS MAY CAUSE SEGREGATION.
- 4.4 QUALITY CONTROL
- A. ALL STRUCTURAL CONCRETE SHALL BE INSPECTED BY INDEPENDENT, QUALIFIED PERSONNEL (A.C.I. OR OTHERWISE). ALL STRUCTURAL CONCRETE SHALL BE CAST AND TESTED AT 7, 14, 21, AND 28 DAYS. THE REMAINING CYLINDER SHALL BE RESERVED FOR RE-TESTING, IF NECESSARY.
- B. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH THE CONSTRUCTION MANAGER AND/OR TESTING AGENCY A MINIMUM OF 48 HOURS PRIOR TO EACH FOUNDATION POUR. IF A POUR OCCURS WITHOUT THE REQUESTED INSPECTION, THE OWNER CAN ASSUME THAT THE INSTALLATION WAS NOT INSTALLED CORRECTLY AND REQUIRE REPLACEMENT.
- C. THE CONTRACTOR SHALL BE RESPONSIBLE TO REMOVE AND REPLACE, AT HIS SOLE EXPENSE, ANY CONCRETE THAT DOES NOT MEET THE ABOVE SPECIFICATIONS, OR CONCRETE THAT DOES NOT MEET THE MINIMUM COMPRESSIVE STRENGTH REQUIRED UPON COMPLETION OF LAB TESTING SHALL BE REPLACED. THE AVERAGE OF THE TWO 28 DAY BREAK RESULTS SHALL GOVERN. NO DISPUTES REGARDING THE METHOD USED TO CONDUCT TESTING SHALL BE ALLOWED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTRACTOR CHOOSES, HE MAY COLLECT AND TEST ADDITIONAL CYLINDERS AT HIS SOLE EXPENSE.
- D. DESPITE THE ABOVE REQUIREMENT, THE CONTRACTOR IS RESPONSIBLE TO REFORM, REPAIR, OR REPLACE THE CONCRETE. THE CONTRACTOR SHALL BE RESPONSIBLE TO IMMEDIATELY IDENTIFY THE GUARANTOR OF THE FINISHED PRODUCT. IF A DEFECT IS NOT IDENTIFIED SUBSEQUENTLY, THE CONTRACTOR SHALL STILL BE RESPONSIBLE TO CORRECT SAID DEFECT.
- E. CONTRACTOR MUST VERIFY THAT CONCRETE MEETS DESIGN REQUIREMENT (FOR STRENGTH AND OTHER PARAMETERS) BEFORE PLACING ANY SERVICE LOADS.

SECTION 6: GROUNDING

- A. GROUND RING IS TO BE CONSTRUCTED OF MATERIALS INDICATED ON THE DRAWINGS. ALL ABOVE GROUND LEADS TO BE SEALED IN CARPENTRY JOINTS.
- B. GROUND ALL CORNER POSTS WITH EXOTHERMIC WELDS (CONNECTION TO BE NO MORE THAN 12 INCHES ABOVE GROUND BUT MUST BE VISIBLE).
- C. ICE BRIDGE GROUNDING - GROUND SUPPORT POST TO GROUND RING AND GROUND ICE BRIDGE TO THE POST.
- D. A SMOOTH, DOWNWARD PATH TO GROUND IS REQUIRED FOR ALL GROUND LEADS.
- E. CONTRACTOR TO BOND PROPOSED GROUND SYSTEM TO EQUIPMENT BUILDING GROUND RING IN 2 LOCATIONS.
- F. PROPOSED GROUND RING SHALL BE INSTALLED A MINIMUM OF 2" FROM ANY STRUCTURE, AT BASE OF ANTENNA TOWER. ATTACH GROUND RITS FROM COAXIAL CABLES TO TOWER GROUND BAR. LOCATE GROUND RING AROUND TOWER AND BOND GROUND BAR TO GROUND RING AS INDICATED ON DRAWINGS. CONTRACTOR TO PROVIDE GROUND BAR AND ALL MOUNTING HARDWARE.
- H. DOUBLING UP OR "STACHING" OF CONNECTION IS NOT PERMITTED.

SECTION 7: LANDSCAPING & SITE RESTORATION

- A. CONTRACTOR SHALL FOLLOW ALL APPLICABLE EROSION CONTROL, SEDIMENTATION, AND BEST MANAGEMENT PRACTICES (BMP) REGULATIONS.
- B. CONTRACTOR SHALL PROTECT SEED AREAS FROM EROSION THROUGH THE USE OF AN EROSION CONTROL MESH OR MULCH NET.
- C. ALL TREES PLACED IN CONJUNCTION WITH A LANDSCAPE PLAN WILL BE WRAPPED, TIED WITH HOPE PROTECTED WIRE AND SECURED TO A STEEL ANGLE EXTENDING TWO FEET INTO THE GROUND ON FOUR SIDES OF THE TREE.
- D. ALL EXPOSED AREAS SHALL BE PROTECTED AGAINST WASHOUTS AND SOIL EROSION.
- E. SEED AND FERTILIZER SHALL BE APPLIED TO SURFACE CONDITIONS TO ENCOURAGE ROOTING. NAIL AREAS TO BE SEED TO EVEN THE SURFACE AND LOOSEN THE SOIL.
- F. SOW SEED IN TWO DIRECTIONS IN TWICE THE QUANTITY RECOMMENDED BY THE SEED PRODUCER.
- G. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE GROWTH OF SEEDS AND LANDSCAPED AREAS BY WATERING. CONTINUE TO REMOVED CARE AREAS UNTIL COMPLETE COVERAGE IS OBTAINED.

SECTION 8: TOWER AND ANTENNA INSTALLATION

- A. PROVIDE 8 PULL STRINGS SECURELY FASTENED AT EACH END OF ALL CONDUITS.
- B. THE CONTRACTOR SHALL LOCATE AND MARK ALL EXISTING UNDERGROUND POWER, TELCO, GROUNDING CONDUITS, AND ALL OTHER UTILITY EASEMENTS AND/OR WIRES PRIOR TO TRENCHING. ANY DAMAGE CAUSED TO THE EXISTING UNDERGROUND SERVICES OR SYSTEMS SHALL BE REPAIRED AT THE CONTRACTOR'S SOLE EXPENSE.
- C. CONTRACTOR SHALL CONTACT UTILITY PROVIDER PRIOR TO BIDDING AND CONSTRUCTION TO VERIFY THAT SERVICE HAS BEEN ORDERED AND DISCUSS ANY SITE SPECIFIC REQUIREMENTS. CHANGE ORDERS RELATED TO UTILITY REQUIREMENTS OR REQUESTS WILL NOT BE ALLOWED UNLESS THIS CONDITION HAS BEEN MET.
- D. CONTRACTOR TO COORDINATE WITH UTILITY COMPANY FOR CONNECTION OF TEMPORARY AND PERMANENT POWER TO THE SITE. THE TEMPORARY POWER AND ALL HOOKUP COSTS SHALL BE PAID BY CONTRACTOR.
- E. ALL MATERIALS UTILIZED SHALL BE U.L. LISTED.

SECTION 9: LANDSCAPING & SITE RESTORATION

- A. IF REQUIRED, SELECT FURNISHED TOWER. PRIOR TO ERECTION, CONTRACTOR MUST VERIFY THAT CONCRETE HAS MET THE MINIMUM STRENGTH REQUIREMENTS AS WELL AS ANY OTHER INSPECTION OR TESTING REQUIREMENTS.
- B. INSTALL ANTENNAS AND LINES AS INDICATED ON THE DRAWINGS AND PER OWNER SPECIFICATIONS.
- C. INSTALL ANTENNA AND COAX MOUNTING HARDWARE AS INDICATED ON THE DRAWINGS OR APPROVED BY THE CONSTRUCTION MANAGER.
- D. ASSIST OWNER TECHNICIANS IN PERFORMING SWEEP TEST OF INSTALLED COAX.
- E. ANTENNA INSTALLATION TO BE CONDUCTED BY FIELD CREWS EXPERIENCED IN THE ERECTION OF ANTENNAS, TRANSMISSION LINES AND SUPPORT STRUCTURES.
- F. CONTRACTOR SHALL FOLLOW ALL APPLICABLE EROSION CONTROL, SEDIMENTATION, AND BEST MANAGEMENT PRACTICES (BMP) REGULATIONS.
- G. CONTRACTOR SHALL PROTECT SEED AREAS FROM EROSION THROUGH THE USE OF AN EROSION CONTROL MESH OR MULCH NET.
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- L. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE GROWTH OF SEEDS AND LANDSCAPED AREAS BY WATERING. CONTINUE TO REMOVED CARE AREAS UNTIL COMPLETE COVERAGE IS OBTAINED.

CONSULTANT:



OWNER:



THE TOWERS, LLC

USEE:



CONTRACTOR:

STC FREMONT (V.B.#: US-M-5186)

STC FREMONT (V.B.#: 17680181)

ZIMMERMAN, MINNESOTA

GENERAL SPECIFICATIONS

DATE: 11/11/2024

REV: 1

REV: 2

REV: 3

REV: 4

REV: 5

REV: 6

REV: 7

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KENNESAW, GA 30144
770.424.1000
www.edgeinc.com

verizon
THE TOWER, LLC
TOWER OWNER

verizon
LICENSEE

CONTRACTOR'S SEAL
I HEREBY CERTIFY THAT THE
PLANS SPECIFICATION AND
NOTES COMPLY WITH THE
REQUIREMENTS OF THE
MINNESOTA DEPARTMENT OF
TRANSPORTATION AND
HIGHWAYS (DTH) AND THE
MINNESOTA DEPARTMENT OF
COMMERCE (DCC) AND THE
STATE OF MINNESOTA.

SIGNATURE:
DATE:
PRINTED NAME:
U.S. STATE:
NOT FOR CONSTRUCTION

SITE PLAN
81C FREMONT (VB #; US-MN-5186)
81C FREMONT (VZ #; 17680181)
ZIMMERMAN, MINNESOTA

SUBMITTAL	DATE	DESCRIPTION
1	10/1/2018	10/1/2018 REV. A
2	10/1/2018	10/1/2018 REV. B
3	10/1/2018	10/1/2018 REV. C
4	10/1/2018	10/1/2018 REV. D
5	10/1/2018	10/1/2018 REV. E
6	10/1/2018	10/1/2018 REV. F
7	10/1/2018	10/1/2018 REV. G
8	10/1/2018	10/1/2018 REV. H
9	10/1/2018	10/1/2018 REV. I
10	10/1/2018	10/1/2018 REV. J
11	10/1/2018	10/1/2018 REV. K
12	10/1/2018	10/1/2018 REV. L
13	10/1/2018	10/1/2018 REV. M
14	10/1/2018	10/1/2018 REV. N
15	10/1/2018	10/1/2018 REV. O
16	10/1/2018	10/1/2018 REV. P
17	10/1/2018	10/1/2018 REV. Q
18	10/1/2018	10/1/2018 REV. R
19	10/1/2018	10/1/2018 REV. S
20	10/1/2018	10/1/2018 REV. T
21	10/1/2018	10/1/2018 REV. U
22	10/1/2018	10/1/2018 REV. V
23	10/1/2018	10/1/2018 REV. W
24	10/1/2018	10/1/2018 REV. X
25	10/1/2018	10/1/2018 REV. Y
26	10/1/2018	10/1/2018 REV. Z
27	10/1/2018	10/1/2018 REV. AA
28	10/1/2018	10/1/2018 REV. AB
29	10/1/2018	10/1/2018 REV. AC
30	10/1/2018	10/1/2018 REV. AD
31	10/1/2018	10/1/2018 REV. AE
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35	10/1/2018	10/1/2018 REV. AI
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37	10/1/2018	10/1/2018 REV. AK
38	10/1/2018	10/1/2018 REV. AL
39	10/1/2018	10/1/2018 REV. AM
40	10/1/2018	10/1/2018 REV. AN
41	10/1/2018	10/1/2018 REV. AO
42	10/1/2018	10/1/2018 REV. AP
43	10/1/2018	10/1/2018 REV. AQ
44	10/1/2018	10/1/2018 REV. AR
45	10/1/2018	10/1/2018 REV. AS
46	10/1/2018	10/1/2018 REV. AT
47	10/1/2018	10/1/2018 REV. AU
48	10/1/2018	10/1/2018 REV. AV
49	10/1/2018	10/1/2018 REV. AW
50	10/1/2018	10/1/2018 REV. AX
51	10/1/2018	10/1/2018 REV. AY
52	10/1/2018	10/1/2018 REV. AZ
53	10/1/2018	10/1/2018 REV. BA
54	10/1/2018	10/1/2018 REV. BB
55	10/1/2018	10/1/2018 REV. BC
56	10/1/2018	10/1/2018 REV. BD
57	10/1/2018	10/1/2018 REV. BE
58	10/1/2018	10/1/2018 REV. BF
59	10/1/2018	10/1/2018 REV. BG
60	10/1/2018	10/1/2018 REV. BH
61	10/1/2018	10/1/2018 REV. BI
62	10/1/2018	10/1/2018 REV. BJ
63	10/1/2018	10/1/2018 REV. BK
64	10/1/2018	10/1/2018 REV. BL
65	10/1/2018	10/1/2018 REV. BM
66	10/1/2018	10/1/2018 REV. BN
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76	10/1/2018	10/1/2018 REV. BX
77	10/1/2018	10/1/2018 REV. BY
78	10/1/2018	10/1/2018 REV. BZ
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102	10/1/2018	10/1/2018 REV. CX
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117	10/1/2018	10/1/2018 REV. DM
118	10/1/2018	10/1/2018 REV. DN
119	10/1/2018	10/1/2018 REV. DO
120	10/1/2018	10/1/2018 REV. DP
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122	10/1/2018	10/1/2018 REV. DR
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126	10/1/2018	10/1/2018 REV. DV
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129	10/1/2018	10/1/2018 REV. DY
130	10/1/2018	10/1/2018 REV. DZ
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145	10/1/2018	10/1/2018 REV. EO
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148	10/1/2018	10/1/2018 REV. ER
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156	10/1/2018	10/1/2018 REV. EZ
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160	10/1/2018	10/1/2018 REV. FD
161	10/1/2018	10/1/2018 REV. FE
162	10/1/2018	10/1/2018 REV. FF
163	10/1/2018	10/1/2018 REV. FG
164	10/1/2018	10/1/2018 REV. FH
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169	10/1/2018	10/1/2018 REV. FM
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222	10/1/2018	10/1/2018 REV. HN
223	10/1/2018	10/1/2018 REV. HO
224	10/1/2018	10/1/2018 REV. HP
225	10/1/2018	10/1/2018 REV. HQ
226	10/1/2018	10/1/2018 REV. HR
227	10/1/2018	10/1/2018 REV. HS
228	10/1/2018	10/1/2018 REV. HT
229	10/1/2018	10/1/2018 REV. HU
230	10/1/2018	10/1/2018 REV. HV
231	10/1/2018	10/1/2018 REV. HW
232	10/1/2018	10/1/2018 REV. HX
233	10/1/2018	10/1/2018 REV. HY
234	10/1/2018	10/1/2018 REV. HZ
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236	10/1/2018	10/1/2018 REV. IB
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238	10/1/2018	10/1/2018 REV. ID
239	10/1/2018	10/1/2018 REV. IE
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241	10/1/2018	10/1/2018 REV. IG
242	10/1/2018	10/1/2018 REV. IH
243	10/1/2018	10/1/2018 REV. II
244	10/1/2018	10/1/2018 REV. IJ
245	10/1/2018	10/1/2018 REV. IK
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253	10/1/2018	10/1/2018 REV. IS
254	10/1/2018	10/1/2018 REV. IT
255	10/1/2018	10/1/2018 REV. IU
256	10/1/2018	10/1/2018 REV. IV
257	10/1/2018	10/1/2018 REV. IW
258	10/1/2018	10/1/2018 REV. IX
259	10/1/2018	10/1/2018 REV. IY
260	10/1/2018	10/1/2018 REV. IZ
261	10/1/2018	10/1/2018 REV. JA
262	10/1/2018	10/1/2018 REV. JB
263	10/1/2018	10/1/2018 REV. JC
264	10/1/2018	10/1/2018 REV. JD
265	10/1/2018	10/1/2018 REV. JE

**UNITED STATES DISTRICT COURT
SOUTHERN DISTRICT OF NEW YORK**

CONSULTANT:

Edge

Engineering & Construction, Inc.

800.544.1144 VOICE

www.edgeconsulting.com

OWNER:

verticalbridge

THE TOWER, LLC

LIBRARY:

verizon

ENGINEER SEAL:

1. I, **STC FREHMONT**, a duly Licensed Professional Engineer in the State of Minnesota, hereby certify that I am the author of the design and/or design portion of the drawings herein, and that I am a duly Licensed Professional Engineer in the State of Minnesota.

SIGNATURE:

STC FREHMONT

PRINTED NAME:

US: MN

STATE:

NOT FOR CONSTRUCTION

PROJECT:

9TC FREHMONT (VZ# 17660181)

9TC FREHMONT (VZ# 17660181)

ZIMMERMAN, MINNESOTA

REVISIONS:

NO.	DATE	DESCRIPTION
1	04/01/2020	REV. A
2	04/01/2020	REV. B
3	04/01/2020	REV. C

DESIGNED BY:

STC FREHMONT

CHECKED BY:

STC FREHMONT

DATE:

04/01/2020

SCALE:

AS SHOWN

SHEET NUMBER:

VB C-501

Gravel Drive Cross Section

12'-0" CL OF ACCESS DRIVE (SEE GRADING PLAN)

2% CROSS SLOPE TYP. (SEE GRADING PLAN)

3:1

FINISH AGGREGATE, 4" MINIMUM OF 3/4" (WELL GRADED) CRUSHED AGGREGATE BASE COURSE (TYP.)

WIDTH OF BASE COURSE AND SUB-BASE COURSE SHALL BE 12' MIN. (TYP.)

EQUAL

2% CROSS SLOPE TYP. (SEE GRADING PLAN)

3:1 MAX. CUT SLOPE

3" MIN. OF 3" (WELL GRADED) BASE AGGREGATE, 9" MIN. OF 3" (WELL GRADED) BREAKER RUN AGGREGATE BASE COURSE (TYP.)

SEE NOTE 3

UNDISTURBED NATIVE SOILS TO MEET REQUIREMENTS BELOW

SEE NOTE 1

FINISHED GRADE

PROPOSED 4 OZ. SPUNBONDED WEED BARRIER FABRIC, 20' ON 2' 40' ON EQUIVALENT

4" MIN. OF 3/4" CRUSHED AGGREGATE WITHOUT FINES

2.0% ± (TYP.)

EXTEND SELECT FILL AND AGGREGATE MATERIALS 1'-0" MINIMUM BEYOND EDGE OF FENCELINE ON ALL SIDES

3:1 MAX. SLOPE

NOTES:

- REMOVE ALL TOPSOIL, ORGANIC MATERIAL AND WET OR POOR SOILS WITHIN COMPOUND AREA. CONTRACTOR TO REVIEW SITE CONDITIONS AND CONSULT GEOGRAPHIC ENGINEER FOR GUIDANCE. IF POOR SOILS ARE ENCOUNTERED AT A DEPTH OF MORE THAN 12", CONTACT CONSTRUCTION MANAGER FOR GUIDANCE.
- FINAL TOWER FOUNDATION DESIGN RECOMMENDATIONS TO SUPERCEDE GRADING PLAN OR SITE PLAN ELEVATIONS.

Compound Cross Section

12'-0" CL OF ACCESS DRIVE (SEE GRADING PLAN)

2% CROSS SLOPE TYP. (SEE GRADING PLAN)

3:1

FINISH AGGREGATE, 4" MINIMUM OF 3/4" (WELL GRADED) CRUSHED AGGREGATE BASE COURSE (TYP.)

WIDTH OF BASE COURSE AND SUB-BASE COURSE SHALL BE 12' MIN. (TYP.)

EQUAL

2% CROSS SLOPE TYP. (SEE GRADING PLAN)

3:1 MAX. CUT SLOPE

3" MIN. OF 3" (WELL GRADED) BASE AGGREGATE, 9" MIN. OF 3" (WELL GRADED) BREAKER RUN AGGREGATE BASE COURSE (TYP.)

SEE NOTE 3

UNDISTURBED NATIVE SOILS TO MEET REQUIREMENTS BELOW

SEE NOTE 1

FINISHED GRADE

PROPOSED 4 OZ. SPUNBONDED WEED BARRIER FABRIC, 20' ON 2' 40' ON EQUIVALENT

4" MIN. OF 3/4" CRUSHED AGGREGATE WITHOUT FINES

2.0% ± (TYP.)

EXTEND SELECT FILL AND AGGREGATE MATERIALS 1'-0" MINIMUM BEYOND EDGE OF FENCELINE ON ALL SIDES

3:1 MAX. SLOPE

NOTES:

- REMOVE ALL TOPSOIL, ORGANIC MATERIAL AND WET OR POOR SOILS WITHIN COMPOUND AREA. CONTRACTOR TO REVIEW SITE CONDITIONS AND CONSULT GEOGRAPHIC ENGINEER FOR GUIDANCE. IF POOR SOILS ARE ENCOUNTERED AT A DEPTH OF MORE THAN 12", CONTACT CONSTRUCTION MANAGER FOR GUIDANCE.
- FINAL TOWER FOUNDATION DESIGN RECOMMENDATIONS TO SUPERCEDE GRADING PLAN OR SITE PLAN ELEVATIONS.

Gravel Drive Cross Section

12'-0" CL OF ACCESS DRIVE (SEE GRADING PLAN)

2% CROSS SLOPE TYP. (SEE GRADING PLAN)

3:1

FINISH AGGREGATE, 4" MINIMUM OF 3/4" (WELL GRADED) CRUSHED AGGREGATE BASE COURSE (TYP.)

WIDTH OF BASE COURSE AND SUB-BASE COURSE SHALL BE 12' MIN. (TYP.)

EQUAL

2% CROSS SLOPE TYP. (SEE GRADING PLAN)

3:1 MAX. CUT SLOPE

3" MIN. OF 3" (WELL GRADED) BASE AGGREGATE, 9" MIN. OF 3" (WELL GRADED) BREAKER RUN AGGREGATE BASE COURSE (TYP.)

SEE NOTE 3

UNDISTURBED NATIVE SOILS TO MEET REQUIREMENTS BELOW

SEE NOTE 1

FINISHED GRADE

PROPOSED 4 OZ. SPUNBONDED WEED BARRIER FABRIC, 20' ON 2' 40' ON EQUIVALENT

4" MIN. OF 3/4" CRUSHED AGGREGATE WITHOUT FINES

2.0% ± (TYP.)

EXTEND SELECT FILL AND AGGREGATE MATERIALS 1'-0" MINIMUM BEYOND EDGE OF FENCELINE ON ALL SIDES

3:1 MAX. SLOPE

NOTES:

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- FINAL TOWER FOUNDATION DESIGN RECOMMENDATIONS TO SUPERCEDE GRADING PLAN OR SITE PLAN ELEVATIONS.

Pipe Bollard

12'-0" CL OF ACCESS DRIVE (SEE GRADING PLAN)

2% CROSS SLOPE TYP. (SEE GRADING PLAN)

3:1

FINISH AGGREGATE, 4" MINIMUM OF 3/4" (WELL GRADED) CRUSHED AGGREGATE BASE COURSE (TYP.)

WIDTH OF BASE COURSE AND SUB-BASE COURSE SHALL BE 12' MIN. (TYP.)

EQUAL

2% CROSS SLOPE TYP. (SEE GRADING PLAN)

3:1 MAX. CUT SLOPE

3" MIN. OF 3" (WELL GRADED) BASE AGGREGATE, 9" MIN. OF 3" (WELL GRADED) BREAKER RUN AGGREGATE BASE COURSE (TYP.)

SEE NOTE 3

UNDISTURBED NATIVE SOILS TO MEET REQUIREMENTS BELOW

SEE NOTE 1

FINISHED GRADE

PROPOSED 4 OZ. SPUNBONDED WEED BARRIER FABRIC, 20' ON 2' 40' ON EQUIVALENT

4" MIN. OF 3/4" CRUSHED AGGREGATE WITHOUT FINES

2.0% ± (TYP.)

EXTEND SELECT FILL AND AGGREGATE MATERIALS 1'-0" MINIMUM BEYOND EDGE OF FENCELINE ON ALL SIDES

3:1 MAX. SLOPE

NOTES:

- REMOVE ALL TOPSOIL, ORGANIC MATERIAL AND WET OR POOR SOILS WITHIN COMPOUND AREA. CONTRACTOR TO REVIEW SITE CONDITIONS AND CONSULT GEOGRAPHIC ENGINEER FOR GUIDANCE. IF POOR SOILS ARE ENCOUNTERED AT A DEPTH OF MORE THAN 12", CONTACT CONSTRUCTION MANAGER FOR GUIDANCE.
- FINAL TOWER FOUNDATION DESIGN RECOMMENDATIONS TO SUPERCEDE GRADING PLAN OR SITE PLAN ELEVATIONS.

CONSULTANT:

THE TOWERS, LLC

LEASER

ENGINEER SEAL

1. I HEREBY CERTIFY THAT THE
PLANS SPECIFICATION, AND
NOTES ON THESE DRAWINGS
ARE MY OWN WORK OR THAT
I AM A LICENSED PROFESSIONAL
ENGINEER AND THAT I AM
THE ENGINEER OF RECORD
FOR THE STATE OF MINNESOTA.

SIGNATURE _____

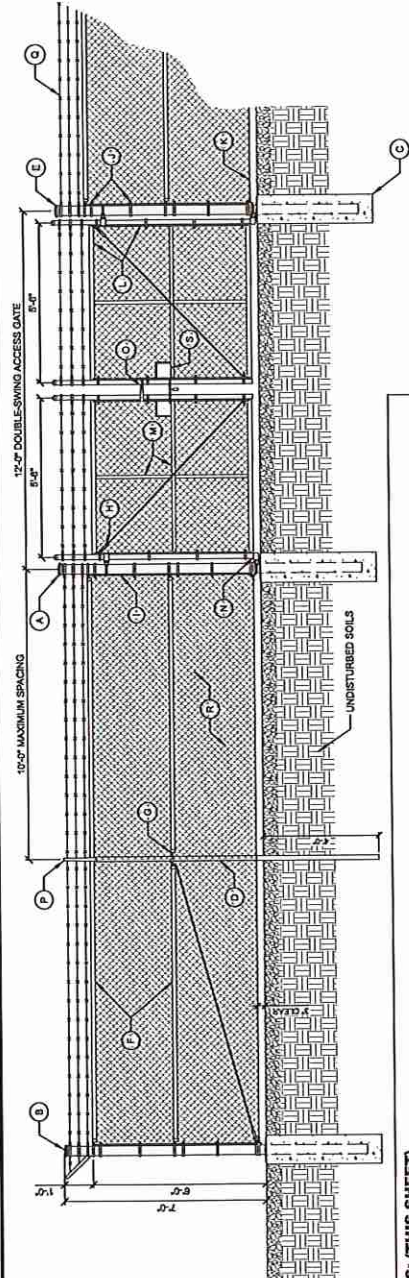
TYPED NAME _____

PRINTED NAME _____

DATE _____

NOT FOR CONSTRUCTION

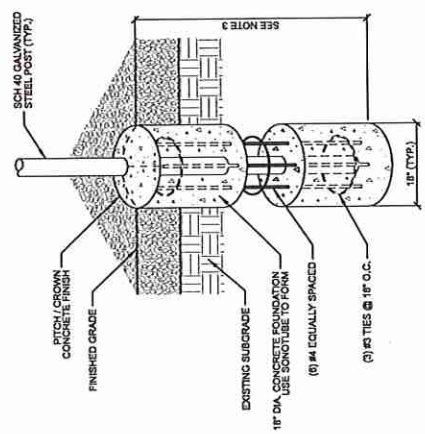
STC FREMONT (V&W #, US-MN-5186)
STC ZIMMERMAN, MINNESOTA



REFERENCE NOTES: (THIS SHEET)

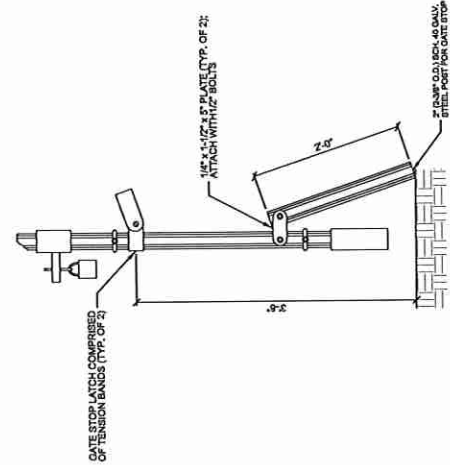
- (A) 4" (4-1/2" O.D.) SCH. 40 GALV. STEEL GATE POST
- (B) 4" (4-1/2" O.D.) SCH. 40 GALV. STEEL CORNER POST
- (C) CONCRETE PIER FOUNDATION;
SEE DETAIL BELOW
- (D) 2" (2-3/8" O.D.) SCH. 40 GALV. STEEL INTERMEDIARY LINE POSTS;
LINE POSTS SHALL BE EQUALLY SPACED AT MAXIMUM 10'-0" O.C.
- (E) FENCE POST CAP (SIZE VARIES)
- (F) 1-1/4" (1.38" O.D.) TOP RAIL & MID BRACE RAIL PIPE
- (G) OFFSET BRACE RAIL ENDS FOR MID BRACE RAIL
- (H) 5/16" O.D. TRUSS ROD WITH TRUSS TIGHTENER ASSEMBLY
- (I) 3/16" x 3/4" STRETCHER BAR TO EXTEND FULL HEIGHT OF FENCE FABRIC
- (J) 3/4" TENSION BAND (TYP.)
- (K) TENSION WIRE
- (L) 1-1/2" (1.37" O.D.) SCH. 40 GALV. STEEL FENCE GATE FRAME
- (M) 1-1/4" (1.38" O.D.) SCH. 40 GALV. STEEL HORIZONTAL AND VERTICAL GATE BRACES
- (N) MALLEABLE BUTT HINGES (TYP.)
- (O) GATE LATCH;
VARY REQUIREMENTS WITH FENCE MANUFACTURER
- (P) 45° BARB ARM FENCE POST CAP
- (Q) 3 STRANDS OF 4 PT. GALV. BARB WIRE
- (R) 40 GAUGE GALV. CHAIN LINK FENCE FABRIC WITH TWISTED TOP BELLAIR AND RIVETED BOTTOM BELLAIR
- (S) 8" x 6" HANDHOLE FOR CHAIN LOCK

A COMPOUND FENCE



- NOTES:**
1. MAINTAIN 2" MINIMUM REBAR COVER WITH CONCRETE IN ALL DIRECTIONS.
 2. CONCRETE MAX TO BE 4000 PSI @ 28 DAYS.
 3. FOUNDATION DEPTH TO EXCEED LOCAL FROST DEPTH, OR 48" MINIMUM.

B FENCE POST PIER FOUNDATION



C GATE STOP



MANUFACTURER INFORMATION:

YANASE
70 SPRINGHURST AVENUE
TORONTO, CANADA M8K 1B8
PHONE: 416-291-2200
FAX: 416-291-2746
EMAIL: northamerica@yanase.com

PART NUMBER:

5 PROLOCK TUBULAR MULTI-LOCK W/ CHAIN CATCH # 05-7K

- NOTES:**
- TO TYPICALLY BE INSTALLED ON MAIN DOUBLE SWING GATE.
 - WORKS ON 30mm TO 70mm DIAMETER PIPE
 - 1 TO 5 PROLOCKS

