



**PUBLIC HEARING – PRELIMINARY PLAT**

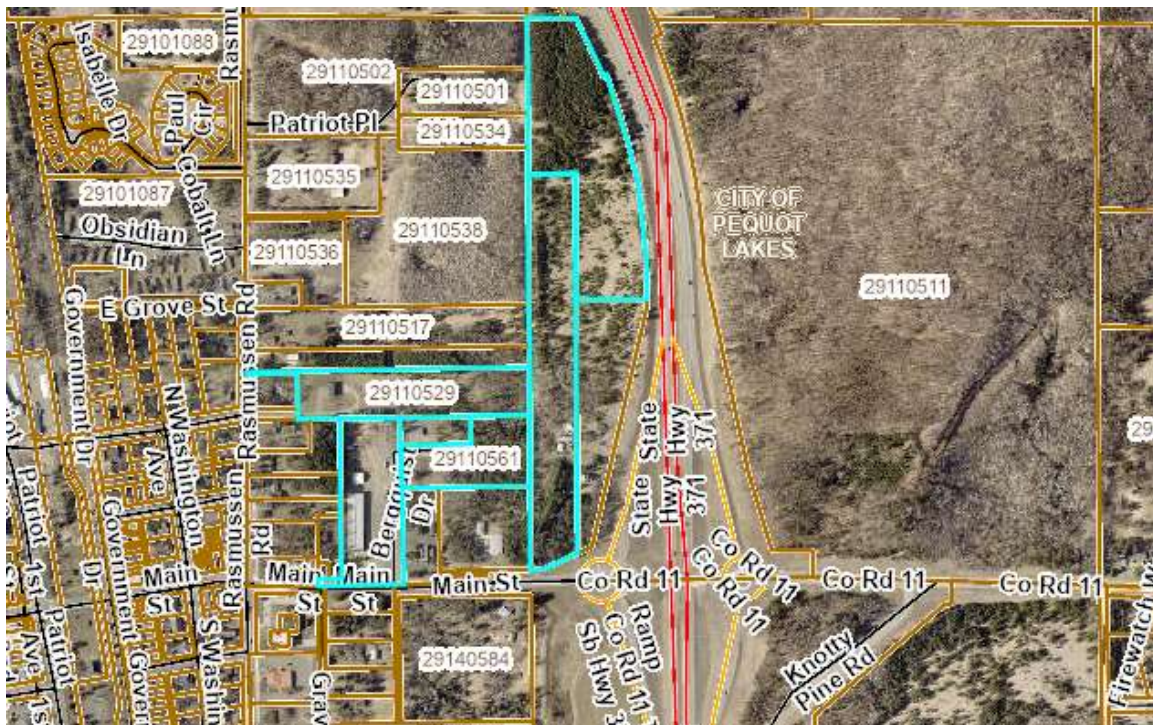
**Application:** Preliminary Plat of “Plaid NW One”

**Applicant:** PLAID LLC & City of Pequot Lakes

**Agenda Item:** 3.a

**Background Information:** The applicants are proposing the preliminary plat of “Plaid NW One” which includes three lots, three platted streets, and two outlots.

The property is located at & surrounding 4762 Main Street, Section 11, Township 136, Range 29:



A preliminary plat application was received by the City on February 24<sup>th</sup>, 2025.

The Preliminary Plat “PLAID NW ONE” was prepared by James Kramer, KLD, MN License No 23668.

The City of Pequot Lakes co-signed the application following the March Council Meeting, as the Preliminary Plat includes public zoned land owned by the City of Pequot Lakes.

**Applicable Regulations:**

**Section 17-5.10 COMMERCIAL (C)**

1. Purpose and Intent: To provide a zoning classification for commercial uses oriented around the automobile. Parcels are larger than in the Downtown Mixed-Use zone in order to provide on-site parking, on-site stormwater facilities as well as on-site water supply and sewage treatment where municipal utilities are not immediately available.
2. Compatibility: The Commercial zone should be established as a transition zone between the Downtown Mixed-Use zone or the Light Industrial Zone and the surrounding residential zones. The zone may not be established in an area where it is completely surrounded by residential zones.
3. Lot, Use and Density Requirements.

Lot width– feet, minimum	50
Buildable lot area (sewered) – square feet, minimum	10,000
Buildable lot area (unsewered) – square feet, minimum	20,000
Setback, right of way, City road- feet, minimum	30
Setback, right of way, County or State road, feet, minimum	30
Setback, between buildings – feet, minimum	10
Setback, side next to residential district – feet, minimum	30
Setback, side yard – feet, minimum	10
Setback, rear – feet, minimum	10
Setback, parking from lot line – feet, minimum	10
Setback, sign – feet, minimum	1
Setback, wetland – feet, minimum	30
Setback, unplatted cemetery or archeological site	50
Impervious surface – percent, maximum	50%
Building height – feet, maximum	25
Flag Pole Height – feet, maximum	60
Building above highest groundwater level – feet, minimum	3

4. Performance Standards. The following performance standards apply to all development in this zone:
  - A. Impervious Coverage. Impervious coverage may be increased by up to 10%, not to exceed 60% of the property if the following is provided and approved by the City:

- (1) A storm water retention plan showing containment of the 10-year, 24-hour storm event on the parcel.
  - (2) Direct runoff of stormwater to adjacent properties and wetlands shall be eliminated through the use of berms, infiltration ponds, swales, filtration strips or other permanent means.
- B. Compatibility of Use. Use shall be compatible with the surrounding neighborhood. Uses shall not present noise, odor, light nuisances or any other nuisances.
- C. Parking. Off-street parking shall be provided as per Section 7.10. On- street parking is not allowed under any circumstances. To reduce the visual impacts and amount of surface parking, shared parking and surface parking shall be located behind or to the side of a building. Additionally, suitable trees and shrubs shall be planted between parking lots and all adjacent sidewalks, roads, lots and buildings.
- D. Screening. All sites shall be heavily landscaped to provide 100% screening to adjacent residential parcels and over 50% screening from the road or any non-residential parcel. Percentages shall be determined by amount of structure that can be seen during leaf-on conditions. A landscaping and screening plan must be submitted and approved by the Planning Commission with each conditional use permit.
- E. Lighting. Lighting shall be minimal. Lighting shall be downward directional and shall be compatible with the surrounding development. Lights approved with signs must be turned off at the close of business each day.
- F. Fire Lanes. Fire lanes shall remain unobstructed at all times.
- G. Fences. Fences not exceeding 84 inches in height may be constructed. Under no circumstances shall a fence be constructed closer than 10 feet from the surface of a public road and in all cases not within the public right-

of-way. Materials shall consist of usual fencing materials with posts and fence of metal, wood, concrete, brick or smooth wire. Barbed or electrified wire is prohibited, except where specific approval has been given by the Planning Commission.

**Section 17-5.15 PUBLIC (P)**

1. Purpose and Intent: To establish and maintain a land use district for existing public use of land or for land properly suited for public facilities, parks and open spaces and other locations for public or semipublic use.
2. Compatibility: Public zones are compatible with and can be established adjacent to every other zoning classification, and any property that meets the purpose and intent of this zoning classification may be zoned Public.
3. Lot, Use, and Density Requirements:

Lot width– feet, minimum	25
Buildable lot area – square feet, minimum	2,250
Setback, right of way, City road- feet, minimum	1
Setback, right of way, County or State road, feet, minimum	10
Setback, side yard – feet, minimum	0
Setback, rear – feet, minimum	10
Setback, sign – feet, minimum	1
Setback, parking from building or lot line – feet, minimum	0
Setback, wetland – feet, minimum	30
Impervious Coverage with storm sewer available	90%
Impervious Coverage without storm sewer available	50%
Building height – feet, maximum	25
Flag Pole height – feet, maximum	30
Building above highest groundwater level – feet, minimum	3

4. Performance Standards: The following performance standards apply to all development in this zone:
  - A. General. All proposed development in the Public zone shall be reviewed by the Planning Commission, which will make recommendations to the City Council.
  - B. Compatibility of Use. Use shall be compatible with the surrounding neighborhood. Uses shall not present noise,

odor, light, or any other nuisances.

- C. Parking. To reduce the visual impacts and amount of surface parking, parking structure, shared parking, surface parking located behind or to the side of a building shall be encouraged whenever possible. Additionally, suitable trees and shrubs shall be planted between parking lots and all adjacent sidewalks, roads, lots, and buildings.

Screening. All sites shall be landscaped to provide 50% screening of structures to adjacent residential parcels and 10% screening from the road or any non- residential parcel, to be established within 3 years. Percentages shall be determined by the amount of structure that can be seen during leaf-on conditions.

- D. Lighting. All building entrances, pathways and other pedestrian areas shall be lit with pedestrian-scale lighting including wall mounted, sidewalk lamps, bollards, or landscape up-lighting.
- E. Fences. Fences not exceeding 96 inches in height may be constructed. Under no circumstances shall a fence be constructed closer than 10 feet from the surface of a public road and in all cases not within the public right-of-way. Materials shall consist of usual fencing materials with posts and fence of metal, wood, concrete, brick, or smooth wire. Barbed or electrified wire is prohibited, except where specific approval has been given by the Planning Commission.
- F. Vegetation Removal, Intensive. The submittal requirements and procedures contained in Section 5.4 “Forest Management (FM), Subparts 4b and 4c shall be met and followed.

**Section 17-9.2 PRELIMINARY PLAT, PRELIMINARY COMMON INTEREST COMMUNITY PLAT, PRELIMINARY CONDOMINIUM PLAT OR METES AND BOUNDS SUBDIVISION RESULTING IN AT LEAST ONE PARCEL LESS THAN 10 ACRES.**

A Preliminary Plat, Preliminary Common Interest Community Plat, Preliminary Condominium

Plat, or Metes and Bounds Subdivision resulting in at least one parcel less

than 10 acres shall contain the following data: (except as waived in advance by the Planning Commission); along with other reasonable information required by the Commission needed to make a proper evaluation of the proposal:

1. Existing Conditions.
  - A. Boundary lines with lengths and bearings drawn to exact scale of no less than 1" = 100' taken from a boundary survey by a Licensed Land Surveyor with the legal description of the property, total acreage, name of the fee owner, developer and surveyor. North arrow and scale.
  - B. Topography consisting of 2-foot contour intervals, or, at the discretion of the Planning Commission during the sketch plan review, 10-foot contour intervals taken from USGS mapping with additional field determined spot elevations added to define drainageways, 100 year floodplains, wetlands, slopes and the Ordinary High Water Mark. Near shore aquatic conditions, including depths, types of bottom, sediments and aquatic vegetation.
  - C. Tree cover limits, specimen tree locations.
  - D. Soils as determined by hand borings on a random basis, to determine depth to ground water at lower elevations and suitability for sewage treatment systems. At least one boring for each unit unless waived by the Planning Commission.
  - E. Location of adjoining streets, wetlands, structures and property lines within 200-feet of subject parcel, including acreage of any property owned by the developer not included in the preliminary plat.
  - F. Significant historical sites.
  - G. Significant wildlife habitat areas.
  - H. Endangered, threatened, rare or critical species, both flora and fauna.
  - I. Date of boundary survey, topography and proposed plat.
  - J. Layout of existing streets, walkways, driveways, blocks, lots, and structures drawn to the same scale.

- K. Locations of existing wells and sewage treatment systems.
- L. Location by Section, Town, & Range with small scale sketch showing location within the city.
- M. The existing zoning classification and the zoning classification of adjacent parcels.

2. Proposed Design

- A. Layout of proposed streets, walkways, driveways, blocks, lots, buildings if known, drawn to same scale as existing data.
- B. Dimensions scaled to nearest 5 feet of all lot lines, street widths, easement widths and lakeshore lengths.
- C. Buildable areas of proposed lots.
- D. Structure setback lines from streets, lot lines and Ordinary High Water Mark and a designation of the buildable area on the parcel.
- E. Proposed Green Space with area shown.
- F. Proposed public dedication areas other than streets or walkways with the area shown.
- G. Proposed City sewer or water system connections and extensions existing and proposed with grades shown.
- H. Potential locations and estimated depth to water table for all proposed onsite sewage disposal systems, two per lot.
- I. Information regarding adequacy of domestic water supply,
- J. Proposed storm drainage system and erosion control, both during and after construction activities.
- K. Proposed street standards and profiles.
- L. Potential principal structure and accessory structure locations and elevations.
- M. Extent of anticipated vegetation and topographic

alterations.

- N. Proposed covenants.
- O. Name of subdivision and proposed street names, which shall not duplicate or be alike another plat previously recorded.
- P. Stages of development proposed.

3. Evidence of Authority to subdivide the parcel consisting of fee ownership or written concurrence of fee owners.

Cost/Benefit Analysis. An analysis of the ongoing cost to the City to provide services and maintenance to the development shall be prepared. This cost shall be compared to the estimated increased valuation of the property and the corresponding tax revenue. The development shall not be approved if public subsidy is required for ongoing services and maintenance.

#### **Section 17-9.4      DESIGN LAYOUT STANDARDS-MINIMUM**

The following design standards shall be considered minimum acceptable requirements in the review of the proposed subdivision by the Zoning Administrator, City Attorney, City Engineer, Planning Commission and Council, except as waived by variance approved by the Board of Adjustment.

1. The land shall be properly zoned and suitable in its natural state for the intended purpose with minimal alteration required. Land subject to flooding, land below the ordinary high water mark, wetlands, areas with high water table, bluffs, lands with slopes exceeding 25% or land containing other significant constraint(s) upon future intended usage, shall not be considered in the minimum size of a lot. The suitability analysis for each lot shall also consider soil and rock formations with severe limitations for development, severe erosion potential, inadequate water supply or sewage treatment capabilities, near-shore aquatic conditions unsuitable for water-based recreation, important fish and wildlife habitat, presence of significant historic sights, or any other feature of the natural land likely to be harmful to the health, safety, or welfare of future residents of the proposed subdivision or of the community.
2. All non-conforming structures and uses shall be brought into conformity during the subdivision process, except as specifically waived by motion of the Planning Commission.
3. Each lot shall be adjacent to public sewer or shall have a minimum

contiguous lawn area that is free of limiting factors sufficient for the construction of two standard soil treatment sewage systems.

4. Provisions for water based recreation where near shore aquatic conditions are unsuitable for direct access.

5. Lot areas and dimensions shall conform to the requirements of the Zoning Chapter, without variance.

6. Lot layouts shall be compatible with the existing layout of adjoining properties and/or shall not constrain the future development of adjacent properties if those properties were to be developed as per the Pequot Lakes Land Use and Subdivision Ordinance.

7. Side lot lines shall be substantially at right angles to straight road lines or radial to curved road lines, radial to lake or stream shores, and shall not contain bends or jogs unless topographic conditions necessitate a different arrangement. Existing structures shall not be construed to be a topographic condition.

8. Each lot shall have a minimum of 33 feet of frontage on a designated right of way. Commonly owned property or Green Space used for access in a Planned Unit Development shall have a minimum of 33 feet of frontage on a public right of way.

9. Proposed streets shall conform to the adopted road plan of the City of Pequot Lakes, County and State highway plans and existing boundary conditions.

A. Streets shall be related to the topography so as to produce useable lots and reasonable gradients not in excess of 10% for collector roads and 12% for minor roads.

B. Public access shall be given to adjacent properties unless the topography clearly indicated future connection is not feasible.

C. When parcels abutting arterial or collector roads are subdivided, no new access points shall be created unless an equal number of access points are removed, unless access points are created not less than 500 feet apart in which case there shall be no limit on the number of accesses allowed.

D. Half streets or connections of half streets to partial streets without providing for the full required right-of-way will not be permitted.

E. Streets will be designed as collectors or local streets in

accordance with the City of Pequot Lakes Road Plan.

