



PLANNING & ZONING BOARD AGENDA

Wednesday, November 12, 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: September 10, 2025 and October 8, 2025
6. Action Items
 - A. **Continued Public Hearing:** Peltier Ponds Comprehensive Plan Amendment, Rezoning, PUD Preliminary Plan and Preliminary Plat
 - B. **Public Hearing:** Main Street Master Plan Comprehensive Plan Amendment
 - C. **Public Hearing:** Waldoch Farm Agritourism Conditional Use Permit Amendment
 - D. Del Webb-Pulte Homes PUD Concept Plan
 - E. Lake Amelia Woods Second Addition Final Plat
7. Discussion Items
 - A. Metropolitan Council 2050 System Statement
 - B. Project Updates
8. Notices and Communications

ADJOURNMENT

CITY OF LINO LAKES
PLANNING & ZONING BOARD MINUTES

DATE:	September 10, 2025
TIME STARTED:	6:30 P.M.
TIME ENDED:	7:44 P.M.
MEMBERS PRESENT:	Isaac Wipperfurth, Nathan Vojtech, Neil Evenson Michael Root, Suzy Guthmueller, Perry Laden, Patrick Kohler
MEMBERS ABSENT:	None
STAFF PRESENT:	Katie Larsen, Diane Hankee, Marissa Ertel

1. CALL TO ORDER AND ROLL CALL

Chair Root called the Lino Lakes Planning & Zoning Board meeting to order at 6:30 p.m. on September 10, 2025.

2. PLEDGE OF ALLEGIANCE

3. PUBLIC COMMENT

Mr. Root declared public comment open at 6:31 p.m.

Jerry L'Allier, 7601 Gordon Avenue North, is concerned because his property is the one that will be affected the most by the new Peltier Ponds development. Mr. L'Allier is concerned about the potential removal of trees. Mr. L'Allier wants to consider other options for the screening. Mr. L'Allier also spoke about concerns regarding traffic to the area and would like to see the traffic study to gain a better understanding of how the area will be affected.

4. APPROVAL OF AGENDA

The agenda was approved as presented.

5. APPROVAL OF MINUTES

DRAFT MINUTES

Mr. Kohler moved to approve the August 13, 2025 meeting minutes. Motion seconded by Mr. Vojtech. Motion carried 7 – 0.

6. ACTION ITEMS

A. Continued Public Hearing: Peltier Ponds Comprehensive Plan Amendment, Rezoning, PUD Preliminary Plan and Preliminary Plat

The applicant, U.S. Home, LLC (aka Lennar), is proposing a master planned residential development located west of CSAH 54 (20th Ave N) across from Watermark, east of Peltier Lake, and north of the City of Centerville border. The development contains four (4) parcels totaling approximately 125 gross acres and 246 housing units. The proposed development is called Peltier Ponds.

The Planning & Zoning Board held a public hearing on July 9, 2025 and recommended continuing the public hearing to allow the applicant time to provide additional information. The Board continued the public hearing again on August 13, 2025. The applicant continues to work on the revised plans and needs additional time to complete.

Mr. Root wanted to address concerns about the screening between the development and the existing homes, and the traffic studies. Ms. Larsen stated these should be addressed when the applicant provides updates to the plans. Ms. Hankee stated we have received a traffic study and that the study was reviewed. Ms. Larsen stated that the developer would have to redo the traffic study with the new plans that they would turn in.

Mr. Laden moved to continue the public hearing to the next Planning and Zoning meeting to allow the developer time to address staff concerns. Motion seconded by Mr. Vojtech. Motion carried 7-0.

B. Public Hearing: Zoning Ordinance Text Amendment (City Code Chapter 1007) Relating to Cannabis Microbusiness and Mezzobusiness

The applicant, 2E Reality, LLC., submitted a land use application to amend the zoning ordinance to allow cannabis microbusinesses and mezzobusinesses within the R, Rural Zoning District.

In March of 2025, the City amended City Code Section 1007 (Zoning Ordinance) to provide for Cannabis Businesses within the specific zoning districts of the City.

Generally, the 13 license types (now 14 based on 2025 legislation) were grouped with similar non cannabis related businesses. For example, cannabis cultivation was provided for in rural districts where agricultural uses are allowed, retail in commercial districts and production/manufacturing in industrial districts.

Two of the license categories, microbusiness and mezzobusiness, allow for cultivation, production and retail sales, at different intensities. Both license types were limited to the City's industrial districts because of the multiple use potential. Licensed businesses within these categories must also receive an "Endorsement" from the Office of Cannabis Management (OCM) to operate a specific use such as retail on a site.

The City recently rejected the certification of a microbusiness proposing to operate a cultivation business because of its location within a rural zoning district. The owner has since met with City staff to discuss the operation, which is currently a hemp growing operation in the City. While the owner has a microbusiness license from the state, they are only seeking the cultivation endorsement for the specific site. The owner has been joined by another interested party in seeking an amendment to the zoning ordinance to allow both microbusiness and mezzobusiness in the R, Rural District, limited to cultivation.

Mr. Evenson had questions about whether someone with a mezzobusiness or a microbusiness could operate both retail and cultivation if they were in the right zoning district under one license. Ms. Larsen stated that they could, given they had the right endorsements.

Mr. Laden had questions about what the difference is between a microbusiness or a mezzobusiness is from a retail license. Ms. Larsen stated that the main difference is that with the micro or mezzobusiness you would be able to cultivate, or do retail, but only with an endorsement.

Mr. Wipperfurth wanted to clarify that the number of retail licenses would not change with this amendment. Ms. Larsen stated that the number of retail operator licenses would stay the same, but cultivation is unlimited.

Mr. Vojtech wanted clarification on the onsite consumption of cannabis since the state license for microbusiness states you can have onsite consumption. Ms. Larsen stated that this ordinance would include language that would prohibit onsite consumption.

Ms. Guthmueller is frustrated with the language and confusion from the state regarding the types of licenses. Ms. Guthmueller worries that the microbusinesses and mezzobusinesses would be able to sell years down the road. Ms. Guthmueller would like the City to push back on these licenses and have applicants apply with the other license

types. Ms. Larsen stated that microbusiness and mezzobusiness licenses are a lower fee than the other license types, allowing for more small business owners and growers. Ms. Larsen stated that the endorsement is the most important part of the microbusiness and mezzobusiness conversation.

Mr. Wipperfurth voiced concerns regarding where cultivation could occur in the City and whether there would be language regarding indoor and outdoor cultivation.

Mr. Root opened the public hearing at 7:07 p.m.

Jared Anderson, 2230 80th Street East, is the applicant for the microbusiness for cultivation. Mr. Anderson thanked staff for meeting and discussing this. The fee difference between a microbusiness and a cultivation license is approximately \$28,000.00. Mr. Anderson stated he would be happy to answer questions for the board.

Mr. Evenson motioned to close the public hearing at 7:11 p.m. Seconded by Mr. Wipperfurth.

Mr. Evenson moved to approve the Zoning Ordinance Text amendment with the recommendation that language regarding cultivation in an industrial zoning districts be included for indoor cultivation only. Motion seconded by Mr. Laden. Motion carried 6 - 1.

C. Public Hearing: Lake Amelia Woods Preliminary Plat Application Amendment

The applicant, TJB Homes, Inc, submitted a land use application to amend the preliminary plat application for Lake Amelia Woods. The applicant proposes to revise the grading plan related to the existing four (4) lot rural subdivision. Since the grading plan is part of the preliminary plat application, any significant change to the grading plan requires a formal preliminary plat amendment. No additional lots are being created.

Mr. Laden had questions regarding the water that the ponds would have been collecting and where the water would go without the ponds. Ms. Hanke stated that the size of the pond had to do with impervious surfaces. Ms. Hanke stated that the water would be directed towards the ditches.

Mr. Root opened the public hearing at 7:29 p.m.

There was no one in attendance for the public hearing.

Mr. Wipperfurth motioned to close the public hearing at 7:29 p.m. Mr. Kohler seconded. Motion carried 7 – 0.

Mr. Wipperfurth moved to approve the Preliminary Plat Application Amendment with staff recommendations. Motion seconded by Mr. Kohler. Motion carried 7-0.

D. Wilkinson Waters PUD Final Plan/Final Plat

The applicant, Anoka Holdings, LLC., submitted a land use application for Wilkinson Waters PUD Final Plan/Final Plat. The PUD Final Plan/Final Plat is for Phase 1A and 1B multi-family and townhome development.

Mr. Wipperfurth had questions regarding the setback recommendations. Ms. Larsen stated that the setbacks were part of the PUD flexibility and was put before City Council and approved.

Mr. Vojtech wanted to know where the development would be getting water. Ms. Larsen stated that the developer needs to obtain a JPA since they would be getting water from White Bear Township. This will not be brought before City Council until the JPA is executed.

Mr. Root had questions regarding the engineering report and had questions about the parking garage and the lights shining into homes. Ms. Larsen stated that the developer is putting in a fence to prevent headlights from shining across the road.

Mark Houge, Anoka Holdings, was available for questions. Mr. Houge stated that they are lowering the building one foot for the time being while working with their engineer.

Mr. Kohler moved to approve the PUD Final Plan/Final Plat with staff recommendations. Motion seconded by Mr. Evenson. Motion carried 7-0.

E. Hampton Addition Final Plat

The applicant, Hampton Companies, submitted a land use application for final plat for a residential subdivision called Hampton Addition. The preliminary plat was previously titled Erickson Property. The applicant proposes to subdivide the existing lot located at 7590 20th Avenue into 14 single family lots.

Zeke Peters, Landform, was available for questions. The applicant has been working on addressing engineering and environmental concerns.

Mr. Laden moved to approve the Final Plat with staff recommendations. Motion seconded by Mr. Vojtech. Motion carried 7-0.

7. DISCUSSION ITEMS

A. Project Updates

Ms. Larsen and Ms. Hankee provided project updates to the Board.

Mr. Wipperfurth moved to adjourn the meeting. Motion seconded by Mr. Kohler.
Meeting adjourned at 7:44 p.m.

Respectfully submitted,
Marissa Ertel – Community Development Administrative Assistant

**CITY OF LINO LAKES
PLANNING & ZONING BOARD MINUTES**

DATE:	October 8, 2025
TIME STARTED:	6:30 P.M.
TIME ENDED:	x:xx P.M.
MEMBERS PRESENT:	Isaac Wipperfurth, Nathan Vojtech, Neil Evenson Michael Root, Suzy Guthmueller, Perry Laden, Patrick Kohler
MEMBERS ABSENT:	None
STAFF PRESENT:	Michael Grochala, Katie Larsen, Kris Keller, Marissa Ertel

1. CALL TO ORDER AND ROLL CALL

Chair Root called the Lino Lakes Planning & Zoning Board meeting to order at 6:30 p.m. on October 8, 2025.

2. PLEDGE OF ALLEGIANCE

3. PUBLIC COMMENT

Chair Root declared public comment open at 6:30 p.m.

There was no one present for public comments.

4. APPROVAL OF AGENDA

The agenda was approved as presented.

5. APPROVAL OF MINUTES

The Board recommended updates to the September 10, 2025 minutes. The September 10, 2025 minutes will be presented at the November 12th meeting.

6. ACTION ITEMS

DRAFT MINUTES

A. Continued Public Hearing: Peltier Ponds Comprehensive Plan Amendment, Rezoning, PUD Preliminary Plan and Preliminary Plat

Ms. Larsen presented the staff report.

The applicant, U.S. Home, LLC (aka Lennar), is proposing a master planned residential development located west of CSAH 54 (20th Ave N) across from Watermark, east of Peltier Lake, and north of the City of Centerville border. The development contains four (4) parcels totaling approximately 125 gross acres and 246 housing units. The proposed development is called Peltier Ponds.

The Planning & Zoning Board held a public hearing on July 9, 2025 and recommended continuing the public hearing to allow the applicant time to provide additional information. The Board continued the public hearing again on August 13, 2025 and September 10, 2025. The applicant continues to work on the revised plans and needs additional time to complete.

Mr. Wipperfurth moved to continue the public hearing to the next Planning and Zoning meeting to allow the developer time to address staff concerns. Motion seconded by Mr. Kohler. Motion carried 7-0.

B. Public Hearing: Lino Lakes Dealership and Offices

Ms. Larsen presented the staff report.

The applicant, Tyler Huebsch, submitted a land use application for Lino Lakes Dealership and Offices. The proposed development is a motor vehicle sales lot and office building. The property address is 7920 Lake Drive.

Mr. Evenson wanted to confirm that since there is a proposed car dealership along with the office building that is what is prompting the need for a CUP. Ms. Larsen confirmed that they would not if it was just an office building.

Mr. Laden had questions regarding the definition of dimming the lights after hours and the necessity of keeping the lights on overnight. Ms. Larsen stated that the lights should stay on from a security standpoint. Mr. Laden would like for there to be a defined light dimming level. This would be something to bring forward to City Council as a condition.

Mr. Wipperfurth also wanted to know if the stormwater pond needed to be redesigned due to the trail easement. Ms. Larsen confirmed that they would have to redesign the stormwater pond with the staff recommendations for the trail easement.

Mr. Wipperfurth would like to know what maintenance free fencing means. Ms. Larsen stated that the City does not have a definition of maintenance free. Mr. Wipperfurth would like the City to come up with a definition for future applicants.

Mr. Vojtech wanted to know which side the landscaping would go on along the privacy fence. Ms. Larsen stated that the landscaping would go on the east, towards the residential side.

Ms. Guthmueller wanted to know what the signage would look like for the building. Ms. Larsen stated that there is a sign ordinance, but the ordinance does not have any aesthetic verbiage. Ms. Guthmueller thinks the City should include language for aesthetics to the sign ordinance.

The applicant, Tyler Huebsch, was present to answer questions.

Mr. Evenson had questions about whether this type of building is common. Mr. Huebsch stated that this is a common practice in the industry.

Mr. Evenson wondered if the building would be fully rented. Mr. Huebsch stated that he is hoping that the building would be filled with multiple types of tenants.

Mr. Vojtech wanted to know the purpose of the out-bay. Mr. Huebsch stated that the purpose would be to prepare the vehicles for sale.

Mr. Root wanted to know what types of vehicles would fit in the lot. Mr. Huebsch stated most vehicles would fit, trucks, sedans and SUVs. Mr. Root wanted to know how the vehicles would be obtained. Mr. Huebsch stated that they would be purchased by private dealers.

Mr. Vojtech wanted to know if a semitruck would fit in the parking lot, for vehicle drop offs. Mr. Huebsch stated that it would not be necessary for a semitruck to enter the parking lot.

Mr. Vojtech wanted to understand the placement of the trash receptacle. Mr. Huebsch stated it would be convenient for the tenants of the offices and for ease of access for the trash companies.

Mr. Root opened the public hearing at 7:05 p.m.

There was no one present for the public hearing.

Mr. Vojtech motioned to close the public hearing. Mr. Wipperfurth seconded. The public hearing was closed at 7:06 p.m.

Mr. Wipperfurth had concerns that in the future there could be sales of large non-passenger vehicles, such as semitrucks. Ms. Larsen stated that language would be included in the CUP that would state that only the sale of passenger vehicles would be allowed.

Mr. Wipperfurth wanted to know if this could potentially become a singular dealership and if there would be a way to restrict large vehicles such as semitrucks from parking on the streets. Ms. Larsen stated that if this became an issue it could be brought back before the Board and reevaluated.

Mr. Laden stated he appreciated the architecture and thought behind the design of the building.

Mr. Root stated he would be comfortable if this was in an industrial district or just an office building but does not feel he could support the conditional use permit for motor vehicle sales with it being so close to residential homes.

Mr. Laden moved to approve the conditional use permit and site and building plan review with staff recommendations and Board recommendations including:

- A defined dimmed light level
- Limiting the sale to passenger vehicles only
- A definition of maintenance free materials

Motion was seconded by Mr. Kohler. Motion carried 6-1.

7. DISCUSSION ITEMS

A. Main Street Master Plan Comprehensive Plan Amendment

Mr. Grochala provided an update on the Main Street Master Plan Comprehensive Plan Amendment.

Mr. Wipperfurth wanted to know whether this would include language about street connections. Mr. Grochala stated the comprehensive plan amendment would not include street connections.

B. Project Updates

Mr. Grochala provided project updates to the Board.

Mr. Wipperfurth moved to adjourn the meeting. Motion seconded by Mr. Laden.
Meeting adjourned at 7:28 p.m.

Respectfully submitted,
Marissa Ertel – Community Development Administrative Assistant

**PLANNING & ZONING BOARD
AGENDA ITEM 6A**

STAFF ORIGINATOR: Katie Larsen, City Planner

MEETING DATE: November 12, 2025

TOPIC: **CONTINUED PUBLIC HEARING:** Peltier Ponds
1. Comprehensive Plan Amendment
2. Rezoning
3. PUD Preliminary Plan
4. Preliminary Plat

CASE NUMBER: CPA2025-0002
PZC2025-0004

APPLICANT: U.S. Home, LLC
Attn: Josh Metzger
16355 36th Avenue N, Suite 100
Plymouth, MN 55446

OWNER: Hal Leibel
7566 Peltier Lake Drive
Lino Lakes, MN 55038

INTRODUCTION

The applicant, U.S. Home, LLC (aka Lennar), is proposing a master planned residential development located west of CSAH 54 (20th Ave N) across from Watermark, east of Peltier Lake, and north of the City of Centerville border. The development contains four (4) parcels totaling approximately 125 gross acres and 246 housing units. The proposed development is called Peltier Ponds.

Tentative Review Schedule:

Complete Application Date:	June 5, 2025
60-Day Review Deadline:	August 4, 2025
60-Day Extension Deadlines:	October 3, 2025 December 2, 2025 January 31, 2026

Environmental Board Meeting:	June 25, 2025
Park Board Meeting:	July 7, 2025
Planning & Zoning Board Meeting:	July 9, 2025 August 13, 2025 September 10, 2025 October 8, 2025 November 12, 2025 December 10, 2025
City Council Work Session:	January 5, 2026
City Council Meeting:	January 12, 2026

BACKGROUND

The Land Use Application is for the following:

- Comprehensive Plan Amendment
- Rezoning
- PUD Preliminary Plan
- Preliminary Plat

The Planning & Zoning Board held a public hearing on July 9, 2025 and recommended continuing the public hearing to allow the applicant time to provide additional information. The Board continued the public hearing again on August 13, 2025, September 10, 2025 and October 8, 2025. The applicant submitted revised PUD Preliminary Plans/Preliminary Plat on November 3, 2025.

ANALYSIS

None.

RECOMMENDATION

Staff recommends continuing the public hearing for Peltier Ponds Comprehensive Plan Amendment, Rezoning and PUD Preliminary Plan/Preliminary Plat to allow time for staff to review the revised plans.

ATTACHMENTS

None.

PLANNING & ZONING BOARD AGENDA ITEM 6B

STAFF ORIGINATOR: Kendra Lindahl and Zeke Peters, Landform

MEETING DATE: November 12, 2025

TOPIC: **PUBLIC HEARING:** Main Street Master Plan Comprehensive Plan Amendment

CASE NUMBER: CPA2025-0003

APPLICANT: City of Lino Lakes

OWNER: Multiple

INTRODUCTION

The City of Lino Lakes has initiated a Comprehensive Plan Amendment (CPA) to implement the adopted Main Street Master Plan that was completed as part of an Alternative Urban Area Review (AUAR) process in the northwest corner of Lino Lakes. The CPA area totals approximately 934 acres of land.

Tentative Review Schedule:

Complete Application Date:	N/A
P & Z Board Meeting:	November 12, 2025
City Council Work Session	December 1, 2025
City Council Meeting:	December 8, 2025
60-Day Review Date:	N/A

BACKGROUND

The City of Lino Lakes is proposing amendments to the 2040 Comprehensive Plan to implement the Main Street Master Plan. The Main Street Master Plan project area includes approximately 934 acres. The CPA will ensure that the land in the master plan area is guided appropriately for the planned development and that the utility staging plan reflects the master plan staging.

ANALYSIS

We have reviewed the application for consistency with the Comprehensive Plan, as well as City

policies.

Existing Conditions

The Main Street AUAR contains approximately 934 acres and was initiated by the City to help guide future development given increased interest and growth in this area of Lino Lakes. The City published notice of the proposed amendments in the official newspaper and mailed notice to the property owners whose property is proposed to be reclassified. The City also sent request for comment to all affected and adjacent jurisdictions as required by required by Minnesota Statute §473.858 Subd. 2 and the Metropolitan Council. Adjacent jurisdictions have until December 9, 2025 to provide comments.

Amendments

There are five amendments necessary to reflect the Main Street Master Plan and they are to the following:

1. Figure 3-1 (Full Build Out Land Use)
2. Figure 3-2 (2040 Future Land Use)
3. Figure 3-4 (Utility Staging Map)
4. Figure 3-9 (2040 Future Land Use Map for Planning District 2)
5. Text of Planning District 2 to reference the Main Street Master Plan

The changes include the following:

1. 36 net acres of land will be brought into the 2040 MUSA area.
2. The future land use designation will change for 485 acres of land. The land use changes are summarized below:
 - a. Urban Reserve will decrease from 314 acres to 290 acres
 - b. Low Density will increase from 330 acres to 367 acres
 - c. Medium Density will increase from 115 acres to 157 acres
 - d. High Density will decrease from 130 to 85 acres

The amendments proposed will plan for a similar number of units as what was proposed for the area in the adopted 2040 Comprehensive Plan, but the location of specific land use designations within the project site will be modified to reflect the master plan.

Consistency with the Comprehensive Plan

The proposed amendments are supported by and consistent with the Land Use (Chapter 3) goals and policies as noted below:

Goal 1: Create a unified vision and future for the city, promote a well planned community, prevent fragmented development, address the impacts of development and redevelopment on natural resources, aesthetics and view corridors, and provide balanced land use and connectivity that ensures the integration of both sides of the regional park.

The proposed amendments meet this goal and related policies. It does this by using a master planned community and an AUAR to promote mixed housing types, land uses, and enhancing the usability of the development through environmental preservation and enhancement. The City worked closely with the community and affected landowners in and adjacent to the site to enhance the overall master plan.

Goal 3: Ensure housing development is compatible with existing and adjacent land uses and provides accessibility to key community features and natural amenities.

The proposed amendments meet this goal and related policies. These amendments provide for implementation of well-planned and thought-out development on a large scale that enhances pedestrian activity and links to trails and parks within the City. It also encourages commercial activity that is mixed with different residential uses on the main gateway into the City.

Goal 4: Maintain safe neighborhoods and community areas.

The proposed amendments meet this goal by meeting Policy C. This plan provides for a more unified mix of land uses and housing types and promotes a diversity of people and age groups as it is developed out.

Goal 5: Increase commercial/residential development in appropriate and designated areas in the City of Lino Lakes.

The proposed amendments meet this goal and related policies. It does so by moving the mixed use planned commercial/residential land use to the true gateway of the City and promotes a mix of housing types that buffer commercial uses from lower density residential uses.

Goal 6: Promote community involvement in the development process and city affairs.

The proposed amendments meet this goal and related policies. The master plan that the amendment is based on involved significant community and stakeholder involvement. The design is a culmination of citizen involvement and input at numerous stages to help develop the necessary amendments to the Comprehensive Plan.

Goal 7: Sustain Lino Lakes' Natural Resources which make it such a desirable place to live.

The proposed amendments meet this goal by meeting Policy A. The amendments allow development of the area as envisioned in the well-studied approved master plan that considers the unique environmental factors, both advantages and disadvantages, of the area and how they contribute overall to the City.

Goal 8: Promote a unified community identity.

The proposed amendments meet this goal by meeting Policy B. The plan enhances and puts a focus on the gateway on Main Street and includes a unified standards for street development and green spaces throughout the mixed housing types in the development. This will help promote a more unified community identity.

Goal 9: Coordinate transportation with land use planning.

The proposed amendments meet this goal by meeting Policies A, B, C and E. These policies are met as the master plan considered existing transportation networks and impacts to develop a unified roadway plan that promoted the mixed development type and coordinated this with the land use plans. The plan also considered specific building types and placement to ensure efficient and adequate facilities for traffic and parking.

Findings of Fact

The following are Findings of Fact for the Comprehensive Plan Amendment:

1. The proposed 2040 Comprehensive Plan amendments are needed to implement the approved Master Plan.
2. The proposed land use and staging plan changes are consistent with the policy text for the 2040 Comprehensive Plan.
3. The proposed amendment is consistent with Sanitary Sewer Plan planned infrastructure improvements and development trends found in the City.
4. The proposed amendment is consistent with Water Supply Plan planned infrastructure improvements and development trends found in the City.
5. The proposed amendments will modify existing maps and text to match the Master Plan and AUAR for the area.

Next Steps

1. If the Comprehensive Plan Amendment is approved by the City, it will be submitted to the Metropolitan Council for review.

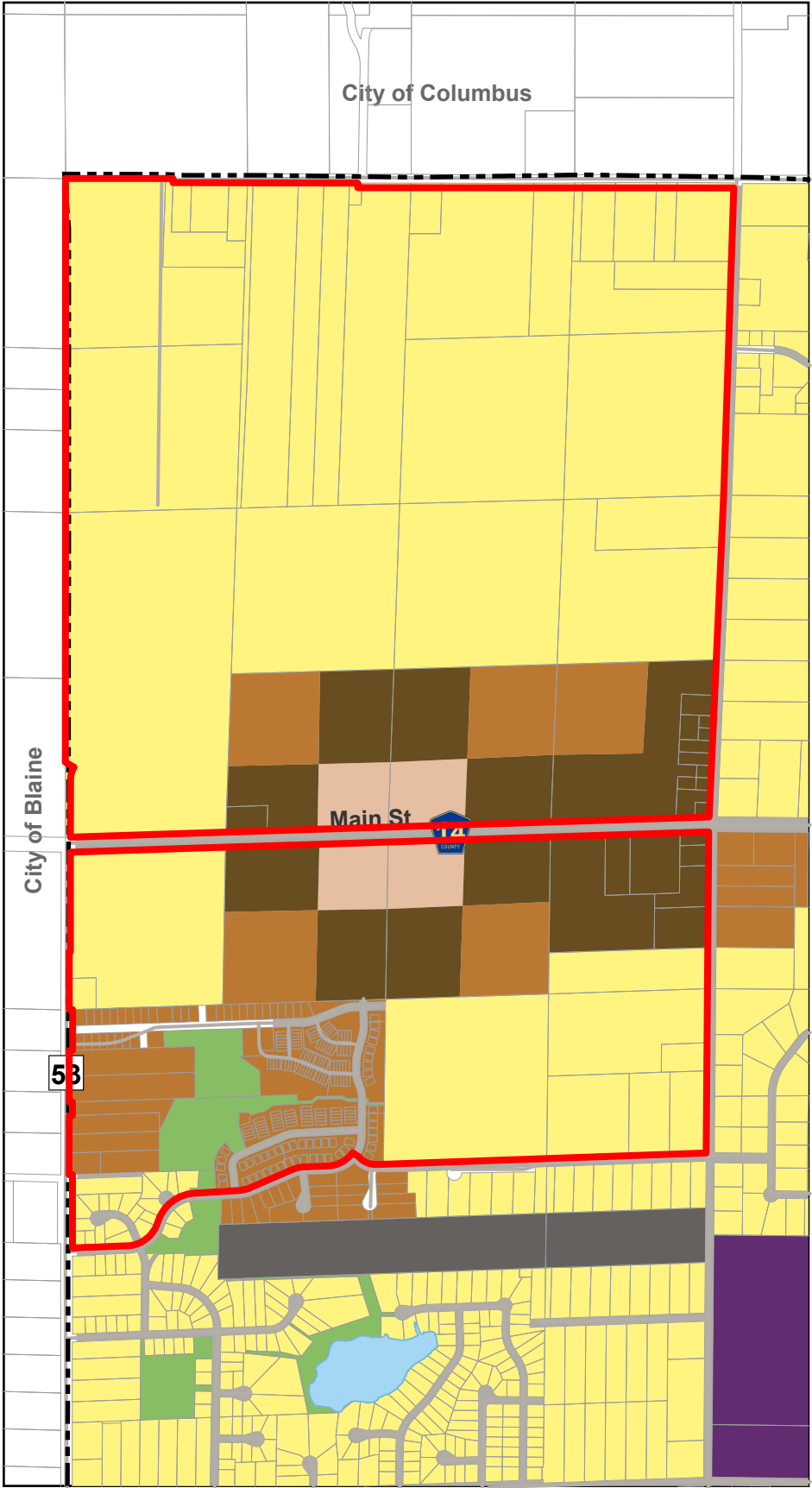
RECOMMENDATION

Staff recommends approval of the Main Street Master Plan Comprehensive Plan Amendment.

