Joint Application Form for Activities Affecting Water Resources in Minnesota

This joint application form is the accepted means for initiating review of proposals that may affect a water resource (wetland, tributary, lake, etc.) in the State of Minnesota under state and federal regulatory programs. Applicants for Minnesota Department of Natural Resources (DNR) Public Waters permits **MUST** use the MPARS online permitting system for submitting applications to the DNR. Applicants can use the information entered into MPARS to substitute for completing parts of this joint application form (see the paragraph on MPARS at the end of the joint application form instructions for additional information). This form is only applicable to the water resource aspects of proposed projects under state and federal regulatory programs; other local applications and approvals may be required. Depending on the nature of the project and the location and type of water resources impacted, multiple authorizations may be required as different regulatory programs have different types of jurisdiction over different types of resources.

Regulatory Review Structure

Federal

The St. Paul District of the U.S. Army Corps of Engineers (Corps) is the federal agency that regulates discharges of dredged or fill material into waters of the United States (wetlands, tributaries, lakes, etc.) under Section 404 of the Clean Water Act (CWA) and regulates work in navigable waters under Section 10 of the Rivers and Harbors Act. Applications are assigned to Corps project managers who are responsible for implementing the Corps regulatory program within a particular geographic area.

State

There are three state regulatory programs that regulate activities affecting water resources. The Wetland Conservation Act (WCA) regulates most activities affecting wetlands. It is administered by local government units (LGUs) which can be counties, townships, cities, watershed districts, watershed management organizations or state agencies (on state-owned land). The Minnesota DNR Division of Ecological and Water Resources issues permits for work in specially-designated public waters via the Public Waters Work Permit Program (DNR Public Waters Permits). The Minnesota Pollution Control Agency (MPCA) under Section 401 of the Clean Water Act certifies that discharges of dredged or fill material authorized by a federal permit or license comply with state water quality standards. One or more of these regulatory programs may be applicable to any one project.

Required Information

Prior to submitting an application, applicants are **strongly encouraged** to seek input from the Corps Project Manager and LGU staff to identify regulatory issues and required application materials for their proposed project. Project proponents can request a pre-application consultation with the Corps and LGU to discuss their proposed project by providing the information required in Sections 1 through 5 of this joint application form to facilitate a meaningful discussion about their project. Many LGUs provide a venue (such as regularly scheduled technical evaluation panel meetings) for potential applicants to discuss their projects with multiple agencies prior to submitting an application. Contact information is provided below.

The following bullets outline the information generally required for several common types of determinations/authorizations.

- For delineation approvals and/or jurisdictional determinations, submit Parts 1, 2 and 5, and Attachment A.
- For activities involving CWA/WCA exemptions, WCA no-loss determinations, and activities not requiring mitigation, submit Parts 1 through 5, and Attachment B.
- For activities requiring compensatory mitigation/replacement plan, submit Parts 1 thru 5, and Attachments C and D.
- For local road authority activities that qualify for the state's local road wetland replacement program, submit Parts 1 through 5, and Attachments C, D (if applicable), and E to both the Corps and the LGU.

Submission Instructions

Send the completed joint application form and all required attachments to:

U.S Army Corps of Engineers. Applications may be sent directly to the appropriate Corps Office. For a current listing of areas of responsibilities and contact information, visit the St. Paul District's website at: http://www.mvp.usace.army.mil/Missions/Regulatory.aspx and select "Minnesota" from the contact Information box. Alternatively, applications may be sent directly to the St. Paul District Headquarters and the Corps will forward them to the appropriate field office.

Section 401 Water Quality Certification: Applicants do not need to submit the joint application form to the MPCA unless specifically requested. The MPCA will request a copy of the completed joint application form directly from an applicant when they determine an individual 401 water quality certification is required for a proposed project.

Wetland Conservation Act Local Government Unit: Send to the appropriate Local Government Unit. If necessary, contact your county Soil and Water Conservation District (SWCD) office or visit the Board of Water and Soil Resources (BWSR) web site (www.bwsr.state.mn.us) to determine the appropriate LGU.

DNR Public Waters Permitting: In 2014 the DNR will begin using the Minnesota DNR Permitting and Reporting System (MPARS) for submission of Public Waters permit applications (https://webapps11.dnr.state.mn.us/mpars/public/authentication/login). Applicants for Public Waters permits **MUST** use the MPARS online permitting system for submitting applications to the DNR. To avoid duplication and to streamline the application process among the various resource agencies, applicants can use the information entered into MPARS to substitute for completing parts of this joint application form. The MPARS print/save function will provide the applicant with a copy of the Public Waters permit application which, at a minimum, will satisfy Parts one and two of this joint application. For certain types of activities, the MPARS application may also provide all of the necessary information required under Parts three and four of the joint application. However, it is the responsibility of the Applicant to make sure that the joint application contains all of the required information, including identification of all aquatic resources impacted by the project (see Part four of the joint application). After confirming that the MPARS application contains all of the required information in Parts one and two the Applicant may attach a copy to the joint application and fill in any missing information in the remainder of the joint application.

PART ONE: Applicant Information

If applicant is an entity (company, government entity, partnership, etc.), an authorized contact person must be identified. If the applicant is using an agent (consultant, lawyer, or other third party) and has authorized them to act on their behalf, the agent's contact information must also be provided.

Applicant/Landowner Name: Randy McDonough, McDonough Farms, LLC.
Mailing Address: 15760 Acorn Trail, Faribault, MN 55021
Phone: 507, 332-2266
E-mail Address: scott.brown@met-con.com

Authorized Contact (do not complete if same as above): John Schulte, PE, Jones Haugh & Smith, Inc.
Mailing Address: 415 West North Street, Owatonna, MN 55060
Phone: 507, 451-4598
E-mail Address: john5@jhseng.com

Agent Name: Robert Merila, Aquatic EcoSolutions, Inc.
Mailing Address: PO Box 497, Nevis, MN 56467
Phone: 877, 346-3474
E-mail Address: robertmerila@arvig.net

PART TWO: Site Location Information

County: Blue Earth **City/Township: Mankato**
Parcel ID and/or Address: R430911300021
Legal Description (Section, Township, Range): Sec 11, T 108 N, R 26 W
Lat/Long (decimal degrees): 44.16908 / 93.92710
Attach a map showing the location of the site in relation to local streets, roads, highways.
Approximate size of site (acres) or if a linear project, length (feet): Approximately 17 acres

If you know that your proposal will require an individual Permit from the U.S. Army Corps of Engineers, you must provide the names and addresses of all property owners adjacent to the project site. This information may be provided by attaching a list to your application or by using block 25 of the Application for Department of the Army permit which can be obtained at:

http://www.mvp.usace.army.mil/Portals/57/docs/regulatory/RegulatoryDocs/engform_4345_2012oct.pdf

PART THREE: General Project/Site Information

If this application is related to a delineation approval, exemption determination, jurisdictional determination, or other correspondence submitted ***prior to*** this application then describe that here and provide the Corps of Engineers project number.

Describe the project that is being proposed, the project purpose and need, and schedule for implementation and completion. The project description must fully describe the nature and scope of the proposed activity including a description of all project elements that effect aquatic resources (wetland, lake, tributary, etc.) and must also include plans and cross section or profile drawings showing the location, character, and dimensions of all proposed activities and aquatic resource impacts.

The Met-Con Addition project is a Commercial/Industrial subdivision with large lots in the eastern developing fringe of Mankato immediately south of an exit from Trunk Highway 14 at the location of a popular truck stop. This is a premier location for Commercial/Industrial buildings to be built because of the quick access to a well-used divided highway that reduces heavy

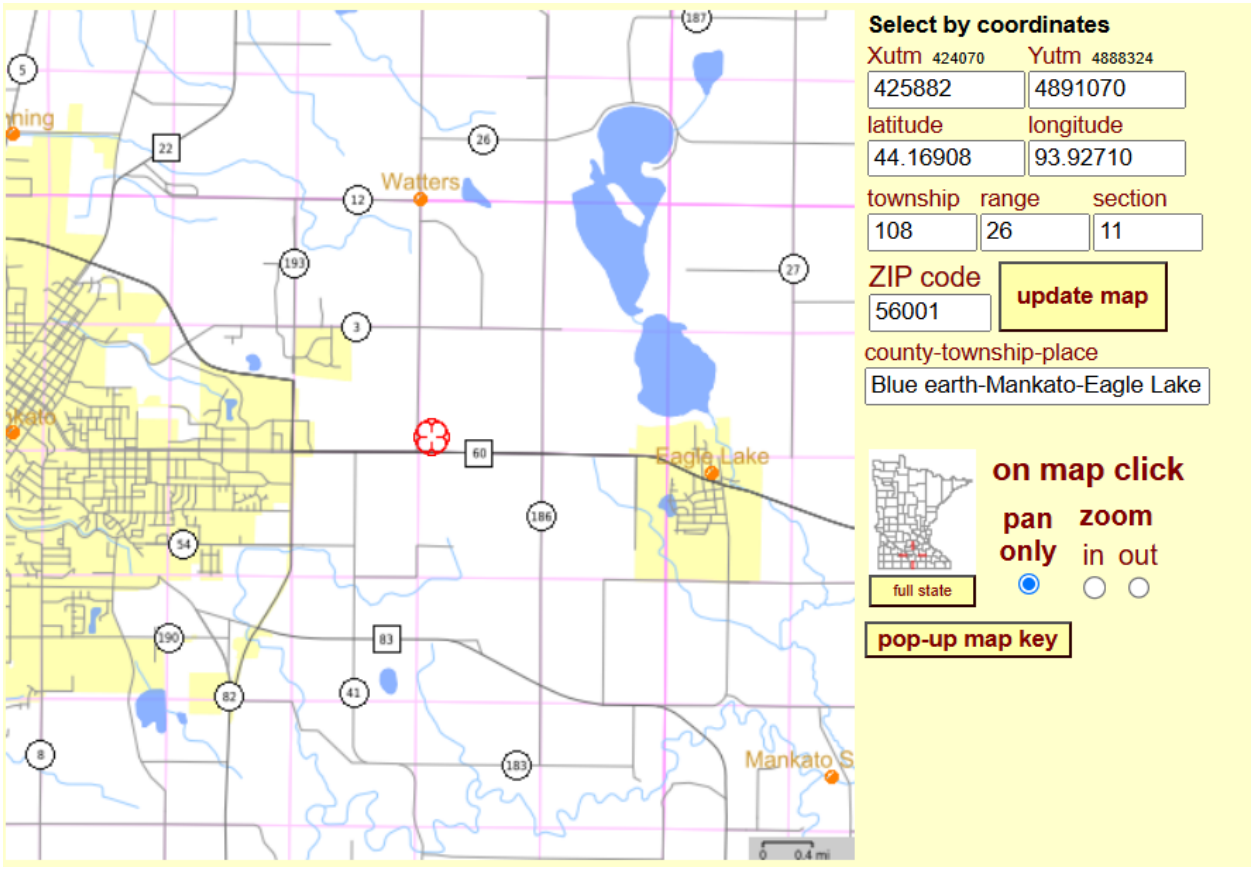
truck travel on City roads and increases the number of businesses in Mankato. It has been determined that development within Blue Earth County is encouraged to be done within City limits instead of outside cities, so this property is being annexed into the City of Mankato with the goal of maximizing it for Commercial/Industrial development. By maximizing the number of Commercial/Industrial lots that are built on this property, it will reduce the demand for other properties to be annexed into the City of Mankato and will reduce overall suburban sprawl along with reducing heavy truck travel on City roadways.

The lots are large because Commercial/Industrial buildings are sprawling by nature, and because large trucks need room to maneuver into and out of the loading/unloading docks. This former agricultural field with three degraded farmed wetlands is the ideal location to add these large lots to the City of Mankato.