- F. The number of streets that terminate without a through connection shall be minimized and the street connected to a cul-de-sac (turnaround) shall not exceed 1,200 feet in length.
- G. Access shall be given to all adjacent properties when required by the Planning Commission. All streets intended to be extended to adjoining property, shall be provided with a temporary cul-de-sac with the sides on a temporary easement, which will revert to the adjoining lot owner when released by the City. Landlocked areas shall not be created.
- H. Right of Way shall be dedicated to the public:

Cul-de-sac (turnaround) .....	68' radius
Arterials .....	100' or as determined by Crow Wing Co
Collectors .....	66'
Local Streets .....	66'

Additional Right of Way may be required to promote public safety and convenience if special conditions require such as intersections, sight lines on corners or excessive cut or fill sections.

- I. Intersections
  - (1) Street centerlines shall intersect at not less than 75 degrees.
  - (2) Street jogs shall be no less than 200' from centerline to centerline.
  - (3) Gradients at intersections and for 50' approaching on each side of an intersection shall not exceed 2%. The approach shall contain no grades greater than 7% for 200' on each side of the intersection.
- J. Roads, driveways and parking areas shall meet structure setbacks and shall not be placed within bluff and shore impact zones.
- K. Street names shall conform to the pattern of the City and continue an existing name on the same alignment, where determined applicable by the Planning Commission. Street names shall be coordinated with the Crow Wing County Surveyor's Office.

10. Easements shall be provided for public utilities or drainage where required by the Planning Commission and shall be following widths, minimum:

Watermain .....	20 feet
Sanitary Sewer .....	40 feet
Storm Sewer.....	20 feet
Electrical, telephone or cable television.....	10 feet
Drainageway .....	10 feet

11. Lots requiring variances to allow their use for the intended purposes or requiring holding tanks for sewage shall not be allowed.

**Section 17-11.9 SUBDIVISIONS**

6. Preliminary Plat or Preliminary Condominium Plat Approval

F. The Planning Commission shall recommend the approval, where applicable, of the Preliminary Plat or Preliminary Condominium Plat to the Council within the required timeframe, and the findings shall be sent to the subdivider. The Planning Commission shall consider the following in it's decision:

- (1) Is the property properly zoned?
- (2) Does the proposal conform to the requirements of this Chapter?
- (3) Does the proposal conform to the requirements of the Subdivision Chapter?
- (4) Have the concerns of the affected agencies been addressed?

**Section 17-9.10 DEDICATION TO THE PUBLIC – STANDARDS**

1. In accordance with the provisions of Section 462.358 of the Minnesota Statutes, or amendments thereto, the subdivider shall dedicate, to the public, lands for highway rights-of-way, street rights-of-way, utility easements, wetland easements, and similar lands required for perpetual and public improvements.

2. The City of Pequot Lakes finds it in the public interest and necessary to provide future parks, trails and other public open and recreational spaces for the citizens of Pequot Lakes. As such, for every new subdivision of land involving three or more lots which are to be developed for residential purposes, the City Council, with the recommendation of the Planning Commission, shall require a payment or dedication to the City of any one of the following, to be reviewed on an annual basis at the beginning of each calendar year:

- A. A reasonable portion of a land dedication for conservation purposes or for public use as parks, recreational facilities, playgrounds, trails, wetlands, or open space, up to 0.016 acres per resident expected in the proposed development, using the most recent average household size as determined by the Minnesota State Demographer's Office and the U.S. Census Bureau.
- B. A payment of up to \$416 per expected resident in the proposed subdivision, using the most recent average household size as determined by the Minnesota State Demographer's Office and the U.S. Census Bureau.
- C. A combination of land dedication and cash payment to the City for parks and open space purposes that reflects the values contained herein and in the City's Comprehensive Land Use Plan.

3. The amount of land and/or payment shall be set by the City Council, from the recommendation of the Planning Commission, after taking into consideration the open space, park, recreational, or common areas facilities which the applicant proposes to reserve for public use within the subdivision. The City shall grant preference to payment in lieu of land dedication unless an area within the land to be platted has been identified by the City for park acquisition. The following factors shall be taken into consideration when reviewing potential lands for park dedication:

- A. The suitability of the land for its intended purpose.
- B. The future needs of the community regarding parks, trails, and open spaces.
- C. The amount of any fees imposed, consistent with the requirements and limitations contained in this Section.
- D. Whether the land is adjacent to or near other public recreation lands.
- E. Whether there is an opportunity to extend an existing or proposed trail or to enlarge an existing or proposed park or recreational facility.
- F. Whether the land dedication would protect environmentally or historically significant or sensitive sites.

- G. Whether the land dedication provides a unique public benefit or contains unique natural features.

4. Where private open space for park or recreation purposes is provided in a Conventional Subdivision and such space is to be privately owned and maintained by the future residents of the subdivision or owners of the development, the Planning Commission may consider granting a credit for park dedication. A credit of up to 2.5% of the buildable area of the proposed open space may be given provided that the following conditions are met:

- A. The land area designated as open space and used in the calculation of the 2.5%-credit shall not include any area that is otherwise considered unbuildable, including, but not limited to, wetlands, steep slopes exceeding 12%, and the area within setbacks from property lines, required buffer zones, bluffs, and the ordinary high water mark, among others.
- B. The land area designated as open space within the development is not occupied by non-recreational buildings, such as maintenance or caretaking buildings, and is available for use to all residents of the proposed subdivision.
- C. The use of the private open space is restricted for park and recreational purposes by recorded covenants which run with the land in favor of the future owners of the property within the development and which cannot be defeated or eliminated without the consent of the City of Pequot Lakes.
- D. The area required to obtain increased densities shall not be included in the computation of such private open space.

5. For Conservation Subdivisions where the conservation parcel is publicly dedicated, there shall be no further dedication required. For Conservation Subdivisions where the conservation parcel is not publicly dedicated, the fee calculated in this section shall be reduced by 50% due to the permanent preservation of open space.

6. Funds received by the City, in lieu of land dedication, shall be placed in a special fund in accordance with Minn. Stat. §462.358 Subdivision 2b, as amended.

7. All land dedication pursuant to this Ordinance shall be conveyed to the City through a Warranty Deed drafted by the City Attorney.

---

**Staff Findings:** Staff provides the following Findings of Fact for consideration by the Planning Commission:

1. The applicant is proposing a Preliminary Plat to establish three lots, three platted streets, and two outlots.
2. A preliminary plat application was received by the City on February 24<sup>th</sup>, 2025.
3. The Planning Commission held a public hearing on 3/24/25 and motioned to table the preliminary plat application for further review by various entities, including the City Engineer.
4. The Preliminary Plat Certificate of Survey submitted with the application was prepared by James Kramer, MN License #23668.
5. Lot 1, Block 1 has a total area of 5.95 acres, with 4.59 acres denoted as “buildable”. The land in this proposal is owned by Plaid, LLC and is zoned “Commercial.”
6. Proposed “N-S Road” is 66’ wide & runs parallel to the N/S property line of proposed Lot 1, Block 1.
7. Outlot A, which is North of Lot 1, Block 1 has a total area of 18.97 acres, with 17.14 acres denoted as “buildable”. The land in this proposal is owned by Plaid, LLC and is zoned “Commercial.”
8. Lot 1, Block 2 has a total area of approximately 4.56 acres. The land in this proposal is owned by the City of Pequot Lakes and is zoned “Public.”
9. Proposed “East Sibley Street” is 66’ wide and runs perpendicular to the N lot line of PID 29110533 & PID 29110561.
10. Outlot B, which is West of proposed “East Sibley Street” is South of PID 29110527, North of PID 29110526, & adjacent to a denoted “Ambiguous title” as shown on the Preliminary Plat.
11. Lot 1, Block 3 has a total area of 3.76 acres and no buildable area listed on the Preliminary Plat. The land in this proposal is owned by the City of Pequot Lakes and is zoned “Public.”
12. Proposed “Bergquist Drive” is 66’ wide and runs parallel to the N/S property line of PID 29110532.
13. MN DOT was provided with the Preliminary Plat application and provided the following comment from Tom Cruikshank, Principal Planner:
  - a. “Thanks for sending plat documents along to us. I received some feedback from our staff. All with the understanding that MnDOT does not have direct control over the two intersections in the plat area along Main Street and see from the site plan that the east roadway connection shows a full access to Main Street. That is

certainly your prerogative as the City. Although we did previously recommend in an advisory capacity that a right-in/right-out configuration would be best for managing traffic from a safety and mobility standpoint. Our traffic staff passes along as part of our comment on the plat that the City will have to be reactive to crashes and poor mobility as they move forward with a full access. Something that you'll certainly want to monitor."

14. Crow Wing County Highway Department was provided with the Preliminary Plat application and has not provided comments at the time of the drafting of this report. Note: CWC plans to have comments submitted prior to the meeting time, which will be included in the Planning Commission Packet once available.
15. Crow Wing County Land Services was provided with the Preliminary Plat application and provided the following comment from Maggie Young, Senior Operations Specialist:
  - a. "E911 Addressing & Road Name Comments:
  - b. The proposed name for the "N-S Road" needs to be sent to me before the approval of the final plat to ensure it meets road name standards for the county.
  - c. The following addresses will need to be reassigned to align with their new cross-streets:
  - d. 31210 Rasmussen Rd – 29110527 – Residence, owned by: JOHNSON, JODIE K New address on E Sibley St
  - e. 31204 Rasmussen Rd – 29110529 – water treatment plant, owned by City New address on E Sibley St
  - f. 4762 Main St – 29110539 – Residence, owned by Plaid LLC New address on N-S Road-NameTBD
  - g. 4646 Main ST – 29110531 – Business, Owned by: John C McGuire Trust New address on Bergquist Dr
  - h. 4638 Main ST – 29110532 – City Hall, owned by city New address on Bergquist Dr
  - i. The cost of address reassignments and the installation of new E911 signs will need to be considered as part of this proposed plat."
16. The City Engineer was provided with the Preliminary Plat application and provided numerous comments. The comments from the City Engineer are included separately within the Planning Commission packet.
17. A cost/benefit analysis as described in Section 17-9.2 subpart 3 has not been received by the City at the time of drafting this report.

Potential Comprehensive Plan items supporting the recommended approval of the preliminary plat:

1. Page 12: "Have a well-balanced local economy that builds on Pequot Lakes' existing business community, attracts outside investment, encourages

entrepreneurs, promotes the creation of diverse jobs and serves the consumer and service needs of Pequot Lakes' residents and the surrounding neighborhoods.”

- a. Action item: “Further attract and diversify businesses by new strategic commercial development.”
2. Page 15: “Streamline the regulatory process to provide business owners with flexibility while ensure[ing] new enterprises build on the community’s assets and enhance its brand. The City’s regulatory framework needs to protect existing investments while at the same time encouraging the expansion and redevelopment of key commercial areas.”
  - a. Action item: “Further attract and diversify businesses by new strategic commercial development.”
3. Page 25: “Ensure a highly-connected road network. Most developers prefer to develop on a cul-de-sac for a number of reasons that benefit their development in the short-term. Limiting the number of cul-de-sacs and promoting inter-connecting roads creates redundancy that improves safety, provides alternative routes, and ensures a more efficient transportation network. It also reduces maintenance costs and facilitates future growth and development.”

Potential Comprehensive Plan items supporting the recommended denial of the preliminary plat:

1. Page 28: “The long-term expense of infrastructure expansion and the corresponding assumptions for induced growth and enhanced tax base need to be evaluated prior to every project that adds new infrastructure for taxpayers to maintain. Infrastructure projects in Pequot Lakes have historically been done on a “cash flow” basis, where the City evaluates the impact to the levy from paying its portion of a given project. When projects are funded with outside dollars (grants, low interest loans or direct private-sector investment in a project), the City has generally not calculated the long-term obligations of infrastructure maintenance, instead focusing on the potential near-term gains from increased property tax base. As our current infrastructure completes its initial life cycle, projected maintenance costs – which are typically a City obligation – are growing to unaffordable levels. Before additional obligation is added, it is critical that the City understand the entire cost it is committing to.”
2. Page 25: “Ensure that local roads and streets enhance the public realm. These streets need to be designed so that they add value to adjacent properties and include higher levels of private-sector development throughout the City’s traditional neighborhoods.”

3. Page 20: “Promote development and construction practices that retain and improve existing natural features and systems on and around building sites. Not all development is equal with respect to its impact on natural resources. Development practices that identify and preserve significant natural resources...should be promoted by the City whenever possible. Furthermore, construction practices in all new developments should avoid causing erosion, tree damage, or the disruption of significant ecological features.”
4. Page 7: “Ensure that elected and appointed officials, local citizens, business owners, and landowners are informed of and understand the goals and strategies contained in the Comprehensive Plan. This Comprehensive Plan will not be effective unless all property owners, residents, staff, and officials are aware of its policies and actions. Over the years, hundreds of area residents and concerned individuals have volunteered a great deal of time working on planning in the community, including development of the Pequot Lakes Comprehensive Plan, the Highway 371 planning efforts and/or any one of the lake management plans that have been assembled. These participants want to make sure that their work is not discarded, but rather is repeatedly referenced. The City needs to educate everyone impacted by the Comprehensive Plan so that it is the driving vision behind all local decisions.”

---

**Planning Commission Direction:** The Planning Commission may recommend the City Council approve, deny, or table the Preliminary Plat application.

---

**Staff Recommendation:** Staff recommends the review of the newly drafted findings in relation to the Comprehensive Plan for the City of Pequot Lakes, as well as the comments and conditions reviewed by the City Engineer. Should the Planning Commission recommend approval of the preliminary plat to the City Council, the following conditions are recommended to be reviewed & forwarded to the Pequot Lakes City Council.

Potential Conditions for approval, drafted in partnership with the City Engineer:

1. Prior to the acceptance of a Final Plat application, the developer shall submit to the City all requirements for Development Costs as outlined in Pequot Lakes City Code, Chapter 5, Section 5.6 and Chapter 5, Section 5.7. The City Engineer has provided a preliminary estimate for the review of a preliminary plat.
  - a. Per the City Engineer: after [potential] approval of the Preliminary Plat, the Developer shall enter into a Development Contract, also referred to as a Development Agreement, with the City of Pequot Lakes;

- b. This Developers Agreement will include a financial escrow to be provided by the Developer to the City for project development costs the City will incur – the initial amount of which will be \$20,000;
  - c. It is anticipated that as details are further determined in this process, there will be amendments to the Developers Agreement;
  - d. In summary, the Developers Agreement will indicate who is doing what and who is paying for what (the City does not have any monies budgeted for possible improvements that have been discussed to date).
2. Prior to the acceptance of a Final Plat application, the developer shall submit a cost/benefit analysis to the City for review as outlined in Chapter 17, Section 9.2 subpart 4.
3. Prior to the submission of a Final Plat application, the developer shall provide plans prepared by a licensed professional engineer that include all of the required documentation and information listed in Pequot Lakes City Code, Chapter 17, Section 9.3. Further, the design standards as outlined in Chapter 17, Section 9.4 shall be included prior to the review of the City.
4. Prior to the submission of a Final Plat application, the developer shall provide estimates of the amount of water needed from the proposed and possible future developments within the plat. The City shall review the impact of additional water needs on the City's well, water treatment plant, water tower, and distribution system. Any improvements required due to the future development as determined by the City shall be designed and constructed at the developer's expense as outlined in Chapter 17, Section 9.8.
5. Prior to the submission of a Final Plat application, the developer shall provide documentation as outlined in Chapter 17, Section 9.3 subpart 8, including financial security acceptable to the City Attorney in the amount of 125% of the cost estimated by the developer and reviewed by the City Engineer, for development related to the Sanitary Provision Standards as outlined in Chapter 17, Section 9.7.
6. Prior to the submission of a Final Plat application, the developer shall provide documentation as outlined in Chapter 17, Section 9.3 subpart 8, including financial security acceptable to the City Attorney in the amount of 125% of the cost estimated by the developer and reviewed by the City Engineer, for development related to Street Improvement Standards as outlined in Chapter 17, Section 9.6. This condition applies to all proposed

platted streets and existing street improvements, including improvements along Main Street and Bergquist Drive.

