



ENVIRONMENTAL BOARD AGENDA

Wednesday, October 29, 2025

Broadcast on Cable TV Channel 16
and northmetrotv.com/lino-lakes-stream

ADVISORY BOARD MEETING, 6:30 P.M.

Council Chambers (televised)

1. Call to Order and Roll Call
2. Pledge of Allegiance
3. Public Comment (*sign-in prior to start of meeting per Rules of Decorum*)
4. Setting the Agenda: Addition or Deletion of Agenda Items
5. Approval of Minutes:
6. Action Item
 - A. Del Webb-Pulte Homes PUD Concept Plan
 - B. Heron Rookery Event Update

ADJOURNMENT

**ENVIRONMENTAL BOARD
STAFF REPORT
AGENDA ITEM 6.**

STAFF ORIGINATOR: Tom Hoffman, Environmental Coordinator

MEETING DATE October 29, 2025

AGENDA ITEM: Action Item

INTRODUCTION

Del Webb-Pulte Homes PUD Concept Plan

BACKGROUND

RECOMMENDATION / REQUESTED DIRECTION

ATTACHMENTS

None



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5. Approval of Minutes: September 24, 2025
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 - A. Del Webb-Pulte Homes PUD Concept Plan
7. Discussion Items
 - A. Heron Rookery Event Update

ADJOURNMENT

Meeting guidelines on reverse side.

CITY OF LINO LAKES ADVISORY BOARD MEETING GUIDELINES

Advisory boards are fact-finding bodies established to aid the City Council in specific areas. The decisions of any board are considered advisory only and all final decisions rest with the City Council. Board meetings shall operate in accordance with the procedures established by the City Council. The following meeting guidelines are derived from the City Council Rules of Decorum.

Members of the Audience – No person in the audience shall engage in disorderly or disruptive conduct such as audible commentary during a meeting, hand clapping, stamping of feet, whistling, using profane language, yelling and similar demonstrations, which conduct disturbs the peace and good order of the meeting.

Public Comment – Comments from the public will be accepted on any matter, whether on the agenda or not. Comments will not be accepted during specific agenda items unless a Public Hearing has been noticed. Please remember to be courteous and respectful and abide by the following guidelines:

- Sign-in prior to the start of the meeting
- Step up to the microphone when recognized by the Presiding Officer (Chair or Vice-Chair)
- State your name and address for the record
- State the subject to be discussed
- Limit comments to 4 minutes
- Address comments to the board as a whole, not any specific member
- No question may be asked of a board member or staff member without the permission of the Presiding Officer (Chair or Vice-Chair)
- Elect a spokesperson for a group of persons who wish to address the board on the same subject

Public Hearing – A public hearing is a separate item of business on the agenda. It gives the public an opportunity to comment on the topic identified. Please remember to be courteous and respectful and abide by the guidelines outlined for public comment (although no sign-in required).

Typically, a public hearing proceeds as follows:

1. The Presiding Officer (Chair or Vice-Chair) will announce the agenda item and staff will present their report.
2. Board members have the opportunity to ask staff questions about the item.
3. The Presiding Officer (Chair or Vice-Chair) opens the public hearing and will recognize those who want to speak.
4. The Presiding Officer (Chair or Vice-Chair) shall close the public hearing.
5. The Board will then discuss the item. No further public comments are allowed.
6. The Board will make a recommendation and/or decision.

After a motion has been made or a public hearing has been closed, no member of the public shall address the board from the audience on the matter under consideration. The Presiding Officer (Chair or Vice-Chair) shall maintain strict order and etiquette at all meetings.

**CITY OF LINO LAKES
ENVIRONMENTAL BOARD MEETING**

DATE:	September 24, 2025
TIME STARTED:	6:30 p.m.
TIME ENDED:	7:17 p.m.
MEMBERS PRESENT:	Alex Schwartz, Julia Nelson, Lindsay Buchmeier, Jonathan Parsons, Elizabeth Larkin, Mary Jo Stevenson, Shawn Holmes
MEMBERS ABSENT:	None
STAFF PRESENT:	Thomas Hoffman, Jennifer Alderink

1. CALL TO ORDER AND ROLL CALL

Chair Schwartz called the Environmental meeting to order at 6:30 p.m. on September 24, 2025.

2. PLEDGE OF ALLEGIANCE

3. PUBLIC COMMENT

Chair Schwartz declared open mike at 6:31 p.m.

There was no one present for public comment.

Chair Schwartz closed public comments at 6:31 p.m.

4. SETTING THE AGENDA: Addition or Deletion of Agenda Items

Chair Schwartz took a motion to set the agenda. Ms. Buchmeier motioned to approve the agenda as is. Ms. Stevenson seconded. Motion carried 7 – 0.

5. APPROVAL OF MINUTES

Chair Schwartz took a motion to set the minutes. Mr. Parsons motioned to approve the July 30, 2025 meeting minutes. Motion was seconded by Ms. Buchmeier. Motion carried 7 – 0.

6. ACTION ITEMS

A. 7920 Lake Drive CUP (Lake Drive Dealership & Office Space)

Tyler Huebsch plans to operate a professional office space for independent dealership and office space for general business. The zoning would give the capability to utilize the office space for individual dealers who have their own LLC through the state. Each dealership can have as many employees as they wish but will need the office space required for it. With each exterior office there will be 5 additional parking spaces which fits the legal requirements to operate a dealership in Minnesota.

Tom Hoffman, City of Lino Lakes Environmental Coordinator, presented the Lake Drive site plan and was available for questions.

Chair Schwartz noted that it seems like the proposal is to really cut down on trees, seeing that the plans show that trees are going down from six to two. Chair Schwartz also noted that he sees a recommendation for trees to be removed from infiltration basin one, so the site appears to be pretty constrained. He asked if there is a recommendation for an alternative place to re-locate these trees.

Mr. Hoffman explained that the Dealership and Office Space will still need to meet their vehicle hardscape requirements, so the trees that they'll be removing from the infiltration basin will get moved elsewhere on the site. He pointed out that the trees will most likely be moved to the end caps in the parking lot that he mentioned in his earlier presentation. Currently, the ones on the infiltration basin are given 50% canopy cover credit because they are within 7 feet of hard cover. All of the trees within the hard surface itself will get 100% coverage, so the City is hoping to get more coverage to break up the inside of the parking lot and move some of these trees to additional locations on site.

Mr. Hoffman also explained that the design engineer is currently proposing that the infiltration basin should be completely surrounded by retaining walls in the front and back to prevent maintenance and access issues. If the infiltration basin does get moved or goes away, the plantings would likely stay where they are currently at, along with additional planting inside the site as well. Mr. Hoffman said the only thing he envisions the proposed owner not providing is the foundation landscape planting for the trees. Otherwise, the

proposed owners are going above and beyond for number of tree open space and vehicle cover.

Ms. Nelson noted that it looks like 3 pine trees and 1 oak tree are being removed. She inquired as to what is considered a high-value tree.

Mr. Hoffman explained that a high-value tree falls into the ESA (Endangered Species Act) category. Additionally, in the city code, there is a "Significant tree" high value which is defined as your 6" diameter hardwood. The pines and oak trees would be considered high value trees. He goes on to explain that hardwoods fall more under the definition of significant trees, so even though some popples and cotton woods can be considered one of our significant trees, they're not as high value. The trees that have been planted and maintained are more high-value trees than your Siberian elms or willows.

Ms. Nelson inquired as to whether the oak tree was on the smaller side.

Mr. Hoffman stated that the oak tree is about a 20" tree, which was a decent-sized oak tree.

Ms. Nelson asked if there is a way we could keep the oak trees because they are a slower growing tree. She mentioned that we also must think about the absorption of noise for people in the neighborhood.

Mr. Hoffman said that those trees wouldn't be able to be kept because they are inside the parking lot. He also said that the only trees that are being removed are for basic commercial use such as the hardscape and building foundation. He mentioned that four of the trees being removed are conifers and an oak tree. The remaining trees are primarily the ones growing within the drainage and utility easement on the city easement for that basin, so it's not feasible to save those trees. To meet the parking requirements of the development, they'll have to add some additional parking within this design after losing seven spots for the end cap. Mr. Hoffman concluded, saying that the four trees mentioned are within that basic use and there is no mitigation required because it falls within the vehicle hardscape for the development.

Ms. Nelson inquired as to whether Mr. Hoffman remembers at the Starbucks on Apollo Drive where they put the asphalt that allows water to run through, and if we could do something like that in this development.

Mr. Hoffman said that the dealership/office space developers are meeting their water quality now with the infiltration basins, which is preferred. Mr. Hoffman also stated that the City is going to be requesting a trail easement through the development. The City is currently requesting a trail easement through here, and the developers are currently

proposing one of the infiltration basins within the city right of way or within a drain utility and drainage easement. The basin mentioned in the report is most likely going to go away. There is also a basin near the retaining wall that may go away as well. If those basins go away, the City will look into other options for their water quality treatment, such as underground storage, filtration, permeable pavers, treat trenches, etc. Per requirements, the City will start with the highest level, which is infiltration. If that isn't feasible on this site, they will look at alternatives.

Ms. Nelson inquired about the idea of a used car lot/office building combination.

Mr. Hoffman said that the car lot wouldn't necessarily be used cars. Out of the 36 or 37 offices, they're anticipating that 1/2 to 1/3 of them will be private dealerships. Each licensed dealer can have up to five cars that they can have on the lot at a time. The City is looking at capping the number of dealers and having the rest for office space. Additionally, the dealer could have anything from vintage cars to brand new cars on the lot. The only restrictions we currently have in place are the number of vehicles each licensed dealer can have. With that said, each dealer could have multiple offices with multiple dealers working out of the development to get more vehicles. Based on the parking plan, it looks like there are about 15 to 20 of the offices will be occupied by dealers.

Ms. Larkin asked about mitigation of lighting in the development. She observed that the development is adjacent to residential communities, and for protection and security, she thinks the site may have a lot of light. She would like to know if there is any mitigation in place for nearby residents and the environment.

Mr. Hoffman stated that the development still needs to meet all the City's requirements for lighting. He also notes that there is not a lot of residential housing adjacent to the development, with the exception of one house on the corner of Kelly street. In that case, there will be some proposed lighting there which includes having glare shields on the back with all downward lighting. The City does allow continuous lighting over parking lots for security reasons.

Mr. Hoffman also stated that as a part of the Conditional Use Permit (CUP), the City is working with the developer to have dimming hours of operation throughout the night.

Mr. Larking inquired as to whether strategically planting trees to help block light is being proposed.

Mr. Hoffman said that there are already some trees along the edge that will be put in. They will be smaller at first, but once matured, they will be large trees with large canopies. He noted that there is already some existing tree coverage on our basin to provide additional

screening along with shrubs on the backside. He also said that when the developer revises their landscape plan, he will most likely suggest that they plant a few large trees along the fence with some smaller shrubs to break it up.

Chairman Schwartz asked if dark sky certified lighting holds the same certification and specifications as downcast lighting.

Mr. Hoffman said that the two are essentially the same thing. Downcast lighting is more of the terminology used for the lighting itself, while dark sky certified is more of the initiative to prevent illumination upwards.