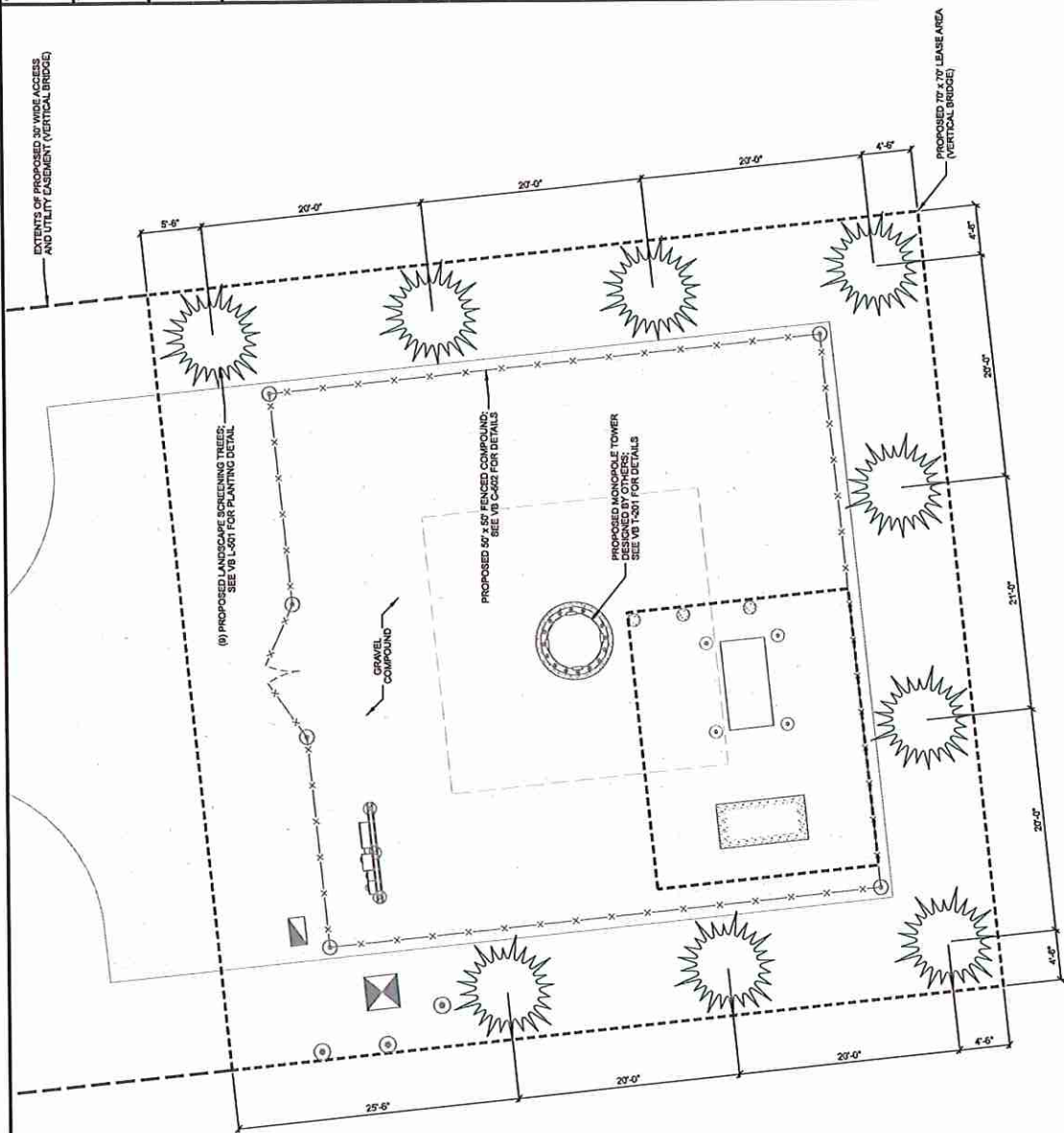
D GATE LATCH

REVISION	DATE	DESCRIPTION
REV. A	05/09	REV. A
REV. B	05/09	REV. B
REV. C	05/09	REV. C
REV. D	05/09	REV. D
REV. E	05/09	REV. E
REV. F	05/09	REV. F
REV. G	05/09	REV. G
REV. H	05/09	REV. H
REV. I	05/09	REV. I
REV. J	05/09	REV. J
REV. K	05/09	REV. K
REV. L	05/09	REV. L
REV. M	05/09	REV. M
REV. N	05/09	REV. N
REV. O	05/09	REV. O
REV. P	05/09	REV. P
REV. Q	05/09	REV. Q
REV. R	05/09	REV. R
REV. S	05/09	REV. S
REV. T	05/09	REV. T
REV. U	05/09	REV. U
REV. V	05/09	REV. V
REV. W	05/09	REV. W
REV. X	05/09	REV. X
REV. Y	05/09	REV. Y
REV. Z	05/09	REV. Z
REV. AA	05/09	REV. AA
REV. AB	05/09	REV. AB
REV. AC	05/09	REV. AC
REV. AD	05/09	REV. AD
REV. AE	05/09	REV. AE
REV. AF	05/09	REV. AF
REV. AG	05/09	REV. AG
REV. AH	05/09	REV. AH
REV. AI	05/09	REV. AI
REV. AJ	05/09	REV. AJ
REV. AK	05/09	REV. AK
REV. AL	05/09	REV. AL
REV. AM	05/09	REV. AM
REV. AN	05/09	REV. AN
REV. AO	05/09	REV. AO
REV. AP	05/09	REV. AP
REV. AQ	05/09	REV. AQ
REV. AR	05/09	REV. AR
REV. AS	05/09	REV. AS
REV. AT	05/09	REV. AT
REV. AU	05/09	REV. AU
REV. AV	05/09	REV. AV
REV. AW	05/09	REV. AW
REV. AX	05/09	REV. AX
REV. AY	05/09	REV. AY
REV. AZ	05/09	REV. AZ
REV. BA	05/09	REV. BA
REV. BB	05/09	REV. BB
REV. BC	05/09	REV. BC
REV. BD	05/09	REV. BD
REV. BE	05/09	REV. BE
REV. BF	05/09	REV. BF
REV. BG	05/09	REV. BG
REV. BH	05/09	REV. BH
REV. BI	05/09	REV. BI
REV. BJ	05/09	REV. BJ
REV. BK	05/09	REV. BK
REV. BL	05/09	REV. BL
REV. BM	05/09	REV. BM
REV. BN	05/09	REV. BN
REV. BO	05/09	REV. BO
REV. BP	05/09	REV. BP
REV. BQ	05/09	REV. BQ
REV. BR	05/09	REV. BR
REV. BS	05/09	REV. BS
REV. BT	05/09	REV. BT
REV. BU	05/09	REV. BU
REV. BV	05/09	REV. BV
REV. BW	05/09	REV. BW
REV. BX	05/09	REV. BX
REV. BY	05/09	REV. BY
REV. BZ	05/09	REV. BZ
REV. CA	05/09	REV. CA
REV. CB	05/09	REV. CB
REV. CC	05/09	REV. CC
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REV. CK	05/09	REV. CK
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REV. CM	05/09	REV. CM
REV. CN	05/09	REV. CN
REV. CO	05/09	REV. CO
REV. CP	05/09	REV. CP
REV. CQ	05/09	REV. CQ
REV. CR	05/09	REV. CR
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REV. CT	05/09	REV. CT
REV. CU	05/09	REV. CU
REV. CV	05/09	REV. CV
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REV. CY	05/09	REV. CY
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REV. DJ	05/09	REV. DJ
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REV. DO	05/09	REV. DO
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REV. EC	05/09	REV. EC
REV. ED	05/09	REV. ED
REV. EE	05/09	REV. EE
REV. EF	05/09	REV. EF
REV. EG	05/09	REV. EG
REV. EH	05/09	REV. EH
REV. EI	05/09	REV. EI
REV. EJ	05/09	REV. EJ
REV. EK	05/09	REV. EK
REV. EL	05/09	REV. EL
REV. EM	05/09	REV. EM
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REV. EO	05/09	REV. EO
REV. EP	05/09	REV. EP
REV. EQ	05/09	REV. EQ
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REV. EV	05/09	REV. EV
REV. EW	05/09	REV. EW
REV. EX	05/09	REV. EX
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REV. FB	05/09	REV. FB
REV. FC	05/09	REV. FC
REV. FD	05/09	REV. FD
REV. FE	05/09	REV. FE
REV. FF	05/09	REV. FF
REV. FG	05/09	REV. FG
REV. FH	05/09	REV. FH
REV. FI	05/09	REV. FI
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REV. FK	05/09	REV. FK
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REV. FQ	05/09	REV. FQ
REV. FR	05/09	REV. FR
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REV. FV	05/09	REV. FV
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REV. FX	05/09	REV. FX
REV. FY	05/09	REV. FY
REV. FZ	05/09	REV. FZ
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REV. GE	05/09	REV. GE
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REV. GG	05/09	REV. GG
REV. GH	05/09	REV. GH
REV. GI	05/09	REV. GI
REV. GJ	05/09	REV. GJ
REV. GK	05/09	REV. GK
REV. GL	05/09	REV. GL
REV. GM	05/09	REV. GM
REV. GN	05/09	REV. GN
REV. GO	05/09	REV. GO
REV. GP	05/09	REV. GP
REV. GQ	05/09	REV. GQ
REV. GR	05/09	REV. GR
REV. GS	05/09	REV. GS
REV. GT	05/09	REV. GT
REV. GU	05/09	REV. GU
REV. GV	05/09	REV. GV
REV. GW	05/09	REV. GW
REV. GX	05/09	REV. GX
REV. GY	05/09	REV. GY
REV. GZ	05/09	REV. GZ
REV. HA	05/09	REV. HA
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REV. HE	05/09	REV. HE
REV. HF	05/09	REV. HF
REV. HG	05/09	REV. HG
REV. HH	05/09	REV. HH
REV. HI	05/09	REV. HI
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REV. HL	05/09	REV. HL
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REV. HR	05/09	REV. HR
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REV. HX	05/09	REV. HX
REV. HY	05/09	REV. HY
REV. HZ	05/09	REV. HZ
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REV. ID	05/09	REV. ID
REV. IE	05/09	REV. IE
REV. IF	05/09	REV. IF
REV. IG	05/09	REV. IG
REV. IH	05/09	REV. IH
REV. II	05/09	REV. II
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REV. IK	05/09	REV. IK
REV. IL	05/09	REV. IL
REV. IM	05/09	REV. IM
REV. IN	05/09	REV. IN
REV. IO	05/09	REV. IO
REV. IP	05/09	REV. IP
REV. IQ	05/09	REV. IQ
REV. IR	05/09	REV. IR
REV. IS	05/09	REV. IS
REV. IT	05/09	REV. IT
REV. IU	05/09	REV. IU
REV. IV	05/09	REV. IV
REV. IW	05/09	REV. IW
REV. IX	05/09	REV. IX
REV. IY	05/09	REV. IY
REV. IZ	05/09	REV. IZ
REV. JA	05/09	REV. JA
REV. JB	05/09	REV. JB
REV. JC	05/09	REV. JC
REV. JD	05/09	REV. JD
REV. JE	05/09	REV. JE
REV. JF	05/09	REV. JF
REV. JG	05/09	REV. JG
REV. JH	05/09	REV. JH
REV. JI	05/09	REV. JI
REV. JJ	05/09	REV. JJ
REV. JK	05/09	REV. JK
REV. JL	05/09	REV. JL
REV. JM	05/09	REV. JM
REV. JN	05/09	REV. JN
REV. JO	05/09	REV. JO
REV. JP	05/09	REV. JP
REV. JQ	05/09	REV. JQ
REV. JR	05/09	REV. JR
REV. JS	05/09	REV. JS
REV. JT	05/09	REV. JT
REV. JU	05/09	REV. JU
REV. JV	05/09	REV. JV
REV. JW	05/09	REV. JW
REV. JX	05/09	REV. JX
REV. JY	05/09	REV. JY
REV. JZ	05/09	REV. JZ
REV. KA	05/09	REV. KA
REV. KB	05/09	REV. KB
REV. KC	05/09	REV. KC
REV. KD	05/09	REV. KD
REV. KE	05/09	REV. KE
REV. KF	05/09	REV. KF
REV. KG	05/09	REV. KG
REV. KH	05/09	REV. KH
REV. KI	05/09	REV. KI
REV. KJ	05/09	REV. KJ
REV. KL	05/09	REV. KL
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REV. KN	05/09	REV. KN
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REV. KV	05/09	REV. KV
REV. KW	05/09	REV. KW
REV. KX	05/09	REV. KX
REV. KY	05/09	REV. KY
REV. KZ	05/09	REV. KZ
REV. LA	05/09	REV. LA
REV. LB	05/09	REV. LB
REV. LC	05/09	REV. LC
REV. LD	05/09	REV. LD
REV. LE	05/09	REV. LE
REV. LF	05/09	REV. LF
REV. LG	05/09	REV. LG
REV. LH	05/09	REV. LH
REV. LI	05/09	REV. LI
REV. LJ	05/09	REV. LJ
REV. LK	05/09	REV. LK
REV. LL	05/09	REV. LL
REV. LM	05/09	REV. LM
REV. LN	05/09	REV. LN
REV. LO	05/09	REV. LO
REV. LP	05/09	REV. LP
REV. LQ	05/09	REV. LQ
REV. LR	05/09	REV. LR
REV. LS	05/09	REV. LS
REV. LT	05/09	REV. LT
REV. LU	05/09	REV. LU
REV. LV	05/09	REV. LV
REV. LW	05/09	REV. LW
REV. LX	05/09	REV. LX
REV. LY	05/09	REV. LY
REV. LZ	05/09	REV. LZ
REV. MA	05/09	REV. MA
REV. MB	05/09	REV. MB
REV. MC	05/09	REV. MC
REV. MD	05/09	REV. MD
REV. ME	05/09	REV. ME
REV. MF	05/09	REV. MF
REV. MG	05/09	REV. MG
REV. MH	05/09	REV. MH
REV. MI	05/09	REV. MI
REV. MJ	05/09	REV. MJ
REV. MK	05/09	REV. MK
REV. ML	05/09	REV. ML
REV. MM	05/09	REV. MM
REV. MN	05/09	REV. MN
REV. MO	05/09	REV. MO
REV. MP	05/09	REV. MP
REV. MQ	05/09	REV. MQ
REV. MR	05/09	REV. MR
REV. MS	05/09	REV. MS
REV. MT	05/09	REV. MT
REV. MU	05/09	REV. MU
REV. MV	05/09	REV. MV
REV. MW	05/09	REV. MW
REV. MX	05/09	REV. MX
REV. MY	05/09	REV. MY
REV. MZ	05/09	REV. MZ
REV. NA	05/09	REV. NA
REV. NB	05/09	REV. NB
REV. NC	05/09	REV. NC
REV. ND	05/09	REV. ND
REV. NE	05/09	REV. NE
REV. NF	05/09	REV. NF
REV. NG	05/09	REV. NG
REV. NH	05/09	REV. NH
REV. NI	05/09	REV. NI
REV. NJ	05/09	REV. NJ
REV. NK	05/09	REV. NK
REV. NL	05/09	REV. NL
REV. NM	05/09	REV. NM
REV. NN	05/09	REV. NN
REV. NO	05/09	REV. NO
REV. NP	05/09	REV. NP
REV. NQ	05/09	REV. NQ
REV. NR	05/09	REV. NR
REV. NS	05/09	REV. NS
REV. NT	05/09	REV. NT
REV. NU	05/09	REV. NU
REV. NV	05/09	REV. NV
REV. NW	05/09	REV. NW
REV. NX	05/09	REV. NX
REV. NY	05/09	REV. NY
REV. NZ	05/09	REV. NZ
REV. OA	05/09	REV. OA
REV. OB	05/09	REV. OB
REV. OC	05/09	REV. OC
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REV. OG	05/09	REV. OG
REV. OH	05/09	REV. OH
REV. OI	05/09	REV. OI
REV. OJ	05/09	REV. OJ
REV. OK	05/09	REV. OK
REV. OL	05/09	REV. OL
REV. OM	05/09	REV. OM
REV. ON	05/09	REV. ON
REV. OO	05/09	REV. OO
REV. OP	05/09	REV. OP
REV. OQ	05/09	REV. OQ
REV. OR	05/09	REV. OR
REV. OS	05/09	REV. OS
REV. OT	05/09	REV. OT
REV. OU		



NOTES: (THIS SHEET)

6. PLANT CONTAINER OR BULB-AND-DURLAPED PLANTS IN SPRING OR FALL.
7. PLANT ON A RAISED BED TO ENSURE PROTECTED DRAINAGE. PLANTING SHOULD BE COMPLETED PRIOR TO THE FIRST WASHOUTS AND SOIL EROSION.
8. MINIMIZE DISTURBANCE TO EXISTING PLANTS AND TREES. MINIMIZE DISTURBANCE TO EXISTING PLANTS AND TREES BY PROPOSED CONSTRUCTION.
9. PLANTING OF NEW PLANTS AND TREES SHALL BE PLANNED TO COMPLEMENT THE NATURAL VARIATION OF THE PLANT STOCK THAT ARE ACCLIMATED TO THE CLIMATIC VARIATION OF THE AREA.
10. BEFORE LANDSCAPE TREES ARE PLANTED, APPROPRIATE UTILITY COMPANIES SHOULD BE CONTACTED, FOR EXACT LOCATION OF ALL UTILITIES. CONTACT DIGGINGS SHOULD NOT LINE UP SOLO.
11. ALL LISTED SOILS LOCATED ADJACENT TO THE PLANTING AREA SHALL BE LOOSENEED PRIOR TO ALL LANDSCAPE PLANTING.
12. AMEND NATIVE SOIL AS REQUIRED WITH ORGANIC MATTER.
13. ESTABLISHMENT OF NEW PLANTED TREES IF THE NATIVE SOIL CONSISTS OF SANDY GLOBS OR CLAYY SOILS.
14. PLANTING OF NEW PLANTS AND TREES SHALL BE PLANNED TO COMPLEMENT THE NATURAL VARIATION OF THE PLANT STOCK THAT ARE ACCLIMATED TO THE CLIMATIC VARIATION OF THE AREA.
15. RECOMMENDATIONS AT THE TIME OF NEWLY PLANTED TREES AT MINIMUM ONE YEAR WITH A HOLE ON THE PLANTING AREA.
16. PLANTING OF NEW PLANTS AND TREES SHALL BE PLANNED TO COMPLEMENT THE NATURAL VARIATION OF THE PLANT STOCK THAT ARE ACCLIMATED TO THE CLIMATIC VARIATION OF THE AREA.
17. PLANTING OF NEW PLANTS AND TREES SHALL BE PLANNED TO COMPLEMENT THE NATURAL VARIATION OF THE PLANT STOCK THAT ARE ACCLIMATED TO THE CLIMATIC VARIATION OF THE AREA.
18. PLANTING OF NEW PLANTS AND TREES SHALL BE PLANNED TO COMPLEMENT THE NATURAL VARIATION OF THE PLANT STOCK THAT ARE ACCLIMATED TO THE CLIMATIC VARIATION OF THE AREA.
19. PLANTING OF NEW PLANTS AND TREES SHALL BE PLANNED TO COMPLEMENT THE NATURAL VARIATION OF THE PLANT STOCK THAT ARE ACCLIMATED TO THE CLIMATIC VARIATION OF THE AREA.
20. PLANTING OF NEW PLANTS AND TREES SHALL BE PLANNED TO COMPLEMENT THE NATURAL VARIATION OF THE PLANT STOCK THAT ARE ACCLIMATED TO THE CLIMATIC VARIATION OF THE AREA.



EXTENTS OF PROPOSED 30' WIDE ACCESS AND UTILITY EASEMENT (VERTICAL BRIDGE)

(9) PROPOSED LANDSCAPE SCREENING TREES; -
SEE VR 1 -501 FOR PLANTING DETAIL

PROPOSED 50' x 50' FENCED COMPOUND:

PROPOSED MONOPOLE TOWER
DESIGNED BY OTHERS:
SEE VB T-201 FOR DETAILS

PROPOSED 70' x 70' LEASE AREA
(VERTICAL BRIDGE)

[illegible]

5' 0' 5' 10'

SCALE: 11" x 17" - 1" = 10'
22" x 34" - 1" = 5'

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LANDSCAPE PLAN
8TC FREMONT (VB #: US-MN-5186)
8TC FREMONT (VZW #: 17660181)
ZIMMERMAN, MINNESOTA

NOT FOR CONSTRUCTION
- PRELIMINARY -
TYPED OR
PRINTED NAME:
SIGNATURE:

I HEREBY CERTIFY THAT THIS
PLAN, SPECIFICATION, OR
REPORT WAS PREPARED BY ME
OR UNDER MY DIRECT
SUPERVISION AND THAT I AM A
DULY LICENSED PROFESSIONAL
ENGINEER UNDER THE LAWS OF
THE STATE OF MINNESOTA.

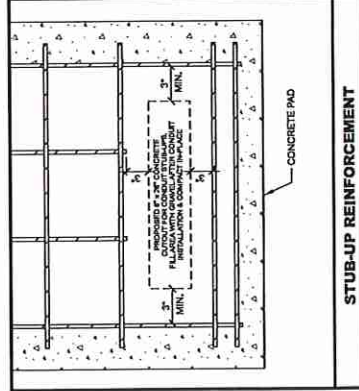


verticalbridge
THE TOWERS ILLC

POWER OWNERS:



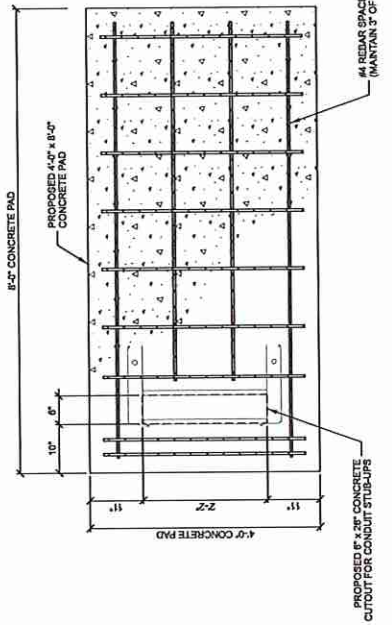
Edge
Consulting Engineers, Inc.



STUB-UP REINFORCEMENT

NOTE:
VERIFY EXACT CONDUIT STUB-UP
LOCATIONS WITH GENSET PLANS

NOTE:
VERTICAL BRIDGE CONTRACTOR TO INSTALL
VERTICAL BRIDGE CONTRACTOR PAD



SIZE	LENGTH	QTY
#4	7'-0"	2
#4	3'-0"	9
#4	8'-0"	2

A KOHLER 30RE02K DIESEL GENERATOR FOUNDATION LAYOUT

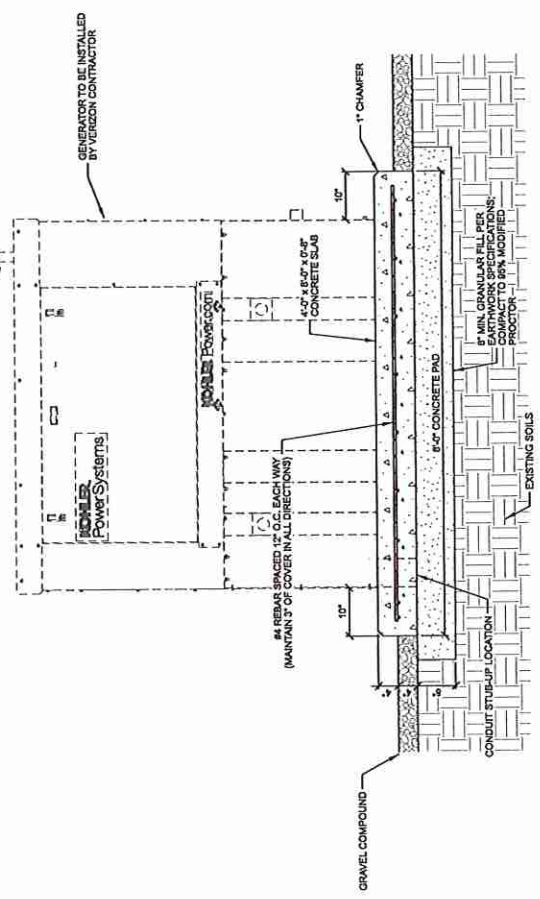
GENERATOR CLEARANCE NOTE:
- MINIMUM OF 1'-0" OF CLEARANCE FROM COMBUSTIBLE WALL
- MINIMUM OF 2'-0" OF CLEARANCE FROM OUTDOOR ELECTRICAL
TRANSFORMER OR NORMAL POWER DISTRIBUTION EQUIPMENT

NOTE:

SEE GENERATOR MANUFACTURER'S DRAWINGS FOR
PHYSICAL LOCATION OF FUEL LINES, CONTROL AND
SERVICE CONNECTIONS. THE GENERATOR SHALL BE
THAT ARE TO BE CAST INTO THE CONCRETE. THE
PREFERRED METHOD IS TO INTO THE GROUND
OF THE GENERATOR (MINIMIZE RODENT DAMAGE).
THE CONCRETE SHALL BE REINFORCED WITH #4
CONCRETE REINFORCEMENT. THE REINFORCEMENT
ROD CONDUITS SHALL BE SECURED TO THE EXISTING
SLAB, THEN BURED BETWEEN SLAB AND PLATFORM
SLAB.

NOTE:

SLAB NOT SUITABLE AT SITES WITH ORGANIC SOIL.
UNCOMPACTED FILL, EXPANSIVE SOIL, OR SOILS
SUSCEPTIBLE TO FRESH FRESH. SOFT AREAS
AND POOR SOILS BENEATH CONCRETE PAD TO
A DEPTH OF AT LEAST 2'-0" BELOW CONCRETE PAD



B KOHLER 30RE02K DIESEL GENERATOR FOUNDATION DETAIL

GENERATOR PAD DETAILS
STC FREMONT (VZ) #17660181
ZIMMERMAN, MINNESOTA

SUBMITTAL		
INT.	DATE	DESCRIPTION
NAT	08/09/08	REV. A
NAT	08/10/08	REV. B
NAT	08/13/08	REV. C

CONSULTANT



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TEL: 612.335.1000
WWW.EDGECONSULTING.COM

EDGE CONSULTING, INC.
10000 WISCONSIN AVE
MINNEAPOLIS, MN 55425
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WWW.EDGECONSULTING.COM

VERTICAL WAVEGUIDE LADDER NOTE
- O.C. TO INSTALL WAVEGUIDE LADDER FOR
VERIZON CABLES & COMES WITH THE TOWER
- VERTICAL BRIDGE TO PROVIDE TOWER
WAVEGUIDE LADDER ALONG WITH TOWER STEEL

PROPOSED LIGHTNING ROD TO EXTEND 2 MIN.
ABOVE THE TOP OF ALL APPURTENANCES

C.L. OF FUTURE VERIZON ANTENNAS @ 117'-0" A.G.L.

FUTURE CARRIER PANEL ANTENNAS

PROPOSED 175' MONOPOLE;
DESIGNED BY OTHERS

TOP OF PROPOSED MONOPOLE TOWER STEEL @ 115'-0" A.G.L.
C.L. OF FUTURE VERIZON ANTENNAS @ 117'-0" A.G.L.

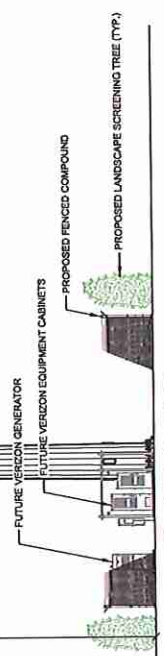
OVERALL TOWER HEIGHT (MAX APPURTENANCE) @ 155'-0" A.G.L.

TOP OF LIGHTNING ROD (MAX APPURTENANCE)
ELEV: 1167.2' = 1167' A.G.L.

TOP OF TOWER STEEL
ELEV: 1157.2' = 1157' A.G.L.

TOP OF CONCRETE (T.O.C.)
ELEV: 1802.8' = 6.2' A.G.L.

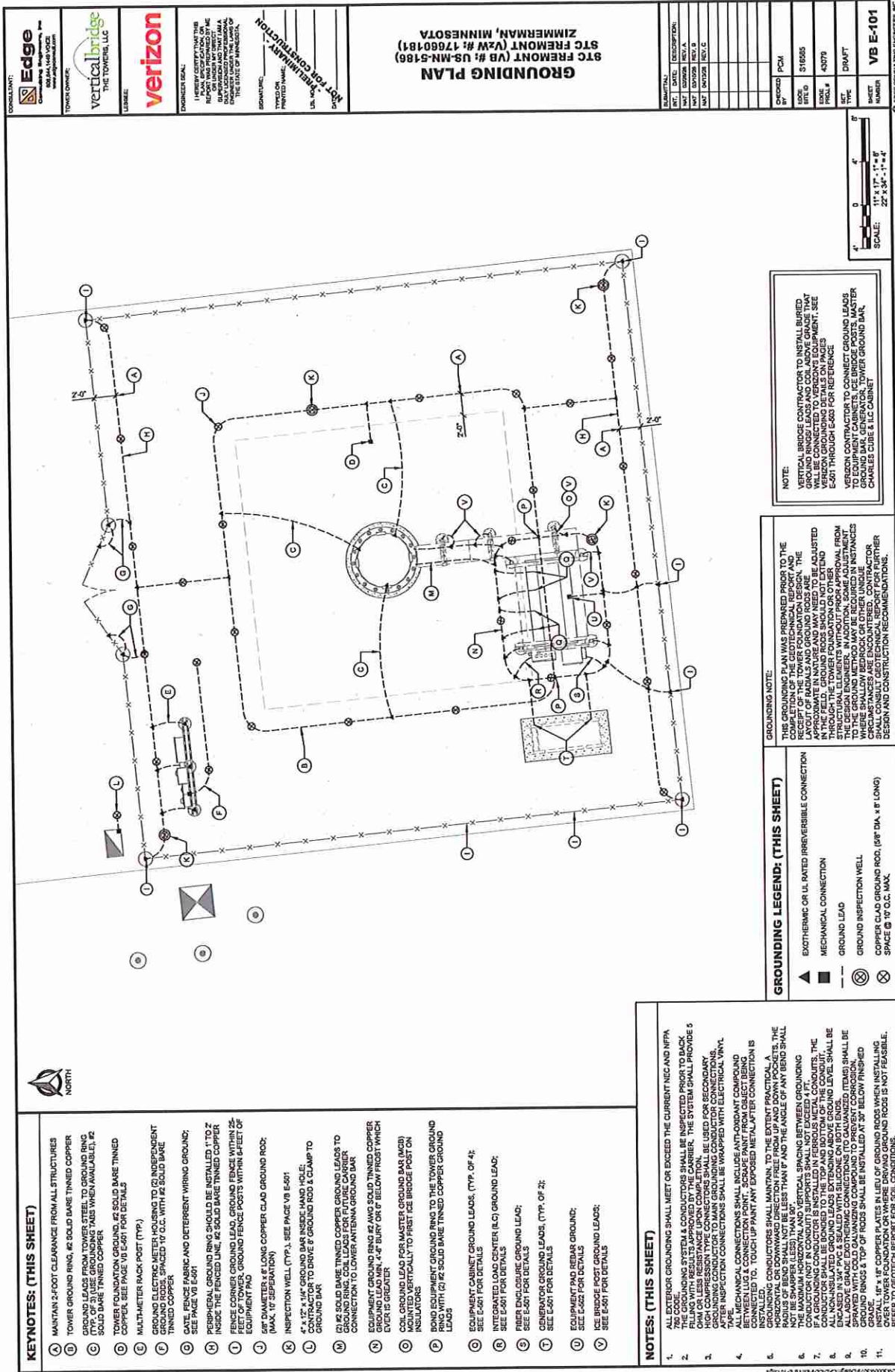
PROPOSED GRADE
ELEV: 1802.3'



A SITE ELEVATION
SCALE: 1/8" = 1' - 0" & 25' = 1" - 0"

TOWER ELEVATION
STC FREMONT (VZW #: 17660181)
ZIMMERMAN, MINNESOTA

SUBMITTAL		DESCRIPTION	
REV.	DATE	REV. A	REV. B



Edge
Consulting Engineers, Inc.
10000 Highway 100, Suite 100
Minneapolis, MN 55412
Phone: 612.339.1234
Fax: 612.339.1235
www.edge-engineers.com

CONSULTANT:

THE TOWER, LLC

ENGINEER SEAL:

I HEREBY CERTIFY THAT THE REPORT WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF MINNESOTA.

SIGNATURE: _____

PRINTED NAME: _____

DATE: _____

NOT FOR CONSTRUCTION

UTILITY PLAN

87C FREMONT (V# #, US-MN-5186)

87C FREMONT (V# #, 17660181)

ZIMMERMAN, MINNESOTA

REVISION	DATE	DESCRIPTION
1	08/08/2018	REV. A
2	08/08/2018	REV. B
3	08/08/2018	REV. C

DESIGNED BY: _____

CHECKED BY: _____

DATE: _____

PROJECT # _____

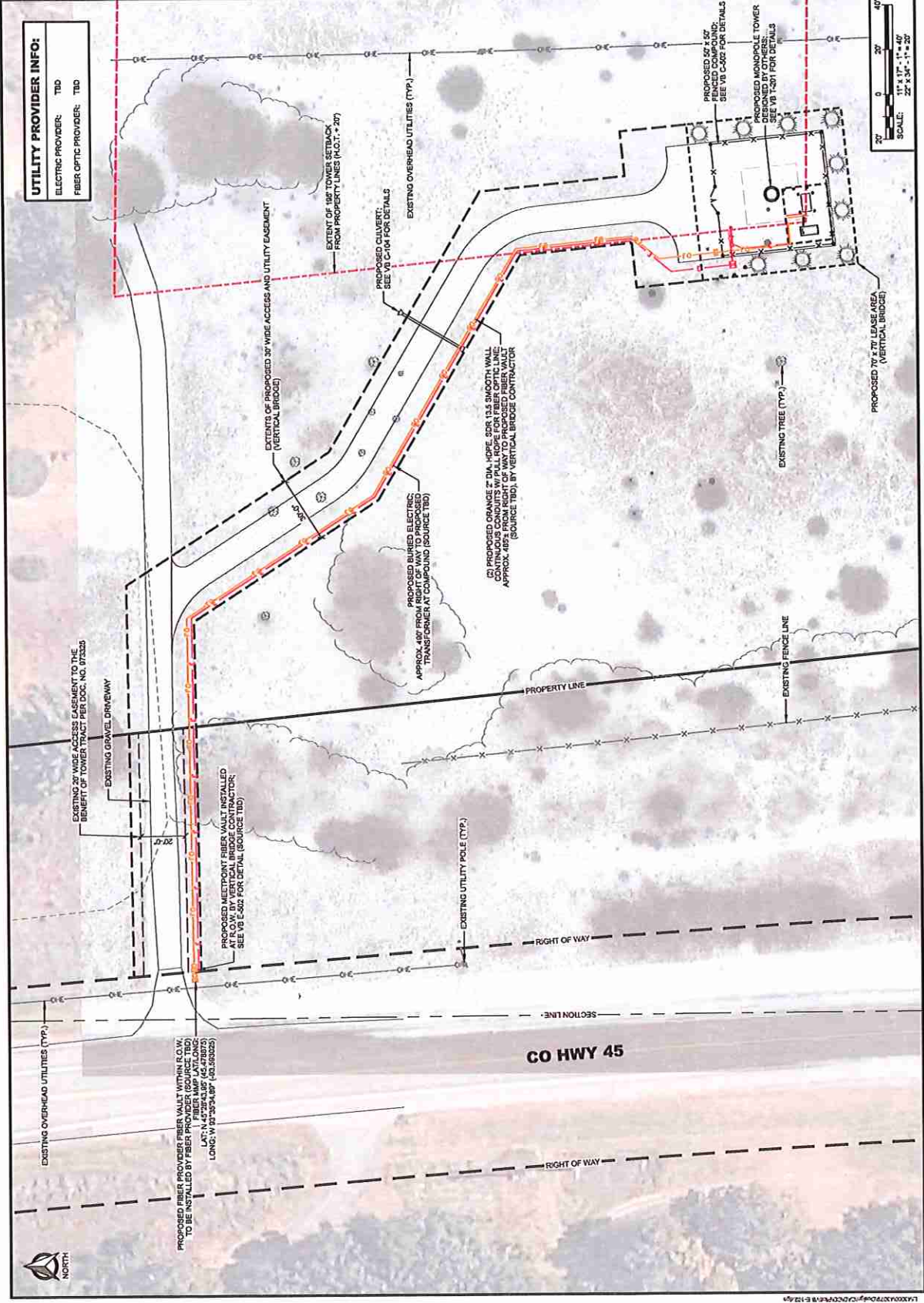
DRAWN BY: _____

DATE: _____

SHEET NUMBER: _____

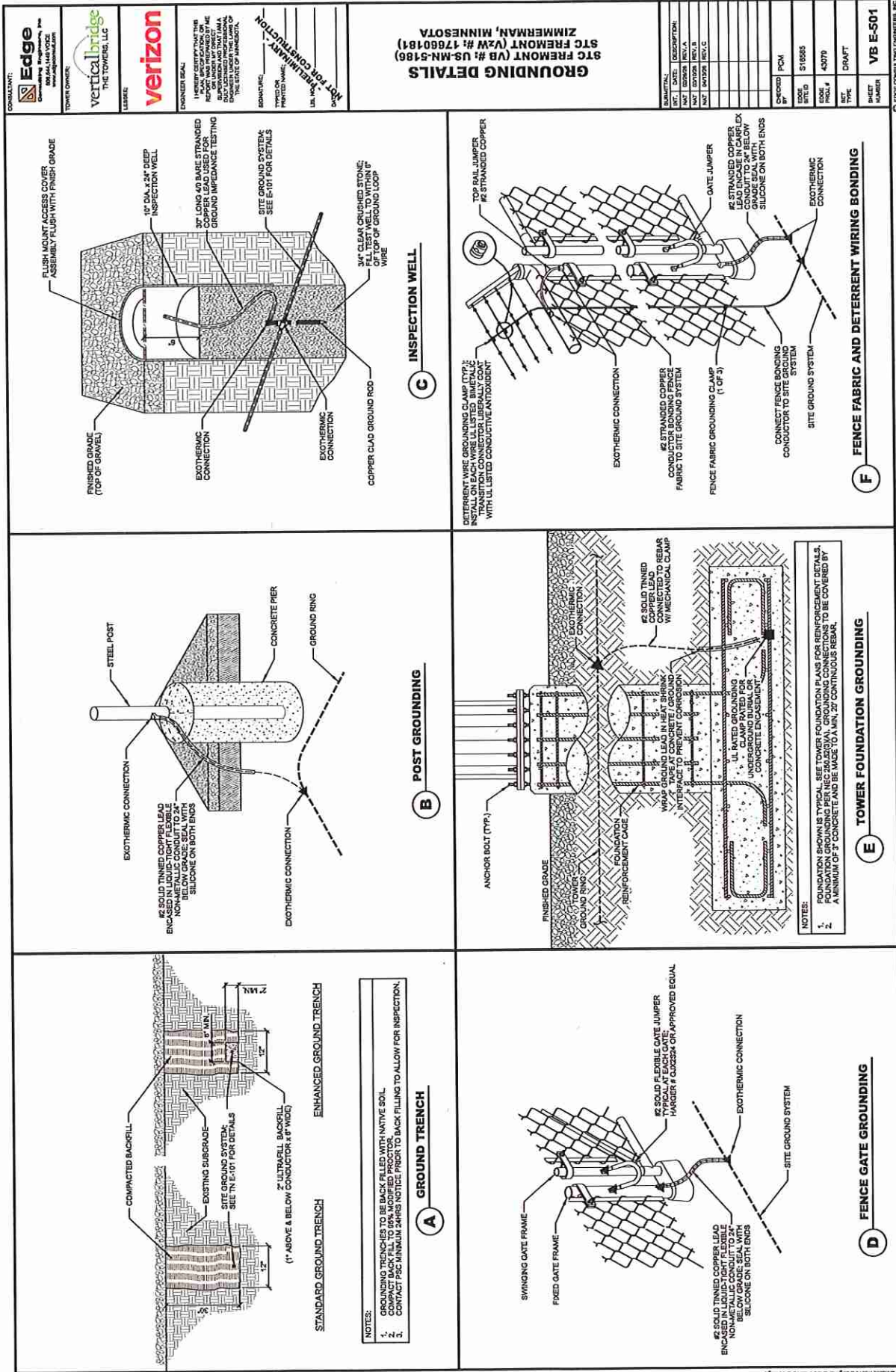
DRAFT: _____

VB E-102



1/20/2018 10:00 AM 10/20/2018 10:00 AM





CONSULTANT:

THE TOWERS, LLC

VERIZON

DESIGNED BY: [Signature]

CHECKED BY: [Signature]

DATE: [Date]

PROJECT: [Project Name]

LOCATION: [Location]

SCALE: [Scale]

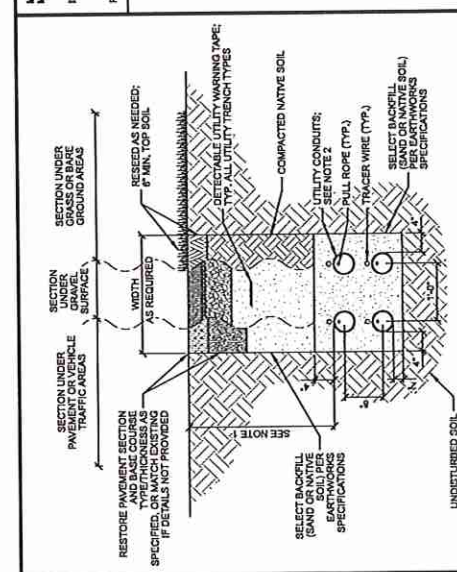
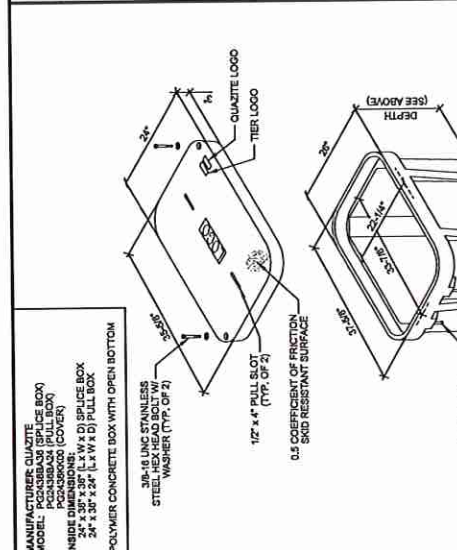
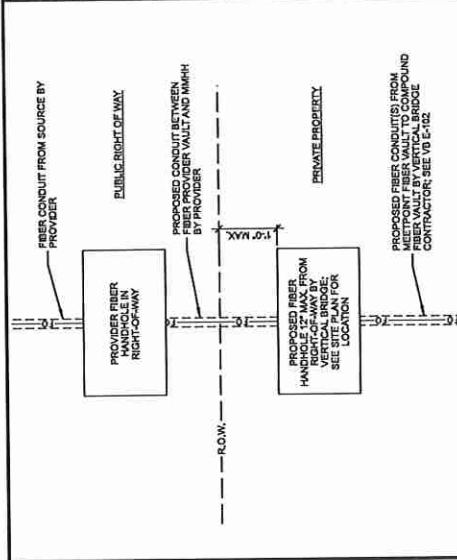
NOTES: [Notes]

UTILITY DETAILS

STC FREEMONT (V&W #17680181)

ZIMMERMAN, MINNESOTA

REVISION	DATE	DESCRIPTION
1	01/01/2018	REV. A
2	01/01/2018	REV. B
3	01/01/2018	REV. C
4	01/01/2018	REV. D
5	01/01/2018	REV. E
6	01/01/2018	REV. F
7	01/01/2018	REV. G
8	01/01/2018	REV. H
9	01/01/2018	REV. I
10	01/01/2018	REV. J
11	01/01/2018	REV. K
12	01/01/2018	REV. L
13	01/01/2018	REV. M
14	01/01/2018	REV. N
15	01/01/2018	REV. O
16	01/01/2018	REV. P
17	01/01/2018	REV. Q
18	01/01/2018	REV. R
19	01/01/2018	REV. S
20	01/01/2018	REV. T
21	01/01/2018	REV. U
22	01/01/2018	REV. V
23	01/01/2018	REV. W
24	01/01/2018	REV. X
25	01/01/2018	REV. Y
26	01/01/2018	REV. Z
27	01/01/2018	REV. AA
28	01/01/2018	REV. AB
29	01/01/2018	REV. AC
30	01/01/2018	REV. AD
31	01/01/2018	REV. AE
32	01/01/2018	REV. AF
33	01/01/2018	REV. AG
34	01/01/2018	REV. AH
35	01/01/2018	REV. AI
36	01/01/2018	REV. AJ
37	01/01/2018	REV. AK
38	01/01/2018	REV. AL
39	01/01/2018	REV. AM
40	01/01/2018	REV. AN
41	01/01/2018	REV. AO
42	01/01/2018	REV. AP
43	01/01/2018	REV. AQ
44	01/01/2018	REV. AR
45	01/01/2018	REV. AS
46	01/01/2018	REV. AT
47	01/01/2018	REV. AU
48	01/01/2018	REV. AV
49	01/01/2018	REV. AW
50	01/01/2018	REV. AX
51	01/01/2018	REV. AY
52	01/01/2018	REV. AZ
53	01/01/2018	REV. BA
54	01/01/2018	REV. BB
55	01/01/2018	REV. BC
56	01/01/2018	REV. BD
57	01/01/2018	REV. BE
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60	01/01/2018	REV. BH
61	01/01/2018	REV. BI
62	01/01/2018	REV. BJ
63	01/01/2018	REV. BK
64	01/01/2018	REV. BL
65	01/01/2018	REV. BM
66	01/01/2018	REV. BN
67	01/01/2018	REV. BO
68	01/01/2018	REV. BP
69	01/01/2018	REV. BQ
70	01/01/2018	REV. BR
71	01/01/2018	REV. BS
72	01/01/2018	REV. BT
73	01/01/2018	REV. BU
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93	01/01/2018	REV. BU
94	01/01/2018	REV. BV
95	01/01/2018	REV. BU
96	01/01/2018	REV. BV
97	01/01/2018	REV. BU
98	01/01/2018	REV. BV
99	01/01/2018	REV. BU
100	01/01/2018	REV. BV



NOT FOR CONSTRUCTION

DATE: [Date]

PROJECT: [Project Name]

LOCATION: [Location]

SCALE: [Scale]

NOTES: [Notes]

UTILITY TRENCH

SECTION UNDER PAVEMENT

SECTION UNDER GRAVEL

SECTION UNDER SAND

SECTION UNDER SOIL

RESTORE PAVEMENT SECTION TO MATCH EXISTING TYPE THICKNESS AS SPECIFIED, OR MATCH EXISTING IF DETAILS NOT PROVIDED

WIDENED AS REQUIRED: 8" MIN. TOP SOIL

DETECTABLE UTILITY WARNING TAPE

COMPACTED NATIVE SOIL

UTILITY CONDUITS

PULL ROPE (TYP.)

TRACER WIRE (TYP.)

SELECT BACKFILL (SAND SOIL PER EARTHWORKS SPECIFICATIONS)

UNDISTURBED SOIL

UTILITY VAULT

MANUFACTURER QUANTE

MODEL: PQC38000 (PULL BOX)

INSIDE DIMENSIONS: 24" x 24" x 24" (L x W x D) SPILL BOX

POLYMER CONCRETE BOX WITH OPEN BOTTOM

3/8" x 18" LONG STAINLESS STEEL HEX HEAD BOLT W/ WASHER (TYP. OF 2)

1/2" x 4" PULL SLOT (TYP. OF 2)

0.5" COEFFICIENT OF FRICTION (SOD RESISTANT SURFACE)

QUANTE LOGO

TIER LOGO

LIFTING BOLT (TYP. OF 4)

4" x 4" HOLES (TYP. OF 2)

FIBER HANDHOLE INSTALLATION

FIBER CONDUIT FROM SOURCE BY PROVIDER

PUBLIC RIGHT OF WAY

PROPOSED CONDUIT BETWEEN FIBER PROVIDER VAULT AND MMFH BY PROVIDER

PRIVATE PROPERTY

PROPOSED FIBER HANDHOLE 12" MAX FROM RIGHT-OF-WAY BY PROVIDER SEE SITE PLAN FOR LOCATION

PROPOSED FIBER CONDUIT(S) FROM FIBER VAULT BY VERTICAL BROOD CONTRACTOR SEE V8 E-102

WARNING TAPE & TRACE WIRE NOTES: (THIS SHEET)

1. WARNING TAPE TO BE INSTALLED ABOVE THE ELECTRICAL RUN FROM THE GENERATOR AND FUEL SOURCE.

2. WARNING TAPE SHALL BE RUN CONTINUOUSLY ALONG THE ENTIRE LENGTH AND INSTALLED 12 INCHES ABOVE THE TOP OF THE CONDUITS.

3. TRACER WIRE SHALL BE RUN CONTINUOUSLY ALONG THE ENTIRE LENGTH OF THE CONDUITS AND ELECTRIC CONDUITS.

4. TRACER WIRE SHALL BE SECURED TO THE CONDUIT AND MAINTAINED ABOVE THE CONDUIT CENTERLINE DURING TRENCH BACKFILLING.

5. TRACER WIRE TO EXTEND TO BOTH ENDS OF THE CONDUIT AND BE BURIED IN PROTECTIVE COATING.

6. TRACER WIRE SHALL CONSIST OF 14GA. SOLID COPPER WIRE WITH A CORROSION PROTECTIVE COATING.

7. INSTALL TRACER WIRE WITH SPACERS AND SECURE PER AISC RECOMMENDATIONS. TRACER WIRE SHALL NOT BE BURIED UNDER ANY OTHER CONDUIT OR WITH TRACER WIRE TO AVOID UNNECESSARY STRESS ON TRACER. - CONTRACTOR TO CHECK CONTINUITY OF TRACER WIRE BEFORE AND AFTER BURIAL AND DOCUMENT RESULTS.