7. Prior to the submission of a Final Plat application, the developer shall clarify the “ambiguous title area” east of Outlot B and reflect such clarification on a revised Certificate of Survey to be submitted within a Final Plat application.
8. Prior to the approval of a Final Plat application, the Developer shall prepare and, upon review by the City, shall submit plans to obtain approval from the Minnesota Department of Health (MDH), and Minnesota Pollution Control Agency (MPCA) regarding the proposed East Sible Street within the designated land for the City’s Water Treatment Plant.
9. Prior to the approval of a Final Plat application, the developer shall obtain any necessary permits or approvals from the MPCA or MDH in relation to any watermain or sanitary sewer extensions as reviewed by the City Engineer.
10. Prior to the approval of a Final Plat application, the developer must submit documentation pertaining to the Drainage/Grading Standards as outlined in Chapter 17, Section 9.9. Said plans shall be reviewed by the City Engineer in accordance with a Development Contract for the improvements, and future maintenance plans shall be determined and reviewed by the City.
11. Prior to the approval of a Final Plat application, the developer shall submit a Traffic Impact Study for review by the City Engineer, MN Department of Transportation, and Crow Wing County Highway Department. Improvements to existing or proposed streets shall be reviewed and included within a Development Contract acceptable to the City Attorney.



\$600<sup>00</sup>

APP # PPlat 25-01  
 SF # \_\_\_\_\_  
 Date 3/4/25  
 DWSMA \_\_\_\_\_

*APP Complete  
 Goes to 3/24/25  
 PC Mtg.*

**CITY OF PEQUOT LAKES  
SUBDIVISION / REZONING APPLICATION**

Name of Applicant PLAID LLC Phone 6122078265  
 Mailing Address 18315 Minnetonka Blvd Suite 140 Email mrjohncmcgary@gmail.com  
 City, State, Zip Wayzata MN 55391

Applicant is: Title Holder of Property:  
 Legal Owner  PLAID LLC  
 Contract Buyer  (Name)  
 Option Holder  SAME  
 Agent  (Address)  
 Other \_\_\_\_\_

Signature of Owner, authorizing application: *John McGary*  
 (By signing the owner is certifying that they have read and understood the instructions accompanying this application.)

Signature of Applicant (if different than owner): \_\_\_\_\_  
 (By signing the applicant is certifying that they have read and understood the instructions accompanying this application.)

Location of property involved in this request:  
Main and 371 - proposed for the Kwik Trip location.

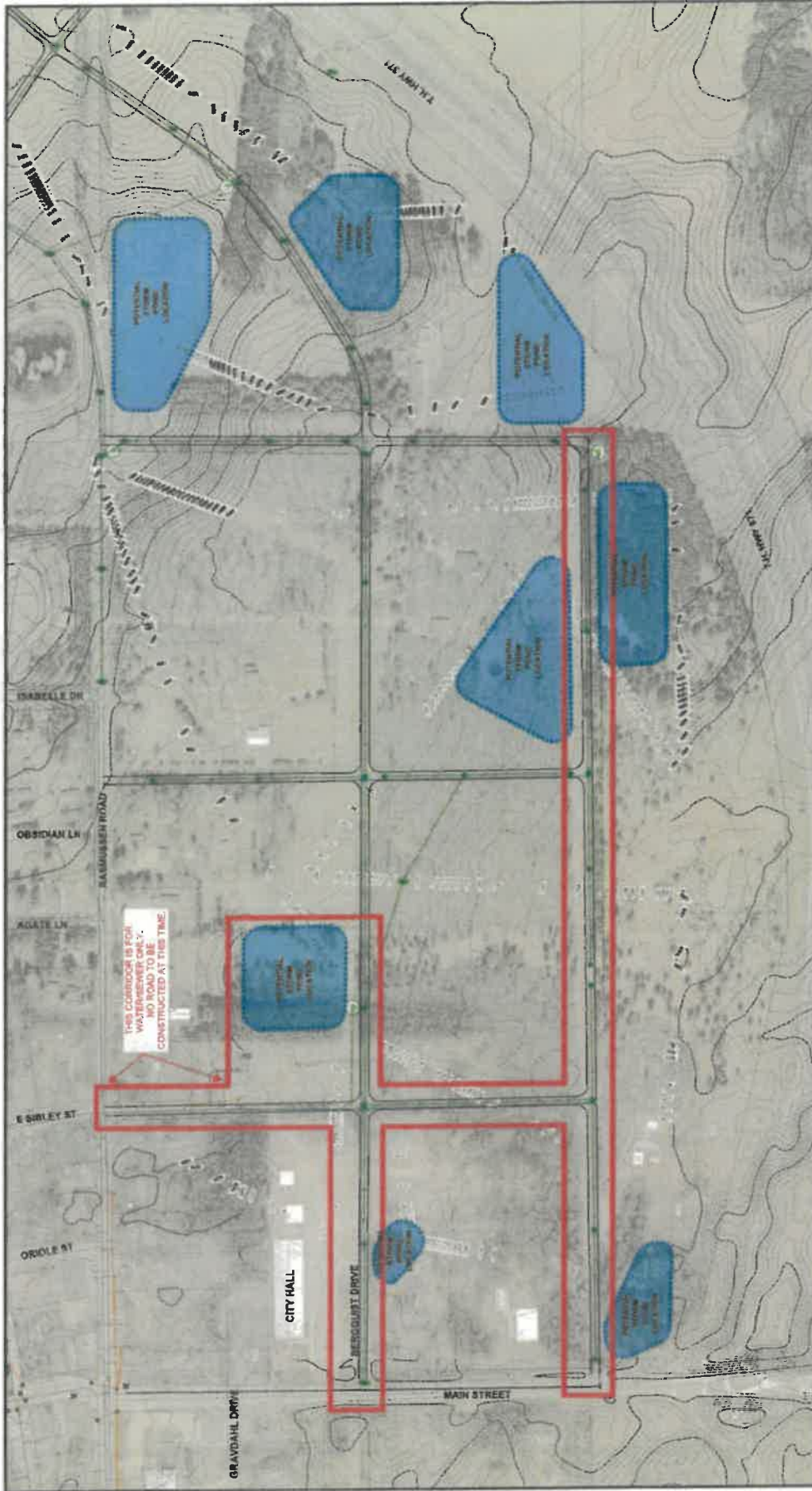
Parcel ID No. 219 29110515/29110539/29110540 Zoning District Commercial

- Nature of request (select only one):
- Preliminary Plat (X)
  - Final Plat ( )
  - Metes and Bounds ( )
  - Rezoning ( )

**\*\*\* Please see the attached Checklist on Page 4.**



DRAFT 2024-03-04



# NORTHWEST AREA

PEQUOT LAKES, MN



**WIDSETH**

# PEQUOT LAKES PROJECT

CITY OF PEQUOT LAKES, COUNTY OF CROW WING, STATE OF MINNESOTA  
 LOCATED IN SECTION 11, TOWNSHIP 136, RANGE 29

## CONSTRUCTION PLANS

FOR  
 SITE IMPROVEMENTS, STORM SEWER, SEWER & WATER,  
 GRADING, DRAINAGE, AND EROSION CONTROL

### PREPARED FOR:

Plaid LLC  
 18315 Minnetonka Blvd #140  
 Wayzata, MN 55391

### PREPARED BY:



Brainerd/Baxter  
 1120 Industrial Park Road  
 Brainerd, MN 56401  
 Phone (218) 829-5333  
 Toll Free 1-866-846-5333  
 Fax (218) 829-5377  
 www.kidland.com

KLD PROJECT NO. PLAID2401 CONTACT: SAM DELEO, TONY POHL

## SHEET INDEX

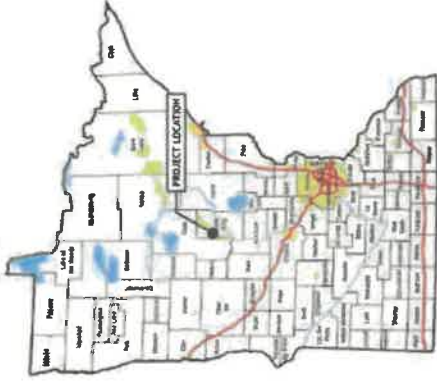
SHEET No.	SHEET TITLE
C1	COVER
C2	EXISTING CONDITIONS
C3	SITE PLAN
C4	FUTURE DEVELOPMENT PLAN & PROFILE
C5 - C8	GROSS ALIGNMENT STORM
C9	



VICINITY MAP  
 MTS

### BENCHMARK

TOP OF WELL LOCATED SOUTHWESTERLY OF  
 THE BUILDING AT 3109S BERQUIST DRIVE  
 ELEVATION = 1278.48 (NAVD 88)



DATE	NO. REVISION

PLEASE CHECK THAT THE PLAN HAS BEEN REVISIONED BY AN ENGINEER  
 AND THAT THE REVISIONS ARE SHOWN ON THE PLAN BY THE ENGINEER  
 WHOSE NAME AND LICENSE NO. ARE SHOWN ON THE PLAN.



DATE: 12/20/11  
 DRAWN BY: [blank]  
 CHECKED BY: [blank]  
 PROJECT NO. PLAID2401

PROJECT  
 OWNER  
 SECTION 11, TOWNSHIP 136, RANGE 29  
 PEQUOT LAKES, CROW WING COUNTY, MN

Sheet No. C1

### GOVERNING SPECIFICATIONS

- UNLESS OTHERWISE NOTED, ALL MATERIALS, CONSTRUCTION TECHNIQUES AND TESTING SHALL COMPLY TO THE FOLLOWING:
- THE LATEST EDITION OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" PUBLISHED BY THE MINNESOTA DEPARTMENT OF TRANSPORTATION
  - THE LATEST EDITION OF THE "STANDARD SPECIFICATIONS FOR SOIL TRENCH EXCAVATION AND BACKFILL" PUBLISHED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA
  - THE LATEST EDITION OF THE "MINNESOTA PLUMBING CODE" AS PUBLISHED BY THE MINNESOTA DEPARTMENT OF LABOR AND INDUSTRY.



NO.	REVISION	DATE

PROJECT NO. PL02101

**KLD**

OWNER: Kwik Trip

DATE: \_\_\_\_\_

DESIGNED BY: \_\_\_\_\_

CHECKED BY: \_\_\_\_\_

DATE: \_\_\_\_\_

PROJECT LOCATION: 11713 ROAD 21, PEQUOT, VT

**Site Plan**

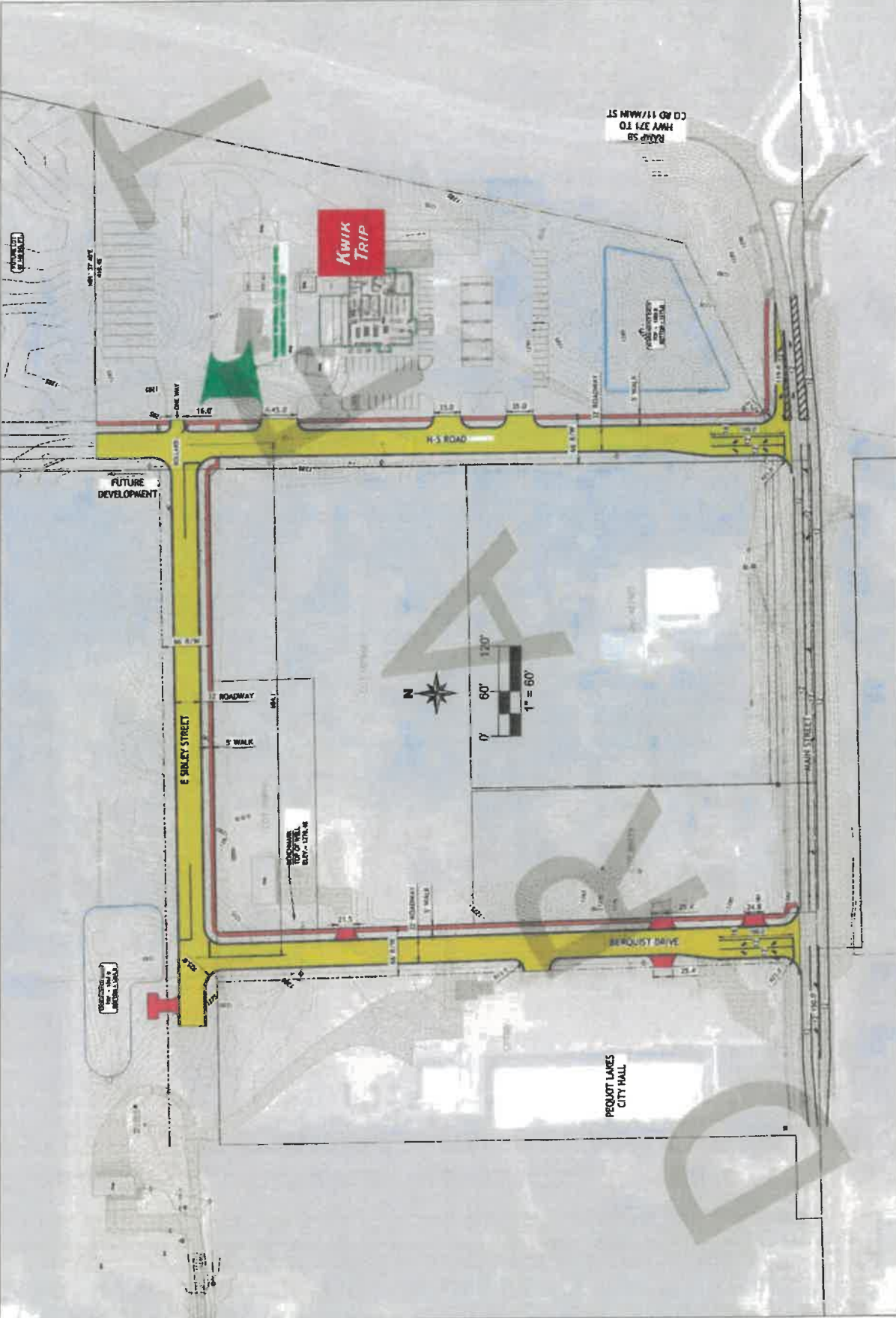
PROJECT: SECTION 11, TOWNSHIP 136, RANGE 29, PEQUOT LAKES, CROW WING COUNTY, MN

OWNER: \_\_\_\_\_

DATE: \_\_\_\_\_

SCALE: 1" = 60'