Chairman Schwartz inquired about the plans not showing an efficient number of parking spaces for how many offices there are.

Mr. Hoffman stated that there are currently 120 spaces proposed. That number could change again with the number of licenses that the City would cap. This recommendation will go to the Planning and Zoning committee and then to the City Council. He agreed that they need to make sure there is sufficient parking for all purposes.

Chairman Schwartz expressed concern about how the City plans to enforce the parking spots.

Mr. Hoffman explained that if they start running into an issue with the parking lot being full, the City will be able to do a count of the licenses they have and the vehicles for sale on the lot. That way they can track each vehicle back to that specific dealer and take action if there is a violation.

Ms. Larkin inquired whether the fencing will be the same all the way around the property.

Mr. Hoffman explained that fencing is only required on the residential side and will run the length of the parking lot for the screening. That fence will be 8' tall.

Ms. Larkin asked if additional fencing is put in, can it be the same all the way around.

Mr. Hoffman said that the developers are not proposing any additional fencing, but if they were, it would have to be similar material. He did note that it couldn't be the same height where it goes around because there are different height requirements. The developer is planning on it being an open lot.

Mr. Parsons asked if we would have up to 80 cars potentially for dealerships.

Mr. Hoffman stated that they were thinking it's going to be somewhere between 15 and 17 licenses that the developers propose, so roughly 75 to 80 spots – potentially 100.

Mr. Parsons asked about snow and rain removal on site.

Mr. Hoffman said that the developers are proposing snow storage in the infiltration basin, which the City does not allow because they do not want to push the chlorides, sediments, and other pollutants in there. Mr. Hoffman stated that the developers still have some maintenance things to work out. He also noted that ideally, the infiltration basin will go away if they can move the garbage enclosure out of the center to the back where it will be flat, making more room for storage.

Mr. Parsons inquired about the use of soaps and runoff from vehicle washing and wanted to know about restrictions for that runoff.

Mr. Hoffman stated that if the owners wanted to wash cars on their lot, they would be pre-treating their private basins, which are not restricted. The City recommends that they do not wash their vehicles on site, and Mr. Hoffman does not think that they wouldn't want to because they're going to have maintenance issues with the more materials they flush through there. He thinks they will most likely wash their vehicles off site. He will add a comment for the business that any vehicle maintenance or washing is either done on site or in a designated area to reduce any potential pollutants.

Ms. Larkin inquired as to whether the business owners were anticipating any maintenance on the vehicles.

Mr. Hoffman confirmed that there will not be a garage service on site for maintenance work. The cars being sold will be primarily new vehicles or vehicles being sold as is. As a part of our City code, there won't be any "junk" vehicles. If the vehicles are leaking oil or don't have registration, they will need to be removed from the lot.

Ms. Nelson asked if the building would be two stories.

Mr. Hoffman confirmed it will be a one-story building.

Ms. Nelson noted that it seems like an odd spot for a car lot.

Mr. Hoffman explained that the proposed owner has two mixed commercial and private auto sale businesses similar to the one they would like to bring to Lino Lakes. One is potentially going away with road work in Brooklyn Center, so he's looking for a new

location. The owner has had this model in various other cities, and it seems to be working for them, but it's something we haven't seen before in Lino Lakes.

Chairman Schwartz asked Mr. Hoffman if he has looked at the examples of these businesses in other communities, and if they are decent lots.

Mr. Hoffman said that the City's building official is quite familiar with this type of business and drives by it. He has had nothing but good things to say about it. The building official has said that the business seems like it is well-maintained.

Chairman Schwartz brought up the stubbing of a sidewalk. He believes it was a recommendation but did not see that in their recommendation slide.

Mr. Hoffman explained that it was a different recommendation slide from the last one that did not get deleted. He confirmed that the pedestrian facilities will be graded so it will be ready for the county project when it comes through. Once the county project comes through, they'll stub that sidewalk in, hopefully as far as they can go and eventually tie in with the Marketplace Drive redo that was recently done.

Ms. Nelson asked Mr. Hoffman if we could get a path all the way along Lake Drive.

Mr. Hoffman stated that it was a goal to get a pedestrian facility along Lake Drive.

Ms. Buchmeier asked about the parking spots close to the building entrance and exits. She wanted to know if they are going to stay parking spots or will they be end caps.

Mr. Hoffman said that there will still be parking spots adjacent to those, but we require at the entrances that it be a landscaped hard end, so vehicles won't get hit as you come in. He noted that that same will be true for on the drive through the parking lot.

Mr. Hoffman noted they just received resubmittal today on the plans and had the development review that. He said that he'll have an additional 5-7 additions that they touched on during this board meeting that aren't in the original packet.

Additionally, Mr. Hoffman noted that the recommendations that are not in the current plan will be covered under the engineering memo as well, which includes the storm water, parking, and some utilities.

Ms. Buchmeier inquired whether the board will see these additions and need to approve them moving forward. She wanted to confirm that they would be taken care of.

Mr. Hoffman confirmed that they will be taken care of.

Ms. Nelson asked if the board will see this site plan again.

Mr. Hoffman confirmed they will not see the site plan again at future board meetings. The CUP comes once to the board, then it will just be staff recommendations. He goes on to explain that with all developments that come in after the initial review, the site plan will change to some degree. It will be the staff's responsibility to make those corrections to ensure that it meets the general provisions that were laid out. The landscape requirements might change slightly, but it will still meet city code. Mr. Hoffman said that he will also take all other recommendations on additional screening and buffering and provide those to the developer.

Chairman Schwartz wanted to confirm that the proper number of trees will be planted back on the site to replace ones that are going to be removed.

Mr. Hoffman said that the developers are proposing to go above and beyond planting the number of trees that are required. He believes there are an additional 11 trees being planted above what is required for hardscape in the open space that they have.

Ms. Larkin asked if any ornamental or decorative grass or shrubbery would be planted as a part of the landscape plan.

Mr. Hoffman said that the developer is providing quite a few decorative grass and/or shrubbery for along the foundation and edge of the parking lots.

Ms. Larkin inquired as to what qualifies as a CUP for this property.

Mr. Hoffman explained that it is zoned as commercial, but auto sales land under a CUP, so it needs get approved as part of commercial. The auto sales portion requires the CUP.

Chairman Schwartz asked if the board want to include those additional 5-7 add-ons as a part of the motion.

Mr. Hoffman said that the board can make a motion to approve staff review memorandum as updated after the environmental board meeting.

Chairman Schwartz makes a motion to approve based on the recommendations in the staff memorandum, including the eight memorandums that are currently in the plan and the unspoken ones.

Ms. Holmes seconds the motion.

Motion Approves 7 – 0.

Ms. Holmes asked if there has been city engagement with the fiber optic lines going in and how far they're digging down in regard to established trees.

Mr. Hoffman said that they have a full-time inspector working on the project. For the most part, the City is trying to get them outside of the boulevard into the utility easement, which is a 10-foot utility easement in most of the neighborhoods. Overall, the fiber optic company is looking at trying to go around trees and avoiding trees where possible.

Mr. Hoffman goes on to say that generally, the boring of small fiber like that isn't going to have an impact on the root system. It's more of maintenance and issue that those roots are going to have on the tree in the long term. The concern is more for if there are any cracks in the cable and the roots get in there, so the company tries to push them around.

7. DISCUSSION ITEMS

A. Recycling Update

Mr. Hoffman presented the report on the first Building Material Collection Event, along with the monthly Recycling Saturday Event and was available for questions.

B. Heron Rookery Event

Mr. Hoffman talked about the tree planting event being held on Peltier Island Rookery on October 10th and was available for questions.

8. ADJOURN

Chair Schwartz took a motion to set the agenda. Ms. Buchmeier motioned to adjourn the meeting at 7:17 p.m. Ms. Nelson seconded the motion. Motion carried 7-0.

Respectfully submitted,
Jennifer Alderink – Office Specialist

**ENVIRONMENTAL BOARD
ITEM 6A**

STAFF ORIGINATOR: Tom Hoffman, Environmental Coordinator

DATE: October 29, 2025

REQUEST: Del Webb- Pulte Homes PUD Concept Plan Review

CASE NUMBER: CP2025-0001
PCP2025-001

APPLICANT: Pulte Homes of MN, LLC

OWNER: Multiple Property Owners.

BACKGROUND

The applicant, Pulte Homes of MN LLC, is proposing a master planned development located on the North side of Main Street (CSAH 14), East of Sunset Ave NE (County Road 53), and South of Pine Street. The proposed development is bordered by Blaine to the west and south of Columbus. The development contains approximately 259.2 gross acres and consists of mix of residential housing and residential/commercial. Including Del Webb Brand homes (455), Pulte townhomes (106), and Pulte single-family homes (174). The proposed development is called Del Webb-Pulte Homes.

Future land use applications may include:

- AUAR Mitigation Plan
- Rezoning property from R, Rural to PUD, Planned Unit Development
- PUD Preliminary Plan/Preliminary Plat
- PUD Final Plan/Final Plat.

This staff report is based on a review of the following documents:

- Applicant Narrative prepared by Pulte Homes dated October 13, 2025
- Del Webb- Pulte Homes Development PUD Concept Plan prepared by Alliant Engineering dated October 9, 2025
- Geotechnical Evaluation Report prepared by Braun Intertec, dated September 19, 2025

ANALYSIS

Current Zoning and Land Use

Current Zoning	R, Rural
Current Land Use	Agricultural
Future Land Use per 2040 Comp Plan	Low Density, Medium Density, High Density, Planned Residential Commercial, and Urban Reserve
Utility Staging Area	Stage 3 (Post 2040)

Current Proposal

The attached applicant's narrative provides a detailed description of the project. Per the narrative, "Del Webb brand (455 homes), Pulte townhomes (106) and distinct types of Pulte single-family homes (174 homes) for a total of 735 homes."

Residential

The applicant is proposing the following mix and number of housing types:

Housing Type	# Units
Del Webb 44' lots =	172
Del Webb 50' lots =	183
Del Webb 64' lots =	100
Single-Family 60' lots =	89
Single-Family 65' lots =	85
Town Homes =	106
Total Number of Units =	735

The proposed development consists of residential/commercial at the high-profile intersection of Main St and Sunset Ave NE providing a gateway into the community. Land use decreases in intensity as the development distances from the intersection, transitioning into single family residential with stormwater ponding and open space. Public trail system is shown within the development connecting from Main Street and running through open space to the public park system.

Planned Residential/Commercial

10-acre lot guided for Planned Residential/Commercial closely follows the Lino Lakes Main Street Master Plan. This area is a future phase that currently does not have a specific design and will be determined by retail developers.

General Site Characteristics

The 259.2-acre site is predominately used for agricultural purposes (sod farm) with existing ditch systems running through the site, two residential homes, and a building for the sod operations. Along with the existing ditch system there are 9 wetlands shown on site as well and are shown on the wetland delineation. A majority of the site also falls within the designated flood plain.