UTILITY TRENCH

SECTION UNDER PAVEMENT

SECTION UNDER GRAVEL

SECTION UNDER SAND

SECTION UNDER SOIL

RESTORE PAVEMENT SECTION TO MATCH EXISTING TYPE THICKNESS AS SPECIFIED, OR MATCH EXISTING IF DETAILS NOT PROVIDED

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DETECTABLE UTILITY WARNING TAPE

COMPACTED NATIVE SOIL

UTILITY CONDUITS

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TRACER WIRE (TYP.)

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1/2" x 4" PULL SLOT (TYP. OF 2)

0.5" COEFFICIENT OF FRICTION (SOD RESISTANT SURFACE)

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TIER LOGO

LIFTING BOLT (TYP. OF 4)

4" x 4" HOLES (TYP. OF 2)

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FIBER CONDUIT FROM SOURCE BY PROVIDER

PUBLIC RIGHT OF WAY

PROPOSED CONDUIT BETWEEN FIBER PROVIDER VAULT AND MMFH BY PROVIDER

PRIVATE PROPERTY

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PROPOSED FIBER CONDUIT(S) FROM FIBER VAULT BY VERTICAL BROOD CONTRACTOR SEE V8 E-102

THIS SPACE INTENTIONALLY LEFT BLANK

UTILITY TRENCH

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SECTION UNDER GRAVEL

SECTION UNDER SAND

SECTION UNDER SOIL

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WIDENED AS REQUIRED: 8" MIN. TOP SOIL

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COMPACTED NATIVE SOIL

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TRACER WIRE (TYP.)

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1/2" x 4" PULL SLOT (TYP. OF 2)

0.5" COEFFICIENT OF FRICTION (SOD RESISTANT SURFACE)

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LIFTING BOLT (TYP. OF 4)

4" x 4" HOLES (TYP. OF 2)

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FIBER CONDUIT FROM SOURCE BY PROVIDER

PUBLIC RIGHT OF WAY

PROPOSED CONDUIT BETWEEN FIBER PROVIDER VAULT AND MMFH BY PROVIDER

PRIVATE PROPERTY

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PROPOSED FIBER CONDUIT(S) FROM FIBER VAULT BY VERTICAL BROOD CONTRACTOR SEE V8 E-102

UTILITY DETAILS

STC FREEMONT (V&W #17680181)

ZIMMERMAN, MINNESOTA

UTILITY TRENCH

SECTION UNDER PAVEMENT

SECTION UNDER GRAVEL

SECTION UNDER SAND

SECTION UNDER SOIL

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COMPACTED NATIVE SOIL

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1/2" x 4" PULL SLOT (TYP. OF 2)

0.5" COEFFICIENT OF FRICTION (SOD RESISTANT SURFACE)

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TIER LOGO

LIFTING BOLT (TYP. OF 4)

4" x 4" HOLES (TYP. OF 2)

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FIBER CONDUIT FROM SOURCE BY PROVIDER

PUBLIC RIGHT OF WAY

PROPOSED CONDUIT BETWEEN FIBER PROVIDER VAULT AND MMFH BY PROVIDER

PRIVATE PROPERTY

PROPOSED FIBER HANDHOLE 12" MAX FROM RIGHT-OF-WAY BY PROVIDER SEE SITE PLAN FOR LOCATION

PROPOSED FIBER CONDUIT(S) FROM FIBER VAULT BY VERTICAL BROOD CONTRACTOR SEE V8 E-102



WIDSETH
ARCHITECTS • ENGINEERS • SCIENTISTS • SURVEYORS

PROPERTY OWNER:
TOWER TRACT: BRUCE A. ROELKE LIVING TRUST
ACCESS TRACT: SHERBURNE COUNTY

PARCEL NO:

TOWER TRACT: 01-00033-3200
ACCESS TRACT: 01-00009-0000

ZONED:

GENERAL RURAL

DEED REFERENCED:

TOWER TRACT: INSTR. NO. 973325
ACCESS TRACT: INSTR. NO. 409798

VERTICAL BRIDGE SITE NAME:

FREMONT

VERTICAL BRIDGE SITE NUMBER:

US-MN-5186

SITE ADDRESS:

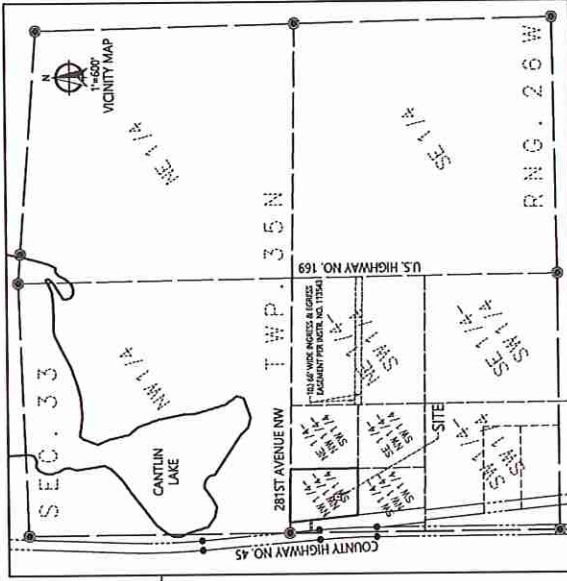
28509 NW 128TH STREET, ZIMMERMAN,
SHERBURNE COUNTY, MINNESOTA 55398

I HEREBY CERTIFY TO: VERTICAL BRIDGE, INC., A DELAWARE LIMITED LIABILITY COMPANY, THAT THE SURVEY WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE: 2/26/26
L.S. NO. 42594

NO.	DATE	SOURCE	LOCATED BY	BY	APP'D	DATE
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SITE SURVEY FOR: THE TOWERS, LLC

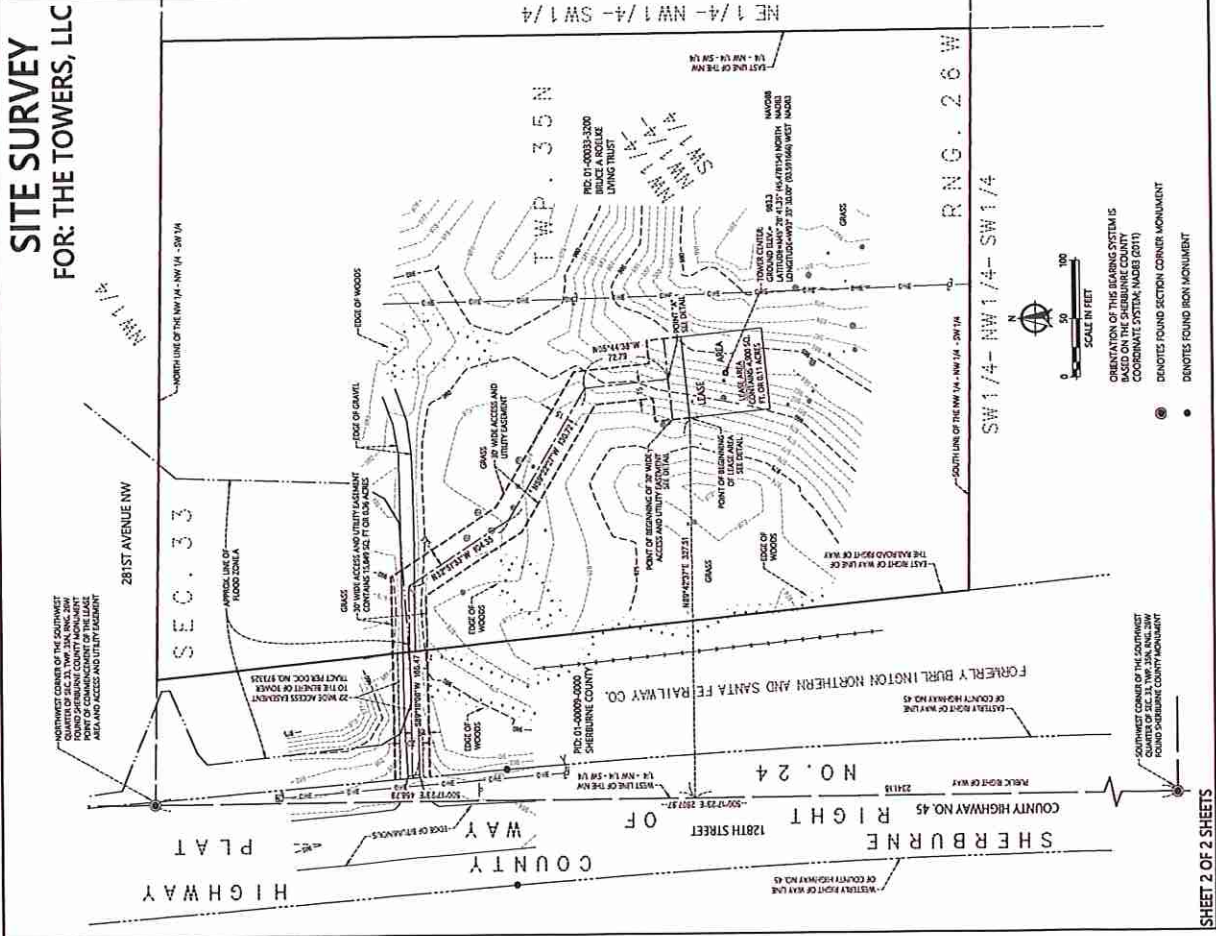


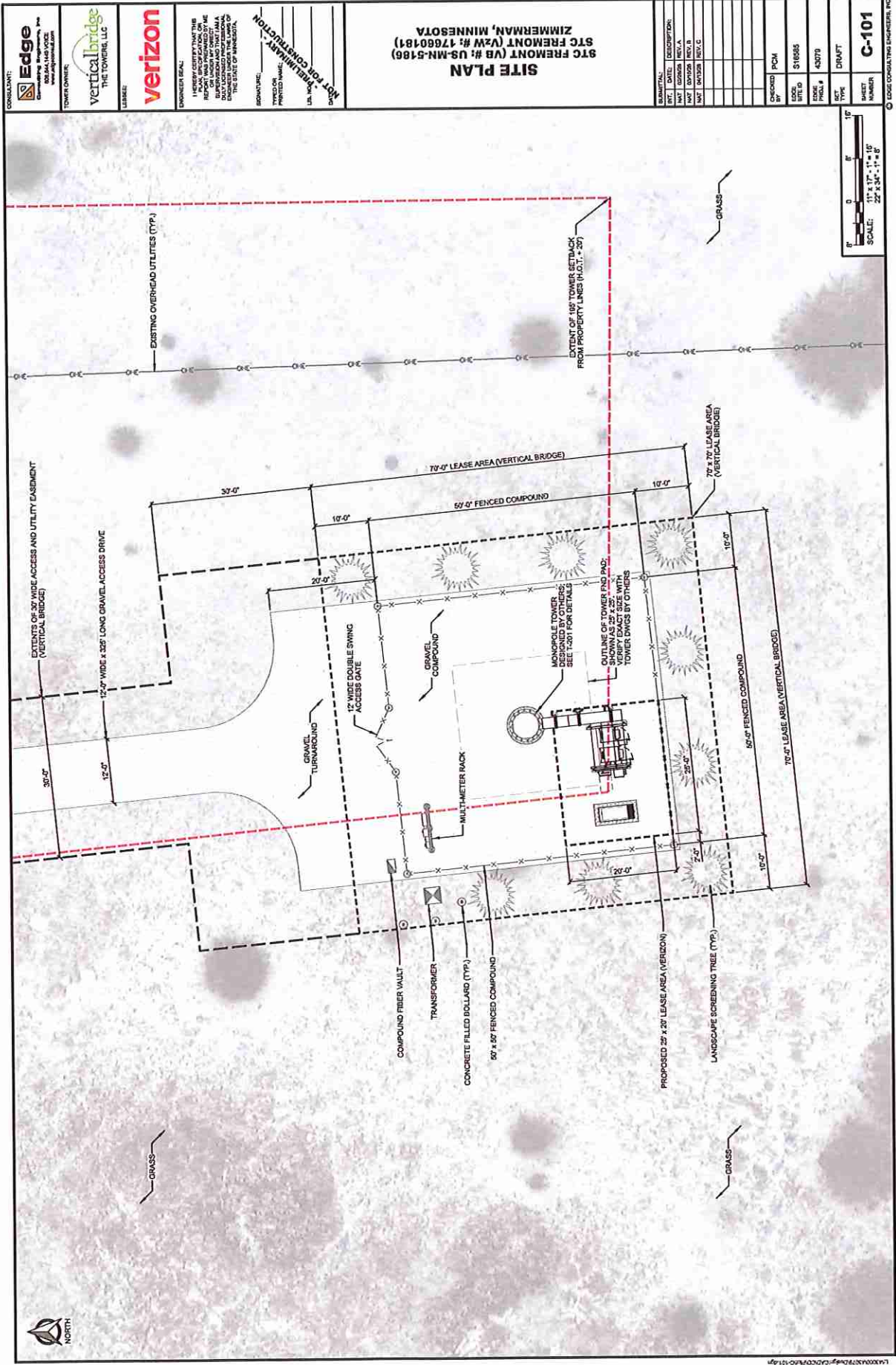
SURVEY NOTES:

- THE UTILITIES SHOWN ON THIS SURVEY ARE ACCORDING TO VISIBLE EVIDENCE AND FIELD SURVEY. THE SURVEYOR HAS LOCATED THE UTILITIES SHOWN ON THIS SURVEY AND ASSUMES NO RESPONSIBILITY FOR THE COMPLETENESS AND ACCURACY OF THESE LOCATIONS.
- DUE TO SNOW AND ICE DURING THE TIME OF THE SURVEY, SOME UTILITIES AND IMPROVEMENTS MAY NOT HAVE BEEN LOCATED.
- THIS IS NOT A BOUNDARY SURVEY OF THE PARCEL. THE SURVEY REPRESENTS THE LEASE PARCEL AND ACCESS AND UTILITY EASEMENT ONLY. THE BOUNDARY AND LOCATION OF THE PARCEL WAS NOT DETERMINED ON THIS SURVEY. THE BOUNDARY SHOULD ONLY BE DETERMINED BY AN ACTUAL FIELD DELINEATION PERFORMED BY A QUALIFIED WETLAND SPECIALIST.
- A PORTION OF THE TOWER TRACT IS WITHIN ZONE A (NO BASE FLOOD ELEVATIONS DETERMINED AS DEPICTED ON FEMA FLOOD INSURANCE RATE MAP NO. 2714C0208F, REVISION DATE OF NOVEMBER 18, 2011).
- THE LEASE PARCEL IS CONTIGUOUS ALONG ITS COMMON BOUNDARIES TO THE ACCESS AND UTILITY EASEMENT, WHICH IN TURN IS CONTIGUOUS ALONG ITS COMMON BOUNDARIES TO THE LEASE PARCEL. SPACES OR OVERLAPS BETWEEN OR AMONG ANY OF SAID LEASE PARCEL, EASEMENT AND PUBLIC RIGHT OF WAY.
- THE LEASE PARCEL, TOGETHER WITH ALL ACCESS AND UTILITY EASEMENTS ARE WITHIN THE AREA DESCRIBED IN THE PROPERTY DESCRIPTION CONTAINED HEREIN.
- DURING THE TIME OF THE SURVEY THERE WERE NO VISIBLE ENCROACHMENTS TO THE LEASE PARCEL OR ACCESS AND UTILITY EASEMENT.
- THIS SURVEY WAS PREPARED BY WIDSETH, 610 FLEMMING ST., ALEXANDRIA, MN 56008, PHONE NUMBER 320-762-8149.
- THIS SURVEY WAS PREPARED FOR EDGE CONSULTING ENGINEERS, INC.

LEGEND:

- GUY WIRE ANCHOR
- IRON - SINGLE
- TELECOM POST/STAKE
- ELECTRIC POLE
- TREE - CONIFEROUS
- TREE - DECIDUOUS
- EDGE OF WOODS
- OVERHEAD ELECTRIC LINE
- APPROX. LINE OF ZONE "A"
- BARB WIRE FENCE
- EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- RIGHT-OF-WAY LINE
- BOUNDARY LINE
- PLATTED LOT LINE
- LEASE AREA
- EASEMENT LINE
- CENTERLINE
- GRAVEL SURFACE







MX08FHG865-BHG NWAIV™ X-Pol 8-Port Antenna

X-Pol 8-Port 8 ft. 65° Form In Tightr High Gain (FHG) with Smart Bias Ts. 698-4200 MHz:
4 ports 698-894 MHz and 4 ports 3400-4200 MHz:

- High efficiency macro panel antenna with optimized 4T4R MIMO performance for low and high band with industry-leading high gain for extended coverage
- Enhanced pattern performance with superior cross-pol performance and front-to-back ratio
- Fully integrated (IRETs) with independent RET control for low band and high band
- Optimized CBRS radiation patterns for improved RSRP and maximum EIRP
- Excellent passive intermodulation (PIM) performance reduces harmful interference.
- Suitable for 4G and 5G interface technologies
- Integrated Smart Bias-Ts reduce leasing costs
- Optimized form factor for reduced wind loading



nwaiv

Electrical specification (minimum/maximum)		Ports 1, 2, 3, 4
Frequency bands, MHz		698-894 895-894
Polarization		± 45°
Maximum gain over all tilts, dBi		17.0 17.3
Average gain over all tilts, dBi		16.7 ± 0.3 17.0 ± 0.3
Horizontal beamwidth (HBW), degrees ¹		67 64
Front-to-back ratio, co-polar power @180° ± 30°, dB		>28.0 >28.0
SPR (Sector Power Ratio), %		5 4.5
X-pol discrimination (CPR) at boresight, dB		>20.0 >20.0
Vertical beamwidth (VBW), degrees ¹		9 8
Electrical downtilt (EDT) range, degrees		0-10 0-10
First upper side lobe (USLS) suppression, dB ¹		≤-18.0 ≤-16.0
Cross-polar isolation, port-to-port, dB ¹		25 25
Max VSWR / return loss, dB		1.5:1 / -14.0
Max passive intermodulation (PIM), 2x20W carrier, dBc		-153
Max input power per any port, watts		300
Total composite power all ports, watts		1500

¹ Typical value over frequency and tilt

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+1 315 431 7100 customerservice@jmawireless.com

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Page 1

A

ANTENNA SPECIFICATIONS

JMA MX08FHG865-BHG NWAIV™ X-Pol 8-Port Antenna

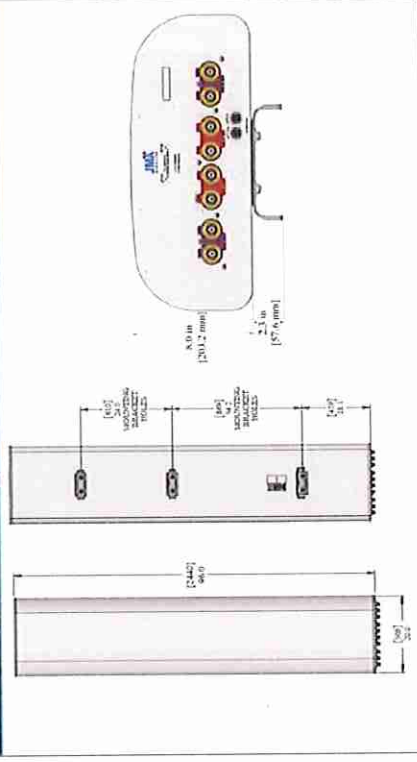
Mechanical specifications

Dimensions height/width/depth, inches (mm)	96/ 20 8/ (2440/ 510/ 203)
Shipping dimensions length/width/height, inches (mm)	100 8/ 23 8/ 14 5/ (2555/ 605/ 368)
No. of RF input ports, connector type, and location	8 x 4 3-10 female, bottom
RF connector torque	98 lbf in (10.85 N m or 8 lbf ft)
Net antenna weight, lb (kg)	63 (28.6)
Shipping weight, lb (kg)	120 (54.4)
Antenna mounting and downtilt kit included with antenna	91900310, 91900319 (middle bracket)
Net weight of the mounting and downtilt kit, lb (kg)	26 (11.82)
Range of mechanical up/down tilt	-2° to 12°
Rated wind survival speed, mph (km/h)	150 (241)
Frontal and lateral wind loading @ 150 km/h, lbf (N)	172.3 (766.4), 79.8 (355.0)
EPA frontal, ft ² , (m ²)	7.7 (0.72)

Front view

Back view

Bottom view



ANTENNA SPECIFICATIONS
STC FREMONT (V2W #: 17660181)
ZIMMERMAN, MINNESOTA

REVISION	DESCRIPTION
REV. 1	DATE: 05/16/25
REV. 2	DATE: 05/16/25
REV. 3	DATE: 05/16/25
REV. 4	DATE: 05/16/25
REV. 5	DATE: 05/16/25
REV. 6	DATE: 05/16/25
REV. 7	DATE: 05/16/25
REV. 8	DATE: 05/16/25
REV. 9	DATE: 05/16/25
REV. 10	DATE: 05/16/25
REV. 11	DATE: 05/16/25
REV. 12	DATE: 05/16/25
REV. 13	DATE: 05/16/25
REV. 14	DATE: 05/16/25
REV. 15	DATE: 05/16/25
REV. 16	DATE: 05/16/25
REV. 17	DATE: 05/16/25
REV. 18	DATE: 05/16/25
REV. 19	DATE: 05/16/25
REV. 20	DATE: 05/16/25
REV. 21	DATE: 05/16/25
REV. 22	DATE: 05/16/25
REV. 23	DATE: 05/16/25
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REV. 25	DATE: 05/16/25
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REV. 28	DATE: 05/16/25
REV. 29	DATE: 05/16/25
REV. 30	DATE: 05/16/25
REV. 31	DATE: 05/16/25
REV. 32	DATE: 05/16/25
REV. 33	DATE: 05/16/25
REV. 34	DATE: 05/16/25
REV. 35	DATE: 05/16/25
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REV. 42	DATE: 05/16/25
REV. 43	DATE: 05/16/25
REV. 44	DATE: 05/16/25
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REV. 46	DATE: 05/16/25
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REV. 100	DATE: 05/16/25

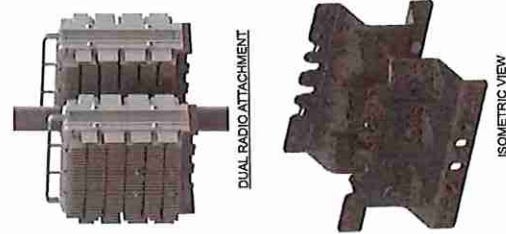
05/16/25 V2.0
Page 3

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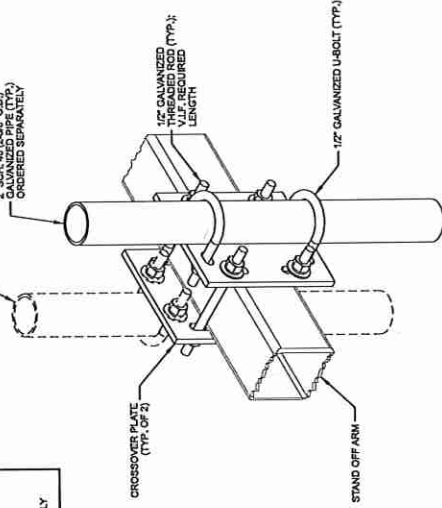
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NAT 500958	REV.B	
NAT 500958	REV.C	
CHECKED BY	PCIM	
SIZE	16095	
CODE	43079	
SET TYPE	DRAFT	
SHEET NUMBER	T-003	

CROSSOVER PLATE



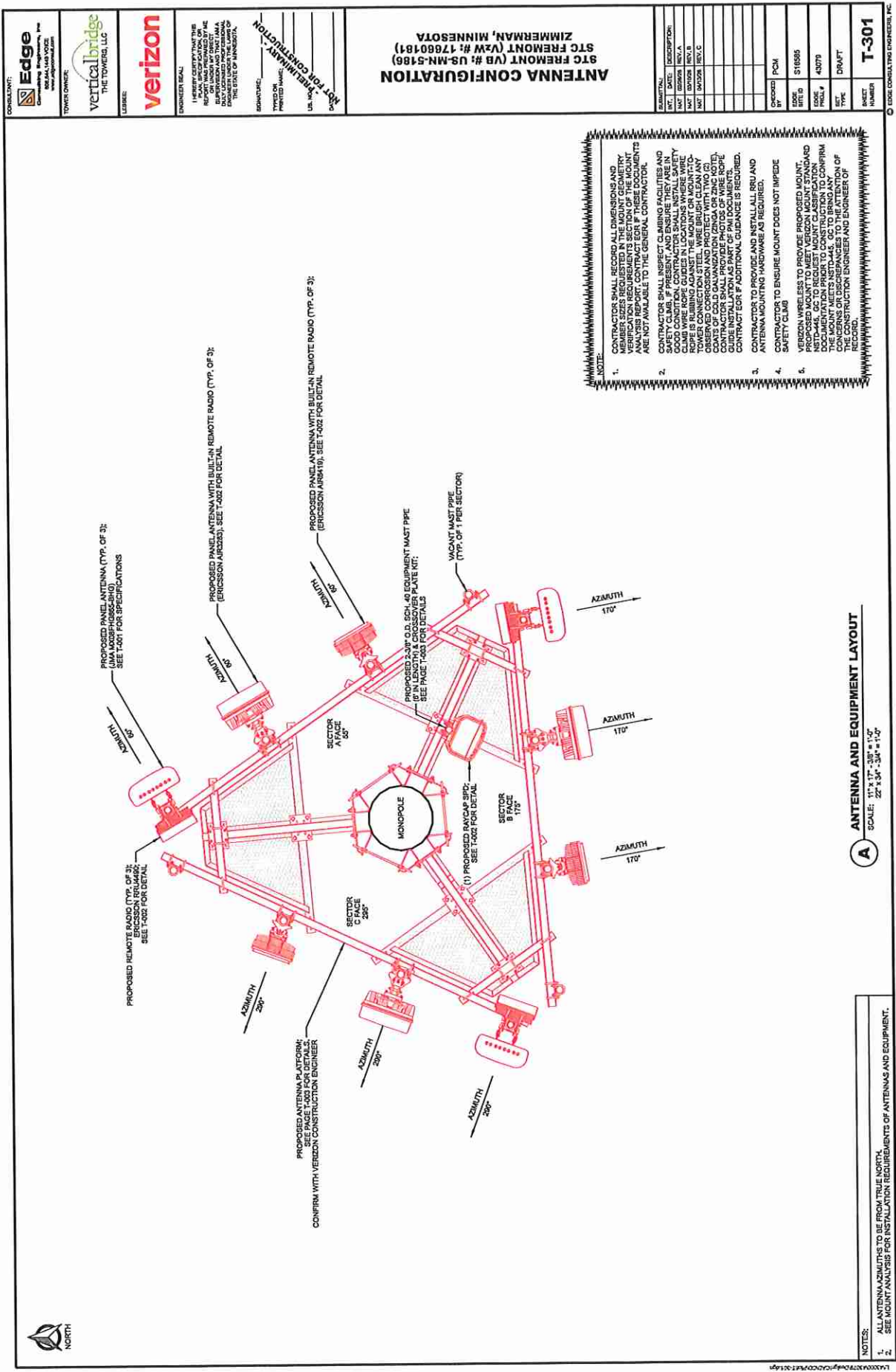
SECOND MOUNTING PIPE TO BE
INSTALLED ONLY WHEN REQUIRED

2" SCH. 40 (2-3/8" O.D.)
CALVANIZED PIPE (TYP.)
ORDERED SEPARATELY



NOTE:

1. CONTRACTOR TO VERIFY POLE DIAMETER AND SUITABILITY OF PROPOSED MOUNT FOR SITUATION. IF AN ALTERNATIVE SOLUTION IS PROPOSED, NOTIFY ENGINEER AND OWNER PRIOR TO PROCEEDING.



CONSULTANT:

Edge

Engineering & Construction, Inc.

800 Ave. USA VOICE

www.edgeconsulting.com

TOWER OWNER:

verticalbridge

THE TOWER, LLC

LEASER:

verizon

CONTRACTOR:

NOT TO BE FILLED IN BY THE CONTRACTOR

REPLACE SIGNATURE OF THE CONTRACTOR WITH THE SIGNATURE OF THE PROJECT MANAGER OR THE PROJECT SUPERVISOR. THE PROJECT MANAGER OR THE PROJECT SUPERVISOR MUST BE A LICENSED PROFESSIONAL ENGINEER OR ARCHITECT IN THE STATE OF MINNESOTA.

SIGNATURE: _____

TYPED OR PRINTED NAME: _____

DATE: _____

ANTENNA & EQUIPMENT SUMMARY
STC FREMONT (VB #, US-MN-5186)
STC ZIMMERMAN, MINNESOTA

QUANTITY2

LENGTH FROM GROUND SURGE PROTECTOR TO TOWER30 FT

LENGTH FROM T.O.C. TO TOWER TOP SURGE PROTECTOR C/L170 FT

TOTAL LENGTH OF HYBRID CABLE(S)200 FT

HYBRID CABLE LENGTH

QUANTITY2

LENGTH FROM GROUND SURGE PROTECTOR TO TOWER30 FT

LENGTH FROM T.O.C. TO TOWER TOP SURGE PROTECTOR C/L170 FT

TOTAL LENGTH OF HYBRID CABLE(S)200 FT

JUMPER CABLE LENGTH CHECK

IS THE DISTANCE FROM SURGE PROTECTOR TO RADIO UNIT LESS THAN 307?

YES

ALPHA SECTOR

YES

BETA SECTOR

YES

GAAMA SECTOR

YES

NOTE

RF DESIGN DETAILED ON THIS SHEET PROVIDED BY VERIZON AND IS NOT FOR CONSTRUCTION ONLY. FINAL RF DESIGN TO BE VERIFIED WITH VERIZON. IF CABLE LENGTH EXCEEDS MAXIMUM ALLOWED LENGTH CONTRACTOR SHALL CONTACT CLIENT AND ENGINEER TO RESOLVE PRIOR TO CONSTRUCTION.

PROPOSED ANTENNA SUMMARY

ANTENNA TOTAL: 9

NON-ANTENNA TOTAL: 4

FINAL ANTENNA SCHEDULE

ANTENNA SUMMARY

NON-ANTENNA SUMMARY

LOCATION			ANTENNA				NON-ANTENNA					
SECTOR	RAD	AZ	POS	QTY.	ANTENNA	BAND	ELEC D-TILT	MECH D-TILT	STATUS	QTY.	ADDITIONAL TOWER MOUNTED EQUIPMENT	STATUS
A	170°	60°	A1	1	JMA M008FHG685-BHG	700/850 LTE	2°	0°	INSTALL	1	Ericsson 4490	INSTALL
	170°	60°	A2	1	Ericsson AR3283	1900/AVMS LTE	2°	0°	INSTALL	-	-	-
	170°	60°	A3	1	Ericsson AR6419	C-BAND NR	3°	0°	INSTALL	-	-	-
	-	-	A4	-	-	-	-	-	-	-	-	-
B	170°	170°	B1	1	JMA M008FHG685-BHG	700/850 LTE	2°	0°	INSTALL	1	Ericsson 4490	INSTALL
	170°	170°	B2	1	Ericsson AR3283	1900/AVMS LTE	2°	0°	INSTALL	1	Raycap SPD RYDZC-6827-PF-48	INSTALL
	170°	170°	B3	1	Ericsson AR6419	C-BAND NR	3°	0°	INSTALL	-	-	-
	-	-	B4	-	-	-	-	-	-	-	-	-
C	170°	250°	C1	1	JMA M008FHG685-BHG	700/850 LTE	2°	0°	INSTALL	1	Ericsson 4490	INSTALL
	170°	250°	C2	1	Ericsson AR3283	1900/AVMS LTE	2°	0°	INSTALL	-	-	-
	170°	250°	C3	1	Ericsson AR6419	C-BAND NR	3°	0°	INSTALL	-	-	-
	-	-	C4	-	-	-	-	-	-	-	-	-
ANTENNA TOTAL:				9								
NON-ANTENNA TOTAL:				4								

PROPOSED HARDWARE

QTY

MANUFACTURER

MODEL

DESCRIPTION

LOCATION

STATUS

1

RAYCAP

RYDZC-6827-PF-48

DISTRIBUTION BOX

ON ICE BRIDGE POST

INSTALL

1

RAYCAP

RYDZC-6827-PF-48

DISTRIBUTION BOX

ON TOWER

INSTALL

MIDWEST > Upper Midwest > Great Plains > Bloomington-2 > STC FREMONT

Anderson, Paul - paul.anderson@verizonwireless.com - 20286203_153343

verizon

NPP RFDS

ANTENNA TOTAL: 9

NON-ANTENNA TOTAL: 4

PROPOSED ANTENNA SUMMARY

ANTENNA TOTAL: 9

NON-ANTENNA TOTAL: 4

NOTE

RF DESIGN DETAILED ON THIS SHEET PROVIDED BY VERIZON AND IS NOT FOR CONSTRUCTION ONLY. FINAL RF DESIGN TO BE VERIFIED WITH VERIZON. IF CABLE LENGTH EXCEEDS MAXIMUM ALLOWED LENGTH CONTRACTOR SHALL CONTACT CLIENT AND ENGINEER TO RESOLVE PRIOR TO CONSTRUCTION.

Edge Consulting Engineers, Inc.
11111 Highway 101, Suite 100
Minneapolis, MN 55412
Tel: 612.434.1111
Fax: 612.434.1112
www.edge-engineers.com

vertical bridge
THE TOWERS, LLC

verizon

ENGINEER SEAL:

I HEREBY CERTIFY THAT THE REPORT WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF MINNESOTA.

ENGINEER NAME: _____

ENGINEER TITLE: _____

US. MAIL: _____

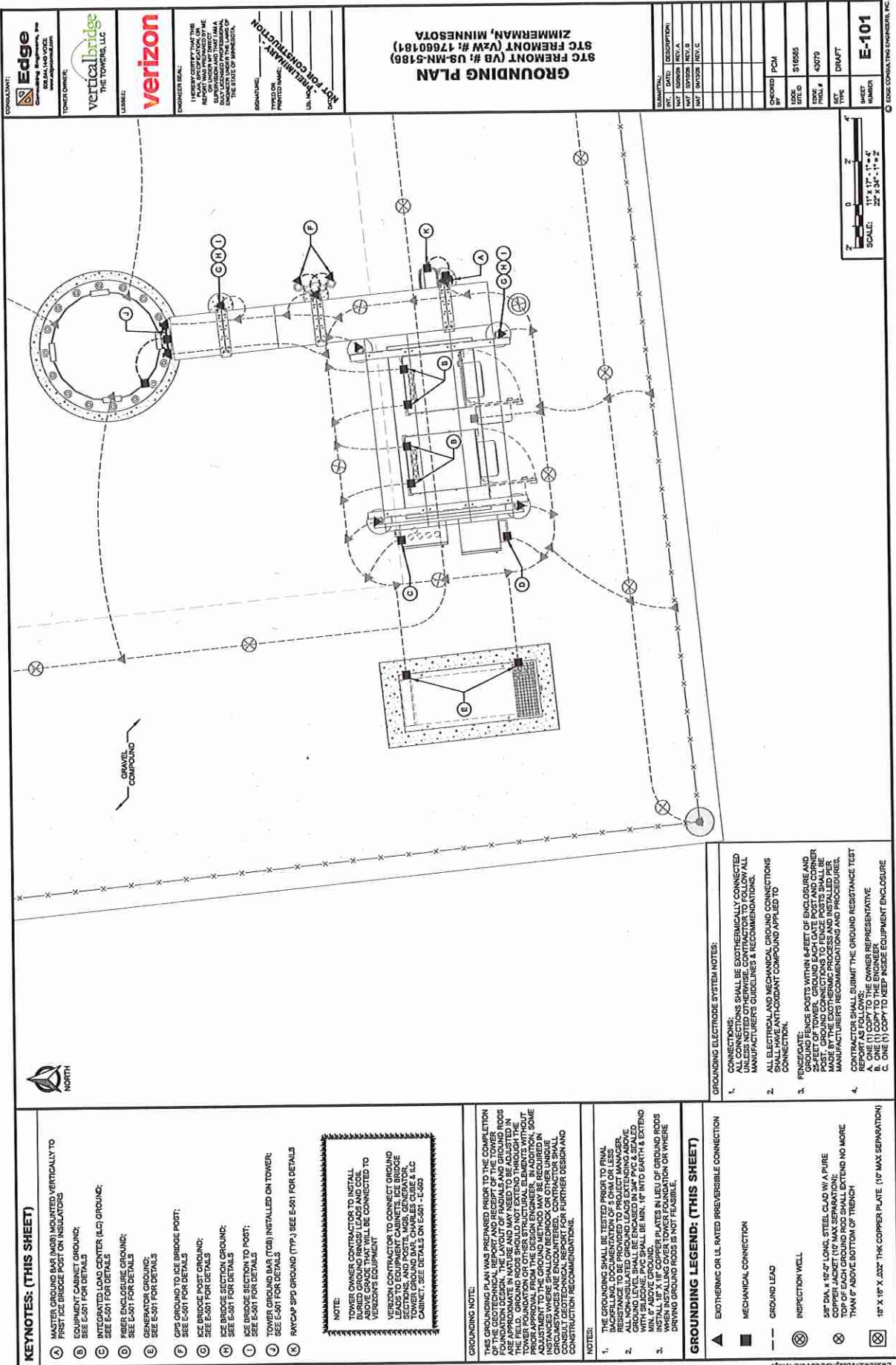
NOT FOR CONSTRUCTION

GENERATOR SPECIFICATIONS

8TC FREMONT (V# #: 17660186)
8TC ZIMMERMAN, MINNESOTA

REVISION	DATE	DESCRIPTION
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2	08/01/2018	REV. B
3	08/01/2018	REV. C
4	08/01/2018	REV. D
5	08/01/2018	REV. E
6	08/01/2018	REV. F
7	08/01/2018	REV. G
8	08/01/2018	REV. H
9	08/01/2018	REV. I
10	08/01/2018	REV. J
11	08/01/2018	REV. K
12	08/01/2018	REV. L
13	08/01/2018	REV. M
14	08/01/2018	REV. N
15	08/01/2018	REV. O
16	08/01/2018	REV. P
17	08/01/2018	REV. Q
18	08/01/2018	REV. R
19	08/01/2018	REV. S
20	08/01/2018	REV. T
21	08/01/2018	REV. U
22	08/01/2018	REV. V
23	08/01/2018	REV. W
24	08/01/2018	REV. X
25	08/01/2018	REV. Y
26	08/01/2018	REV. Z
27	08/01/2018	REV. AA
28	08/01/2018	REV. AB
29	08/01/2018	REV. AC
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37	08/01/2018	REV. AK
38	08/01/2018	REV. AL
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43	08/01/2018	REV. AQ
44	08/01/2018	REV. AR
45	08/01/2018	REV. AS
46	08/01/2018	REV. AT
47	08/01/2018	REV. AU
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49	08/01/2018	REV. AW
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87	08/01/2018	REV. CI
88	08/01/2018	REV. CJ
89	08/01/2018	REV. CK
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93	08/01/2018	REV. CO
94	08/01/2018	REV. CP
95	08/01/2018	REV. CQ
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97	08/01/2018	REV. CS
98	08/01/2018	REV. CT
99	08/01/2018	REV. CU
100	08/01/2018	REV. CV
101	08/01/2018	REV. CW
102	08/01/2018	REV. CX
103	08/01/2018	REV. CY
104	08/01/2018	REV. CZ
105	08/01/2018	REV. DA
106	08/01/2018	REV. DB
107	08/01/2018	REV. DC
108	08/01/2018	REV. DD
109	08/01/2018	REV. DE
110	08/01/2018	REV. DF
111	08/01/2018	REV. DG
112	08/01/2018	REV. DH
113	08/01/2018	REV. DI
114	08/01/2018	REV. DJ
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139	08/01/2018	REV. EI
140	08/01/2018	REV. EJ
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142	08/01/2018	REV. EL
143	08/01/2018	REV. EM
144	08/01/2018	REV. EN
145	08/01/2018	REV. EO
146	08/01/2018	REV. EP
147	08/01/2018	REV. EQ
148	08/01/2018	REV. ER
149	08/01/2018	REV. ES
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153	08/01/2018	REV. EW
154	08/01/2018	REV. EX
155	08/01/2018	REV. EY
156	08/01/2018	REV. EZ
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158	08/01/2018	REV. FB
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161	08/01/2018	REV. FE
162	08/01/2018	REV. FF
163	08/01/2018	REV. FG
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165	08/01/2018	REV. FI
166	08/01/2018	REV. FJ
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172	08/01/2018	REV. FP
173	08/01/2018	REV. FQ
174	08/01/2018	REV. FR
175	08/01/2018	REV. FS
176	08/01/2018	REV. FT
177	08/01/2018	REV. FU
178	08/01/2018	REV. FV
179	08/01/2018	REV. FW
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181	08/01/2018	REV. FY
182	08/01/2018	REV. FZ
183	08/01/2018	REV. GA
184	08/01/2018	REV. GB
185	08/01/2018	REV. GC
186	08/01/2018	REV. GD
187	08/01/2018	REV. GE
188	08/01/2018	REV. GF
189	08/01/2018	REV. GG
190	08/01/2018	REV. GH
191	08/01/2018	REV. GI
192	08/01/2018	REV. GJ
193	08/01/2018	REV. GK
194	08/01/2018	REV. GL
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213	08/01/2018	REV. HE
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236	08/01/2018	REV. IB
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257	08/01/2018	REV. IW
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317	08/01/2018	REV. LE
318	08/01/2018	REV. LF
319	08/01/2018	REV. LG
320	08/01/2018	REV. LH
321	08/01/2018	REV. LI
322	08/01/2018	REV. LJ
323	08/01/2018	REV. LK
324	08/01/2018	REV. LL
325	08/01/2018	REV. LM





CONSULTANT: **Edge**
Engineering & Construction, Inc.
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Minneapolis, MN 55412
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TOWER OWNER: **verticalbridge**
THE TOWERS, LLC

OWNER: **verizon**

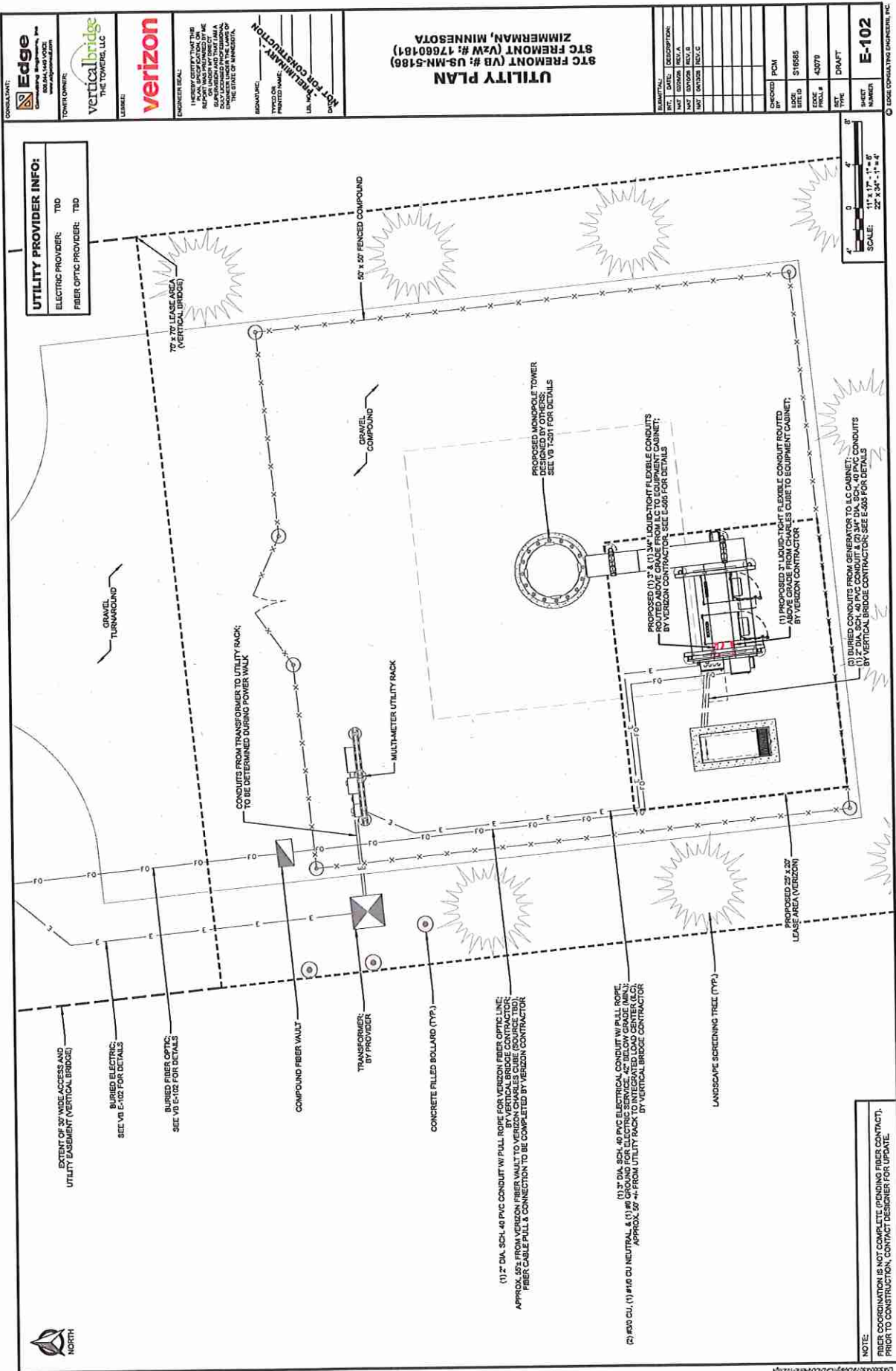
DESIGNER SEAL: _____
I HEREBY CERTIFY THAT THIS
DESIGN WAS PREPARED BY ME
OR UNDER MY DIRECT
SUPERVISION AND THAT I AM
A DULY LICENSED PROFESSIONAL
ENGINEER IN THE STATE OF MINNESOTA.