11/17/2024 2:10:39 PM



**PROJECT**  
 OWNER  
 SECTION 11, TOWNSHIP 136, RANGE 29  
 PEQUOT LAKES, CROW WING COUNTY, MN

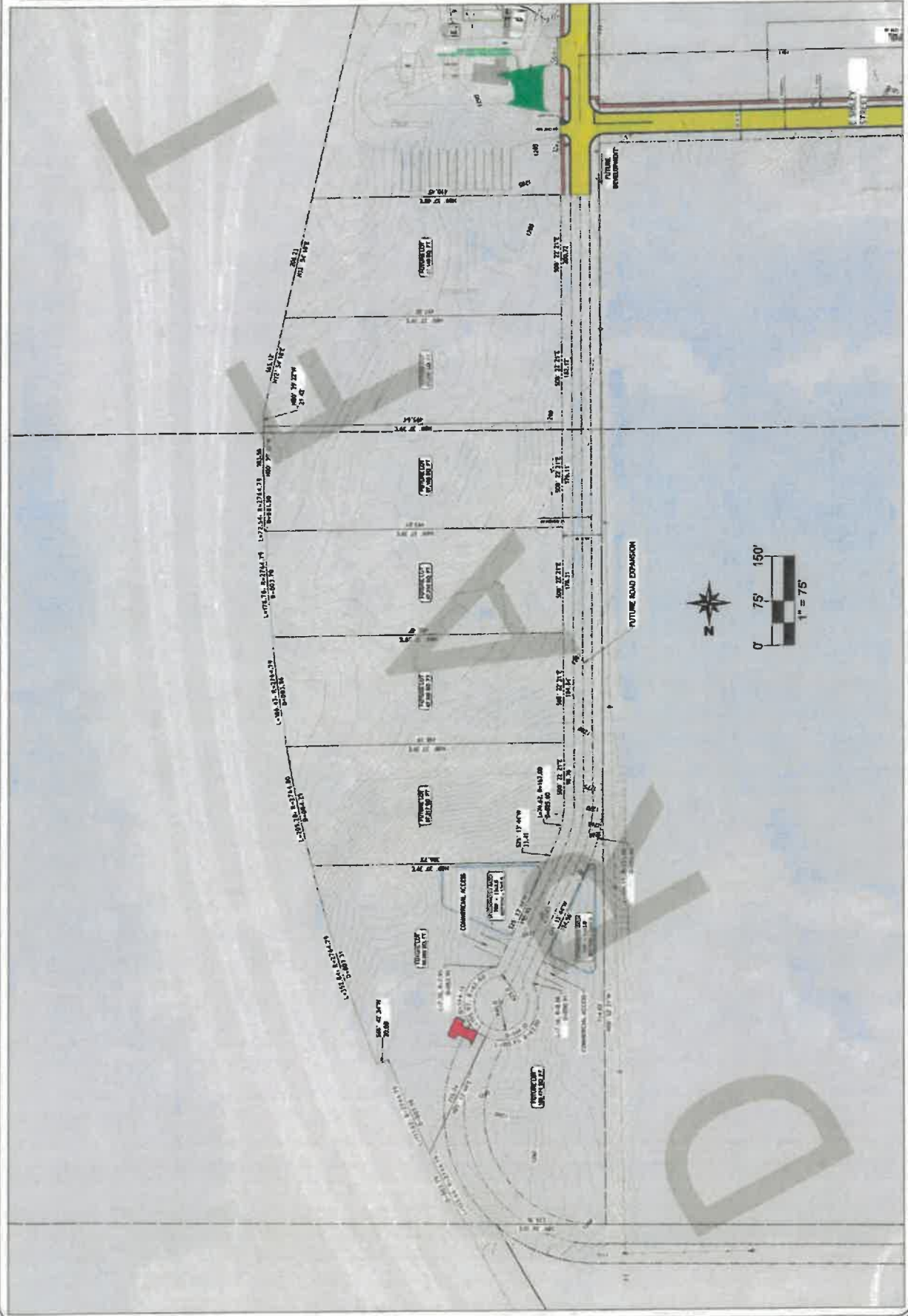
Future Development

DATE: 11-20  
 DRAWN: 11-20  
 CHECKED: 11-20  
 SCALE: 1" = 75'



PROJECT NO. PA122401  
 DATE: 11-20  
 DRAWN: 11-20  
 CHECKED: 11-20

NO.	REVISION	DATE



PROJECT  
OWNER  
SECTION 11, TOWNSHIP 136, RANGE 29  
PEQUOT LAKES, CROW WING COUNTY, MN  
P&P - Berquist Drive

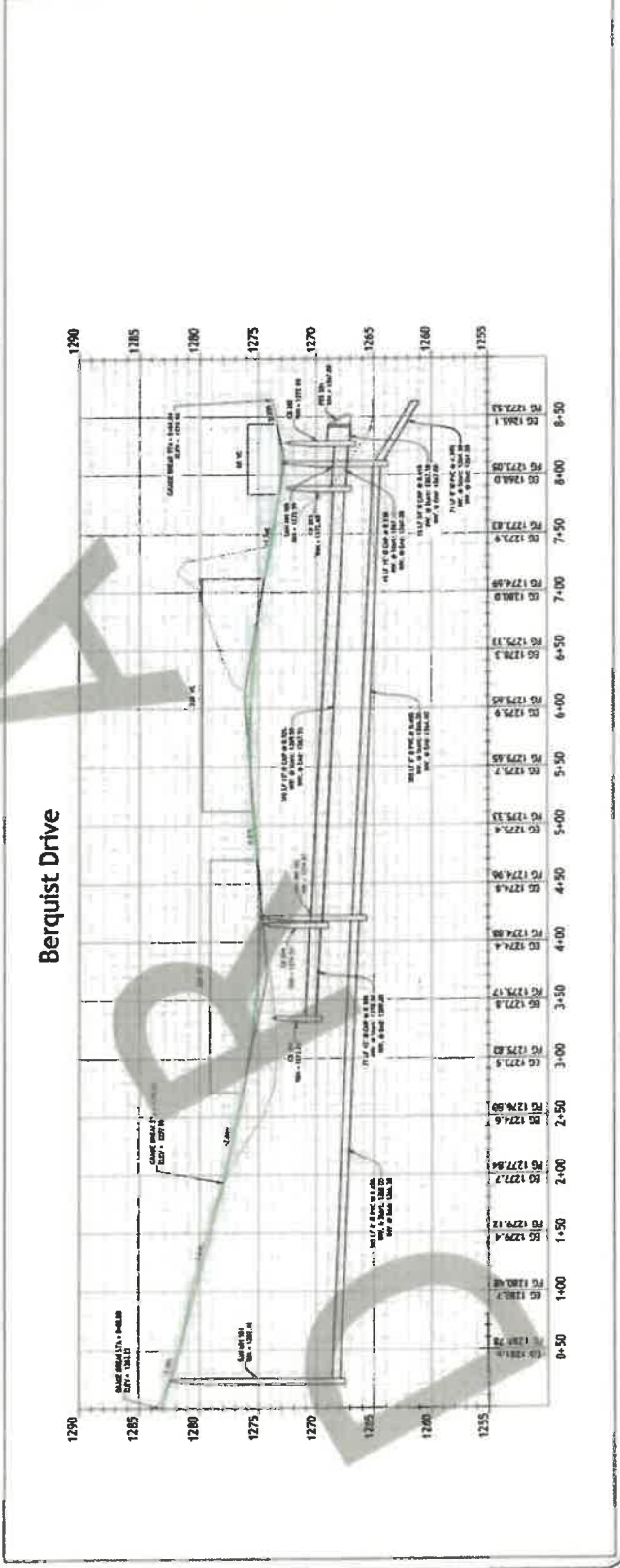
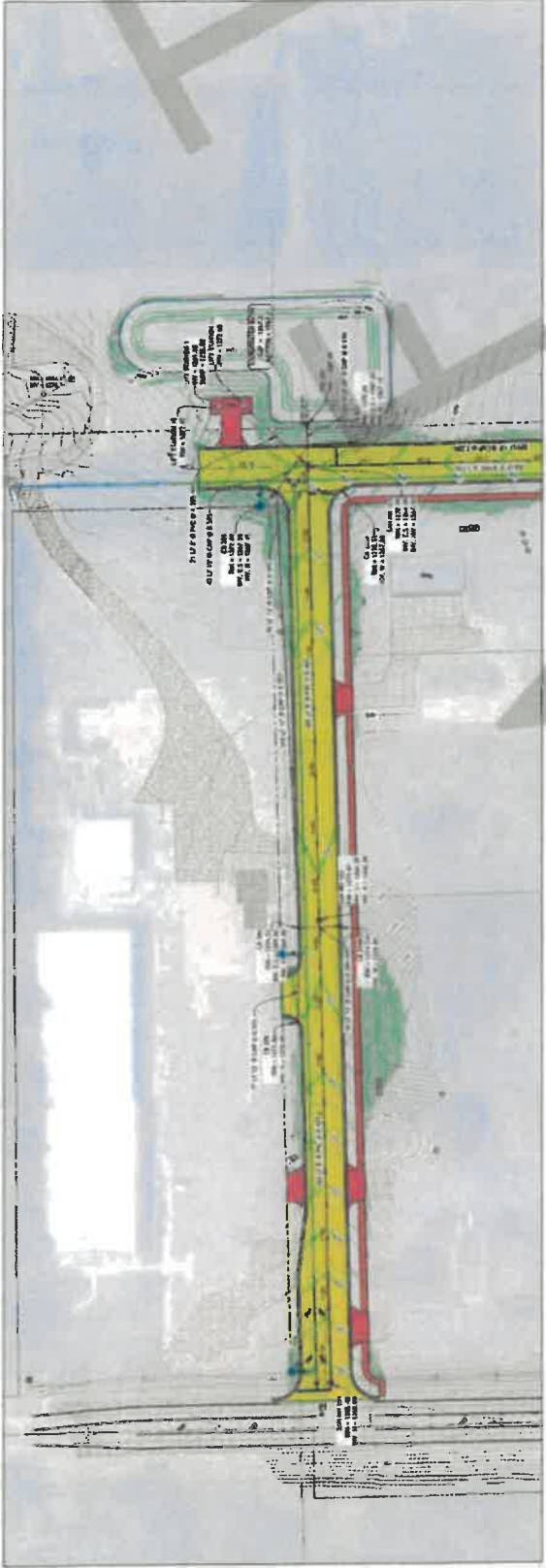
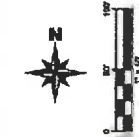
DATE: 11/15/18  
DRAWN BY: JLD  
CHECKED BY: JLD  
SCALE: 1" = 40'



PROJECT NO. PA02401  
DATE: 11/15/18  
DRAWN BY: JLD  
CHECKED BY: JLD  
SCALE: 1" = 40'

NO.	REVISION	DATE

VERTICAL SCALE: 1"=5'  
HORIZONTAL SCALE: 1"=40'



Berquist Drive

PROJECT  
OWNER  
SECTION 11, TOWNSHIP 136, RANGE 29  
PEQUOT LAKES, CROW WING COUNTY, MN  
P&P - E Sibley Street

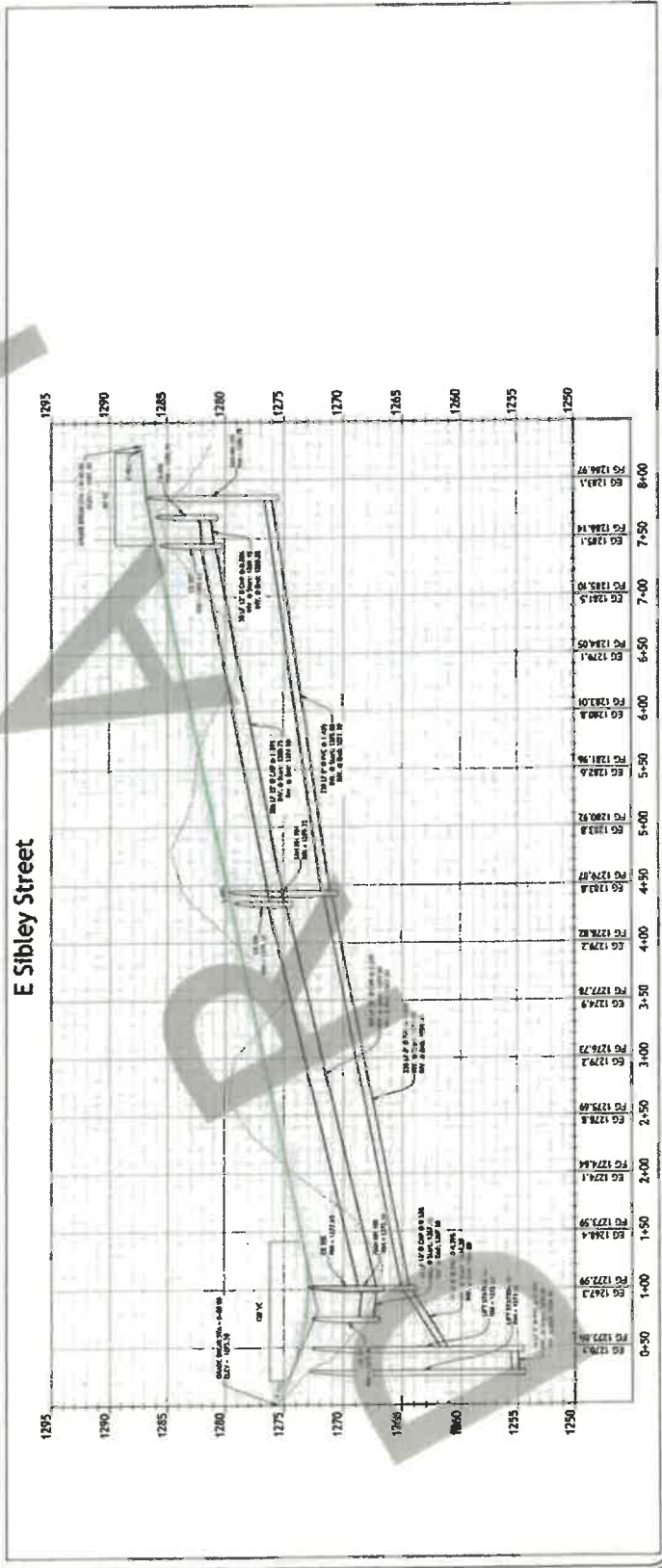
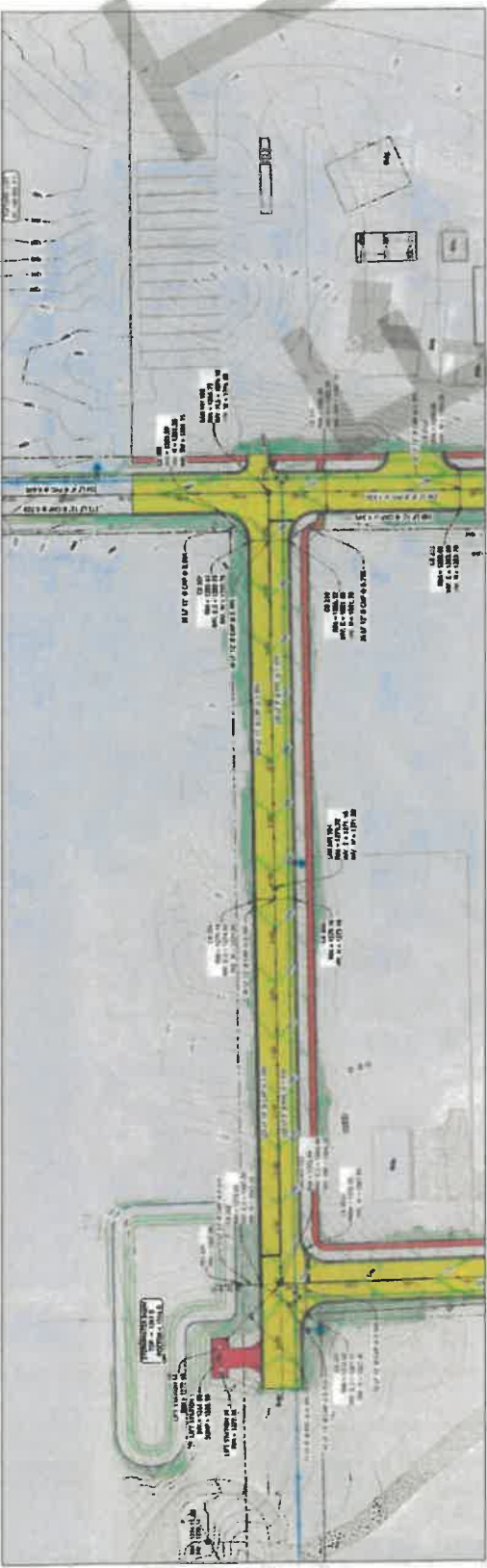
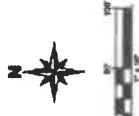
DATE: 04/23/14  
DRAWN BY: [blank]  
CHECKED BY: [blank]  
SCALE: VARIOUS