ATTACHMENTS

1. Existing and Proposed Full Build Out Land Use Map (Figure 3-1)
2. Existing and Proposed 2040 Future Land Use Map (Figure 3-2)
3. Existing and Proposed 2040 Utility Staging Map (Figure 3-4)
4. Proposed Planning District 2 Map (Figure 3-9)
5. Redlined Planning District 2 Text
6. Main Street Master Plan Scenario Map

Existing



Proposed

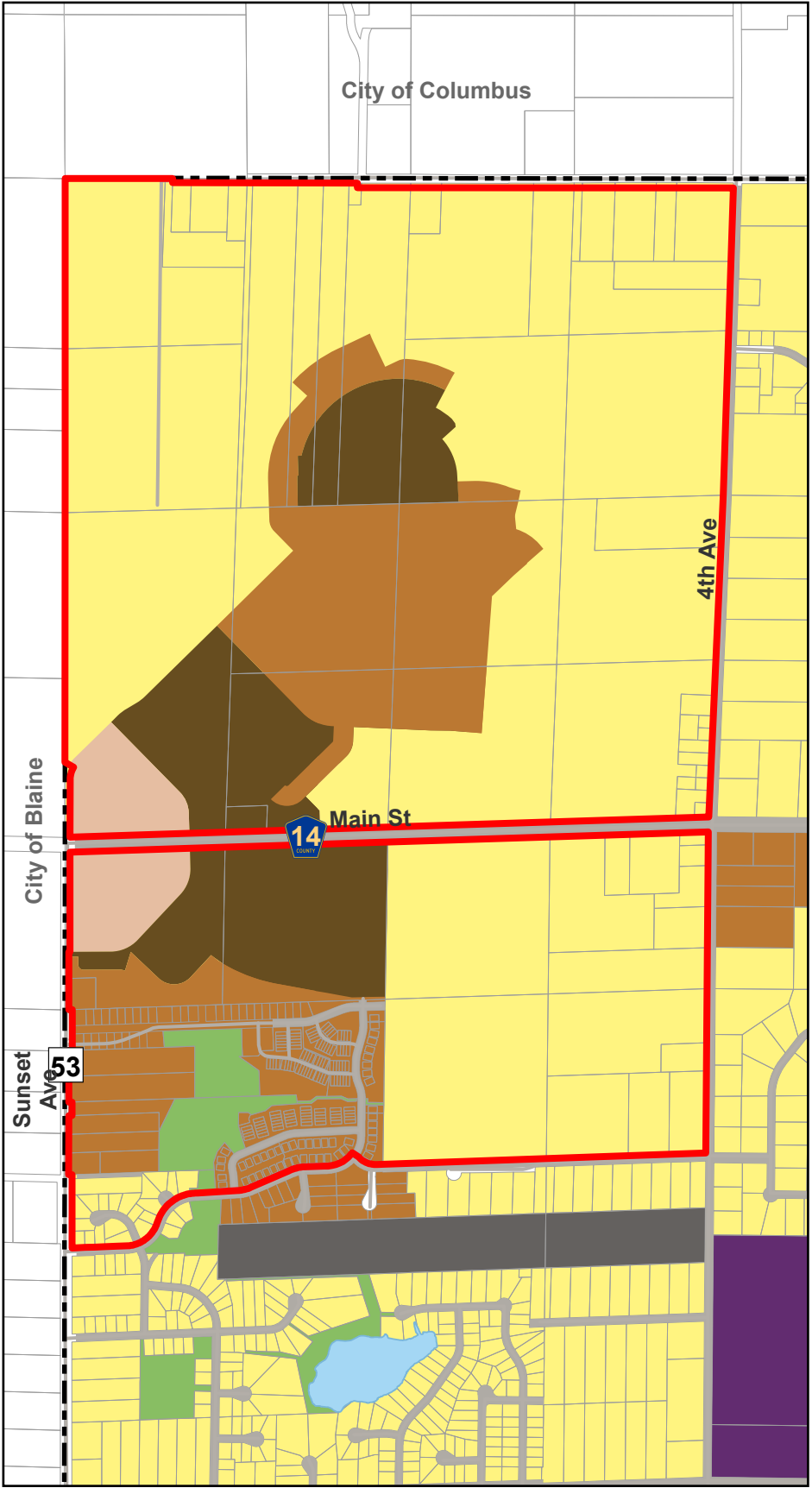


Figure 3-1
Full Build Out Land Use

Legend

- | | |
|-------------------------------|----------------------------------|
| Municipal Boundary | Planned Residential / Commercial |
| Open Water | Office Residential |
| Road Centerline | Signature Gateway District |
| Parcels | Commercial |
| Permanent Rural | Town Center |
| Low Density Residential | Business Campus |
| Low Density Mixed Residential | Industrial |
| Medium Density Residential | Civic and Institutional |
| High Density Residential | Parks and Open Space |
| | Private Airfield |



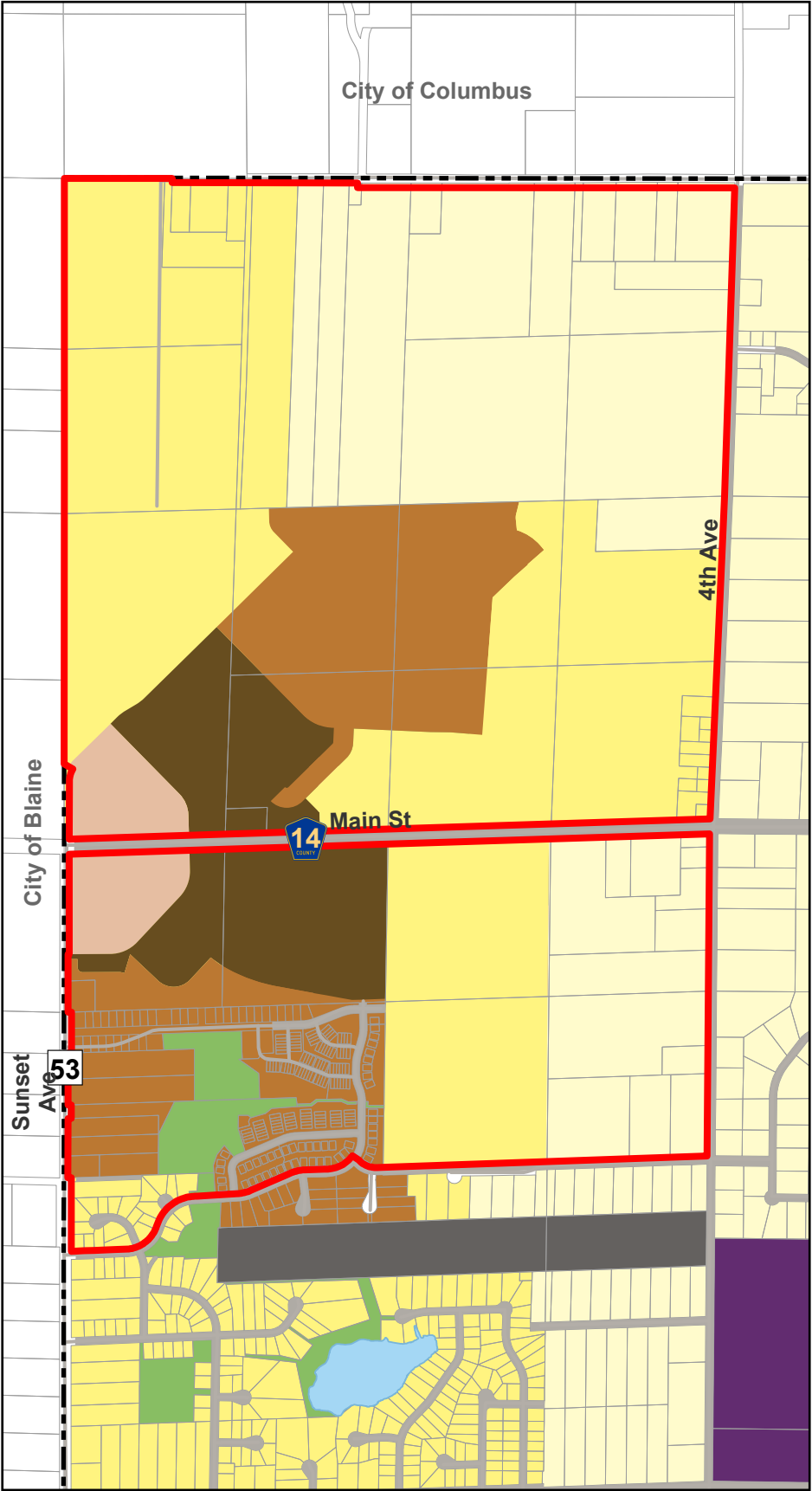
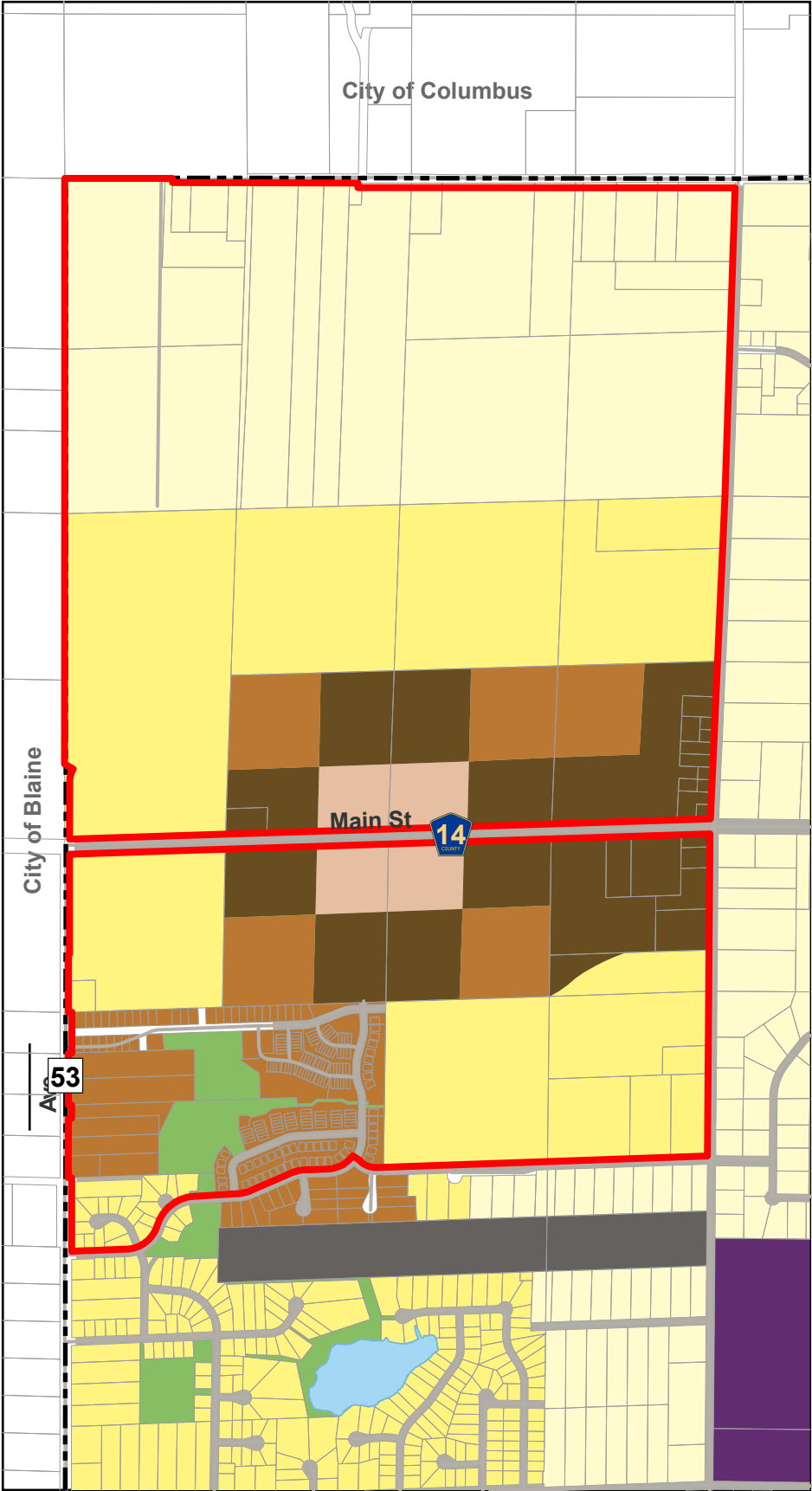
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Existing

Proposed



Figure 3-2
2040 Future Land Use



Legend

- | | |
|-------------------------------|----------------------------------|
| Municipal Boundary | High Density Residential |
| Open Water | Planned Residential / Commercial |
| Road Centerline | Office Residential |
| Parcels | Signature Gateway District |
| Permanent Rural | Commercial |
| Urban Reserve | Town Center |
| Low Density Residential | Business Campus |
| Low Density Mixed Residential | Industrial |
| Medium Density Residential | Civic and Institutional |
| | Parks and Open Space |
| | Private Airfield |



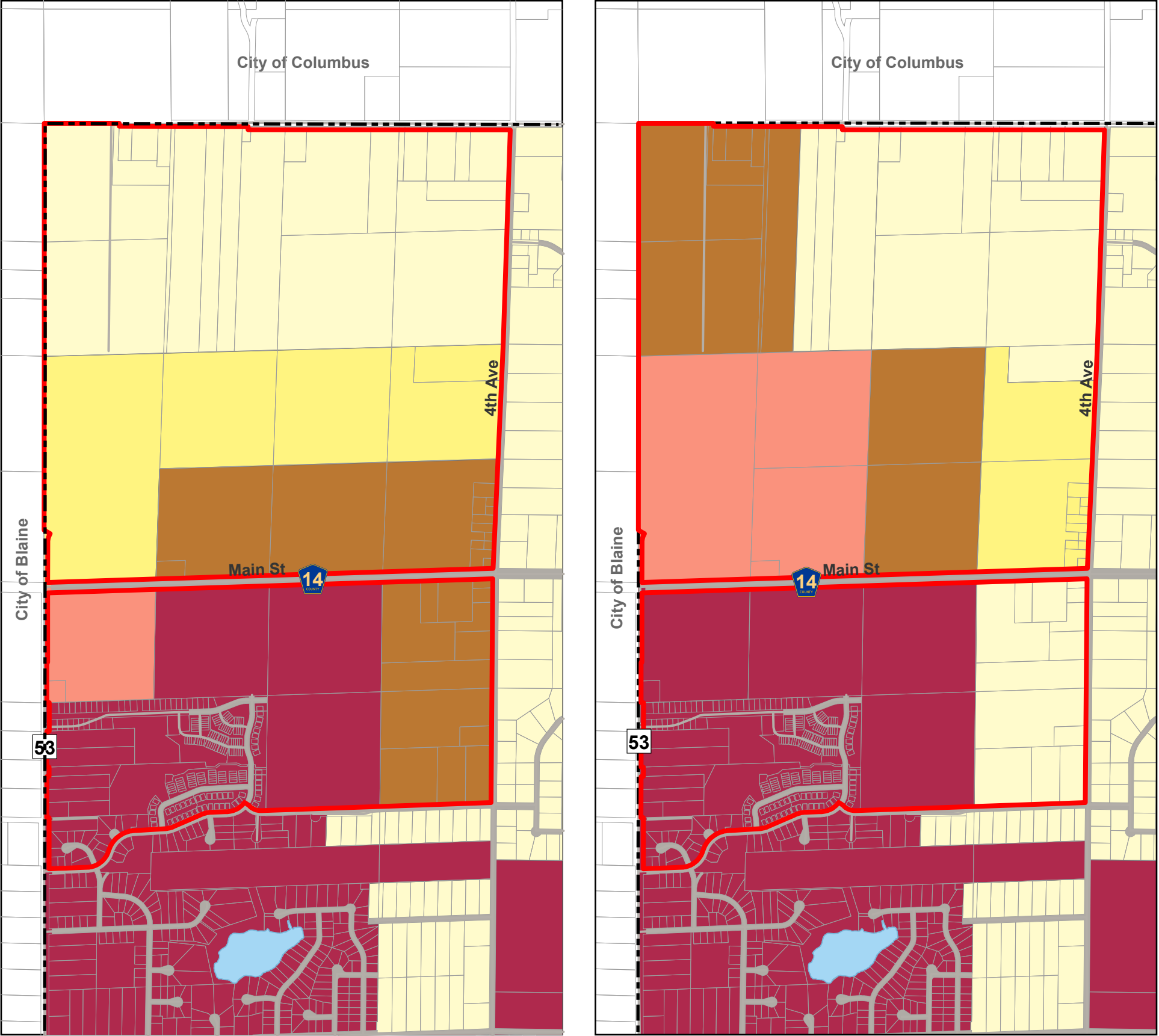
Date: 10/7/2025

Existing

Proposed



Figure 3-4
2040 Utility Staging Plan



Legend

Municipal Boundary

Open Water

Road Centerline

Parcels

STAGE

Stage 1A Planned Service Area (2018 - 2025)

Stage 1B Planned Service Area (2025 - 2030)

Stage 2A Planned Service Area (2030 - 2035)

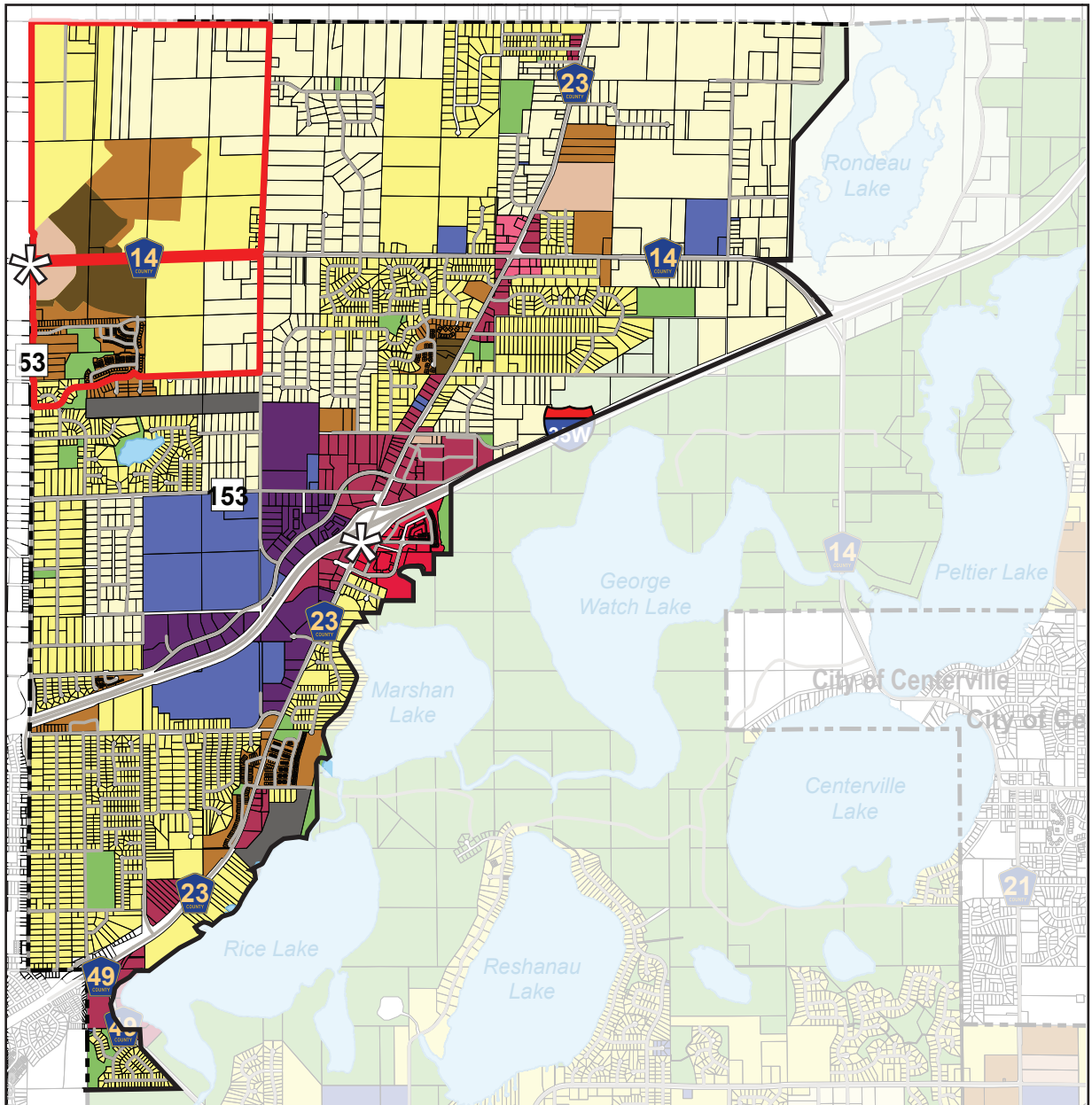
Stage 2B Planned Service Area (2035 - 2040)

Stage 3 Planned Service Area (Post 2040)

No Service



Date: 10/7/2025



Legend

- Planning District 2 Boundary
- ✱ Gateway
- Permanent Rural
- Urban Reserve
- Low Density Residential
- Low Density Mixed Residential
- Medium Density Residential
- High Density Residential

- Planned Residential / Commercial
- Office Residential
- Signature Gateway District
- Commercial
- Town Center
- Business Campus
- Industrial
- Civic / Institutional
- Park / Open Space

- Private Airfield
- Open Water
- Right-of-Way
- Municipal Boundary
- Parcels
- Streams

Planning District 2

Land Use

- Planning District 2 includes the Town Center area. A complete “Design and Development Guide” has been adopted to support the community’s vision and established standards for all development in the Legacy area. The guide allows for commercial, civic, and multi-family development with a residential density ranging from 10 to 24 units per acre. Approximately 9 acres of the project site remain undeveloped and are owned by the City.
- Planning District 2 includes the Main Street Master Plan area. The Main Street Master Plan is the guiding plan for future development in the 934-acre study area. The Master Plan is intended to show a general land use arrangement with some specific design elements. The individual site layouts and uses are to be determined as part of the development review process, but should be based on the Master Plan. The Master Plan illustrates the desired location of future land uses within a concept design to provide a framework for future development in this area but the Plan remains flexible with land use boundaries to accommodate natural features, land assembly and other physical boundaries, if needed.
- Planning District 2 includes Planned Residential/Commercial areas.
 - The ~~Robinson Farm and~~ Main Street site is planned to accommodate an 80/20 percent mix of residential and commercial. While allowed in all areas, commercial development will be required in at least one quadrant. To ensure implementation the City may choose to rezone land to a compatible neighborhood commercial zoning district upon completion of a corridor plan. ~~A Master Plan for the Main Street Corridor between Sunset Avenue and 4th Avenue should be completed.~~
 - The Waldoch Farms site is planned to accommodate an 80/20 percent mix of residential and commercial. The existing nursery and retail business is expected to remain as a long term use. Commercial development, while allowed, is not required on the property.
- The intersection of Main Street and Sunset Avenue is identified as a primary gateway into the community. Future development shall comply with the primary gateway design elements in the Lino Lakes Gateway Planning manual.
- A Signature Gateway district is located around the intersection of Lake Drive and Main Street. Located at a major crossroads in the community the intersection was the original “downtown” of Lino Lakes. Opportunity exists to redevelop both underutilized property and outdated land uses. A master planning study should be prepared of the area to examine existing land use, future land use compatibility, right-of-way needs, access management, stormwater management, and other appropriate issues. This study area should extend south to include James Street, Vicky Lane, and Kelly Street intersections. The district allows for both residential and commercial uses. A 75/25 residential to commercial area ratio was assumed for planning purposes. However, commercial development is not required and individual parcels may develop with a since land use. The city will require strong emphasis on high quality architecture and design standards.
- In areas of small lots under multiple property ownership, land assembly and redevelopment efforts should be promoted to facilitate implementation of the Comprehensive Plan.
- A number of small isolated industrial sites along CSAH 23 are out of character with the surrounding land uses. The city will pursue the relocation of these industries into a community industrial park and redevelopment of these existing industrial sites.
- The city will continue to work with the State of Minnesota to monitor any expansion, improvements, or change in activities associated with Lino Lakes Correctional Institution.
- The Lino Air Park and Seaside Seaplane Base are designated as long term land uses. New development occurring near the private air parks should be designed with an awareness of airfield operations.
- Continue to support and promote the development of the southeast quadrant of Lake Drive (CSAH 23)/ I-35W interchange as a special community focus.
- Pursue development of parcels north of 77th Street on the west side of Lake Drive (CSAH 23) currently owned by the city.
- Pursue redevelopment of the 77th Street intersection with Lake Drive including the realignment of 77th Street west of Lake Drive to align with Marketplace Drive on the east.
- Promote the planning and development/redevelopment of the Town Center Parkway area west of Lake Drive to ensure coordinated design and access and the compatibility of land uses.