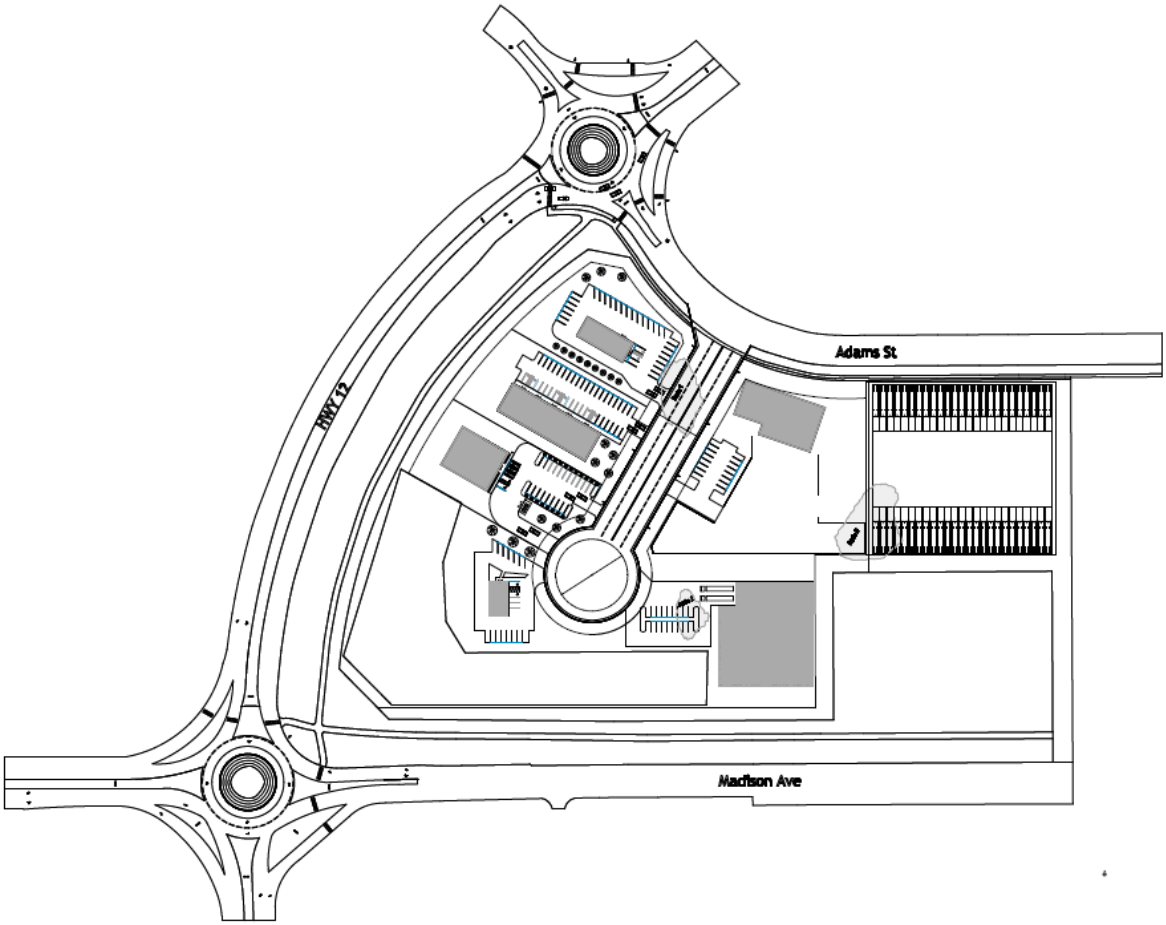
As required by engineering specifications, this subdivision has a properly sized stormwater management pond that will collect hard-surface runoff and hold it on-site for the proper length of time and will treat it before that water either percolates into the ground or runs off beyond the perimeter of this subdivision to flow down-slope. This stormwater ponding area takes up a sizable portion of this subdivision in order to provide this water management.

By using this property on the western fringe of Mankato next to the highway access and adjacent to a truck stop, large truck traffic on City roadways will be reduced. If this Commercial/Industrial subdivision were located along the southern developing fringe of Mankato, the large trucks would have to drive through the busy roadways in Mankato and would degrade the roads faster than if they did not have to travel on them. Truck traffic slowdowns on City roadways would also be eliminated by having this subdivision right next to on-off ramps to a main highway.

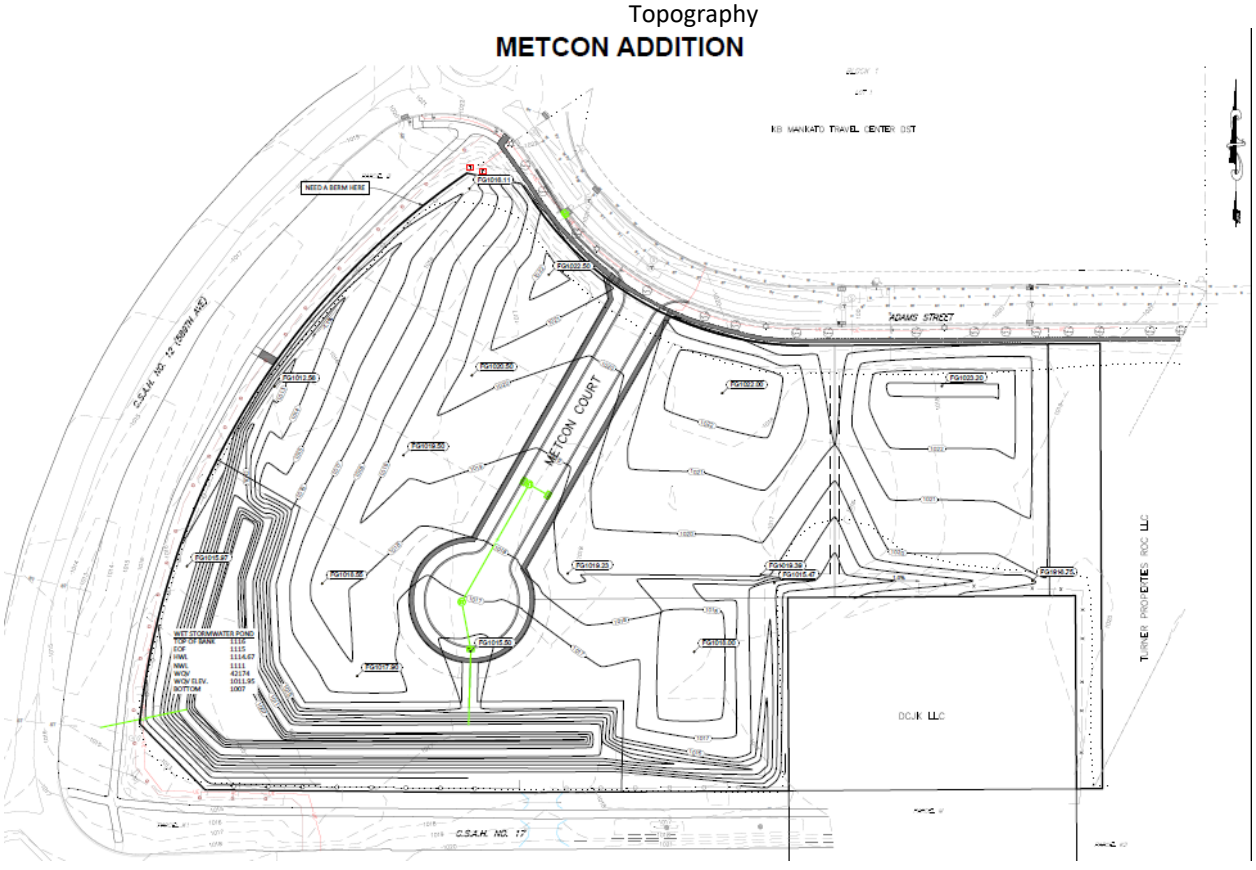
Site Location



Preliminary Site Design with Anticipated Land Useage



Topography



PART FOUR: Aquatic Resource Impact[1] Summary

If your proposed project involves a direct or indirect impact to an aquatic resource (wetland, lake, tributary, etc.) identify each impact in the table below. Include all anticipated impacts, including those expected to be temporary. Attach an overhead view map, aerial photo, and/or drawing showing all of the aquatic resources in the project area and the location(s) of the proposed impacts. Label each aquatic resource on the map with a reference number or letter and identify the impacts in the following table.

Aquatic Resource ID (as noted on overhead view)	**Aquatic Resource Type** (wetland, lake, tributary etc.)	**Type of Impact** (fill, excavate, drain, or remove vegetation)	**Duration of Impact** Permanent (P) or Temporary (T)[1]	**Size of Impact**[2]	**Overall Size of Aquatic Resource** [3]	**Existing Plant Community Type(s)** in Impact Area[4]	**County, Major Watershed #, and Bank Service Area #** of Impact Area[5]
Basin 1	Farmed Wetland	Fill	P	6,262 sf	N/A	Seas Fld Basin	Blue Earth
Basin 2	Farmed Wetland	Fill	P	2,811 sf	N/A	Seas Fld Basin	28, 9
Basin 3	Farmed Wetland	Fill	P	9.719 sf	N/A	Seas Fld Basin/ Frsh Wet Mdw	
				18,792 sf			
				0.4314 acre			

[1]If impacts are temporary; enter the duration of the impacts in days next to the "T". For example, a project with a temporary access fill that would be removed after 220 days would be entered "T (220)".
[2]Impacts less than 0.01 acre should be reported in square feet. Impacts 0.01 acre or greater should be reported as acres and rounded to the nearest 0.01 acre. Tributary impacts must be reported in linear feet of impact and an area of impact by indicating first the linear feet of impact along the flowline of the stream followed by the area impact in parentheses). For example, a project that impacts 50 feet of a stream that is 6 feet wide would be reported as 50 ft (300 square feet).
[3]This is generally only applicable if you are applying for a de minimis exemption under MN Rules 8420.0420 Subp. 8, otherwise enter "N/A".
[4]Use *Wetland Plants and Plant Community Types of Minnesota and Wisconsin* 3rd Ed. as modified in MN Rules 8420.0405 Subp. 2.
[5]Refer to Major Watershed and Bank Service Area maps in MN Rules 8420.0522 Subp. 7.

If any of the above identified impacts have already occurred, identify which impacts they are and the circumstances associated with each:

PART FIVE: Applicant Signature

☐ Check here if you are requesting a pre-application consultation with the Corps and LGU based on the information you have provided. Regulatory entities will not initiate a formal application review if this box is checked.

By signature below, I attest that the information in this application is complete and accurate. I further attest that I possess the authority to undertake the work described herein.

Signature: Barry McDonough 7/28/26

I hereby authorize Robert Merila to act on my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this application.

[1] The term "impact" as used in this joint application form is a generic term used for disclosure purposes to identify activities that may require approval from one or more regulatory agencies. For purposes of this form it is not meant to indicate whether or not those activities may require mitigation/replacement.

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Attachment A
Request for Delineation Review, Wetland Type Determination, or Jurisdictional Determination

By submission of the enclosed wetland delineation report, I am requesting that the U.S. Army Corps of Engineers, St. Paul District (Corps) and/or the Wetland Conservation Act Local Government Unit (LGU) provide me with the following (check all that apply):

☐ **Wetland Type Confirmation**

☐ **Delineation Concurrence**. Concurrence with a delineation is a written notification from the Corps and a decision from the LGU concurring, not concurring, or commenting on the boundaries of the aquatic resources delineated on the property. Delineation concurrences are generally valid for five years unless site conditions change. Under this request alone, the Corps will not address the jurisdictional status of the aquatic resources on the property, only the boundaries of the resources within the review area (including wetlands, tributaries, lakes, etc.).

☐ **Preliminary Jurisdictional Determination**. A preliminary jurisdictional determination (PJD) is a non-binding written indication from the Corps that waters, including wetlands, identified on a parcel may be waters of the United States. For purposes of computation of impacts and compensatory mitigation requirements, a permit decision made on the basis of a PJD will treat all waters and wetlands in the review area as if they are jurisdictional waters of the U.S. PJDs are advisory in nature and may not be appealed.

☒ **Approved Jurisdictional Determination**. An approved jurisdictional determination (AJD) is an official Corps determination that jurisdictional waters of the United States are either present or absent on the property. AJDs can generally be relied upon by the affected party for five years. An AJD may be appealed through the Corps administrative appeal process.

In order for the Corps and LGU to process your request, the wetland delineation must be prepared in accordance with the 1987 Corps of Engineers Wetland Delineation Manual, any approved Regional Supplements to the 1987 Manual, and the *Guidelines for Submitting Wetland Delineations in Minnesota* (2013).
http://www.mvp.usace.army.mil/Missions/Regulatory/DelineationJDGuidance.aspx

Attachment B
Supporting Information for Applications Involving Exemptions, No Loss Determinations, and Activities Not Requiring Mitigation

Complete this part ***if*** you maintain that the identified aquatic resource impacts in Part Four do not require wetland replacement/compensatory mitigation OR ***if*** you are seeking verification that the proposed water resource impacts are either exempt from replacement or are not under CWA/WCA jurisdiction.