PROJECT NO. PL1357031  
DATE: [blank]  
L.S. NO. [blank]

NO.	DESCRIPTION	DATE

VERTICAL SCALE: 1"=5'  
HORIZONTAL SCALE: 1"=4'



E Sibley Street

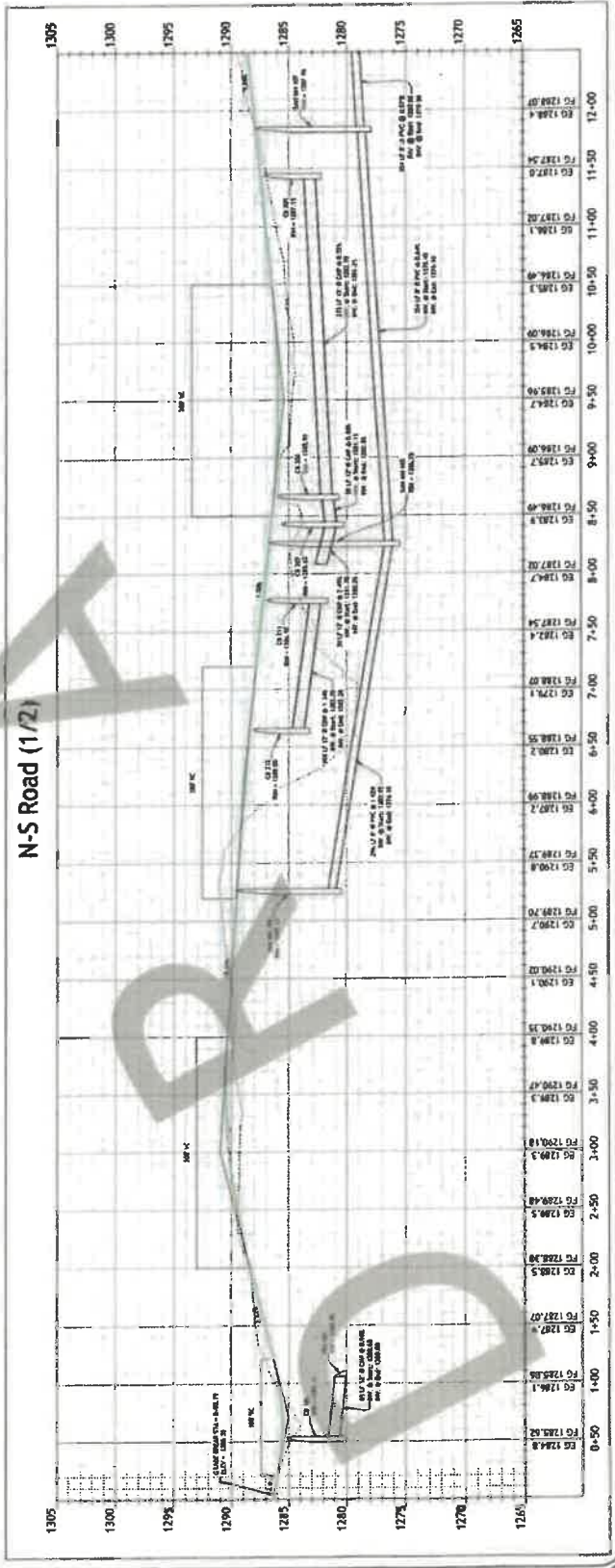
DATE	NO.	REVISION

PLEASE NOTE THAT THE PLAN WILL BE PROVIDED BY THE OWNER.  
 CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LOCATIONS OF ALL UTILITIES AND STRUCTURES PRIOR TO CONSTRUCTION.  
 ANY CHANGES TO THE PLAN SHALL BE PROVIDED BY THE OWNER.  
 PROJECT NO. P-2024-01



PROJECT OWNER  
 SECTION 11, TOWNSHIP 136, RANGE 29  
 PEQUOT LAKES, CROW WING COUNTY, MN  
 P&P - N-S Road 1  
 SCALE: VERTICAL: 1"=10'  
 HORIZONTAL: 1"=40'

Sheet No. 07



N-S Road (1/2)

VERTICAL SCALE: 1"=10'  
 HORIZONTAL SCALE: 1"=40'

PROJECT OWNER  
SECTION 11, TOWNSHIP 136, RANGE 29  
PEQUOT LAKES, CROW WING COUNTY, MN  
P&P - N-S Road 2

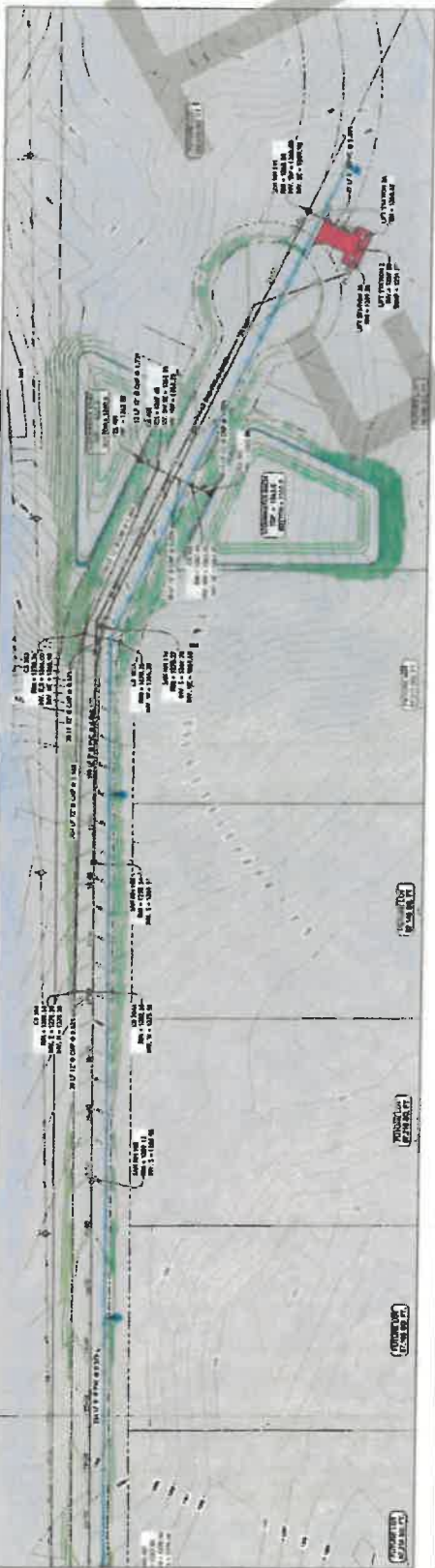
DATE: 02/28/2014  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
SCALE: [Scale]



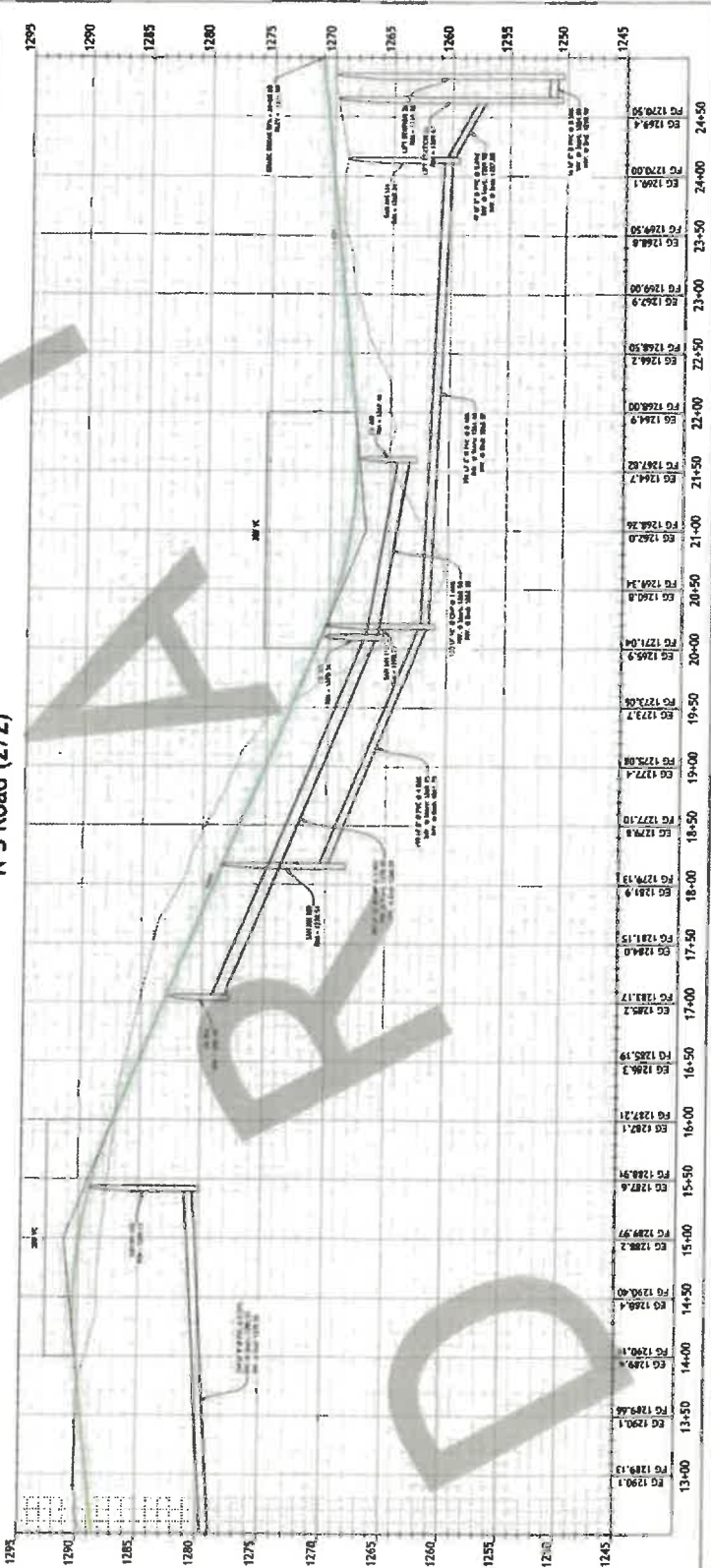
PROJECT NO. P140201  
DATE: [Date]  
SCALE: [Scale]

NO.	REVISION	DATE

VERTICAL SCALE: 1"=5'  
HORIZONTAL SCALE: 1"=1'



### N-S Road (2/2)







Building a Better World  
for All of Us™

## MEMORANDUM

TO: John McGary  
PLAID LLC

FROM: Justin Anibas, PE (MN), PTOE

DATE: November 4, 2024

RE: Pequot Lake Gas Station Traffic Impact Study - Access Discussion  
SEH No. PLAID 179671

This technical memorandum discusses the findings related to the new access for the proposed gas station development in Pequot Lakes, MN. The proposed access is located along Main Street, approximately 340-feet west of the southbound TH 371 ramp roundabout intersection and will serve as the primary access for the proposed gas station site.

### PROPOSED DEVELOPMENT

The proposed gas station site includes 22 fueling stations (20 for passenger vehicles, 2 for heavy trucks) with a 10,000 square foot (SF) convenience store, a car wash, and parking for 12 semi-trucks.

Typically, the Institute of Transportation Engineers; (ITE) Trip Generation Manual, 11<sup>th</sup> Edition would be used to estimate the number of trips generated by the proposed development during the AM and PM peak hours as well as daily trips. However, for this project, the developer provided their own trip generation information, which was used to estimate trips for this study. The developer trip generation rates are based on a study where trip generation data was collected at 86 similar gas stations with convenience stores in similar areas with similar sizes to the proposed gas station. For reference, the ITE Trip Generation Manual has less than 10 studies at similarly sized gas stations with convenience stores.

With gas station developments, a majority of the trips to/from the site are not “primary” trips to/from the area as most gas station trips are stops of convenience as part of a longer trip as opposed to being the primary purpose of the trip. The ITE Trip Generation Handbook, 3<sup>rd</sup> Edition suggests that only approximately 20% of gas station trips are primary trips where the sole purpose is to travel to/from the gas station. The remaining 80% of trips are either pass-by (60%) or diverted trips (20%). Pass-by and diverted trips are not new trips to the study area, rather rerouted existing trips; therefore, only approximately 20% of the generated trips for the proposed gas station are new trips in the area.

Pass-by trips are trips that are already traveling past the gas station that stop at the gas station on the way to their destination. Diverted trips are trips that are traveling in the area that slightly divert the trip to stop at the gas station before continuing to their destination. For the proposed site, the pass-by and diverted trips were combined and are considered trips traveling through the area on TH 371, Main Street and/or CSAH 11. These trips would all slightly change their route to stop at the gas station before continuing with their trips.

**Table 1** summarizes the trip generation estimates for the proposed gas station site for the AM peak hour, PM peak hour, and daily including the total trips and a breakdown of primary, pass-by, and diverted trips.

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 3535 Vadnais Center Drive, St. Paul, MN 55110-3507  
651.490.2000 | 800.325.2055 | 888.908.8166 fax | [sehinc.com](http://sehinc.com)  
SEH is 100% employee-owned | Affirmative Action—Equal Opportunity Employer

**Table 1 – Site Trip Generation – Proposed Gas Station**

Trip Type	Daily Trips	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b>Total Trips<sup>1</sup></b>	<b>3,460</b>	<b>132</b>	<b>132</b>	<b>264</b>	<b>143</b>	<b>143</b>	<b>286</b>
Primary Trips (20%) <sup>2</sup>	692	26	26	52	29	29	58
Pass-by Trips (60%) <sup>2</sup>	2,076	80	80	160	85	85	170
Diverted Trips (20%) <sup>2</sup>	692	26	26	52	29	29	58

1 Trip generation estimates based on the trip generation rates provided by the developer.  
 2 Primary, pass-by, and diverted trip estimates based on the ITE Trip Generation Handbook, 3<sup>rd</sup> Edition

**ACCESS REVIEW**

As part of the site development, a new north-south public roadway will be constructed, which will connect to Main Street approximately 340 feet west of the Main Street/CSAH 11 and southbound TH 371 ramp roundabout intersection. Additionally, a new east-west public roadway will be constructed to connect to Bergquist Drive to provide further access to Main Street. As part of this study, the new north-south public roadway connection to Main Street was reviewed to determine if any access reduction (i.e. ¾ access or right-in/right-out) is needed to maintain adequate access spacing and safety along the Main Street corridor.

It is important to provide adequate sight distance to maintain safe intersection operations, therefore, intersection sight distance at the primary gas station access was reviewed. Based on the *MnDOT Road Design Manual*, Chapter 5, the sight distance required for a right or left turning passenger vehicle from the minor street looking east is 290 feet, which is less than the 340-foot spacing between the roundabout the proposed gas station access. However, the required sight distance for a semi-truck is 465 feet, which would extend well into the roundabout and would likely be obstructed by the center island of the roundabout. The proposed gas station has both semi-truck fueling stations and semi-truck parking and, therefore, is expected to serve heavy vehicles fairly regularly, a significant portion of which would likely go to/come from TH 371. The proposed access location would not provide adequate sight distance for the expected southbound left turning semi-truck traffic. However, if the gas station site were designed to force all semi-truck traffic to use the new east-west public roadway connection to Bergquist Drive, the proposed gas station access would have adequate sight distance as a full access intersection.

Based on the *MnDOT Road Design Manual*, Chapter 5, the sight distance required for vehicles making a left turn from the major street is 245 feet for passenger vehicles and 330 feet for semi-trucks, which are both less than the 340-foot spacing between the roundabout the proposed access.