Land Cover

Vegetative land cover for the site is comprised primarily of a monoculture of grass from sod farming. Portions of the site are exposed soils periodically due to the strip farming for sod. There is limited diversity of species throughout the site with turf grass predominantly being the main form of ground cover. The western edge of the property is wooded with a mix of coniferous and hardwood trees for a buffer and screen for the existing home.

Some wetland species exist along the ditch corridor, however most vegetation is comprised on reed canary grass and other invasive species through that corridor.

Soils

Soils consist of topsoil, fill, and alluvial deposits. Samples varied widely throughout the project site. Areas show higher concentrations of organic matter transiting into very little organic matter through out the site. Soil was consistently wet throughout the site.

Based on the soil boils provided, onsite infiltration will be limited due to the layer of silty clay and high groundwater levels.

Groundwater was also observed throughout the site at a depth of 2-12'. The existing ditches have open water consistently and generally will be at the level of corresponding groundwater throughout the site. Lean clay soils have the potential to trap pockets of groundwater at higher elevations throughout the site.

Onsite sandy soils appear to be suitable for use as fill onsite. Some of the onsite material will likely require moisture conditioning prior to reuse and compaction. Based on

gradation of selected soil samples the sand (SP) is fine grained sand with silt. Soils are not conducive to infiltration, but will drain slowly.

Rare, Unique, or Significant Resources

The applicant is in the process of completing a survey for endangered plant species within the site.

During the AUAR the DNR identified state-listed plant species having the potential to be affected with proposed development. A qualified surveyor will need to determine if suitable habitat exists within the area of impact.

The DNR also required specific mitigation measures to avoid impacts to state-listed threatened Blandings turtles. A Blandings turtle mitigation plan will be required with future development plans.

Tree clearing activities will be restricted to the winter months (November 1- March 31) to limit impacts to nesting species. If winter tree clearing is not feasible, technical consultation with the USFWS may be required. Tree removal is also subject to the City's tree preservation requirements.

A Bald Eagle nest has been observed within the AUAR adjacent to the proposed development. The developer is in contact with US Fish and Wildlife to determine what if any mitigation measures or buffers are required.

The development shall implement the Conservation Design Framework, which includes conservation of Environmentally Sensitive Areas, buffering these natural resources, and establishing greenway corridors throughout the AUAR area.

Stormwater Management

Realignment of ACD system 10-22-32 is proposed as part of the development. A 20-foot buffer will be maintained on each side of the ditch as required by RCWD to allow for regular maintenance.

Stormwater BMP's will be constructed in accordance with the City, RCWD, and Mids requirements. Based on the soil borings and high ground water level it is likely infiltration will not be feasible on the project site. Stormwater ponding must meet city requirements for both rate control, volume, and water quality. Stormwater reuse will be mandated to be evaluated as part of the development.

The concept plan includes several stormwater ponds throughout the development along with the realignment of the County Ditch. City engineer will evaluate stormwater

management to confirm it meets existing city code and the AUAR mitigation measures for stormwater as laid out in the mitigation plan.

Flood Plain

The majority of the site is within the FEMA floodplain. Any potential impacts to the proposed floodplain as part of the development will be required to meet City of Lino Lakes and RCWD approvals. RCWS approvals are required specifically to the RCWD's 100 year floodplain.

Floodplain alteration will require submittal of appropriate letter of map change to FEMA to document changes to the floodplain boundaries.

Grading and construction of storm water management best management practices (BMP's) are permissible with the flood plain. Any filling of flood plain will require mitigation and FEMA approval.

Current plans show an updated map of the floodplain with compensatory storage. Final calculations of compensatory storage will be required with future submittals to verify there are no impacts on adjacent properties as part of the development.

Shoreland District

The project location is not located within a shoreland district.

Wetlands

The Rice Creek Watershed District (RCWD) administers the Wetland Conservation Act (WCA) for this area. Any wetland impacts will need to be approved by RCWD. Wetlands preserved on site will need to meet RCWD and City buffer requirements.

There are nine wetlands identified on site. A majority of the wetlands are on the northern half of the property with the larger wetlands primarily on the Peterson parcel.

Four of the wetlands are currently with the farmed area of the parcel and can be seen with turf grass in the wetland area. These areas are farmed and disturbed every year, likely leading to no wetland vegetation and very little wildlife habitat. Wetlands on the Peterson parcel are larger and more natural. Inventory of plant species should be completed within these wetlands as part of the rare plant survey.

Any impacts to wetlands onsite are required to meet WCA requirements and provide mitigation. There may be opportunities for onsite mitigation within the floodplain

storage areas. Otherwise, an approved wetland mitigation and banking plan will be required.

Greenway System, Parks, and Trails

The 2040 Comprehensive Plan shows a greenway corridor with a park and trail system along this area. The eastern portion of the site is proposed as a greenway corridor and will be extended in the future with additional development to make a connection north and east.

Currently the proposed plan shows two parks within the proposed site. One of the parks is located at the edge of the development where future expansion of a larger park is anticipated with future development.

An additional greenway of open space is provided from the planned residential/commercial development to the proposed future park expansion. This area provides another corridor of open/green space through the development to provide habitat and trail access. The greenway provides a 200-foot-wide trail corridor throughout most of the site.

The site will maintain an area of 77 acres of open space equal to 30% of the entire development, with multiple corridors for both stormwater, recreation, and wildlife travel.

Tree Preservation

A Tree Preservation and Mitigation Plan will be required for existing trees that are proposed to be removed. A tree survey will be required for the Peterson parcel.

A tree inventory was completed for the Robinson portion of the site; additional information will be required with future submittals. Coniferous trees are measured by height, not DBH. Each tree should be noted whether it is within the basic use, ESA, or non-ESA areas. Provide a table showing each tree to be removed and only include trees onsite that meet the definition of significant. Green Ash, for example, are not considered as significant trees due to Emerald Ash Borer.

Tree removal should be planned for the dormant season over winter (November 1-March 31) to reduce impacts to nesting or migrating species.

Tree removal will need to follow tree preservation requirements as outlined in City Code 1007.049. Tree preservation protection and mitigation will be required for trees that are remaining onsite.

Landscaping

Boulevard trees are required at the rate of one (1) tree per lot frontage for single family and two-family lots. Townhomes and multi-family properties require one tree per 70 feet of linear feet of road frontage. Open areas shall be landscaped. Landscape screening and buffers shall be installed along CSAH 14/Main Street.

Noise mitigation techniques and berms along CSAH 14/Main Street may be required at the time of development. The landscape plans shall comply with Section 1007.043 (17), Required Screening, Landscaping, and Buffer Yards of the zoning ordinance.

Tree mitigation will be required after reviewing the tree preservation table. Mitigation planting shall take place onsite to offset trees removed.

It is anticipated that that the Del Webb portion of the development will exceed city requirements with plantings, landscaping, and open space.

Environmental Review Considerations

This area is part of the Lino Lakes Main Street AUAR. As part of the AUAR, an Environmental Assessment Worksheet (EAW) will be required. The process operates according to rules adopted by the state's Environmental Quality Board (EQB). The EAW document is designed to provide a brief analysis and overview of the potential environmental impacts for a specific project and to help the City, referred to as the Responsible Government Unit (RGU), determine whether an Environmental Impact Statement (EIS) is necessary. The questions contained within the document are established by the EQB.

The EAW is not meant to approve or disapprove a project but is simply a source of information to guide other approvals and permitting decisions. In fact, it is one of the advantages to larger scale development projects. Preparation of the EAW will help inform the design of the project before the submittal of a formal development application.

The public comment period lasted for 30 days. During that period, written comments to the City were accepted. At the end of the 30-day period, the City reviewed all of the public comments, as well as the content of the EAW to determine whether the project needs further changes or analysis. The City will prepare a written response to all substantive comments received during the public comment period. The AUAR was adopted by City Council in August of 2025.

The project will be subject to meeting all city requirements, along with specific conditions laid out within the AUAR. The AUAR mitigation plan will be used when

reviewing the development to ensure that it meets the requirements of the document, as well as aligning with the Master Plan. Staff will review the mitigation plan and request additional information needed.

Drinking Water Protection

The site is not within the Lino Lakes Drinking Water Supply Management Area (DWSMA). City sewer and water will be extended to service the proposed development.

The Minnesota Well Index indicated two wells within the proposed project area. Proof should be provided of the well sealing and septic system removal if a septic system existed.

RECOMMENDATIONS

Staff have the following recommendations for consideration by the board:

1. An erosion control plan will be submitted to the city for the proposed development and will require compliance with the City's erosion and sediment control standards
2. A SWPPP will be required for the project, ensure that the SWPPP meets all requirements on the NPDES permit including section 5.1-5.26
3. The project will disturb more than an acre of soil and will be required to obtain an NPDES permit. Proof of permit shall be required before construction.
4. Refer to the AUAR Mitigation plan for specific requirements within the proposed project area. The area falls within the Lino Lakes Main Street AUAR and will be required to meet the mitigation requirements.
5. Floodplain alterations will require submittal of appropriate Letter of Map Change to FEMA to document changes to floodplain boundaries.
6. Provide totals for floodplain fill and impacts within the project area along with calculations for compensatory storage being provided.
 - a. Calculations and modeling will need to be verified that changes to the floodplain do not impact adjacent properties up or downstream of the project.
7. Follow sequencing process of wetland avoidance, minimization, and mitigation as outlined in the Wetland Conservation Act (WCA). If wetlands are altered, follow the applicable City of Lino Lakes, WCA, RCWD, and USACE Permitting.
 - a. Provide totals of wetland impacts, both permanent and temporary.
 - b. Include wetland banking mitigation form
8. Stormwater management BMP's shall be constructed in accordance with City, RCWD, and MIDS requirements.
 - a. Developments are encouraged to use best practices to reduce chloride uses in snow and ice removal.