- An area along the west side of I-35W, around the eastern part of Oak Lane, is guided for permanent Rural Land Use on the Land Use Plan. It is not likely that this area can be economically served with municipal utilities because of extensive wetlands and the minimal amount of developable land.
- Gateways should be planned and created at the interchange of I-35W and Lake Drive (CSAH 23); at the Lake Drive and Hodgson Road (CSAH 49) intersection; and on Main Street (CSAH 14) at Sunset Road (CR 53).

Infrastructure & Public Facilities

- Work with Anoka County to prepare and implement an access management plan for Lake Drive (CSAH 23).
- Plan for the extension of Sunset Road (County Road 53) to the north of Main Street.
- Continue to implement the Main Street (TH 242/CSAH 14) Access Management Study. Coordinate with Anoka County on any future updates of the study.
- Work with Anoka County on the creation of a new full-access intersection on Main Street at a new road at the 200 block, consistent with the Main Street (TH 242/CSAH 14) Access Management Study.
- Support planning for connecting Main Street to 80th Street via a ‘northern connection’, including a new I-35E interchange and a new I-35W interchange, as described in the 2004 CSAH 14 Study and Chapter 6: Transportation Plan (post-2040).
- Sanitary sewer facilities (lift stations and sewer trunks) that serve the developed portion of Planning District 2 will not be adequate for the long-term development of the entire area. The Sanitary Sewer Plan (Chapter 8) lays out the additional lift stations and the new West Side Relief Sewer that will be needed in the future.

Natural Resources

- Planning District 2 includes all or part of the following RMUs (Resource Management Units): Marshan RMU, Rondeau RMU, Rice Lake RMU and George Watch RMU.
- The 17 acre Woolan Park Wetland Bank, located north of Main Street and west of Lake Drive, is part of a larger 60 acre wetland complex. Opportunities to protect and restore the balance of the wetland should be evaluated with any adjacent development.



SCENARIO 2

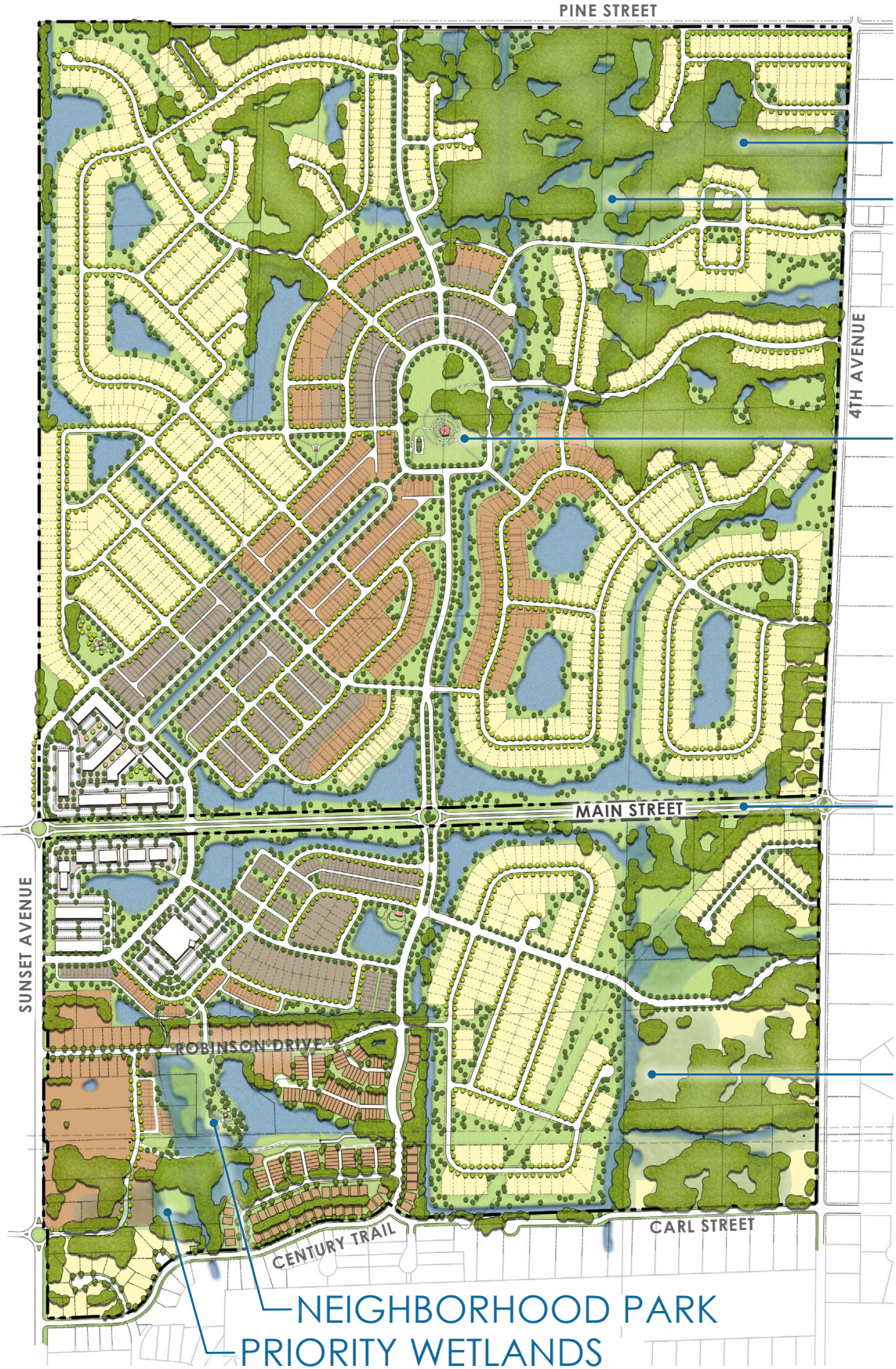
THE PREFERRED SCENARIO - OVERVIEW

Maximizing walk-ability with an interconnected approach, scenario 2 centralizes higher and medium density housing and commercial development near the Lino Lakes/Blaine border around Main Street and Sunset Avenue, with low-density prioritized on the eastern side of the study area, backing up to existing Lino Lakes housing.

Outside of the Planned Residential / Commercial zone, additional consideration was given to keeping a rural feel along both sides of Main Street with an approximate 100 feet of natural landscape zone separating development.

POTENTIAL DEVELOPMENT YIELD

Land Use	City Comprehensive Plan Full Build Out Scenario					Scenario 2				
	Gross Acres	Approx net acres w/o wetlands and open water	Approx # of Units Low	Approx # of Units High	SF of Commercial	Gross Acres	Approx net acres w/o wetlands and open water	Approx # of Units Low	Approx # of Units High	SF of Commercial
NORTH OF MAIN STREET										
Low Density Resi (R1/R1-X/R2)	516	423	677	1269		453	356	570	1068	
Medium Density Resi (R2/R3)	36	35	138	207		92	92	368	552	
High Density Resi (R4)	63	62	370	494		71	71	426	568	
Planned Resi / Com (R5)										
Planned Resi (80%)	11	11	90	112		11	11	90	112	
Commerical (20%)	3	3			30,492	3	3			30,492
Sub-Total (approximate acres)	630	533				630	533			
SOUTH OF MAIN STREET										
Low Density Resi (R1/R1-X/R2)	134	97	155	291		161	112	179	336	
Medium Density Resi (R2/R3)	76	64	254	381		75	63	252	378	
High Density Resi (R4)	64	53	317	423		38	38	228	304	
Planned Resi / Com (R5)										
Planned Resi (80%)	11	10	83	104		11	11	90	112	
Commerical (20%)	3	3			28,314	3	3			30,492
Park & Open Space	16	9				16	9			
Sub-Total (approximate acres)	304	236				304	236			
TOTAL	934	769	2,084	3,281		934	769	2,202	3,430	



EXISTING TREE CANOPY
PRIORITY WETLANDS

NEIGHBORHOOD
PARK

NATURAL LANDSCAPE
ALONG BOTH SIDES
OF MAIN STREET

PRIORITY WETLANDS

NEIGHBORHOOD PARK
PRIORITY WETLANDS

*Master plan exhibits are diagrammatic in nature, for AUAR study purposes only and do not represent final design.

**PLANNING & ZONING BOARD
AGENDA ITEM 6C**

STAFF ORIGINATOR: Katie Larsen, City Planner

MEETING DATE: November 12, 2025

TOPIC: **PUBLIC HEARING:** Waldoch Farm Agritourism Conditional Use Permit Amendment

CASE NUMBER: CU2025-0002

APPLICANT: Waldoch Farm
8174 Lake Drive
Lino Lakes, MN 55014

OWNER: Mary Jo and Jeff Joyer
8174 Lake Drive
Lino Lakes, MN 55014

INTRODUCTION

The applicant, Waldoch Farm, submitted a land use application for Waldoch Farm Agritourism. A conditional use permit is required for agritourism. The property address is 8174 Lake Drive.

Tentative Review Schedule:

Complete Application Date:	September 19, 2025
60-Day Deadline:	November 18, 2025
Environmental Board Meeting:	N/A
Park Board Meeting:	N/A
Planning & Zoning Board Meeting:	November 12, 2025
City Council Work Session:	December 1, 2025
City Council Meeting:	December 8, 2025

BACKGROUND

The Land Use Application is for the following:

- Conditional Use Permit
 - Agritourism

This staff report is based on the following information:

- Aerial Map and Site Plan
- Applicant Narrative
- Public Spaces Site Location Map
- Chapter 1306 Department of Labor and Industry Special Fire Protection Systems

ANALYSIS

History

Per the applicant's narrative, Waldoch Farm has been in operation since 1916. Overtime, the site has intensified in use with barnyard experiences, hay wagon rides and in 2011, the Joyer Adventure Farm and maze. Most recently, Waldoch Farm proposed to construct a new building with concessions and corn box and add a commercial kitchen to an existing building. The applicant's narrative further details current and future on site agritourism activities.

City Code Section 1007.016 related to conditional use permit states:

(6) All uses existing as of July 14, 1997 that are included in the list of conditional uses for the zoning district in which they are located shall be considered as having a conditional use permit which contains conditions that permit the land use and structures as they existed on said date. Any enlargement, structural alteration, or intensification of such use shall require an amended conditional use permit as provided for above.

In summary, Waldoch Farm is considered to have a conditional use permit since it was operating prior to July 14, 1997. As they propose to intensify the use, a formal conditional use permit amendment is required. This will allow Waldoch Farm and the City to have a clear understanding of existing and proposed future agritourism uses.

Existing Site Conditions

The site is over 160 acres and contains of a single family detached dwelling, commercial greenhouse and nursery, agriculture and several accessory buildings. Per the Waldoch Farm website, the site also hosts the Joyer Adventure Farm and several annual events.

Zoning and Land Use

The site is zoned R, Rural. Agritourism requires a conditional use permit. It is guided planned residential/commercial and urban reserve per the City's 2040 Comprehensive Plan.

Current Zoning	R, Rural
Existing Land Use	Agricultural
Future Land Use per 2040 Comp Plan	Planned Residential/Commercial and Urban Reserve
Utility Staging Area	1A=2018-2025

Surrounding Zoning and Land Use

Direction	Zoning	Existing Land Use	Future Land Use
North	R, Rural	Rural Residential	Medium Density Residential
South	R, Rural	Single Family Residential, City Hall Park & Public Works	Low Density Residential, Medium Density Residential, Urban Reserve
East	R, Rural	Rural Residential, Agricultural	Urban Reserve
West	R, Rural	Rural Residential, Industrial	Urban Reserve

Agritourism

As noted, Waldoch Farm has been in operation since 1916. Overtime, the site has intensified in use with barnyard experiences, hay wagon rides and in 2011, the Joyer Adventure Farm and maze.

In January 2023, the City updated its zoning ordinance to formally include agritourism.

City Code Section 1007.001(2) defines agritourism as:

AGRITOURISM. Includes any commercial enterprise that links agricultural production and/or processing with tourism in order to attract visitors onto a farm, ranch, or other agricultural business for the purposes of entertaining and/or educating.

City Code Section 1007.067 further details agritourism standards, expectations, uses, and site requirements. See attached for complete code section.

Site Plan and Planned Improvements

On-site improvements include a single family dwelling, paved parking lot, retail greenhouse, multiple smaller greenhouses, accessory buildings, maze and adventure farm area, farm animals, pasture areas and agricultural crops.

The applicant's narrative lists several planned improvements including but not limited to a corn box play building and new commercial kitchen.

In general, the existing and proposed agritourism activities/improvements are consistent with the standards, expectations, uses, and site requirements. Activities/improvements that are not consistent are detailed at the end of this report.

On Site Parking and Traffic Control

As noted in the applicant's narrative, there are 120 hard surface parking spaces and 6 acres of expandable/overflow grass parking. Future expansion of an additional 6 acres is also possible. Planned capacity is 1,920 cars. The parking lot is fenced and flagged.

At this time, the Police Department does not have any immediate traffic concerns. If Waldoch Farm were to host future events with a significant volume of traffic, they may need to coordinate with the Police Department for traffic control assistance.

Traffic Study

In August 2024, Anoka County Highway Department completed a CSAH 23/Lake Drive Corridor Study from CSAH 14 (Main Street) to CSAH 62 (Kettle River Boulevard). The study area includes Waldoch Farm. Future County improvements in the area include potential realignment of Diane St and 81st Street and 3-lane roadway section with two-way left turn lanes. The Waldoch Farm agritourism conditional use permit amendment does not impact these future improvements.

Building and Fire Code

The applicant is requesting building fire suppression exemptions be allowed by the building inspector and fire official. See attached Building Official Memo. At this time, fire suppression exemptions cannot be determined until more information is provided. The applicant shall work with a licensed architect and structural engineer to submit sufficient information to determine if the exemption would be considered.

EQB Environmental Review

An environmental review is not required for the existing and proposed development agritourism activities.

Wetlands

There are no wetland impacts proposed with the agritourism conditional use permit amendment. Any future wetland impacts will require proper approvals.

Shoreland District

The site is not located in a Shoreland District.

Floodplain

There is FEMA floodplain on site; however, no impacts are proposed. Any future floodplain impacts will required proper approvals.

Comprehensive Plan

The Waldoch Farm agritourism conditional use permit amendment is consistent with the goals and policies of the comprehensive plan regarding land use, housing, economic development, transportation, local water management plan, sanitary sewer, water supply and parks, greenway and trails.

Land Use Plan

The 2040 Comprehensive Plan guides the site for Planned Commercial/Residential and Urban Reserve. The Waldoch Farm agritourism conditional use permit amendment is consistent with these land uses.

Housing Plan

The goals and policies of Housing Plan are not negatively impacted by the Waldoch Farm agritourism conditional use permit amendment.

Economic Development

The Waldoch Farm agritourism conditional use permit amendment supports the City's economic development plan.

Transportation Plan

Goals of the Transportation Plan are to ensure that street and roads are as safe as possible and to reduce unnecessary traffic. CSAH 23 (Lake Drive) is an A-Minor Arterial Reliever county road. Elbe Street is gated and would only be used as an emergency exit. The exiting road system can accommodate the traffic generated by the Waldoch Farm agritourism conditional use permit amendment.

Local Water Management Plan

The purpose of the water management program is to protect, preserve, and use natural surface and groundwater storage and retention systems and prevent erosion of soil into surface water systems. The paved parking lot has management BMP's such as curb, gutter, and stormwater ponds.

Sanitary Sewer Plan

The goal of the sanitary sewer plan is to maintain the city's residents and businesses with an affordable and safe sanitary sewer system. The Waldoch Farm agritourism conditional use permit amendment will be served by an affordable and safe sanitary private sewer system.

Water Supply Plan

A goal of the water supply plan is to provide residents and businesses with affordable potable water that is safe and of high quality for daily consumption and fire demand. The Waldoch Farm agritourism conditional use permit amendment will be served with a safe and high quality private water supply.

Parks, Greenways and Trails

A goal and policy of the parks, greenways and trails plan is to continue to development and fund recreational activities in the City. This goal and policy are not negatively impacted by the Waldoch Farm agritourism conditional use permit amendment.

Findings of Fact for Conditional Use Permit

The site is zoned R, Rural and allows for agritourism with an approved conditional use permit.

Per City Code Section 1007.016(3):

(e) The Planning and Zoning Board shall hold the public hearing and consider possible adverse effects of the proposed conditional use. Its judgement shall be based upon, but not limited to, the following factors:

1. The proposed development application has been found to be consistent with the design standards listed in § [1007.020\(4\)](#).

See below for design standard requirements.

2. Will not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare because of excessive production of traffic, noise, smoke, fumes, glare, or odors.

The Waldoch Farm agritourism conditional use permit amendment will not involve activities detrimental to any person, property, or the general welfare.

3. Will not result in the destruction, loss, or damage of a natural, scenic or historic feature of major importance.

The Waldoch Farm agritourism conditional use permit amendment will not result in the destruction of a natural, scenic, or historic feature of major importance.

Per City Code Section 1007.020:

(4) *Performance Standards.* Plans which fail to meet the following criteria shall not be approved.

(a) The proposed development application must be consistent with the policies and recommendations of the Lino Lakes Comprehensive Plan.

The Waldoch Farm agritourism conditional use permit amendment is consistent with the policies and recommendations of Comprehensive Plan and commercial land use.

(b) The proposed development application is compatible with present and future land uses of the area.

The Waldoch Farm agritourism conditional use permit amendment is compatible with present and future land uses of the area.

(c) The proposed development application conforms to performance standards herein and other applicable City Codes.

The Waldoch Farm agritourism conditional use permit amendment conforms to City Code performance standards.

(d) Traffic generated by a proposed development application is within the capabilities of the City when:

1. If the existing level of service (LOS) outside of the proposed development is A or B, traffic generated by a proposed development will not degrade the level of service more than one grade.

2. If the existing LOS outside of the proposed development is C, traffic generated by a proposed development will not degrade the level of service below C.

3. If the existing LOS outside of the proposed development is D, traffic generated by a proposed development will not degrade the level of service below D.

4. The existing LOS must be D or better for all streets and intersections providing access to the proposed development. If the existing level of service is E or F, the developer must provide, as part of the proposed project, improvements needed to ensure a level of service D or better.

5. Existing roads and intersections providing access to the proposed development must have the structural capacity to accommodate projected traffic from the proposed development or the developer will pay to correct any structural deficiencies.

6. The traffic generated from a proposed development shall not require City street improvements that are inconsistent with the Lino Lakes Capital Improvement Plan. However, the City may, at its discretion, consider developer-financed improvements to correct any street deficiencies.

7. The LOS requirements in paragraphs 1. to 4. above do not apply to the I-35W/Lake Drive or I-35E/Main St. interchanges. At City discretion, interchange impacts must be evaluated in conjunction with Anoka County and the Minnesota Dept. of Transportation, and a plan must be prepared to determine improvements needed to resolve deficiencies. This plan must determine traffic generated by the proposed development project, how this traffic contributes to the total traffic, and the time frame of the improvements. The plan also must examine financing options, including project contribution and cost sharing among other jurisdictions and other properties that contribute to traffic at the interchange.

The Waldoch Farm agritourism conditional use permit amendment meets Level of Service (LOS) requirements. The existing roads and intersections providing access to the proposed development have the structural capacity to accommodate projected traffic from the proposed development. The traffic generated from a proposed development does not require City street improvements that are inconsistent with the Lino Lakes Capital Improvement Plan.

(e) The proposed development shall be served with adequate and safe water supply.

The Waldoch Farm agritourism conditional use permit amendment will have an adequate and safe water supply.

(f) The proposed development shall be served with an adequate or safe sanitary sewer system.

The Waldoch Farm agritourism conditional use permit amendment will be served with an adequate waste disposal system.

(g) The proposed development shall not result in the premature expenditures of City funds on capital improvements necessary to accommodate the proposed development.

The Waldoch Farm agritourism conditional use permit amendment does not require City funds.

(h) Fire prevention and fighting equipment acceptable to the Board of Fire Underwriters and City Council shall be readily available when any activity involving the handling or storage of flammable or explosive materials is carried on.

The Waldoch Farm agritourism conditional use permit amendment will have fire prevention and fighting equipment readily available.

Specific Conditional Use Permit (CUP) Requirements

In addition to the above administrative requirements of a conditional use permit, the provisions of City Code Section 1007.067 shall also be met.

Specifically, City Code Section 1007.067 states:

(4) The site shall comply with the following requirements:

(a) Minimum lot area of ten acres.

The site area is over 160 acres.

(b) All uses permitted by this section shall have at least one primary access onto a collector street as identified on the functional classification map with the condition that the increase in traffic shall not create a nuisance, to nearby residents by way of traffic or noise or increase the public cost in maintaining the street.

The primary access is onto CSAH 23 (Lake Drive) which is an A-Minor Arterial Reliever street.

(c) All structure, parking area, and agritourism related activity setbacks shall be 50 feet from any side or rear lot line. Drive aisle setbacks shall be 20 feet to any side or rear lot line.

All structures, parking areas, and agritourism related activities are and shall remain 50+ft from any side or rear lot line. Drive aisles are and shall remain at least 20ft from any side or rear lot line.

RECOMMENDATION

Staff recommends approval of the Waldoch Farm agritourism conditional use permit amendment subject to following conditions:

1. All existing and future agritourism activities shall be consistent and compliant with City Code Section 1007.067.
2. The following Planned Improvements listed on page 9 of the applicant's narrative are not consistent with City Code Section 1007.067 and are not approved under this agritourism conditional use permit:
 - a. Farm market building, restaurant, bakery, meat market
 - b. Wedding venue
 - c. Overnight camping, RV parking
 - d. Housing for family and employees

Any such uses may only be undertaken in compliance with City Code, which may require separate permits and/or approvals.

3. Any outdoor gathering on the property that assembles individuals with a common purpose other than an agritourism activity, such as for a wedding or live music concert, shall be subject to the Special Events requirements, including permitting from the City Clerk's Office, set forth in City Code Chapter 615.
4. All licenses and permits must be obtained and maintained as required by federal or state law or City Code to engage in the intended agritourism activities on the property, including, but not limited to, a liquor license from the City Clerk's Office for any alcohol service or sales on the property.
5. All zoning and building permits required under state law or City Code for improvements on the property must be obtained and/or maintained. If permits cannot be obtained, the use and/or structure is not allowed.
6. PID #043122310003 and #043122310004 shall be combined in accordance with the requirements set forth in City Code by or before December 31, 2025.

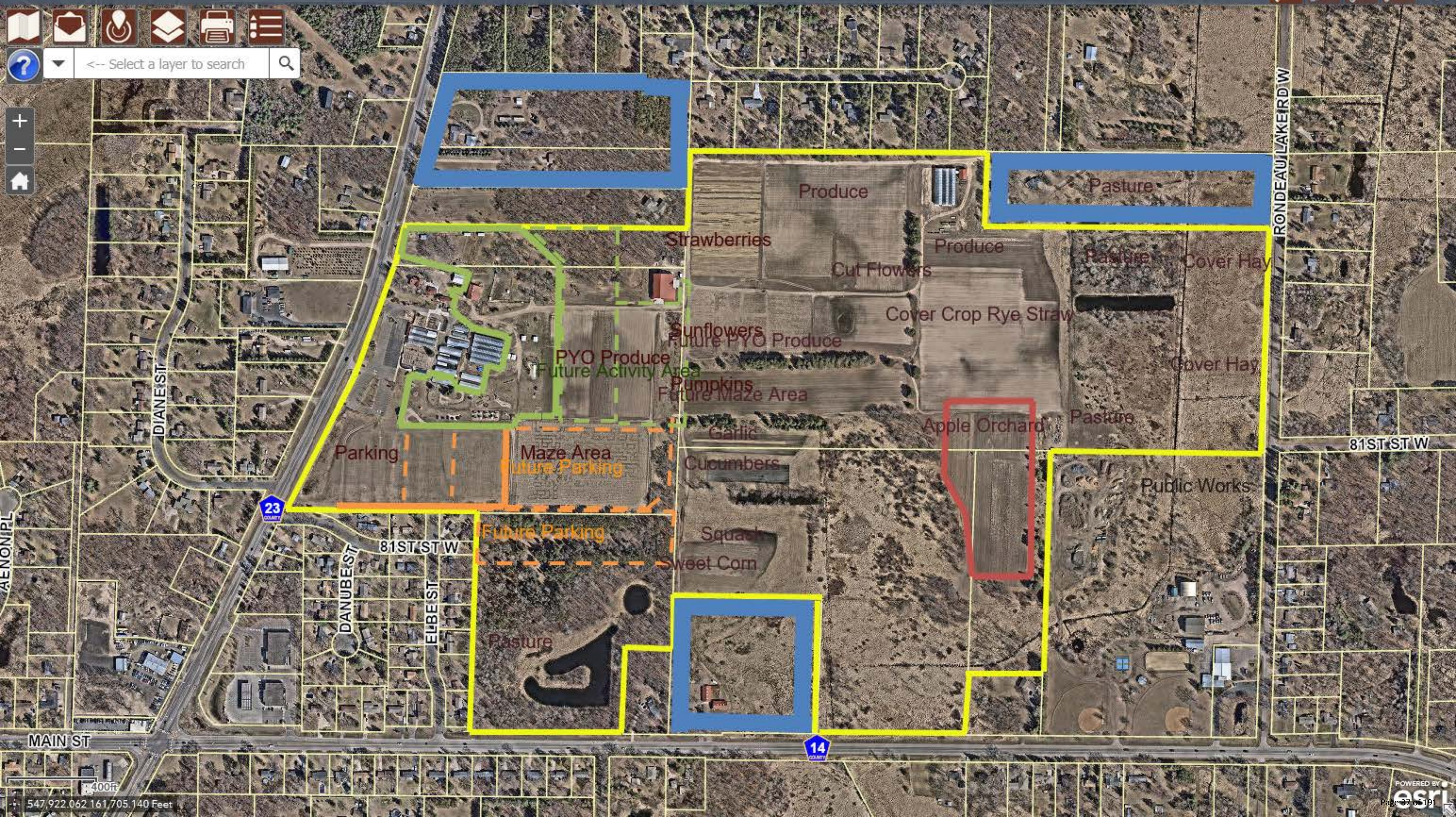
7. Traffic control measures must be implemented to ensure safe ingress into and egress from the property, including traffic control measures deemed necessary by the Lino Lakes Police Department.
8. All comments from the Building Official Memo dated November 3, 2025 shall be complied with.
9. Documentation, including detailed financial information, related to the use of the property, as necessary to confirm that such use is consistent with and operating within the limits of agritourism as set forth in City Code, must be made available to the city upon request.

ATTACHMENTS

1. Aerial Map and Site Plan
2. Applicant Narrative
3. Public Spaces Site Location Map
4. City Code Section 1007.067 Agritourism
5. Building Official Memo dated November 3, 2025



Map navigation and search controls including a search bar with the text "Select a layer to search" and a magnifying glass icon.