Identify the specific exemption or no-loss provision for which you believe your project or site qualifies:

Provide a detailed explanation of how your project or site qualifies for the above. Be specific and provide and refer to attachments and exhibits that support your contention. Applicants should refer to rules (e.g. WCA rules), guidance documents (e.g. BWSR guidance, Corps guidance letters/public notices), and permit conditions (e.g. Corps General Permit conditions) to determine the necessary information to support the application. Applicants are strongly encouraged to contact the WCA LGU and Corps Project Manager prior to submitting an application if they are unsure of what type of information to provide:

Attachment C
Avoidance and Minimization

Project Purpose, Need, and Requirements. Clearly state the purpose of your project and need for your project. Also include a description of any specific requirements of the project as they relate to project location, project footprint, water management, and any other applicable requirements. Attach an overhead plan sheet showing all relevant features of the project (buildings, roads, etc.), aquatic resource features (impact areas noted) and construction details (grading plans, storm water management plans, etc.), referencing these as necessary:

The Met-Con Addition project is a Commercial/Industrial subdivision with large lots in the eastern developing fringe of Mankato immediately south of an exit from Trunk Highway 14 at the location of a popular truck stop. This is a premier location for Commercial/Industrial buildings to be built because of the quick access to a well-used divided highway that reduces heavy truck travel on City roads and increases the number of businesses in Mankato. It has been determined that development within Blue Earth County is encouraged to be done within City limits instead of outside cities, so this property is being annexed into the City of Mankato with the goal of maximizing it for Commercial/Industrial development. By maximizing the number of Commercial/Industrial lots that are built on this property, it will reduce the demand for other properties to be annexed into the City of Mankato and will reduce overall suburban sprawl along with reducing heavy truck travel on City roadways.

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As required by engineering specifications, this subdivision has a properly sized stormwater management pond that will collect hard-surface runoff and hold it on-site for the proper length of time and will treat it before that water either percolates into the ground or runs off beyond the perimeter of this subdivision to flow down-slope. This stormwater ponding area takes up a sizable portion of this subdivision in order to provide this water management.

Purpose and Need

By using this property on the western fringe of Mankato next to the highway access and adjacent to a truck stop, large truck traffic on City roadways will be reduced. If this Commercial/Industrial subdivision were located along the southern developing fringe of Mankato, the large trucks would have to drive through the busy roadways in Mankato and would degrade the roads faster than if they did not have to travel on them. Truck traffic slowdowns on City roadways would also be eliminated by having this subdivision right next to on-off ramps to a main highway. The proposed subdivision is zoned as zoned by the City of Mankato as Commercial (Fast Food, Mixed Use Strip Mall, Auto Parts, Coffee Shop, etc.) west of the proposed Ponderosa Court and Industrial west of Ponderosa Ct.

Ponderosa Ct. needs to be short and straight enough that emergency vehicles such as large fire trucks or ambulances will visibly see the end of it in case they mistakenly turn into this roadway while driving quickly to an emergency situation. If Ponderosa Ct. was curved or any longer, it would create a dangerous situation because there is no way to drive straight ahead with the stormwater ponding area at the far end of the dead-end roadway. It is for this reason that Ponderosa Ct. needs to be straight and as short as possible to still accommodate access to the property.

The traffic study performed by SSTS LLC dated 6/3/26 determined that the location of Ponderosa Ct. and the other access point as the only locations allowed on this stretch of Adams St. Those locations are shown on the proposed plan.

Ponderosa Ct. cannot enter from Evergreen Drive along the east side of the property because it would be a dead end roadway that is more than 850 feet long and would need to be curved to reach the Commercial zoned portion of the property. This longer dead end roadway would be too long and too curvy for the safety of emergency vehicles such as large fire trucks or ambulances. Fire trucks that mistakenly drive into this roadway could not visually see that there is not an outlet on the other end (during emergency runs) and could get stuck because they are difficult to back up and the curves. For this reason, this alignment is not a feasible option. In addition, an ambulance that mistakenly drives into a long curvy dead end road might think that it is a short cut across to avoid CSAH 12 turnabouts, but would lose valuable time to reach a heart attack victim because of the time it takes to realize the mistake and turn around. Again, this makes the long alignment from Evergreen Dr. a non-feasible option.

The proposed alternative of the shorter and straighter Ponderosa Ct. allows fire trucks and ambulances to see the far end of the dead end and avoid the dangerous scenarios described above.

To accommodate health, safety, and welfare, the City of Mankato recommended the shorter version of Ponderosa Ct. and split the zoning of the property to have Commercial on the west side (fronting on CSAH 12) and Industrial to the east of Ponderosa Ct. (to be less visible from CSAH 12). This allows the future businesses to have direct frontage on a busy roadway to market their goods and services and keeps the industrial land use away from busy roadways.

The MetCon property is an Industrial land use, so it cannot be constructed west of Ponderosa Ct. in the Commercial zoned area.

Metcon Property

The **MetCon property** is planned to be constructed on **Industrial Lot 1** and has the purpose of being an industrial office space with an area for outdoor storage of heavy equipment such as backhoe excavators, front-end loaders, highlift machines, and the lowboy semi tractor and trailers to haul them in and out of this area. MetCon does construction of industrial sized buildings and needs to house this equipment at this location so that it reduces the travel on roadways from its Faribault location when working on sites in south central Minnesota.

This property needs to have a 125 foot wide area between parking spaces to accommodate the turning radius of the semi tractor and trailers for parking and maneuvering the off-loading of the heavy equipment. Currently, MetCon is leasing office space in Mankato to be closer to sites in south central Minnesota; they want to build their own office space instead of leasing.

The current Trump administration has provided incentives for manufacturers to build manufacturing facilities within the United States by allowing rapid expensing in 2026, which has motivated many manufacturers including Hyundai auto maker to drastically increase production within the United States thus increasing the need for the construction of commercial buildings to manufacture parts in the supply chain. Manufacturing facility construction has increased drastically in 2026, and is anticipated to increase in future years. MetCon builds commercial buildings such as manufacturing facilities, so they are preparing for this anticipated increase in commercial building within Southern Minnesota, which has a desirable potential workforce to draw from.

Industrial Lot 2 is positioned at the southeastern corner of Ponderosa Ct., north and east of the stormwater ponding area that needs to be in the southwestern portion of the property to accommodate the gravity flow of the site and to satisfy the requirements of stormwater retention and treatment before it is released downstream in the watershed.

The buyer of this lot zoned as Industrial will almost certainly require the 125 foot wide turning area for semi tractor and trailers for docking into the facility to bring raw materials for industrial use and to haul out product if a manufacturer purchases this site. If a distributor purchases this site, the semi tractors and trailers will bring in bulk volumes of product and sell lesser volumes of product. Both potential buyers would need to have the semi tractor and trailer maneuvering flat space for loading and off-loading of large trucks. The demand for manufacturing and distribution of American made parts and supply chains has been increasing in 2026 and is anticipated to increase in future years. This property is in line with that anticipated demand. Basin 2 cannot be avoided because any configuration of this lot would require a large flat pavement area to accommodate the large trucks that would come and go from this Industrial zoned property. If this Industrial zoned property were not built here, more land would need to be annexed to the west and there are more wetlands that would need to be impacted. Replacement of Basin 2 at a 2:1 replacement ratio from a Wetland Bank in Blue Earth County provides an increase of wetland functions and values within the county.

Industrial Lot 3 is located in the eastern part of the property, farthest away from CSAH 12 to have the most amount of distance screening from the busy roadway. As an industrial property, the entire site would need to be utilized in order to justify the annexation of this property from the Township into the City limits. If this property were not fully utilized, there would need to be more land annexed to the east, and more wetlands would need to be impacted (the property immediately to the west has wetlands on it). By fully utilizing this property and replacing Basin 3 with Wetland Bank Credits at a 2:1 replacement ratio from a Wetland Bank within Blue Earth County, the wetland functions and values within the county are in a way envisioned by the Wetland Conservation Act of 1991: to concentrate development within urban areas and create wetland bank sites within rural areas near the urban centers. This part of the City of Mankato is zoned Industrial in order to encourage Industrial development here instead of having large semi tractor and trailer trucks drive around the roundabouts and through the City streets clogging traffic and increasing the wear on City streets.

One possible land use for this property is to provide short-term outdoor storage of outdoor semi tractors and trailers waiting for off-loading and / or waiting for picking up a load to haul to the next location. There is a Walmart Distribution

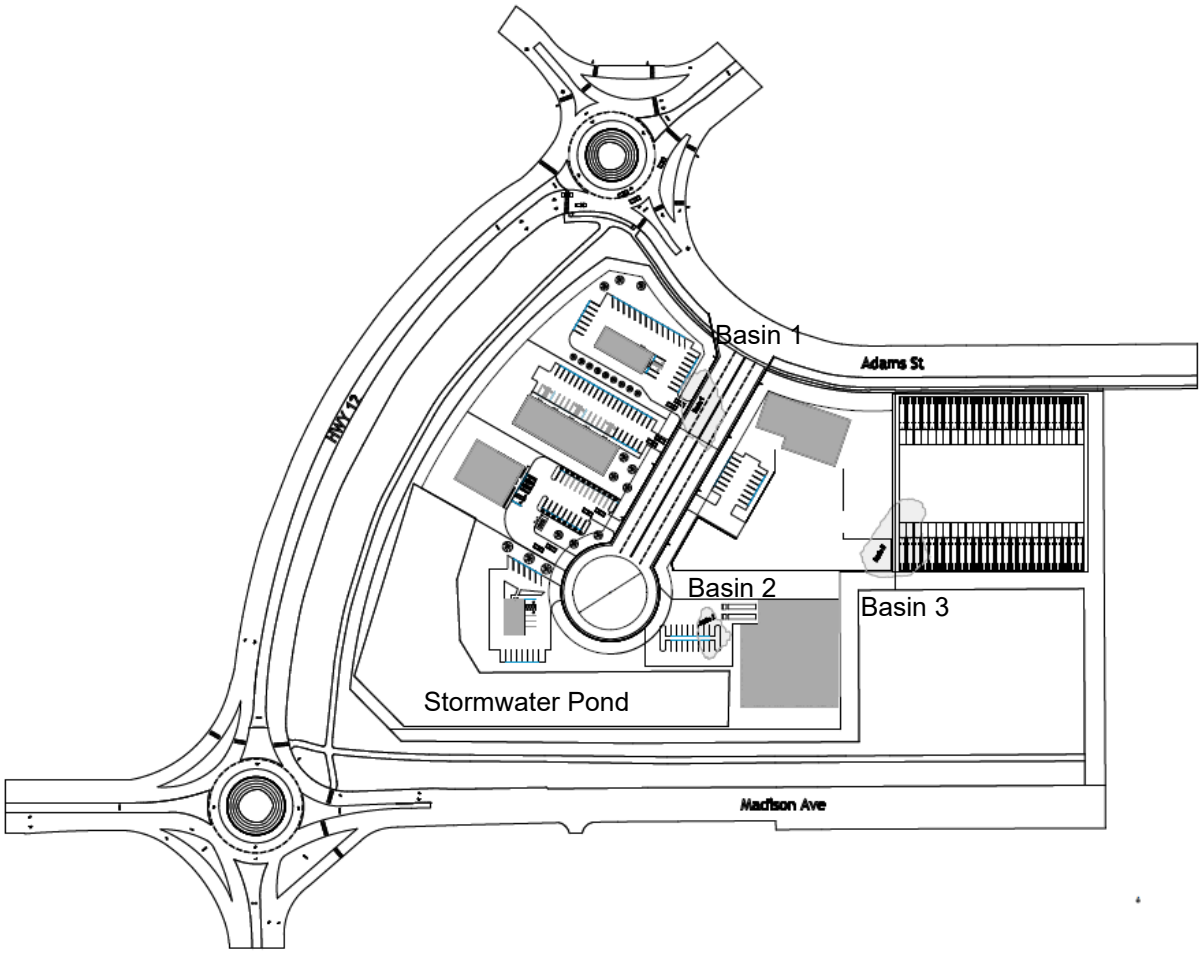
Center located in the Mankato area that services the region, which would need this type of a short term storage location. There are other large businesses in south-central Minnesota that utilize over-the-road trucking for obtaining raw materials and hauling their products across the state and the country. Trunk Highway 14 is a main trucking artery heading east toward Rochester and eastern states, and Mankato is a major Minnesota River crossing for loads heading to and from the northwestern states and avoiding the Twin Cities Metro Area traffic slowdowns. For this reason, this outdoor storage location would be appealing for semi tractor and trailer haulers to utilize as a carry-over location, especially with the walking distance proximity of the travel center across the road to the north that has a restaurant and more amenities than a typical truck stop, built for the purpose of being a destination location for truckers. The short term outdoor storage would provide a benefit to the travel center and also to the truckers who are driving the large trucks.