**CONCLUSION**

Based on the sight distance review, the proposed gas station access would have adequate sight distance as a full access intersection if there were no southbound left turning semi-truck traffic. To maintain full access at the primary gas station access, the gas station site plan should be designed to force all semi-truck traffic to use the new east-west public roadway connection to Bergquist Drive when exiting the site. It is recommended that curbing, channelization, or some other form of physical barrier be used to force semi-trucks to use the new east-west public roadway connection rather than simply using signage. Signage alone would not adequately prevent trucks from using the primary gas station access.

*This is for a sketch plan review only - no application!*

ARP #	_____
SF #	_____
Date	_____
DWSMA	_____

**CITY OF PEQUOT LAKES  
SUBDIVISION/REZONING APPLICATION**

Name of Applicant PLAID LLC Phone 6122078265

Mailing Address 18315 Minnetonka Blvd Suite 140 Email mrjohncmcgary@gmail.com

City, State, Zip Wayzata MN 55391

Applicant is:

Legal Owner

Contract Buyer

Option Holder

Agent

Other \_\_\_\_\_

Title Holder of Property:

PLAID LLC

(Name)

SAME

(Address)

Signature of Owner, authorizing application: *John McGary*

(By signing the owner is certifying that they have read and understood the instructions accompanying this application.)

Signature of Applicant (if different than owner): \_\_\_\_\_

(By signing the applicant is certifying that they have read and understood the instructions accompanying this application.)

Location of property involved in this request:

Main and 371 - proposed for the Kwik Trip location.

Parcel ID No. 219 Zoning District \_\_\_\_\_

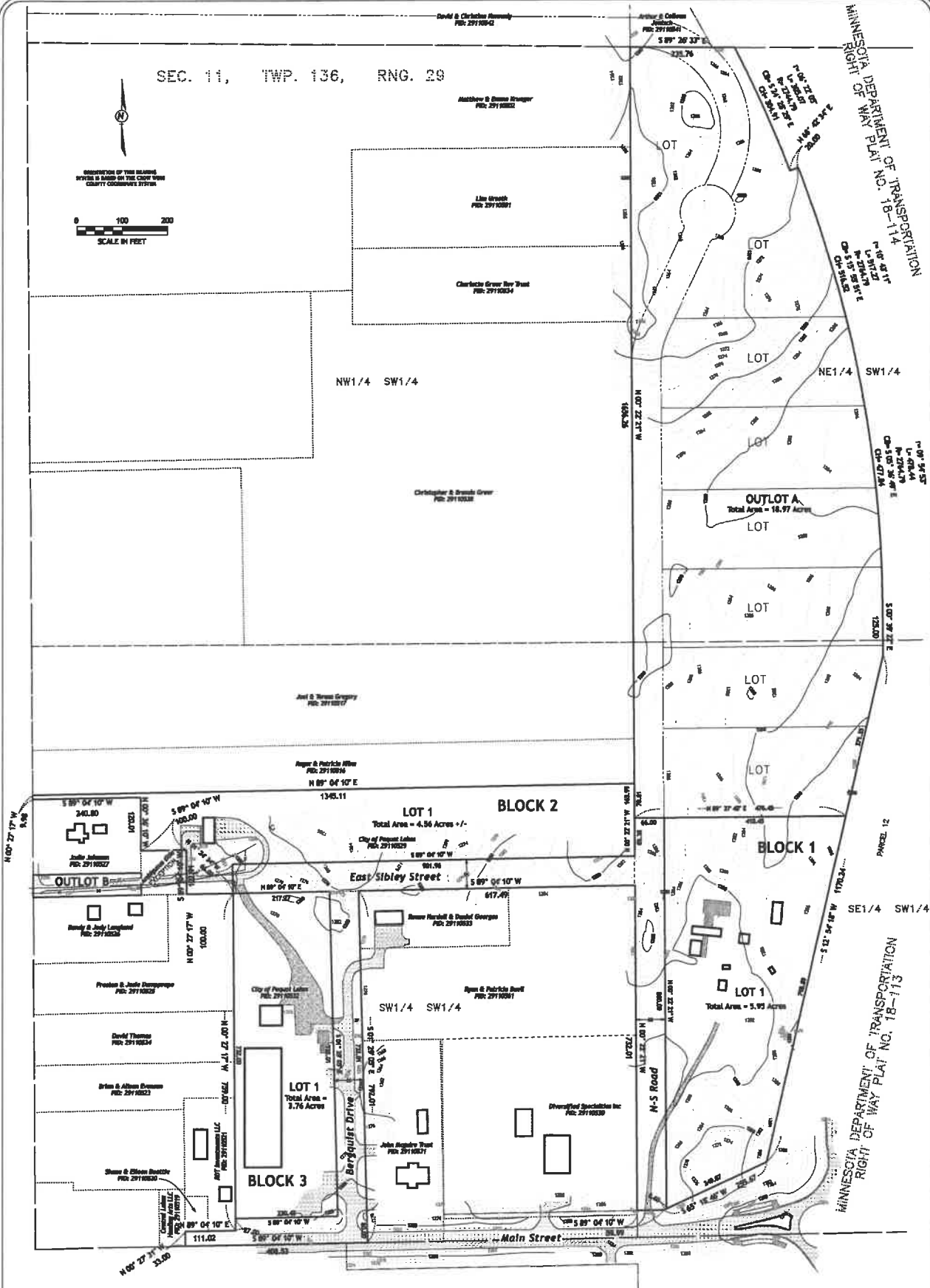
Nature of request (select only one):

- Preliminary Plat (X)
- Final Plat ( )
- Metes and Bounds ( )
- Rezoning ( )

*Sketch plan review only w/  
PC @ 1/27/25 mtg.  
\$150 @ pd for mtg.*

\*\*\* Please see the attached Checklist on Page 4.

SEC. 11, TWP. 136, RNG. 29



MINNESOTA DEPARTMENT OF TRANSPORTATION  
RIGHT OF WAY PLAT NO. 18-114

MINNESOTA DEPARTMENT OF TRANSPORTATION  
RIGHT OF WAY PLAT NO. 18-113

REV.	REVISIONS	DATE

**KLD**  
KRAMER LEAS DBLEO  
REGISTERED PROFESSIONAL LAND SURVEYORS  
MINNESOTA

**DRAFT**

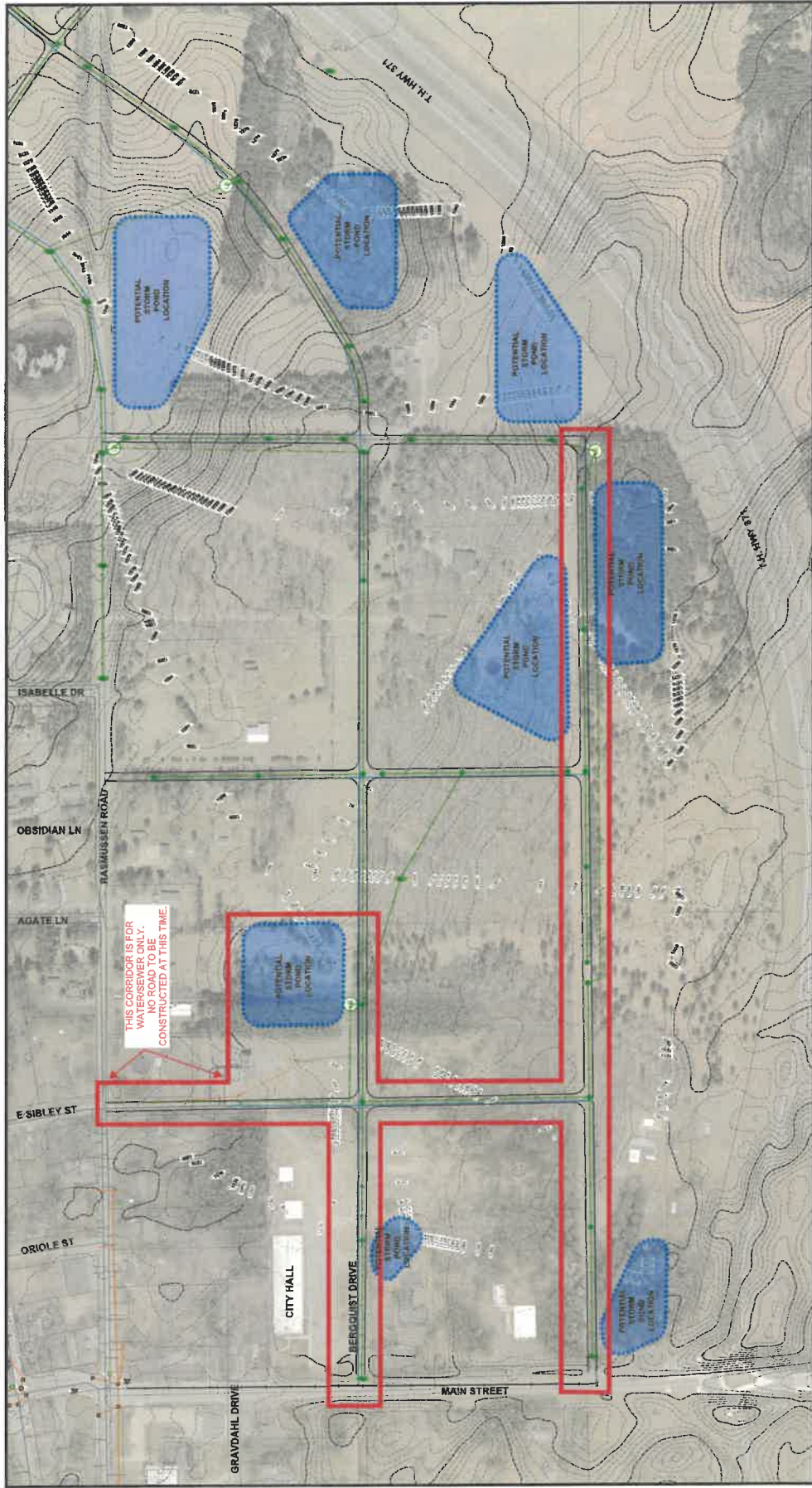
PROJECT NO. PLAID2401

Preliminary Plat of  
**PLAID**

For property sit: 4762 Main Street, Pequot Lakes  
Section 11, Township 136 North, Range 29 West  
Crow Wing County, Minnesota.

Sheet No. 1 of 1

DRAFT 2024-03-04



# NORTHWEST AREA

PEQUOT LAKES, MN



# WIDSETH

# PEQUOT LAKES PROJECT

CITY OF PEQUOT LAKES, COUNTY OF CROW WING, STATE OF MINNESOTA  
 LOCATED IN SECTION 11, TOWNSHIP 136, RANGE 29

## CONSTRUCTION PLANS

FOR  
 SITE IMPROVEMENTS, STORM SEWER, SEWER & WATER,  
 GRADING, DRAINAGE, AND EROSION CONTROL

### PREPARED FOR:

Plaid LLC  
 18315 Minnetonka Blvd #140  
 Wayzata, MN 55391

### PREPARED BY:

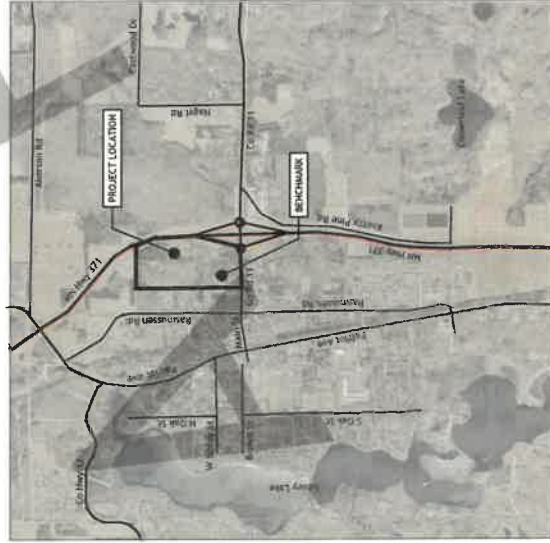


Brainerd/Baxter  
 1120 Industrial Park Road  
 Brainerd, MN 56401  
 Phone (218) 829-5333  
 Toll Free 1-866-816-5333  
 Fax (218) 829-5377  
 www.kidland.com

KLD PROJECT NO. PLAIDZ401 CONTACT: SAM DELEO, TONY POHL

## SHEET INDEX

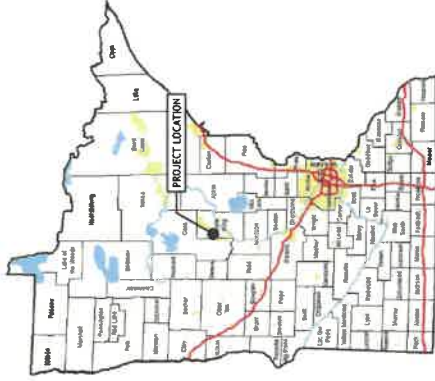
SHEET No.	SHEET TITLE
C1	COVER
C2	EXISTING CONDITIONS
C3	SITE PLAN
C4	FUTURE DEVELOPMENT
C5 - C8	PLAN & PROFILE
C9	GROSS ALIGNMENT STORM



VICINITY MAP  
 HTS

### BENCHMARK

TOP OF WELL LOCATED SOUTHWESTERLY OF  
 THE BUILDING AT 31095 BERQUIST DRIVE  
 ELEVATION = 1278.48 (NAVD '88)



NO.	REVISION	DATE

I HEREBY CERTIFY THAT THE SEALS AND SIGNATURES OF THE ENGINEER AND SURVEYOR ARE TRUE AND CORRECT AND THAT I AM A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

**KRAMER LEAS DELEO**  
 PROJECT NO. PLAIDZ401  
 NAME: \_\_\_\_\_ LAC. NO.: \_\_\_\_\_  
 DATE: \_\_\_\_\_

**PROJECT**  
 SECTION 11, TOWNSHIP 136, RANGE 29  
 PEQUOT LAKES, CROW WING COUNTY, MN

**Cover**  
 DATE: \_\_\_\_\_  
 ORDER: TP  
 ORDER: MV  
 DATE: \_\_\_\_\_

Sheet No. C1

### GOVERNING SPECIFICATIONS

- UNLESS OTHERWISE NOTED, ALL MATERIALS, CONSTRUCTION TECHNIQUES AND TESTING SHALL CONFORM TO THE FOLLOWING:
- THE CURRENT EDITION OF THE "STANDARD SPECIFICATIONS FOR TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION"
  - THE CURRENT EDITION OF THE "STANDARD SPECIFICATIONS FOR TRENCH EXCAVATION AND BACKFILL/SURFACE RESTORATION, 2011 WATERMAIN AND SERVICE LINE INSTALLATION AND REPAIR"
  - THE CURRENT EDITION OF THE "MINNESOTA PLUMBING CODE" AS PUBLISHED BY THE MINNESOTA DEPARTMENT OF LABOR AND INDUSTRY.