MAIN ST

81ST ST W

DANUBEST

ELBEST

RONDEAU LAKE RD W

81ST ST W

14

Waldoch Farm Inc.

9/15/2025

Conditional Use Permit Narrative

Following staff recommendation at a meeting July 10, 2025, the attached aerials

Will serve as our initial C U P application documentation.

We are asking for council approval to continue our agritourism business in accordance with your newly adopted ordinance.

Staff and all interested parties are encouraged to visit our location now through 10-31-2025

During our Maze and Fall Fun season. Call Jeff Joyer 612-750-7270 to arrange access.

The C U P will allow us to move forward with two planned improvements with building permits submitted. (Commercial Kitchen, Corn Box Building)

C U P will also allow us to confidently make future plans for expansion.

Our farm very closely matches the requirements of your agritourism ordinance.

We appreciate being involved as the ordinance was developed.

Waldoch Farm is a Century Farm operating in the family since 1916.

For over 30 years we have provided a barnyard experience and 20 years of hay wagon rides into our fields for farm visitors.

Joyer Adventure Farm is the name to describe the Maze related activities on the farm initially started in 2011.

Our current agritourism activities listed in order of appearance as you walk through the activity area include:

1949 Truck photo op

Mums Up The Wall photo op

Minnesota Log photo op

Corn Box Shell corn play area

Big Dig Sand Box with dinosaur bones

Entrance Garden gather space with 18 galvanized planters.

8' Pumpkin photo op

Wagon Ride Waiting area

Trike Racetrack for kids and adults

Playhouse Village

Wooden Castle

Arbor and Willow Huts

Low Ropes Course with 16 challenges

2 x 4 Jenga

Paint with water disappearing message slate board

Gem Mining water tower with mining sluice. Discover and identify rocks and minerals.

Tug of War

Wooden Train

Shaded picnic tables with line of sight to many activities

Hook the Ring

Spider Wed Swings

Spider Web cargo net

John Deere Combine customized with 4 integrated slides, Open Cab, Viewing Deck

Page 2.

John Deere Wooden Tractor with slide

Diaper Changing and Nursing Station

Zoom Mountain 12' high 60' long slide landscaped with boulder slabs and perennials.

Gopher Tunnels 30" buried culverts

Corn Hole Game oversized

Pony and Cattle Lasso Zone

Bee Line Zip line inches off the ground.

Bee Observation Hives inside screened gazebo for safer viewing.

1953 Ford Jubilee tractor photo op

Farm Hoppers toddler bouncing for exercise

Bubble Barn Giant bubble blowing

Grandpa's Grain Train Tractor with 8 2 wheeled trailer travel behind the barnyard to view

Vintage equipment and folksy advice.

Apple Blasters compressed air launching spoiled apples at old equipment targets

Grain Bin Basketball

Barnyard with over 100 animals displayed such as pigs, goats, geese, ducks, sheep, horses, ponies, donkeys, peacocks, chickens, and bunnies.

Ponies currently in training for future riding opportunities

Feed Mill for feed sales

Hand Washing Stations

Picnic area

Portable restroom trailer w/ac and heat, six stalls. Other portable toilets at multiple locations.

We hope to have new activities introduced every year.

Joyer Adventure Farm offers:

Season passes with unlimited access during business hours.

Daily rates

Group rates Corporate Events

Birthday Party rates

School Tour rates

Donations case by case (ie 100 free admissions monthly for “Hope Kids” and their families, 500 admissions for “Tickets for Kids”.)

Current Seasonal Farm Festival Attractions:

Pick your own Strawberries

Honey Bee Experience

Sunflowers and Cut Flower garden

Private Gardens Tour

Pick your own produce ... wide variety

Fall Fun and Pick your own Pumpkins

Other possible events:

Easter egg hunt

The Big Dill

Unicorn discovery

Trucks and Tractors

Apple Orchard Harvest Days

Field Run 5K

Pumpkin Trail

Frozen Farm Trail

Craft Fair, Quilting Exposed

Name that Tree Challenge Course

Plus whatever our grandchildren dream up

Page 5

Parking Facilities

120 Hard surface parking spaces.

Currently expandable up to 6 acres on grass parking for 600 cars.

This layout can accommodate 7500 Daily visitors. Future expansion of 6 acres adjoining to the East for 600 additional cars parked. When needed, the third phase of parking expansion would be 6 acres of the South adjoining parcel. Planned capacity 1920 cars.

Parking lot is fenced and flagged. Cars are self-parked by following signage to South border and back loading multiple lanes at a time. Pedestrian traffic flows to the North not impeded by cars parking from the South. 700 ft of parking access driveway allows quick exit off Lake Drive. At peak times staff member may direct incoming traffic further minimizing the chance of traffic back up.

We have a track record of managing our traffic efficiently.

We would support the concept of a round about connecting 81st and Diane St creating Southernly access to our property from Lake Drive when the county upgrades Lake Drive.

Safety Measures

Design to move cars off Lake Drive as smoothly as possible.

Backloading parking lot for reduced pedestrian contact.

Online ticketing to reduce chances of exceeding facility capacity and to staff based on projected attendance.

Fenced wagon ride waiting area separates passengers from approaching wagons.

Wagons travel dedicated routes without crossing major pedestrian walkways.

Wagons equipped with safety chains eliminating chance of accidental detachment.

Drivers drive at 3.5 to 4 miles per hour. About a brisk walking speed.

Fixed benches with rails enclose all riders.

Wagon exits have stairs with handrails.

Two wagons have wheelchair accessible lifts and shade canopies.

Tractors are sized to handle weight and stopping requirements.

Drivers have drivers license, trained and 25 years or older.

Drivers conduct a daily safety check.

Entire property is fenced. Predominately 10' woven wire deer fencing.

Reduces unauthorized access. Also contains visitors.

Staff is trained on lost child recovery procedures.

Port a potties and trash and recycle containers are placed throughout the activity area.

Barnyard issues are addressed as follows:

Sturdy fencing limits public access inside animal pens.

Stroller parking outside the barnyard area is recommended.

Barnyard guests are encouraged to use the feeding shovels when feeding the animals. Barnyard design uses natural slopes for pathways to be higher than animal pens to minimize tracking of animal waste.

Large and deep animal pens with shelters and feeders at the rear reduce animal waste near guest area. Reduces odor and flies too.

Hand washing stations at each barnyard access point. Signage encourages usage.

Most of our animals are on site year around which reduces chance of infection by other animals.

They are also conditioned with meeting the public.

Our food service locations maintain applicable Health Dept licenses.

Landscaping

We are a Garden Center first. Numerous flower gardens and dozens of planters are testimony to this.

Our 30 year goal is to have the feel of an Arboretum.

We will continue to plant a variety of trees each year.

Planned improvements

Commercial kitchen preparing our produce for value added sales such as pickles, relish, salsa, sauerkraut, sauces and jams. Also supporting our satellite / food court locations

Kettle Corn

Donuts, Cookies, Fudge

Pizza

Food trailer menu

Garden Center Café counter

Corn Box Play Building with Concessions (and future Bathroom)

Café in main Greenhouse retail area

Audio System ... messages and music

Pavilion

Alcohol licensing

Wellhouse #5 for Orchard irrigation and Drone storage.

Potential Improvements (Next Generation Driven)

Solar Garden

Farm Market Building, Restaurant, Bakery, Meat Market

Wedding Venue

Pet Food / Feed Mill

Cider – wine – mead location

Live Music stage

Over night camping, RV parking

Housing for family and employees

Page 9

Council action requested:

Approve our Conditional Use Permit

Include ticket sales to the farm will be considered in the farm product ratio requirement for section 3 f of your ordinance.

Acknowledge and encourage building inspector and fire official to consider using State fire suppression exemptions that may apply.

Allow a portion of the inflated roof building near the food court area to serve as a temporary seasonal interim Pavilion. Building adaptation and occupancy capacity to be set by the building inspector and fire official.

Corn Box building fire suppression exemption to also be determined by building inspector and fire official as allowed by 1306.0060 Building occupancy to be set by building inspector and fire official.

Allow small café counter and seating of 40 or less in the original retail green house. Allow bathroom expansion in original retail green house. Given these two use changes will not increase current building square footage or occupancy, and therefore fire suppression may not be required. Applicable building permits will be required.

Attachment: Most current Anoka County GIS Aerial with annotations in color and dashed lines for planned growth.

Much of the technical information of building size, location, elevation, grading and drainage is on file at the city as part of our parking lot permit granted in 2017. FYI the parking lot landscaping is stunning with 8 years growth.

End

DRAWN BY: C.M.
 CHECKED BY: C.W.P.
 PROJ. NO. 16-1616
 ORIGINAL DATE: JULY 11, 2016

REVISION DESCRIPTION	DATE

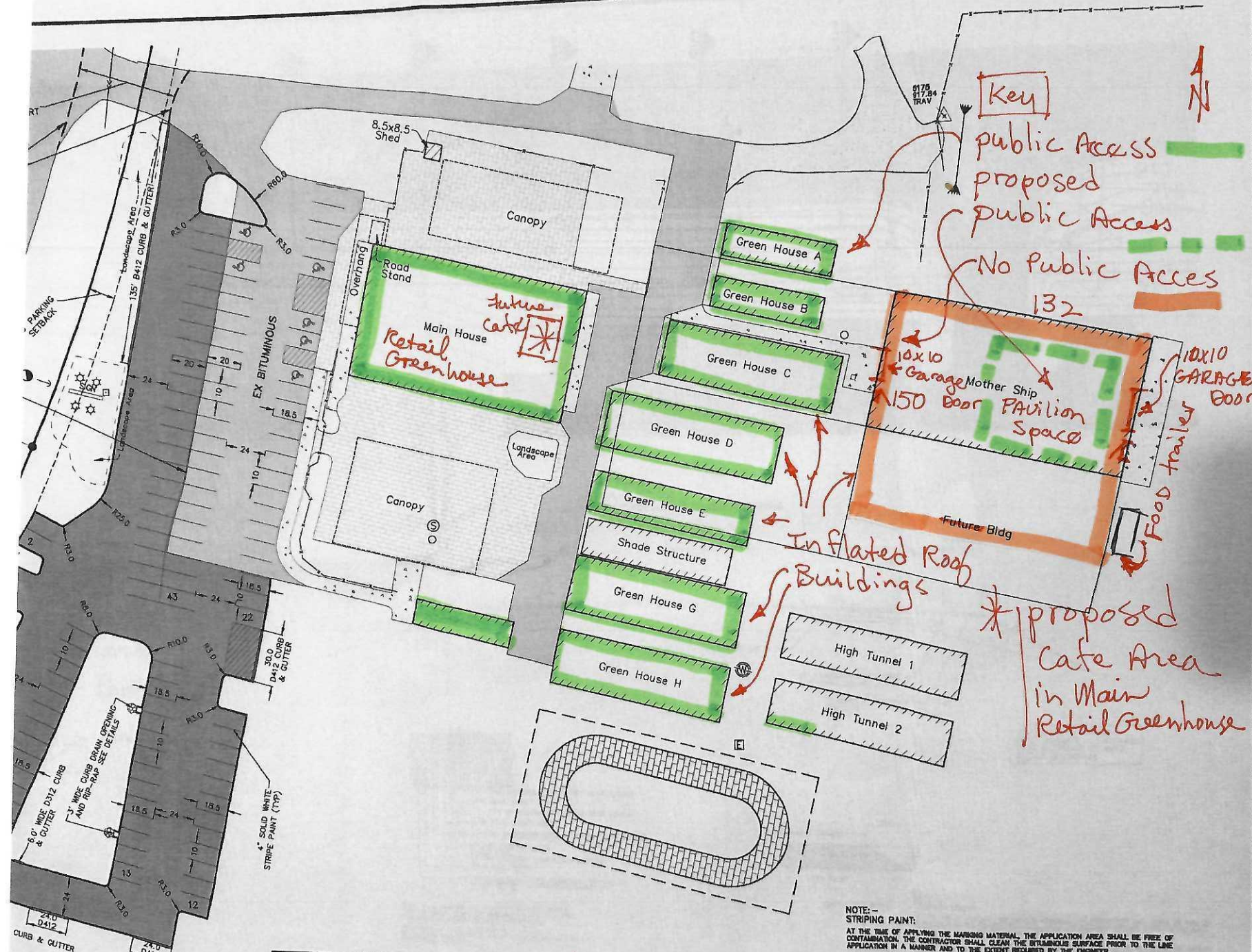
I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
PRELIMINARY
 CHARLES W. PLOWE, P.E.
 DATE: 03.03.2017 LIC. NO. 16227

WALDOCH FARM PARKING EXPANSION
 LINO LAKES, MINNESOTA
 SITE PLAN

PREPARED FOR:
WALDOCH FARM

PLOWE ENGINEERING, INC.
 SITE PLANNING & ENGINEERING
 8778 LAKE DRIVE
 SUITE 110
 LINO LAKES, MN 55014
 PHONE: (951) 361-8210
 FAX: (951) 361-8201

NORTH



PARKING COUNT

SPACES REQUIRED = (FLOOR AREA/800)+8
= (41,200/800)+8 = 60
SPACES PROVIDED: 116

NOTE:- STRIPING PAINT:
 AT THE TIME OF APPLYING THE MARKING MATERIAL, THE APPLICATION AREA SHALL BE FREE OF CONTAMINATION. THE CONTRACTOR SHALL CLEAN THE SURFACE PRIOR TO THE LINE APPLICATION IN A MANNER AND TO THE EXTENT REQUIRED BY THE ENGINEER.
 EXCEPT WHEN USED AS A TEMPORARY MARKING, PAVEMENT MARKINGS SHALL ONLY BE APPLIED IN REASONABLE WEATHER WHEN AIR TEMPERATURE IS 50° F OR HIGHER AND SHALL NOT BE APPLIED WHEN THE WIND OR OTHER CONDITIONS CAUSE A FILM OF DUST TO BE DEPOSITED ON THE PAVEMENT SURFACE AFTER CLEANING AND BEFORE THE MARKING MATERIAL CAN BE APPLIED.
 THE FILLING OF TANKS, POURING OF MATERIALS OR CLEANING OF EQUIPMENT SHALL NOT BE PERFORMED ON UNPROTECTED PAVEMENT SURFACES UNLESS ADEQUATE PROVISIONS ARE MADE TO PREVENT SPILLAGE OF MATERIAL.

This is a detailed site plan for a fairground, showing the layout of various structures and their dimensions. The plan is oriented with a north arrow pointing towards the top right. The structures are arranged in a grid-like fashion, with a central area for a 'Mother Ship' and a 'Future Bldg'. Other structures include a 'Main House', 'Green House A' through 'H', 'Shade Structure', 'High Tunnel 1', 'High Tunnel 2', and a 'Grass Trike TRACK'. Dimensions are provided for many of the structures, such as 72x120 for the Main House, 16x60 for Green House A, and 30x96 for Green House C. The plan also shows parking areas, landscaping, and a road with a 'PARKING SETBACK' and 'LANDSCAPE AREA'. A note at the bottom right states: 'NOTE: - STRIPING PAINT:'. The word 'Demensions' is written in red at the top center of the plan.

Demensions

NOTE: - STRIPING PAINT:

SPACES PROVIDED 110

THE FILLING OF TANKS, POURING OF MATERIALS OR CLEANING OF EQUIPMENT SHALL NOT BE PERFORMED ON UNPROTECTED PAVEMENT SURFACES UNLESS ADEQUATE PROVISIONS ARE MADE TO PREVENT SPILLAGE OF MATERIAL.



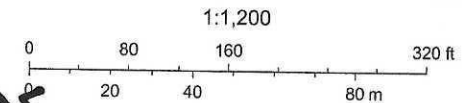
Waldoch Farm Project Location Map 2025



9/18/2025, 9:38:40 PM

• Multi-units

Refer to Building Permit Applications
for Site Plan and Buildout Details.



9-18-25

Web AppBuilder for ArcGIS

§ 1007.067 AGRITOURISM.

(1) The purpose of this section is to provide standards for agritourism, which consists of uses of a commercial/tourism nature that are complementary and accessory to the primary agricultural land use. It is also intended to promote and maintain local farming and encourage new agriculturally based businesses that contribute to the general economic conditions of the city and surrounding region.

(2) The purpose of this designation is to provide a clear understanding of the expectations for agricultural commercial/tourism businesses for operators, local residents, other businesses, and local officials.

(a) A property's size must be adequate to accommodate any agritourism use so as not to create a nuisance or hazard. Issues affected by farm size include, but are not limited to, setbacks for noise abatement, adequate off street space for a farm stand, and adequate parking for all farm activities including, but not limited to, daily operation.

(b) Agritourism uses must meet all city zoning ordinances as well as all health, building, street, safety and other applicable local, state and federal regulations and codes.

(c) Agricultural operations whose gross revenues are solely or primarily derived from alcoholic products are not included under these provisions. Applicable state or local laws will apply.

(d) Documentation that an agritourism use as defined in the city ordinance is operating within these limits must be made available to the city upon request.

(3) The following agricultural commercial/tourism businesses may be permitted after a conditional use review, pursuant to § 1007.016 provided that the agricultural heritage and rural character of the site are respected and maintained:

(a) Cider mills or wineries selling product, in a tasting room, if at least 50% of the cider or wine offered for sale contains crops or produce grown on-site or in Minnesota, Wisconsin, Iowa, North Dakota or South Dakota.

(b) Seasonal outdoor mazes of agricultural origin such as straw bales or corn.

(c) The processing, storage, and retail or wholesale marketing of agricultural products into value-added agricultural products containing agricultural products grown on site or in Minnesota, Wisconsin, Iowa, North Dakota or South Dakota.

(d) Kitchen facilities, for the processing, cooking, and/or baking of goods featuring agricultural products grown on site or in Minnesota.

(e) The retail sale of agricultural products and agriculturally related products. The retail sale of non-agriculturally related products is limited to 25% of items offered for sale.

(f) Uses (a) through (e) listed above may include any or all of the following ancillary agriculturally related uses and some non-agriculturally related uses so long as the general agricultural character of the farm is maintained, and the non-agriculturally related uses comprise less than 50% of the gross receipts from the farm.

1. Value-added agricultural products or activities such as educational tours of the site or processing facilities, educational classes, lectures, seminars, etc.

2. Playgrounds or equipment such as slides, swings, or similar structures (not including motorized vehicles or rides).

3. Petting farms, animal display, and pony rides.

4. Wagon, sleigh, and hayrides.

5. Nature trails.

6. Open air or covered picnic area with restrooms.

7. Historical agricultural exhibits.

8. Food trucks, concession stands, or temporary food services to host visitors once attracted to the agricultural business for the purposes of entertaining and/or educating.

(4) The site shall comply with the following requirements:

(a) Minimum lot area of ten acres.

(b) All uses permitted by this section shall have at least one primary access onto a collector street as identified on the functional classification map with the condition that the increase in traffic shall not create a nuisance, to nearby residents by way of traffic or noise or increase the public cost in maintaining the street.

(c) All structure, parking area, and agritourism related activity setbacks shall be 50 feet from any side or rear lot line. Drive aisle setbacks shall be 20 feet to any side or rear lot line.



Memorandum

To: Katie Larsen, City Planner

From: Patrick Moonen, Building Official

Date: November 3, 2025

Re: Waldoch Farm (8174 Lake Drive) Agritourism Conditional Use Permit Request

This memo is in response to page 10 of the applicant's land use application narrative under Council action requested. See attached.

Not enough information has been submitted to provide complete responses to applicant's request at noted below. Examples of information need to be submitted:

- Provide plans showing dimensions of all buildings and space inside each building.
- Provide details for use of each building and space inside each building.
- Provide plans showing buildings and spaces can meet Accessibility requirements.
- Provide information showing compliance with State Plumbing Code.
- Show that the On-Site septic system is compliant and sized for proposed use.
- Other items will need to be submitted as scope of project is fully brought to City.

Formal review of all proposed work will be done once permit applications have been submitted.

All plans for buildings and spaces within all buildings will need to be reviewed and signed by a licensed Architect and Structural Engineer to determine occupancy and code compliance.

#1 If site meets the requirements of Chapter 1306, the exception would be considered.

#2 Not enough information submitted to provide a response. Any new use or Occupancy of any existing buildings or space would need to be brought to current code.

#3 If site meets the requirements of Chapter 1306 the exception would be considered.

#4 Not enough information submitted to provide a response. Any new use or Occupancy of any existing buildings or space would need to be brought to current code to include on-site septic system.

Council action requested:

Approve our Conditional Use Permit

Include ticket sales to the farm will be considered in the farm product ratio requirement for section 3 f of your ordinance.

- #1 Acknowledge and encourage building inspector and fire official to consider using State fire suppression exemptions that may apply.
- #2 Allow a portion of the inflated roof building near the food court area to serve as a temporary seasonal interim Pavilion. Building adaptation and occupancy capacity to be set by the building inspector and fire official.
- #3 Corn Box building fire suppression exemption to also be determined by building inspector and fire official as allowed by 1306.0060 Building occupancy to be set by building inspector and fire official.
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Attachment: Most current Anoka County GIS Aerial with annotations in color and dashed lines for planned growth.

Much of the technical information of building size, location, elevation, grading and drainage is on file at the city as part of our parking lot permit granted in 2017. FYI the parking lot landscaping is stunning with 8 years growth.

End

**PLANNING & ZONING BOARD
AGENDA ITEM 6D**

STAFF ORIGINATOR: Katie Larsen, City Planner

MEETING DATE: November 12, 2025

REQUEST: Del Webb-Pulte Homes PUD Concept Plan/Concept Plan

CASE NUMBER: PCP2025-0001
CP2025-0001

APPLICANT: Pulte Homes of MN, LLC
Attn: Paul Heuer
1650 W 82nd Street, Ste. 300
Bloomington, MN 55431

OWNER: Multiple

INTRODUCTION

The applicant, Pulte Homes of MN LLC, is proposing a master planned development in the northwest area of the City. It is located north of Main Street (CSAH 14), northeast of Sunset Ave NE (CR 53), and south of Pine Street. The development contains approximately 260 gross acres and consists of a mix of 735 residential housing units. The proposed development will be referred to as Del Webb-Pulte Homes.

Tentative Review Schedule:

Complete Application Date:	October 27, 2025
60-Day Deadline:	December 27, 2025
Environmental Board Meeting:	October 29, 2025
Park Board Meeting:	November 5, 2025
Planning & Zoning Board Meeting:	November 12, 2025
City Council Work Session:	December 1, 2025
City Council Meeting:	NA

The Land Use Application is for the following:

- PUD Concept Plan/Concept Plan (“Concept Plan”)

Future land use applications may include:

- Comprehensive Plan Amendment
- Rezone 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 the following submittals:

- Applicant Narrative prepared by Pulte Homes dated October 13, 2025
- PUD Concept Plans and Plan Sheets prepared by Alliant dated October 2025
- Sample Home Elevations and Amenities prepared by Pulte Homes received on October 13, 2025
- Geotechnical Evaluation Report prepared by Bruan Intertec dated September 19, 2025
- Wetland Delineation Report prepared by Kjolhaug Environmental Services Company, Inc. dated August 22, 2025 and August 28, 2025

BACKGROUND

Current Proposal

The proposal consists of three (3) different development areas. The Del Webb neighborhood is in the northwest area of the site. The Pulte Homes neighborhood is in the southeast area of the site. A future Planned Residential/Commercial area is in the southwest area of the site.

Neighborhood	# Units
Del Webb	455
Pulte Homes	280
Planned Residential/Commercial	TBD
Total Number of Units =	735

See the attached applicant’s narrative for a detailed description of the development.

Del Webb Neighborhood

The Del Webb neighborhood is a 55+ active adult, single level living community with private clubhouse/amenity center, private parks and trails.

Housing Type	# Units
Del Webb 44' wide lots =	172
Del Webb 50' wide lots =	183
Del Webb 64' wide lots =	100
Total Number of Units =	455

See the attached applicant's narrative for a detailed description of the Del Webb product and experience.

Pulte Homes Neighborhood

The Pulte Homes Neighborhood consists of single family lots and townhomes.

Housing Type	# Units
Single-Family 60' wide lots =	89
Single-Family 65' wide lots =	85
Town Homes =	106
Total Number of Units =	280

Planned Residential/Commercial (PRC) Neighborhood

This 10 acre area is not proposed for development at this time. Future development will be evaluated as a separate, stand-alone project. It will require full preliminary plat and site plan review and will need to meet land use and density requirements of the PRC district.

Land guided PRC allows for a mix of residential, retail, and office uses to be incorporated within one building, structure, or development. Residential development in these areas may include higher-density housing options with densities ranging from 8 to 10 units per acre. This land use district provides opportunities for limited neighborhood-scale supportive commercial uses that are accessory to residential.

Land Use and Open Space

The attached Land Use – Yield Plan and following table detail the proposed land uses, acres and percentages.

Land Use	Acres	%
Del Webb Active Adult - 44 ft	28.29	10.9%
Del Webb Active Adult - 50 ft	32.96	12.7%
Single Family - 60 ft	17.93	6.9%
Del Webb Active Adult - 64 ft	22.28	8.6%
Single Family - 65 ft	18.09	7.0%
Townhomes	3.56	1.4%
Private Road/Driveway	2.39	0.9%
Public Roadway Right of Way	41.12	15.9%
Major Perimeter Right of way	1.52	0.6%
Transmission Easement	1.36	0.5%
Lift Station	0.17	0.1%
Public Parks	3.66	1.4%
Private Open Space	24.73	9.5%
Public Open Space	3.50	1.3%
County Ditch / Easement	10.05	3.9%
Stormwater Management	13.10	5.1%
Compensatory Flood Storage	24.86	9.6%
Planned Residential/Commercial*	9.63	3.7%
Total Area	259.20	100.0%

**Outlot also includes 19,598 sf of T.E. ~ Total Outlot will = 10.08 ac*

The attached Open Space Exhibit details the developments open space consisting of public and private parks, ditches, stormwater ponds, etc. creating multi-functional greenway corridors. Total open space equals 29.7%.

The Exhibit also details that 89% of the housing units abut open space.

ANALYSIS

Existing Conditions

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 are 9 wetlands shown on

site and are shown on the wetland delineation. A majority of the site also falls within the designated flood plain. A 100ft wide electric transmission line runs along Main Street.

Surrounding Zoning and Land Use

The proposed development is bordered by Blaine to the west and the City of Columbus to the north.

Direction	Zoning	Current Land Use	2040 Future Land Use
North	City of Columbus	City of Columbus	City of Columbus
South	R, Rural	Agricultural	LDR, MDR, HDR, PRC
East	R, Rural	Agricultural	LDR
West	City of Blaine	City of Blaine	City of Blaine

2040 Comprehensive Plan

Land Use

The proposed development area contains 4 different land use categories: Low density residential (LDR), Medium density residential (MDR), High density residential (HDR), and Planned Residential/Commercial (PRC). The City is in the process of amending the comprehensive plan land use areas to be consistent with the Main Street Master Plan.