Commerical Lots West of Ponderosa Ct.

Within the Preferred Alternative, there are four Commercial zoned lots to the west of Ponderosa Ct. with frontage on CSAH 12 but accessed from Ponderosa Ct. The frontage allows for good marking of products and services, and the access from Adams Street allows for good access for customers. The quick access to Trunk Highway 14 will allow the businesses to pull business from travelers on the divided highway because of the quick and easy on-off access to Fast Food, Auto Parts, a Strip Mall, and/or a Coffee Shop. Because of this desirable access, businesses would see the value in placement of their business at this location and would provide goods and services to not just Mankato but also to the high volume of travelers that pass through the trunk highway corridor.

In addition, these businesses would provide goods and services to truckers and travelers who pull off of the trunk highway to refuel at the travel center immediately to the north, specifically within walking distance of truckers who are taking their daily breaks and parking in the truck stop or the potential use of Industrial Lot 3. If these businesses were not built here, it would be more difficult for the truckers to utilize these types of businesses that are not within walking distance of this area.

Preliminary Site Design



Avoidance. Both the CWA and the WCA require that impacts to aquatic resources be avoided if practicable alternatives exist. Clearly describe all on-site measures considered to avoid impacts to aquatic resources and discuss at least two project alternatives that avoid all impacts to aquatic resources on the site. These alternatives may include alternative site plans, alternate sites, and/or not doing the project. Alternatives should be feasible and prudent (see MN Rules 8420.0520 Subp. 2 C). Applicants are encouraged to attach drawings and plans to support their analysis:

The **No Build Alternative** is the first avoidance alternative. In this alternative, this Commercial/Industrial subdivision would not be built at this location at this time. This is not a viable alternative because there is a strong demand for increasing the business capacity in the Mankato area to provide jobs for people, to increase Minnesota-made products, and to increase the logistical stability in this region.

If this property is not utilized for Commercial/Industrial lots, the businesses that would have built here would build elsewhere and either impact more raw land outside of the City limits where infrastructure is not as readily available, or would build at other locations in a developing fringe area where truck traffic on City roads would increase. The additional truck traffic on City roads would speed up breakdown of those roadways and also increase drive times unnecessarily.

Because of these factors, the no-build alternative is not a viable alternative.

The No Wetland Impact Alternative

In the **No wetland Impact Alternative**, Ponderosa Court would come into the property at Evergreen. This is because this roadway cannot come into the property from the south or the west (off of CSAH 17 and 12 respectively) because both County Roads are existing and were platted by Blue Earth County. The County has restricted the access locations via those Right of Way plats. This means that access into the property can only come in through Adams Street along the north side of the property.

Ponderosa Ct. cannot enter the property to the west of Basin 1 because the engineering requirements need enough distance from the intersection with CSAH 12 for safety in making the right turn into Ponderosa Ct. Furthermore, Ponderosa Court must line up with the entry driveway on the north side of Adams St. per engineering requirement. Ponderosa Ct. cannot be moved eastward away from the curve because or the requirement that streets must be at least 300 feet away from each other and the straight part of Adams St. is less than 300 feet from the platted Evergreen Dr.

In addition, the City of Mankato engineers prefers that dead end streets be as short and as straight as possible so that emergency vehicles such as large fire trucks and ambulances can see that it is not a through street if they are forced to bypass traffic or an accident on a main roadway. The Preferred Alternative of Ponderosa Court fits this criteria and the No Wetland Impact Alternative does not.

If Ponderosa Ct. was required to enter the site from Evergreen Drive and avoid all wetland impacts, the dead-end roadway would be approximately 850 feet long and have curves in it that would make it difficult for emergency vehicles to see to the end of it during emergency runs. When attempting to bypass traffic or a traffic accident, it is common for emergency vehicles to attempt to use back roads and this would create a very dangerous situation where a large fire truck would become entrapped and have much difficulty backing out and an entire convoy could become entrapped. An ambulance driving to a heart attack victim that seeks to bypass traffic or an accident on CSAH 12 could attempt to take back roads and not realize that this is a dead end with a stormwater pond at the end and lose precious time on the way to save the life of a person. These dangerous situations can be avoided by the preferred alternative that is straight and as short as practicable in order to reach the potential businesses identified.

An additional reason why the No Wetland Impact Alternative is not feasible is because the site needs to be mass-graded for the large Commercial and Industrial businesses that will use the sites in this property that is zoned as Commercial and Industrial. The Commercial buildings need to be placed on flat ground with large driveways and parking lots such that mass grading has to be done for them to be built. The Industrial lots need to be mass graded to a flat contour because of the need for semi tractor and trailer vehicles to have at least 125 feet of flat space to turn and maneuver into parking and/or docking places. It would be extremely difficult for these sites to be fully utilized unless they are mass graded to the elevations that allow for proper use of the properties.

Furthermore, because of the extensive roof tops and hard surface roadways, sidewalks, and parking areas, most of the rainfall runoff within the immediate watershed would be directed to the stormwater ponding area that is at a lower elevation than the existing wetlands, so Basin 1, Basin 2, and Basin 3 would be starved of their hydrology and therefore

would be impacted even if a chain link fence were placed around them to keep vehicles from backing into them in the back ends of parking lots, or within parking lots. Wetlands technically avoided but without much of an adjacent upland would seriously degrade over time. This is precisely why the Wetland Conservation Act of 1991 started with a provision for the purchase of wetland bank credits for replacement of wetland functions and values in a place where larger wetland complexes could be restored/created instead of requiring on-site replacement of unavoidable wetland impacts that was the case prior to circa 1995. The replacement ratio is 2:1 in Blue Earth County, so there will be a net gain of both wetland acreage and wetland quality through the purchase of wetland bank credits within Blue Earth County in the Preferred Alternative.

Another reason why the No Wetland Impact Alternative is not feasible is because the City of Mankato has run out of room and needs to expand through the annexation of land from the perimeter townships. By not maximizing the Commercial and Industrial potential of this property, the demand for Commercial and Industrial lots will require that more land me annexed into the City. The property immediately to the east of this location has wetlands that would need to be impacted in order to build more Commercial and Industrial lots as this part of the City is zoned Commercial and Industrial. If lots were placed farther to the south, there would be more wear and tear on the City roadways and the traffic would become more clogged, especially when semi tractor and trailers have to navigate the turnabouts and the stoplights within the city.

Based on these things, the No Wetland Impact alternative is not a feasible alternative.

In the Preferred Alternative, the Ponderosa Ct. roadway alignment allows for the best use of this property for the maximum amount of commercial or industrial businesses to utilize the lots in the best way based on the shape of the property and the need for hard-surface runoff retention and treatment. The wetland impacts to Basin 1 cannot be avoided because the ultimate purpose of this property is to provide the maximum number of Commercial/Industrial lots to reduce the need to annex more land into the city in the future.

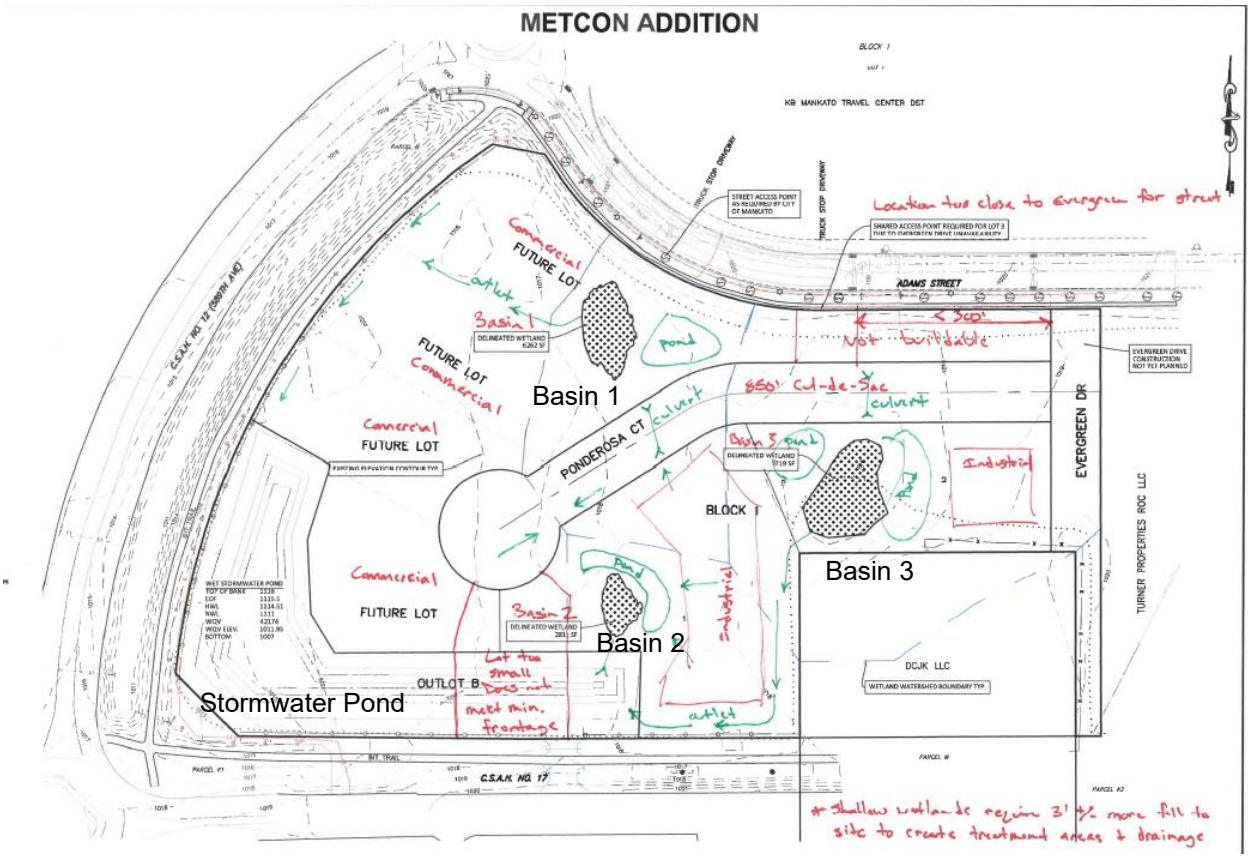
Basin 2 is located right in the middle of the entrance to one of the properties, so it would be impossible to grade for a Commercial/Industrial building entrance and avoid this wetland.

Basin 3 is located on the property line between two ideal-sized Commercial/Industrial lots where surface water flow is planned to be directed within the property to flow down to the stormwater ponding area for retention/treatment; if this wetland had to be avoided, one or both of these lots would be un-buildable for the intended Commercial/Industrial use. In addition, hard-surface runoff would flow off the property to the south and potentially flood out the neighboring property, which is not a desirable situation.

Single family subdivisions have much smaller lot sizes that would allow for the avoidance of wetlands within a subdivision. Commercial/Industrial areas require large expanses of flat ground for the square or rectangular buildings needed for commercial and industrial use along with the requirement of trucking loading/unloading docks to drop off raw components and load finished products.

Based on these factors, it is not practicable to build around and avoid impacts to the farmed wetlands that are present on the property.