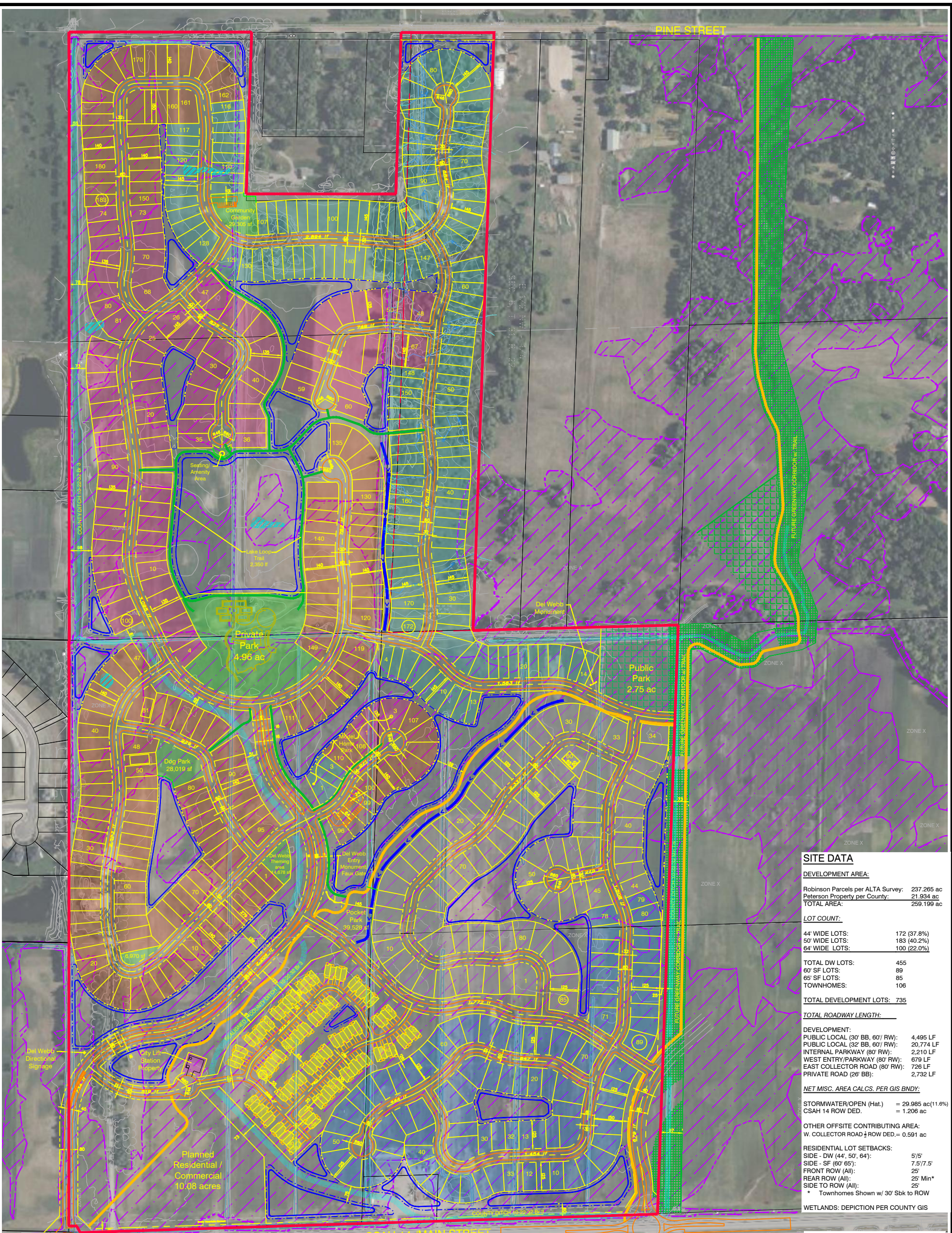
- b. This will be an important issue within the Del Webb and HOA communities. Contractors should be Smart Salt Certified.
- 9. City Engineer will review stormwater management requirements to confirm they meet all requirements.
- 10. Evaluation of the feasibility of stormwater reuse for all developments will be required as part of the AUAR.
 - a. The City recommends planting native and drought tolerant species to minimize irrigation requirements.
- 11. Realignment of ACD system 10-22-32 is proposed as part of the development. A 20-foot buffer will be maintained on each side of the ditch as required by RCWD to allow for regular maintenance.
 - a. Confirm ditch relocation meets RCWD requirements.
- 12. A DNR temporary water appropriation permit will be required for any dewatering needed for construction.
- 13. Invasive species will be controlled during site construction. Additionally appropriate measures will be taken to control the spread of invasive species during construction and landscaping. Refer to the AUAR mitigation sheet for additional information.
- 14. Tree clearing activities will be restricted to winter months (November 1- March 31). If winter tree clearing is not feasible, technical consultation with the USFWS may be required.
- 15. Provide a tree preservation table showing all significant trees on the proposed site.
 - a. Green ash are not considered significant as described in city code.
 - b. Inventory not completed for the Peterson parcel.
 - c. Coniferous trees are measured by height, not DBH, as outlined in city code.
 - d. Tree preservation should be shown around areas of existing trees that are to be preserved during the project.
 - i. Add tree preservation detail to the plan sheets with future submittals.
 - e. Add classification status for each tree to verify if and how much mitigation is required per tree.
 - i. Basic use, ESA, and non-ESA should be shown for all trees.
 - f. Provide a table showing all proposed removals onsite
 - g. Provide a planting schedule with mitigation trees. Calculations should be provided showing required mitigation.
 - h. Mitigation trees must be a minimum of 2" diameter for replacement, trees under 2" will not receive credit.
- 16. Boulevard trees are required at the rate of one (1) tree per lot frontage for single family and two-family lots.
 - a. Townhomes and multi-family properties require one tree per 70 feet of linear feet of road frontage.

- b. Open areas shall be landscaped. Landscape screening and buffers shall be installed along CSAH 14/Main Street.
- 17. Reseed herbaceous areas with native seed mixes where possible to avoid impacts to the monarch butterfly and rusty patch bumble bee.
- 18. Many state-listed plant species were identified by the DNR having potential to be affected by the proposed development scenarios.
 - a. A qualified surveyor will need to determine if suitable habitat exists within the activity of impact.
 - b. Conduct a survey prior to any project activities, the survey will determine next steps for avoidance, minimization, and permitting.
- 19. DNR required specific mitigation measures to avoid impacts to state-listed threatened Blandings turtle.
 - a. Limit erosion and wetland impacts.
 - b. Check bare ground, trenches, holes, and depressions during construction activities.
 - c. Develop a Blanding's turtle mitigation plan.
- 20. Consult with USFWS to determine appropriate mitigation strategies for activities near the Bald Eagle nest.
- 21. Implement Conservation Design Framework, including conservation of ESA's and buffering natural resources.
- 22. Any native plantings that are being installed should have a management plan and maintenance schedule moving forward. Areas that will be maintained by the HOA should develop a management plan.
- 23. Minimize blue light, up light, and backlight to the extent practicable.
- 24. Provide calculations for public and private open space. Current plan shows all open space combined, future submittals should have a different color or pattern to distinguish the difference.

ATTACHMENTS

- 1. Concept Plan - Engineering
- 2. Concept Plan - Rendering
- 3. Project Narrative

Drawing name: X:\2023\230083 - Robinson North - Pulte Homes\concepts\Robinson Property_Redux_Concept_D.dwg Oct 09, 2025 - 1:22pm



SITE DATA

DEVELOPMENT AREA:
 Robinson Parcels per ALTA Survey: 237.265 ac
 Peterson Property per County: 21.934 ac
TOTAL AREA: 259.199 ac

LOT COUNT:

44' WIDE LOTS:	172 (37.8%)
50' WIDE LOTS:	183 (40.2%)
64' WIDE LOTS:	100 (22.0%)

TOTAL DW LOTS: 455
60' SF LOTS: 89
65' SF LOTS: 85
TOWNHOMES: 106

TOTAL DEVELOPMENT LOTS: 735

TOTAL ROADWAY LENGTH:

DEVELOPMENT:
 PUBLIC LOCAL (30' BB, 60' RW): 4,495 LF
 PUBLIC LOCAL (32' BB, 60' RW): 20,774 LF
 INTERNAL PARKWAY (80' RW): 2,210 LF
 WEST ENTRY/PARKWAY (80' RW): 679 LF
 EAST COLLECTOR ROAD (80' RW): 726 LF
 PRIVATE ROAD (26' BB): 2,732 LF

NET MISC. AREA CALCS. PER GIS BNDY:
 STORMWATER/OPEN (Hat.) = 29,985 ac(11.6%)
 CSAH 14 ROW DED. = 1.206 ac

OTHER OFFSITE CONTRIBUTING AREA:
 W. COLLECTOR ROAD 1/2 ROW DED. = 0.591 ac

RESIDENTIAL LOT SETBACKS:
 SIDE - DW (44', 50', 64'): 5/5'
 SIDE - SF (60' 65'): 7.5/7.5'
 FRONT ROW (All): 25'
 REAR ROW (All): 25' Min*
 SIDE TO ROW (All): 25'
 * Townhomes Shown w/ 30' Sbk to ROW

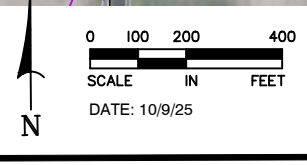
WETLANDS: DEPICTION PER COUNTY GIS

LEGEND

- DEVELOPMENT BOUNDARY
- WETLAND DELINEATION (KES) - Robinson
- WETLAND DELINEATION (KES) - Peterson
- FEMA FLOODPLAIN PER PANEL MAP/GIS
- PROP. PROPERTY LINES, BUILDINGS, ETC
- PROP. STORMWATER MANAGEMENT AREA
- PROP. ROAD BACK/CURB
- 44' MIN WIDTH (DW) LOTS
- 50' MIN WIDTH (DW) LOTS
- 64' MIN WIDTH (DW) LOTS
- 60' MIN WIDTH SF LOTS
- 65' MIN WIDTH SF LOTS
- TOWNHOMES (4 and 6 buildings of 24' wide units)
- PRIVATE AMENITY AREA
- PRIVATE # TRAIL
- PUBLIC 10' TRAIL
- PUBLIC DITCH
- CITY LIFT STATION PROPERTY



ROBINSON CONCEPT
CONCEPT PLAN - ENGINEERING
 LINO LAKES, MINNESOTA



ALLIANT ENGINEERING
 733 Marquette Ave, Ste 700
 Minneapolis, MN 55402
 612.758.3080 MAIN
 612.758.3099 FAX
 www.alliant-inc.com

LOT SUMMARY

DEL WEBB LOTS

172	44' WIDE LOTS (37.8%)
183	50' WIDE LOTS (40.2%)
100	64' WIDE LOTS (22.0%)
455	TOTAL DEL WEBB LOTS

PULTE LOTS

89	60' WIDE LOTS
85	65' WIDE LOTS
174	TOTAL PULTE LOTS

106 TOWNHOMES

735 TOTAL NUMBER OF UNITS

●●●●● PRIVATE TRAILS

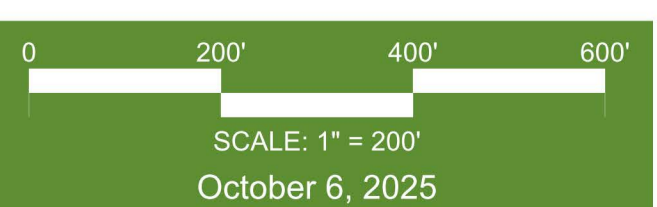
●●●●● PUBLIC TRAILS



CONCEPTUAL LAND PLAN

ROBINSON PROPERTY

LINO LAKES, MN



Some mapping compiled from best available information. All map data should be considered as preliminary, in need of verification, and subject to change. This exhibit is conceptual in nature and does not represent any regulatory approval. Plans are subject to change.

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Del Webb[®]

Pulte[™]
HOMES

**APPLICATION FOR:
PUD CONCEPT PLAN REVIEW**

**LINO LAKES, MINNESOTA
October 13, 2025**

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10. Balancing Zoning & Comprehensive Plan
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13. Environmental
14. Schedule
15. Why should you support this application?

1. Executive Summary

We have planned an extraordinary neighborhood that caters to a broad range of demographics. The newly approved Master Plan was the core model for creating this neighborhood and many details have translated directly from the Master Plan to the new neighborhood. In total, it consists of the iconic 55+ Active Adult Del Webb brand (455 homes), Pulte townhomes (106) and distinct types of Pulte single-family homes (174 homes) for a total of 735 homes.