SIGNATURE: _____
PRINTED NAME: _____
TYPED OR
PRINTED NAME: _____
DATE: _____

NOT FOR CONSTRUCTION

GROUNDING PLAN
STC FREEMONT (V2W #17660181)
ZIMMERMAN, MINNESOTA

REVISION		DESCRIPTION		PCN	DATE	REV. A	REV. B	REV. C	REV. D	REV. E	REV. F	REV. G	REV. H	REV. I	REV. J	REV. K	REV. L	REV. M	REV. N	REV. O	REV. P	REV. Q	REV. R	REV. S	REV. T	REV. U	REV. V	REV. W	REV. X	REV. Y	REV. Z	REV. AA	REV. AB	REV. AC	REV. AD	REV. AE	REV. AF	REV. AG	REV. AH	REV. AI	REV. AJ	REV. AK	REV. AL	REV. AM	REV. AN	REV. AO	REV. AP	REV. AQ	REV. AR	REV. AS	REV. AT	REV. AU	REV. AV	REV. AW	REV. AX	REV. AY	REV. AZ	REV. BA	REV. BB	REV. BC	REV. BD	REV. BE	REV. BF	REV. BG	REV. BH	REV. BI	REV. BJ	REV. BK	REV. BL	REV. BM	REV. BN	REV. BO	REV. BP	REV. BQ	REV. BR	REV. BS	REV. BT	REV. BU	REV. BV	REV. BW	REV. BX	REV. BY	REV. BZ	REV. CA	REV. CB	REV. CC	REV. CD	REV. CE	REV. CF	REV. CG	REV. CH	REV. CI	REV. CJ	REV. CK	REV. CL	REV. CM	REV. CN	REV. CO	REV. CP	REV. CQ	REV. CR	REV. CS	REV. CT	REV. CU	REV. CV	REV. CW	REV. CX	REV. CY	REV. CZ	REV. DA	REV. DB	REV. DC	REV. DD	REV. DE	REV. DF	REV. DG	REV. DH	REV. DI	REV. DJ	REV. DK	REV. DL	REV. DM	REV. DN	REV. DO	REV. DP	REV. DQ	REV. DR	REV. DS	REV. 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IO	REV. IP	REV. IQ	REV. IR	REV. IS	REV. IT	REV. IU	REV. IV	REV. IW	REV. IX	REV. IY	REV. IZ	REV. JA	REV. JB	REV. JC	REV. JD	REV. JE	REV. JF	REV. JG	REV. JH	REV. JI	REV. JJ	REV. JK	REV. JL	REV. JM	REV. JN	REV. JO	REV. JP	REV. JQ	REV. JR	REV. JS	REV. JT	REV. JU	REV. JV	REV. JW	REV. JX	REV. JY	REV. JZ	REV. KA	REV. KB	REV. KC	REV. KD	REV. KE	REV. KF	REV. KG	REV. KH	REV. KI	REV. KJ	REV. KK	REV. KL	REV. KM	REV. KN	REV. KO	REV. KP	REV. KQ	REV. KR	REV. KS	REV. KT	REV. KU	REV. KV	REV. KW	REV. KX	REV. KY	REV. KZ	REV. LA	REV. LB	REV. LC	REV. LD	REV. LE	REV. LF	REV. LG	REV. LH	REV. LI	REV. LJ	REV. LK	REV. LL	REV. LM	REV. LN	REV. LO	REV. LP	REV. LQ	REV. LR	REV. LS	REV. LT	REV. LU	REV. LV	REV. LW	REV. LX	REV. LY	REV. LZ	REV. MA	REV. MB	REV. MC	REV. MD	REV. ME	REV. MF	REV. MG	REV. MH	REV. MI	REV. MJ	REV. MK	REV. ML	REV. MM	REV. MN	REV. MO	REV. MP	REV. MQ	REV. MR	REV. MS	REV. MT	REV. MU	REV. MV	REV. MW	REV. MX	REV. MY	REV. MZ	REV. NA	REV. NB	REV. NC	REV. ND	REV. NE	REV. NF	REV. NG	REV. NH	REV. NI	REV. 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GT	REV. GU	REV. GV	REV. GW	REV. GX	REV. GY	REV. GZ	REV. HA	REV. HB	REV. HC	REV. HD	REV. HE	REV. HF	REV. HG	REV. HH	REV. HI	REV. HJ	REV. HK	REV. HL	REV. HM	REV. HN	REV. HO	REV. HP	REV. HQ	REV. HR	REV. HS	REV. HT	REV. HU	REV. HV	REV. HW	REV. HX	REV. HY	REV. HZ	REV. IA	REV. IB	REV. IC	REV. ID	REV. IE	REV. IF	REV. IG	REV. IH	REV. II	REV. IJ	REV. IK	REV. IL	REV. IM	REV. IN	REV. IO	REV. IP	REV. IQ	REV. IR	REV. IS	REV. IT	REV. IU	REV. IV	REV. IW	REV. IX	REV. IY	REV. IZ	REV. JA	REV. JB	REV. JC	REV. JD	REV. JE	REV. JF	REV. JG	REV. JH	REV. JI	REV. JJ	REV. JK	REV. JL	REV. JM	REV. JN	REV. JO	REV. JP	REV. JQ	REV. JR	REV. JS	REV. JT	REV. JU	REV. JV	REV. JW	REV. JX	REV. JY	REV. JZ	REV. KA	REV. KB	REV. KC	REV. KD	REV. KE	REV. KF	REV. KG	REV. KH	REV. KI	REV. KJ	REV. KK	REV. KL	REV. KM	REV. KN	REV. KO	REV. KP	REV. KQ	REV. KR	REV. KS	REV. KT	REV. KU	REV. KV	REV. KW	REV. KX	REV. KY	REV. KZ	REV. LA	REV. LB	REV. LC	REV. LD	REV. LE	REV. LF	REV. LG	REV. LH	REV. LI	REV. LJ	REV. LK	REV. LL	REV. LM	REV. LN	REV. LO	REV. LP	REV. LQ	REV. LR	REV. LS	REV. LT	REV. LU	REV. LV	REV. LW	REV. LX	REV. LY	REV. LZ	REV. MA	REV. MB	REV. MC	REV. MD	REV. ME	REV. MF	REV. MG	REV. MH	REV. MI	REV. MJ	REV. MK	REV. ML	REV. MM	REV. MN	REV. MO	REV. MP	REV. MQ	REV. MR	REV. MS	REV. MT	REV. MU	REV. MV	REV. MW	REV. MX	REV. MY	REV. MZ	REV. NA	REV. NB	REV. NC	REV. ND	REV. NE	REV. NF	REV. NG	REV. NH	REV. NI	REV. NJ	REV. NK	REV. NL	REV. NM	REV. NN	REV. NO	REV. NP	REV. NQ	REV. NR	REV. NS	REV. NT	REV. NU	REV. NV	REV. NW	REV. NX	REV. NY	REV. NZ	REV. OA	REV. OB	REV. OC	REV. OD	REV. OE	REV. OF	REV. OG	REV. OH	REV. OI	REV. OJ	REV. OK	REV. OL	REV. OM	REV. ON	REV. OO	REV. OP	REV. OQ	REV. OR	REV. OS	REV. OT	REV. OU	REV. OV	REV. OW	REV. OX	REV. OY	REV. OZ	REV. PA	REV. PB	REV. PC	REV. PD	REV. PE	REV. PF	REV. PG	REV. PH	REV. PI	REV. PJ	REV. PK	REV. PL	REV. PM	REV. PN	REV. PO	REV. PP	REV. PQ	REV. PR
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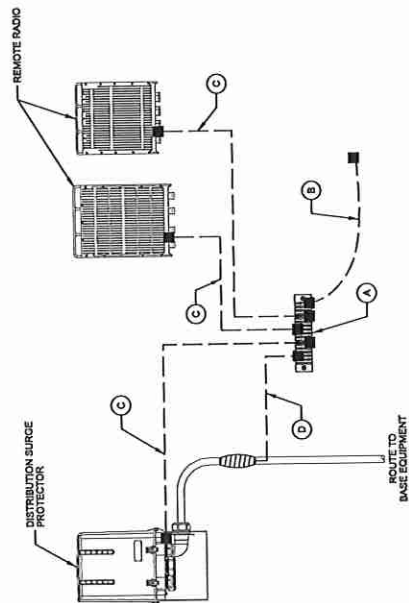
CONSULTANT:  Edge Consulting, Inc. 10000 Wilshire Blvd., Suite 200 Beverly Hills, CA 90210 Tel: 310.277.0000 Fax: 310.277.0001 www.edgecorp.com	TOWER OWNER:  verticalbridge THE TOWERS, LLC	LEASER:  verizon	ENGINEER: REAL I HAVE CERTIFICATION THAT THE INFORMATION CONTAINED HEREIN IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I AM NOT PROVIDING ANY GUARANTEE OR WARRANTY, EXPRESS OR IMPLIED, FOR THE INFORMATION CONTAINED HEREIN. DATE: 11/11/2011 BY: [Signature]	FOR PROJECT CONSTRUCTION DESIGNER: _____ PROJECT NAME: _____ DATE: _____ LOCATION: _____ PROJECT TYPE: _____ PROJECT STATUS: _____ PROJECT DESCRIPTION: _____ PROJECT LOCATION: _____ PROJECT CONTACT: _____ PROJECT PHONE: _____ PROJECT FAX: _____ PROJECT EMAIL: _____ PROJECT WEBSITE: _____ PROJECT ADDRESS: _____ PROJECT CITY: _____ PROJECT STATE: _____ PROJECT ZIP: _____ PROJECT COUNTRY: _____ PROJECT REGION: _____ PROJECT SUBREGION: _____ PROJECT DISTRICT: _____ PROJECT ZONE: _____ PROJECT SECTOR: _____ PROJECT SUBSECTOR: _____ PROJECT TYPE: _____ PROJECT STATUS: _____ PROJECT DESCRIPTION: _____ PROJECT LOCATION: _____ PROJECT CONTACT: _____ PROJECT PHONE: _____ PROJECT FAX: _____ PROJECT EMAIL: _____ PROJECT WEBSITE: _____ PROJECT ADDRESS: _____ PROJECT CITY: _____ PROJECT STATE: _____ PROJECT ZIP: _____ PROJECT COUNTRY: _____ PROJECT REGION: _____ PROJECT SUBREGION: _____ PROJECT DISTRICT: _____ PROJECT ZONE: _____ PROJECT SECTOR: _____ PROJECT 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GROUNDING DETAILS
STC FREMONT (VB #: US-MN-5186)
STC FREMONT (VZW #: 17660181)
ZIMMERMAN, MINNESOTA

[illegible]

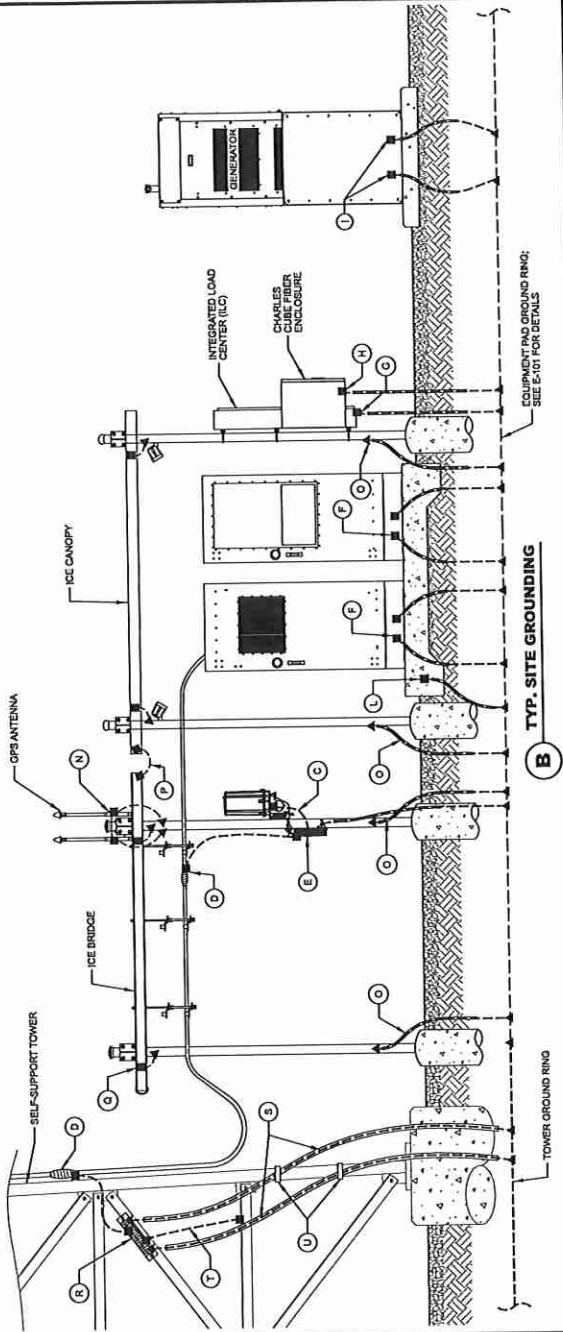
NOTES: (THIS SHEET)

1. ALL BELOW-GRADE CONNECTIONS ARE TO BE EXOTHERMICALLY WELDED A MINIMUM OF 8" BELOW GRADE.
2. ALL LEADS EXTENDING ABOVE GRADE TO BE ENCASED IN 3/4" CONDUIT AND EXTEND A MINIMUM OF 8' ABOVE FINISHED GRADE AND 24" BELOW FINISHED GRADE.
3. APPLY COLD GALVANIZATION TO ALL ABOVE-GRADE EXOTHERMICALLY WELDED CONNECTIONS.
4. APPLY ANTI OXIDANT COMPOUND TO ALL MECHANICAL CONNECTIONS.
5. UPPER AND LOWER TOWER GROUND BARS TO BE BONDED DIRECTLY TO TOWER STEEL, WITH #2 CONDUITS.
6. ONE TERMINAL TO EXTEND 3' ABOVE HIGHEST ANTENNA/IN ON MAST PRIOR MECHANICALLY FASTENED TERMINAL TO MAST PIPE. MAST PIPE TO BE MECHANICALLY CONNECTED TO TOWER STEEL.



ANTENNA LEVEL GROUNDING

- NOTES:
1. ALL CABLING AND/OR GROUNDING RUNS SHALL BE INSTALLED IN A NEAT AND ORDERLY FASHION.
 2. CONTRACTOR SHALL INSTALL PER LATEST EDITION OF THE N.E.C.
 3. SCHEMATIC DETAIL ONLY, REFER TO ANTENNA AND EQUIPMENT CONFIGURATION FOR EQUIPMENT QUANTITY AND LOCATION.
 4. ALL GROUND LEADS TO BE ROUTED IN A DOWNWARD FASHION.



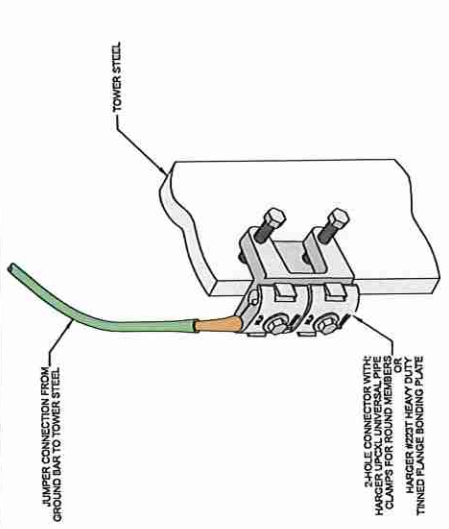
BACKGROUNDING LEGEND: (THIS SHEET)

- ▲ EXOTHERMIC OR UL RATED IRREVERSIBLE CONNECTION
■ MECHANICAL CONNECTION
— GROUND LEAD

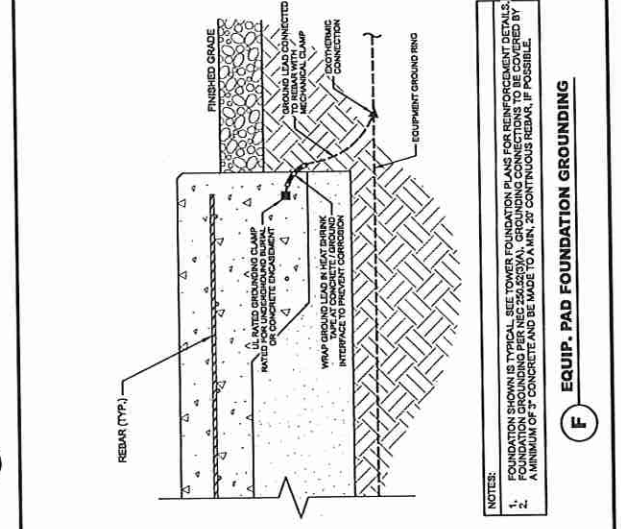
KEYNOTES: (THIS SHEET)

- 1) 1/4" x 4" x 1/2" COPPER GROUND RODS AT ONE LEVEL
- 2) COPPER GROUND RODS TO BE STRANDED, TRANSFERRED TO TOWER, AND WELDED TO TOWER. WELDED BONDING CLAMP TO TOWER STEEL BARREL AND LISTED EQUIPMENT GROUNDING KIT #2 AWG STRANDED INSULATED LEAD TO GROUND BAR WITH 2 HOLE LONG BARREL 1/4" (TYP.)
- 3) CABLE GROUND #2 AWG STRANDED INSULATED TO GROUND BAR WITH 2 HOLE LONG BARREL 1/4" (TYP.)
- 4) 1/4" x 4" x 1/2" FAST ICE BRIDGE POST ON INSULATORS VERTICALLY TO MASTER ICE BRIDGE POST ON INSULATORS EQUIPMENT CABINET GROUND #2 AWG SOLID TINNED COPPER LEAD ENCAUSED IN LIQUID-TIGHT FLEXIBLE NON-METALLIC CONDUIT TO 3" BELOW GRADE TO EQUIPMENT PAD GROUND RING (TYP. OF 2 PER CABINET)
- 5) 1/4" x 4" x 1/2" FAST ICE BRIDGE POST ON INSULATORS TOWER GROUND #2 AWG SOLID TINNED COPPER LEAD ENCAUSED IN LIQUID-TIGHT FLEXIBLE NON-METALLIC CONDUIT TO 3" BELOW GRADE TO EQUIPMENT PAD GROUND RING
- 6) GENERATOR GROUND #2 AWG SOLID TINNED COPPER LEAD ENCAUSED IN LIQUID-TIGHT FLEXIBLE NON-METALLIC CONDUIT TO 3" BELOW GRADE TO EQUIPMENT PAD GROUND RING (TYP. OF 2)
- 7) CANOPY POST GROUND #2 AWG SOLID TINNED COPPER LEAD ENCAUSED IN LIQUID-TIGHT FLEXIBLE NON-METALLIC CONDUIT TO 3" BELOW GRADE TO EQUIPMENT PAD GROUND RING (TYP. OF 4)
- 8) CANOPY TO POST GROUND #2 AWG GREEN/ANALYTICAL COPPER LEAD WITH 1 HOLE LONG BARREL ON EACH END (TYP.)
- 9) EQUIPMENT PAD REAR GROUND #2 AWG SOLID TINNED COPPER LEAD ENCAUSED IN LIQUID-TIGHT FLEXIBLE NON-METALLIC CONDUIT TO 3" BELOW GRADE
- 10) CONDUIT GROUND #2 AWG SOLID TINNED COPPER LEAD
- 11) NGP GROUND TO ICE BRIDGE POST #2 AWG GREEN-INSULATED STRANDED COPPER LEAD
- 12) ICE BRIDGE POST GROUND #2 AWG SOLID TINNED COPPER LEAD ENCAUSED IN LIQUID-TIGHT FLEXIBLE NON-METALLIC CONDUIT TO 3" BELOW GRADE (TYP.)
- 13) ICE BRIDGE SECTION GROUND #2 AWG GREEN/ANALYTICAL COPPER LEAD WITH 2 HOLE LONG BARREL ON EACH END (TYP.)
- 14) TOWER SECTION #2 AWG SOLID TINNED COPPER LEAD ENCAUSED IN LIQUID-TIGHT FLEXIBLE NON-METALLIC CONDUIT TO 3" BELOW GRADE
- 15) 1/4" x 4" x 1/2" TOWER GROUND BAR (TGB) INSTALLED ON INSULATORS TO TOWER. WELDED BONDING CLAMP AT TOWER STEEL BARREL AND LISTED EQUIPMENT GROUNDING KIT LEADS
- 16) TGB GROUND #2 AWG SOLID TINNED COPPER LEAD ENCAUSED IN LIQUID-TIGHT FLEXIBLE NON-METALLIC CONDUIT TO 3" BELOW GRADE FROM TGB TO TOWER GROUND RING (TYP. OF 2)
- 17) TGB GROUND #2 AWG GREEN/ANALYTICAL STRANDED COPPER LEAD WITH 2 HOLE LONG BARREL AND LISTED BONDING CLAMP TO PLAT METAL
- 18) SMCAN HANGERS AT GENERAL CONTRACTOR'S OPTION IF GROUND BAR ATTACHED ABOVE CRACKS

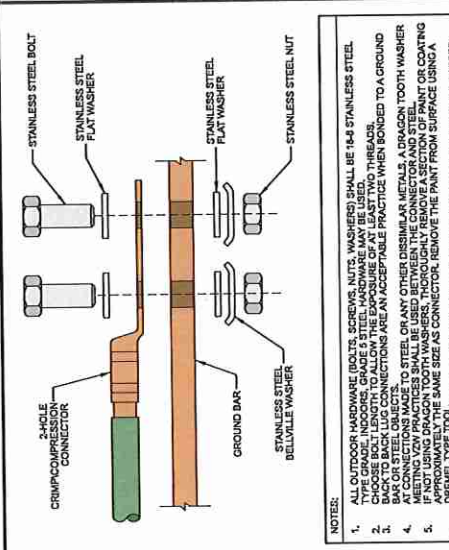
© 2000 Blackwell Science Ltd *Journal of Internal Medicine* 247: 161–167



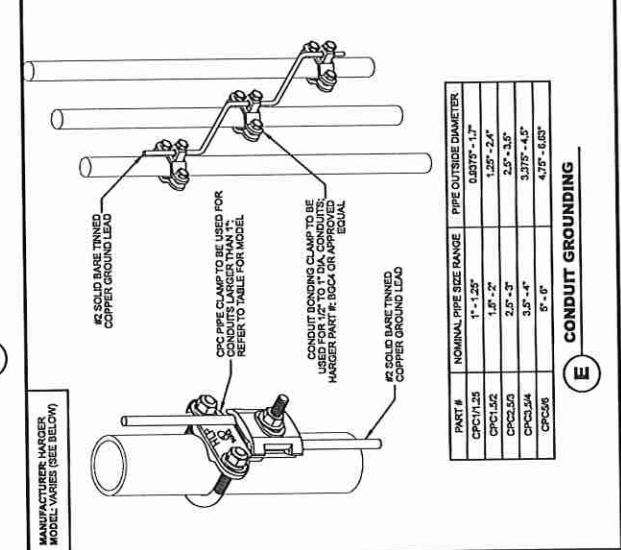
C GROUND BAR CONNECTION TO TOWER STEEL



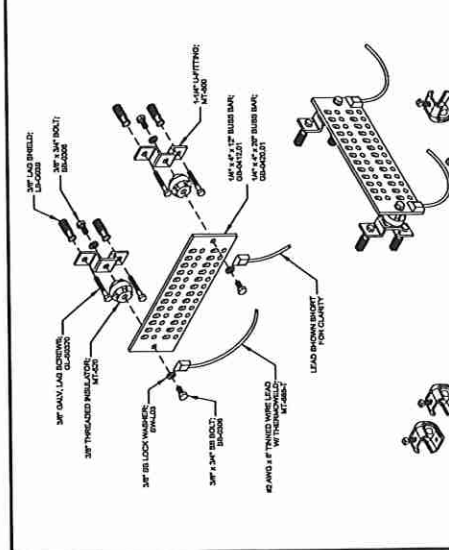
F EQUIP. PAD FOUNDATION GROUNDING



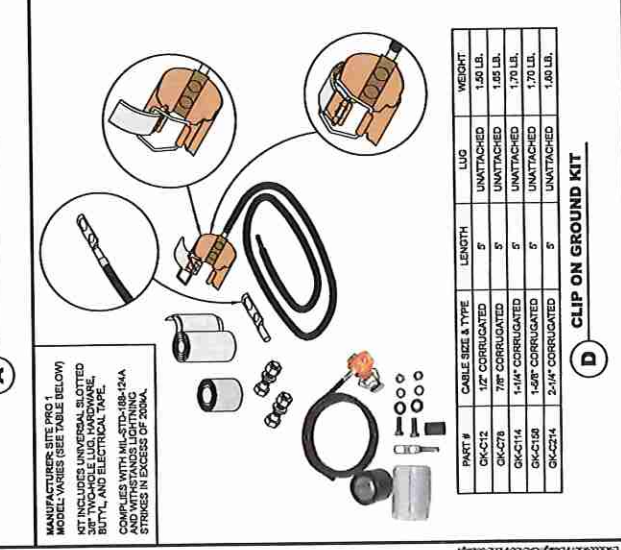
B GROUNDING LUG



E CONDUIT GROUNDING



A GROUND AND BUS BAR



D CLIP ON GROUND KIT

14X004X78D47CJDC074E-6336V

ELECTRICAL DETAILS **STC FREMONT (V2#; US-MN-5186)** **ZIMMERMAN, MINNESOTA**

SUBMITTAL			E-505		
INT.	DATE	DESCRIPTION	CHANGED BY	PCN	
NAT	01/05/08	REV. A	EDOE	S16085	
NAT	01/05/08	REV. B			
NAT	01/05/08	REV. C			

**CITY OF BALDWIN
PLANNING COMMISSION
FINDINGS OF FACT & RECOMMENDATION
CONDITIONAL USE PERMIT
01-00033-3200**

APPLICANT: Vertical Bridge/The Towers, LLC

APPLICATION: Request for a Conditional Use Permit to allow for construction of a telecommunications tower.

PLANNING COMMISSION MEETING: 24 June 2026

FINDINGS: Based upon review of the application and evidence received, the Baldwin Planning Commission now makes the following findings of fact:

1. The subject property is PID 01-00033-3200.
2. The property is guided for Rural land uses by the Comprehensive Plan.
3. The property is zoned R1, General Rural District and is also partially located within the Shoreland Overlay District of Cantlin Lake.
4. The applicant is requesting approval of a Conditional Use Permit to allow for construction of a telecommunications tower in accordance with Chapter 27 of the Zoning Ordinance.
5. The Planning Commission must take into consideration the possible effects of the request with its judgment based upon (but not limited to) the criteria outlined in Section 900-4-2 of the Zoning Ordinance:
 - A. The proposed action's consistency with the specific policies and provisions of the City comprehensive plan.

Finding: The proposed use will improve communication services within the area benefiting local users, as well as transient users on US Highway 169, and is essential and incidental to human activity.

- B. The proposed use's compatibility with present and future land uses of the area.

Finding: The proposed use complies with the design standards established by the Zoning Ordinance to mitigate compatibility issues with existing and planned land uses in the area surrounding the subject property.

- C. The proposed use's potential to impact natural resources such as surface water, groundwater, or wetlands; sites identified for rare biological species habitat; ecologically sensitive areas; or historically significant areas.

Finding: The construction of the proposed use will not impact existing natural resources within the subject property.

- D. The proposed use's conformity with all performance standards contained within this ordinance and other City ordinances.

Finding: The proposed use complies with the requirements of the Zoning Ordinance.

- E. Traffic generation of the proposed use in relation to capabilities of streets serving the property.

Finding: The traffic generated by the proposed use can be accommodated by existing streets serving the subject property.

6. The planning report dated 19 June 2026 prepared by the City Planner, The Planning Company LLC, is incorporated herein.
7. The Planning Commission conducted a public hearing at their meeting on 24 June 2026 to consider the application, preceded by published and mailed notice; the public hearing was closed after hearing from all persons wishing to speak.

RECOMMENDATION: Based on the foregoing information and applicable ordinances, the Planning Commission recommends the request be **APPROVED** by the City Council, subject to the following conditions:

1. The subject property shall be developed in accordance with the site and building plans submitted to the City subject to the stipulations, limitations, and conditions as approved by the City Council in accordance with Section 900-9-6 of the Zoning Ordinance.
2. The submitted plans shall be revised to illustrate the boundaries of the Shoreland Overlay District imposed upon the subject property.
3. The proposed tower shall be located within the rear yard as defined by the Zoning Ordinance, subject to review and approval of the Zoning Administrator.
4. The landscape plan shall be revised to provide for evergreen trees a minimum of eight feet in height at not more than 25 feet on center, subject to review and approval of the Zoning Administrator.
5. All new plants shall be guaranteed for 12 months from the date planting is completed and shall be alive, in good health, of good quality and structural condition, and insect- and disease-free at the end of the warranty period or be replaced, subject to review and approval of the Zoning Administrator.
6. Access to 128th Street (CR 45) shall be subject to review and approval of Sherburne County.
7. All signs shall comply with Section 900-27-2.B of the Zoning Ordinance.
8. All grading, drainage, and erosion control plans shall be subject to review and approval of the City Engineer.
9. The tower owner shall maintain insurance in the amount of \$1,000,000.00 for personal property damage and provide evidence of such coverage to the Zoning Administrator annually.

10. The applicant shall provide documentation to the Zoning Administrator that the lease for the telecommunications facility location, including revisions or renewals, requires removal of any unused equipment within 12 months after operations cease.

(remainder of page blank; signature follows)

MOTION BY:
SECOND BY:
ALL IN FAVOR:
THOSE OPPOSED:

ADOPTED by the Baldwin Planning Commission this 24th day of June, 2026.

BALDWIN PLANNING COMMISSION

BY: _____
Clarence Mattson, Chair

CITY OF BALDWIN

2026 COMPREHENSIVE PLAN - *Draft*
June 24, 2026



THE PLANNING COMPANY LLC
3601 Thurston Avenue
Minneapolis, MN 55330

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APPENDIX

- Summary of Planning Commission SWOT exercise

I. INTRODUCTION

Minnesota Statutes 462.355 authorizes cities to undertake comprehensive planning activities to guide future development and improvements within the community. A comprehensive plan outlines the vision of the community both in text and graphics for future land use; parks, open space, and trails; transportation; and community facilities. Within these broad overall topic areas, a comprehensive Plan provides guidance concerning other issues such as the protection of the natural environment, economic development strategies, growth management, and a variety of other topics. Above all, the comprehensive plan outlines a vision for the City of Baldwin as to how the community will continue to grow and develop. The purpose of the Baldwin Comprehensive Plan is, therefore, to communicate the community vision to residents, property owners, businesses, and developers and simultaneously function as a decision-making tool for City officials.

Baldwin incorporated as a municipality in 2023 to have greater autonomy over land use planning and decision making. Baldwin has been proactive in planning for anticipated growth and development for decades and last adopted a Comprehensive Plan in 2014. The City Council has determined a need to undertake an update of the 2014 Baldwin Comprehensive Plan following incorporation to evaluate, consider, and reprioritize community goals and policies to set a clear direction for moving forward into the future. As the planning process builds on the earlier Comprehensive Plan and incorporation efforts, it is approached from the perspective of a review to refine the City's established development framework in response to new opportunities and challenges, while adhering to a consistent vision of the future for Baldwin. The City Council tasked the Planning Commission with undertaking the planning process and making recommendations as to the development related goals, policies, and plans to be established.

The Baldwin Comprehensive Plan comprises of several interrelated chapters and system plans addressing the natural environment, land use, transportation, and community facilities. With the primary focus of the comprehensive planning process being land use development, the Comprehensive Plan includes a profile of the community's social characteristics and current issues to be further considered in developing the overall planning documents. The Development Framework section of this document addresses not only existing and future land use but also provides direction as to the interrelated management of natural resources, housing, economic development, transportation, and community facilities based on forecasted growth. The other system plans and implementation tools are derived from and support the policy foundations and plans established by this Comprehensive Plan document.

II. PLANNING BACKGROUND

The City of Baldwin is situated in the northeast corner of Sherburne County, Minnesota. Baldwin is adjacent to the City of Princeton in its northeast portion; Princeton Township and Greenbush Township in Mille Lacs County; Blue Hill Township and Lavonia Township in Sherburne County; and Spencer Brook Township in Isanti County, as shown on Map 1.

Baldwin Township was organized on September 13, 1850, including all the territory that is now Baldwin, Blue Hill Township, and Santiago Township. In 1877, Baldwin Township was reorganized and reduced to its present geographic boundaries. Settlement of Baldwin Township began in the 1850s and focused on agricultural activities surrounding regional overland, river, and rail transportation routes. The character of development has evolved as agriculture has declined, with residential dwellings increasingly replacing farming. The current development pattern consists primarily of rural residential parcels with commercial and industrial uses within a defined area adjacent to US Highway 169.

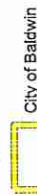
The Baldwin Town Board of Supervisors on March 7, 2011, adopted Ordinance 200 establishing a Planning Commission. The Planning Commission consists of seven members charged with advising the Town Board, and now the City Council, on growth and development. The Planning Commission developed a Comprehensive Plan that was adopted by the Town Board by Resolution 14-15 on August 4, 2014. Baldwin Township on April 18, 2022, adopted a Zoning Ordinance, Subdivision Ordinance, and Building Ordinance regulating land use, subdivision, and building activities. These ordinances became effective on June 20, 2023, in accordance with the Memorandum of Understanding approved by Sherburne County and Baldwin Township. The responsibilities assumed by Baldwin Township include the establishment of land use policy; adoption and administration of zoning regulations regarding land use and development; consideration of applications for subdivision of property; and receipt and review of requests for building permits for construction and subsurface sewage treatment system permits for new or replacement individual private septic systems.

Baldwin Township was incorporated as the City of Baldwin on November 5, 2024, with election of a Mayor and four City Council members. Upon incorporation, Baldwin became responsible for administering planning and zoning within its jurisdiction with full and independent authority.