Sketch of the No Wetland Impact Alternative



Minimization. Both the CWA and the WCA require that all unavoidable impacts to aquatic resources be minimized to the greatest extent practicable. Discuss all features of the proposed project that have been modified to minimize the impacts to water resources (see MN Rules 8420.0520 Subp. 4):

As described above, the design criteria for this property to be annexed into the City of Mankato is to provide the greatest number of Commercial/Industrial units within this property so that it reduces the need to annex more land for Commercial/industrial land use. The location of this property being very close to both the entry/exit of a major divided highway and also a truck stop makes this a prime location for Commercial/Industrial land use where large trucks are anticipated to be entering and exiting. By utilizing this land to the greatest extent possible, there would be reduced wear-and-tear on the roadways from reduced truck traffic; with increased truck traffic, roadways would need to be rebuilt sooner and that rebuilding effort would increase the risk of sediment events to adjacent wetlands, so concentrating Commercial/Industrial development here would reduce ecological impacts in the future.

Basin 1 (6,262 square feet) is right on the roadway that needs to be in the middle of the property so that the commercial buildings could be built to the west and the Industrial properties can be built to the east. The roadway location cannot be farther west because it would be too close to CSAH12 and it cannot be farther to the east because it must line up with the entry roadway across to the north (and needs to be at least 300 feet away from platted Evergreen Dr.)

Basin 2 (2,811 square feet) is in the middle of the parking/loading area for Industrial Lot 1 south of the MetCon lot. Because this lot is within the Industrial zoning, it is expected to have semi tractor and trailer use, which requires 125 feet of open space for turning around and backing into parking spaces or loading docks. Basin 2 is directly underneath where this maneuvering activity would be located. The stormwater ponding area needs to be in the southwestern portion of the property to satisfy the stormwater retention and treatment requirements, and this is the best place on the property to place it.

Sizing and location of the subdivision's stormwater pond and surface swales to said pond restrict the buildable area of this lot such that it would be unbuildable as an industrial lot without impact to Basin 2. If this basin were left alone, it would lose its source of surface water because the surface water is being directed to the stormwater pond immediately to the southwest and the functions and values of this basin would not exist even if it were avoided. Therefore, it is better for this basin to be

replaced at a 2:1 replacement ratio through the purchase of wetland bank credits from within Blue Earth County.

Basin 3 (9,719 square feet) is in the middle of the surface water drainage that is necessary to prevent flooding onto the adjoining property and divert the surface stormwater into the stormwater retention and treatment pond in the SW portion of the property. If this is avoided, the water from the hard surface rooftops and roadways on the eastern lot would flood into the adjoining property and there would not be proper flow to the stormwater pond that is designed to retain and treat the stormwater from the hard surface on the property. Furthermore, if this spot were avoided, it would grow up in agricultural field weeds and would be starved of water because of the need to treat hard surface in a stormwater pond before letting it flow into natural wetlands.

Access to Adams Avenue NW for Lot 3 (the eastern lot) will also be required at the location shown along the Lot 2/Lot 3 shared lot line, adding even greater surface water treatment requirements before those waters could enter Basin 3.

The current design includes a swale that goes from Adams Avenue NW southward then westward to the stormwater ponding area, collecting untreated stormwater from Lots 1, 2, and 3. If this wetland was left on the landscape, stormwater basins would be required ringing the upstream portions of the basin. Due to the very flat nature of the site, these basins would require the import of multiple feet of fill onto the sites to provide "dry" storage above the elevation of the wetlands. The building pads would likewise be raised to maintain positive drainage to the ringing treatment systems resulting in match slopes within the sites to the proposed roadways greater than allowed by city standards.

Additionally subsurface water flows will be impacted by the nearby required drainage swale on the south line of Lots 2 and 3 which could have detrimental effects to Basin 3.

The current plan is to grade the area of Basin 3 into a surface flowageway down to the stormwater pond and replace this wetland with the purchase of wetland bank credits in Blue Earth County at a 2:1 ratio.

Total unavoidable wetland impacts are 18,792 square feet or 0.4314 acre

Off-Site Alternatives. An off-site alternatives analysis is not required for all permit applications. If you know that your proposal will require an individual permit (standard permit or letter of permission) from the U.S. Army Corps of Engineers, you may be required to provide an off-site alternatives analysis. The alternatives analysis is not required for a complete application but must be provided during the review process in order for the Corps to complete the evaluation of your application and reach a final decision. Applicants with questions about when an off-site alternatives analysis is required should contact their Corps Project Manager.

This property is an agricultural field that is annexed into the City of Mankato for the purpose of being used for Commercial/Industrial use. As such, this has been identified as the next most logical annexation of land for the City in order to satisfy the demand for more Commercial/Industrial lots that are needed in south-central Minnesota. By concentrating and maximizing the usage of these large lots on a property such as this, it reduces the demand for expansion and annexation of other properties around the developing fringe of the City of Mankato. This is the best location for this large-lot Commercial/Industrial subdivision with a truck stop directly adjacent to this property. These factors are not found elsewhere in the area and therefore there are no off-site alternatives.

Attachment D
Replacement/Compensatory Mitigation

Complete this part ***if*** your application involves wetland replacement/compensatory mitigation not associated with the local road wetland replacement program. Applicants should consult Corps mitigation guidelines and WCA rules for requirements.

Replacement/Compensatory Mitigation via Wetland Banking. Complete this section if you are proposing to use credits from an existing wetland bank (with an account number in the State wetland banking system) for all or part of your replacement/compensatory mitigation requirements.

Wetland Bank Account #	County	Major Watershed #	Bank Service Area #	Credit Type (if applicable)	Number of Credits
1804	Blue Earth	28	9	SWC	0.8628

Applicants should attach documentation indicating that they have contacted the wetland bank account owner and reached at least a tentative agreement to utilize the identified credits for the project. This documentation could be a signed purchase agreement, signed application for withdrawal of credits or some other correspondence indicating an agreement between the applicant and the bank owner. *However, applicants are advised not to enter into a binding agreement to purchase credits until the mitigation plan is approved by the Corps and LGU.*

Project-Specific Replacement/Permittee Responsible Mitigation. Complete this section if you are proposing to pursue actions (restoration, creation, preservation, etc.) to generate wetland replacement/compensatory mitigation credits for this proposed project.

WCA Action Eligible for Credit[1]	Corps Mitigation Compensation Technique[2]	Acres	Credit % Requested	Credits Anticipated[3]	County	Major Watershed #	Bank Service Area #

[1]Refer to the name and subpart number in MN Rule 8420.0526.
[2]Refer to the technique listed in *St. Paul District Policy for Wetland Compensatory Mitigation in Minnesota*.
[3]If WCA and Corps crediting differs, then enter both numbers and distinguish which is Corps and which is WCA.

Explain how each proposed action or technique will be completed (e.g. wetland hydrology will be restored by breaking the tile……) and how the proposal meets the crediting criteria associated with it. Applicants should refer to the Corps mitigation policy language, WCA rule language, and all associated Corps and WCA guidance related to the action or technique:

Attach a site location map, soils map, recent aerial photograph, and any other maps to show the location and other relevant features of each wetland replacement/mitigation site. Discuss in detail existing vegetation, existing landscape features, land use (on and surrounding the site), existing soils, drainage systems (if present), and water sources and movement. Include a topographic map showing key features related to hydrology and water flow (inlets, outlets, ditches, pumps, etc.):

Attach a map of the existing aquatic resources, associated delineation report, and any documentation of regulatory review or approval. Discuss as necessary:

For actions involving construction activities, attach construction plans and specifications with all relevant details. Discuss and provide documentation of a hydrologic and hydraulic analysis of the site to define existing conditions, predict project outcomes, identify specific project performance standards and avoid adverse offsite impacts. Plans and specifications should be prepared by a licensed engineer following standard engineering practices. Discuss anticipated construction sequence and timing:

For projects involving vegetation restoration, provide a vegetation establishment plan that includes information on site preparation, seed mixes and plant materials, seeding/planting plan (attach seeding/planting zone map), planting/seeding methods, vegetation maintenance, and an anticipated schedule of activities:

For projects involving construction or vegetation restoration, identify and discuss goals and specific outcomes that can be determined for credit allocation. Provide a proposed credit allocation table tied to outcomes:

Provide a five-year monitoring plan to address project outcomes and credit allocation:

Discuss and provide evidence of ownership or rights to conduct wetland replacement/mitigation on each site:

Quantify all proposed wetland credits and compare to wetland impacts to identify a proposed wetland replacement ratio. Discuss how this replacement ratio is consistent with Corps and WCA requirements:

By signature below, the applicant attests to the following (only required if application involves project-specific/permittee responsible replacement):

- All proposed replacement wetlands were not:
  - Previously restored or created under a prior approved replacement plan or permit
  - Drained or filled under an exemption during the previous 10 years
  - Restored with financial assistance from public conservation programs
  - Restored using private funds, other than landowner funds, unless the funds are paid back with interest to the individual or organization that funded the restoration and the individual or organization notifies the local government unit in writing that the restored wetland may be considered for replacement.
- The wetland will be replaced before or concurrent with the actual draining or filling of a wetland.
- An irrevocable bank letter of credit, performance bond, or other acceptable security will be provided to guarantee successful completion of the wetland replacement.
- Within 30 days of either receiving approval of this application or beginning work on the project, I will record the Declaration of Restrictions and Covenants on the deed for the property on which the replacement wetland(s) will be located and submit proof of such recording to the LGU and the Corps.

Applicant or Representative: Title:

Signature: Randy McDonough 7/28/26 Date:

Attachment E
Local Road Replacement Program Qualification

Complete this part ***if*** you are a local road authority (county highway department, city transportation department, etc.) seeking verification that your project (or a portion of your project) qualifies for the MN Local Government Road Wetland Replacement Program (LGRWRP). If portions of your project are not eligible for the LGRWRP, then Attachment D should be completed and attached to your application.

Discuss how your project is a repair, rehabilitation, reconstruction, or replacement of a currently serviceable road to meet state/federal design or safety standards/requirements. Applicants should identify the specific road deficiencies and how the project will rectify them. Attach supporting documents and information as applicable:

Provide a map, plan, and/or aerial photograph accurately depicting wetland boundaries within the project area. Attach associated delineation/determination report or otherwise explain the method(s) used to identify and delineate wetlands. Also attach and discuss any type of review or approval of wetland boundaries or other aspects of the project by a member or members of the local Technical Evaluation Panel (TEP) or Corps of Engineers:

In the table below, identify only the wetland impacts from Part 4 that the road authority has determined should qualify for the LGRWRP.

Wetland Impact ID (as noted on overhead view)	**Type of Impact** (fill, excavate, drain)	**Size of Impact** (square feet or acres to 0.01)	**Existing Plant Community Type(s)** in Impact Area[1]	**County, Major Watershed #, and Bank Service Area #** of Impact[2]

[1]Use *Wetland Plants and Plant Community Types of Minnesota and Wisconsin* 3rd Ed. as modified in MN Rules 8420.0405 Subp. 2.

[2]Refer to Major Watershed and Bank Service Area maps in MN Rules 8420.0522 Subp. 7.

Discuss the feasibility of providing onsite compensatory mitigation/replacement for important site-specific wetland functions:

Please note that under the MN Wetland Conservation Act, projects with less than 10,000 square feet of wetland impact are allowed to commence prior to submission of this notification so long as the notification is submitted within 30 days of the impact. The Clean Water Act has no such provision and requires that permits be obtained prior to any regulated discharges into water of the United States. To avoid potential unauthorized activities, road authorities must, at a minimum, provide a complete application to the Corps and receive a permit prior to commencing work.

By signature below, the road authority attests that they have followed the process in MN Rules 8420.0544 and have determined that the wetland impacts identified in Attachment D are eligible for the MN Local Government Road Wetland Replacement Program.

Road Authority Representative: Title:

Signature: _____ Date:

Technical Evaluation Panel Concurrence: Project Name and/or Number: **Metcon Addition**

TEP member: Representing:

Concur with road authority's determination of qualification for the local road wetland replacement program? ☐ Yes ☐ No

Signature: _____ Date:

TEP member: Representing:

Concur with road authority's determination of qualification for the local road wetland replacement program? ☐ Yes ☐ No

Signature: _____ Date:

TEP member: Representing:

Concur with road authority's determination of qualification for the local road wetland replacement program? ☐ Yes ☐ No

Signature: _____ Date:

TEP member: Representing:

Concur with road authority's determination of qualification for the local road wetland replacement program? ☐ Yes ☐ No

Signature: _____ Date:

Upon approval and signature by the TEP, application must be sent to: **Wetland Bank Administration**
Minnesota Board of Water & Soil Resources
520 Lafayette Road North
Saint Paul, MN 55155

Special Considerations Metcon Addition

Subp. 2. **Endangered and threatened species.**

The property is almost entirely an agricultural field that has been annually tilled for decades. The likelihood of any endangered or threatened species present is very low. This property has a busy truck stop immediately to the north, and urban land use to the west and south. There is a limited access divided highway immediately north of the truck stop, so there would be no travel corridor from the north and it is mostly agricultural fields to the east. With all of the activity and minimal travel at this location, travelling wildlife use would be very low. Since this land has been in row crop farming for decades, the likelihood of any unique plants at this location would be very unlikely.