We have also created a 10-acre lot/outlot guided for “Planned Residential/Commercial”. Our initial conversations with retail developers indicate that there is little demand for retail in this area currently. We recognize that future applications specific to this lot/outlot will be required which will formalize the actual uses on this lot/outlot.

Here is a concise summary of how this application directly addresses City goals:

- a) It closely follows the recently completed Lino Lakes Main Street Master Plan (“Master Plan”).

- b) It provides life-cycle housing in one application, serving a broad range of demographic groups.
- c) It delivers a beautiful and iconic age-restricted (55+) Del Webb neighborhood for desperately needed single level living in an active adult neighborhood.
- d) We have planned for the dedication of land for public parks and a future lift station property.
- e) This application provides the most effective approach to concurrently satisfying diverse and varying goals:
 - a. Met Council density requirements,
 - b. Satisfying a strong need for single level living,
 - c. Minimizing peak demand on the water system, transportation network, and the park system due to many Del Webb residents being retired.
 - d. Welcoming high-quality citizens into the city. Many Del Webb residents will be volunteers in the community.

2. Introduction

PulteGroup (“Pulte”) is pleased to be submitting this application for PUD Concept Plan review.

Pulte’s company vision is **“Building Consumer Inspired Homes and Communities to Make Lives Better.”** We currently operate under two distinct brands of homebuilding throughout the Twin Cities: Pulte Homes and Del Webb. This application is for the creation of a large neighborhood that contains distinct types of housing catering to various demographic groups. One area will hold the iconic and highly sought after Del Webb brand. The remaining areas will provide a range of housing under the traditional Pulte Homes brand.

Pulte’s Minnesota Division has an office in Bloomington and will sell 600 to 700 homes in the Twin Cities in 2025.

Pulte will function as both developer of the property and builder of the homes within the new neighborhood. Our team consists of:

- Pulte - Paul Heuer, 1650 W 82nd Street, Suite 300, Bloomington, MN 55431
- Property owners – Clark/Heather Robinson, Daniel/Hope Robinson, Scott/Jean Robinson, and Dustin Peterson
- Civil engineer, surveyor, landscape architect – Mark Rausch with Alliant Engineering
- Geotechnical consultant – Braun Intertec
- Wetland and environmental issues – Melissa Barrett with Kjolhaug

3. Our Vision

We approached the creation of this neighborhood with clear goals:

- a) Gateway into the City of Lino Lakes – Our vision for this property starts with the City’s new “Lino Lakes Main Street Master Plan.” This plan was used as the basis for our vision. The Main/Sunset intersection acts as the gateway into the city. As such, we followed the strong ideas outlined in the Master Plan such as placing “Planned Residential/Commercial” property at this high-profile intersection and providing ponding along Main Street to create an attractive entry into the city. Land uses decrease in

intensity as we gain distance from the gateway. We have also provided an attractive and convenient public trail connection from the Main/Sunset intersection, past the Planned Res/Comm and to the future public park, with pleasant views of ponds and open space. These traits maximize the beauty of the gateway into the city, the experience of walking or riding a bike on the public trail, and of the new neighborhood.

- b) Life Cycle Housing – A prominent goal in the City Comprehensive Plan is to provide diverse housing and life-cycle housing. In directly addressing these goals and needs, we are proposing a wide range of housing types with this application. Together, this combination of homes serves a wide range of demographic groups. And most importantly, we are providing single level homes serving the 55+ demographic which is desperately needed and desired by residents in this area. Homes will consist of:
 - i. Townhomes targeting first time homeowners (singles and couples)
 - ii. Smaller single-family homes for young families
 - iii. Larger single-family homes for move up buyers
 - iv. Single level homes 55+ singles and couples

4. The Property

Legal Description

The Northwest Quarter of the Southwest Quarter and Southwest Quarter of the Southwest Quarter, Section 6, Township 31, Range 22, Anoka County, Minnesota. Except that part of the West Half of the Southwest Quarter of Section 6, Township 31 North, Range 22 West, Anoka County, Minnesota, described as follows: Commencing at the Southwest corner of said Southwest Quarter of Section 6; thence North 00 degrees 02 minutes 07 seconds East assumed bearing along the west line of said Southwest Quarter, a distance of 60.00 feet to the northerly right of way of County State Aid Highway No. 14 per ANOKA COUNTY RIGHT OF WAY PLAT NO. 50 and point of beginning; thence North 00 degrees 02 minutes 07 seconds East continuing along said west line, a distance of 30.00 feet; thence South 89 degrees 57 minutes 37 seconds East, a distance of 35.00 feet; thence South 27 degrees 51 minutes 14 seconds East, a distance of 32.10 feet to said northerly right of way; thence South 88 degrees 10 minutes 44 seconds West along said northerly right of way, a distance of 49.96 feet to the point of beginning there terminating.

And

That part of E1/2 of NW1/4 of Section 6 Township 31 Range 22 lying West of East 905 feet thereof, except that part of SD E1/2 described as follows: Commencing at N1/4.

Property Identification Numbers

06-31-22-32-0002
06-31-22-23-0001
06-31-22-22-0006
06-31-22-34-0001
06-31-22-34-0002
06-31-22-31-0001
06-31-22-21-0008

Addresses

5 Main Street, Lino Lakes, MN 55014
77 Main Street, Lino Lakes, MN 55014
70 Pine Street, Lino Lakes, MN 55014

5. Key Facts

- Total gross area = 259.2 acres
- Total number of units = 735
- Gross density = 2.84 units/acre
- Net density = 3.43 units/acre
- Current zoning - Rural
- Proposed zoning - PUD
- Open space = 77 acres or 30%
- Current land cover – Almost the entirety of the properties involved in this application are currently used as a sod farm with minimal buildings.
- Soils – We have included in this application a geotechnical report containing details about the underlying soils. In general, soils are sandy and is suitable for residential development.

6. Del Webb – An Iconic Brand

In 1959, Mr. Del Webb began building a large new neighborhood in the Phoenix, Arizona metropolitan area. He carefully designed the homes and neighborhood to cater to the fifty-five or better age group that came to be known as “active adults.” On January 1, 1960, Sun City opened for sale to the public and it drew 100,000 people on that day! In the first three days, 237 homes were sold. The active adult lifestyle that he created was extremely popular and continues to be popular today. Del Webb has become the iconic leader of active adult neighborhoods across the country that exclusively caters to the fifty-five or better market. Del Webb neighborhoods are well known for delivering a massive number of amenities, a beautiful resort-like atmosphere, and a facilitated (organized activities) active lifestyle. Many of these neighborhood names (Sun City, Anthem, etc.) are well known across the country.

Although we have created many Del Webb neighborhoods across the country, it is only in recent years that we began to build them in Minnesota. Our first Minnesota Del Webb neighborhood (Bellwether; [Bellwether by Del Webb New Home Communities | Corcoran, Minnesota Homes | Del Webb](#)) opened in 2019 on the border of Corcoran and Maple Grove in the northwest part of the Twin Cities. Our second (Adelwood; [Adelwood by Del Webb New Home Communities | Chaska, Minnesota Homes | Del Webb](#)) opened in 2021 in the City of Chaska in the southwest. Both have been received extraordinarily well by Twin Citians. Some City Councilors and Planning Commissioners joined our tour of Bellwether in 2024. If any members of the City Council, commissions, and/or City staff wish to tour Bellwether or Adelwood, we would be happy to provide you with a personal tour of the neighborhood and allow you to gain access to and view the private amenities.

Our market research indicates that there continues to be strong demand throughout the Twin Cities for the fifty-five or better age group. We have been searching for the right locations in the Twin Cities to create another Del Webb neighborhood. Many active adult buyers are searching for a neighborhood with the following attributes: single level homes with the master bedroom

and bathroom on the main floor; homeowner's association (HOA) snow removal and yard maintenance ("snow and mow"); a safe and secure feeling; the attractiveness of a resort; restrictions on the age of people who can live in the neighborhood (55 and better); and abundant social and recreational opportunities. Del Webb neighborhoods are designed specifically for these home buyers, and we are extremely excited about the potential to bring this exclusive and popular lifestyle to the City of Lino Lakes.

Del Webb neighborhoods are different than townhome neighborhoods or single-family neighborhoods. It is important to understand these differences.

What can you expect?

- A beautiful, highly sought-after neighborhood
- Quality citizens who maintain their homes and neighborhood (via the HOA) to lofty standards
- Positive financial cost/benefit for the city
- Energized business climate due to discretionary money
- 1-2 persons/household vs 4-5 persons/household in single family homes

Social presence

- Volunteerism
- Civic minded

Benefits of an age restricted neighborhood

- Light use of public services: streets, water, wastewater, and police (which are designed based on peak use; with many Del Webb residents being retired, the peak use of infrastructure is dramatically reduced)
 - Greatly reduced rush hour traffic compared to typical residential neighborhoods (peak use has been calculated to be 64% lower than for a single-family home neighborhood)
 - Greatly reduced water and sewer peak use as well
- Disposable funds leads to high consumption for local businesses
- Neighborhood generates significant real estate taxes; contribution of real estate taxes to the schools, but do not send students

7. The Concept Plan

Lino Lakes Main Street Master Plan ("Master Plan")

The Master Plan was the starting point for creating our concept plan. We recognize the importance of incorporating the following primary goals shown in the Master Plan:

- a) A "Planned Residential/Commercial" outlot, providing the potential for commercial/retail at the entrance to the city (the market will decide whether retail can exist here).
- b) Ponding along Main Street to create a feeling of space.
- c) Two roundabout accesses off Main Street.
- d) Dedication of land for a large public park as well as a public pocket park.
- e) A greenway corridor with a public trail from the Main/Sunset intersection to the large public park passing through a series of ponds, realigned ditches, and a public pocket park.

- f) Greenway corridor to the east as previously planned.
- g) Transitioning from higher intensity uses at the Main/Sunset intersection to lower density as we move away from that intersection.

Land Uses

We stayed true to the Master Plan by placing Planned Res/Comm at the intersection of Main/Sunset (see exhibits “Concept Plan – Engineering” and “Concept Plan – Rendering”). The greenway from Main/Sunset to the large public park is a separator between the Del Webb and the Pulte Homes neighborhoods. The Pulte Homes neighborhood will include townhomes against the Planned Res/Comm outlot and single-family homes as we move north and east.