Existing Conditions

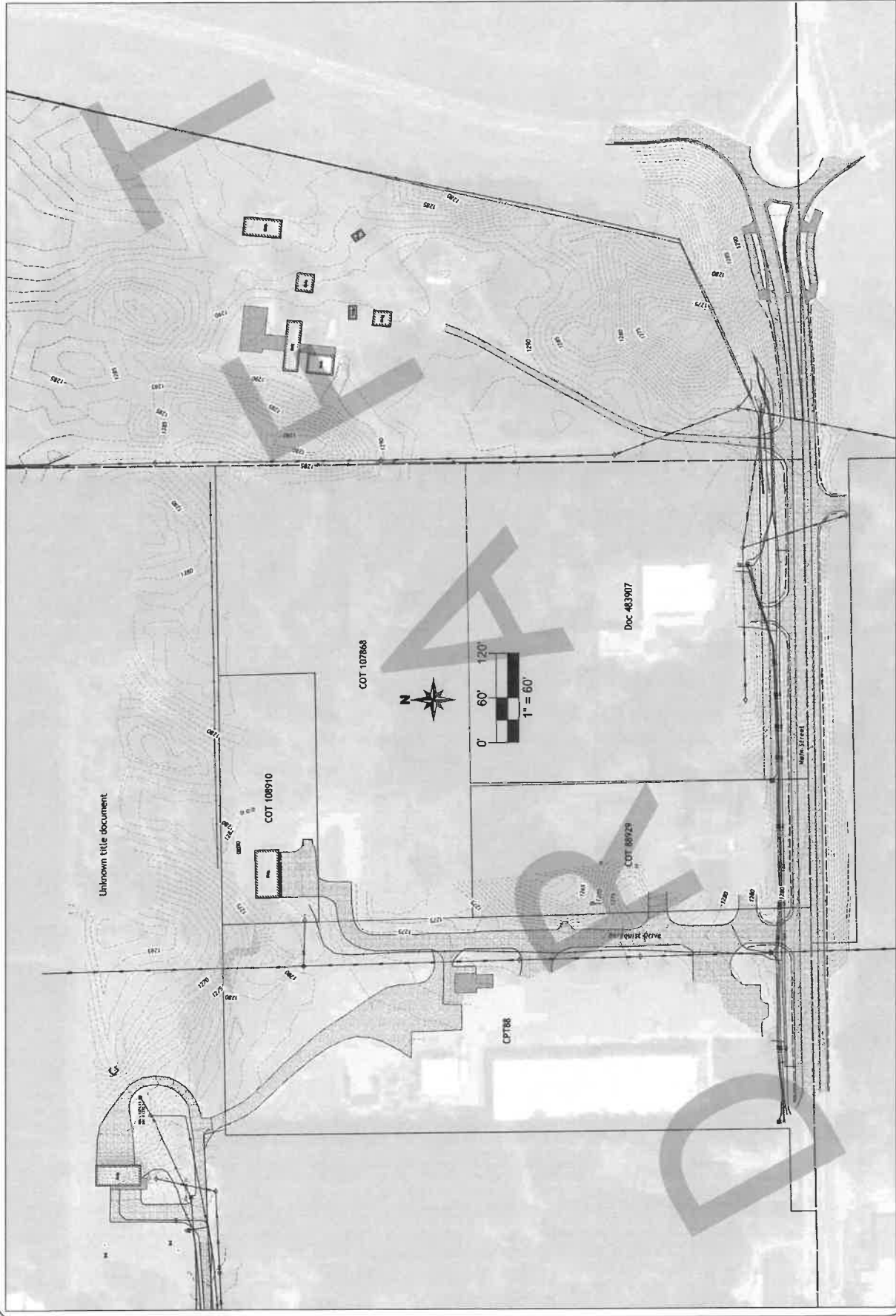
PROJECT OWNER  
SECTION 11, TOWNSHIP 136, RANGE 29  
PEQUOT LAKES, CROW WING COUNTY, MN

DATE: 04/02/24  
DRAWN BY: MW  
CHECKED BY: TJ  
SCALE: 1" = 60'



PROJECT NO. P1407401  
DATE: \_\_\_\_\_  
L.S. NO.: \_\_\_\_\_  
NAME: \_\_\_\_\_  
DATE: \_\_\_\_\_  
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER AND THAT I AM A RESIDENT OF THE STATE OF MINNESOTA.

NO.	REVISION	DATE



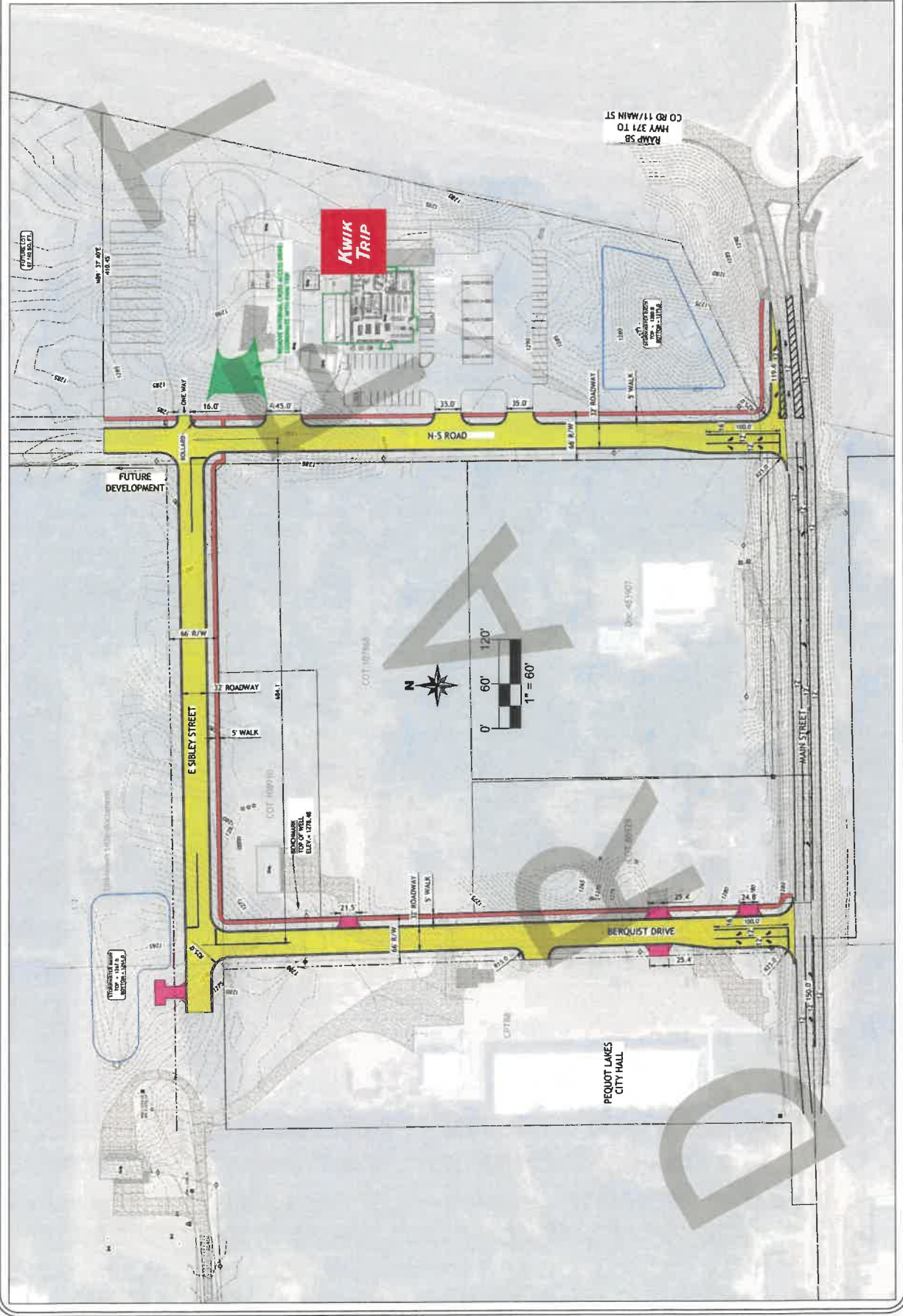
**PROJECT**  
 OWNER  
 SECTION 11, TOWNSHIP 136, RANGE 29  
 PEQUOT LAKES, CROW WING COUNTY, MN

DATE: 04/20/2014  
 DRAWING: 01  
 CHECKED: TP  
 SCALE: 1" = 60'



PROJECT NO. PLAD2401  
 I HEREBY CERTIFY THAT THE PLANS WERE PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

NO.	REVISION	DATE



### Future Development

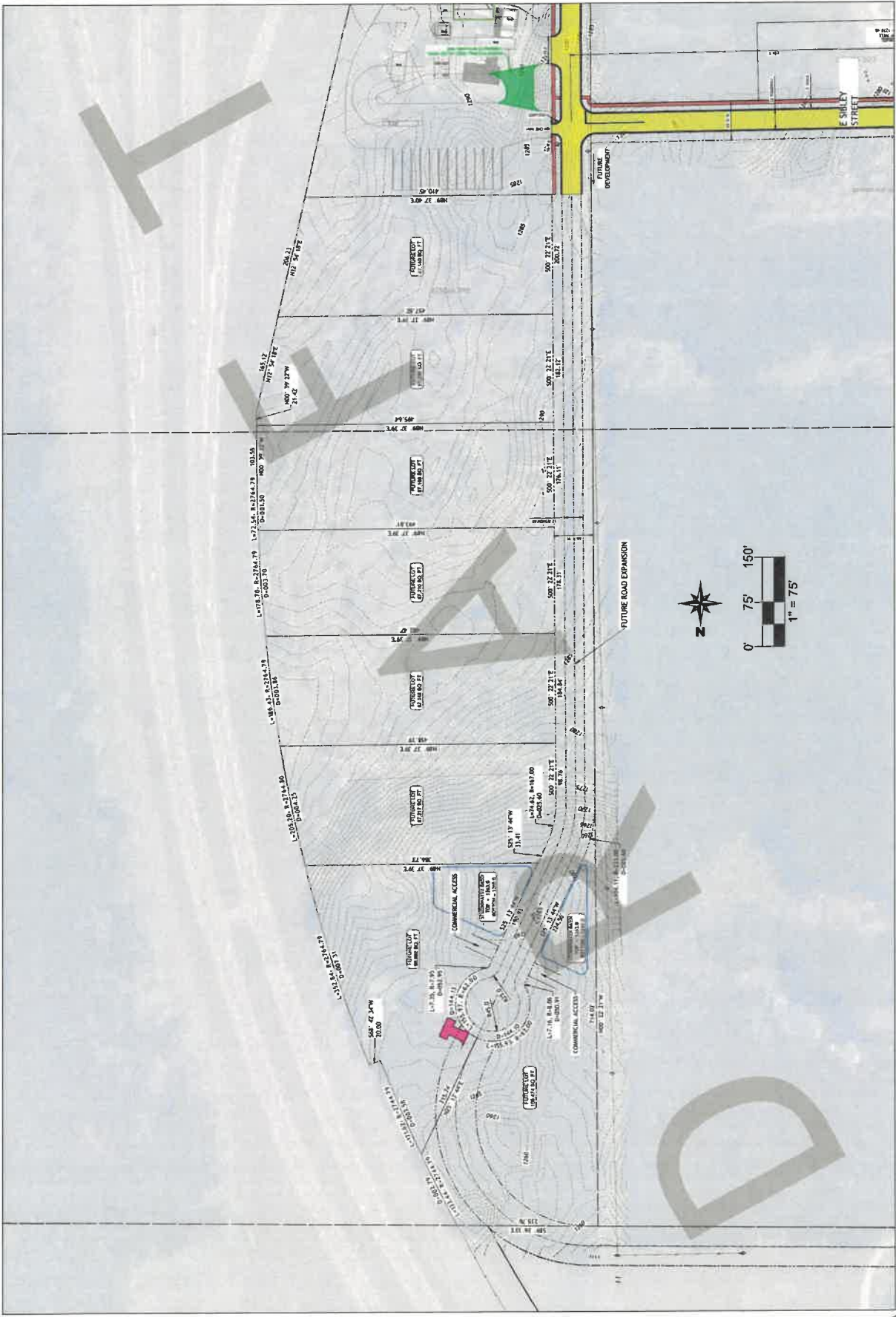
PROJECT  
SECTION 11, TOWNSHIP 136, RANGE 29  
REQUOT LAKES, CROW WING COUNTY, MN

DATE: 9/26/2016  
DESIGNED BY:  
CHECKED BY:  
SCALE: 1" = 75'



I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.  
NAME: \_\_\_\_\_ LIC. NO.: \_\_\_\_\_ DATE: \_\_\_\_\_  
PROJECT NO. PLAD23401

NO.	REVISION	DATE



**PROJECT**  
 SECTION 11, TOWNSHIP 136, RANGE 29  
 PEQUOT LAKES, CROW WING COUNTY, MN

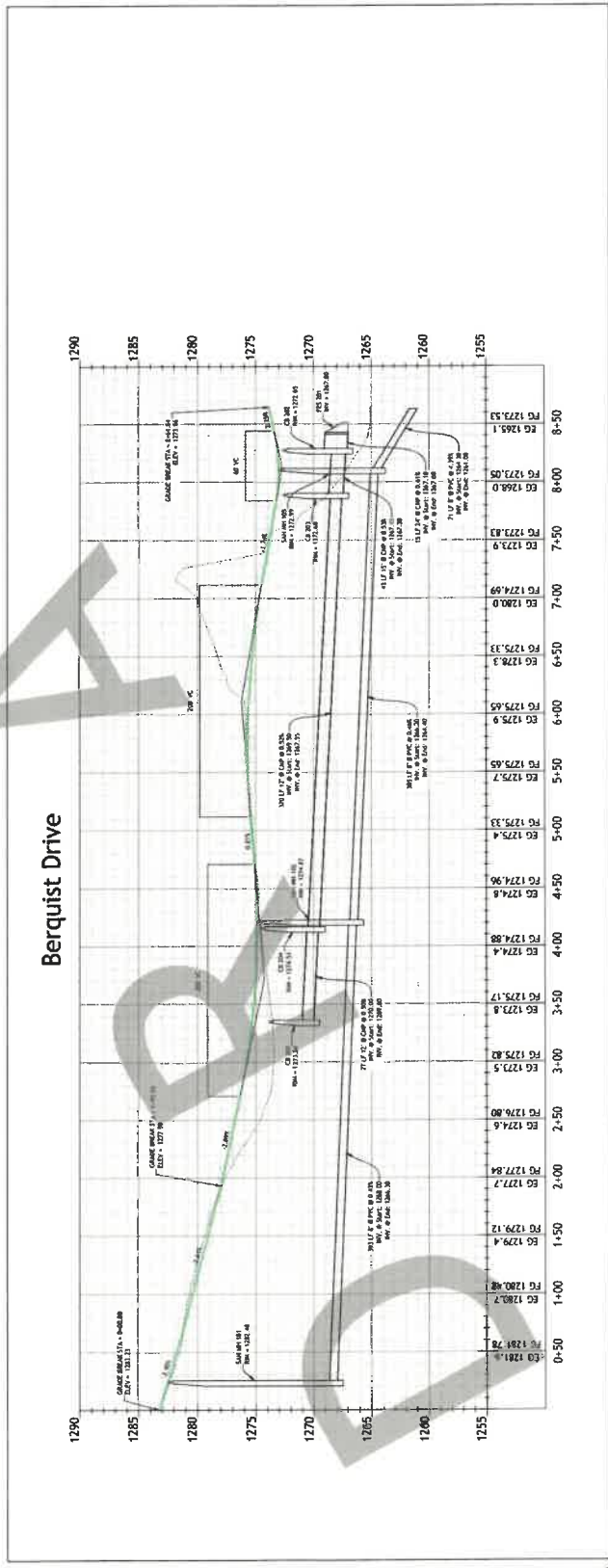
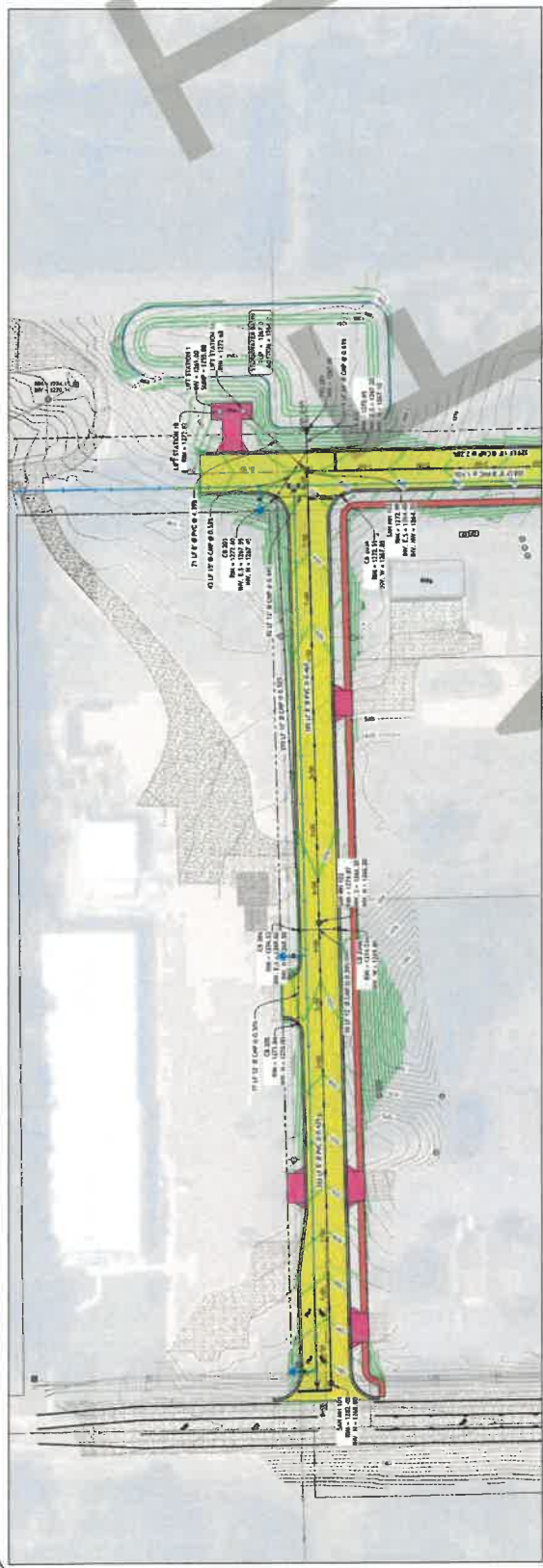
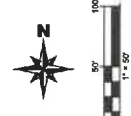
DATE: 11/20/2014  
 DESIGNED: MW  
 CHECKED: TP  
 SCALE: VARS