Per the 2040 Comprehensive Plan, the site is in Planning District 2. The Comprehensive Plan states:

- Planning District 2 includes Planned Residential/Commercial areas.
 - The Robinson Farm and Main Street site is planned to accommodate an 80/20 percent mix of residential and commercial. While allowed in all areas, commercial development will be required in at least one quadrant. To ensure implementation the City may choose to rezone land to a compatible neighborhood commercial zoning district upon completion of a corridor plan. A Master Plan for the Main Street Corridor between Sunset Avenue and 4th Avenue should be completed.

In August 2025, the City approved the Main Street Master Plan. Development within the plan area shall be consistent with the Master Plan. This is discussed in more detail later in the staff report.

Density

The following chart is a preliminary summary of the site's general housing unit range and density using Met Council's density formula:

Land Use & Yield Breakdown - Proposed														
Land Use	Gross Area	Preserved Wetlands	Public Parks	Major ROW	Transmission Easement	Public Open Space	County Ditch/ Easement	Flood Storage	Net Area	Density Range	Unit Range (Low)	Unit Range (High)	Proposed Units	Resulting Density
LDR	157.42	0		0.75		0.31	6.42	14.98	149.94	1.6-3.0	239.9	449.8	447	2.98
MDR	48.77	0	2.75	0.00	0.24	2.12	0.80	5.60	42.86	4.0-6.0	171.5	257.2	130	3.03
HDR	38.53	0	0.91	0.36	0.60	0.98	2.27	3.70	33.41	6.0-8.0	200.5	267.3	158	4.73
Planned Res/ Comm - 80% Res	0.00								0.00	8.0-10.0				
Planned Res/ Comm - 20% Com	0.00								0.00	NA				
Totals	244.72	0.00	3.66	1.11	0.84	3.41	9.49	24.28	226.21	NA	612	974	735	3.25

Note, the Planned Residential/Commercial area is not included in these density calculations. Future development of the PRC area will need to meet land use and density requirements on its own.

The preliminary range of allowed housing units for the entire site is 612 to 974. The proposed 735 housing units falls within this density range. The development's overall net density is 3.25 units per acre.

Growth Management Strategy

Page 3-17 of the 2040 Comprehensive Plan details the City's Growth Management Strategy. The strategy works in conjunction with the City's utility staging plan.

The City will plan to accommodate an annual average of 230 units per year over each 5-year phasing period not to exceed 345 units in any one year. From 2010 to 2024, the City's average annual number of units is 123. This is less than the allowed 230 unit annual allocation.

With existing projects underway the project will be phased over multiple years to meet growth management requirements.

Main Street Master Plan

In August 2025, the City approved the Main Street Master Plan. The Master Plan outlines a vision to guide future development within a 962-acre study area in the city's northwestern corner. It also provides guidance on enhancing and conserving natural resources, as well as integrating development with adjacent neighborhoods and existing transportation networks. Although this Main Street Master Plan does not select a final development plan, it does identify a preferred scenario to guide development withing the study area.

The Del Webb-Pulte Homes development is within the Main Street Master Plan study area and will be reviewed against the Master Plan preferred scenario for consistency.

Preferred Development Scenario

The Preferred Development Scenario 2 master plan (Master Plan) identifies general locations of minor drainage route, stormwater detention areas, pocket parks, planned residential/commercial neighborhood, natural landscape, greenway system, neighborhood park, major drainage route and priority wetlands.

In comparison, the Del Webb-Pulte Homes development is consistent with the Master Plan-Preferred Development Scenario.

Land Use Plan

As discussed, the proposed development area contains 4 different land use categories: Low density residential (LDR), Medium density residential (MDR), High density residential (HDR), and Planned Residential/Commercial (PRC). The City is in the process of amending the comprehensive plan land use areas to be consistent with the Main Street Master Plan.

In comparison, the Del Webb-Pulte Homes development is consistent with the Master Plan-Land Use Plan.

Staff Comments:

1. A comprehensive plan amendment may be required for the project to adjust the land use boundaries.

Mobility-Roadway Network

Main Street is a principal arterial street, 4th Avenue and a section of Pine Street are major collectors streets. A roundabout exists at Main Street and Sunset Avenue.

The Master Plan identifies the need and general locations for future minor collector streets extending from the Main Street, 4th Avenue, and Pine Street to the center of the area. Half-mile access along Main Street is also identified.

In comparison, the Del Webb-Pulte Homes development is consistent with the Master Plan-Roadway Network. Minor collector streets are provided from the Main St/Sunset Ave roundabout to the public park and ½ mile access roundabout is provided along Main Street. A connection to Pine Street will be made to the east the Del Webb-Pulte Homes neighborhood with future development of that area.

Staff Comments:

1. A street shall be stubbed to the east from the Del Webb neighborhood.

2. A street shall be stubbed to the north, just west of the 2.75 acre Public Park.
3. An emergency access shall be provided to Pine Street within the Del Webb neighborhood.
4. Private streets shall not exceed 500ft in length.
5. The need for additional road right-of-way along the west section of Pine Street shall be evaluated.
6. The Main Street and Sunset Avenue intersection shall comply with the 2024 Lino Lakes Gateway Planning manual primary gateway elements such as monument signs, landscaping, etc.

Mobility-Trails

The Main Street Master Plan identifies the need for trail corridors along the minor collector streets.

In comparison, the Del Webb-Pulte Homes development is consistent with the Master Plan-Trails. Trails are provided along the collector roads and throughout the development.

Staff Comments:

1. A trail shall be constructed along the north side of CSAH 14 (Main Street).
2. Trail corridors in the Pulte Homes neighborhood shall be a minimum 30-40 feet in width above the high water level.

Drainage

The Main Street Master Plan identifies the location of existing and future drainage systems.

In comparison, the Del Webb-Pulte Homes development is consistent with the Master Plan-Drainage System. Major and minor drainage systems/ditches are rerouted and created throughout the development and establish multi-functional greenway corridors.

Natural Systems

The Main Street Master Plan identifies the general location of the greenway and natural resource enhancement system. The greenway system generally follows the drainage systems.

In comparison, the Del Webb-Pulte Homes development is consistent with the Master Plan-Natural Systems plan. Multi-functional greenway corridors with trails, ditches and open space are created throughout the development.

Conservation Framework

The Main Street Master Plan details a conservation framework including 50ft wide ditch maintenance easements on each side of the ditch, buffer widths, and cross-sections.

If the Del Webb-Pulte Homes moves forward, preliminary plans shall detail compliance with the conservation framework.

Parks and Open Space

The Main Street Master Plan identifies locations of neighborhood park, pocket parks, and open space.

In comparison, the Del Webb-Pulte Homes development is consistent with the Master Plan-Parks and Open Space plan. The Pulte Homes neighborhood includes a 2.75 acre public park, 1 acre pocket park and public trails. The 2.75 acre public park accounts for about $\frac{1}{4}$ of the total neighborhood park as noted in the Master Plan. The Del Webb neighborhood has a large private park, dog park, open space, and private trails.

The Park Board reviewed the concept plan on November 5, 2025. Their comments are noted later in the staff report.

Staff Comments:

1. Only land that is reasonably suitable for public park use and location shall be credited for parkland dedication.
2. A trail shall be constructed along the north side of CSAH 14 (Main Street).
3. Trail corridors in the Pulte Homes neighborhood shall be a minimum 30-40 feet in width above the high water level.
4. Public park land dedication and public trail costs will be credited to the developer.
5. Private park land, private trail, and amenity center costs will not be credited to the developer.
6. Park dedication fees could potentially be used to acquire additional land to expand public neighborhood park.

Major Road Sections

The Main Street Master Plan details major road section cross sections with open space/storm water detention.

If the Del Webb-Pulte Homes proposal moves forward, preliminary plans shall detail compliance with the major road section requirements.

Staff Comments:

1. Along Main Street, more open space and stormwater detention consistent with the Master Plan shall be provided.

Utilities-Water Supply and Sanitary Sewer

The Main Street Master Plan details water supply and sanitary sewer requirements. See Engineering Memo for more information.

If the Del Webb-Pulte Homes proposal moves forward, preliminary plans shall detail compliance with the utility system.

Development Phasing Plan

The Main Street Master Plan details a development phasing plan based on the City's utility staging plan. The City is currently amending its 2040 Comprehensive Plan-Utility Staging Plan to be consistent with the Master Plan.

If the Del Webb-Pulte Homes proposal moves forward, preliminary plans shall detail consistency with the utility staging plan.

Current Zoning and Land Use

Current Zoning	R, Rural
Current Land Use	Agricultural and Rural Residential
Future Land Use per 2040 Comp Plan	Low Density, Medium Density, High Density, Planned Residential/Commercial
Utility Staging Area	Stage 2A (2030-2035) Stage 2B (2035-2040) Stage 3 (Post 2040)

The City is in the process of amending the comprehensive plan utility staging areas to be consistent with the Main Street Master Plan.

Rezoning

The property is currently zoned R, Rural. The R, Rural zoning is a holding district until municipal water and sanitary sewer are available to the site and the property owner is interested in having their property developed. The property would need to be rezoned to PUD, Planned Unit Development to allow for zoning and flexibility.

PUD Land Use and Conventional Zoning District

City Code Section 1007.024 details the PUD, Planned Unit Development requirements. The purpose of the PUD is to provide a zoning district that grants flexibility from certain conventional zoning regulations in order to achieve public benefits that may not otherwise be obtained under standard zoning regulations. These public benefits are detailed in City Code Section 1007.024(2) and discussed later in this report.

City Code Section 1007.024(4) details the PUD Land Use and correlating conventional zoning district standards. These conventional zoning district standards serve as guidelines but may be departed from to accomplish public value purposes.

A summary of PUD public benefit vs PUD flexibility is provided at the end of this staff report.

Conventional Zoning District Guidelines and PUD Flexibility

Lot Width and Lot Sizes

The attached PUD Land Use and Conventional Zoning District Guidelines Chart details the PUD Land Use and correlating conventional residential zoning district requirements. The chart also compares the proposed development to these guidelines.

The Del Webb neighborhood proposes 44ft, 50ft, and 64ft wide single family lots. PUD flexibility is required for the 44ft and 50ft wide lots and lot sizes.

The Pulte Homes neighborhood proposes 60ft and 65ft wide single family lots and townhomes. No PUD flexibility is required.

Staff Comments:

1. Per the subdivision ordinance, minimum lot area for urban lots shall consist of buildable land exclusive of utility transmission easements or water course easements that encumber lot development. The minimum lot areas shall also consist of buildable land exclusive of oversized easements or buffers.

Setbacks

The following charts compare the conventional City ordinance requirements to the proposed setbacks. R-2 requirements will be applied to the single family lots. R-4 requirements will be applied to the townhomes.

Residential Single Family	City Ordinance Requirement	Proposed Setbacks	PUD Flexibility Required?
---------------------------	----------------------------	-------------------	---------------------------

Street ROW	R-2 = 25 ft	Del Webb = 25 ft Pulte Homes = 25 ft	No
Rear Lot Line	R-2 = 25 ft	Del Webb = 25 ft Pulte Homes = 25 ft	No
Side Lot Line	R-2 = 5 ft garage/ 10 ft house	Del Webb = 5ft / 5ft Pulte Homes = 7.5ft / 7.5 ft	Yes

Townhomes	City Ordinance Requirement	Proposed Setbacks	PUD Flexibility Required?
Public Street (from lot line)	R4 = 30 ft	40 ft	No
Private Street (from back of curb)	R4 = 25 ft	22 ft	Driveways shall be min 25ft in length
Rear Lot Line	R4 = 30 ft	30 ft	No
Side Lot Line	R4 = 20 ft	10 ft	Yes

Staff Comments:

1. Townhome driveway lengths onto private driveways shall be a minimum 25ft.
2. City Code Section 1007.024(6) further details Urban Residential Planned Unit Development requirements regarding municipal water and sanitary sewer services, density, open space, neighborhood performance standards and yards. The applicant shall demonstrate these requirements are met.

Building Design Standards and Other Performance Standards

Building and architectural design standard review is not required at concept plan level. City Code Section 1007.043 details minimum residential building design standard requirements. The conventional residential zoning districts also provide additional requirements. Attached are sample single family and townhome elevations.

The applicant provides the following garage size summary. Please see applicant's narrative for additional information. City garage size requirements are minimum 520 sf footprint.

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

Staff Comments:

1. Staff suggests the Pulte Homes neighborhood single family homes meet the City Code Section 1007.043(2)(a) Single family detached dwellings requirements and City Code Section 1007.112 R-2 requirements.
 - a. The R-2 requirements detail garage forward of house regulations.
2. Staff suggests the Pulte Homes neighborhood townhomes meet the City Code Section 1007.043(2)(b) townhome design requirements and City Code Section 1007.114 R-4 requirements.
3. Staff recommends the Del Webb neighborhood be provided flexibility regarding garage sizes and R-2 Building Requirements.
4. Performance standards (architecture, parking spaces, lighting, landscaping, etc.) will be fully evaluated in with the complete submittal of PUD Preliminary Plan/Preliminary Plat.
5. Higher architectural standards may be required for PUD flexibility.

Subdivision Ordinance

Blocks and Lots

The proposed development provides a mix of residential lots and blocks. Outlots will contain floodplain mitigation, buffers, stormwater ponds, public and private open space/parks etc.

Streets and Alleys

CSAH 14 (Main Street) is a Principal Arterial road. Internal streets consist of minor collector, local streets and private streets intended to serve the site. Public sidewalks are provided along the streets.

Staff Comments:

1. Seventy-five (75) feet total of road right-of-way shall be dedicated along CSAH 14.
2. Thirty-three (33) feet of road right-of-way shall be dedicated along Pine Street.

3. Private streets shall be a minimum of 26 ft wide back to back.
4. Townhome driveway lengths shall be a minimum 25ft.
5. The applicant, City, and adjacent property owners should work together to establish road right-of-way, green way corridors and future access points.
5. A street shall be stubbed to the east from the Del Webb neighborhood.
6. A street shall be stubbed to the north, just west of the 2.75 acre Public Park.
7. An emergency access shall be provided to Pine Street within the Del Webb neighborhood.
8. Private streets shall not exceed 500ft in length.
9. The need for additional road right-of-way along the west section of Pine Street shall be evaluated.

Easements

Staff Comments:

1. Standard drainage and utility easements at least 10 feet wide shall be provided along all lot lines.
2. Drainage and utility easements shall also be dedicated over stormwater management facilities.
3. Conservation easements and buffers shall be required over open space, ditches, and greenway corridors.
4. Ditch maintenance easements shall be provided.

Stormwater Management and Erosion and Sediment Control

The concept plan shows multiple stormwater ponds throughout the development. They are part of the multi-purpose greenway corridor incorporating trails, stormwater management, floodplain, ditches, and open space.

Yield Plan

As required per City Code Section 1001.026(4), the applicant submitted the attached yield plan. The yield plan shows the maximum number of dwelling units that would be permitted given the minimum lot size and lot widths for conventional subdivisions and other requirements of the Lino Lakes Zoning and Subdivision Chapters.

The submitted yield plan indicates single family lots (454), twin homes (455) and townhomes (128) totaling of 1,037 housing units.

The proposed concept plan is 735 housing units.

Phasing Plan

The phasing plan indicates three (3) phases of residential development. The Planned Residential/Commercial area is a future phase.

Traffic Study

A traffic study is not required at the time of concept plan review. General trip numbers were provided indicating weekday ADT of 4,171 with AM Peak 281 and PM Peak 348.

Staff Comments:

1. The traffic study will be fully evaluated for compliance with the Main Street AUAR with submission of the PUD Preliminary Plan/Preliminary Plat.

Tree Preservation and Landscaping

A Tree Preservation Plan and Landscape Plan in compliance with Section 1007.043(17), Required Screening, Landscaping and Buffer Yards shall be submitted. Additional landscaping may be required as a condition of the PUD.

Staff Comments:

1. A noise study will be required with the PUD Preliminary Plan/Preliminary Plat.
 - a. Berm and/or any noise mitigation requirements shall be measured from side or rear yard ground elevations to top of berm or fence.

Main Street Alternative Urban Areawide Review (AUAR)

The City adopted the Main Street AUAR in August 2025. The development is within the AUAR area. All development within the study area must comply with the AUAR mitigation plan.

Staff Comment:

1. The applicant shall show compliance with the AUAR mitigation plan with submission of the PUD Preliminary Plan/Preliminary Plat.

Wetlands

There are nine (9) wetlands totaling 1.11 acres identified on site. A majority of the wetlands are on the northern half of the property with the larger wetlands primarily on the northeast parcel. Four (4) 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.

Staff Comments:

1. Consideration should be given to minimize disruption to the large wetland on the Peterson property, opportunities for restoration be evaluated and incorporate the wetland and parts of the surrounding wooded area into the open space network.

Floodplain

The 2015 FEMA Floodplain Map indicates Zone A flood plain on the site. The site will be graded and flood storage and stormwater ponds incorporated into the development. Any floodplain impacts are subject to City requirements per City Code Chapter 1103.

Staff Comments:

1. A Base Flood Elevation is required to be determined, using detailed methods acceptable by the Federal Emergency Management Agency (FEMA).
2. A FEMA CLOMR and LOMR may be required for development if there are floodplain impacts.

Additional City and Government Agency Review Comments

- Anoka County Highway Department, October 23, 2025 email:
 - We request an additional 15 feet of ROW (for a total of 75 ft) from centerline for future reconstruction purposes.
 - The proposed RAB at the east access should be a developer funded, agency led project. There will be no temporary access allowed at this location.
 - A trail along CSAH 14 between the RABs should be constructed with this development.
 - We recommend a connection to Pine St to the north to potentially alleviate some traffic entering the RABs on CSAH 14 as well as another way for emergency services to access the development.
 - Right of access should be dedicated to Anoka County between the RABs.
- City of Blaine, October 23, 2025 email:

- We would suggest that the lots adjacent to the City of Blaine on the west side of the proposed development be closer in width to the existing lots in Blaine (65-foot-wide lots). Therefore, we are suggesting the proposed 50-foot-wide lots on the west property line be changed to 64-foot-wide lots.
 - Approve of the north leg alignment from the CSAH 14 roundabout. This will allow access to the 20-acre parcel in Blaine.
 - The rerouting of the existing ditch on the east city limits is concerning as all the existing developments in Blaine discharge to it and will need to be accounted for in the realignment.
 - The undeveloped 20-acre parcel will also need to be accounted for in the ditch realignment. Depending on how it develops in the future a storm water outlet will need to be accessible to the ditch system.
- City of Ham Lake did not provide comments.
 - City of Columbus requests road right-of-way be dedicated along Pine Street.
 - Centennial ISD#12 and Forest Lake #831 did not provide comments.
 - Lino Lakes Police Department recommends an access to the development from the North off of Pine St.
 - Lino Lakes Fire Department inquired about access to Pine Street, hydrant locations and street widths.
 - City Engineer comments are provided in the attached memo.
 - Environmental Board comments are provided in the attached memo.
 - The Park Board reviewed the concept plan on November 5, 2025 and recommended approval as presented.

PUD Preliminary Plan/Preliminary Plat

The City's review and comments on the concept plan's relation to the 2040 Comprehensive Plan and development regulations does not grant any rights to the applicant to develop the property as depicted by the concept plan.

A land use application for PUD Preliminary Plan/Preliminary Plat shall be required. If required by the City Council, the developer shall have a neighborhood meeting prior to submittal of a PUD Preliminary Plan/Preliminary Plat.

PUD Public Benefit vs PUD Flexibility Summary

Per City Code Section 1007.024:

- (2) The PUD, by allowing deviation from the strict provisions of this ordinance related to setbacks, heights, lot area, width and depths, yards, etc., may be considered by the City when it would result in one or more of the following public benefits:

- (a) Implementation of a master plan consistent with the Planning District objectives of the Comprehensive Plan.

The Main Street Master Plan was adopted by City Council in August 2025. The Del Webb-Pulte Homes development implements the master plan.

- (b) Preservation and enhancement of desirable site characteristics such as wildlife habitat, unique natural resources, existing vegetation, natural topography, geologic features and reduction of negative impacts on the environment.

The Del Webb-Pulte Homes development preserves and enhances the wildlife habitat, unique natural resources, existing vegetation, natural topography, geologic features and reduces the negative impact on the environment by creating a multi-functional greenway corridor with wider ditch easements, stormwater management, trail system and open space. The greenway corridor will also be protected by a vegetative buffer that provides additional protection to the natural resources.

The site provides opportunity to implement a stormwater reuse system for irrigation purposes. The system should be evaluated and implemented to the greatest extent feasible to offset the use of municipal water for irrigation.

- (c) Creative use of land and related physical development which allows a phased and orderly transition of varying land uses in close proximity to each other.

The Del Webb-Pulte Homes development creates two unique residential neighborhoods with an emphasis on 89% of the lots abutting open space.

- (d) Efficient use of land resulting in smaller networks of utilities and streets thereby lowering development costs and public investments.

Private streets and reduced lot widths result in efficient, smaller networks of utilities and streets. This lowers development costs and public investments.

- (e) Mix of land use types.

The Del Webb -Pulte Homes development includes a mix of residential housing types within low, medium and high density land uses.

- (f) Provision of a housing type or target housing price that is desirable to the City.

The Del Webb-Pulte Homes development proposes a mix of residential housing types consisting of townhomes and varying single family lot sizes. This variety in housing types supports life-cycle housing that is desirable to the City.

- (g) Other public benefits and values as recognized in the City's Comprehensive Plan.

Per the 2040 Comprehensive Plan, page 3-3 of the Land Use Plan: Goal 1, Policy e. details the following additional public values that may be achieved in the Del Webb-Pulte Homes concept plan:

- Preserving open space, providing park dedication and trails, and/or providing stormwater management areas, in excess of minimum standards to implement the greenway system
- Using "green" building and low impact development techniques
- Restoring/enhancing ecological systems
- Managing stormwater using natural filtration and other ecologically based approaches
- Providing life-cycle and affordable housing
- Providing infrastructure that benefits community beyond the project site that would otherwise not be financially feasible

Summary

Public Benefit Gained:

1. Variety of housing types and lot sizes including single family lots to townhomes.
2. 55+ active adult Del Webb neighborhood
3. Multi-functional greenway corridor and storm water management system.
4. Preservation, protection, and enhancement of ditch system and natural resources.
5. Efficient use of land and private streets resulting in smaller network of utilities and streets.
6. Life-cycle housing.
7. Creation and preservation of open space that is accessible to the public.
8. Creation of trail corridor along Main Street that is accessible to the public.

9. More parkland dedication fees available for public park development.
10. Wider landscape buffers and trail corridors.
11. Single family detached housing product vs. two-family.

Flexibility Provided:

1. 44ft and 50ft wide single family lots vs 60ft wide in the Del Webb neighborhood.
2. Decreased side yard setbacks from 10ft to 7.5ft for Pulte Home single family lots.
3. Decreased side yard setbacks from 20ft to 10ft for the Pulte Home townhomes.
4. Decreased side yard setbacks from 10ft to 5ft for Del Webb single family lots.
5. Reduced garage sizes for the townhomes and some of the Del Webb single family homes.

RECOMMENDATION

Staff is requesting feedback from the Planning & Zoning Board:

1. Are there other Benefits Gained or Flexibility Provided?
2. Should the applicant provide additional public benefits to be considered for PUD zoning?
 - a. Examples could be more open space, enhanced greenway corridor, , additional buffers, higher architectural & building standards, additional landscaping etc.
3. Should the applicant hold a neighborhood meeting prior to PUD Preliminary Plan/Preliminary Plat submittal?

Additional Staff Comments:

1. A PUD Design Guidelines Booklet shall be drafted detailing the entire development's regulations such as building and parking setbacks, architectural standards, building heights, landscaping, signage, etc.
2. A Homeowner's Association (HOA) will own and maintain the outlots containing public and private open space, private streets, storm ponds, landscaping, etc.
3. The City will maintain the public park, public street, public trails, and stormwater ponds.
4. The need to establish the future greenway, trail and street corridor to equally distribute costs and infrastructure on the east side of the development shall be evaluated.
5. The plan sheet titled Land Use-Yield Breakdown Exhibit shall be retitled Land Use & Density Plan.
6. The plan sheet titled Theoretical Yield Plan shall be retitled Yield Plan.
7. A Joint Powers Agreement with the City of Blaine will be required to extend the street from the west roundabout at Main Street and Sunset Avenue.

8. A minimum of 50% of the gross townhome land area shall be reserved as common open space for townhomes.

ATTACHMENTS

1. Applicant's Narrative
2. Concept Plan-Engineering
3. Concept Plan-Rendering
4. Phasing Plan
5. Land Use-Existing
6. Land Use Area and Density Plan
7. Map Showing Surrounding Area
8. Open Space Exhibit
9. Photos from Surrounding Streets
10. Setback Exhibit
11. Combined Survey
12. Existing Wetlands
13. Yield Plan
14. Amenities
15. Home Elevations
16. Main Street Master Plan
17. PUD Land Use and Conventional Zoning District Guidelines Chart
18. City Engineer Memo dated November 6, 2025
19. Environmental Memo dated October 29, 2025



Del Webb®

Pulte
HOMES

**APPLICATION FOR:
PUD CONCEPT PLAN REVIEW**

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

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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 (see Infrastructure section of this narrative)
 - 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. Below you will find a theoretical yield based on your Comp Plan Amendment and a proposed yield based on our site plan. Please consider the tables below to be preliminary and subject to change based on interpretations, deductions, and other issues. An exhibit corresponds with each table.

Land Use & Yield Breakdown - Theoretical											
Land Use	Gross Area	Preserved Wetlands	Public Parks	Major ROW	Transmission Easement	Net Area	Density Range	Unit Range (Low)	Unit Range (High)	Proposed Units	Resulting Density
LDR	157.42	0		0.75		156.67	1.6-3.0	251	470	470	3.00
MDR	48.77	0	2.75	0.00	0.24	45.78	4.0-6.0	183	275	274	5.99
HDR	38.53	0	0.91	0.36	0.60	36.65	6.0-8.0	220	293	293	7.99
Planned Res/Comm - 80% Res	11.59	0		0.40	0.52	10.67	8.0-10.0	85	107		0.00
Planned Res/Comm - 20% Comm	2.90	0				2.90	NA				
Totals	259.20	0	3.66	1.52	1.36	252.67	NA	739	1145	1037	4.10

Land Use & Yield Breakdown - Proposed											
Land Use	Gross Area	Preserved Wetlands	Public Parks	Major ROW	Transmission Easement	Net Area	Density Range	Unit Range (Low)	Unit Range (High)	Proposed Units	Resulting Density
LDR	157.42	0		0.75		156.67	1.6-3.0	250.7	470.0	447	2.85
MDR	48.77	0	2.75	0.00	0.24	45.78	4.0-6.0	183.1	274.7	130	2.84
HDR	38.53	0	0.91	0.36	0.60	36.65	6.0-8.0	219.9	293.2	158	4.31
Planned Res/Comm - 80% Res	11.59	0		0.40	0.52	10.67	8.0-10.0	85.3	106.7		0.00
Planned Res/Comm - 20% Comm	2.90	0				2.90	NA				
Totals	259.20	0	3.66	1.52	1.36	252.67	NA	739	1145	735	2.91

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.