Designing a Del Webb Neighborhood

The entire area northwest of the public greenway/trail corridor is the Del Webb neighborhood. The design of a Del Webb neighborhood is a painstaking process that involves a variety of detailed design strategies and requires many iterations. Each of these strategies serve to deliver the livability, security, attractiveness, and desirability of the neighborhood to the prominent level that a Del Webb home buyer expects. We incorporated the following key Del Webb design strategies into the concept plan:

- a) **Entrance experience** – The entrance experience is a critical “first impression” for a Del Webb neighborhood. Coming from the Main/Sunset intersection, once we get past the Planned Res/Comm outlot, the street turns right and the driver will have long, open “view corridors” over ponds, a trail, and other open space. Eventually, the street turns left into the Del Webb portion of the neighborhood and the driver sees a large entrance monument that indicates that “you have arrived.” This street is a heavily landscaped parkway with no driveways, providing a sense of beauty and safety. Further into the neighborhood, the parkway brings you directly to the private amenity center/clubhouse that will be shared by all residents of the neighborhood. The entire entrance experience must feel like a well-designed and maintained resort. We plan the construction of a “string of pearls” along the arrival drive that are attractive small open spaces and monuments meant to set the expectation of a beautiful neighborhood and to set a consistent architectural theme. Together, these characteristics give a welcoming sense of arrival into the neighborhood.
- b) **Clubhouse/Amenity Center** – The expectation of a Del Webb resident is to spend a significant amount of time at the privately owned clubhouse/amenity center. Instead of individual yards or front porches, the clubhouse is the singular focal point of the neighborhood. Residents play pickleball, swim in the pool, work out at the fitness center, play cards with their friends, enjoy a happy hour, play the golf simulator, create crafts in the craft room, play bocci ball, host a party on the “Great Lawn,” and dance to a live band in the ballroom. The clubhouse is the heartbeat of the neighborhood, providing endless potential activities for spending time. A facilitator organizes and manages endless activities to keep residents active, busy, educated, and entertained. For many, it is a lifestyle like a never-ending vacation. We have strategically planned the clubhouse to be located at a central location with stunning views overlooking a large pond.
- c) **Trails/Open Space** – The active adult demographic places a great amount of value on sidewalks and trails, especially trail walks with attractive views and that is circular. In response, all Del Webb neighborhoods incorporate some level of private walking trails. We have planned a series of private trails throughout the neighborhood that connect the amenity center, the private dog park, the private community garden, and other small

private gathering places throughout the neighborhood. We also carefully connected the private trail system into the larger public trail system planned for the area. It should also be noted that all streets within the neighborhood will be public and will have sidewalks on one side.

- d) **A feeling of security** – A remarkably high priority for this buyer is that their neighborhood must feel safe and secure. This is accomplished by a variety of intentional design strategies such as entrance features, the parkway arrival drive, sidewalks along every street, minimized street connections to adjacent properties (we provided the requisite two access points to satisfy fire and safety standards), fencing and buffer plantings in key perimeter areas, etc. However, the most impactful attribute that creates a sense of security are the natural boundaries including Main Street, ditches, ponds, and perimeter open space buffer strips (greater perimeter setbacks). In some key areas we may need to provide fencing. In total, these natural and man-made buffers create the necessary strong and natural sense of security/safety that is desired.
- e) **Single level villa homes** – Active adult buyers want to move into a single level home with a main bedroom/bathroom and a clothes washer and dryer on the main floor. Another key element to an active adult lifestyle is homeowner's association-maintained yards and snow removal as well as social and recreational opportunities. A Del Webb neighborhood and the individual homes are designed specifically to these needs and desires. Buyers will be able to choose from different homes, each catering to a different square footage, storage area, price point, and location/views.
- f) **Common open space instead of yard space** – Different demographic groups have different priorities for the neighborhood in which they live. In single family neighborhoods, a large emphasis is on yard space for the children and families to enjoy. A Del Webb neighborhood is designed with an emphasis on shared or common space instead of yard space. For instance, homes are setback from the perimeter property line at a much greater distance than required (see "Perimeter Setbacks" exhibit). This perimeter buffer of open space provides a feeling of safety but also makes the entire neighborhood look much more attractive from the outside. Also, there is a significant amount of open space (30%) designed not only on the perimeter but also within the Del Webb neighborhood (see "Open Space" exhibit). Much of this common space is used for recreation and socialization. Yard space is minimized, and common space is maximized. The space is organized differently to match the desires of the homeowners.

Sometimes, a concept plan is simply a concept showing the high-level plans for a neighborhood and the details have not been thought through. The primary purpose of a Concept Plan application is to obtain high level feedback before a significant amount of effort has been expended. However, a great deal of thought and work has gone into this concept plan to prove to us that this would result in a successful Del Webb neighborhood.

We have carefully studied the market, the City's Comprehensive Plan, the Master Plan, the property, the surrounding uses, and the regional transportation network and have worked diligently to create a concept plan that is ideally suited for this property. We are incredibly pleased and excited about how our vision and plans have come together and we have reached the milestone of determining that this property will be suitable for a Del Webb neighborhood as currently designed.

This is where an active adult lifestyle comes into play. A Del Webb lifestyle is not for everyone. Some people are not very social. Some love to maintain their large homes and large yards. These empty nesters may not be attracted to a Del Webb neighborhood. However, there are many empty nesters that are looking for the carefree active adult lifestyle that Del Webb consistently delivers at an exceedingly elevated level.

In the 65 years since Del Webb began creating active adult neighborhoods, design standards have been honed to give the active adult buyer exactly what they want: a resort-like neighborhood, an abundance of recreational and social opportunities, less maintenance obligations, and a homeowners' association that focus' on quality of life. The recipe for delivering each of these lifestyle qualities relies upon careful design, building a massive number of amenities, and providing smaller homes on smaller lots with narrower side setbacks to serve smaller households. Home buyers' priorities change as they age. In the 65 years since we first started creating Del Webb neighborhoods, we have learned to provide exactly what the 55+ buyers want: security, beauty, recreation, socializing, shared common spaces, and smaller yards. The lot sizes and setbacks proposed for this neighborhood are consistent with what Del Webb buyers desire and are identical to other Del Webb neighborhoods in Minnesota and elsewhere.

Homeowners Association (HOA)

A critical component of a Del Webb neighborhood is that an HOA is required to maintain the significant suite of amenities. Del Webb owners expect an elevated level of maintenance to keep their neighborhood beautiful and functioning like a resort. This includes the amenities, open spaces, entrance monuments, arrival drive landscaping, mowing/maintenance of all yards, and snow removal of driveways and service walks right up to the front door. We will prepare a significant set of HOA documents to be recorded against each lot. Through the years, we have learned what works best in a Del Webb neighborhood.

In the Pulte portion of the neighborhood, the townhomes will have a separate HOA that will be responsible for "snow and mow" duties, landscaping, driveways, and maintaining the exterior of the buildings. The single-family homes may not need or have an HOA.

8. Serving the 55+ Buyer

Current Codes in the Twin Cities

Most zoning and subdivision codes were written primarily from the 1950's to the 1980's. The primary goal was to regulate the development of single-family home neighborhoods post WWII. We had a "baby boom" that led to an enormous number of families being formed and housed. The codes were written to address the needs of the day: single family lots and homes that each housed families of 4 to 8 people. Many codes continue to focus primarily on families. As a result, many current codes in the Twin Cities do not adequately consider the needs and desires of the 55+ demographic. These codes can leave cities ill equipped to consider and to regulate the design and construction of 55+ neighborhoods and homes which differ from single family homes.

The Needs of 55+ Compared to Families

Families commonly purchase two-story single-family homes with basements and two or three garage stalls. There is a strong need and desire for large garages to store the children's strollers, bikes, other large toys, lawn mowers, yard tools, and snow blowers. Families highly value backyards to provide safe areas for their children to play. Oftentimes, this type of resident takes immense pride in maintaining their yard.

The gradual emergence of empty nesters has changed a segment of the housing market. Historically, empty nesters commonly flew south for the winter and bought a Del Webb home in Arizona, Florida, Texas, or California. They returned to enjoy Minnesota summers and tried to live in their single-family home as long as they could safely physically navigate the home and

take care of the elevated level of maintenance such as grass mowing and snow removal. Gradually, single level homes started to be built in the Twin Cities to directly serve the 55+ demographic.

Empty nesters are at a different stage of their lives compared to families. Their children are now adults and have moved out of the home (hopefully!). As a result, they do not need as large of a home, and the home is therefore narrower. Instead of the standard three car garage typical of single-family homes, a two-car garage is adequate for most empty nesters because there is no need for snowblowers, lawnmowers, yard tools, and children's toys. All these lifestyle changes reduce the need for a large garage, again reducing the width and size of the home. A substantial proportion of empty nesters no longer want a big yard and house to maintain. There are no children to play in the yard and instead of spending time maintaining their yard, their priorities have shifted to spending more time on hobbies, recreation, and socialization. This is also about independence. By having a homeowners association maintain the yard and snow removal, an older couple can live in their home longer. By designing a home with the main bedroom, main bathroom, laundry, kitchen, dining room, and living room all on the main floor, they can live longer and independently in the home that they love. A Del Webb home and neighborhood grants freedom and independence for a longer period. It should also be noted that our Del Webb homes incorporate a variety of design features targeted at the 55+ demographic such as wider doors to accommodate walkers/wheelchairs, zero entry showers, additional lighting, etc. These homes are designed specifically for this demographic.

In the past, families oftentimes had 4 to 8 people living in homes. The number of children in each home has decreased over the years. The current average number of people living in single-family homes is 4 to 5. The average number of people living in a 55+ Del Webb home is 1 or 2. This extraordinary difference can be difficult to get our heads around. Instead of designing homes and neighborhoods for large families, a Del Webb neighborhood and homes are designed for 1 to 2 people who spend a significant amount of their time in commons areas like the amenity center, private trails, and private open spaces. They want to trade in their large yard and large garage to "downsize" to a smaller, narrower home with a floor plan and lifestyle that suits their current lives.

The above facts and differences between 55+ and families lead to home design preferences that differ. Given that 55+ homes have only 1 or 2 people living in the home, the size of the home is much smaller. They desire garages and yards to be much smaller. These homes are designed specifically for the 55+ demographic based on 65 years of feedback from our home buyers. It is not for everyone, but those who are seeking this lifestyle cannot otherwise find it and are therefore enthusiastic about living in a Del Webb home and neighborhood.

Neighborhood Design Elements

We demonstrated that home design elements for the 55+ demographic are different than what families wish to see in their homes. But the 55+ demographic also wants to see different neighborhood designs as well. Therefore, we have incorporated the following neighborhood design features which are beyond what is typically seen in a single-family home neighborhood:

- Security and safety – We addressed this sufficiently in the previous section.
- Perimeter setbacks – City code calls for rear setbacks of a minimum of 30'. This would be the requirement for all perimeter areas. You will notice that we have created a varying width buffer around the entire neighborhood. The result is that perimeter building setbacks will vary from 30' to 158' **and will average about 80'**. Exceeding code requirements allows us to provide a prominent level of safety and security for our home buyers. It also results in a more attractive neighborhood from the perimeter.