2026 Baldwin Comprehensive Plan

Area Location

Legend

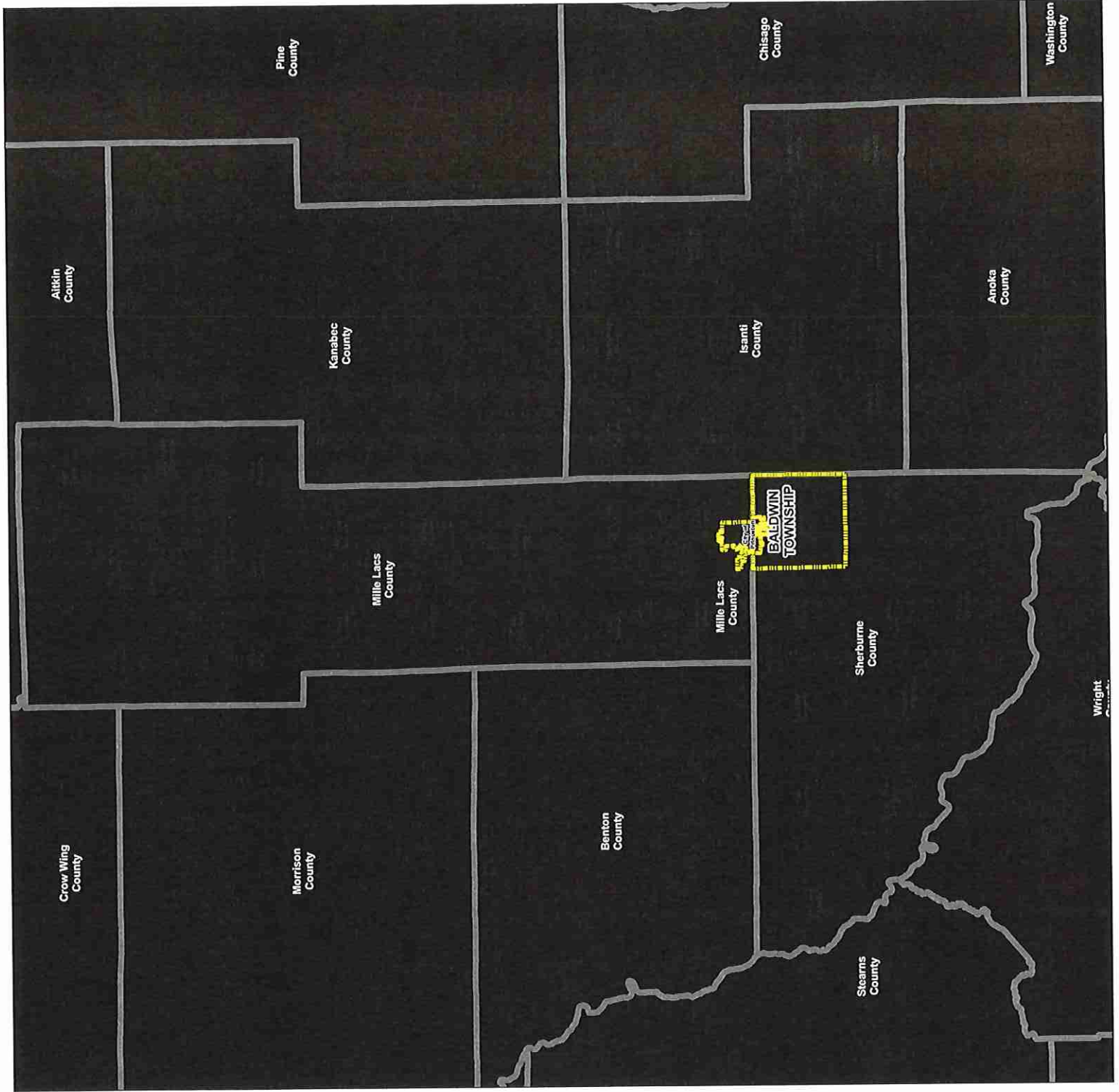


City of Baldwin



County Boundary

Township Boundaries



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III. COMMUNITY PROFILE

This section of the Comprehensive Plan provides summary information and analysis regarding the existing profile of the community. This information provides a snapshot of Baldwin as it exists today to document the current conditions and trends to aid in the identification of issues to be addressed as part of the planning process.

A. Demographic Characteristics

Table 1 below presents population data for Baldwin, surrounding jurisdictions, and Sherburne County from the US Decennial Census in 2000, 2010, and 2020. Baldwin has experienced a significant increase in population over the past 20 years. The Minnesota State Demographic Center estimates the 2024 population of Baldwin as 7,087 persons. Baldwin's population would have been greater, but approximately 240 residents within the KAW Parks LLC mobile home park were annexed to the City of Princeton in December 2021.

Baldwin is larger than 721 of Minnesota's 855 cities, including the Cities of Princeton and Zimmerman, which places it in the upper 84th percentile of all cities in Minnesota. The population of Baldwin makes it the fourth largest city in Sherburne County after St. Cloud (part), Elk River, and Big Lake. Baldwin's population would be the third largest city in Stearns County, second largest in Morrison County, third largest in Isanti County, and sixth largest in Wright County.

The rate of growth between 2000 and 2020 within Baldwin is consistent with that of the City of Zimmerman and Livonia Township to the south, as well as Sherburne County overall, indicating the influence of US Highway 169 as a major growth corridor to the northwest of the Twin Cities Metropolitan Area. The much slower rates of population increase over the same period for the City of Princeton and Princeton Township farther north on the US Highway 169 corridor suggest that the market for growth to the north of Baldwin has less demand.

Table 1 – Population

	2000	2010	2020	Change 2000-2020	
				#	%
Baldwin	4,623	6,734	7,104	2,481	53.7%
Princeton	3,933	4,698	4,819	886	22.5%
Princeton Township	1,947	2,256	2,228	281	14.4%
Blue Hill Township	762	2,176	2,507	1,745	229.0%
Livonia Township	3,917	5,951	6,174	2,257	57.6%
Zimmerman	2,851	5,228	6,189	3,338	117.2%
Spencer Brook Twp.	1,495	1,589	1,670	175	11.7%
Sherburne County	64,417	86,325	97,183	32,766	50.8%

Source: US Census Bureau

Table 2 presents household counts for Baldwin, surrounding jurisdictions, and Sherburne County from the US Decennial Census in 2000, 2010, and 2020. The Minnesota State Demographer estimates the number of households in Baldwin in 2024 as 2,534. The trends for household growth within Baldwin and surrounding communities parallel the trends in population growth outlined above, with Baldwin growing by over 60 percent.

Table 2 – Households

	2000	2010	2020	Change 2000-2020	
				#	%
Baldwin	1,556	2,334	2,531	975	62.7%
Princeton	1,624	1,926	2,104	480	29.6%
Princeton Township	693	837	839	146	21.1%
Blue Hill Township	257	714	830	573	223.0%
Livonia Township	1,222	1,900	2,079	857	70.1%
Zimmerman	963	1,802	2,177	1,214	126.1%
Spencer Brook Twp.	532	573	606	74	13.9%
Sherburne County	21,581	30,212	34,035	12,454	57.7%

Source: US Census Bureau

Baldwin has developed projections of growth for the City forecasting population and households for 2030 and 2040 as part of the incorporation effort. There were 299 new residential dwellings constructed in Baldwin between 2014 and 2023. Building permit data from Sherburne County and Baldwin illustrate the lingering effects of the Great Recession during the initial years of this period, with an increase to a consistent level of new construction occurring within the last five to six years of the period. The average annual rate of new home construction within Baldwin for the 10-year period is 28 new dwellings per year, with the average annual rate increasing to 34 new dwellings for the most recent five-year period, which is used to update the projections based on 2024 Minnesota State Demographic Center data.

Table 3 – Household and Population Forecasts

	2020 Actual	Household and Population Estimates				
		2024	10yr. Estimates		5yr. Estimates	
			2030	2040	2030	2040
Population	7,104	7,087	7,526	8,183	8,200	9,121
Households	2,531	2,562	2,727	3,007	2,965	3,305

Source: Minnesota State Demographic Center; The Planning Company LLC

As noted above, the decrease in households and population between 2020 and 2022 within Baldwin can be attributed to annexation of a mobile home park to the City of Princeton. The forecasts for population and households within Baldwin should be considered conservative. The growth trends for communities south of Baldwin within the US Highway 169 corridor demonstrate strong growth. This growth is likely to continue and move farther north with completion of interchange improvements for US Highway 169 within the City of Elk River and City of Zimmerman that will increase the convenience of regional access to Baldwin.

B. Land and Geographic Characteristics

The general character in terms of land and geology is moderately rolling in the southern portion of Baldwin, with more flat topography in the north portion. Elevations range from 950 feet to 1,050 feet across Baldwin, with lands adjacent to the Rum River being some of the larger tracts of low areas.

Soils

The soil in a particular area will determine the type and extent of development that can occur within Baldwin. Factors such as soil strength, drainage, and frost characteristics may serve to limit buildings and structures that can be developed or the provision of subsurface sewage treatment systems. The primary soil type within Baldwin is Zimmerman fine sand, consisting of very deep, excessively drained soils that formed in sandy glacial outwash or eolian sediments on glacial outwash plains, stream terraces, deltas, lake terraces, dunes, beach deposits, and valley trains. These soils have rapid permeability with slopes ranging from zero to 25 percent. In the area along the Rum River, there are soils that are also very deep and well drained with slopes up to three percent. The area adjacent to the north segment of the US Highway 169 corridor includes Seelyville and Bowstring soils that are poorly drained soils on glacial outwash plains, valley trains, floodplains, glacial lake plains and glacial moraines with slopes of 0 to 15 percent. The soils within Baldwin generally support continued development.

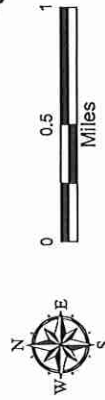
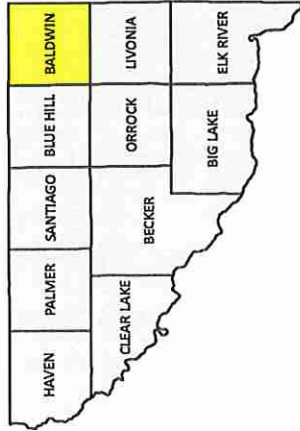
Public Waters

There are extensive public waters within Baldwin including the Rum River and many lakes and streams, as well as wetlands, as shown on Map 2.

Public waters are protected through the standards of the Shoreland Overlay District within the Zoning Ordinance. The Zoning Ordinance also establishes a Wild and Scenic Overlay District to protect and preserve the scenic, recreational, natural, historical, and scientific values of the Rum River within Baldwin. The greatest potential impact for development is from floods adjacent to public waters. Baldwin has adopted floodplain management standards as part of the Zoning Ordinance to minimize potential for property damage and protect public health, safety, and welfare. These environmental protection zoning districts have been certified by the Department of Natural Resources and Sherburne County as consistent with State rules to protect the public waters within Baldwin.

Wetlands within Baldwin are protected by the Wetland Conservation Act of 1991. Administration of the Wetland Conservation Act is the responsibility of Baldwin within its authority for planning and zoning.

Public Waters

 Rum River

DNR Public Waters

Wetlands

Flood Plain

City Boundary

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Watersheds/Stormwater Management

In 1985, the State of Minnesota established Minnesota Statutes § 103B.301–103B.335, referred to as the Comprehensive Local Water Management Act. This act encourages counties to work with local and state agencies to develop and implement water management plans for their region. The current plan is the sixth-generation local water management plan and it identifies the goals of the watershed, performs an assessment of the issues, determines priority concerns, and contains an implementation plan.

Baldwin is located within the Sherburne County Watershed and is subject to the 2018-2028 Sherburne Local Water Management Plan. A portion of Baldwin is within the Rum River Watershed (HUC 07010207) and the remaining area is within the Mississippi River-St. Cloud Watershed (HUC 07010203).

The stormwater drainage system has been identified and is graphically depicted on Map 3. Stormwater in Baldwin is primarily managed with open ditches and roadway culverts. Stormwater basins provide water quality treatment, rate control, and flood protection before being discharged into the natural drainage system. Baldwin, through its Zoning Ordinance, requires all new developments to control surface or stormwater runoff to so that runoff is equal to or less than predevelopment conditions.

C. Existing Land Use and Physical Development

Present Pattern of Development

There are a variety of existing land uses within Baldwin including agriculture, single family residential neighborhoods, single family dwellings on small acreage, commercial and industrial business, quasi-public uses such as religious facilities, and public uses and essential services. The existing land uses within Baldwin are summarized in Table 4 and depicted on Map 4.

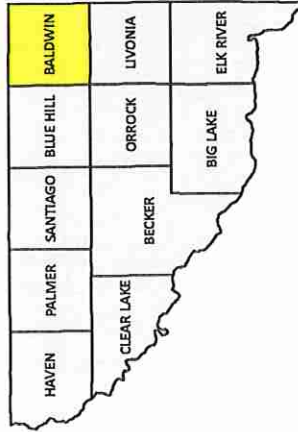
Table 4 - Existing Land Use

	Acres	% of Total
Agriculture	9,026ac.	41.1%
Residential	11,187ac.	50.4%
Commercial	116ac.	0.5%
Industrial	17ac.	0.1%
Public/Quasi-Public	291ac.	1.3%
Water/ROW	1,368ac.	6.2%
TOTAL	21,887ac.	100.0%

Source: Sherburne County; The Planning Company LLC

2026 Baldwin Comprehensive Plan

Watershed Map



Watershed Flow Paths

Watershed Boundary

DNR Public Waters

City Boundary

Roads

US Highway

County-State Aid Highway (CSAH)

County Road

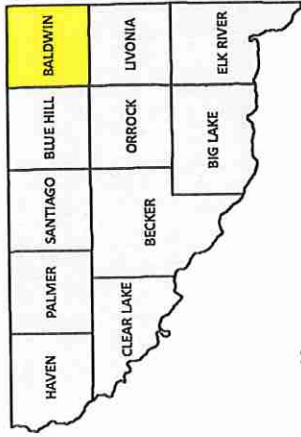
City Street

Private Road

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2026 Baldwin Comprehensive Plan

Existing Land Use



City of Princeton

Existing Land Use

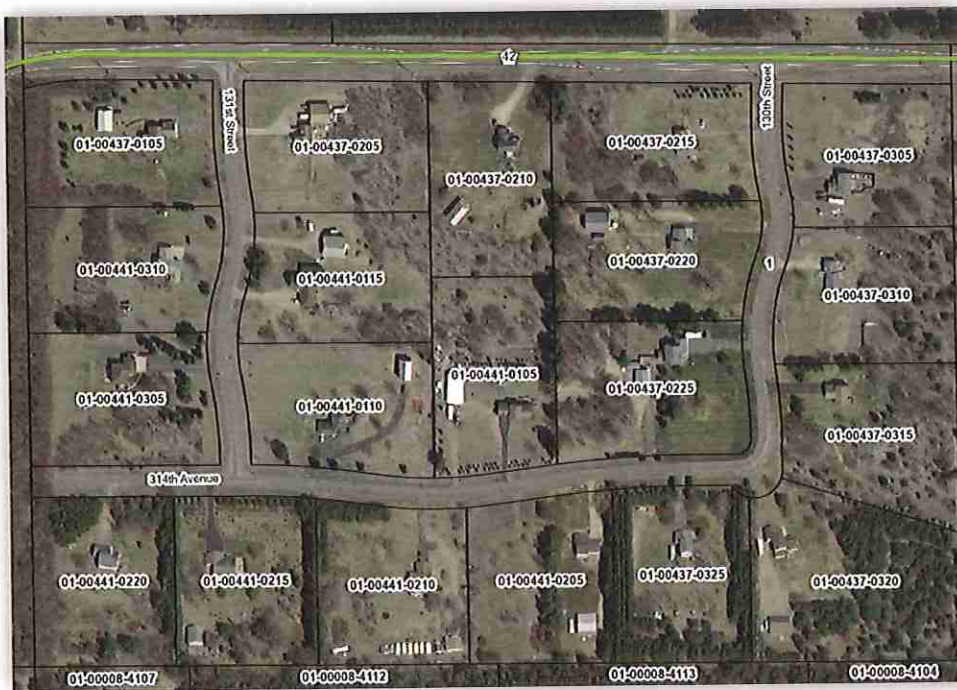


Source: Sherburne County, TPC

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The pattern of development within Baldwin has resulted in scattered residential subdivisions that fragment large contiguous tracts of agricultural land as depicted on Map 5. Parcels that are ten acres in area or less are problematic to further develop in that the potential number of lots that can be subdivided is limited by natural and physical conditions of the parcel and the small area of the existing parcel unless multiple parcels are assembled by a developer. The placement of existing homes and large-scale detached accessory buildings typical of development in Baldwin without consideration for future resubdivision options further constrain subdivision design options.

The Prairie Pineview plat, shown below, is typical of residential development in Baldwin and highlights these issues. The lots within the plat are designed to comply with the requirements of the Zoning Ordinance for a minimum lot area of 2.5 acres, minimum lot width of 200 feet, and minimum lot depth of 300 feet. Placement of homes within the Prairie Pineview plat is generally in the center of the lots, except when offset to meet front yard setback requirements for a side yard abutting a public right-of-way. The plat also illustrates the allowance of large-scale detached accessory structures within Baldwin.



This pattern of development makes future extension of City sewer and water utilities physical impracticability and financial infeasible. The existing pattern of development creates barriers for extension of municipal trunk sanitary sewer and potable water pipes to serve remaining large tracts of undeveloped parcels, many of which are not contiguous to each other. At the same time, the larger lot size and lack of density of the existing suburban residential plats coupled with the costs of retrofitting sanitary sewer services to these properties makes connection of existing platted properties and the installation of a traditional municipal sanitary sewer and water system within Baldwin cost prohibitive.

Planned Future Land Uses

Future land uses guided by the current Baldwin Township Community Comprehensive Plan are summarized by Table 5 and the Future Land Use Plan map included as Map 6. The majority of Baldwin is guided to be future residential land uses consisting of single family dwellings on small acreage and suburban residential neighborhoods within platted subdivisions; concern has been noted regarding the density and extent of these residential neighborhoods and the need to identify growth management strategies to maintain rural character. Commercial and industrial development is to be located in proximity to the US Highway 169 corridor to utilize available access and visibility to serve both regional and local markets. Ancillary public and quasi-public uses will be developed in support of continued development as the need arises.

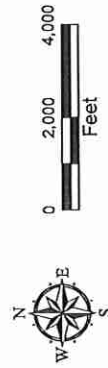
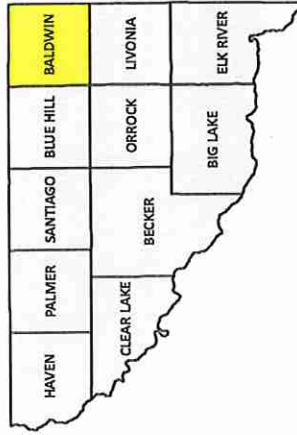
Table 5 - Future Land Use

	Zoning District	Acres	% of Total
Residential	R1 District	21,588ac.	97.3%
Commercial	C1 District	163ac.	0.8%
Industrial	I1 District	426ac.	1.9%
TOTAL		22,177ac.	100%

Source: Sherburne County; The Planning Company LLC

2026 Baldwin Comprehensive Plan

Map of Parcels ≤ 10 Acres



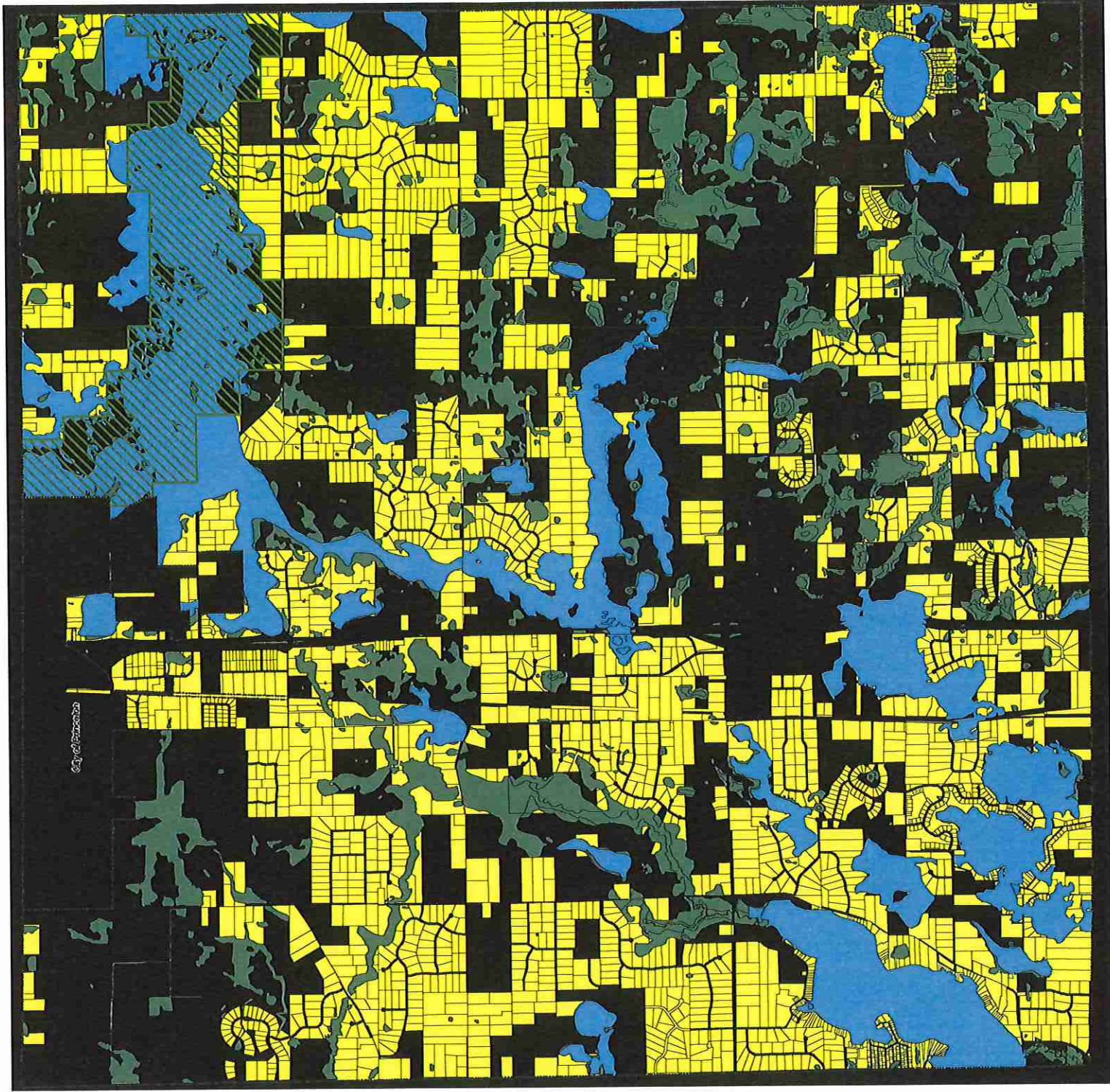
Legend

-  Rum River WS District - 1222 Acres
 -  Floodplain - 2935 Acres
 -  NWI - 4894 Acres
 -  Parcels 10ac or Less - 8916 Acres
- City of Princeton



SOURCE: Princeton Comprehensive Sanitary Sewer Plan (Figure 6-1)

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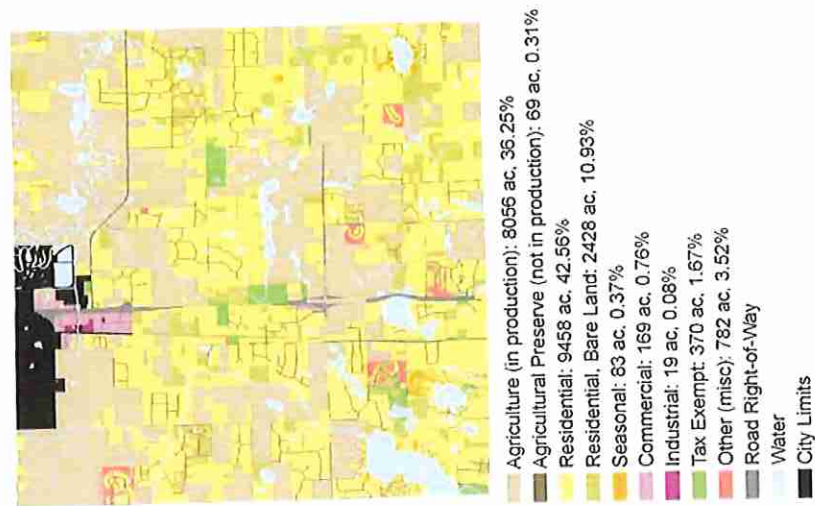
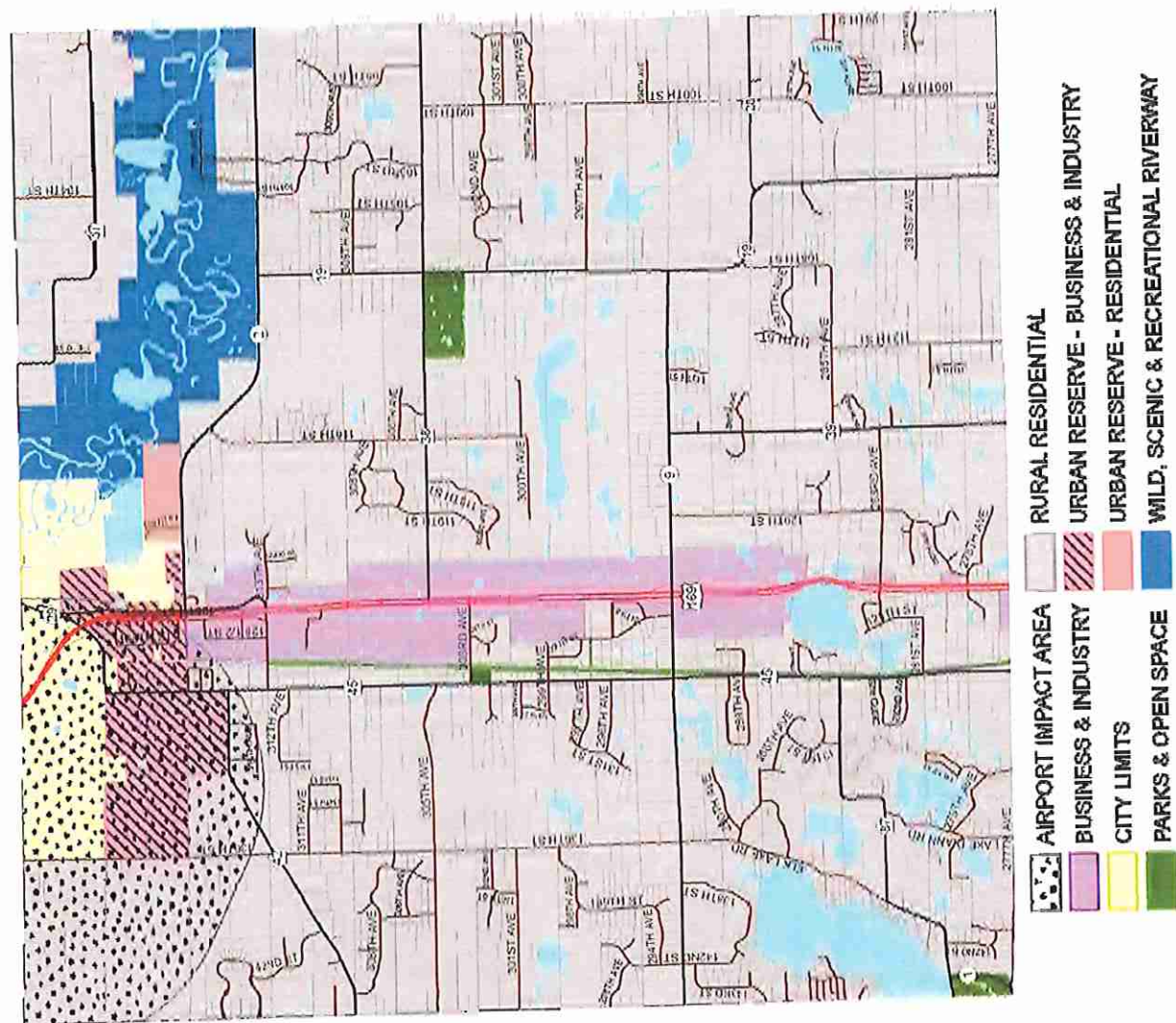


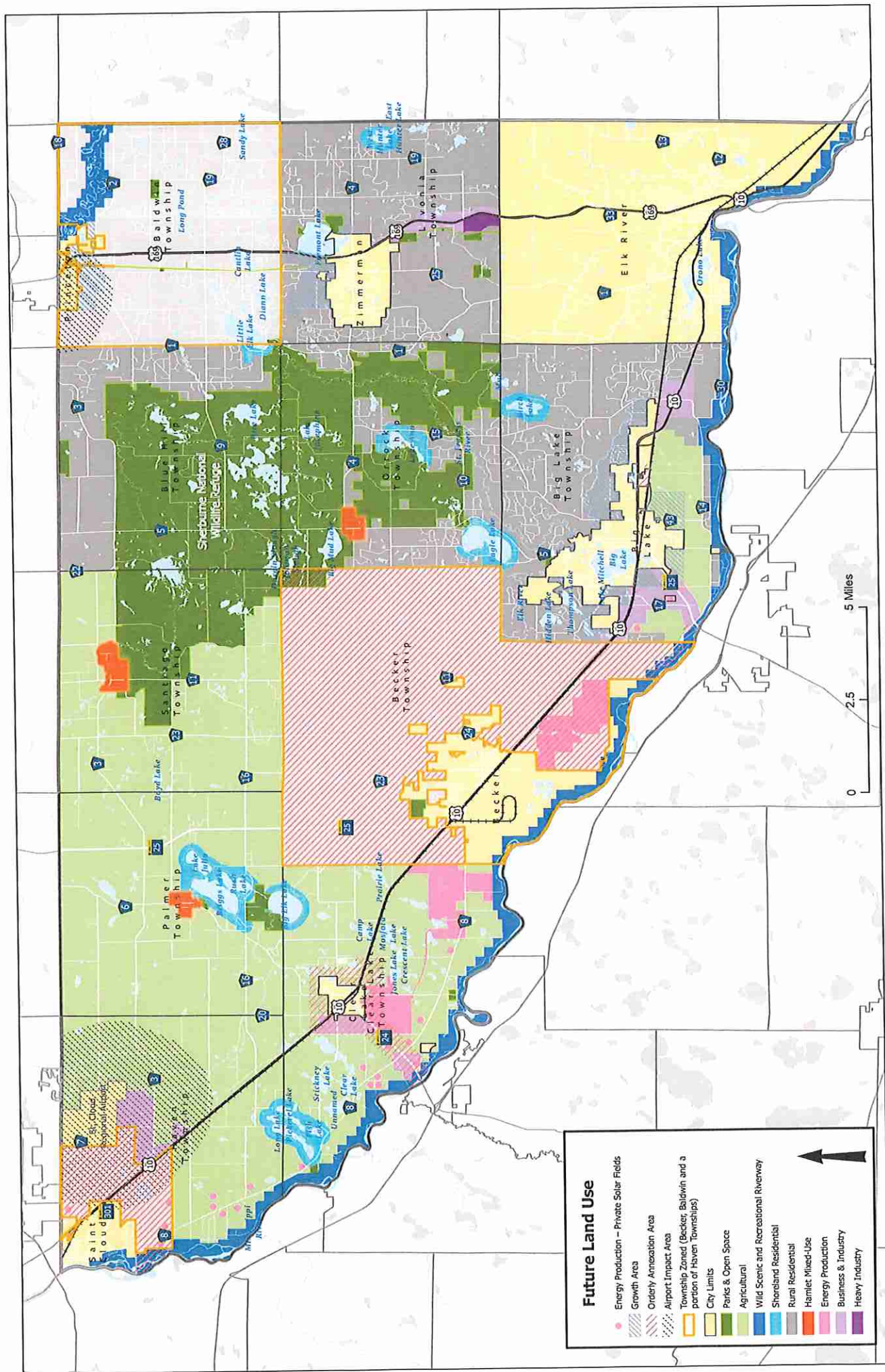
Figure 9.4: Baldwin Township existing land use by acres (2008). Source: Sherburne County Assessor's Dept.

Surrounding Jurisdictions

Sherburne County adopted a 2040 Comprehensive Plan on November 7, 2023. With Baldwin Township assuming responsibility for planning and zoning functions from Sherburne County on June 20, 2022, in accordance with a Joint Powers Agreement, Sherburne County did not plan future land uses within Baldwin. The Baldwin Township Community Comprehensive Plan has been used by the City to guide land use and development within Baldwin since assuming local responsibility for planning and zoning functions. Land Use Plans for Blue Hill Township and Livonia Township are shown on the Sherburne County 2040 Future Land Use Plan map.

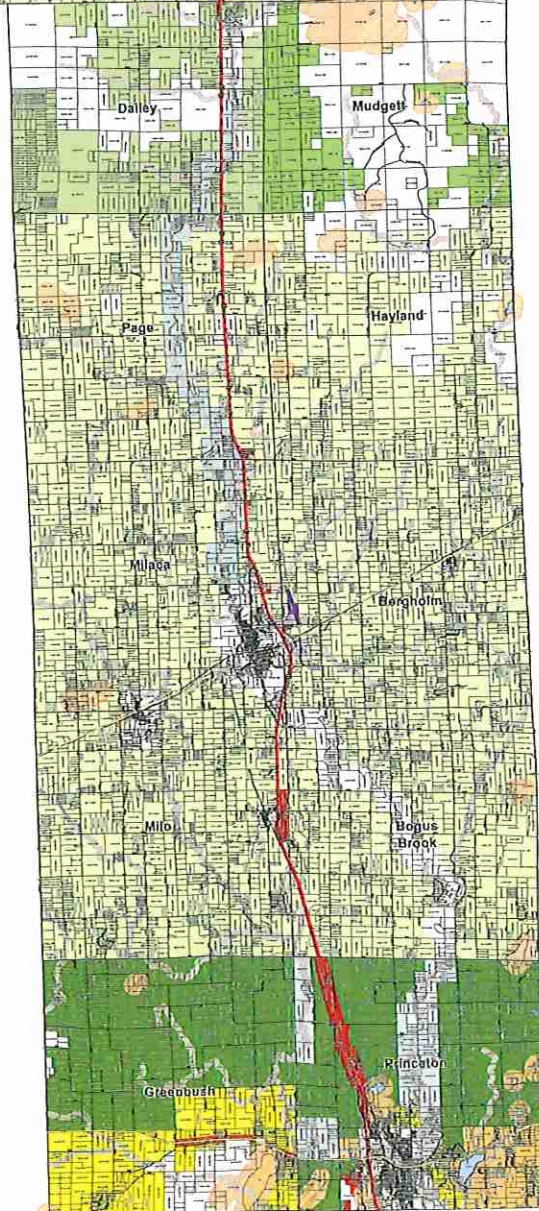
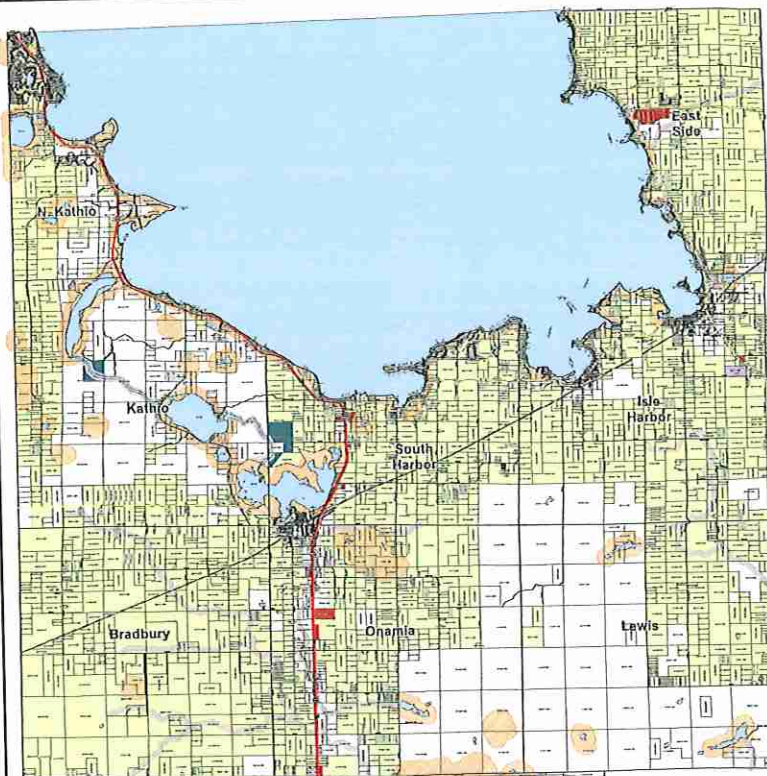
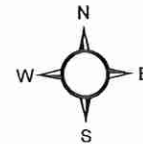
The City of Princeton Future Land Use Plan map from the Princeton 2020 Comprehensive Sanitary Sewer System Plan is included as Map 8. This map includes areas incorporated as the City of Baldwin to which the document no longer applies.

Comprehensive planning for Princeton Township, Blue Hill Township, and Spencer Brook Township is addressed under the jurisdictions of their applicable counties. Land use policy for Princeton Township is implemented through the Mille Lacs County Zoning Map (Map 9). Development in Spencer Brook Township is guided by the Land Use Plan map of the Isanti Comprehensive Plan (Map 10).



Mille Lacs County Minnesota

Zoning Map



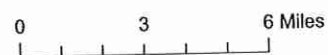
Zoning District

- Agricultural, A-1
- Agricultural, AG
- Conservation Agriculture, C
- Agricultural Residential, A-R
- Residential, R-1
- Rural Residential
- Residential Medium Density, R-2
- Commercial, C-1
- Highway Commercial, C-2
- Light Industrial
- Airport
- Shoreland - Airport
- Special Protection Shoreland, S-1
- High Density Residential/Surface Water, S-2
- Residential Subdivision - Recreational Shoreland
- River Conservation
- Wild and Scenic River - Recreational
- Wild and Scenic River - Scenic
- Wild and Scenic River - Wild
- West Branch of Rum River - Agricultural
- West Branch of Rum River - Transition
- Groundhouse River - Recreational River
- Groundhouse River - Forested
- Public Lands/Government Ownership

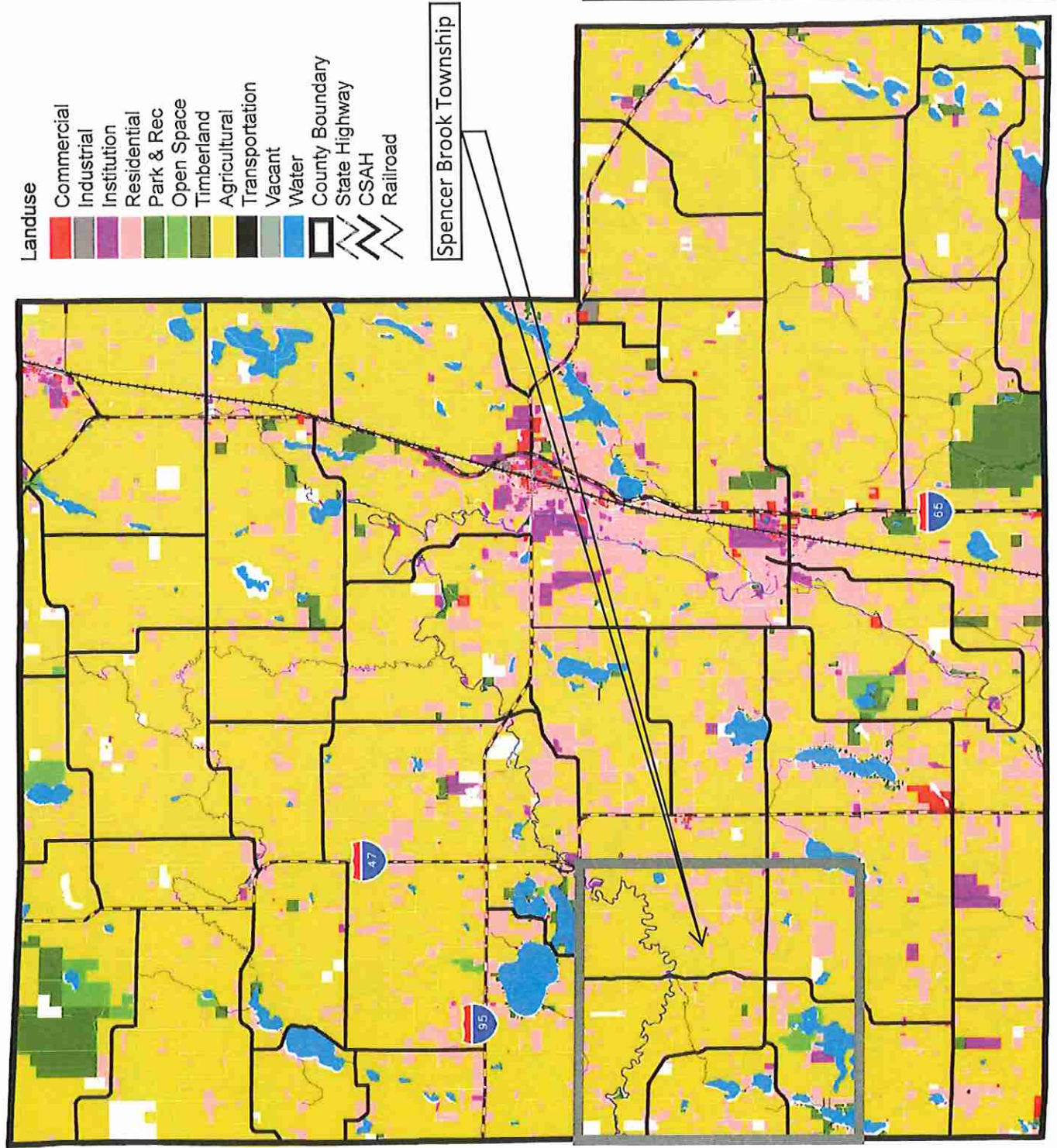
Overlay District

- 300 ft
- 1000 ft

May 1, 2015



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D. Land Use Controls

Baldwin Township adopted a Comprehensive Plan on August 4, 2014 addressing the social profile of the community, natural environment, existing and future land uses, economic development, transportation, community facilities, parks and recreation, and intergovernment relations. The 2014 Baldwin Township Community Comprehensive Plan provides a framework for continued growth and development within the community.