Subp. 3. **Rare natural communities.**

Being an agricultural field, the plant community has been row crop agricultural that is regularly tilled when the crops are harvested for decades. It is unlikely that there would be a rare natural community on the property.

Subp. 4. **Special fish and wildlife resources.**

A. fish passage and spawning areas;

There are no areas on the property that have fish.

B. colonial water bird nesting colonies;

The property is mostly farmland without trees. The likelihood for colonial bird nesting is low.

C. migratory waterfowl concentration areas;

The likelihood for waterfowl concentration is low because this farm field is relatively small compared to the fields that are typically used by waterfowl. Also, this property is being annexed into the City of Mankato with development around it. The stormwater ponding area will increase waterfowl habitat as compared to the farmed wetlands that are proposed to be impacted for the project; the stormwater pond would not be row cropped the way that the farmed wetlands are row cropped, so there would be a net gain for waterfowl habitat.

D. deer wintering areas; and

The property is a row cropped agricultural field that is being annexed into the City of Mankato. There is development north, east, and south of this property, so it is unlikely that deer would winter here.

E. wildlife travel corridors.

With City development to the north, east, and south and a divided highway, there are no wildlife travel corridors.

Subp. 5. **Archaeological, historic, or cultural resource sites.**

This property has been a row crop agricultural field for decades, so if there were any cultural resources previously, they would have been destroyed long ago.

Subp. 6. **Groundwater sensitivity.**

This property is relatively flat and it is unlikely that there is much interaction with groundwater due to the tight nature of the soils commonly found in this area. The wetlands proposed to be impacted were mild depressions within agricultural fields and were unlikely to recharge groundwater. The stormwater pond that is planned to be constructed on the property is designed to have vegetation growing in it to allow the breakdown constituents of hard surface runoff before it flows downstream or percolates into groundwater.

Subp. 7. **Sensitive surface waters.**

There are no trout waters or outstanding resource value waters adjacent to this property.

Subp. 8. **Education or research use.**

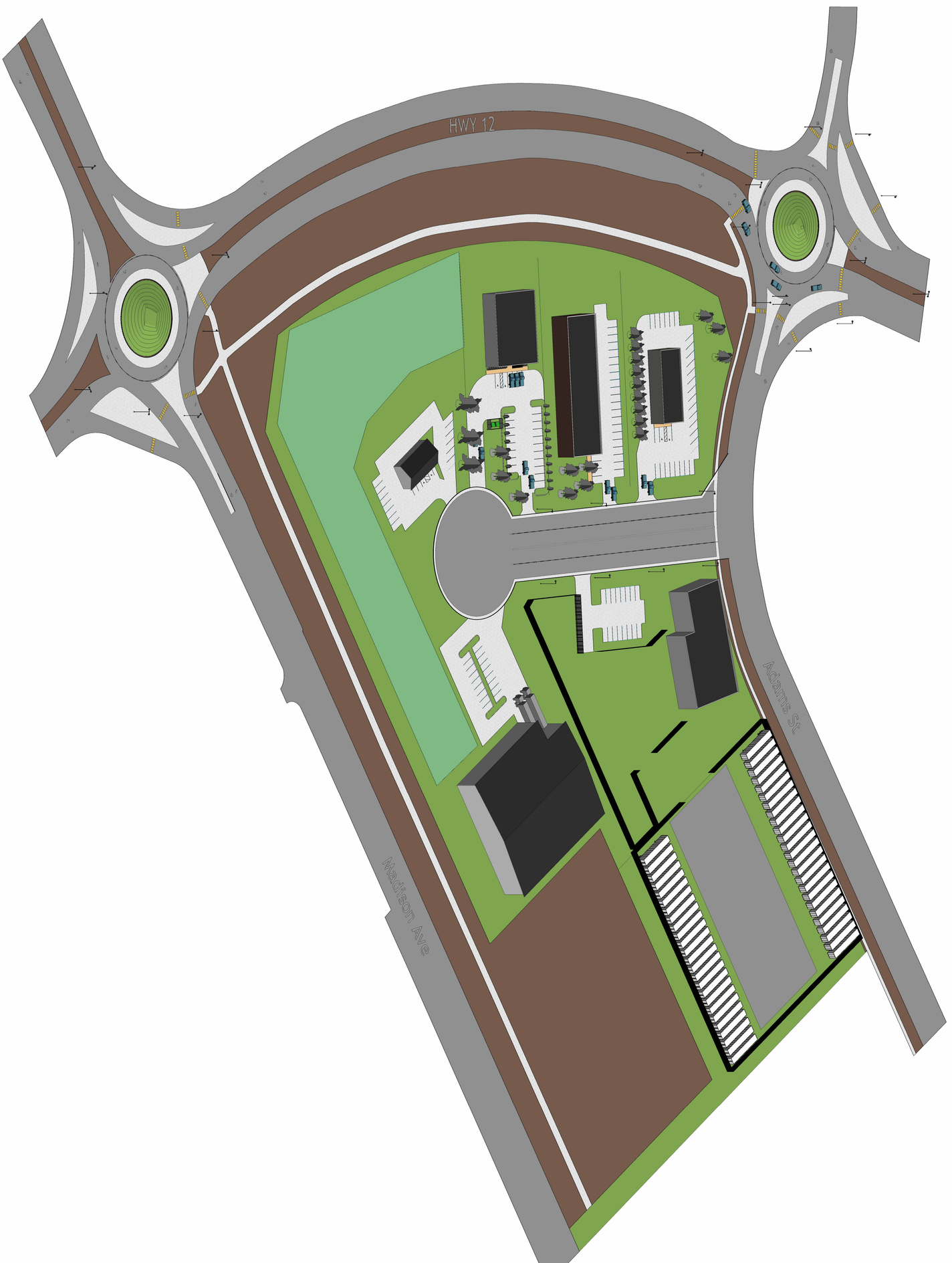
There are no known wetlands used for educational or research purposes on the property.

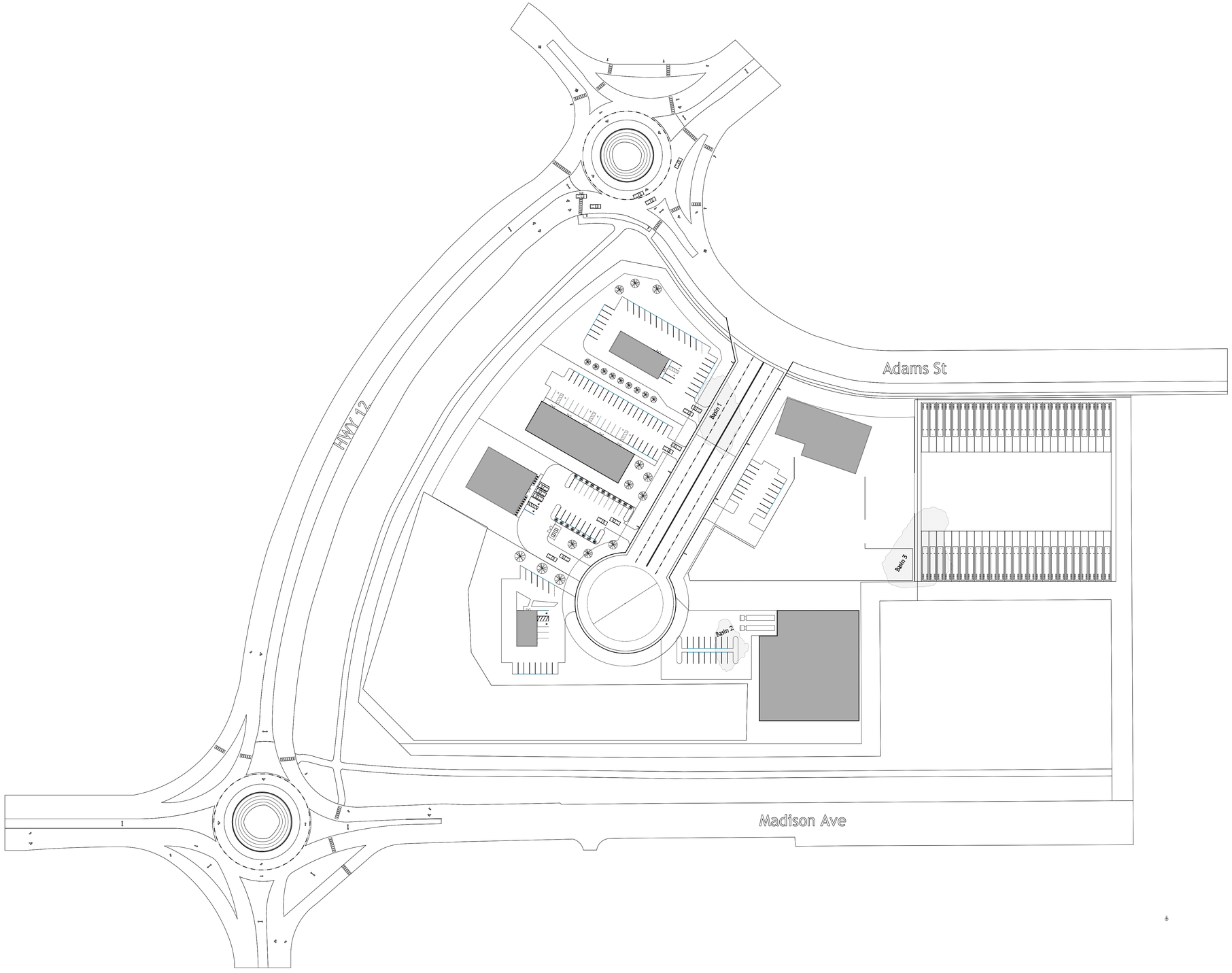
Subp. 9. **Waste disposal sites.**

The property appears to be an agricultural field that was used for growing crops that would be used for food. As such, the likelihood for hazardous wastes is low.

Subp. 10. **Consistency with other plans.**

This proposed Commercial/Industrial large lot subdivision of land is consistent with the zoning and comprehensive plans of the City of Mankato as shown by the annexation of this land into the City. The engineered stormwater pond that is designed to retain water to allow suspended colloidal solids to precipitate out and the vegetation designed to break down chemicals in solution is consistent with local/watershed management plans.