I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.  
 NAME: \_\_\_\_\_ LIC. NO.: \_\_\_\_\_ DATE: \_\_\_\_\_  
 PROJECT NO. PLAND2401

NO.	REVISION	DATE

VERTICAL SCALE: 1"=5'  
 HORIZONTAL SCALE: 1"=1'



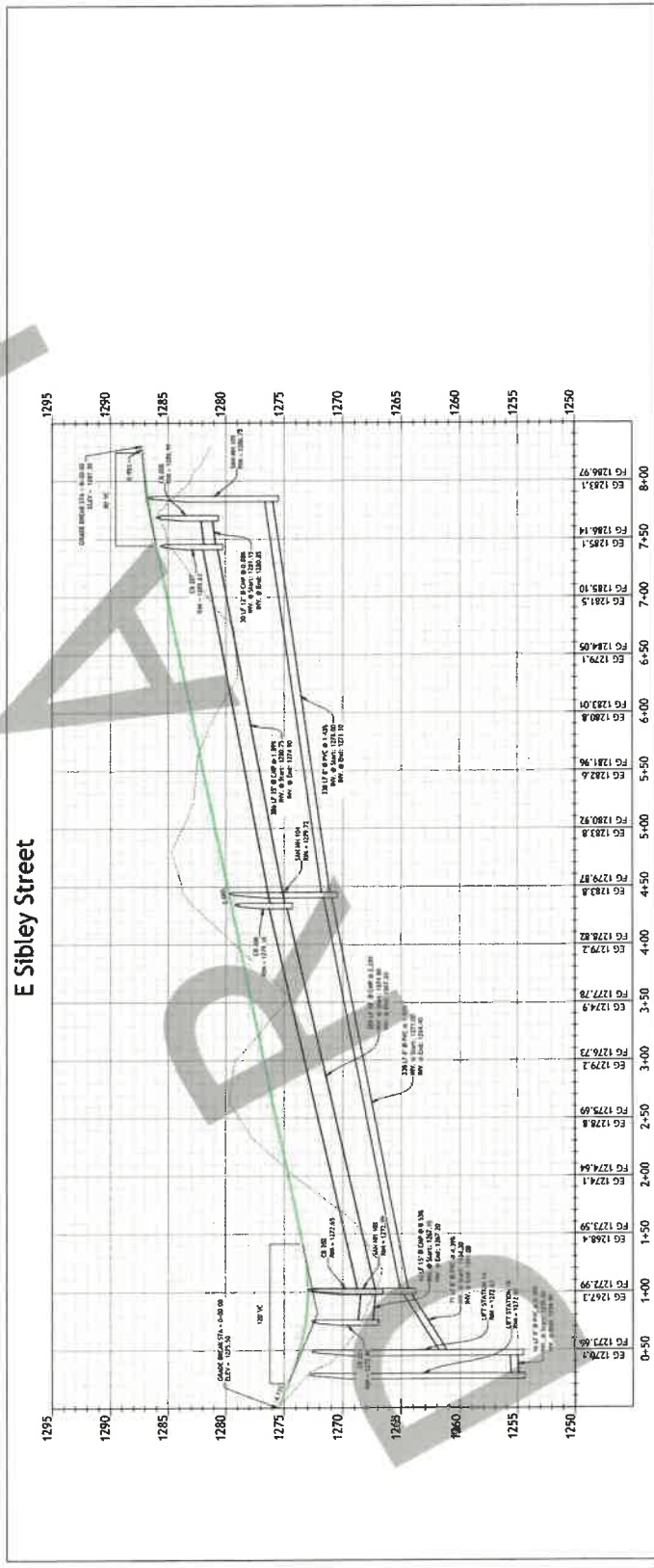
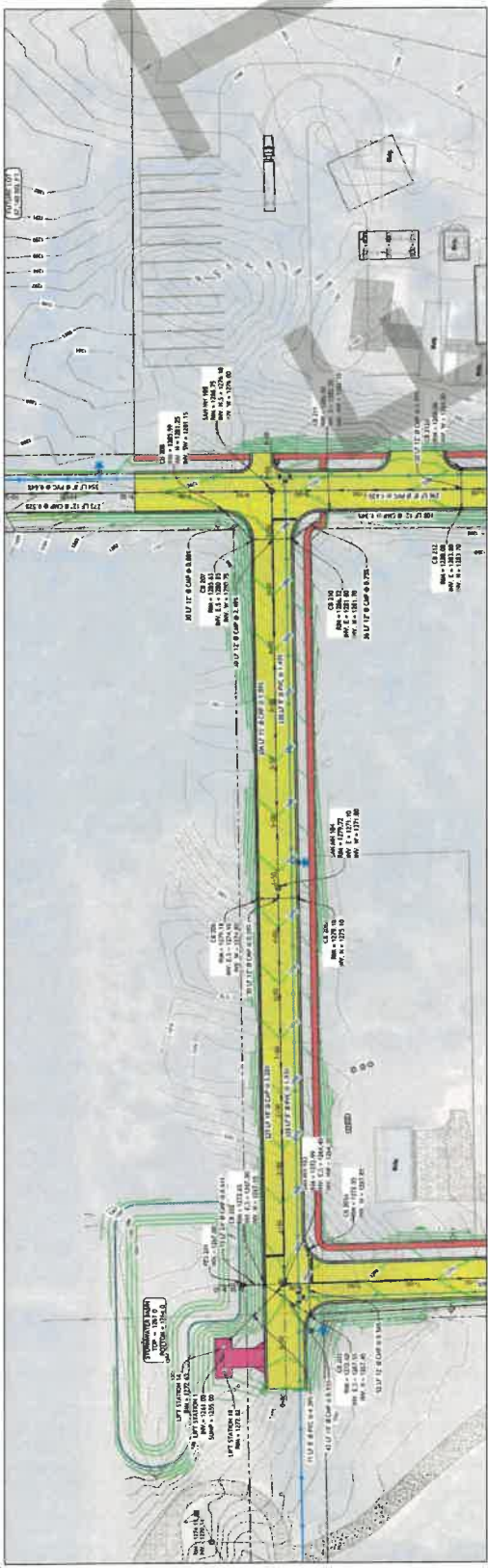
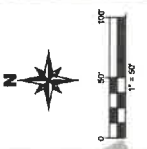
**PROJECT**  
 OWNER  
 SECTION 11, TOWNSHIP 136, RANGE 29  
 PEQUOT LAKES, CROW WING COUNTY, MN  
**P&P - E Sibley Street**

DATE: 11/20/2014  
 DRAWN BY: JMM  
 CHECKED BY: JMM  
 SCALE: VERT: 1"=5'  
 HORIZ: 1"=40'



PROJECT NO. P1402401  
 NAME: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 I HEREBY CERTIFY THAT THE PLANS AND SPECIFICATIONS WERE PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

NO.	REVISION	DATE



VERTICAL SCALE: 1"=5'  
 HORIZONTAL SCALE: 1"=40'

E Sibley Street



PROJECT  
OWNER  
SECTION 11, TOWNSHIP 136, RANGE 29  
P&P - N-S Road 2  
REQUOT LAKES, CROW WING COUNTY, MN

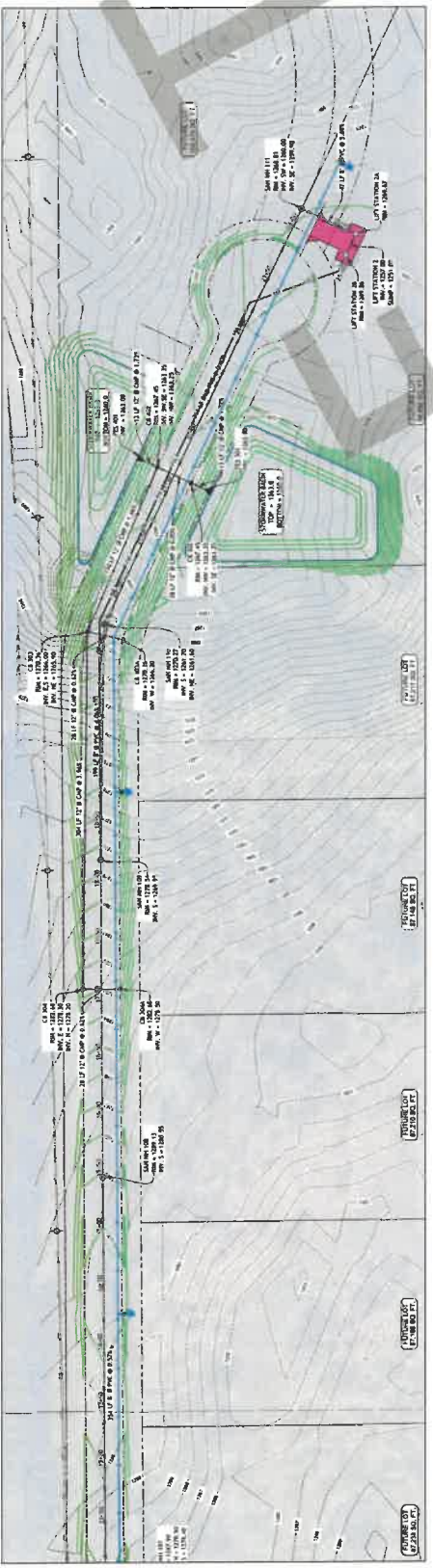
DATE: 04/20/23  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
SCALE: VARIOUS



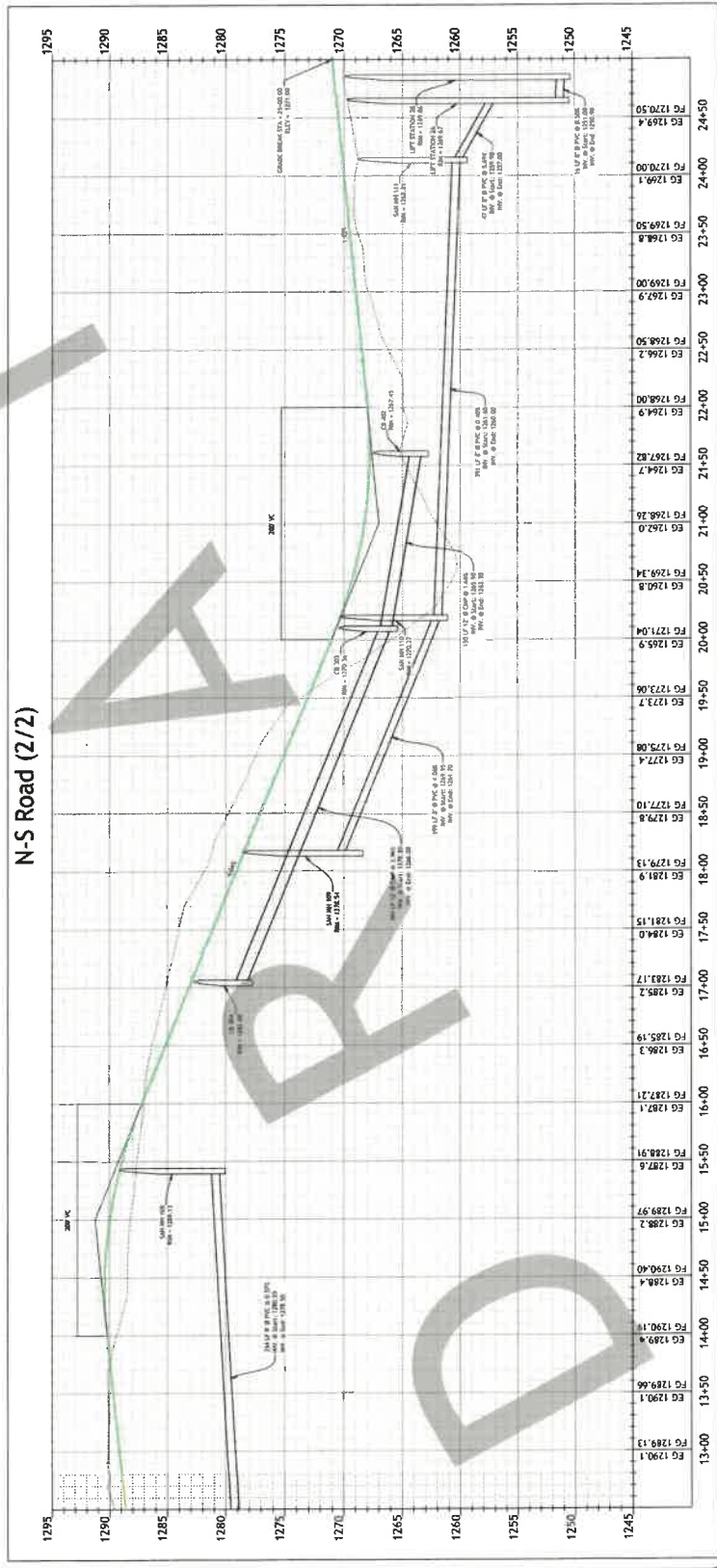
PROJECT NO. PLAD2401  
DATE: [Date]  
L.S. NO.: [Number]  
NAME: [Name]

NO.	REVISION	DATE

HORIZONTAL SCALE: 1"=4'  
VERTICAL SCALE: 1"=5'



N-S Road (2/2)



VERTICAL SCALE: 1"=4'  
HORIZONTAL SCALE: 1"=1'

Sheet No. C9

PROJECT  
OWNER  
SECTION 11, TOWNSHIP 136, RANGE 29  
PEQUOT LAKES, CROW WING COUNTY, MN

DATE: 04/20/24  
DESIGNED: JAV  
CHECKED: TP  
SCALE: VARIOUS



DESIGNER'S CERTIFICATE THAT THIS PLAN WAS PREPARED BY AN LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.  
DATE: \_\_\_\_\_  
LIC. NO.: \_\_\_\_\_  
NAME: \_\_\_\_\_  
PROJECT NO. PL402401

NO.	REVISION	DATE