Ordinance 900 adopting the Baldwin Township Zoning Ordinance, Ordinance 910 adopting the Baldwin Township Subdivision Ordinance, and Ordinance 920 adopting the Baldwin Township Building Ordinance were approved by the Town Board on April 18, 2022. Baldwin Township assumed responsibility for planning and zoning functions within its boundaries on June 20, 2022 in accordance with a Memorandum of Understanding with Sherburne County.

The responsibilities exercised by Baldwin Township, and now the City of Baldwin, include comprehensive planning; administration of the Zoning Ordinance for site and building plans, conditional use permits, and interim use permits, including for shoreland and floodplain areas; administration of the Subdivision Ordinance for land division and platting with criteria for premature development, standards for public improvements, financial provisions assigning costs to subdividers, and requirements for securities for completion of improvements; and administration of the Building Ordinance for application of the State Building Code and permitting for subsurface sewage treatment systems.

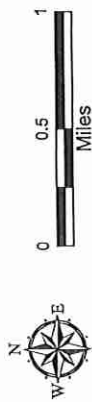
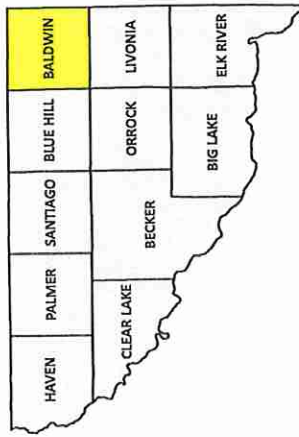
The Zoning Ordinance includes the following zoning districts designated on the Zoning Map (Map 11) to implement the goals and policies of the Baldwin Township Community Comprehensive Plan:

- **R1, General Rural District.** The purpose of the R1 district is to provide for locations for agriculture, agriculturally related development, and housing on lots without public sewer or water utilities.
- **C1, General Commercial District.** The purpose of the C1 District is to provide locations for retail and service businesses adjacent to a State or Federal highway, County state-aid highway, County road, or other arterial or major collector streets defined by the Baldwin Township Comprehensive Plan.
- **I1, General Industrial District.** The purpose of the I1 District is to provide locations for industrial development adjacent to existing industrial development and along Federal, State, County, or City streets.
- **S, Shoreland Overlay District.** The purpose of the S District is to manage the effect of shoreland and water surface crowding, to prevent pollution of surface and ground waters of Baldwin Township, to provide ample space on lots for sewage treatment systems, to minimize flood damages, and to maintain natural characteristics of shorelands and adjacent water areas via shoreland controls that regulate lot sizes, placement of structures, and alterations of shoreland areas.

- **WS, Wild and Scenic Overlay District.** The purpose of the WS District is to designate land use overlay districts along the bluff land and shoreline of the Rum River; regulate the area of a lot, and the length of the bluff land and water frontage suitable for building sites; regulate the setback of structures and sanitary waste treatment facilities from bluff lines and shorelines to protect the existing and/or natural scenic values, vegetation, soils, water quality, floodplain areas, and bedrock from disruption by man-made structures or facilities; regulate alterations of the natural vegetation and topography; prevent poorly planned development; and conserve and protect the natural scenic values and resources of the Rum River and maintain a high standard of environmental quality.
- **F, Floodplain Overlay District.** The F District is adopted in the public interest to promote sound land use practices, and floodplains are a land resource to be developed in a manner which will result in minimum loss of life and threat to health, and reduction of private and public economic loss caused by flooding; to maintain eligibility in the national flood insurance rate program; and to preserve the natural characteristics and functions of watercourses and floodplains in order to moderate flood and stormwater impacts, improve water quality, reduce soil erosion, protect aquatic and riparian habitat, provide recreational opportunities, provide aesthetic benefits and enhance community and economic development.

The Zoning Ordinance requires a minimum of 2.5 acres of land for any lot for single family residential use, which must include a minimum of 40,000 square feet of buildable land for the structures and subsurface sewage treatment system. Under the Building Ordinance, a Certificate of Compliance is required for an existing subsurface sewage treatment system any time a building permit is issued for a property or if there is a property sale. These land use controls over Baldwin allow for development while protecting the natural environment and public, health, safety, and welfare. Concern has been noted regarding the need to review allowed residential density and growth management strategies to ensure that desired rural character is maintained.

Baldwin Township Zoning Map



Township Boundary

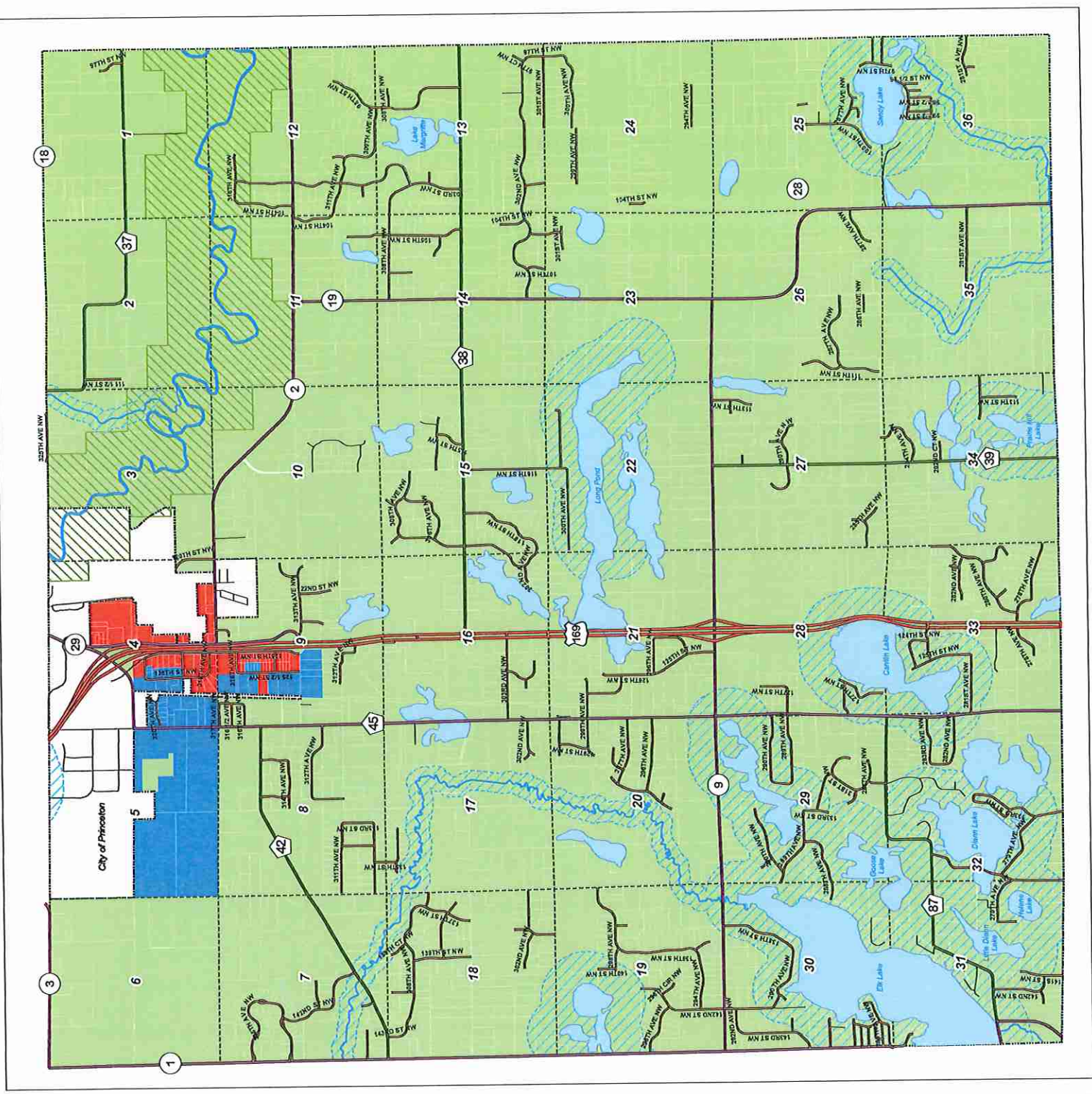
Zoning

- R1, General Rural
- C1, General Commercial
- I1, General Industrial
- S, Shoreland
- WS, Wild and Scenic

Roads

- US Highway
- County-State Aid Highway (CSAH)
- County Road
- Township Road
- Private Road
- City Street

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E. Existing Transportation Network

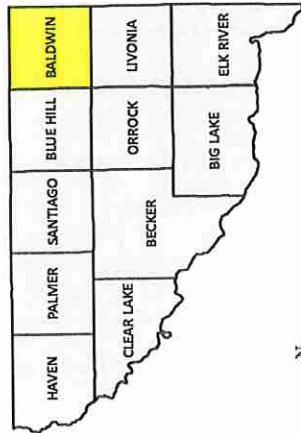
Baldwin is served by an existing network of Federal, County, and City streets shown on Map 12. US Highway 169 bisects Baldwin north/south between the City of Zimmerman and the City of Princeton providing regional access to Baldwin. Roadways under Sherburne County jurisdiction including County State Aid Highway (CSAH) 1, CSAH 2, CSAH 3, and CSAH 9 and County Road (CR) 37, CR 38, CR 39, CR 42, CR 45, and CR 87 form a system of minor arterial and collector roadways within Baldwin within the community and to destinations outside of Baldwin, including the City of Princeton, City of Zimmerman, City of Big Lake, City of Cambridge, and City of Isanti.

Baldwin, through its City Engineer and Public Works maintenance staff, is undertaking an evaluation of existing City streets to establish a rating of existing conditions. This condition index will form the basis of a Pavement Management Plan to provide for programming ongoing maintenance and improvement of the existing City street system. New City streets added to the system through development are to be designed and constructed to Town standards based on the recommendations of the City Engineer, with access management provisions to collector and arterial roads adopted as part of the Subdivision Ordinance and Zoning Ordinance to provide for efficient travel.

The present transportation network is well maintained by the State, County, and Baldwin to serve the city. Incorporation of Baldwin allows the City to continue management of its transportation network through budgeting, capital improvement planning, and preventive maintenance as part of providing government services to protect public, health, safety, and welfare. Incorporation has also made Baldwin immediately eligible for Municipal State Aid highway funding based on its existing population of more than 5,000 persons.

2026 Baldwin Comprehensive Plan

Roadway Jurisdiction

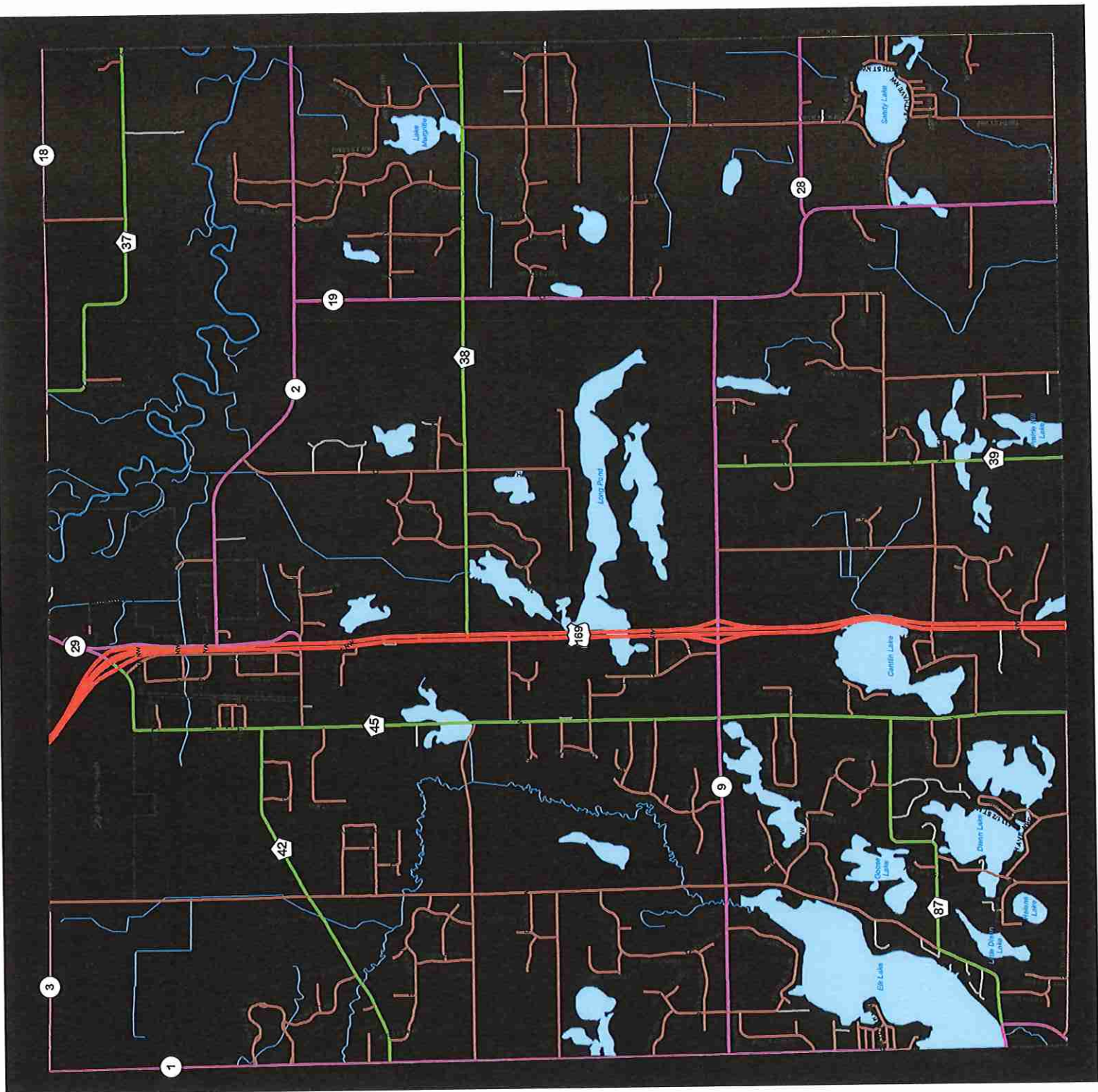


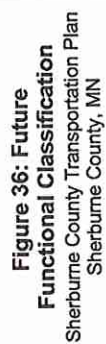
Roads

- US Highway
- County-State Aid Highway (CSAH)
- County Road
- City Street
- Private Road
- Section Lines

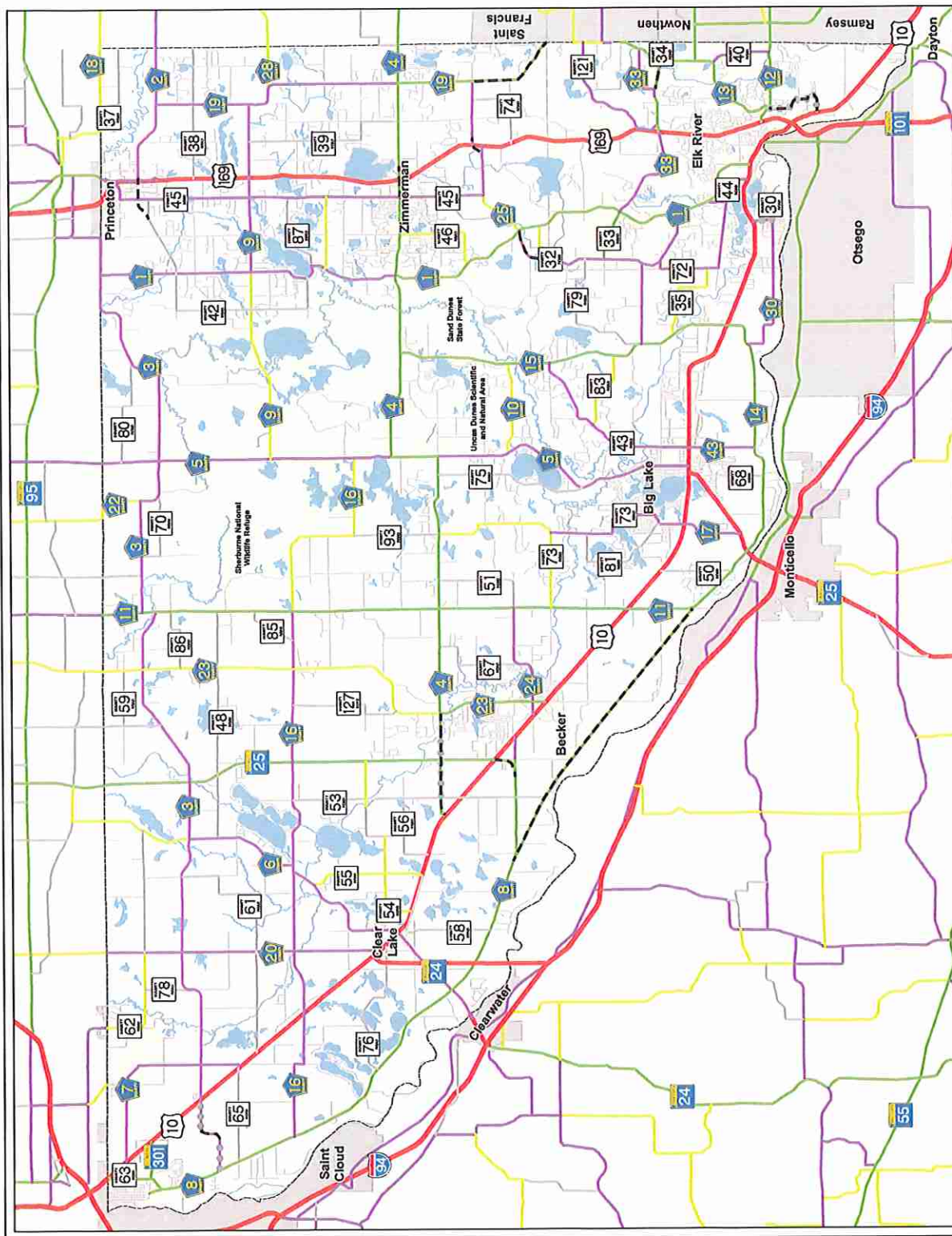
Source:
Sherman County 2040 Transportation Plan
Baldwin Township

DISCLAIMER: Baldwin Township does not warrant the accuracy nor the correctness of the information contained in this map. It is your responsibility to verify the accuracy of this information. In no event will Sherman County be liable for any damages, including loss of business, lost profits, business interruption, loss of business information or other pecuniary loss that might arise from the use of this map or the information it contains. Map information is believed to be accurate but accuracy is not guaranteed.





**Figure 36: Future
Functional Classification**
Sherburne County Transportation Plan
Sherburne County, MN



F. Existing Government Services

Baldwin is governed by an elected five-member City Council serving the city at-large and chaired by a Mayor. The City is served by a seven-member Planning Commission and a five-member Park Committee appointed by the City Council to advise on land use and park and open space matters, respectively.

Baldwin employs the following full- and part-time staff to provide all necessary municipal services within the City:

- City Clerk/Treasurer
- Deputy Clerk
- Public Works Supervisor
- Public Works Maintenance Technician
- Seasonal staff (as needed)
- Fire Chief, Assistant Fire Chief, and a full complement of firefighters.

Other professional services supplementing City staff are provided on a contract basis including legal, planning, engineering, building inspections, finance, property assessor, wastewater system operation, and information technology. Use of consultants for provision of these services is typical for government units the size of Baldwin and is not expected to require changes until such time as the City grows at a rate or to a size to warrant the hiring of additional full-time staff.

All official government business, including administration, public meetings, and elections is conducted at the City Hall and Public Works Building located at 30239 128th Street. The property also includes the Fire Hall.

Baldwin operates its own Fire Department that provides fire protection services within the City, as well as service to adjacent Blue Hill Township and mutual aid response to fire departments in the region. The Baldwin Fire Department staff includes a full-time Chief, Assistant Chief, three Captains, and 32 paid-on-call volunteer fire fighter positions. The Baldwin Fire Department is staged in a separate building on the same property as the City and Public Works Building. The ISO Public Protection Rating for Baldwin is 06/10.

Police protection is provided by the Sherburne County Sheriff's Office.

Baldwin has acquired 30 acres at the northwest quadrant of 293rd Avenue and 128th Street and undertook an architectural space needs study to evaluate plans for a future administrative and fire hall building. The City Council constituted an Infrastructure Committee to evaluate the existing City buildings and advise on the need for expansion of these or construction of new facilities. If the City proceeds with construction of the proposed City Hall and Fire Hall building, Public Works could expand to occupy the existing City Hall and/or Fire Hall spaces. The acquisition and planning for future facility space needs ensures that the City will continue to provide efficient and effective governmental services for Baldwin.

There are two public parks within Baldwin owned and maintained by the City that provide a full range of recreational opportunities, as well as beaches, boat launches, and rain gardens. There are 30 acres of the 30,700 acre Sherburne National Wildlife Refuge in the southeast corner of Baldwin as well. There is also a 100 acre private game farm within Baldwin. Recreation programming is available for Baldwin residents through Sherburne County, youth organizations, and area school districts.

Baldwin has since 2016 maintained and operated a Community Sewage Treatment System approved by Sherburne County for the Frontier Trails plat through a subordinate service district. The wastewater facility is operated on a contract basis on behalf of the City and is operated as a municipal utility.

G. Utilities

Water and sewer utilities within Baldwin are provided almost exclusively through on-site private well and subsurface sewage treatment systems. As of June 20, 2022, Baldwin provides for permitting, inspections, and monitoring of subsurface sewage treatment systems previously administered by Sherburne County. The Building Ordinance includes a chapter establishing regulations for subsurface sewage treatment systems consistent with Sherburne County regulations, which are consistent with and more stringent than Minnesota Pollution Control Agency standards under Minnesota rules chapters 7080 through 7083 as follows:

- A certificate of compliance is required at time of property transfer when filing a certificate of real estate value at the point of sale of a property.
- A certificate of compliance is required to obtain a building permit unless such a certificate has been issued within the previous 10 years for the subsurface sewage treatment system serving the property.
- A five-foot separation between distribution media and seasonal high water or a limiting layer in lieu of pressure distribution or multiple trenches using serial distribution is not accepted.

There are six subdivisions within Baldwin that are served with Community Sewage Treatment Systems that were approved by Sherburne County before Baldwin enacted its own planning and zoning regulations. Five of these systems are privately operated by the applicable Homeowner's Association, and one of the systems (Frontier Trails) is operated by the City via a contracted Wastewater Facility Operator. Baldwin no longer allows for Community Sewage Treatment Systems through its Zoning Ordinance and Subdivision Ordinance.

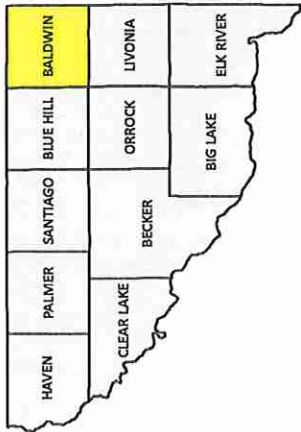
Utilities for electric, natural gas, telephone, cable, or other services are provided by private entities.

H. School Districts

Almost all of Baldwin is within the Princeton Public School District (ISD 477). There are four properties along the south boundary of Baldwin that are within the ISD 728 Elk River-Otsego-Rogers-Zimmerman School District. School district boundaries. School district boundaries shown on Map 14. School districts are independent of and transcend municipal boundaries and managed by the respective school boards.

2026 Baldwin Comprehensive Plan

School District



School Districts

- Elk River Area ISD 728
- Princeton ISD 477
- City Boundary

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IV. OPPORTUNITIES AND ISSUES

Comprehensive planning efforts are most effective when the community sets the agenda for the project, giving them to a sense of ownership in establishing goals for the future vision of Baldwin that are the basis for forming policies and plans to realize that vision. Identification of community perspectives to outline opportunities and issues that guide the remaining planning process has been undertaken through work sessions with the Planning Commission and followed up upon by public information meetings. The work sessions with the Planning Commission included a SWOT (Strengths, Weaknesses, Opportunities, Threats) exercise and in-depth discussion of the resulting information summarized in an appendix to the Comprehensive Plan. The summary of issues outlined in the following pages will be expanded upon in subsequent chapters developed throughout the planning process.

Community Identity

Evident throughout the process of incorporation and undertaking of the comprehensive planning process is a strong sense of community identity for Baldwin held by residents, businesses, and City officials. Rural character is at the forefront of this identity with natural areas and amenities, small efficient government, and an engaged population all noted as positive traits of Baldwin. The strength of this sense of community identity is also an opportunity for Baldwin moving forward.

With the majority of growth occurring in Baldwin to date being residential development, most people identify with Baldwin through its rural areas or rural residential neighborhoods. Further development of office, retail, service, and industrial businesses will allow for more of a live/work environment for current residents. Continued expansion and improvement of the City's network of streets will improve connectivity between neighborhoods and destination areas within Baldwin allowing access to commercial areas or enjoyment of recreational opportunities that exist within the area.

The proximity of Baldwin to regional government and quasi-public services such as hospitals is also viewed as contributing positively to the community's identity. Availability of these services and regional markets increases the value of the community as a desirable place to live or locate a business. Creating a sense of place recognized not only within the community, but as part of this larger US Highway 169 region is important as Baldwin continues to grow, especially for economic development purposes.

Preservation of Rural Character

Not only is rural character highlighted as fundamental to the identity of Baldwin, but it is also something that the community adamantly wants to preserve and protect. Growth that has occurred and will continue in Baldwin is one of the primary threats to the community in the future. While continued growth is recognized as a challenge that may lead to need for more infrastructure and services, the Planning Commission sees an opportunity as well. With incorporation, Baldwin can chart its own course in terms of development policy and decisions as to levels of services to be provided. People looking to live in Baldwin will be drawn by the large lot sizes, open spaces, lakes, wetlands, trees, and wildlife, and government that provides core municipal services with a high degree of fiscal responsibility. The City must actively work to protect this character through its Comprehensive Plan and development regulations to preserve the natural environment from threats such as pollution, allowing residential densities that compromise open spaces, and needs for more developed infrastructure.

Growth Management

With development comes the need for government services and more infrastructure. Baldwin provides administration, public works, and public safety services efficiently and cost effectively. These core municipal services will need to be expanded as the community grows to maintain new and existing infrastructure. Concern about growing pains as a new city is real; expansion of services, much less adding expanded services, leads to additional related costs for staff, larger facilities, and greater infrastructure capacity. Again, this threat is recognized by the Planning Commission as being anticipated and needing to be addressed before becoming a weakness. To this end, growth management will be an ongoing initiative for Baldwin to ensure that market demand for development can be accommodated by the City within the capabilities of public facilities and services, which are to be expanded only in a fiscally responsible manner to maintain the City's favorable financial position and a low property tax rate.

Economic Development

Business and industry in Baldwin has been limited by the community being a rural township with rural center cities to the north and south on the US Highway 169 corridor where commerce activities have concentrated. These surrounding cities are established competitive locations with a wide range of retail goods, services, and businesses that creates challenges for economic development in Baldwin.

City officials remain committed to working with landowners and private businesses to pursue expansion of existing businesses and location of new commercial and industrial development in Baldwin. The City's function in terms of economic development is to provide transportation infrastructure and services to support businesses. That the City does not provide sanitary sewer and potable water utilities may limit the types of businesses that are able to locate in Baldwin, meaning the City must target its economic development plans and efforts accordingly.

Existing commercial development in Baldwin has been centered in the northern portion of the US Highway 169 corridor adjacent to the City of Princeton. The area includes local businesses with primarily industrial character, as well as commercial service business serving the immediate area. Other locations in Baldwin having access to US Highway 169 present opportunities for new commercial development. This includes the existing interchange at US Highway 169 and 289th Avenue in the center of Baldwin. Primary interest from the community for commercial business development in this area is for convenience and shoppers' goods businesses that would serve both local and regional markets.

Industrial development is more influenced by economic conditions than commercial land uses, but the City's role is similar. Availability of land for development, access to regional transportation, and development regulations that allow a range of industrial activities are the most significant contributions of the City in industrial development. The community benefits from industrial development by creating opportunities for employment within the City that can be filled by residents, or which provides a population within Baldwin during the workday needed to support retail and service businesses. Financially, industrial development benefits the City through expanded tax base of high value buildings and properties that offsets the cost of City facilities and services for residential property owners.

As with residential development, Baldwin has opportunities for growth of commercial and industrial businesses in terms of available land supply and transportation access, especially for industrial land uses. Past and future residential development increases market potential of a Baldwin specific trade area for retail, service and office businesses, as does available land on the US Highway 169 corridor. Private landowners and businesses determine specific types and location for retail, service, office, and industrial uses in consideration of market factors. The factors that influence commercial and industrial development have been upended by broader economic trends including evolution of the Amazon business delivery model and the COVID-19 pandemic that upended office work environments. The anticipated character of development in Baldwin may present opportunities within these challenges for other communities with more traditional commercial and industrial land use patterns.

Housing

Single family dwellings are the only form of housing within Baldwin based on municipal sanitary sewer and water utilities not being available. The strong preference of the community is for single family housing in Baldwin. There is also a desire to see development of housing options for seniors reflecting regional and national demographic trends of an aging population.

Options for attached housing face community opposition but are most likely not feasible due to no municipal sewer or water availability. Analysis completed during the incorporation process demonstrated that it is not likely feasible to develop municipal sewer and water utilities in Baldwin because of the existing pattern of development of rural parcels that are separated by intermediate plats of residential neighborhoods. The area available for services is too small to provide an efficient scale of operations or smaller areas too far apart to be efficiently connected.

However, limitations to single family dwellings create challenges in providing for a housing stock that meets the needs of all ages and incomes. The ability to provide more independent living or lower maintenance housing hinders the ability of the existing population to remain in Baldwin throughout their lives. Not having housing options other than single family homes can also limit opportunities for new households, first-time home buyers, or seniors with more limited financial resources from living in Baldwin. This second factor can affect availability of employees for businesses within Baldwin, as well. There may be consideration of addressing housing options in Baldwin through non-traditional means, such as accessory dwelling units.

Transportation

Transportation requires significant capital investment requiring a long-term improvement and maintenance programs to estimate and allocate financial resources that will be necessary to build, expand, and preserve the roadway system. This is an area where providing infrastructure requires cooperation between several levels of government and coordination on plans and improvements between adjacent communities in addition to a focus on infrastructure within the City. The capital improvement plan for transportation infrastructure must be in place as part of a growth management strategy to ensure that adequate capacity exists to accommodate proposed developments.

The Planning Commission identified the US Highway 169 corridor as central to planning for Baldwin's future. US Highway 169 provides convenient access for residents to the Twin Cities Metropolitan Area for employment, goods and services, and entertainment options. Likewise, US Highway 169 creates visibility for commercial locations intent on attracting travelers or for industrial businesses to ship and receive materials and products. Definition of long-term access to US Highway 169 is a critical step in relating the Future Land Use Plan to the transportation system.

The City will also need to develop the transportation network that feeds to and from US Highway 169 to provide for access and efficient travel within the City. This effort will be undertaken together with the system of County State Aid Highways and County Roads managed by Sherburne County in Baldwin that form the collector street backbone of a functional classification system. Maintenance and expansion of City streets, including its own collector streets, is aided by availability of Municipal State Aid funding upon incorporation.

Community Facilities

The core purpose of municipal government is to provide services necessary to support residential, commercial, and industrial development under the banner of public health, safety, and welfare. These services include infrastructure including streets and stormwater, public safety services for police and fire protection, parks and recreation, and day-to-day administration of the City organization.

The Planning Commission identified the City as an organization with strong leadership from elected officials and capable City staff. These qualities can be put at risk over time as elections occur and City staff changes. However, effective government is largely influenced by people in leadership positions being responsive to constituents about their priorities and communicating effectively about the City's goals, plans, and actions.

Infrastructure and services adequate to meet the needs of the City today may not be sufficient in the future. The capacity and maintenance of City streets was a primary impetus for incorporation for access to Municipal State Aid monies to assist within ongoing financing of this infrastructure. Police and fire services will need to be monitored to ensure the necessary levels of protection are provided for a growing community. And general operation of the City will likely lead to more staff needs to be anticipated and planned for.

A commitment to City facilities and services will attribute positive qualities to Baldwin's community identity that will likewise strengthen the connection residents and businesses have with the City. Continuing to provide efficient, quality services that users believe are delivered with value must be a priority for the City going forward. This level of community facilities and services will not only support continued growth, but sustain it as well.

Parks, Open Spaces, and Trails

Baldwin benefits from extensive natural areas and the outdoor recreation opportunities these areas provide. Developed recreational facilities are more limited within the community. To a degree, the residential pattern of development in Baldwin doesn't warrant an extensive system of neighborhood parks as the area of individual lots or adjacent lots within a neighborhood provide space for that type of activity.

Baldwin would benefit from planning for community-oriented parks and open spaces either for formalized activities or passive recreation. Trails also offer a recreation amenity that can connect areas of the community together and connect Baldwin to other points of interest in the region. As with the opportunity for planning new development that is to occur, Baldwin has the opportunity in the area of parks, open space, and trails to plan for these amenities at the same time as it considers future land use.

V. POLICY PLAN

Planning is fundamentally seeking to achieve order through rational decision making. Comprehensive Plans lay out a framework for development, typically in twenty-year windows in the form of growth forecasts and absorption projections, formulation of a future land use pattern, and outlining improvement projects to provide related support systems and infrastructure. This approach to planning has been to view the community as a large design project where a picture of the future is formed and control measures are devised to move the city to that goal. The objective of this process is to make the community look like the map, implicitly providing for order, convenience, efficiency, economy, and aesthetics. Preparation of a comprehensive plan in this manner may be sufficient to address a city's immediate needs and problems but lacks adaptability to define and realize a long-term vision of the community.

Community goals form the foundation of the Comprehensive Plan that establish Baldwin's objectives for its developed environment and the means to achieve the desired outcomes through policies implementing the Comprehensive Plan. Baldwin's goals and policies will be the basis of, and complement, the City's maps, ordinances, and codes that are more fixed documents in addressing development activity guided by the Comprehensive Plan.

A policy-based approach to planning, together with traditional development framework plans for land use and related systems is the basis for the Comprehensive Plan. Statements outlining the broad goals that the community seeks to achieve through growth and development segue to the formulation of policies to bring about that future vision. These goals and policies form the foundation of the land use and system plans prepared as the collective chapters of the Comprehensive Plan.

Comprehensive plans are not intended to be, nor are they effective, as static documents. As the circumstances of the community change, the policy plan can be adapted to provide education to the public and developers, criteria for City officials to evaluate changes in development practices or unanticipated proposals, and a basis for consideration of amendments to the Comprehensive Plan and the City's official controls for implementation. This approach also yields greater efficiency for administration and implementation if all of the actions of the organization are guided by consistency with the goals and policies of the comprehensive plan. These goals and policies will therefore allow the City to adapt to emerging trends, opportunities, or issues not anticipated today and provide continuity for the Comprehensive Plan for future City Councils, Planning Commissions, property owners, residents, and developers.

The format of the terms "goals" and "policies" where they are included in the development framework and system plans are used in context of the following definitions:

Goals: The outcome that will result in achieving the kind of development environment that is desired in Baldwin.

Policies: Actions that serve as a guide to help make present and future decisions that will result in achievement of Baldwin's goals.

The policy plan does not provide a timeline for when development is to occur or prioritize needed community improvements. Instead, these statements collectively provide criteria that can be used to direct actions to be undertaken by public entities and the private sector in response to community objectives. In some cases, a single policy may outline a course of action; more frequently, several policies will apply to a given situation.

A. Natural Resources

The importance of continued community growth integrated with natural resources in Baldwin is recognized by the City. The proper preservation, protection, and utilization of the natural environment as a valuable amenity or as a constraint or barrier for development are guided by the following goals and policies.

Goal #1: The environment shall be protected while accommodating growth by integrating new development with Baldwin's natural resources in a compatible manner.

Policies:

- Allow development based on soil suitability and evaluation of groundwater tables.
- Require that all activities in naturally or environmentally sensitive areas conform to local, county, state, and federal regulations.
- Preserve existing trees as part of the development review process where feasible.
- Require new development to add trees to the landscape.
- Integrate natural resources areas with the public parks, open space, and trails.
- Maintain and utilize natural drainage patterns for stormwater management wherever feasible.
- Require subdivisions to plat lots with minimum lot area exclusive of the boundaries of stormwater ponds, delineated wetland boundaries, and required wetland buffers to ensure adequate buildable area and usable yards to avoid encroachment.
- Require erosion and compaction control plans for all site grading to prevent erosion, dust, and soil sedimentation and prohibit development on slopes identified as where erosion or slippage may occur.

Goal #2: The quality of water resources in Baldwin, including lakes, wetlands, streams, and groundwater shall be protected and improved.

Policies:

- Prevent impacts from development to drainageways, wetlands, shorelands, floodplains, and other natural features that perform important environmental functions in their natural state.
- Work with the DNR to administer the State-mandated requirements for shorelands adjacent to public waters to protect water quality and natural aesthetics.
- Regulate land use within the Rum River Wild and Scenic and Recreational River District in accordance with State mandated regulations so as to preserve and protect the outstanding scenic, recreational, natural, historical, and scientific values of the river.
- Enforce floodplain regulations to regulate development in a manner consistent with Federal and State mandated requirements to protect public safety and property from damage due to flooding.
- Administer the Wetland Conservation Act of 1991.
- Incorporate best management practices for stormwater management to control and treat stormwater runoff from development.
- Implement Minnesota Pollution Control Agency rules that protect groundwater resources from pollution to ensure safe water supplies for existing and future land uses.

B. Land Use

The land use goals and policies create a foundation for defining the character and intensity of land use in Baldwin. The land use related goals and policies apply both to existing land use patterns and future development. The following goals and policies serve as a reference for land use planning decisions.

Goal #1: Develop a cohesive land use pattern that ensures compatibility and functional relationships among activities.

Policies:

- Arrange complementary land uses and activities into functionally related areas of the community as determined by physical barriers, homogeneous land use characteristics, and service area boundaries.
- Accomplish transitions between different land uses in an orderly manner so as not to create negative impacts on adjoining developments.

- Changes in types of land use shall occur either at mid-block points, so that similar uses front on the same street, or at borders of areas separated by physical barriers.
- Regulate incompatible land uses so that conflicts are minimized through the use of physical barriers, distance, screening, or proper physical orientation of lots and buildings.
- Relate the land uses guided by the Comprehensive Plan to community development priorities and transportation infrastructure.
- Provide land use transitions and proper buffering between distinctly different types of land uses.
- Establish standards for development of all land uses to ensure desired community character.
- Consider interim uses where land use designations are provided for long-term market needs and absorption, provided that the activities are compatible with existing and proposed uses and will not obstruct planned development.
- Implement an interim land use plan to prevent an over-allocation of land zoned for any particular use in excess of actual demand or service capacities as the Future Land Use Plan is a general long-term, suggested land use pattern for the City intended to develop over time.
- Deem premature any proposal to allow a more intensive land use unless those initiating the request demonstrate that the criteria set forth by the Comprehensive Plan are satisfied.
- Coordinate future land uses in Baldwin with neighboring communities to encourage unified development patterns.

Goal #2: Rural land uses are to be preserved and promoted as the defining character of development within Baldwin and serve as a primary means of growth management.

Policies:

- Protect agricultural uses and the economic viability of farming operations within Baldwin.
- Limit development density to maintain large tracts suitable for rural land uses and minimize service needs until the criteria to allow for a more intensive land use guided by the Future Land Use Plan is demonstrated to be met.
- Allow keeping of farm animals on properties in such numbers so as not to cause public health and safety concerns or compatibility issues with surrounding residential development.

Goal #3: Residential uses shall be developed in a manner consistent with Baldwin's priorities, compatible with surrounding development, and responsive to market needs.

Policies:

- Encourage innovation in subdivision and housing design.
- Consider housing opportunities for persons of all ages and income levels that allow them the ability to maintain residence within Baldwin throughout the various stages of their lives.
- Require residential neighborhoods to be protected from incompatible uses by adequate separation and buffering from non-residential land uses.
- Protect residential neighborhoods from through traffic using local streets with collector or arterial streets bordering residential neighborhoods.
- Regulate accessory buildings within residential areas to be compatible in design and size to maintain a residential neighborhood character.
- Allow for home-based business within residential neighborhoods provided they are not evident and do not create compatibility issues with the surrounding area.

Goal #4: The character of individual neighborhoods is to be maintained and improved where possible.

- Regulate incompatible land uses to minimize issues through the use of natural and man-made physical barriers, and physical orientation of lots and buildings.
- Accomplish renewal, replacement, and redevelopment of substandard, incompatible, or non-conforming land uses through public action and private means.
- Protect existing residential development from adverse environmental impacts, including noise, air, and visual pollution.
- Administer zoning, subdivision, building, and property maintenance ordinances to maintain high quality, attractive neighborhoods and business districts.