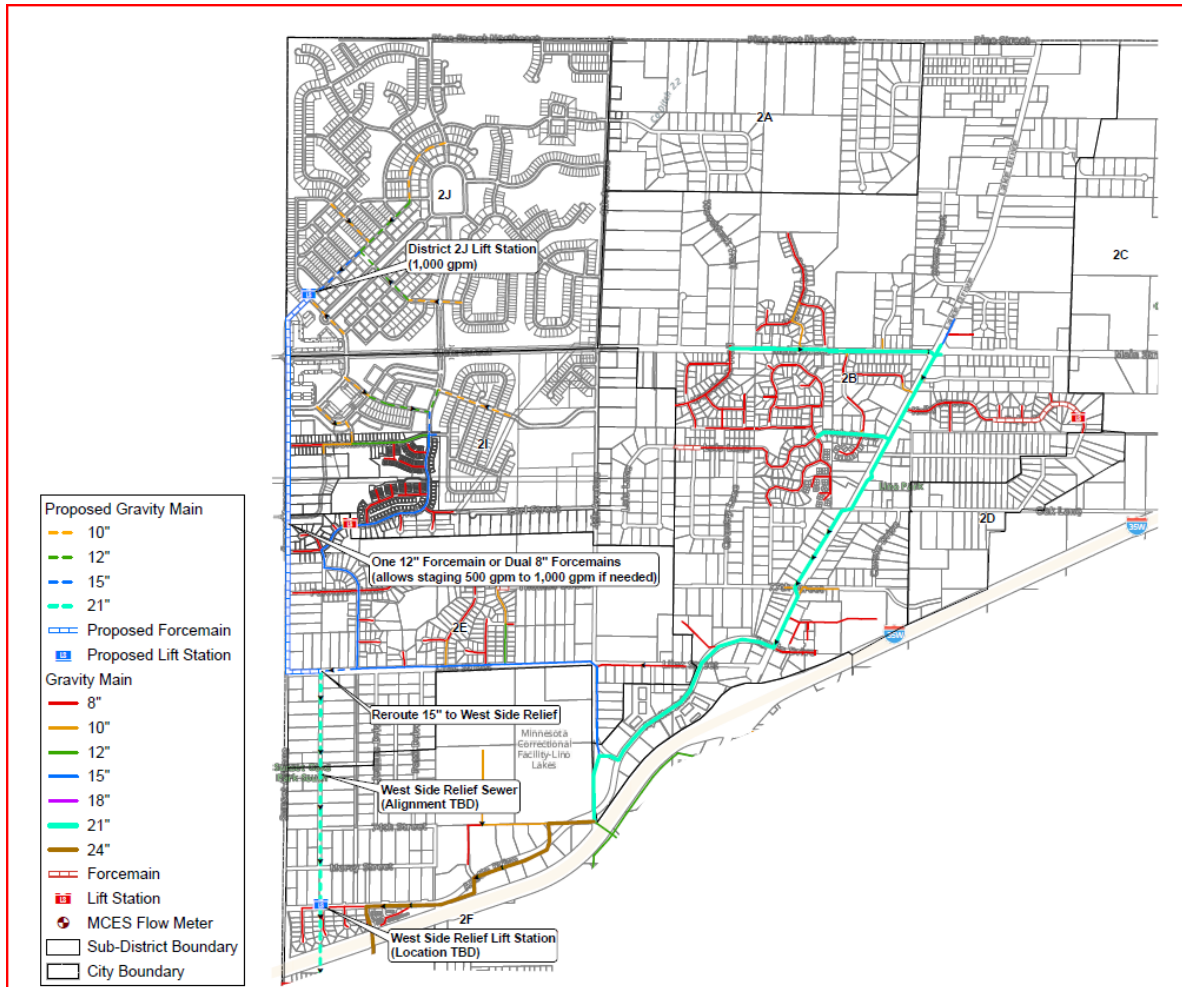
12. Infrastructure

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.

Below are tables providing both existing and proposed traffic generated by the properties. Please note that the Del Webb daily and peak flow traffic is significantly less than single family homes. Peak morning and evening traffic generated by Del Webb is 0.24 and 0.29 trips per home compared to single family homes generating 0.70 and 0.93 trips per home. **Single family homes produce about three times the amount of peak traffic compared to Del Webb homes.** This is caused by the low number of people living in Del Webb homes and by many Del Webb residents being retired. Together, the Del Webb component of this application acts to severely minimize traffic generated by these properties post development.

Existing Trip Generation ¹						
Land Use		ITE Land Use Code	Number of Units for Generation	Trips Generated:		
				Weekday ADT ²	AM Peak ³	PM Peak ⁴
Existing Site	Single-Family Detached Housing	210	2	18.9	1.4	1.9
Net Existing Total to Pioneer Trail				18.9	1.4	1.9
Net Existing Total to Valley Road				0.0	0.0	0.0
1. Estimates Per Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.						
2. Weekday Generation rate = 9.43 trips / dwelling unit						
3. Weekday Generation rate = 0.70 trips / dwelling unit / 7-9 am Peak Hour						
4. Weekday Generation rate = 0.94 trips / dwelling unit / 4-6 pm Peak Hour						
Proposed Trip Generation ¹						
Land Use		ITE Land Use Code	Number of Units for Generation	Trips Generated:		
				Weekday ADT ²	AM Peak ³	PM Peak ⁴
Traditional Single-Family	Single-Family Detached Housing ²	210	174	1581.7	121.8	161.8
Townhomes	Multi-Family Detached Housing ³	215	106	696.4	49.8	54.1
Del Webb Single-Family	Senior Adult Housing - Single Family ⁴	251	455	1892.8	109.2	132.0
Net Total Estimated Trips				4171	281	348
Note #	Details					
1	Estimates Per Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition					
2	Weekday Generation rate = 9.09 trips / dwelling unit					
	Weekday Generation rate = 0.70 trips / dwelling unit / 7-9 am Peak Hour					
	Weekday Generation rate = 0.93 trips / dwelling unit / 4-6 pm Peak Hour					
3	Weekday Generation rate = 6.57 trips / dwelling unit					
	Weekday Generation rate = 0.47 trips / dwelling unit / 7-9 am Peak Hour					
	Weekday Generation rate = 0.51 trips / dwelling unit / 4-6 pm Peak Hour					
4	Weekday Generation rate = 4.16 trips / dwelling unit					
	Weekday Generation rate = 0.24 trips / dwelling unit / 7-9 am Peak Hour					
	Weekday Generation rate = 0.29 trips / dwelling unit / 4-6 pm Peak Hour					

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 much 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.

Drawing name: X:\2023\230083 - Robinson North - Pulte Homes\concepts\Robinson Property Redux_Concept.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 ½ 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

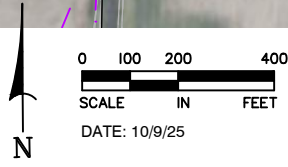
WETLANDS: DEPICTION PER COUNTY GIS

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 8' TRAIL
- PUBLIC 10' TRAIL
- PUBLIC DITCH
- CITY LIFT STATION PROPERTY



**ROBINSON CONCEPT
CONCEPT PLAN - ENGINEERING
LINO LAKES, MINNESOTA**



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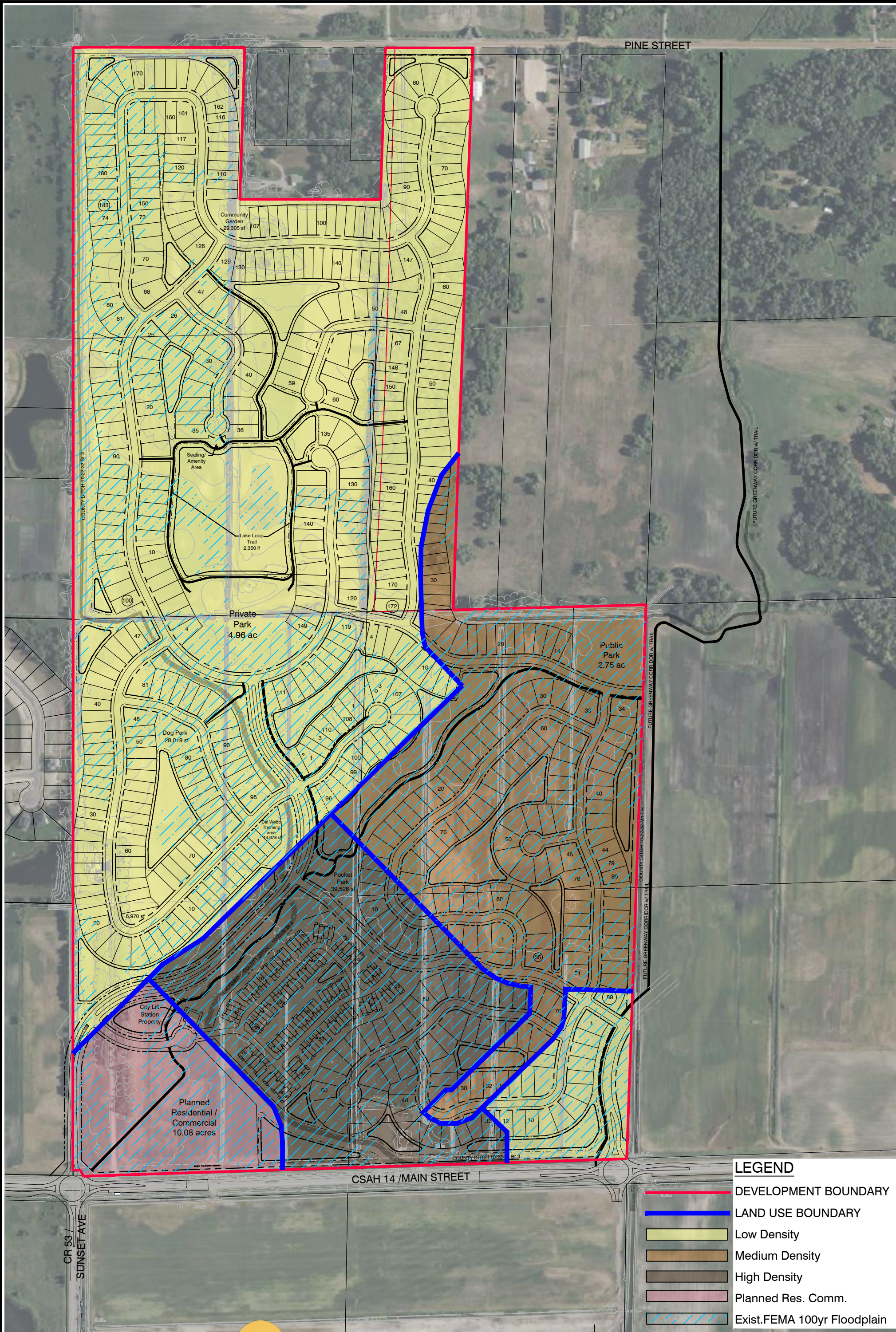


LOT SUMMARY

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	

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Drawing name: X:\2023\230083 - Robinson North - Pulte Homes\concepts\Robinson Property Redux Concept D.dwg Oct 09, 2025 - 2:12pm



LEGEND

DEVELOPMENT BOUNDARY

LAND USE BOUNDARY

Low Density

Medium Density

High Density

Planned Res. Comm.

Exist.FEMA 100yr Floodplain

ROBINSON CONCEPT

LAND USE EXISTING

LINO LAKES, MINNESOTA

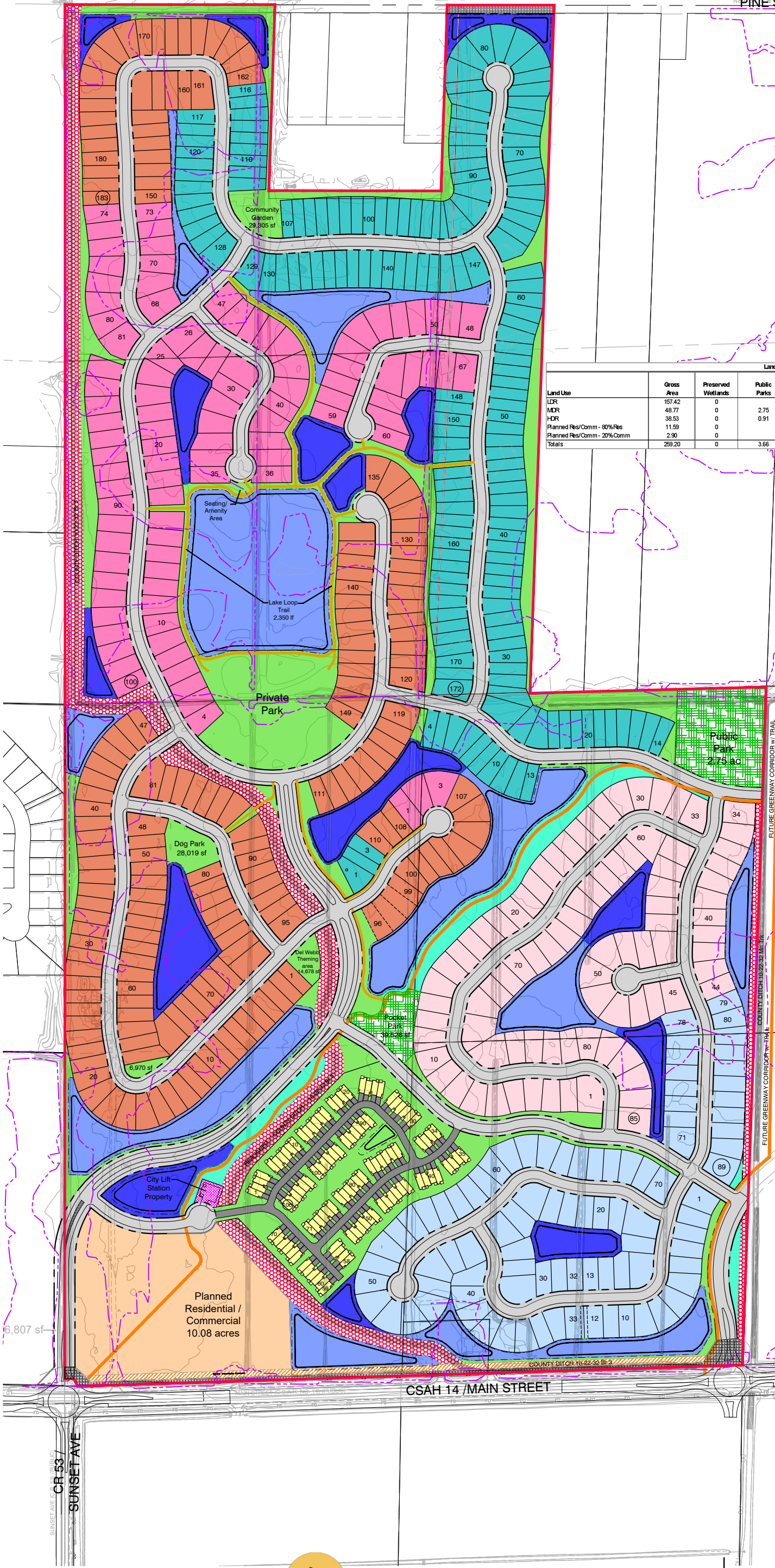
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SCALEINFEET

DATE: 10/1/25

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Land Use & Yield Breakdown - Proposed										
Land Use	Gross Area	Preserved Wetlands	Public Parks	Major ROW	Transmission Easement	Net Area	Density Range	Unit Range (Low)	Unit Range (High)	Proposed Units
UDR	157.42	0		0.75		156.67	1.6-3.0	250.7	470.0	447
MDR	48.77	0	2.75	0.00	0.24	45.78	4.0-6.0	183.1	274.7	130
HDR	38.53	0	0.91	0.36	0.60	36.66	6.0-8.0	219.9	283.2	158
Planned Res/Comm - 80%Res	11.99	0		0.40	0.52	10.67	8.0-10.0	86.3	106.7	
Planned Res/Comm - 20%Comm	2.90	0				2.90	NA			0.00
Totals	259.20	0	3.66	1.52	1.36	252.67	NA	739.1	1144.6	735

LEGEND

- Development Boundary
- Active Adults - 44 ft: 28.29 ac
- Active Adults - 50 ft: 32.96 ac
- Single Family - 60 ft: 17.93 ac
- Active Adults - 64 ft: 22.28 ac
- Single Family - 65 ft: 18.09 ac
- Townhomes: 3.56 ac
- Private Road/Driveway: 2.39 ac
- Public Roadway Right of Way: 41.12 ac
- Major Perimeter Right of Way: 1.52 ac
- Transmission Easement: 1.36 ac
- Lift Station: 0.17 ac
- Public Parks: 3.66 ac
- Private Open Space: 24.71 ac
- Public Open Space: 3.50 ac
- County Ditch / Easement: 10.05 ac
- Stormwater Management Ponds: 10.40 ac
- Compensatory Flood Storage: 24.86 ac
- Planned Residential/Commercial Outlot: 9.63 ac
- Public Trail
- Private Trail
- Existing Floodplain

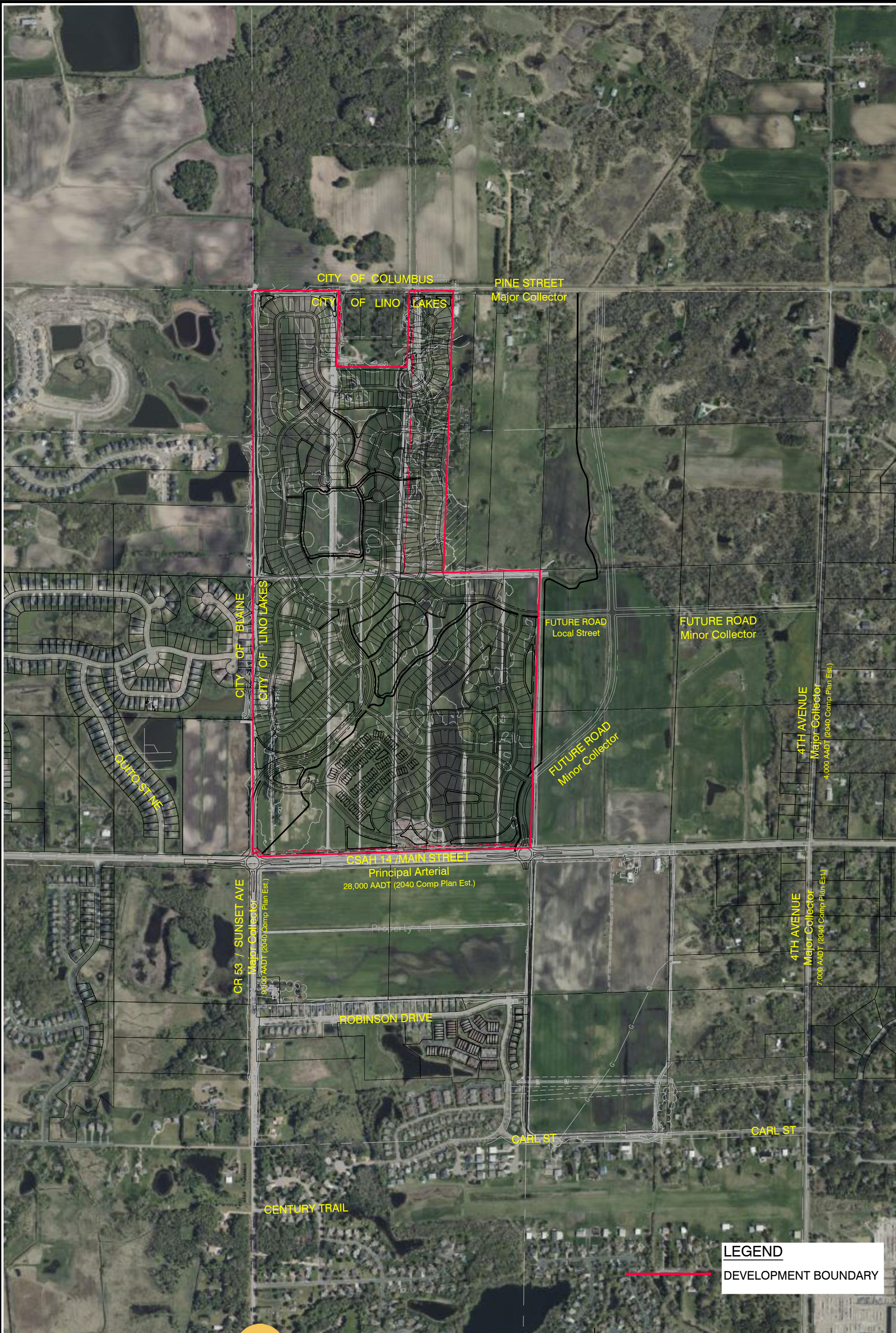


ROBINSON CONCEPT
LAND USE - YIELD BREAKDOWN EXHIBIT
LINO LAKES, MINNESOTA



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LEGEND

DEVELOPMENT BOUNDARY

Del Webb
Pulte HOMES

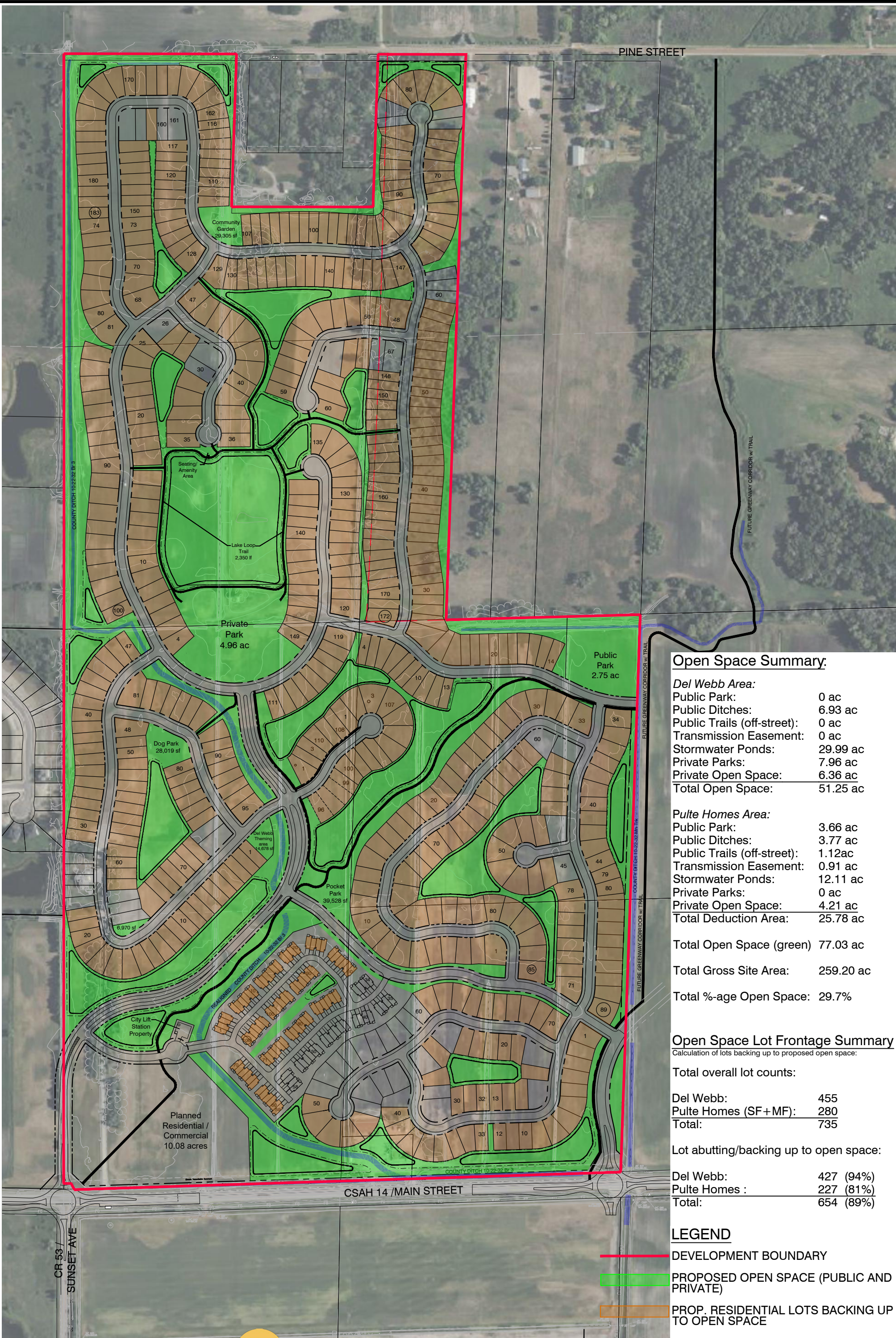
ROBINSON CONCEPT
MAP SHOWING SURROUNDING AREA
LINO LAKES, MINNESOTA

0 200 400 800
SCALE IN FEET
DATE: 10/9/25

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Open Space Summary:

Del Webb Area:	
Public Park:	0 ac
Public Ditches:	6.93 ac
Public Trails (off-street):	0 ac
Transmission Easement:	0 ac
Stormwater Ponds:	29.99 ac
Private Parks:	7.96 ac
Private Open Space:	6.36 ac
Total Open Space:	51.25 ac

Pulte Homes Area:	
Public Park:	3.66 ac
Public Ditches:	3.77 ac
Public Trails (off-street):	1.12ac
Transmission Easement:	0.91 ac
Stormwater Ponds:	12.11 ac
Private Parks:	0 ac
Private Open Space:	4.21 ac
Total Deduction Area:	25.78 ac

Total Open Space (green) 77.03 ac

Total Gross Site Area: 259.20 ac

Total %-age Open Space: 29.7%

Open Space Lot Frontage Summary

Calculation of lots backing up to proposed open space:

Total overall lot counts:

Del Webb:	455
Pulte Homes (SF+MF):	280
Total:	735

Lot abutting/backing up to open space:

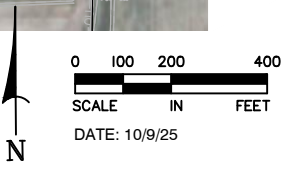
Del Webb:	427 (94%)
Pulte Homes :	227 (81%)
Total:	654 (89%)