- Open space behind homes/lots – All homebuyers wish to back up against open space. But we find that our 55+ buyers in particular hold this as a strong desire, if not a requirement. Therefore, we have designed the Del Webb neighborhood to have almost all lots (427 out of 455 or 94%) backing up against some amount of open space. In the Pulte neighborhood, 227 out of 280 or 81% back up against open space. **This concept plan has been designed with 77 acres of open space which is 30% of the gross area.** The Del Webb homeowner places a much higher value on shared open space than individual large yards.
- Elevated level of beauty, open space, amenities, private trails – The buyers of homes in a Del Webb neighborhood have expectations of living in what feels like a resort. To deliver this lifestyle, we provide a prominent level of beauty, open space, amenities, and private trails. Each of these attributes are critical to create the lifestyle of an “active adult” neighborhood. The list of amenities is amazing: clubhouse with a great room, billiard room, craft room, fitness center, locker room; outdoor pool, pickleball courts, bocce courts, community garden, dog park, pier/dock, private trails, “great lawn” area for outdoor parties, fire pit area, putting green, golf simulator, etc. Each of the amenities are connected by a private trail system. In total, residents can fill their time with social and recreational activities daily, maintaining a highly active lifestyle.

In summary, the design of a Del Webb neighborhood is different from what most zoning and subdivision ordinances anticipate. The design complies with important safety and engineering standards, but some of the aesthetic preferences such as lot size, setbacks, perimeter setbacks, and open space vary from typical single family standards because instead of designing for 4 to 5 people who need to live in a large home and heavily use the yard and garage, they are designed from the standpoint of the active adult lifestyle for 1 or 2 people who spend their time at the clubhouse and wish to minimize their yards and maintenance costs.

9. Comprehensive Plan Compliance

This application is consistent with the goals outlined in the Comprehensive Plan. Here is relevant housing goals outlined in the Comprehensive Plan.

- a) Life-cycle housing (page 4-14) – *“The city’s housing supply should be diverse and consist of a variety of styles and price ranges to allow residents the option of living in Lino Lakes their entire lives, and to provide the opportunity for their children to do the same.”* This application provides four distinct types of housing targeted to different demographic groups, covering a broad range of needs. Currently residents have few options for single level living in Lino Lakes and do not have Del Webb-type options within the city.
- b) Senior housing (page 4-14) – *“As the community ages, there will be an increase in demand for smaller, low maintenance housing designed for the senior population.”* The Del Webb concept directly addresses this need with smaller homes that allow residents to downsize and reduce the need for maintenance.
- c) Density – With a goal of more efficiently utilizing existing infrastructure, the Metropolitan Council has imposed a net density of 3.0 units/acre on the City of Lino Lakes. This application complies with this requirement. See below calculations and discussion.
- d) Number of Units – The below table shows that the total number of proposed units is consistent with the range of total units shown in the Master Plan.
- e) Premature Development – (This item is in the zoning code but is closely related to the Comp Plan.) After approval of the current Comp Plan Amendment associated with the

approved Master Plan, it is our understanding that this application may be considered not premature for development. We recognize that water supply issues will need to be resolved to serve this area. If not resolved, then this application could be considered premature.

Using the Master Plan as a basis, we prepared a site plan that follows the land uses and densities outlined in the Master Plan. We recognize that the Comp Plan Amendment associated with the Master Plan may vary from what we assume here because this Comp Plan Amendment is still in process. Please consider the table below to be preliminary and subject to change based on interpretations and other issues.

Land Use & Yield Breakdown												
Land Use	Gross Area	Preserved Wetlands	Public Parks	Major ROW	Transmission Easement	Post-Dev FEMA Floodplain	Net Area	Density Range	Unit Range (Low)	Unit Range (High)	Proposed Units	Resulting Density
LDR	157.42	0		0.75		29.22	127.45	1.6-3.0	203.9	382.4	447	3.51
MDR	48.77	0	2.75	0.00	0.24	7.85	37.93	4.0-6.0	151.7	227.6	130	3.43
HDR	38.53	0	0.91	0.36	0.60	5.95	30.70	6.0-8.0	184.2	245.6	158	5.15
Planned Res/Comm - 80% Res	11.59	0		0.40	0.52	1.93	8.73	8.0-10.0	69.9	87.3		0.00
Planned Res/Comm - 20% Comm	2.90	0					2.90	NA				
Totals	259.20	0	259.20	1.52	1.36	2.88	207.71	NA	609.7	942.9	735	3.54

10. Balancing Zoning & Comprehensive Plan

It is common in the Twin Cities to find zoning codes that sometimes conflict with Comprehensive Plans. The most common conflict we encounter is that allowed lot widths and side setbacks do not allow us to comply with required Comprehensive Plan densities. State statutes guide us to follow Comprehensive Plans which supersede local zoning codes. Based on the above range of required number of units, this application is at the low end of the required total number of units. The tool that allows us to reach this required total number of units is to use standards of the industry for lot widths, side setbacks, and garage sizes.

Lot Sizes and Setbacks

Our plans incorporate lot sizes and setbacks that are standards in the industry for each housing type:

Lot Types	Lot Widths	Side Setbacks
Single family	60', 65'	7.5'
Townhomes	24' wide homes	10' (20' between buildings)
Del Webb	44', 50', 64'	5'

As described earlier, Del Webb homes are designed for only 1 or 2 people living in the home. They do not need a house that is sized for a family, and they do not want a large rear and side yard that would only increase the amount of their monthly HOA dues. The smaller home footprint results in a correspondingly narrower lot.

Single family homeowners typically want more space between homes and a useable backyard for the kids. We have designed single family lots to appeal to these common family desires.

Garage Sizes

The current minimum garage size for all homes is 520 square feet. This is unusually large and requires a three-car garage for all homes. It seems likely that this requirement was put in place with the mindset of regulating single family homes and requiring three car garages.

The amount of garage space needed tends to equate to the number of people living in the home and the age of those people, both of which vary considerably (see below table) depending on the type of housing and who is the targeted demographic group. Del Webb homes are at one extreme, housing only 1 or 2 people in each home. Single family homes are at the other extreme, housing typically 4-5 people. HOA maintenance of lawn care and snow removal also impacts the garage size needed due to equipment storage requirements. And the number of children living in the home also has an impact on the necessary garage space needed. Therefore, each type of home has different garage space needs.

All single-family homes planned for this neighborhood will have three-car garages and therefore will comply with the current standard. Similarly, all Del Webb 54' wide homes will have three-car garages and will comply.

Townhome garage sizes are about 404 sf. There are typically 1 to 3 people living in a townhome, 0 or 1 children living in townhomes, and due to the HOA maintenance of snow and mow there is no need for storage of maintenance equipment. These garages are typical in the industry and are larger than the garages in the townhomes in Watermark.

In a previous section of this narrative, we held a discussion about Del Webb homes. Since they house just 1 to 2 people, have no children living in the home, and require no storage of maintenance equipment, the garage needs are much lower than those of a single-family home.

Here is a summary of our garage sizes based on need.

Lot Types	Persons/Household	Garage Size
Single family 45' home on 60' lot	4-5	+520 sf
Single family 50' home on 65' lot	4-5	+520 sf
Townhomes	1-3	404 sf
Del Webb 54' home	2	+520 sf
Del Webb 40' home	1-2	399-537 sf
Del Webb 34' home	1-2	381-443 sf

The range of garage sizes for the Del Webb homes varies based on the needs and desires of the home buyers. We offer a range of floor plans to suit these varied needs.

All three of the above discussion points - lot widths, side setbacks, and garage sizes - are designed to be consistent with industry standards and have been proven to work. We encourage you to reach out to other cities in the metro area for their opinions and experiences. By utilizing industry standards, we can deliver homes that meet the needs of the home buyers and meet the city's Comprehensive Plan minimum density/unit count requirements.

11. Our Homes

Pulte is known for the extraordinary steps that we take to ensure that we are designing and building homes that meet the needs and desires of home buyers. We continually reach out to the public and Pulte homeowners to get feedback to improve our home designs. We call this process Life Tested®. We have built prototypical rooms and homes in warehouses across the country and have paid members of the public to walk through and provide written feedback on the homes. Through this intensive process, we have conceived of and incorporated many innovative home design features such as the Pulte Planning Center, Everyday Entry, Super Laundry, Oversized Pantry, and the Owner's Retreat. This exhaustive process has played a major part in Pulte's success in "Building Consumer Inspired Homes and Communities to Make Lives Better."

Buyers will be able to choose from distinct types of homes with varying sizes, prices, and views/locations. Below is a brief description of the lot and home selections that will be offered. All homes will offer a variety of floor plans and architectural facades, and structural options.

Please also note that our Del Webb homes have incorporated many design features that are exclusively for the empty nester. These features include additional lighting, eliminating, or minimizing steps from garage to home, easy entrance to showers, wider doorways to accommodate walkers and wheelchairs, the availability of easy open-door handles, and more.

In total, we will be providing options for six types of homes serving a large and broad range of life cycle housing. Attached you will find example elevations for these homes. Please note that there are many more elevations than shown. There are too many to share. Also note that many home buyers will choose to upgrade many exterior features. Consider the elevations provided as very conservative in terms of street appeal. Driving through one of our existing Del Webb neighborhoods in the Twin Cities will give you a better feel for what the homes will look like.

Del Webb 44-Foot-Wide Lots

The homes built on these lots will be 34-feet wide and range in size from 1,500 to 1,600 square feet. These smaller floor plans are extremely popular with singles/widows who do not want too much space. The homes typically have two bedrooms and a two-car garage. All homes will be slab on grade (no basement).

Del Webb 50-Foot-Wide Lots

The homes built on these lots will be 40-feet wide and range in size from 1,645 to 2,025 square feet (excluding basements). These homes are typically the most popular in our active adult neighborhoods across the country. The homes typically have two bedrooms and a two-car garage. This versatile product line also offers options such as a third bedroom, a bonus room, and a finished basement.

Del Webb 64-Foot-Wide Lots

The homes built on these lots will be 54-feet wide and range in size from 2,200 to 2,755 square feet (excluding basements). All homes will have basements and three-car garages. These lots are typically in premium locations with the most attractive views.

Pulte 65-Foot-Wide Lots

The homes built on these lots will be 50-feet wide and range in size from 2,390 to 3,290 square feet (excluding basements). These single-family homes are “move up” homes for families seeking a larger home and include three car garages.

Pulte 60-Foot-Wide Lots

The homes built on these lots will be 45-feet wide and range in size from 1,949 to 2,469 square feet. These single-family homes include three car garages. Buyers are commonly former renters or owners of attached townhomes.

Pulte 24-Foot-Wide Townhomes

These attached townhomes are built in 4- and 6-unit buildings. They range in size from 1,883 to 2,020 square feet. These could be starter homes.