Goal #5: Attracting, retaining, and expanding businesses and industries is a priority for providing employment opportunities and diversification of Baldwin's tax base.

Policies:

- Promote development of building design and construction that enhances Baldwin's image, promotes durability, increases energy efficiency, and expands the local tax base.

- Administer an expeditious development review process for proposed commercial and industrial developments.
- Communicate with existing businesses to stay informed of changing needs to facilitate retention and in-place expansion.
- Consider use of financial tools to assist expansion of existing business or location of new businesses in Baldwin when deemed appropriate and necessary by the City.

Goal #6: Promote balanced and viable commercial development responsive to the retail and service needs of the community, US Highway 169 travelers, and surrounding market area.

Policies:

- Define sufficient areas on the Future Land Use Plan for commercial land uses to meet long-range needs.
- Plan for commercial development in areas of high accessibility, with the US Highway 169 corridor being promoted as the primary focus for commercial uses within Baldwin.
- Develop commercial areas as cohesive, highly interrelated nodes of development with appropriate access and off-street parking.
- Development of one quadrant or side of a corridor within a given area shall not dictate commercial use of the other properties.
- Establish site development and architecture standards to ensure quality development in areas of high visibility, such as the US Highway 169 corridor.
- Adopt regulations for signs to facilitate business identification while minimizing visual distraction or negative aesthetics.
- Encourage the removal of non-complementary uses in areas identified for commercial development.

Goal #7: Promote development of high-quality, high-value industries that expand tax base and create employment opportunities within Baldwin.

Policies:

- Limit industrial businesses to areas designated for these land use activities by the Future Land Use Plan.

- Define distinct areas for varying types of industrial activities and establish respective standards governing development quality.
- Encourage infill development and in-place business expansion within existing industrial areas.
- Facilitate redevelopment of industrial properties that exhibit building deterioration, obsolete site design, environmental concerns, or land use compatibility issues.
- Provide for phasing of development within existing rural areas designated for future industrial uses as demand increases.
- Encourage relocation of existing industrial activities within residential neighborhoods to appropriate areas guided for industrial use on the Future Land Use Plan.
- Locate industrial land uses with access to regional transportation systems.
- Landscape and screen outside storage of equipment and materials associated with industrial uses to minimize negative visual impacts.
- Establish site development and architecture standards to ensure quality development in areas of high visibility, such as the US Highway 169 corridor.
- Adopt regulations for signs to facilitating business identification while minimizing visual distraction or negative aesthetics.
- Encourage the removal of non-complementary uses in areas identified for industrial development.

Goal #8: Public facilities and services shall be located so as to offer ease of access and minimal response time.

Policies:

- Locate public facilities where the use is compatible with the existing and proposed land uses of the area.
- Develop public facilities upon sites that offer ample land area for any necessary expansion.
- Avoid displacement of residents resulting from the development of government facilities and infrastructure.

Goal #9: Public facilities shall be designed to enhance community identity and recognition in a manner compatible with the surrounding area.

Policies:

- Develop and maintain all public facilities to serve as examples for private development and to create a source of community identity.
- Enhance the attractiveness and identity of the community through gateway identification, civic beautification, tree planting, street maintenance, and other measures.
- Provide adequate landscaping, screening, and buffers for all public and quasi-public facilities in order to minimize impacts to surrounding uses and enhance the area in which they are located.
- Construction of public facilities should utilize robust materials to minimize maintenance and provide for sustainable long-term use.
- Ensure public facilities are constructed upon sites with land area sufficient for current needs and future expansion.

Goal #10: Development shall provide for logical extension of related infrastructure and community services in a fiscally responsible manner to maintain the City's current favorable local tax rate.

Policies:

- Promote infill development and follow an orderly pattern for expansion that maximizes investment in existing utility and transportation infrastructure.
- Delineate boundary limits for new development and stage expansion of infrastructure necessary for new development.
- Discourage subdivision of parcels not contiguous to existing rural residential, commercial, or industrial development that expand the City's existing service delivery areas and create scattered nodes of development.
- Prohibit premature subdivisions in areas that lack adequate infrastructure, such as transportation or other public facilities and services.

C. Transportation

Transportation is a critical infrastructure for Baldwin in terms of continued growth requiring that full attention must be given to ensure a functional transportation system. Additionally, the transportation system must be coordinated with the Future Land Use Plan to identify and address areas where improvements may be required as a prerequisite for development. Within the context of these considerations, the following goals and policies are provided.

Goal #1: Approach all modes of transportation as an integrated system to be planned on a coordinated basis.

Policies:

- Develop a transportation system that serves the mobility and access needs of residents, businesses, and institutions and supports Baldwin's goals for future growth.
- Design transportation facilities to conserve natural resources and minimize the need for ongoing public investment.
- Plan transportation facilities to function in a manner compatible with adjacent land use.
- Include provisions for other transportation modes, i.e., bicycles, trails, park and ride, etc., in street and highway improvement plans when feasible and practical.
- Stage transportation improvements to reflect projected growth needs and land use changes in coordination with available financial resources.
- Work with Sherburne County, the Minnesota Department of Transportation, and surrounding jurisdictions to identify how long-term transportation goals can be met to satisfy both regional and local needs.

Goal #2: The street system in Baldwin shall be planned, designed, and constructed according to the highest standards in consideration of land use and efficient local and regional transportation.

Policies:

- Base planning and design of streets within Baldwin on a functional classification system.
- Plan for anticipated increases in traffic volumes and corresponding roadway improvements by analyzing existing right-of-way widths, accessibility, speed, surfacing, sizing, and maintenance requirements of existing roadways and those in areas of new development.
- Act to plan, design, and construct a street system in those areas where incomplete facilities exist.

- Design and construct new streets and upgrade existing streets in compliance with Minnesota Department of Transportation standard specifications.
- Classify all residential streets as low volume carriers designed to prevent penetration by through traffic and to properly direct traffic to major collector or arterial streets.
- Connect neighborhoods with local streets to allow for intra-neighborhood relationships, distribution of traffic, and access by emergency and service vehicles.
- Implement a uniform sign maintenance policy regarding roadway signs that eliminates unnecessary signs and replaces outdated and confusing public signs.
- Protect investments in the transportation system through implementation of a pavement preservation plan.
- Identify existing traffic safety hazards within the City and program corrective action as part of the Capital Improvement Plan.
- Study implementation of speed limits through adoption of an ordinance to increase traffic and pedestrian safety, especially within residential neighborhoods.

Goal #3: Support the development of public transit, paratransit, carpooling and other such measures that will minimize the need for individual automobile travel.

Policies:

- Support development of park and ride facilities within the US Highway 169 corridor as need dictates and funding may be available.
- Encourage provision of regional transit and paratransit services to meet the basic transportation needs of persons who cannot use automobile transportation, where economically feasible.

Goal #4: Ensure that all land uses have appropriate access and sufficient off-street parking to meet demand.

Policies:

- Restrict vehicular access onto arterials and collector streets to ensure capacity preservation through adequate distance between intersections and effective utilization of appropriate traffic control methods.
- Prohibit parking on arterial and collector streets and on-street parking on other streets as needed that conflicts with moving traffic or creates hazards.

- Develop parking facilities so as to conserve land, promote joint use, and minimize conflicts with vehicle, pedestrian, and bicycle traffic.
- Require any new development or expansion of existing development to include adequate off-street parking.
- Utilize landscaping and site design to eliminate large continuous expanses of pavement and enhance the aesthetics of parking areas.
- Make provision for accessible parking spaces in compliance with the Americans with Disabilities Act in all off-street parking areas.
- Promote safe pathways for pedestrians and bicyclists in parking lots and internal traffic circulation areas.

D. Parks, Open Spaces, and Trails

Parks and open spaces are an amenity to the community that contributes positively to the quality of life and character of Baldwin. Trails serve both a recreation and transportation function.

Goal #1: Planning for the parks and trails system shall be a dynamic process that organizes and addresses recreation activities in a comprehensive manner.

Policies:

- Establish parks and open spaces within Baldwin accessible for all residents and groups of the community.
- Ensure that the acquisition of land and development of facilities for parks and open space reflect community needs and priorities.
- Provide that those benefiting from the acquisition and development of parks, open spaces, and trails participate in the costs of improvements.

Goal #2: Acquire land for development of parks, trails, and open spaces to fulfill the long-term needs of the present and projected population of the community.

Policies:

- Acquire land for parks through dedication, donation, purchase, or other means available to the City to implement the Future Parks and Trails Plan.

- Accept dedication of land for parks, open spaces, and trails in satisfaction of subdivision requirements only when the needs of the community are satisfied as established by the Future Parks and Trails Plan.
- Acquire lands with high amenity value and unique landscape areas, such as river frontage, water bodies, waterways, wetlands, ponds, streams, significant tree stands, native prairie, bluffs, or areas of rugged topography, as amenities within the developing park system.
- Include areas of cultural value within park lands when they exhibit qualities or have opportunities to contribute to the park and trail system.
- Require adequate right-of-way for trails during the subdivision process or as part of improvement projects.

Goal #3: Develop a system of parks, open spaces, and trails, in Baldwin in a manner complementary and compatible with surrounding land uses.

Policies:

- Define a desired balance between active, passive, and cultural recreational areas and activities tailored to the needs of the community.
- Preserve natural amenities or cultural resources when planning the development of specific park and trail sites.
- Make improvements to the park and trail system based on the recommendations of the Future Parks and Trails Plan.
- Establish consistent design elements for park and trail facilities (buildings, play equipment, landscape plantings, signage, fixtures, etc.) that promote community identity and recognition of public facilities.
- Coordinate park development with City stormwater management plans.
- Utilize trails for both transportation and recreational functions as connections between activity centers or by providing access to parks and open spaces.

E. Community Facilities

Provision of necessary community facilities, infrastructure, and services is the primary function of local government. These facilities include administration, public works, and emergency services.

Goal #1: Maintain and improve existing services and develop new community facilities and services to meet the needs and priorities of Baldwin.

Policies:

- Cooperation and coordination between governmental units shall be promoted and encouraged in the provision of public facilities and services.
- Initiate studies to analyze public facility or service improvements in response to increasing growth.
- Plan for development of station(s) within Baldwin and continued provision of fire protection services to protect public safety.
- Monitor police services provided by the Sherburne County Sheriff's Office to ensure adequate protection for persons and property and minimize crime within Baldwin.
- Require coordination among all public and private utilities to locate systems within public right-of-way and easements providing ease of access for maintenance, repair, and minimal disruption of other uses or adjoining properties.

Goal #2: Provide for proper school facilities by working with school district officials to meet the needs of existing and future populations.

Policies:

- Communicate community growth with school districts to ensure appropriate facilities planning.
- Assist school districts in locating sites for new facilities that are accessible, compatible with adjacent land uses and natural environment amenities, and offer the necessary land to meet the physical needs of the facility.
- Promote school site design that results in the facilities becoming neighborhood and community focal points and gathering areas.
- Establish safe and convenient access to each school site within the community.
- Enter into agreements for joint use of City parks and school recreational facilities to maximize the benefits for both residents and students.

F. Administration

Administration of the Comprehensive Plan addresses the implementation of the policies and plans established during the planning process.

Goal #1: All development that occurs in Baldwin is to be consistent with the goals, policies, and plans of the Comprehensive Plan.

Policies:

- Evaluate the Comprehensive Plan regularly and proceed with updates when such action is deemed appropriate by the City.
- Establish codes addressing zoning, subdivision, building, and property maintenance and review these standards and requirements on an as needed basis.
- Monitor legislative changes and new requirements in community responsibilities and update development regulations as necessary.
- Development policies and regulations shall be administered consistently and uniformly.
- Analyze all development proposals on an individual basis from a physical, economic, and social standpoint within the context of the entire community to determine appropriate uses.
- Amend established geographic land use designations and related zoning classifications only when it can be demonstrated by those making the request that the modifications are in the best long-term interest of the community and consistent with the policies of the Comprehensive Plan.
- Justification to amend the Comprehensive Plan or development regulations to allow uses or activities not presently allowed shall be consistent with long-term community goals and not solely short-term market demand or potential.

Goal #2: Baldwin will maintain high standards for community engagement and involvement related to development and City facilities and services.

Policies:

- Provide opportunities for direct involvement and input of residents, business persons, and property owners in the planning and implementation of any development related activities in the City.
- Utilize business and civic organizations as a means of communicating and informing land owners and tenants, and the general citizenry of area projects, plans, and accomplishments.

- Encourage developers to hold informal meetings with project area residents, business persons, and property owners on a neighborhood basis to inform them of development plans prior to proceeding with formal development applications.
- Conduct public hearings on area plans and projects with prior notice to all citizens in the community as required by law.
- Make use of available media such as area newspapers, and the City's website and newsletter as a means to keep citizens informed of all development projects.
- Document all analysis related to consideration of development proposals to substantiate and communicate the basis of City Council decisions.

Goal #3: Allocate administrative and improvement costs to those generating the demand or benefiting from the service.

Policies:

- Monitor administrative procedures and services, including the processing of development applications, to ensure that the financial costs associated with these services are paid by those making the request.
- Utilize special assessments and/or special service districts to assign costs for public improvements to benefiting parties.
- Require land dedication, easements, and other such dedications at the time of subdivision and/or development to ensure the physical capacity for necessary public and quasi-public utilities and improvements.
- Annually review the City's financial position to ensure proper fiscal programming and management.
- Monitor Federal and State programs for the possibility of assisting the community with implementing the Comprehensive Plan and meeting the needs of its citizens.
- Implement a Capital Improvement Plan for the identification, management, programming, and budgeting of capital needs for Baldwin.

VI. DEVELOPMENT FRAMEWORK

The Development Framework chapter of the Comprehensive Plan provides a guide for community growth and improvements through narrative and graphic description for future land uses within Baldwin, as well as the background and rationale for how these designations are established. This current Comprehensive Plan effort is also based on past policies and plans previously adopted in 2014, as well as the rationale for the community's pursuit of incorporation. Reference to these past planning efforts is critical to understand the direction and evolution of many of the City's established policies and the changes that have occurred over time as a result. Future updates of the Comprehensive Plan are anticipated to continue and refine these policies and update plans to reflect then existing community opportunities and challenges.

Although the emphasis of this chapter of the Comprehensive Plan is on land use, the framework for continued development in Baldwin is comprised of several interrelated elements, including the natural environment and land use, as well as chapters addressing the systems for transportation, community facilities, parks, trails, and open space. To ensure the integration of these various components, the Development Framework for Baldwin is derived from established goals of the community, as well as the primary functions of City government. The Development Framework provides the basic tool for guiding change and improvement in Baldwin. Specific implementation directives are established through parameters for land use, infrastructure, and regulatory controls.

A. Natural Environment

Natural environment areas are of prime importance in Baldwin. These features define the community and serve to attract many residents through new development. Besides serving as aesthetic amenities that enhance the quality of life in the area, they perform important ecological roles. Natural areas often act as buffers or barriers in determining the extent and direction of development. Therefore, it is necessary that special consideration be given to these areas in formulating the Comprehensive Plan. Environmentally sensitive areas include those areas characterized by prime soils for agriculture, soil limitations for structures or Subsurface Sewage Treatment Systems, the Rum River, lakes, wetlands, and flooding. The focus of environmental protection within the City involves efforts to integrate planned land uses with the existing elements of the natural environment.

Rum River

The Rum River flows through the northeast portion of Baldwin. Protection of the Rum River corridor is implemented by the Rum River Wild, Scenic and Recreational River Management Plan originally adopted by the State of Minnesota in the 1970s. The Zoning Ordinance includes the WS, Wild and Scenic Recreational River Overlay District establishing allowances for land use, development standards, and limitations on vegetative cutting or shoreland alteration within the Management Plan area to preserve the Rum River corridor in as natural a state as feasible.

Lakes

There are 31 defined lakes within Baldwin, which the Department of Natural Resources has classified as General Development, Recreational Development, or Natural Environment based on their size and characteristics. These lakes are protected by the S, Shoreland Overlay District established over land within 1,000 feet of the ordinary high water level of the waterbody that reflect State-mandated regulations for land use, lot requirements, and performance standards, including limits on vegetative cutting and shoreland alterations. The purpose of the shoreland regulations is to limit development intensity adjacent to public waters, protect water quality, and protect natural aesthetics as viewed from the waterbody. While these requirements will not preclude development (and redevelopment) around the community's lakes, compliance will ensure a degree of protection of these environmentally sensitive amenities.

Wetlands

Wetlands serve important ecological functions in Baldwin, including providing critical wildlife habitat, aid stormwater management by acting to improve water quality and rate control during rain events, allow for nutrient assimilation and groundwater recharge, and provide aesthetic value reflective of a rural landscape. Wetlands are protected from intrusion by the Wetland Conservation Act of 1991 implemented through the Zoning Ordinance. Utilization of these features as recreational and aesthetic amenities is also an important consideration. In the future development of Baldwin's park system, the City should consider these natural amenities within parks or adjacent to trails.

Floodplain

The Federal Emergency Management Agency coordinates the federal government's role in preparing for, preventing, mitigating the effects of, responding to, and recovering from all domestic disasters, whether natural or man-made. In 1968, the National Flood Insurance Act created the Federal Insurance Administration and made flood insurance available for the first time to homeowners. The Flood Disaster Protection Act of 1973 made the purchase of flood insurance mandatory for the protection of property located in Special Flood Hazard Areas. The 100-year and 500-year flood areas are shown on the Flood Insurance Rate Maps for Sherburne County effective November 16, 2011. Standards for development of flood areas are adopted as part of the Zoning Ordinance as a FP, Floodplain Overlay District to protect life and property.

Stormwater Management

Baldwin utilizes natural drainage systems to manage stormwater runoff; a series of streams, ditches and ponds carry stormwater away from streets and structures into lakes, wetlands, and other holding areas. These areas collect and store runoff water during periods of heavy rainfall or melting snow and utilize 100-year floodplains to prevent flooding of areas downstream. In recognition of the valuable role the drainageways perform for Baldwin and surrounding communities, the City must take measures to define and protect this natural amenity, including:

- With each new request for development altering the natural drainage pattern, the developer must define stormwater volumes, drainageway capacity, and upstream stormwater storage needs. This type of study is necessary to help the City identify and preserve natural stormwater holding areas and drainageways so they are not disrupted.
- Implement subdivision regulations that require the acquisition and establishment of stormwater drainage easements in areas of natural ponding, wetlands, and drainage.

- Require stormwater management plans with all development proposals with review and approval of the City Engineer provided at the expense of the developer.
- Implementation of floodplain regulations in areas designated as a 100-year floodplain.

Ongoing growth in Baldwin will continue to increase stormwater flows in the future. Through these actions, the City will maintain and utilize the natural wetlands and drainageways for almost all stormwater management. This effort will maintain attractive natural environmental areas and eliminate the necessity for constructed storm sewer systems.

Wastewater

All businesses and households in Baldwin are served by private Subsurface Sewage Treatment Systems. The City has adopted a Subsurface Sewage Treatment System ordinance consistent with Sherburne County regulations and Minnesota Pollution Control Agency Rules. The regulations for Subsurface Sewage Treatment Systems are critical for protection of the natural environment, preservation of groundwater quality, and maintaining public health by establishing minimum standards for construction, reconstruction, maintenance, and repair of Subsurface Sewage Treatment Systems and provision of technical assistance and education regarding ongoing operation.

Baldwin is responsible for enforcement of the Subsurface Sewage Treatment Ordinance. All individuals performing site evaluation, installation, inspection, and pumping/cleaning of Subsurface Sewage Treatment Systems must be licensed and certified by the Minnesota Pollution Control Agency to perform such work. The City is responsible for the permitting and inspection of Subsurface Sewage Treatment Systems. The owner of each individual Subsurface Sewage Treatment System is responsible for properly maintaining their system. Failure to properly maintain a septic tank can lead to system discharge or backup. The City requires failing systems to be corrected in accordance with State laws.

Community septic systems were installed to serve residential properties within several subdivisions during the 2000s. These are owned and maintained by the respective Homeowners Associations, except for one development. Baldwin has since 2016 maintained and operated a Community Sewage Treatment System approved by Sherburne County for the Frontier Trails plat through a subordinate service district. The wastewater facility is operated on a contract basis on behalf of the City and is operated as a municipal utility. Due to issues with long-term ownership and maintenance of these systems by Homeowners Associations, the City no longer allows Community Sewage Treatment Systems.

Water Supply

Potable water for all development in Baldwin is provided for through individual private wells. Wells are permitted and inspected by the City in accordance with Minnesota Department of Health rules. Reliance on individual wells for potable water increases the need to protect groundwater resources from overuse and prevent contamination because of development. These objectives require careful consideration of allowed land uses, proper land development techniques, and oversight of Subsurface Sewage Treatment Systems.

Soils

Baldwin has areas where soil conditions raise suitability concerns for rural residential and business development. Any development in these areas will require specialized construction measures. To avoid extensive financial and environmental costs associated with development in these areas, the City must require that it be demonstrated that all sites proposed for development have soils with physical properties and percolation rates suitable for Subsurface Sewage Treatment Systems and structural capacity to support building.

- Each residential lot must have a minimum of 40,000 square feet of buildable soils to accommodate the principal use and a Subsurface Sewage Treatment System.
- On each newly created lot in the City, there must be area set aside for two septic drainfields to allow for the installation of a second Subsurface Sewage Treatment System in the event the first system fails.
- Building sites within Baldwin must have an average slope of 12 percent or less to be considered buildable and areas with an average slope of greater than 12 percent must be subject to review of the City Engineer.
- All Subsurface Sewage Treatment Systems must meet state standards and the Baldwin Building Ordinance.

Erosion

A major concern with regard to agricultural uses and rural residential development is that of topsoil loss (via both wind and water erosion). To address this concern, the following actions will be pursued:

- Encouragement of farming practices that minimize erosion.
- Require proper grading, drainage, and erosion control measures for all development activities.

Filling/Excavation

The filling or excavation of land to accommodate development may create issues where low areas have been excavated to create wetlands and ponds, while the excavated soil is used for on-site fill or transported to other developments. The environmental impact of this type of activity must be considered for stormwater management, as well as the potential impacts of hauling excavated material upon City streets. The City will continue to regulate excavation and grading activities through the Zoning Ordinance to proactively mitigate potential land use compatibility issues and negative impacts during the operation and ensure that the ultimate plan for the affected parcel is consistent with the Comprehensive Plan.

Vegetation

Baldwin has concentrations of vegetation throughout the community. These valued aesthetic and ecologically important assets should be protected. Consideration should be given to preserving trees through subdivisions designed and constructed so that existing healthy trees are preserved to the extent possible. Vegetation stands should also be considered for acquisition as part of the park and trail system to preserve trees for their natural aesthetic value.

Noise

Development is accompanied by increasing noise levels from corresponding increases in traffic and general activity that can impact the community. Specific uses may also present compatibility issues with respect to noise generation that require mitigation through regulation. These potential impacts must be anticipated during the development process to avoid future issues by providing proper transition between noise generators and uses sensitive to noise impacts. Baldwin will consider requiring the use of landscaping and site design to aesthetically and physically separate different types of land uses and to provide protection from noise along major roadways.

Wind Energy

Use of wind for generating electricity is gaining attention as a way to better conserve energy resources. State law mandates a minimum amount of future energy must be generated from renewable resources, such as wind, leading businesses to explore opportunities for large-scale facilities. Agricultural uses and residential uses like those in Baldwin can also utilize wind as an energy source for individual properties. The rural character of Baldwin creates opportunities to access wind energy, but offers challenges as well due to land use compatibility, solar and wind access protection, and aesthetics. The City has adopted performance standards as part of the Zoning Ordinance for wind energy systems ensuring that those systems allowed to be constructed within Baldwin are consistent with community objectives.

Solar Energy

Adequate access to sunlight for all properties in Baldwin is a priority not only for potential solar energy systems, but for aesthetic reasons as well.

Solar access protection is provided for in Baldwin by the uniform implementation of lot and building performance standards adopted as part of the Zoning Ordinance. Requirements such as maximum building height and yard setback standards are implemented for the purpose of creating separation between structures and allowing equal sunlight access, such that a property is not in the shadow of an adjacent building.

The Zoning Ordinance includes regulations for solar energy systems to address both individual systems, as well as solar farms. The standards for solar farms include location criteria intended to remove these uses from the US Highway 169 corridor and require extensive screening where allowed. The approval of a solar farm must also include plans for decommissioning and removal such that outdated or unused facilities do not become a nuisance through blight.

Outdoor Lighting

Ongoing development within Baldwin is accompanied by additional outdoor light sources intended to illuminate streets, intersections, yards, parks, parking lots, business signs, etc. The growing number of outdoor light sources results in increased levels of light being directed or reflected skyward that can obscure the dark night skyline, impacting rural character.

Outdoor lighting can also be a source of conflict between land uses, such as commercial and industrial parking lots adjacent to residential neighborhoods. The City has adopted comprehensive lighting standards to ensure appropriate levels of night time illumination that are controlled in intensity and direction to minimize the effects of light pollution and preserve a dark sky.

The City will continue implementation of these standards for new developments and redevelopment of existing uses within the community. These standards should be reviewed with emerging use of Light Emitting Diodes for outdoor lighting, which emit a brighter, more white light. Changes to the existing outdoor lighting regulations may be necessary to ensure that continued development utilizing LED outdoor lighting does not impact adjacent land uses or compromise desired rural character.

Solid Waste

Baldwin encompasses a large area of primarily rural land uses. Because of this and the City's proximity to the Twin Cities Metropolitan Area, Baldwin may be an attractive potential location for a solid waste facility or transfer stations. An open solid waste disposal facility is not to be allowed due to inherent conflicts with desired rural character of development within the City. Transfer stations may be appropriate within industrial areas provided appropriate measures are taken to avoid potential negative effects.

B. Land Use

The Comprehensive Plan provides a guide for future community growth and improvements. A fundamental land use priority for Baldwin is preservation of open space and maintenance of the City's existing rural character. The Future Land Use Plan map is a generalized guide for future development in Baldwin that may be anticipated to be refined and amended over time as community priorities evolve.

Rural Uses

Rural uses, including active farming operations, exist throughout Baldwin and within or adjacent to many rural residential areas. Continuation of these agricultural activities represents an important land use within the City consistent with the heritage and desired character of the community. Directly related to the preservation of open space and rural character for Baldwin is the need to maintain agricultural activities within Baldwin.

Agricultural uses are permitted within the R1, General Rural District. To encourage preservation of large tracts for farming, it is recommended that a base density of one dwelling for each 10 acres of land be established. This change would be accompanied amending the R1, General Rural District to require a larger minimum lot area and establishing a R2, Rural Residential District for the purpose of allowing on going rural residential growth. Proposals for subdivision of rural residential neighborhoods will subsequently require a Zoning Map amendment providing the City greater discretion in determining if the proposed development is consistent with community growth objectives, is compatible with existing uses in an area, and that adequate infrastructure is in place. This approach will encourage agricultural preservation and at the same time promote reasonable growth management to prevent premature conversion of agricultural land to rural residential use.

An issue related to maintaining viable agricultural uses in Baldwin is allowing new or existing farm operations that qualify as an animal feedlot to continue and opportunities for expansion. There is a need to anticipate the inherent conflict between contemporary agricultural operations and rural residential land uses and minimize it to the extent possible. Performance standards have been developed as part of the Zoning Ordinance to respond to this compatibility issue by establishing standards for:

- Limitations on the maximum number of animal units allowed.
- Compliance with all current Minnesota Pollution Control Agency regulations related to the storage and disposal of manure.
- Setbacks for construction of new buildings or expansion of existing buildings from adjacent residential uses.
- Requiring reciprocal setbacks for construction of any new residential dwelling adjacent to an established feedlot.

Rural Residential Uses

Permanent Rural Residential land uses are single family residences and hobby farms. Existing residential uses within the R1, General Rural District occur at a maximum density of four dwellings for each 10 acres of land based on a minimum lot area requirement of 2.5 acres with minimum buildable area within each lot of 40,000 square feet. It is recommended that the current lot requirements of the R1, General Rural District provide the basis of a new R2, Rural Residential District. Consideration must also be given to continuing to require a minimum net area of a lot to be buildable to provide for sustainable on-site utilities. The City will need to review the specific uses to be allowed within the proposed R2, Rural Residential District to ensure continuation of desired rural residential character.

There are many non-conforming lots platted around major lakes within Baldwin developed before the establishment of zoning requirements, including Shoreland regulations. Redevelopment of these lots from seasonal cabins to full-year residences create challenges in terms of setbacks, impervious surface coverage, and Subsurface Sewage Treatment Systems. The City addresses these challenges on a case-by-case basis through non-conforming lot and use standards of the Zoning Ordinance, as well as consideration of variances. The goal for continued use and redevelopment of these non-conforming lots within sensitive shoreland areas is to allow for a reasonable use of the property that is consistent with the intent of current development regulations to the extent possible.

As the City continues to grow and infill development brings neighborhoods closer together, consideration may need to be given to establishing standards and accepted locations for hobby farms within Baldwin. Typically, a hobby farm is defined as a tract of land consisting of less than 20 acres in size with a house and accessory buildings on which crops and often livestock are raised, but not as a principal source of income. In determining proper hobby farm locations, Baldwin must establish standards for the keeping of animals on non-farm, rural residential properties less than 20 acres, which don't meet the definition of agricultural uses and/or agricultural production.

Also related to both continued residential growth and economic development is allowance of home occupations within Baldwin. The City currently allows home businesses conducted within a residential dwelling as an allowed accessory use or from a detached accessory building as an interim use within the R1, General Rural District. Businesses operated from detached accessory buildings may tend to create potential compatibility issues with surrounding properties due to the character of the business or its operation. The City must ensure appropriate standards for home businesses, including limits on the types of businesses and standards for outdoor storage, screening, and operations so that allowance of such activities in rural residential areas does not disrupt desired community character or cause nuisances for surrounding residents. Allowance of home occupations can become a lower cost alternative to developed industrial parks with appropriate standards for locating small businesses creating challenges for the City in realizing its industrial development goals

Housing

Housing in Baldwin is limited principally to single family dwellings due to a lack of City sewer and water utilities necessary to support attached forms of housing. The lack of dwelling types other than single family dwellings is viewed positively by the community as reflective of rural character. With no intent to provide City sewer and water utilities and a desire to keep Baldwin rural, single family dwellings will continue to be the only form of new residential dwellings in Baldwin. The following tables are used to describe the existing housing supply in Baldwin:

Table 6
City of Baldwin
2024 Occupied Housing Units

	#	%
Owner Occupied	2,557	97.3%
Rental Occupied	71	2.7%
Total	2,628	100.0%

Source: US Census

Table 7
City of Baldwin
2024 Housing Units by Type

	#	%
1 Unit, Detached	2,560	97.4%
1 Unit, Attached	22	0.8%
Other Units, Apartments	46	1.8%
Total	2,628	100.0%

Source: US Census

Table 8
City of Baldwin
2024 Housing Units by Year Built

	#	%
2020 or newer	115	4.4%
2010 to 2019	179	6.8%
2000 to 2009	924	35.2%
1980 to 1999	723	27.5%
1960 to 1979	444	16.9%
1940 to 1959	159	6.1%
1939 or earlier	84	3.2%
Total	2,628	100.0%

Source: US Census

In terms of new housing, the limitation to only single family dwellings can have both social and economic implications.

Alternatives to single family dwellings provide the least expensive housing type, where young people can begin saving for purchase of their own home. These alternatives also provide opportunity for housing attainable for labor that in turn can support businesses within the community.

As families are started, spatial needs may increase and townhouses and small single family dwellings provide affordable first homes for young families where pride in ownership is established and equity can be built. As the family grows to its ultimate size, space needs increase and a larger move-up single family home fulfills these needs. When children grow older and leave home, space needs are thus reduced and large houses may become underutilized. At this point, the parents may find it desirable to move to a smaller house, or to a townhouse or apartment where maintenance is provided for. Eventually, an elderly population may desire to move into an apartment or to some type of senior housing with services.

The inability to develop housing options for all stages of the lifecycle and with a wide range of values may result in more population turnover within the community as new residents move into what is primarily move-up housing, based on the 2025 median house value of \$409,200 provided by the Sherburne County Assessor, and existing residents must look outside of Baldwin for alternatives to single family dwellings as they age and housing needs change. An opportunity to address at least the economic side of the housing market in Baldwin is that older homes tend to be more affordable than new construction. Maintenance of the existing housing supply in Baldwin is, therefore, critical to providing as wide a range of housing available to the market as feasible.

The existing housing supply in Baldwin is divided almost evenly between dwellings that have been constructed within the last 25 years and that which was constructed before 2000, going back even more than 60 years. Older homes within Baldwin likely require additional maintenance to ensure livability and sustain the structure. Housing maintenance efforts serve to protect neighborhood desirability and promote property values. The City will need to monitor the need to consider efforts to promote housing maintenance in the future if issues arise on a neighborhood basis.

Another housing opportunity that the City may consider to address both lifecycle and economic issues related to housing is Accessory Dwelling Units. Accessory Dwelling Units are a secondary residential dwelling constructed either within a primary home or within a detached building on a residential property. More commonly allowed in dense urban areas, there may be parameters under which Accessory Dwelling Units are considered appropriate in Baldwin. Provisions already exist within the Zoning Ordinance carried over from the Sherburne County Zoning Ordinance for farm family or farm labor secondary dwellings using manufactured housing. Allowance of Accessory Dwelling Units either beyond the current provisions or considering these potential uses must be reviewed in terms of desired rural character, allowed residential densities, compatibility with surrounding properties, and provision of Subsurface Sewage Treatment Systems. Limitations would be required to be implemented to ensure that what is intended to be an Accessory Dwelling Unit does not become a second independent dwelling on a residential property.

Commercial Land Uses

Baldwin has minimal existing commercial development within the City. Those businesses that have been developed is located on either side of US Highway 169 at the north line of the City. These businesses are located to take advantage of accesses and visibility from US Highway 169, but there are concerns about cohesiveness and development standards. These are primarily service-type businesses with retail use limited to Marv's True Value Hardware and food uses limited to a Subway restaurant on the west side of US Highway 169. The commercial businesses on this side of US Highway 169 are adjacent to and surrounded by more industrial type fabrication, assembly, and storage type uses. There are a few commercial businesses on the east side of US Highway 169 in a linear form along 124th Avenue (CSAH 2).

In terms of opportunity for new commercial development, the US Highway 169 corridor is viewed as a primary resource for providing access and visibility for new businesses that will serve not only Baldwin, but regional markets and travelers. The lack of sewer and water utilities may influence the type and rate of commercial development that will occur within the US Highway 169 corridor, but it is important at this time to designate areas appropriate for future businesses. The Future Land Use Plan must earmark locations that offer high visibility, good accessibility, proximity to existing residential neighborhoods, and sites that offer proper area, shape, and topography in which to accommodate commercial development.

Locations for commercial development should take into consideration the following elements:

- It must be determined that there is an adequate trade area to support businesses.
- Sites guided for commercial land uses must be accessible to the trade area, including both local and regional patrons.
- Sites should be located in areas with growing local population and regional traffic to increase the market potential for businesses.
- Locations for commercial uses must be identified to take advantage of business interception theory to put new businesses between patrons and their current source of goods and services.
- The types of commercial activities within a given area must promote interchange to strengthen the market for all the businesses together as patrons take advantage of the convenience of having all of their needs addressed with minimal travel over short distances.
- The economics of a site must consider the area, shape, topography, and load bearing qualities of the land.

Based on the aforementioned criteria, the immediate emphasis for new commercial development in Baldwin will be in the area surrounding the US Highway 169 and 289th Avenue (CSAH 9) interchange. The area surrounding three quadrants of the interchange is largely undeveloped at this time with convenient access from the regional corridor already in place. There is both a concentration of existing residential homes in the area and opportunity to capture retail sales monies from beyond the City's boundaries.

A second opportunity for new commercial development is anticipated on both sides of the US Highway 169 corridor surrounding the intersections with 303rd Avenue and 305th Avenue (CR 38). This area has crossover access through US Highway 169 that allows reasonably convenient access for traffic off of the regional corridor, while also having proximity to established rural residential neighborhoods. Without the added convenience of the interchange that exists at US Highway 169 and 289th Street (CSAH 9), this area may ultimately be a secondary commercial location more oriented to the direction of traffic and homes on the respective sides of US Highway 169.

The third location for commercial expansion is infill development of the existing commercial area at the north end of the US Highway 169 corridor within Baldwin. Opportunities exist for new commercial use along the east side of US Highway 169 with development or redevelopment of existing properties along 124th Street (CSAH 2) from 313th Avenue north to 317th Avenue and continuing north along 124th Street (CSAH 2) to the north line of Baldwin. This includes the potential redevelopment of the residential lots within the Freiheit's Addition for commercial uses. Existing commercial properties in this area also have excellent opportunity for in-place expansion to maximize the usable area of these sites.

The existing north commercial area west of US Highway 169 is more fully developed and is the center of existing commercial uses in Baldwin, as described above. This area has a limited number of actual commercial uses, with existing businesses oriented towards service and quasi-industrial activities. Consideration should be given as to implementation of a zoning district specific to this area to reflect the character of existing businesses both in terms of land use, but also development standards. Through this new zoning district, emphasis can be maintained on locating businesses reliant upon access and visibility from US Highway 169 on properties adjacent to the regional corridor while accommodating a broader range of potential uses compatible with the existing character of the area.

The locations guided for commercial development on the Future Land Use Plan all utilize, and are dependent upon, existing accesses from US Highway 169. The Minnesota Department of Transportation has just completed an upgrade of US Highway 169 in the City of Elk River and is undertaking improvements in the City of Zimmerman in 2026 to construct freeway interchanges and remove traffic signals. The City of Baldwin will need to remain in close communication with the Minnesota Department of Transportation and Sherburne County regarding planning for future improvements to US Highway 169 in Baldwin that may include access changes or limits as continued increases in traffic occur over time.

An additional factor influencing the rate of commercial development will be the standards of quality that are imposed on commercial uses through the Zoning Ordinance. It can be expected that higher standards of development or building finish would conversely limit demand to an extent. The City must find an appropriate balance in terms of aesthetics, functionality, and durability in defining performance standards for new commercial areas against near term market conditions.

Industrial Uses

Baldwin is currently a bedroom community with a limited amount of industrial development. Existing industrial development is concentrated to the west of US Highway 169 at the north end of this regional transportation corridor within the City. The industrial growth that has occurred in Baldwin to date is characterized by smaller dry industries with a small number of employees that are developed or initiated

by a developer or resident having a local interest in the community. The limited amount of industrial development is due largely to a lack of public sewer and water services within the City. Other contributing factors include proximity to the active development centers of Princeton, Zimmerman, Elk River, and other cities to the south that are closer to the Twin Cities Metropolitan Area, where market demand is greater.

One of the goals of Baldwin incorporating is to promote greater economic development of industrial businesses within the City. Development of industrial uses benefits the City by creating proximity to employment opportunities and expansion of tax base. Industrial businesses also contribute to the market potential of commercial businesses with daytime employees as customers, when many residents are outside of the City for work. As with commercial land uses, the Future Land Use Plan must identify appropriate locations for new industrial development to meet future economic development needs. In considering locations suitable for continued industrial development, the following elements should be taken into account:

- Industrial sites should be reasonably level and offer a site area that is capable of accommodating industrial buildings and required ancillary activities (i.e., parking, shipping and receiving, outdoor storage, etc.).
- Industrial site soils should be well drained and capable of bearing heavy loads, as well as being capable of providing for a Subsurface Sewage Treatment System.
- Buildings and, to the extent possible, the site should be located outside of flood prone areas.
- Sites should also take advantage of access to State and County regional transportation facilities.
- Sites should be protected from residential encroachment or incompatible industrial neighbors.
- Industrial areas and individual sites should allow for further future expansion.

These criteria and variations in industrial use types, specific areas within the community have been deemed appropriate for industrial use. Each designated area is intended to group similar industrial developments which demonstrate like needs (i.e., building scale, site size, access requirements, and visibility).

Existing industrial development is located on properties one or more blocks west of the US Highway 169 corridor at the north end of the regional corridor within Baldwin. These industries are smaller individual business engaged in a range of industrial activities. The priority for the City in defining the future of this industrial area is retention and in-place expansion of these businesses. These industrial businesses may be included within a new zoning district discussed above for the commercial uses in this area to promote business interchange, increase compatibility, and foster the economic vitality of the area.

The Future Land Use Plan guides the area in northwest Baldwin, west of 128th Street (CR 45) and north of County Road 42 for long-term industrial expansion. The large contiguous tracts of land available for industrial development more consistent with the characteristics and scale of contemporary businesses. The properties could accommodate a variety of industrial business types from those within larger buildings used in manufacturing, assembly, fabrication, and storage to those with smaller building footprints with needs for outdoor storage. This latter business type, which typically does not have the demands for sewer and water utilities, may find Baldwin to be an attractive location. The City will need to ensure appropriate development standards for this industrial expansion area to ensure that the uses that are developed are durable, functional, and consistent with the desired character of Baldwin.