LEGEND

- DEVELOPMENT BOUNDARY
- PROPOSED OPEN SPACE (PUBLIC AND PRIVATE)
- PROP. RESIDENTIAL LOTS BACKING UP TO OPEN SPACE



ROBINSON CONCEPT
OPEN SPACE EXHIBIT
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STREET VIEW FROM NORTH



STREET VIEW FROM NORTHEAST



STREET VIEW FROM WEST



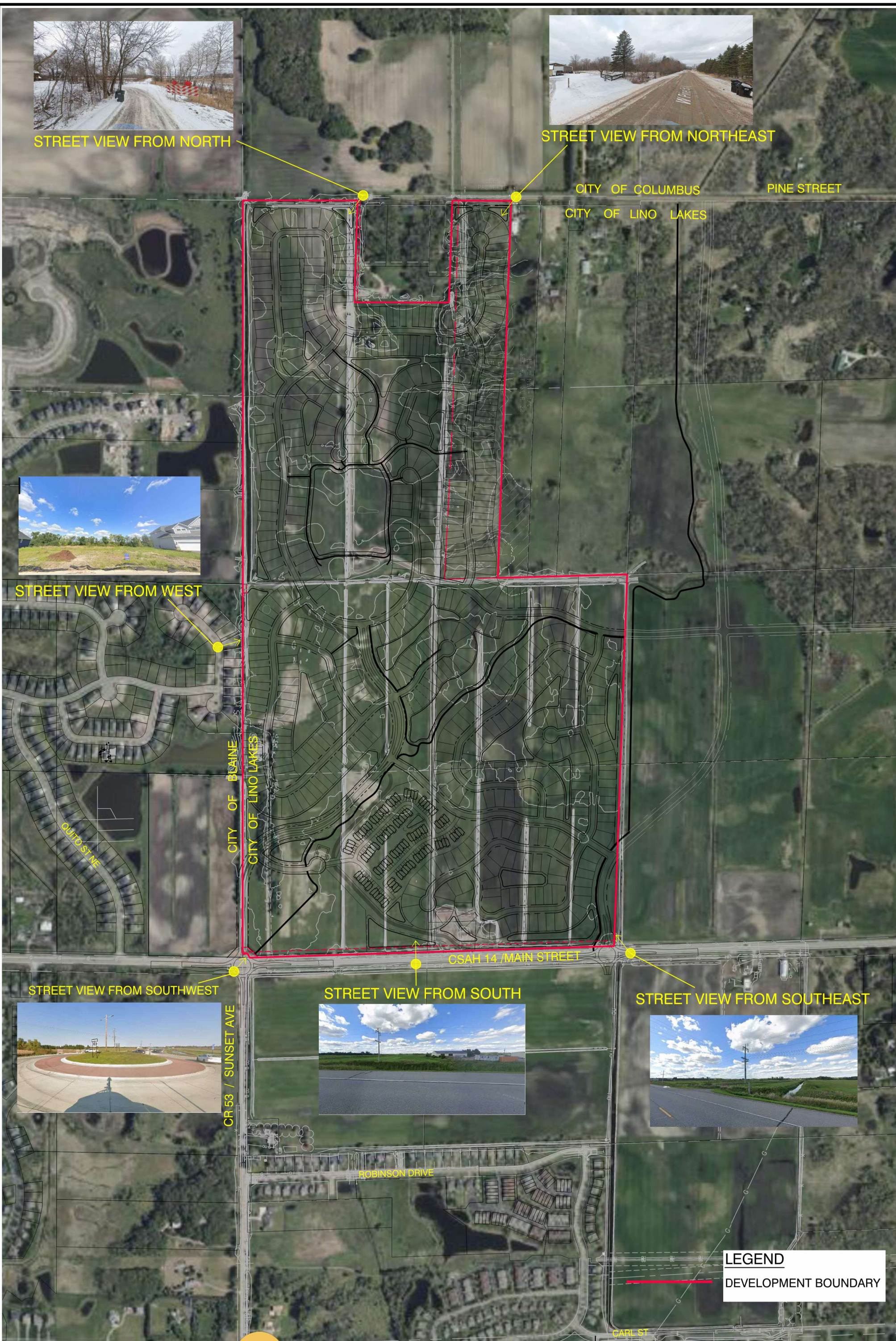
STREET VIEW FROM SOUTHWEST



STREET VIEW FROM SOUTH



STREET VIEW FROM SOUTHEAST



LEGEND
DEVELOPMENT BOUNDARY

Del Webb
Pulte Homes

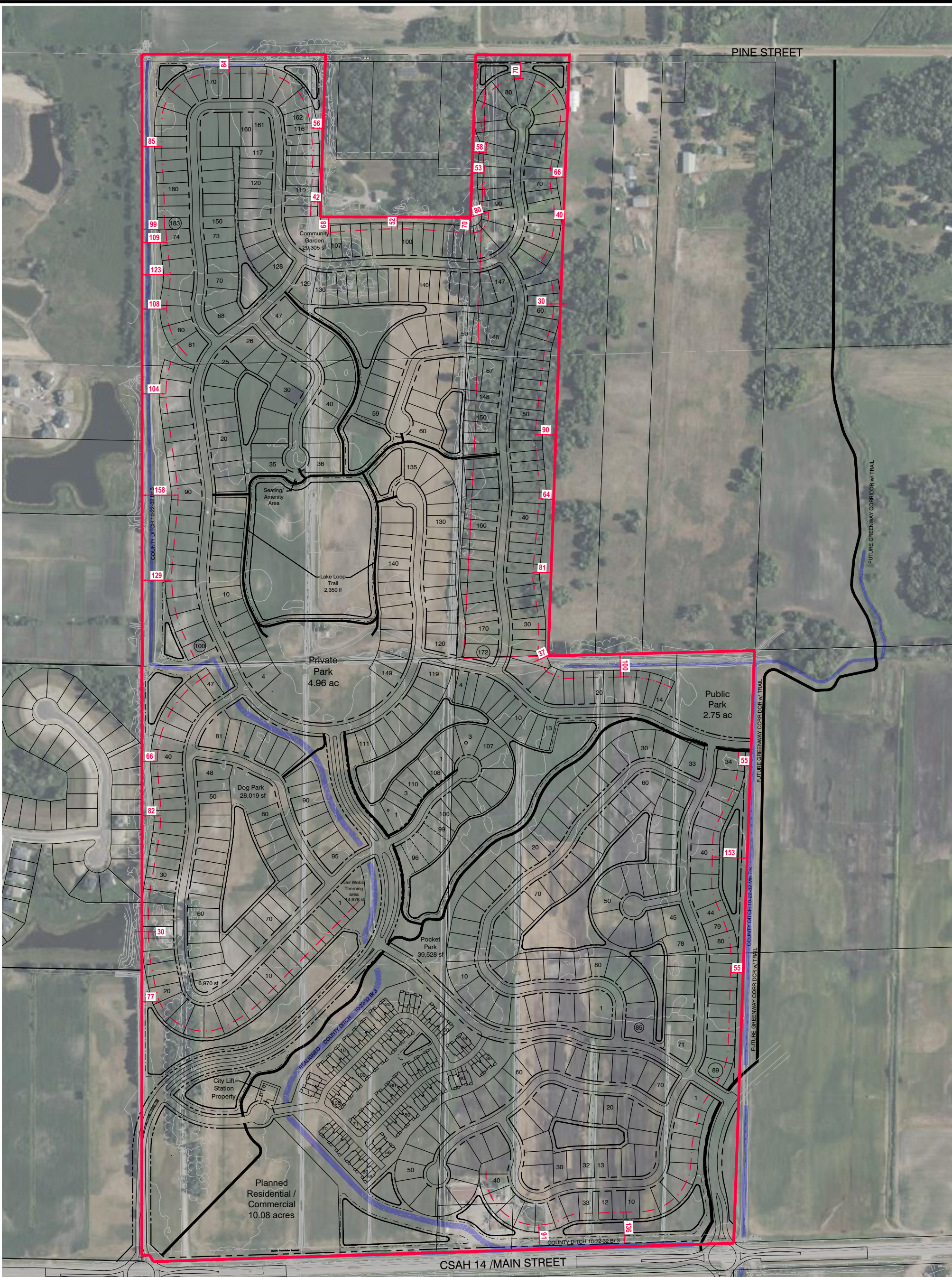
ROBINSON CONCEPT
PHOTOS FROM SURROUNDING STREETS
LINO LAKES, MINNESOTA

0 200 400 800
SCALE IN FEET
DATE: 10/9/25

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LEGEND

DEVELOPMENT BOUNDARY

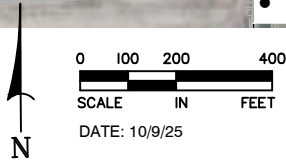
PROPOSED SETBACK

CITY REQUIRED SETBACKS:

- 30' Minimum to North, East, West Development Bounday
- 40' Minimum to South (CSAH 14)



**ROBINSON CONCEPT
SETBACK EXHIBIT
LINO LAKES, MINNESOTA**



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PROPERTY DESCRIPTION: Commitment MN-310837-ANC

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.

NOTE: This property is Abstract

PROPERTY DESCRIPTION: Commitment MN-310845-ANC

Parcel A:

The Southeast Quarter of the Southwest Quarter of Section 6, Township 31, Range 22, Anoka County, Minnesota, except the southerly 264.0 feet of the westerly 330 feet thereof.

Parcel B:

The southerly 264.0 feet of the westerly 330 feet of the Southeast Quarter of the Southwest Quarter of Section 6, Township 31, Range 22, Anoka County, Minnesota.

Parcel C:

Northeast Quarter of the Southwest Quarter of Section 6, Township 31, Range 22, Anoka County, Minnesota.

PROPERTY DESCRIPTION: Commitment MN-310849-ANC

Parcel A:

The Southwest Quarter of the Northwest Quarter of Section 6, Township 31, Range 22, Anoka County, Minnesota.

Parcel B:

The Northwest Quarter of the Northwest Quarter of Section 6, Township 31, Range 22, Anoka County, Minnesota, except the North 713 .00 feet of the East 660.00 feet thereof.

Parcel C:

That part of the East Half of the Northwest Quarter of Section 6, Township 31, Range 22, Anoka County, Minnesota, described as follows: Commencing at the North Quarter corner of said Section 6; thence North 89 degrees 54 minutes 11 seconds West, assumed bearing along the north line of said Northwest Quarter, a distance of 1271.79 feet to the point of beginning of the parcel to be described; thence continuing North 89 degrees 54 minutes 11 seconds West, along said north line a distance of 44.11 feet to the northwest corner of said East Half of the Northwest Quarter; thence South 01 degree 54 minutes 17 seconds West, along the west line of said East Half, a distance of 2651.55 feet to the southwest corner of said East Half; thence North 86 degrees 29 minutes 05 seconds East, along the south line of said East Half, a distance of 33.37 feet; thence North 02 degrees 54 minutes 49 seconds East a distance of 219.30 feet; thence North 03 degrees 03 minutes 23 seconds East a distance of 376.71 feet; thence North 02 degrees 50 minutes 06 seconds East a distance of 275.93 feet; thence North 02 degrees 19 minutes 55 seconds East a distance of 388.89 feet; thence North 01 degrees 35 minutes 20 seconds East a distance of 1390.32 feet to the point of beginning.

CERTIFICATION

To Pulte Homes of Minnesota LLC, a Minnesota limited liability company; PGP Title, Inc; and First American Title Insurance Company:

This is to Certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 7(a), 8, 9, 11(a) 13, 14, 16 and 17 of Table A thereof. The field work was completed on June 30, 2024.

Date of Plat or Map: _____

Daniel Ekrem, Professional Land Surveyor
Minnesota License No. 57366
Email: derkem@alliant-inc.com

NOTES

- This survey and the property description shown here on are based upon information found in the commitment for title insurance prepared by PGP Title, Inc as agent for First American Title Insurance Company, file no. MN-310837-ANC, dated March 12, 2024, MN-310845-ANC, dated March 12, 2024 and MN-310849-ANC, dated March 12, 2024.
- The basis of bearings is based on Anoka County Coordinate System NAD (96 adj).
- All distances are in feet.
- The property has vehicular access to Main St. and W Pine St, public right of ways, via driveways.
- Edge of water shots from 5/8/2024.

TABLE A ITEMS

- Monuments placed (or a reference monument or witness to the corner) at all major corners of the boundary of the property, unless already marked or referenced by existing monuments or witnesses to the corner are shown hereon.
- Address(es) of the property is 5 Main St and 77 Main St and indicated on map.
- The property lies within Zone A (no base flood zone elevations determined) & Zone X (unshaded - areas determined to be outside the 0.2% annual chance floodplain) of Federal Emergency Management Agency (FEMA) Flood Insurance Community Panel No. 27003C0335E, effective December 16th, 2015. The area of the above described property is 10,421,034 square feet or 239.234 acres.
- Exterior dimensions of all buildings are shown at ground level.
- Substantial features observed in the process of conducting fieldwork, are shown hereon.
- There are no striped parking stalls on this site.
- The locations of existing public utilities on or serving the property are depicted based on Gopher State One Call Ticket Nos 240891162, 240891163, 240891164, 240891165 & 240891166 available city maps, records and observed evidence locations. Lacking excavation, underground utility locations may not be exact. Verify critical utilities prior to construction or design.
- Names of adjoining owners are depicted based on Anoka County GIS tax information.
- The distance to the nearest intersecting street is shown hereon.
- There was no observed evidence of earth moving work or building construction at the time of our field work.
- Per the Anoka County Highway projects website, construction on a roundabout at Sunset Ave and Main Street is scheduled for 2024.

SCHEDULE B, PART II EXCEPTIONS comm. MN-310837-ANC

The following are survey related exceptions set forth in Schedule B, Part II of the herein referenced Title Commitment:

- Item No. 8:** Terms and conditions of Highway Right-of-way Plat No. 50, recorded August 13, 1993, as Document No. 1059220. *Depicted on survey.*
- Item No. 9:** Easement for right-of-way for electric transmission or distribution line or system and incidental purposes in document, recorded February 25, 1953, in Book 294, Page 11, as Document No. 148908, of Official Records.

- As amended by Partial Release of Easement recorded November 5, 2004, as Document No. 1970352.0. *Depicted on survey.*
- Item No. 10:** Condemnation of certain lands by the State of Minnesota for trunk highway and incidental purposes as contained in Final Certificate recorded February 21, 1996, as Document No. 1205256.0. *Depicted on survey. Parcel 14 taken in fee.*
- Item No. 11:** Terms and conditions of Easement Agreement in favor of TEG/LAREP, recorded April 9, 2019, as Document No. 2224116.001. *Depicted on survey.*
- Item No. 12:** Easement for drainage, utility, slope, signing, snow storage and storm sewer, together with incidental purposes, as contained in Warranty Deed, recorded October 4, 2023, in Document No. 2400231.003, of Official Records. *Depicted on survey.*
- Item No. 13:** Rights of the public in and to any portion of the Land lying within a street, highway or alley whether dedicated or not. *Depicted on survey.*

SCHEDULE B, PART II EXCEPTIONS comm. MN-310845-ANC

The following are survey related exceptions set forth in Schedule B, Part II of the herein referenced Title Commitment:

- Item No. 8:** Terms and conditions of Highway Right-of-way Plat No. 50, recorded August 13, 1993, as Document No. 1059220. *Depicted on survey.*
- Item No. 9:** An easement for right-of-way for electric transmission or distribution line or system and incidental purposes in document, recorded February 25, 1953, in Book 294, Page 11, as Document No. 148908, of Official Records.

- As amended by Partial Release of Easement recorded November 5, 2004, as Document No. 1970352.0. *Depicted on survey.*
- Item No. 10:** Condemnation of certain lands by the State of Minnesota for trunk highway and incidental purposes as contained in Final Certificate recorded February 21, 1996, as Document No. 1205256.0. *Depicted on survey. Parcels 15 & 16 taken in fee.*

- Item No. 11:** Rights of the public in and to any portion of the Land lying within a street, highway or alley whether dedicated or not. *Depicted on survey.*

NOTE: GIS Map available to the Company shows what appears to be a neighbors driveway crossing the NE 1/4 of the SW 1/4 of the property to be insured and no easement found of record. *Depicted on survey, unknown if prescriptive rights exist.*

SCHEDULE B, PART II EXCEPTIONS comm. MN-310849-ANC

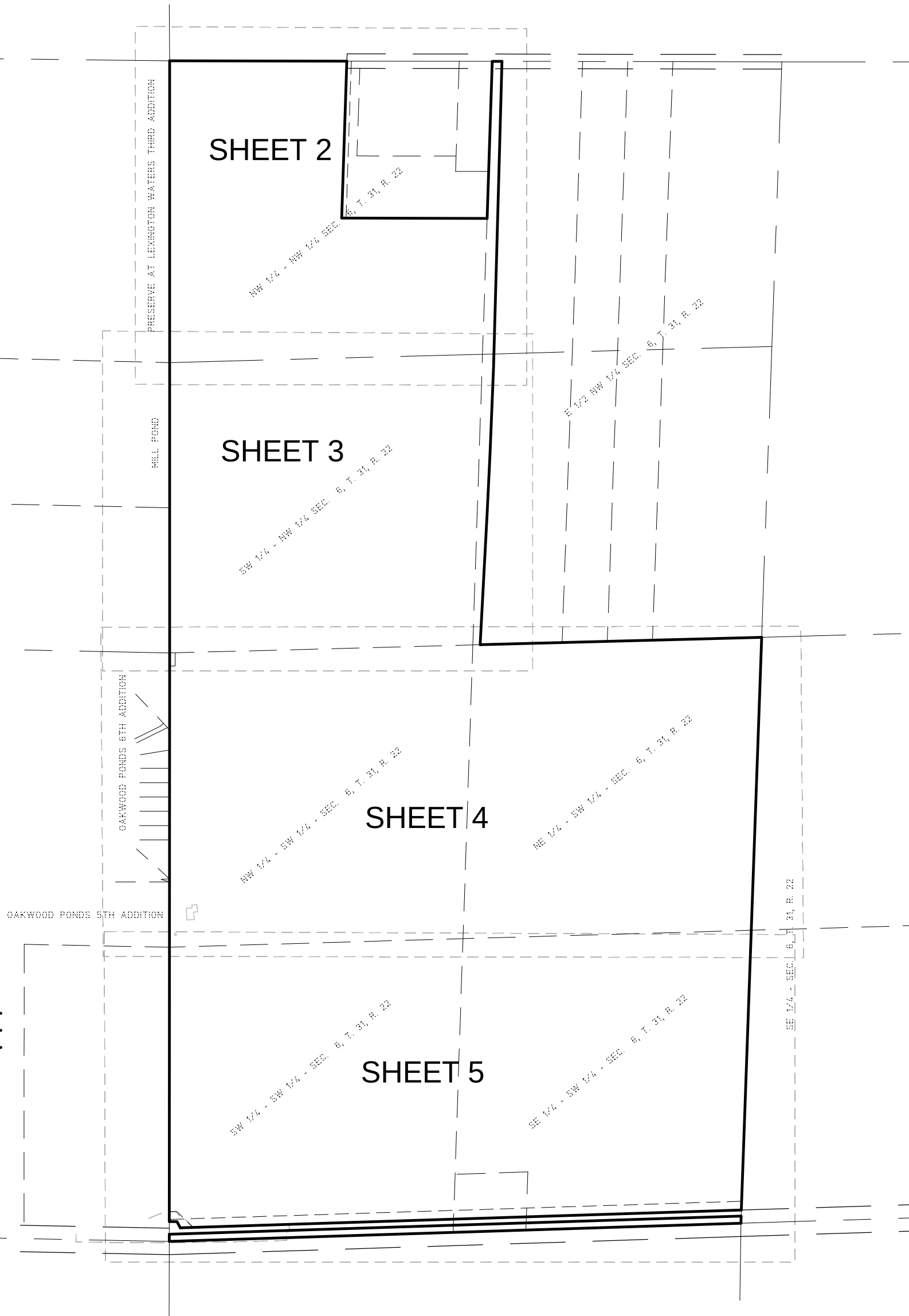
The following are survey related exceptions set forth in Schedule B, Part II of the herein referenced Title Commitment:

- Item No. 8:** Terms and conditions of Declaration of Easement, recorded December 14, 2009, as Document No. 2012016.003. *Depicted on survey.*
- Item No. 9:** Terms, conditions, easements and provisions contained in Easement Agreement, recorded May 2, 2019, as Document No. 2225919.001, of Official Records.

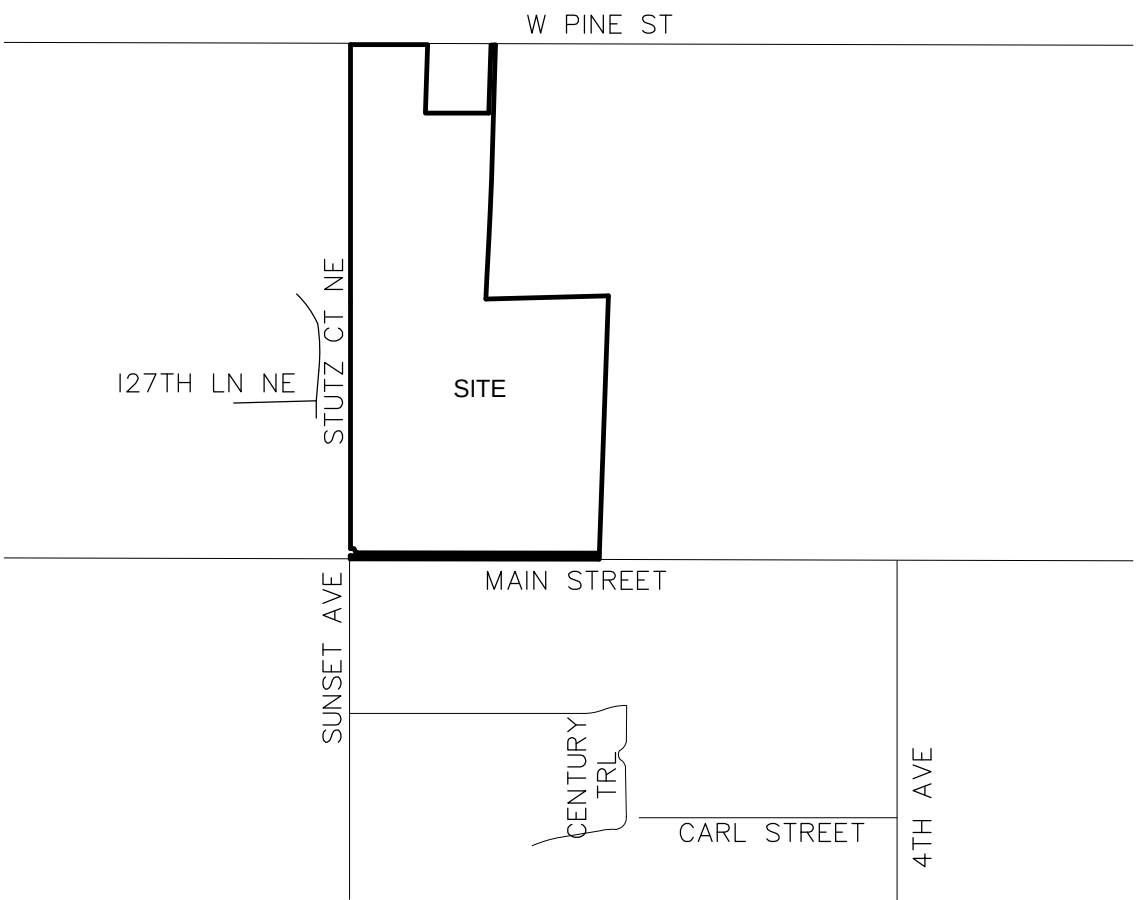
- as affected by Assignment of Easement Agreement recorded July 10, 2019, as Document No. 2231646.001.
- Item No. 10:** Any interest outstanding of record in and to all the oil, gas and other minerals in and under and that may be produced from said premises, together with all rights incident to or growing out of said outstanding minerals, including but not limited to outstanding oil and gas leases and easements as may be disclosed by that certain Statement of Mineral Ownership recorded July 10, 2014, as Document No. 2085718.013. *Blanket over the E 1/2 of NW 1/4 of Section 6, T31N, R22W, in which Parcel C is located.*
- Item No. 11:** Rights of the public in and to any portion of the Land lying within a street, highway or alley whether dedicated or not. *Depicted on Survey.*

NOTE: GIS Map available to the Company shows what appears to be a neighbors driveway crossing the SW1/4 of NW1/4 of the property to be insured and no easement found of record. *Depicted on survey, unknown if prescriptive rights exist.*

OVERALL VIEW



VICINITY MAP



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ALTA/NSPS
LAND TITLE
SURVEY

ROBINSON SOD FARM

5 & 77 MAIN STREET
LINO LAKES, MINNESOTA

DRAWN BY JDT
CHECKED BY DE
DATE ISSUED 7/2/2024
SCALE 1"=500'
JOB NO. 230083
FIELD CREW DARS,EL



LEGEND

○

SET CAP IRON MONUMENT 57366

●

FOUND IRON MONUMENT

⊙

ANKOKA CO. C.I.M.

⊞

COMMUNICATION BOX

⊞

CATCH BASIN

⊞

TRANSFORMER

⊞

POWER POLE

⊞

GUY WIRE

⊞

GAS VALVE

⊞

STORM MANHOLE

⊞

T-POST

⊞

FIRE HYDRANT

⊞

WELL

⊞

ELECTRIC METER

⊞

GAS METER

⊞

AIR CONDITIONER

⊞

HAND HOLE

⊞

TELEPHONE BOX

⊞

SANITARY CLEAN OUT

⊞

SIGN

⊞

CULVERT

⊞

MAILBOX

⊞

SCH. B ITEM II EXCEPTION

○

BOLLARD

— G —

GAS

— S —

SANITARY SEWER

— S —

STORM SEWER

— W —

WATERMAIN

— F —

FIBER OPTIC

— U —

OVERHEAD UTILITY

— E —

UNDERGROUND ELECTRIC

— X —

FENCE

— G —

GRAVEL

— E —

EDGE OF WATER/DITCH

— T —

EDGE OF TREES

— C —

CONCRETE

— G —

GRAVEL

— Z —

ZONE A FLOODZONE TYPE

— D —

DEED DIMENSION

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LAND TITLE

SURVEY

ROBINSON SOD FARM

5 & 77 MAIN STREET

LINO LAKES, MINNESOTA

DRAWN BY

JDT

CHECKED BY

DE

DATE ISSUED

7/2/2024

SCALE

1"=100'

JOB NO.