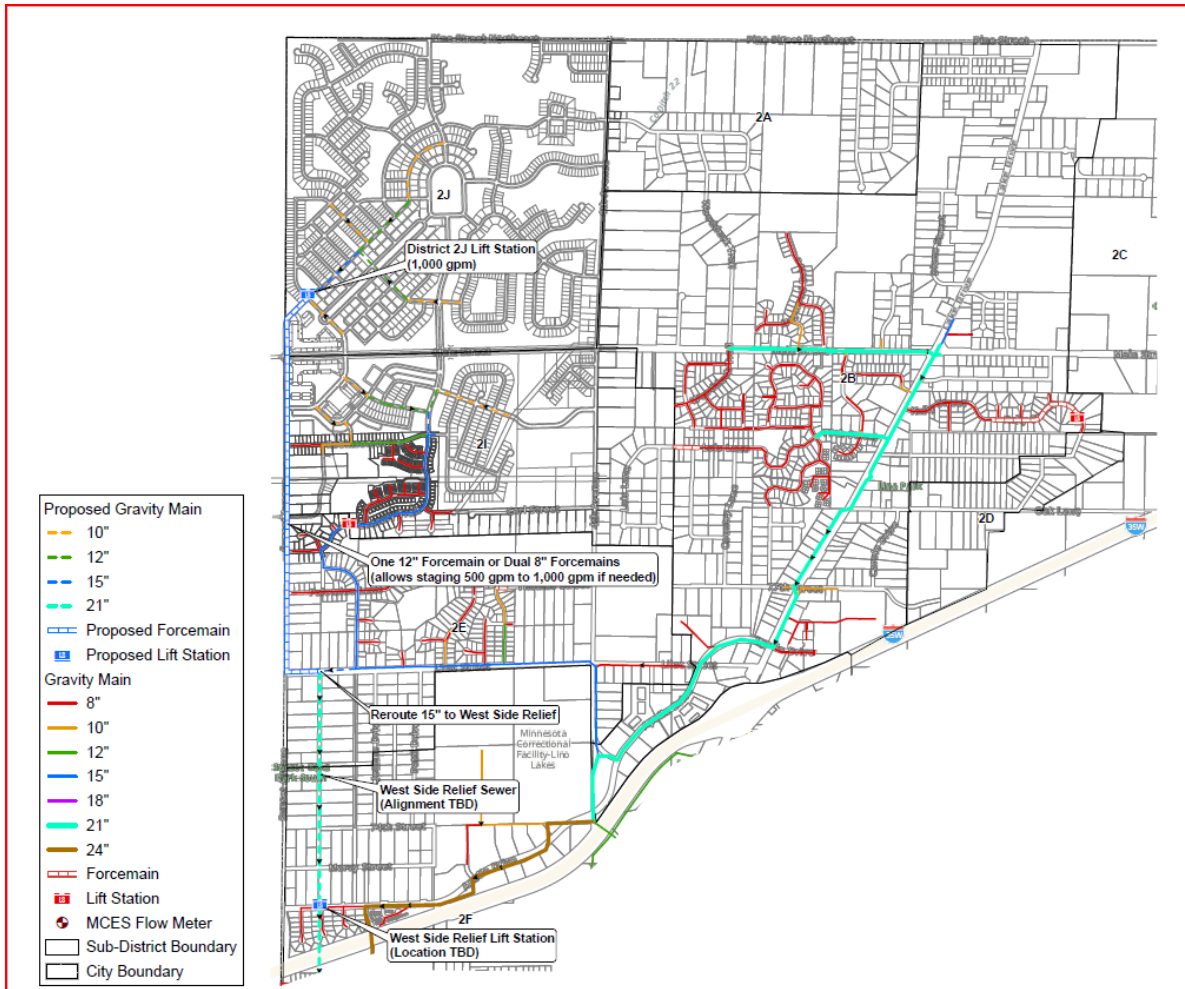
12. Infrastructure

Sanitary Sewer

The recently completed Master Plan indicates that properties north of Main Street will be served by the “West Side Relief Sewer” project (see below graphic). Our understanding is that Anoka County will be improving Sunset boulevard in 2026 and that the city plans to install the necessary sewer lines within the Sunset right-of-way as part of that project for the sake of efficiency.

In total, the West Side Relief Sewer project is significant. We recognize that this sized project cannot be completed in time for 2026 development of the area north of Main Street. Therefore, we are planning for development to begin in the spring of 2027.

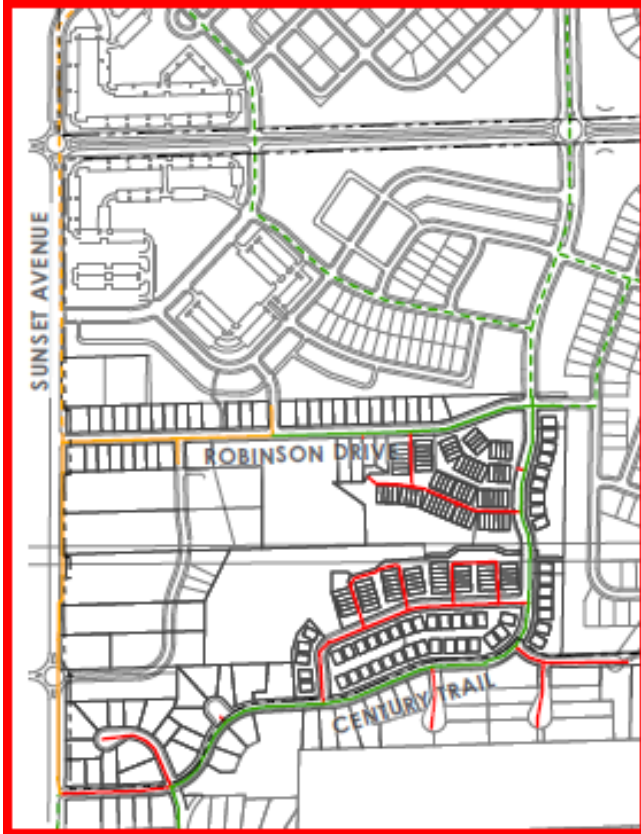
It may make sense to complete an evaluation to determine whether it may be advantageous to pursue alternative temporary solutions to serve the area north of Main Street.



Water Main

The recently completed Master Plan indicates that the properties north of Main Street will be served by the water main extended from Sunset, Century Trail, and a third location somewhere between these two (see below graphic). Our understanding is that Anoka County will be improving Sunset boulevard in 2026 and that the city plans to install the necessary water main within the Sunset right-of-way as part of that project.

We understand that Well #8 will need to be drilled to serve the area north of Main Street. There will need to be an evaluation to determine whether alternative temporary solutions may exist.



Streets/Transportation

From a regional standpoint, Anoka County recently constructed a roundabout at the intersection of Main Street/Sunset Avenue. The County is also reconstructing Sunset south of Main Street in 2026. We recognize that another roundabout will need to be constructed at the future extension of Century Trail and Main Street which will be funded by development in the area, including the subject property.

From a local standpoint, our concept plan fits well into the surrounding transportation network, including plans for a future north/south minor collector road to the east and a future east/west minor collector road to the east. Internally, every home (except cul-de-sacs) has two separate access points to maximize public safety.

13. Environmental

AUAR

The city completed an AUAR environmental study. Results indicate that no large barriers exist for development of this property. We will work through potential mitigations identified in the study.

Endangered Species

We are completing a survey for endangered plant species and will follow all applicable rules and regulations.

Bald Eagle Nest

A bald eagle's nest exists on an adjacent property. We have been corresponding with the US Fish and Wildlife Service and will follow all applicable rules and regulations.

14. Schedule

We recognize that it will take time to plan infrastructure for this part of the city. The following preliminary schedule is reasonable. Depending on a number of factors, development phasing may include anywhere from 3 to 6 phases over a 4-to-6-year period. The attached Phasing Plan shows one phasing scenario.

2026	Preliminary Plat/PUD approval and other entitlements
2027	Development of Phase 1
2028	Begin selling homes
2028-2029	Development of Phase 2
2029-2031	Development of Phase 3 (could be a Phase 4 or more)
2030-2033	Full build out

15. Why should you support this application?

1. **“Threading the needle”** – Cities are sometimes finding it difficult to approve applications that meet the required Comprehensive Plan densities and feel comfortable with the types of housing in the application. Due to the Del Webb component of this neighborhood, this application offers the ideal path for meeting required density, welcoming high-quality citizens into your city, and providing Lino Lakes residents with desperately needed single level homes. This application meets the minimum density/unit threshold and Del Webb residents have discretionary money, volunteer, and are overall positive citizens. This is a strong combination.
2. **Minimization of impacts** – Traffic studies have shown that due to many Del Webb residents being retired, peak traffic flows from a Del Webb neighborhood are 64% less than from a single-family neighborhood. Similarly, peak sewer and water flows will be significantly less than single-family neighborhoods because there are less people per home and usage does not strongly correspond with peak use times. This type of neighborhood will minimize the impact on the city's sewer and water systems. With the city's current water supply issues, this application minimizes impacts.
3. **Open space** – Both parts (Del Webb and Pulte) of the neighborhood have been designed to have almost all homes backing up against open space (89%). This is particularly true for the Del Webb lots (94%). Also, 77 acres or 30% of the property will be open space (this is an extraordinary amount!). We have also designed a significant buffer around the perimeter of the neighborhood. This buffer minimizes impacts on the neighbors, creates a feeling of security within the neighborhood, and makes for a more attractive neighborhood exterior.
4. **Master Plan consistency** – You created a vision that resulted in the Master Plan. We have carefully prepared a plan which is consistent with the Master Plan. View corridors from Main Street and driving into the neighborhood will be impressive and incredibly attractive.
5. **Public parks** – This application provides the beginning of a significant public park. At 2.75 acres, it will be large enough to begin constructing specific amenities on the land, if desired. We have also provided a public pocket park along the trail corridor.

6. **Trail experience** – The trail riding/walking experience from the gateway to the public park will be a wonderful experience. For most of this corridor, we have preserved a 200-foot-wide greenway.
7. **Advantages of private parks** – For public park dedication, we will dedicate 2.75 acres of land for a public park, dedicate 0.9 acres for a pocket park, and will build the public trail from the gateway to the public park. The remainder of park dedication will be paid in fees. We will also be constructing multiple private park amenities within the Del Webb portion of the neighborhood. Pulte will fund these parks, and the HOA will perpetually maintain them. This eliminates the need for the city to have a second pocket park, to build out the park, and to perpetually maintain the park.
8. **55+ homes** – A consistent desire that we hear in every city survey is to provide single level homes targeted at empty nesters. Del Webb directly addresses this severe need.
9. **Retail** – Although our retail partners are telling us of low demand in this area, the possibility exists with this application to eventually implement some type of retail use or uses at the gateway.
10. **Beautiful neighborhood** – Due to the city’s master planning efforts, this application will result in a highly attractive neighborhood.

This submittal includes:

- *Narrative*
- *Concept Plan application*
- *PUD Concept Plan Checklist*
- *Application fees totaling \$5,200*
- *Combined survey*
- *Concept Plan – engineering*
- *Concept Plan – rendering*
- *Conceptual Phasing Plan*
- *Concept Plan for the amenity center - rendering*
- *Open space exhibit*
- *Setback exhibit*
- *Land use – Existing*
- *Land use – Yield Breakdown Exhibit*
- *Land use calculations (spreadsheet)*
- *Map showing surrounding area*
- *Photos from surrounding streets*
- *Geotechnical report*
- *Home elevations*
- *Title commitments – proof of ownership*

**ENVIRONMENTAL BOARD
STAFF REPORT
AGENDA ITEM 6.B.**

STAFF ORIGINATOR: Tom Hoffman, Environmental Coordinator

MEETING DATE October 29, 2025

AGENDA ITEM: Heron Rookery Event Update

INTRODUCTION

BACKGROUND

RECOMMENDATION / REQUESTED DIRECTION

ATTACHMENTS

None