An additional area is planned for future industrial land uses east of US Highway 169 north of 305th Avenue (CR 38). This area is currently used as a private game refuge, but the characteristics of the site and crossover access to US Highway 169 indicate that the site is feasible for future industrial use. As this area develops, the City should focus on the need to develop a backage street between 305th Avenue (CR 38) and 124th Street (CSAH 2) to increase access and facilitate traffic movement within the area.

Public and Quasi-Public Uses

This land use category includes various facilities ancillary to a rural residential community that are accessible to the public, including parks, government buildings, schools, churches, golf courses, etc. There will be a need for additional Public and Quasi-Public land uses as Baldwin continues to develop to serve the growing population. Public and Quasi-Public land uses are to reflect the highest level of quality site and building design, as an example for the private sector to follow; development of consistent architectural themes or other elements that provide site character shall be encouraged to strengthen Baldwin's community identity.

While the need for these types of uses is recognized, it is not practical to identify sites where future Public and Quasi-Public uses may be appropriate. Public and Quasi-Public facilities will be allowed as conditional or interim uses in appropriate zoning districts or allowance through a zoning district specific to institutional uses. The combination of these two approaches will allow the City to establish performance standards for a given use to ensure development at appropriate locations in a manner compatible with the surrounding area.

Furthermore, the City will work with the Princeton School District as to the location and rate of planned growth in Baldwin. This communication will allow the School District to adequately plan for school facilities with the timing of construction or expansion outlined to ensure that needed infrastructure can be provided in a cost-effective manner. This would also include working with the School District to determine appropriate locations for potential facilities within Baldwin. Having school facilities located in Baldwin not only improves services and accessibility for residents, but contributes to community identity.

Interim Land Uses

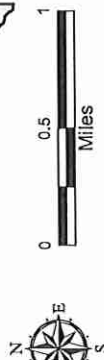
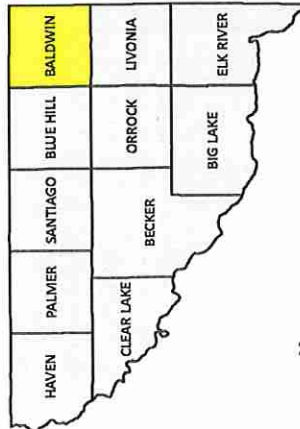
The Future Land Use Plan establishes the anticipated future development pattern of Baldwin, which is to be implemented over time in accordance with growth management and economic development policies. A plan must also be provided to guide development and manage land use in the interim period between existing conditions and the realization of the Future Land Use Plan. The purpose of the Interim Land Use Plan is to prevent an over-allocation of land that may exceed market demand for any particular use or overburden the City's service capacity.

Allowance of interim uses will also provide property owners the opportunity to realize a higher and better use of their land in its current condition prior to development consistent with the Future Land Use Plan. These interim issues are particularly important to consider for long-term development of commercial and industrial areas where markets may need to mature over time. To this end, the intent of providing for interim uses is to allow an activity that is presently judged acceptable by the community, but that with anticipated development or redevelopment, will not be acceptable in the future or will be replaced in the future by a land use guided by the Future Land Use Plan.

The Interim Land Use Plan will provide that until a property is deemed appropriate for development of a higher intensity land use guided by the Future Land Use Plan, rural land uses and densities will be limited to one dwelling unit for each 10 acres. The interim land use will be allowed to continue until an event occurs, such as subdivision or redevelopment of the property with a land use guided by the Future Land Use Plan. The proposed one dwelling unit for each 10 acres density for these interim uses will ensure that the property can be redeveloped in the future while avoiding compatibility issues both with existing and planned future land uses.

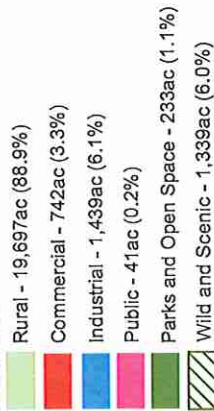
2026 Baldwin Comprehensive Plan

Future Land Use Plan Map



City Boundary

Land Use



Roads



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C. Transportation

The Transportation Plan provides planning for an integrated system that is related to the existing and planned land use patterns within Baldwin and the surrounding region. Baldwin's existing transportation system consisting of local streets, County roads, and US Highway 169 is functional and well placed for efficient travel throughout the City. The City must continue to implement policies for a comprehensive transportation system in support of continued development and work with adjacent cities, counties, and the State of Minnesota on investment and improvements to regional Arterial roadways for the long-term economic vitality of the area. The City intends the Transportation Plan of the Comprehensive Plan to serve as a blueprint for making transportation decisions and investments concurrent with the Future Land Use Plan.

Sherburne County Transportation Plan

Baldwin includes a number of Sherburne County roadways including County State Aid Highways (CSAH) and County Roads (CR). Sherburne County roadways in Baldwin are located and constructed to serve as Collector streets within the community.

Sherburne County adopted a Transportation Plan in November 2019 to guide development and operation of the system of county roads in Sherburne County in coordination with the Minnesota Department of Transportation, adjacent counties, and local government jurisdictions, including Baldwin. The Sherburne Transportation Plan is incorporated by reference as part of the Baldwin Comprehensive Plan to provide for implementation of the functional classification system, access spacing guidelines, and programmed future improvements of the County road system within Baldwin.

Reliance on County State Aid Highways and County Roads as part of the Collector street system within Baldwin requires coordination with Sherburne County regarding ongoing development and increases in traffic and planned improvements. Sherburne County will have jurisdiction in any subdivision proposal abutting County right-of-way in terms of right-of-way dedication and required roadway improvements to relate planned land uses and the City's own transportation system to that of Sherburne County.

The functional classification designations established by the Sherburne County Transportation Plan for County State Aid Highways and County Roads are to be indicated on the City's Transportation Plan map.

Functional Classification

Functional classification refers to the purpose each roadway should serve as a means of determining street widths, speed limits, intersection control, or other design features. The intent of the functional classification system is to create a hierarchy of streets that collect and distribute traffic from neighborhoods to destinations within Baldwin or to regional roadways. Roadways with a higher functional classification (Arterials and Collectors) generally provide for longer trips, have more mobility, have limited access, and connect inner city or regional centers in comparison with lower functional classification streets (minor Collector and local streets). Functional classifications are used in Baldwin's street network as a comprehensive planning tool used to determine the design and relationship of local streets to other County and State highway systems. The following table establishes the criteria for the functional classification system of City streets within Baldwin:

Table 9
City of Baldwin
Street Functional Classification System Criteria

	Principal Arterial	Minor Arterial	Collector	Local
Place Connections	Connects regional centers and business concentrations	Interconnects major trip generators	Interconnects neighborhoods and minor business concentrations	Interconnects blocks within neighborhoods and parcels within commercial/ industrial areas.
Intersection Spacing	Developed Areas: 1-3 Miles Developing Areas: 3-6 Miles	Developed Areas: ½ - 1 Mile Developing Areas: 1-2 Miles	Developed Areas: ¼ - ¾ Mile Developing Areas: ½ - 1 Mile	As needed for access
Connections	To interstates, principal Arterials, and selected minor Arterials and Collectors	To interstates, principal Arterials, other minor Arterials, Collectors and some local streets	To minor Arterials, other Collectors and local streets	To some minor Arterials, Collectors and other local streets
Parking	None	None	Individual access discouraged and intersections restricted as necessary	Individual lot access prohibited, intersections restricted as necessary
Typical ADT	15,000 – 200,000	5,000-30,000	1,000-10,000	Less than 1,000
ROW Width	100-300ft.	80-150ft.	66-100ft.	50-80ft.

Arterial Streets

US Highway 169 is an Arterial roadway connecting Baldwin to the regional highway system and provides high-speed mobility to the Twin Cities Metropolitan Area and destinations outside of the metropolitan area. The roadway functions as a minor Arterial roadway in accordance with the functional classification system established above. However, long-term, US Highway 169 will evolve to a future Principal Arterial roadway as traffic increase

The Minnesota Department of Transportation has completed an upgrade of US Highway 169 to freeway status within the City of Elk River in 2025. Construction has been initiated on construction of an interchange at US Highway 169 and Freemont Avenue (CSAH 4) in Zimmerman. These improvements will facilitate traffic movement within the US Highway 169 corridor benefiting Baldwin.

As traffic continues to increase along US Highway 169 and development occurs in Baldwin, the City will need to remain in communication with Sherburne County and the Minnesota Department of Transportation regarding future improvements or access limitations. The City, for its part, should work to minimize any future connections to US Highway 169, particularly direct access from abutting properties, in favor of developing frontage or backage roads that will ensure long-term access for land uses within the US Highway 169 corridor.

Collector Streets

Collector streets are designed to serve shorter trips that occur primarily within the City or nearby destinations and provide access from neighborhoods or other Collector streets and the Arterial system. Collector streets are intended to carry less traffic than Arterial roadways and provide property access only on a limited basis. Collector streets within Baldwin are a combination of County State Aid Highways, County Roads and City streets. The existing Collector street system in Baldwin is well developed in terms of spacing of these roadways such that development of new Collector street corridors is not anticipated. The focus, therefore, for Collector streets will be management and improvement of the existing system.

With incorporation and a population of more than 5,000 persons, Baldwin is eligible for Minnesota State Aid Funding for roadways. State Aid Funding is derived from the tax on motor fuel purchases within Minnesota and may be used for maintenance and expansion of existing roadways or construction of new streets. The amount of funding received annually by the City is based on criteria established by the Minnesota Department of Transportation resulting in eligible road miles that are then to be designated for specific existing or future street segments that are allocated funding.

State Aid funding is implemented to encourage cities to spend its funding on roadway projects. The City will plan for future improvements to designated State Aid Streets and other City streets designated as Collector streets as part of a Capital Improvement Plan.

Local Streets

Local streets provide access to adjacent properties within residential neighborhoods, commercial areas, and industrial districts. Local streets are generally intended to be low-speed and designed to discourage through traffic. The City will consider undertaking a speed limit study that allows cities to establish local speed limits of less than the statutory 55 mile per hour limit in effect by Statute for most local streets within the City.

The City must also concentrate on the extension of local streets in functional patterns as development continues. Connections between new subdivisions must be planned at not less than one-quarter mile intervals to ensure proper access and circulation off of Collector and Arterial streets. Connections between neighborhoods facilitate circulation, allow for service and emergency access, and allow more efficient street maintenance. As such, permanent dead end streets terminating in a cul-de-sac are not to be allowed unless area topography or other physical site conditions warrant because a through street is not otherwise physically feasible.

Roadway Classification

A map of Minnesota showing county boundaries. The counties are labeled as follows: BALDWIN (top left, highlighted in yellow), BLUE HILL, SANTIAGO, PALMER, HAVEN, LIVONIA, ORROCK, BECKER, CLEAR LAKE, BIG LAKE, and ELK RIVER. The map shows the state's outline with the western border with Canada and the southern border with Wisconsin.



Principal Arterial (Federal/State)

- County Major Collector
County Minor Collector
County Local
City Collector
City Street
Private Road

-  Township Boundary
-  City Limits

Source:
Shelburne County 2040 Transportation Plan
Baldwin Township

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Trails

There currently are not trails within the City, which can be considered as an element of the City's efforts to develop a complete street system to improve access and mobility within Baldwin going forward.

Sherburne County has been planning for development of the Great Northern Trail, which has a regional designation through the Greater MN Regional Parks & Trails Commission. This designation is significant in that it makes partners eligible to receive Clean Water Land & Legacy Grants. Sherburne County is partnering with Mille Lacs County and the Cities of Elk River, Princeton, and Zimmerman to work together under a Memorandum of Understanding to coordinate implementation of a Master Plan and share associated costs of professional and technical services. Planning and development of the Great Northern Regional Trail began prior to Baldwin's incorporation and Sherburne County has earmarked park dedication funds from subdivisions in Baldwin Township for contribution to the project.

In 2020, funding was awarded through the Minnesota Department of Transportation's Transportation Alternatives Program to create connections between the Great Northern Regional Trail and pedestrian amenities in Zimmerman around public schools. Funding was awarded in 2023 from the Minnesota Department of Transportation Carbon Reduction Program to extend the Great Northern Regional Trail from its constructed end at Zimmerman Park to 5th Avenue in Zimmerman.

In 2024, funding was awarded to add trail side and trail head amenities between Elk River and Zimmerman through a partnership grant with Greater MN Regional Parks & Trails Commission. Sherburne County, Elk River and Zimmerman are participating in funding and required matches are based on percent of project costs in each jurisdiction. Design on this project will begin in 2026, with construction programmed for 2027.

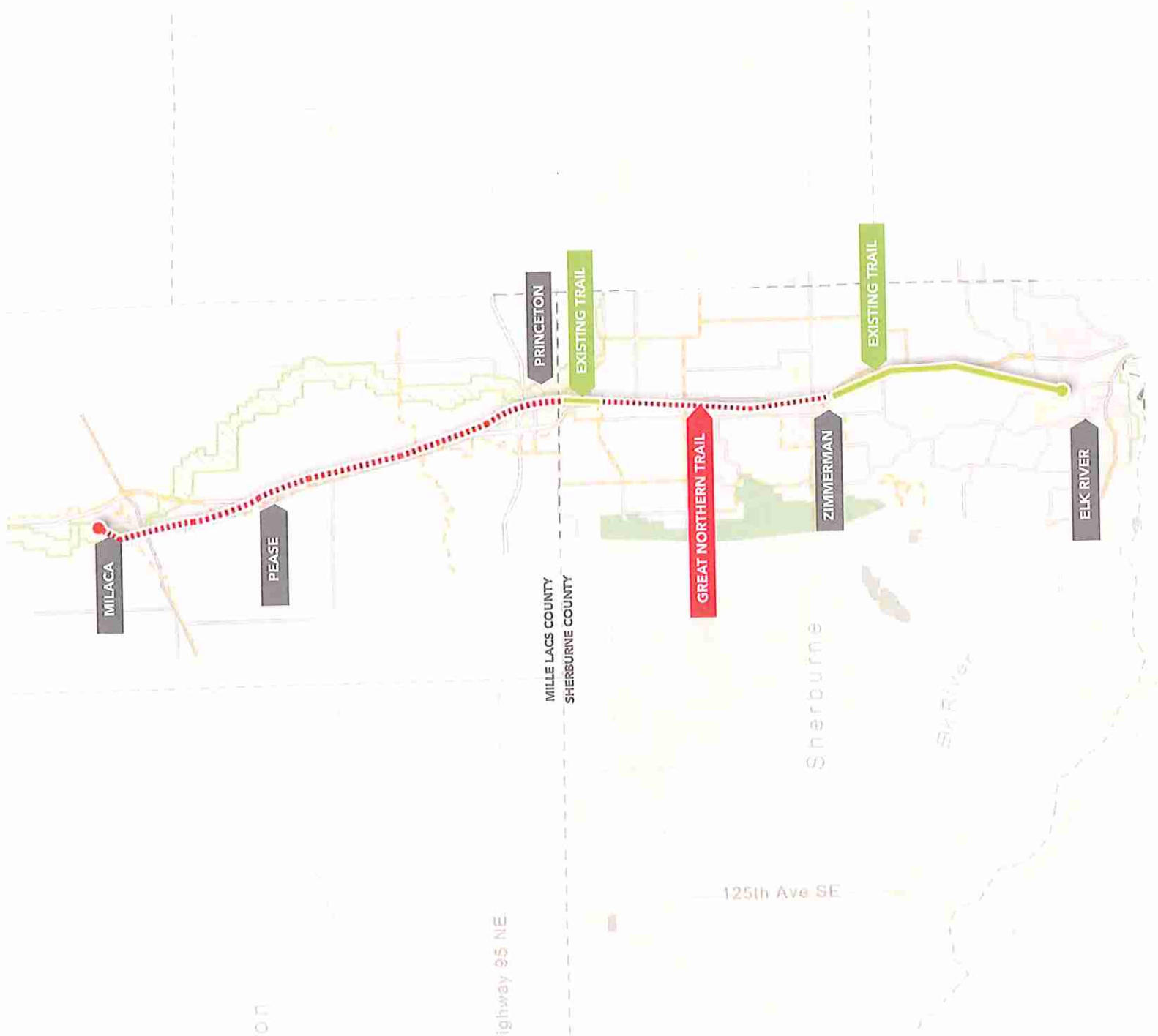
Also in 2024, Sherburne County was awarded funding to construct the next segment of the Great Northern Regional Trail from 5th Avenue in Zimmerman, north to 293rd Avenue (CSAH 9) within Baldwin. This is funded through a combination of the Minnesota Department of Transportation's Transportation Alternative Program, Local Option Sales Tax, and park dedication fees collected from new subdivisions. Construction is programmed for 2028, at the same time as reconstruction of 128th Street (CR 45).

The remaining portion of the Great Northern Regional Trail in Sherburne County, largely within Baldwin, requires additional study in order to determine an alignment that best meets the needs of the community. The Great Northern Regional Trail partners are working through what that scope of this study would be and searching for potential grant funding to conduct this study and construct the trail. The City must engage with the Great Northern Regional Trail partners to be an active participant in the study for the trail segment through the community.

TRAIL CONTEXT

Legend

- Existing Trail
- Proposed Trail
- Local Bike Trail
- Existing Parks
- Designated Snowmobile Route
- Scenic Riverway
- Designated Water Trail



There has also been discussion about developing a local trail system within Baldwin. A potential trail system in Baldwin should be focused on Collector and Arterial street system to serve both transportation and recreation functions with specific attention for connections between activity centers or public facilities within the community. Constructing trails in conjunction with street projects also provides greater efficiency in terms of right-of-way acquisition, mobilization, and construction cost scale. Engineering standards for Collector and Arterial streets should be updated to consider right-of-way needs for trails to be acquired with subdivisions adjacent to Collector and Arterial street to minimize future land acquisition costs.

Maintenance

Minimizing maintenance costs and providing for longevity for the investment in street construction, the City emphasizes quality street standard designs. Engineering specifications for construction of City streets are to be based on underlying soil conditions, reflect best practices, and be consistent with Minnesota Department of Transportation standards. The City Engineer will recommend a review and update of the City's street standards as needed to ensure that Baldwin is implementing best practices in construction and reconstruction of its street system.

The City will develop a Pavement Management Plan to be updated annually as part of the Capital Improvement Plan to schedule system wide maintenance, preservation, and improvements of City streets. Through this phased approach, the City will be able to attend to problems to maintain streets system-wide. Establishment of a Pavement Management Plan is viewed as essential as the number of new streets continue to be built within the City to provide for ongoing maintenance in a fiscally responsible manner.

An issue that must be monitored is the condition of any streets that are surfaced in gravel either within developed areas or that carry urban volumes of traffic. While the graveled streets in themselves are in good condition, their inherent qualities do pose some detriments to the City. Specifically, such innate characteristics as dust, grade upkeep, and noise all serve to diminish the attractiveness of a typical neighborhood. A program to upgrade these roadways to paved sections should be considered over time either in conjunction with related street improvement projects, new development, or in response to petitions submitted by property owners.

Airports

Princeton Municipal Airport is located adjacent to the northeast corner of Baldwin. The airport is operated by the City of Princeton and overseen by a five member Airport Advisory Board, appointed by the City Council, responsible for the financial planning, maintenance, growth, and development of the airport.

The facility provides a single runway with an asphalt surface 3,900 feet in length by 75 feet wide with runway lights. Navigational aids include BEACON AND NDB; weather information systems include AWOSIII, AWOSA/MNWAS, and SATAVIDEOWEATHER.

The airport serves private aircraft with 14 tie downs, fuel service, and an arrival/departure building that has a lounge, basic kitchen, two restrooms, a shower, WIFI and phone service. The airport allows tent camping on airport property in a designated area.

The Princeton Municipal Airport is one of only seven North Memorial Air Care locations in Minnesota, providing air ambulance access to North Memorial Medical Center's Level 1 Trauma Center.

The Minnesota DNR firebombing operation is stationed at the airport in the spring.

Development in Baldwin within a designated area surrounding the airport must adhere to Federal Aviation Administration rules to ensure operational safety.

Public Transportation

Tri-County Action Program (TRI-CAP) provides publicly funded transportation within the counties of Benton, Mille Lacs, Morrison, Sherburne, and Stearns. Service includes scheduled transit services between designated cities, which includes Zimmerman to the south of Baldwin. There is also a scheduled service between Princeton and St. Cloud. Outside of scheduled service, TRI-CAP offers on demand curb-to-curb public transportation within the five counties for all ages and income levels for a minimal cost. All TRI-CAP buses are handicap accessible.

There is a Minnesota Department of Transportation Park and Ride facility located at 125th Avenue and Rum River Drive (CSAH 39) on the west side of US Highway 169. The facility includes no improvements beyond a paved surface with space for approximately 31 vehicles. As growth in Baldwin continues, the City should communicate with the Minnesota Department of Transportation about opportunities for additional park and ride facilities, particularly within areas planned for future commercial uses, which would provide commuter access to local businesses.

Other transportation services include various private businesses, including airport shuttles, traditional taxi, and internet app-based services.

D. Parks and Trails Plan

Baldwin will develop a plan for future park and trail facilities within the City as a subsequent planning process after adoption of the initial Comprehensive Plan Update. The Parks Committee is expected to take a lead role in preparation of the Parks and Trails Plan chapter, with additional review and input to be provided by the Planning Commission. The Parks and Trails Plan chapter will be considered for approval by the City Council as an amendment of the Comprehensive Plan.

E. Community Facilities

Community facilities include those lands, buildings, and services that are provided on a public basis in the interest of, or benefit to, residents and businesses within Baldwin. Provision of necessary community facilities and services is the primary function of local government. These facilities include administration, public works, fire protection, police services, and schools. Parks and trails are also a community facility to be addressed as a separate section within the Development Framework chapter of Comprehensive Plan. The provision of community facilities and services is a major determinant as to quality of life within Baldwin and, therefore, it is fundamental that they be maintained, enhanced, and expanded as necessary to achieve this goal.

Government Buildings and Facilities

All official government business, including administration, public meetings, and elections is conducted at the City Hall, Public Works Building, and Fire Station located at 30239 128th Street (CR 45). A noteworthy concern in terms of City facilities and services is the City Hall and Public Works building. Not only is the existing structure aged with significant code compliance and maintenance issues, the physical size of the buildings presents a number of problems by being too small to accommodate current administrative and public works staff and operations, as well as public facing functions, such as City Council and Planning Commission meetings.

The City has acquired 30 acres at the northwest quadrant of 293rd Avenue (CSAH 9) and 128th Street (CR 45) and undertook an architectural space needs study to evaluate plans for a future administrative and fire hall building. The area of the property acquired by the City also present development opportunities for the private sector as City uses are not likely to absorb the entire parcel. As both the land use authority and land owner, the City will be uniquely positioned to determine the future development of public and private uses within these 30 acres in accordance with the Future Land Use Plan to ensure complementary uses and integrated site design.

The City Council formed an Infrastructure Committee to review space and operations for administration, public works, and fire at the existing buildings, evaluate the prior architectural space needs study, and make recommendations as to how to proceed to meet the long-term facility needs of the City. This effort is continuing with undertaking of an additional study as to the factors involved in remodeling, rehabilitating, and expanding the existing buildings.

The planning for future facility space needs ensures that Baldwin will continue to provide efficient and effective governmental services to the community. City buildings and facilities are a primary source of community identity and pride. The building and site plans for City facilities should reflect a standard of development that the community expects to see mirrored by the private sector, thereby setting an example for new development.

Fire Protection

Baldwin operates a Fire Department that provides fire protection services within the City, as well as service to adjacent Blue Hill Township and mutual aid response to Fire Departments in the region. Baldwin Fire Department staff includes a Chief, Assistant Chief, five Captains and 35 paid-on-call fire fighter positions. The ISO Public Protection Rating for the Fire Department is 06/10.

The Baldwin Fire Department is staged in a separate building on the same property as the City Hall and Public Works Building. As noted above the City is undertaking a study of its building facilities to consider long-term space needs for the Fire Department. Possible outcomes from the Infrastructure Committee study may include recommendations for extensive rehabilitation and expansion of the existing Fire Department building or construction of a new facility on property owned by the City at the northwest quadrant of 293rd Avenue (CSAH 9) and 128th Street (CR 45).

As growth in Baldwin continues, the City should plan for additional building needs for staging fire equipment as fire protection is dependent on prepositioning assets to minimize response times. To this end, US Highway 169 is a physical barrier that can affect response times from the existing Fire Department building to areas east of the corridor due to limited crossing points and the volume and speed of traffic on US Highway 169. Currently, 293rd Avenue (CSAH 9) and Rum River Drive (CSAH 19) are the only separated crossings of US Highway 169 available. Acquisition of land and construction of a substation to the east of US Highway 169 should be considered a future priority. Blue Hill Township is also planning construction of a new Town Hall and public works facility, which may also provide opportunity for Baldwin to preposition apparatus within the northwest portion of its current service area.

Police Service

The Sherburne County Sheriff's Office provides police protection services within Baldwin to the same level that existed prior to incorporation. The City benefits from the expansive resources of the Sheriff's Office to provide a high level of police services to Baldwin cost-effectively. This includes a substation located in the City of Zimmerman that provides proximity for staging resources near Baldwin and a sergeant rank liaison between the City and Sheriff administration to maintain good communication regarding issue affecting the community.

The City Council will continue to work with the Sherburne County Sheriff's office to ensure appropriate levels of ongoing police services for Baldwin. As growth in Baldwin continues, there may be the need to consider increased patrol services through a contractual relationship. The arrangement of a contract between the City and Sherburne County Sheriff's Office would further provide Baldwin with long-term cost-effective and comprehensive police services. Continuation of police services through the Sherburne County Sheriff's Office avoids the need for the City to incur costs for duplicative services that would not be to the same scale as the abilities of the Sherburne County Sheriff's Office.

Utilities

Almost all development in Baldwin is served by private wells and Subsurface Sewage Treatment Systems for access to potable water and sewage disposal, respectively. Baldwin provides for permitting, inspections, and monitoring of Subsurface Sewage Treatment Systems previously administered by Sherburne County. The Building Ordinance includes a chapter establishing regulations for Subsurface Sewage Treatment Systems consistent with Sherburne County regulations, which are consistent with and more stringent than Minnesota Pollution Control Agency standards under Minnesota rules chapters 7080 through 7083.

There are six subdivisions within the City that are served with Community Sewage Treatment Systems that were approved by Sherburne County before Baldwin enacted its own planning and zoning regulations. Five of these systems are privately operated by the applicable Homeowners Association. Baldwin has since 2016 maintained and operated a Community Sewage Treatment System approved by Sherburne County for the Frontier Trails plat through a subordinate service district. The wastewater facility is operated on a contract basis on behalf of the City as a municipal utility. Baldwin. The City no longer allows for Community Sewage Treatment Systems through its Zoning Ordinance and Subdivision Ordinance.

Natural environment conditions and the existing development pattern within Baldwin is problematic for development of municipal sanitary sewer utilities. There are extensive wetlands and floodplain areas within Baldwin that reduce the area available for development with extension of municipal sanitary sewer service and are a physical and financial barrier to such utilities. The existing land use pattern within Baldwin consists of parcels with an area of 10 acres or less, many of which are residential subdivisions with lots not less than 2.5 acre in area that are developed with single family dwellings and detached accessory buildings. The limited areas of large, contiguous tracts available for subdivision to be served with municipal sanitary sewer services reduces market attraction for development because of the overall smaller area available for development and added costs either of leap-frogging existing development or the difficulties associated with serving existing development with municipal sanitary sewer. For these reasons, it is unlikely that Baldwin will ever seek to develop municipal sewer and water utilities.

2026 Baldwin Comprehensive Plan

City Owned Properties

HAVEN	PALMER	SANTIAGO	BLUE HILL	BALDWIN
CLEAR LAKE	BECKER	ORROCK	LIVONIA	
		BIG LAKE	ELK RIVER	



Legend

City Owned Properties

City of Princeton

City of Baldwin Boundary

Roads

US Highway

County-State Aid

Highway (CSAH)

County Road

City Street

Private Road

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Schools

Baldwin is almost entirely within the Princeton Public School District (ISD 477). There are four properties along the south boundary of the Subject Area that are within the ISD 728 Elk River-Otsego-Rogers-Zimmerman School District. School district boundaries are independent of and transcend municipal boundaries.

As the largest jurisdiction by population within the Princeton Public School District (ISD 477), the City needs to be involved in facilities planning efforts that seek to engage stakeholders from within the communities the district serves. The City is also responsible to continue to communicate its own planning efforts concerning growth and development Baldwin that will affect School District enrollment.

The City should also be advocating for development of school facilities located in Baldwin as growth in the City and overall Princeton Public School District (ISD 477) continues. Locating schools in Baldwin, particularly elementary school facilities, will enhance community focused education, increase access to residents, expand community space, and contribute to park and recreation facilities. Establishment of school facilities within Baldwin will also contribute to a sense of community identity.

VII. ADMINISTRATION

A Comprehensive Plan is useful as a tool for the community to guide future growth and development only if its recommendations are realized through development regulations and utilities as part of the decision-making process for community change. As such, a final element of the planning process is the establishment of administration plans for implementation of official controls and other devices needed to implement the policies and plans established by the Comprehensive Plan.

Adoption and Implementation

The Baldwin Comprehensive Plan is adopted pursuant to Minnesota Statutes, section 462.355. In implementing the Comprehensive Plan, new development proposals or unanticipated situations may arise that require consideration of amendments to the Comprehensive Plan. The City Council, Planning Commission, or any person owning real estate within the City may initiate a request to amend the Comprehensive Plan. Requests to amend the Comprehensive Plan must follow the procedures set forth by the Zoning Ordinance for amendments and the requirements of Minnesota Statutes 462.355. An amendment to the Comprehensive Plan must be approved by resolution of the City Council requiring a vote of four-fifths of its members. Consideration of a proposed amendment shall be based upon, but not limited to, the following criteria:

1. The proposed action's consistency with the specific policies and provisions of the Baldwin Comprehensive Plan.
2. The proposed use's compatibility with present and future land uses of the area.
3. The proposed use's conformity with all performance standards contained within the Zoning Ordinance and other provisions of the City Code.
4. Traffic generation of the proposed use in relation to capabilities of streets serving the property.
5. The proposed use can be accommodated by existing public services and facilities and will not overburden the City's service capacity.

Communication

Disseminating information and inviting participation are critical in the planning process during consideration of development requests in Baldwin for successful implementation of the Comprehensive Plan. The City will implement the following strategies to provide information and encourage participation in the planning process:

1. Public hearings required for proposed developments shall be conducted by the Planning Commission in accordance with the procedures established by the Zoning Ordinance and/or Subdivision Ordinance and as required by Minnesota Statutes.

2. Prior to public hearings, the City shall encourage developers to host neighborhood meetings with residents, businesses, and property owners in the area to provide information regarding a proposed project.
3. Baldwin will continue to include information related to ongoing planning related activities and development proposals in the community newsletters and in the official newspaper.
4. The City's website, text communications, and social media accounts are to be used to make information regarding planning and development review activities more readily available and accessible to the public.
5. The City will consider community surveys to solicit input from residents, businesses, and property owners regarding the character of the community, potential issues to address, and satisfaction with the City's administration, services, and facilities.

Official Controls

The Zoning Ordinance and Subdivision Ordinance are the primary regulations governing land use and development in Baldwin. The Zoning Ordinance establishes an Official Zoning Map for Baldwin to define the location and boundaries of the various districts established therein. Following adoption of the Comprehensive Plan update, the City will initiate an update of the Zoning Ordinance and Subdivision Ordinance to review each document and implement changes recommended by the Comprehensive Plan. This effort will focus on a review of existing zoning districts and allowed land uses, including establishment of the R2, Rural Residential District as discussed in the Future Land Use Plan. The update of the City's development regulations will also incorporate new statutory requirements and address housekeeping issues associated with maintaining these regulations as working documents.

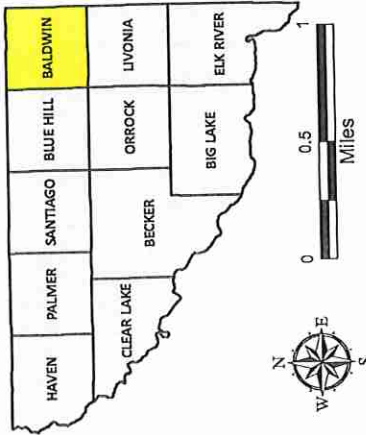
Capital Improvement Plan

A Capital Improvement Plan provides City officials and the community with a strategic approach to implementation and administration of construction projects for existing and future infrastructure and facilities, as well as delivery of municipal services. There is a need for Baldwin to establish a more detailed Capital Improvement Plan to provide a long-range improvement program to meet the service and infrastructure needs of the growing community. The Capital Improvement Plan should forecast future infrastructure and facility improvements, equipment purchases, and other major capital expenditures as part of the budget process in consideration of the City's development objectives, infrastructure needs, and financial resources. Continued management of investments in facilities, infrastructure, and equipment through the Capital Improvement Plan is a critical component in implementing the City's growth management policies established by the Comprehensive Plan.



2026 Baldwin Comprehensive Plan

Proposed Zoning Map



Zoning Districts

- R1, Rural Residential District - 11697ac (49.8%)
- R2, Rural Residential District - 8000ac (34.1%)
- C1 District - 742ac (3.3%)
- I1 District - 1,439ac (6.1%)
- POS, Public Open District - 41ac (0.2%)
- Parks and Open Space - 233ac (1.1%)
- Wild and Scenic - 1,339ac (6.0%)
- Shoreland Overlay District

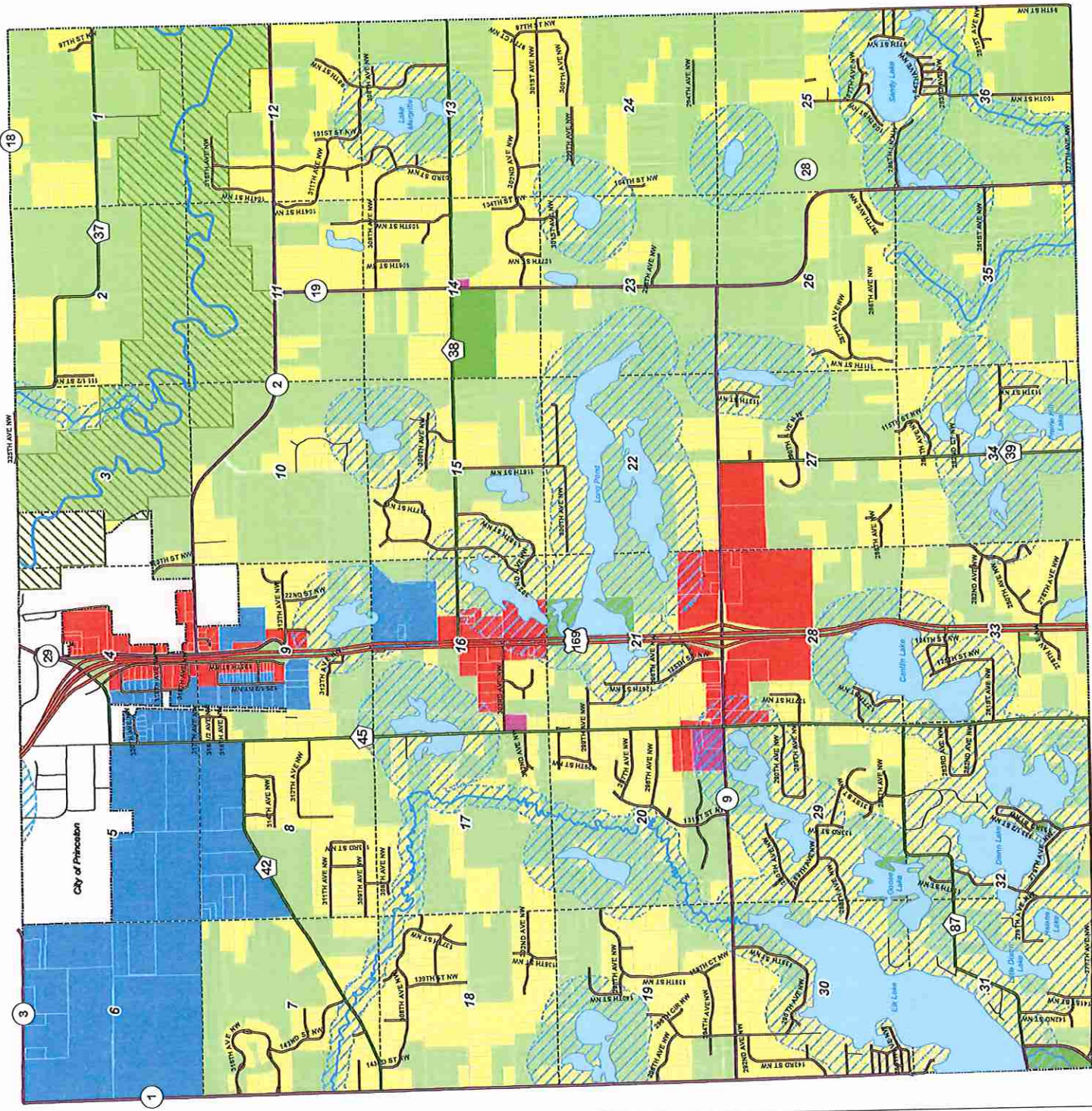
Roads

- US Highway
- County-State Aid
- Highway (CSAH)
- County Road
- City Street
- Private Road
- City Boundary

TPC
The Planning Company

**Hakanson
Anderson**

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APPENDIX

- Planning Commission SWOT summary

STRENGTHS

- Lot sizes - rural feel (6)
- Financially stable, low property taxes (5)
- Small government with low overhead (5)
- Highway access across entire State (4)
- Emergency services (4)
 - Hospital
 - Air ambulance
- Land use that is diversified (3)
- Natural resources/environment; (2)
 - Lakes, wetlands,
 - Parks (existing and future opportunities)
 - Refuge access
 - Wildlife
- Allowance of home based businesses (2)
- Easy access to all roads (2)
- Frontage road businesses (2)
- Community good for all ages; young>old (2)
- Population (2)
- Strong community facilities (1)
- Privacy; deep woods offers privacy and people mind own business (1)
- Proximity to shopping and cities (1)
- Talented Town officials and staff (1)
- Zoning; accountable-flexible, community owner input (1)
- Government, public input, involvement, methodical
- Community, volunteers, committees (people are willing now and the future)
- Clean environment; no pollution issues, good quality water
- Park and trail access

and

WEAKNESSES

- Lack of a “downtown” feel (5)
- No schools within Town (4)
- Communication to residents (4)
- Only industrial, no retail; limit temp job opportunities (3)
- Technology generational divide (3)
- Fly by (through) town (3)
- Only two parks (2)
- Limited access to internet providers; consistent service/access (2)
- Social services (2)
- Website challenges (2)
- Lack of community room/space and government center (2)
- Staff growth and city grows; balance (2)
- Lack of property infrastructure for support of large manufacturing development (2)
- Poor cell phone service (1)
- Lack of access to regional trails (1)
- Pollution concerns; fertilizers, farms, yards (1)
- Future need for our school system (1)
- Extra business expenses for sewer and water infrastructure
- Terrible soil quality
- Lack of health fitness center

OPPORTUNITIES

- Hwy 169 corridor business growth (7)
- Eligible for outside funding (MSA, LGA) (5)
- Stability in lot sizes (5)
- Planning and zoning powers (4)
- More and better parks (3)
- Get to chart own course for growth and change (3)
- Land use opportunity for growth (all categories) (3)
- The ability to work from home (2)
- International conflict = population growth = surges to/from City into rural area (2)
- Access to League of Minnesota Cities resources (2)
- Business retention and economic development resources to attract new businesses (1)
- Join Economic Development Authority (1)
- Hospital system (1)
- Home based businesses (1)
- Outdoor activities; hunting, fishing, hiking, bird watching (1)
- People can easily commute for jobs once Hwy. 169 interchanges complete
- Advancement in tech infrastructure
- People wanting [to move here] because of our amenities
- Enhancements to tech
- Text Your Gov system
- _____ to immigrants
- Price of gas
- Baldwin Days/Tractor Day, parade festival
- Arts and crafts shows

THREATS

- Ground water table with fast growth of housing (5)
- Turn over in local government, electing uninformed leaders (4)
- Our rural atmosphere (4)
- Crime increase (3)
- Increase in traffic / narrow roads (3)
- High density housing (3)
- Challenging or lack of access to state and federal government (2)
- Lack of jobs and local revenue (2)
- Inflation (2)
- Growing pains – growth management; growing too fast (2)
- Land management (2)
- Demographic changes (2)
- Keeping land affordable (2)
- Misuse of tech (1)
- Tech not consistent (1)
- International conflict surge in population (1)
- Cost of homes, gas, land, etc. (economic factors)
- High interest rates
- Shared septic systems
- Miscommunication