HWY 12
Adams St
Madison Ave


HWY 12
Adams St
Madison Ave
Basin 1
Basin 2
Basin 3

METCON ADDITION

EXISTING LEGAL DESCRIPTION:

That part of the Southwest Quarter of Section 11, Township 108 North Range 26 West, Blue Earth County, Minnesota, described as: Commencing at the southwesterly corner of Parcel D of Blue Earth County Highway Right of Way Plat No.27, on file and of record with the Blue Earth County Recorder; thence South 52 degrees 36 minutes 53 seconds East, (Minnesota County Coordinate System – Blue Earth County Zone – HARN NAD83 – 1996), along the southerly line of said Parcel D, 196.59 feet to the point of curvature of a circular curve to the left; thence southeasterly, along said southerly line, along a 500.00 foot radius curve, central angle = 01degrees 42 minutes 19 seconds, an arc distance of 14.88 feet; thence South 00 degrees 22 minutes 32 seconds East, not radially to said curve, 763.46 feet to the point of beginning, said point being on a circular curve which center of radius bears South 28 degrees 10 minutes 32 seconds West; thence northwesterly, along a 283.15 foot radius curve, central angle = 28 degrees 33 minutes 27 seconds, an arc distance of 141.13 feet to the point of tangency of said curve; thence South 89 degrees 37 minutes 06 seconds West, along the tangent of said curve, 371.30 feet to the point of curvature of a circular curve to the right; thence northwesterly, along a 320.00 foot radius curve, central angle = 56 degrees 19 minutes 18 seconds, an arc distance of 314.56 feet to the point of tangency of said curve; thence North 34 degrees 03 minutes 36 seconds West, along the tangent of said curve, 25.30 feet; thence North 10 degrees 56 minutes 24 seconds East, 70.71 feet to a point on the southeasterly line of Parcel C of said Blue Earth County Highway Right of Way Plat No. 27; thence South 55 degrees 56 minutes 24 seconds West, along said southeasterly line and along the southeasterly line of Parcel B of said Blue Earth County Highway Right of Way Plat No. 27, 192.96 feet to the point of curvature of a circular curve to the left; thence southwesterly, along said southeasterly line, along a 971.35 foot radius curve, central angle = 49 degrees 57 minutes 56 seconds, an arc distance of 847.08 feet to the most northerly corner of Parcel K1 of Blue Earth County Highway Right of Way Plat No. 30, on file and of record with the Blue Earth County Recorder; thence South 44 degrees 41 minutes 23 seconds East, not radially to said curve, along the northerly line of said Parcel K1; a distance of 118.21 feet; thence South 89 degrees 27 minutes 10 seconds East, along said northerly line, 376.49 feet; thence North 89 degrees 37 minutes 28 seconds East, along said northerly line, 366.29 feet to the northeasterly corner of said Parcel K1; thence North 00 degrees 18 minutes 44 seconds West, 245.61 feet; thence North 89 degrees 37 minutes 06 seconds East, 366.00 feet; thence South 00 degrees 18 minutes 44 seconds East, 245.65 feet to the northwest corner of Parcel K2 of said Blue Earth County Highway Right of Way Plat No. 30; thence North 89 degrees 37 minutes 28 seconds East, along the north line of said Parcel K2, a distance of 33.00 feet; thence North 00 degrees 18 minutes 44 seconds West, 585.65 feet; thence North 89 degrees 37 minutes 06 seconds East, 135.35 feet; thence North 00 degrees 22 minutes 32 seconds West, 45.55 feet to the point of beginning.
Excepting therefrom all of Freyberg Addition, Blue Earth County, Minnesota.

OWNERS / DEVELOPERS:

METCON
15780 Acorn Trail
Faribault, MN 55021
(597)-332-2266

AREA TABLE:

Lot 1 Block 1 = 1.84 acres
Lot 2 Block 1 = 2.41 acres
Lot 3 Block 1 = 2.00 acres
Outlot A = 4.11 acres

METCON COURT = 3.84 acres
EVERGREEN DR = 0.67 acres

Total = 14.47 acres

LEGEND

- W = Water Main
- S = Sanitary Sewer
- ST = Storm Sewer
- G = Gas Main
- UT = Underground Telephone
- OT = Overhead Telephone
- FO = Fiber-Optics
- UE = Underground Electric
- OE = Overhead Electric
- UTV = Underground TV
- JUM = Judicial Landmark
- X = Chain Link Fence
- = Control Access
- = Sign
- = Stop Sign
- = Light Pole
- = Flood Lights
- = Power Pole
- = Guy Anchor
- = Fire hydrant
- = Water Main Valve
- = Culvert
- = Catch Basin & Catch Basin Numbers
- = Manholes & Manhole Numbers
- 1272 = Elevation Contour Line
- 1271.23 = Spot Elevation
- RM1270.89 = Rim Elevation
- FL1262.34 = FlowLine Elevation
- = Deciduous Tree
- = Coniferous Tree
- = Bush

ZONING NOTES:

Outlot A to be Zoned B-3 Highway Business
Setbacks:
Front: 15' Impervious Surface or Structure
Rear: 3' Impervious Surface or Structure
Side: 6' Impervious Surface or Structure
Maximum Height: None

Lots 1-3 Block 1 to be Zoned M-1 Light Industrial
Setbacks:
Front: 15' Impervious Surface, 30' Structure
Rear: None
Side: 6' Impervious Surface or 15' Building
Transitional to Residential: 30'
Maximum Height: None

FLOOD ZONE:

The surveyed property shown on this survey map is in Flood Zone X, according to Flood Insurance Rate Map Community Panel No. 27013C0116F, published by the Federal Emergency Management Agency, effective date February 22, 2024

Fast Food with Drive through Commercial Lot #1

Mixed Use Strip Mall Commercial Lot #2

Auto Parts Store Commercial Lot #3

Coffee Shop with Drive through Commercial Lot #4

Met-Con Office Shop and outdoor storage Industrial Lot #2

Industrial Outdoor Storage Industrial Lot #1

Parking Lot

70,826 sf
1.63 ac

Potential Light Industrial Manufacturing and Distribution Industrial Lot #3

BLOCK 1
LOT 1
KB MANKATO TRAVEL CENTER DST
EXCEPTION TRACT
PARCEL B
BLUE EARTH COUNTY
C.S.A.H. NO. 12 (589TH AVE)
HIGHWAY RIGHT-OF-WAY PLAT NO. 27
SE'LY LINE PARCEL B, BEC ROW PLAT NO. 27
S'LY LINE ADAMS STREET
ACCESS, INGRESS/EGRESS & UTILITY EASEMENT PER DOC. 570CR457
UTILITY EASEMENT PER DOC. 568CR880
POINT OF BEGINNING
ADAMS STREET
METCON COURT
EVERGREEN DR
EAST LINE W1/2 SW1/4
CENTER OF RADIUS S26°10'45"W
E1/2 SW1/4 SECTION 11-T108N-R26W
ACCESS, INGRESS/EGRESS & UTILITY EASEMENT PER DOC. 540CR4106
CITY OF MANKATO MUNICIPAL LIMITS
TURNER PROPERTIES ROC LLC
DCJK LLC
WET STORMWATER POND
TOP OF BANK 1116
EOF 1115
HWL 1114.67
NWL 1111
WQV 42174
WQV ELEV. 1011.95
BOTTOM 1007
MOST N'LY CORNER PARCEL K1, BEC ROW PLAT NO. 30
EDGE OF FIELD
CONTROLLED ACCESS PER BEC ROW PLAT NO. 30
REMOVE FIELD ENTRANCE & CULVERT
NE'LY CORNER PARCEL K1, BEC ROW PLAT NO. 30
NORTH LINE PARCEL K1, BEC ROW PLAT NO. 30
PARCEL K1
PARCEL M
PARCEL K2
C.S.A.H. NO. 17
BLUE EARTH COUNTY HIGHWAY RIGHT-OF-WAY PLAT NO. 30

60 0 60
HORIZ. SCALE FEET
DRAWINGS ON 11x17 SHEETS ARE HALF SCALE

REV.	BY	DATE	REVISION DESCRIPTION

JONES HAUGH SMITH
Engineers + Surveyors
415 West North Street Owatonna, MN 507-451-4598

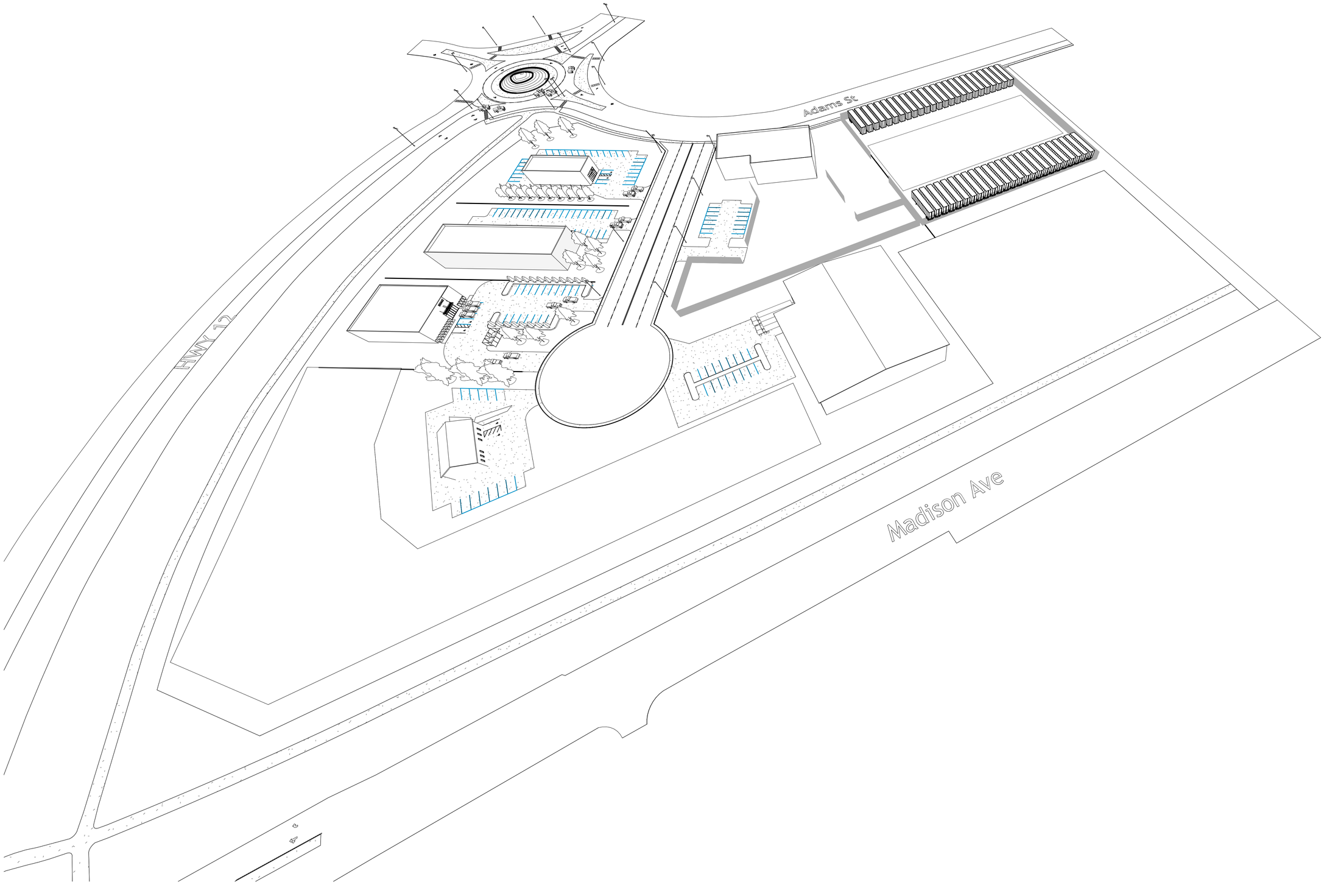
DESIGNED: JHS5
DRAWN: JHS5
CHECKED: BJJ
Date: 6/16/26
DWG: 25-1234PP

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.

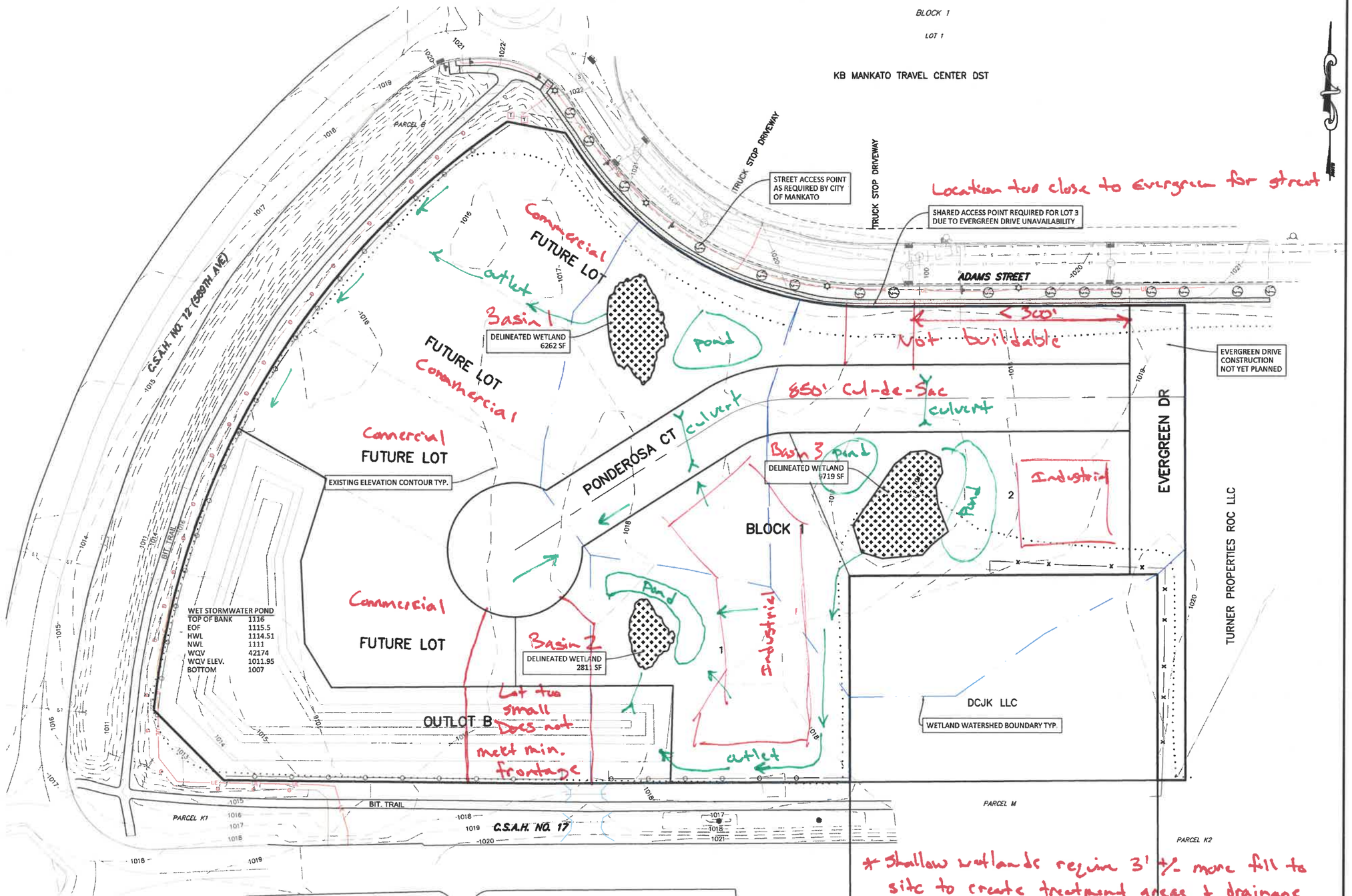
John H. Schulte V
License No. 44639 Date: 6/16/26

PRELIMINARY PLAT
METCON ADDITION
PART OF SW1/4 SECTION 11-T108N-R26W
SITE PLAN

SHEET 1 OF 2


Adams St
HWY 12
Madison Ave

METCON ADDITION



LEGEND

- W = Water Main
- S = Sanitary Sewer
- ST = Storm Sewer
- G = Gas Main
- UT = Underground Telephone
- OT = Overhead Telephone
- FO = Fiber-Optics
- UE = Underground Electric
- OE = Overhead Electric
- UTV = Underground TV
- JLM = Judicial Landmark
- X = Chain Link Fence
- = Control Access
- = Sign
- = Stop Sign
- = Light Pole
- = Flood Lights
- = Power Pole
- = Guy Anchor
- = Fire hydrant
- = Water Main Valve
- = Culvert
- = Catch Basin & Catch Basin Numbers
- = Manholes & Manhole Numbers
- 1272 = Elevation Contour Line
- 1271.23 = Spot Elevation
- RM1270.89 = Rim Elevation
- FL1262.34 = FlowLine Elevation
- = Deciduous Tree
- = Coniferous Tree
- = Bush

60 0 60
HORIZ. SCALE FEET

DRAWINGS ON 11x17 SHEETS ARE HALF SCALE

REV.	BY	DATE	REVISION DESCRIPTION
-		-	

JONES HAUGH SMITH
Engineers + Surveyors
415 West North Street Owatonna, MN 507-451-4598

DESIGNED: JHS5
DRAWN: JHS5
CHECKED: BJJ
Date: 8/13/26
DWG: 25-1234PP

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.
John H. Schulte V
License No. 44639 Date: 8/13/26

PRELIMINARY PLAT
METCON ADDITION
PART OF SW1/4 SECTION 11-T108N-R26W
NO WETLAND IMPACTS PLAN

SHEET 1 OF 1

PURCHASE AGREEMENT
FOR
WETLAND BANKING CREDITS

THIS AGREEMENT is made this 27th day of July, 2026 between Jonathan Guentzel, Guentzel Family Farms (Seller) and Randy McDonough, McDonough Farms, LLC (Buyer).

1. Seller agrees to sell to Buyer, and Buyer agrees to buy from Seller, the wetland banking credits (Credits) from Wetland Bank 1804 listed below:

Credits to be Sold

Credit Subgroup	Credit Type SWC or AGC	Wetland Type/Plant Community Type	Cost per Credit	Credit Amounts
C	SWC	SWC	$50,000.00	0.8628

Per Credit Withdrawal Fee by BSA*					
	SWC	AGC		SWC	AGC
BSA 1	$520	$270	BSA 6	$1,083	$586
BSA 2	$371	$191	BSA 7	$1,992	$1,060
BSA 3	$725	$389	BSA 8	$2,577	$1,348
BSA 4	$1,412	$724	BSA 9	$2,628	$1,332
BSA 5	$685	$367	BSA 10	$3,099	$1,580

Enter the Withdrawal Fee for the BSA of the account:	Total Cost:	$43,140.00	Total Credits:	0.8628
	Withdrawal Fee x total credits = fee			
$2,628/credit	**Withdrawal Fee:**		$2,267.44	
Easement Stewardship Fee:	*Easement Stewardship fee x total credits = fee*			
$302	**Stewardship Fee:**		$260.57	
	Total Fees:		$2,528.01	
	Grand Total:		**$45,668.01**	

*AGC is for Ag bank credits and SWC is for standard bank credits.

2. Seller represents and warrants as follows:
   a) The Credits are deposited in an account in the Minnesota Wetland Bank administered by the Minnesota Board of Water and Soil Resources (BWSR) pursuant to Minn. Rules Chapter 8420.0700-.0760.
   b) Seller owns the Credits and has the right to sell the Credits to Buyer.
3. Buyer will pay Seller a total of $ 43,140.00 for the Credits, as follows:
   a) $ 0 as earnest money, to be paid when this Agreement is signed; and
   b) The balance of $ 43,140.00 to be paid on the Closing Date listed below.

4. [☒] Buyer, [☐] Seller agrees to pay to a withdrawal fee of $ 2,223.44 to the State of Minnesota based on the per credit fee of $ 2,628 for Bank Service Area 9 and a stewardship fee of $ 260.57 based on the per credit fee of $ 302 . At the Closing Date, [☒] Buyer, [☐] Seller will execute a check made out for this amount ($ 2,484.01) payable to the Board of Water and Soil Resources.

5. The closing of the purchase and sale shall occur **on or before** December 31, 2026 (Closing Date) at 4:30 pm. The **Closing Date and location may be changed by written consent of both parties**. Upon payment of the balance of the purchase price, Seller will sign a fully executed Transaction Form to Withdraw Credits provided by BWSR, provide a copy of the Transaction Form to Withdraw Credits to the Buyer and forward the same to the BWSR along with the check for the withdrawal fee and stewardship fee.

6. Buyer has applied or will apply to City of Mankato (Local Government Unit (LGU) or other regulatory authority) for approval of a replacement plan utilizing the Credits as the means of replacing impacted wetlands. If the LGU has not approved the Buyer's application for a replacement plan utilizing the Credits by the Closing Date, and no postponement of the Closing Date has been agreed to by Buyer and Seller in writing, then either Buyer or Seller may cancel this Agreement by giving written notice to the other. In this case, Seller shall return Buyer's earnest money, and neither Buyer nor Seller shall have any further obligations under this Agreement. If the LGU has approved the replacement plan and the Seller is ready to proceed with the sale on the Closing Date, but Buyer fails to proceed, then the Seller may retain the earnest money as liquidated damages. **Buyer and Seller agree that the Purchase Agreement is contingent upon final approval by reviewing agencies (including adjustments to the acreage numbers) and project approval by the City of Mankato.**

7/27/26
(Signature of Seller) (Date)

7/27/26
(Signature of Buyer) (Date)

Transaction Form to Withdraw Credits

BOARD OF WATER AND SOIL RESOURCES

Minnesota Wetland Bank Program

If the layout of this form looks incorrect, click on *View*, *Edit Document,* then save it to your computer.

1. Credit User		*This space for BWSR use only.*
Name: Randy McDonough	**Organization: McDonough Farms, LLC**	
15760 Acorn Trail, Faribault, MN 55021	**Email:** scott.brown@met-con.com	
Phone: 507-332-2266	**LGU File #:**	
Consultant: Rob Merila, Aquatic EcoSolutions, Inc. # 612-799-3238		

2. Wetland Impact Information

To be completed for the project impacting wetlands and with which this withdrawal is intended to replace.

Project Name: Metcon Addition	**Impact Size (acres): 0.4314**
Impact County: Blue Earth	**Impact Wetland type: Fresh (Wet) Meadow**
Impact Major Watershed/BSA: 28 / 9	**Replacement Ratio: 2:1**

Sec/Twp/Range: Sec 11 T 108 N, R 26 W

*Projects with multiple locations should use the most central location in relation to the project as a whole.

Are Federally authorized credits required for this impact? Yes No

Corps Regulatory File Number: MVP-

Comments:

3. Credits to be Withdrawn To be completed by the seller of the credits (account holder)

Account Information

Account: 1804 **County: Blue Earth** **Bank Service Area: 8**

Credit Subgroup	Wetland Type/Plant Community Type	Federally Approved?	Cost per Credit	Credit Amounts
C	SWC	Y		0.8628

Per Credit Withdrawal Fee by BSA

BSA 1	$520	BSA 6	$1,083
BSA 2	$371	BSA 7	$1,992
BSA 3	$725	BSA 8	$2,577
BSA 4	$1,412	BSA 9	$2,628
BSA 5	$685	BSA 10	$3,099

Enter the Withdrawal Fee for the BSA of the account: **$2,628**

Easement Stewardship Fee: **$302**

Total Credits:	0.8628
(Withdrawal Fee x total credits)	
Withdrawal Fee:	$2,267.44
(Easement Stewardship fee x total credits)	
Stewardship Fee:	$260.57
Total Fees:	$2,528.01

Please make checks payable to the Minnesota Board of Water and Soil Resources. BWSR does not accept cash.

BWSR fee policy: http://www.bwsr.state.mn.us/wetlands/wetlandbanking/fee_and_sales_data/Wetland_Banking_Fee_Policy_Effective_June1_2017.pdf

Project Name: Metcon Addition

Confirmation email will be emailed to the user, seller, and regulatory representative when the transaction is complete. If anyone else should be notified please indicated their emails below:

_____ _____

4. Regulatory Authorization

By signing below, the identified agency and authorized representative hereby certifies that they have: a) verified that the subject wetland credits are deposited in the account of the owner/seller, **b)** approved a wetland replacement plan or similar agreement under their jurisdiction, and **c)** approve the proposed use of the wetland bank credit described above.

WCA LGU/Agency:

LGU Representative:

Email Address:

_____ _____

Signature Date

For NRCS, DNR, etc. as applicable

Agency Name and Location:

Representative:

Email Address:

_____ _____

Signature Date

5. Credit User Signature

By signing below the proposed credit user attests that he/she owns or has purchased the credits identified in this form and has received approval from the regulatory authority(ies).

_____ _____

Signature Date

6. Account Holder Signature

By signing below I, the seller and holder of the aforementioned account in the State of Minnesota Wetland Mitigation Bank, certify that:

1) The credits described in this transaction form have been sold to the credit user or will be used for my own project;
2) I have received payment in full from the buyer (if applicable);
3) The credits described in this transaction form have not been sold or used in any way to mitigate wetland losses other than for the project and location identified in the wetland impact information block on the previous page;
4) The credits described in this application should be withdrawn from my account; and
5) I will not have a negative balance of credits after the subject credits are debited from my account.

Name/Representative:

Email Address:

_____ _____

Signature Date

Send complete forms and fee payments to:

Wetland Bank Administration
Minnesota Board of Water and Soil Resources
520 Lafayette Road North
Saint Paul, MN 55155