230083

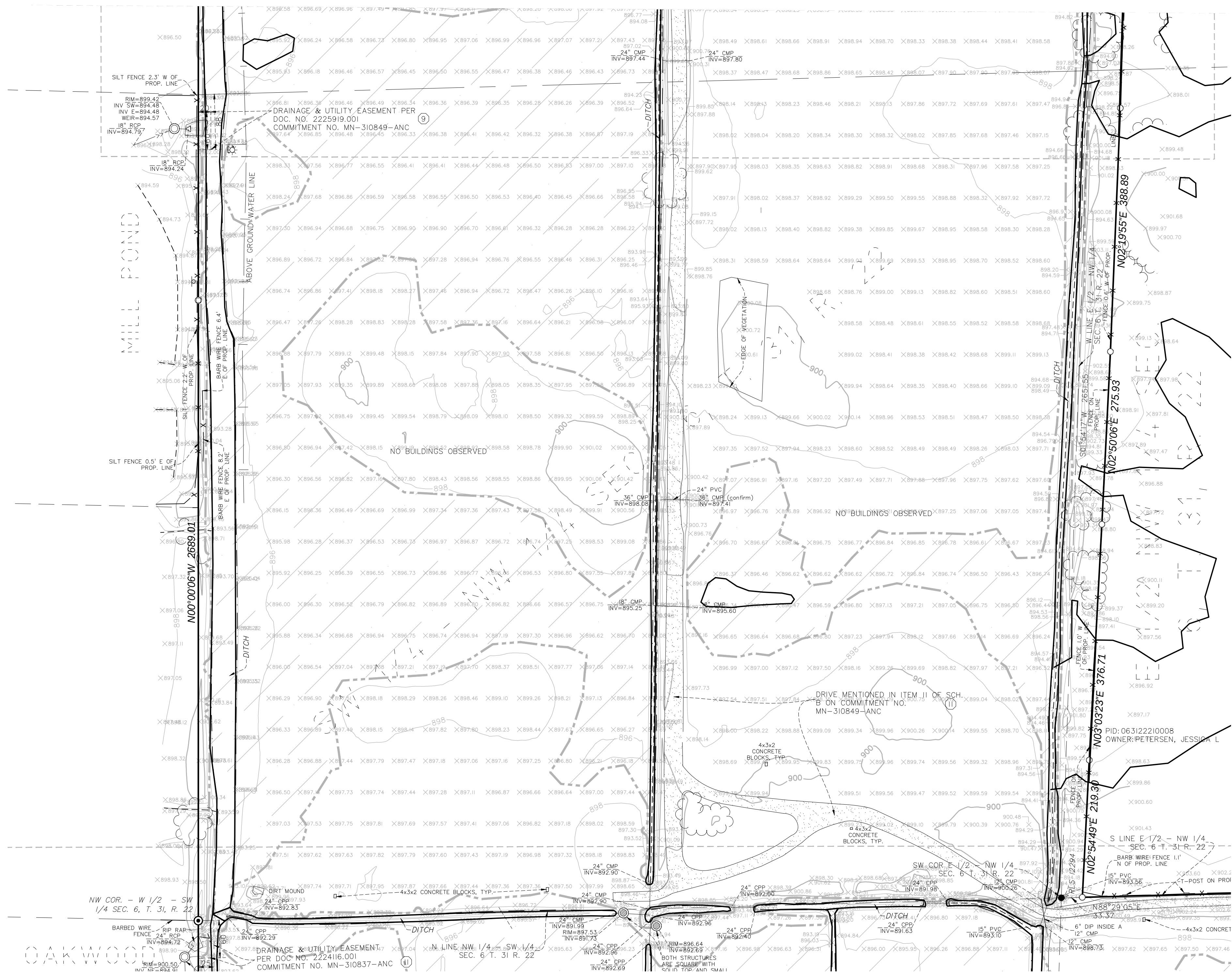
FIELD CREW

DARS,EL

SHEET 2 OF 7

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Page 106 of 191



○ SET CAP IRON MONUMENT 57366

● FOUND IRON MONUMENT

● ANOKA CO. C.I.M.

□ COMMUNICATION BOX

⊕ CATCH BASIN

⊞ TRANSFORMER

⊞ POWER POLE

⊞ GUY WIRE

⊞ GAS VALVE

⊞ STORM MANHOLE

⊞ T-POST

⊞ FIRE HYDRANT

⊞ WELL

⊞ ELECTRIC METER

⊞ GAS METER

⊞ AIR CONDITIONER

⊞ HAND HOLE

⊞ TELEPHONE BOX

⊞ SANITARY CLEAN OUT

⊞ SIGN

⊞ CULVERT

⊞ MAILBOX

⊞ SCH. B ITEM II EXCEPTION

○ BOLLARD

— G —

— SANITARY SEWER —

— STORM SEWER —

— WATERMAIN —

— FIBER OPTIC —

— OVERHEAD UTILITY —

— UNDERGROUND ELECTRIC —

— FENCE —

— GRAVEL —

— EDGE OF WATER/DITCH —

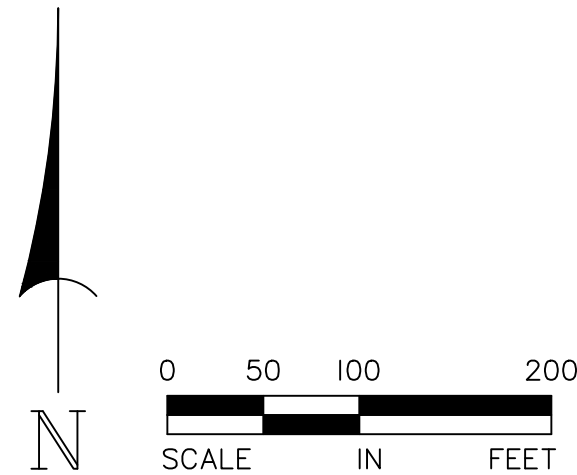
— EDGE OF TREES —

— CONCRETE —

— GRAVEL —

— ZONE A FLOODZONE TYPE —

[D] DEED DIMENSION



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ALTA/NSPS LAND TITLE SURVEY

ROBINSON SOD FARM
5 & 77 MAIN STREET
LINO LAKES, MINNESOTA

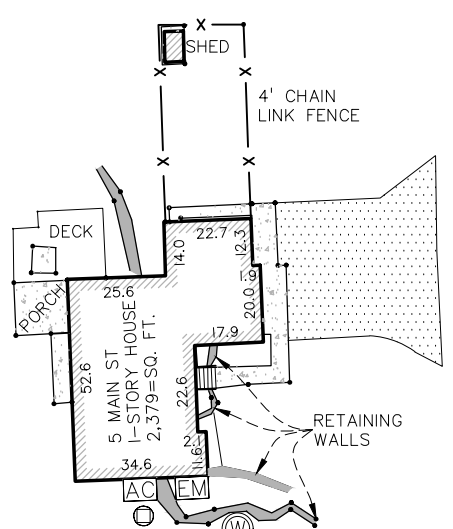
DRAWN BY	JDT
CHECKED BY	DE
DATE ISSUED	7/2/2024
SCALE	1"=100'
JOB NO.	230083
FIELD CREW	DARS,EL



LEGEND

- | | |
|-------------------------------|-------------------------------|
| ○ SET CAP IRON MONUMENT 57366 | — G — GAS |
| ● FOUND IRON MONUMENT | — D — SANITARY SEWER |
| ● ANOKA CO. C.I.M. | — >> — STORM SEWER |
| □ COMMUNICATION BOX | — I — WATERMAIN |
| ⊙ CATCH BASIN | — FO — FIBER OPTIC |
| ⊕ TRANSFORMER | — OU — OVERHEAD UTILITY |
| ⊖ POWER POLE | — E — UNDERGROUND ELECTRIC |
| ⊕ GUY WIRE | — X — FENCE |
| ⊕ GAS VALVE | — — — GRAVEL |
| ⊕ STORM MANHOLE | — — — EDGE OF WATER/DITCH |
| ⊕ T-POST | — — — EDGE OF TREES |
| ⊕ FIRE HYDRANT | — — — CONCRETE |
| ⊕ WELL | — — — GRAVEL |
| ⊕ ELECTRIC METER | — [D] — ZONE A FLOODZONE TYPE |
| ⊕ GAS METER | |
| ⊕ AIR CONDITIONER | |
| ⊕ HAND HOLE | |
| ⊕ TELEPHONE BOX | |
| ⊕ SANITARY CLEAN OUT | |
| ⊕ SIGN | |
| ⊕ CULVERT | |
| ⊕ MAILBOX | |
| ⊕ SCH. B ITEM II EXCEPTION | |
| ○ BOLLARD | |

DETAIL A
NOT TO SCALE



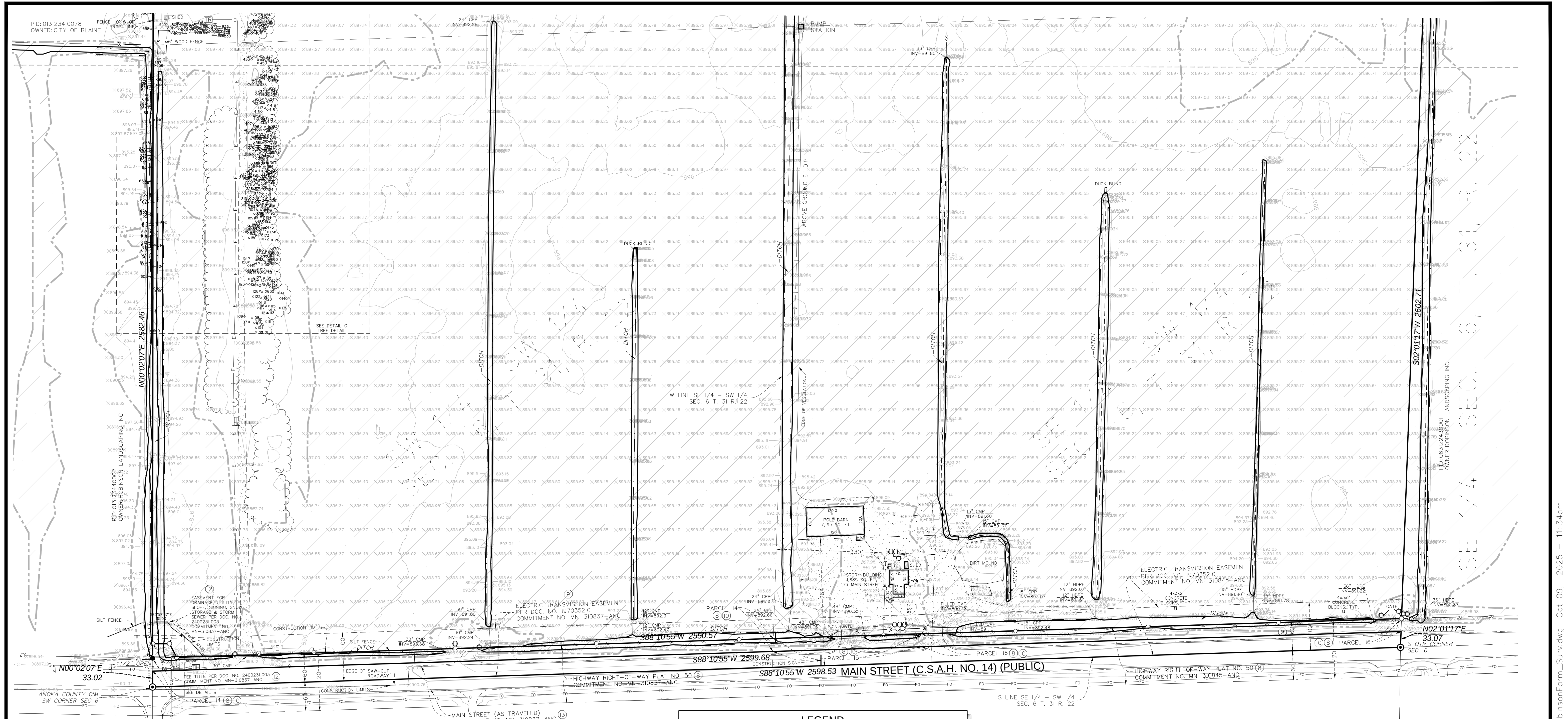
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ALTA/NSPS
LAND TITLE
SURVEY

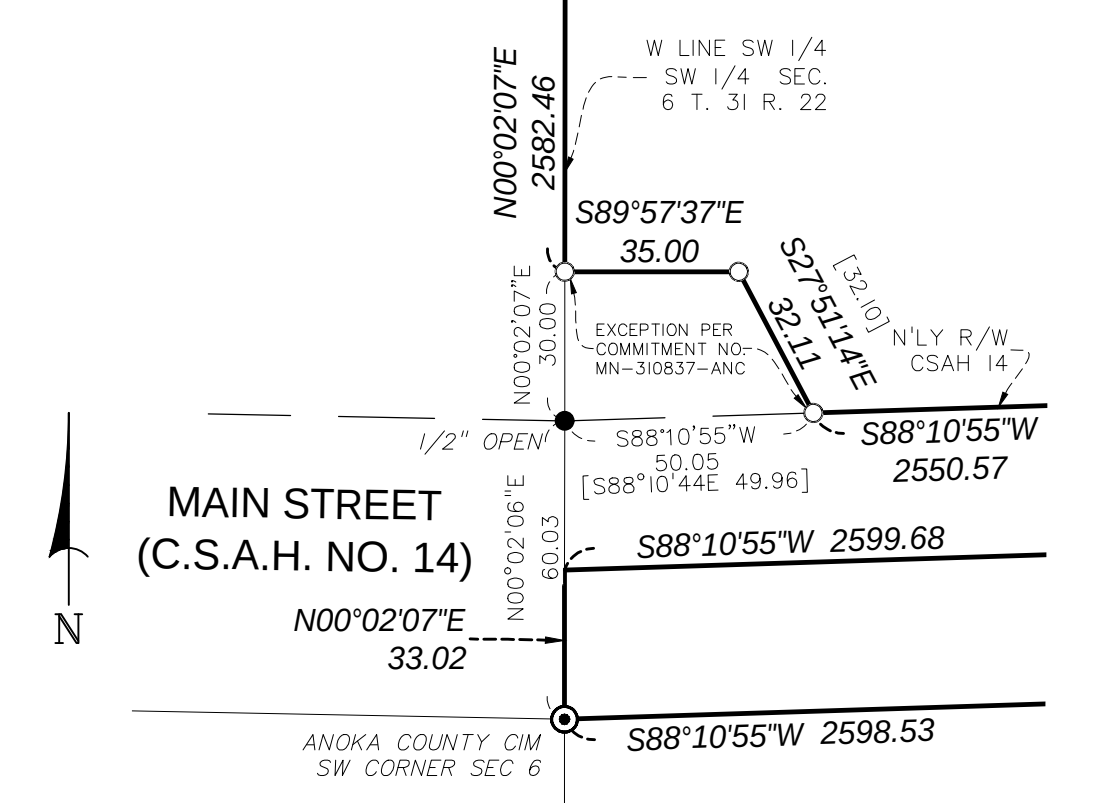
ROBINSON SOD FARM

5 & 77 MAIN STREET
LINO LAKES, MINNESOTA

DRAWN BY	JDT
CHECKED BY	DE
DATE ISSUED	7/12/2024
SCALE	1"=100'
JOB NO.	230083
FIELD CREW	DARS,EL



DETAIL B
NOT TO SCALE



LEGEND

- | | |
|-------------------------------|-------------------------------|
| ○ SET CAP IRON MONUMENT 57366 | — G — GAS |
| ● FOUND IRON MONUMENT | — S — SANITARY SEWER |
| ○ ANOKA CO. C.I.M. | — S — STORM SEWER |
| □ COMMUNICATION BOX | — I — WATERMAIN |
| ⊙ CATCH BASIN | — FO — FIBER OPTIC |
| ⊞ TRANSFORMER | — U — OVERHEAD UTILITY |
| ○ POWER POLE | — E — UNDERGROUND ELECTRIC |
| — GUY WIRE | — X — FENCE |
| ○ GAS VALVE | — — GRAVEL |
| ⊙ STORM MANHOLE | — — EDGE OF WATER/DITCH |
| ⊞ T-POST | — — EDGE OF TREES |
| ⊞ FIRE HYDRANT | — — CONCRETE |
| ⊞ WELL | — — GRAVEL |
| ⊞ ELECTRIC METER | — [D] — ZONE A FLOODZONE TYPE |
| ⊞ GAS METER | |
| ⊞ AIR CONDITIONER | |
| ⊞ HAND HOLE | |
| ⊞ TELEPHONE BOX | |
| ⊞ SANITARY CLEAN OUT | |
| ⊞ SIGN | |
| ⊞ CULVERT | |
| ⊞ MAILBOX | |
| ⊞ SCH. B ITEM II EXCEPTION | |
| ⊞ BOLLARD | |



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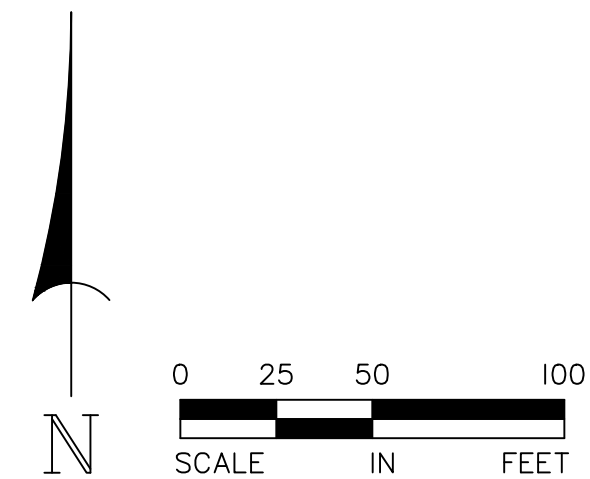
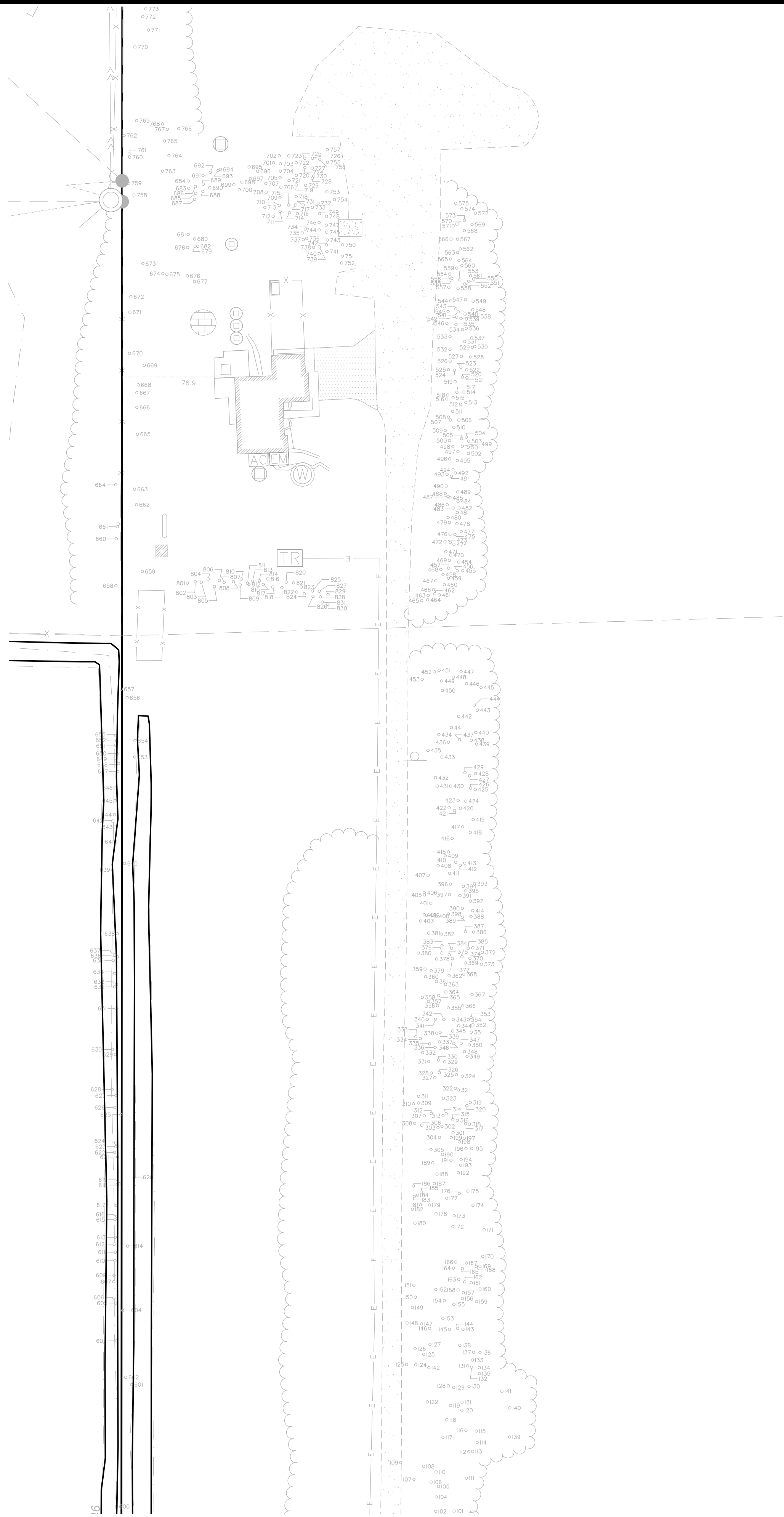
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ALTA/NSPS LAND TITLE SURVEY

ROBINSON SOD FARM

5 & 77 MAIN STREET
LINO LAKES, MINNESOTA

DRAWN BY	JDT
CHECKED BY	DE
DATE ISSUED	7/2/2024
SCALE	1"=100'
JOB NO.	230083
FIELD CREW	DARS,EL



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ALTA/NSPS LAND TITLE SURVEY

ROBINSON SOD FARM DETAIL C

5 & 77 MAIN STREET
LINO LAKES, MINNESOTA

DRAWN BY	JDT
CHECKED BY	DE
DATE ISSUED	7/2/2024
SCALE	1"=50'
JOB NO.	230083
FIELD CREW	DARS,EL

TAG	SPECIES	DBH	TAG	SPECIES	DBH	TAG	SPECIES	DBH	TAG	SPECIES	DBH	TAG	SPECIES	DBH	TAG	SPECIES	DBH	TAG	SPECIES	DBH	TAG	SPECIES	DBH	TAG	SPECIES	DBH	TAG	SPECIES	DBH	TAG	SPECIES	DBH	TAG	SPECIES	DBH			
1	Balsam Fir	12	99	Balsam Fir	9	197	Balsam Fir	7	296	Quaking Aspen	8	394	Balsam Fir	6	493	Balsam Fir	8	591	Black Willow	12	690	Balsam Fir	7	788	Quaking Aspen	15	887	American Elm	6	985	Black Cherry	8	1083	Quaking Aspen	10	1998	Northern Red Oak	8
2	Balsam Fir	8	100	Balsam Fir	6	198	Balsam Fir	6	297	Quaking Aspen	6	395	Balsam Fir	7	494	Balsam Fir	7	592	Black Willow	14	691	Balsam Fir	8	789	Quaking Aspen	11	888	American Elm	6	986	Quaking Aspen	7	1084	Quaking Aspen	8	1999	Northern Red Oak	15
3	Balsam Fir	9	101	Balsam Fir	5	199	Balsam Fir	8	298	Quaking Aspen	8	396	Balsam Fir	11	495	Balsam Fir	9	593	Quaking Aspen	7	692	Balsam Fir	6	790	Quaking Aspen	6	889	Eastern Cottonwood	7	987	Quaking Aspen	6	1085	Quaking Aspen	8	2000	White Oak	29
4	Balsam Fir	13	102	Balsam Fir	7	201	Quaking Aspen	7	299	Quaking Aspen	6	397	Balsam Fir	12	496	Balsam Fir	8	594	Black Willow	29	693	Balsam Fir	8	791	Green Ash	7	890	Boxelder	7	988	Quaking Aspen	6	1086	Quaking Aspen	7	2001	Black Willow	9
5	Balsam Fir	9	103	Balsam Fir	5	202	Quaking Aspen	6	300	Quaking Aspen	7	398	Balsam Fir	6	497	Balsam Fir	6	595	Black Willow	14	694	Green Ash	7	792	American Elm	18	891	Eastern Cottonwood	44	989	Quaking Aspen	9	1087	Quaking Aspen	10	4006	Quaking Aspen	9
6	Balsam Fir	11	104	Balsam Fir	6	203	Quaking Aspen	13	301	Balsam Fir	6	400	Balsam Fir	6	498	Balsam Fir	7	596	Black Willow	24	695	Balsam Fir	7	793	Green Ash	8	892	Eastern Cottonwood	18	990	Eastern Cottonwood	20	1088	Quaking Aspen	11			
7	Balsam Fir	7	105	Balsam Fir	5	204	Quaking Aspen	7	302	Balsam Fir	5	401	Balsam Fir	8	499	Balsam Fir	17	597	Black Willow	12	696	Balsam Fir	6	794	Quaking Aspen	8	893	Eastern Cottonwood	79	991	Quaking Aspen	7	1089	Quaking Aspen	7			
8	Balsam Fir	9	106	Balsam Fir	4	205	Black Willow	16	303	Balsam Fir	6	402	Balsam Fir	7	500	Balsam Fir	5	598	Black Willow	14	697	Balsam Fir	6	795	Quaking Aspen	8	894	Eastern Red Cedar	12	992	Quaking Aspen	8	1090	Quaking Aspen	13			
9	Balsam Fir	12	107	Balsam Fir	11	206	Black Willow	15	304	Balsam Fir	8	403	Balsam Fir	9	501	Balsam Fir	9	599	Black Cherry	6	698	Balsam Fir	7	796	White Birch	26	895	Eastern Red Cedar	5	993	Boxelder	11	1091	Quaking Aspen	8			
10	Balsam Fir	8	108	Balsam Fir	8	207	Quaking Aspen	11	305	Balsam Fir	7	404	Balsam Fir	5	502	Balsam Fir	9	600	Black Willow	40	699	Balsam Fir	4	797	American Elm	11	896	Red Pine	7	994	Quaking Aspen	6	1092	Red Pine	8			
11	Balsam Fir	9	109	Balsam Fir	8	208	Quaking Aspen	7	306	Balsam Fir	6	405	Balsam Fir	8	503	Balsam Fir	8	601	Quaking Aspen	8	700	Green Ash	7	798	Black Cherry	7	897	Eastern Red Cedar	3	995	Quaking Aspen	8	1093	Red Pine	8			
12	Balsam Fir	8	110	Balsam Fir	8	209	Quaking Aspen	7	307	Balsam Fir	6	406	Balsam Fir	6	504	Balsam Fir	8	602	Quaking Aspen	8	701	Green Ash	7	799	Black Cherry	6	898	Quaking Aspen	7	996	Quaking Aspen	7	1094	Red Pine	13			
13	Balsam Fir	11	111	Balsam Fir	6	210	Quaking Aspen	7	308	Balsam Fir	10	407	Quaking Aspen	6	505	Balsam Fir	6	603	Black Willow	21	702	Green Ash	13	800	Black Cherry	7	899	Quaking Aspen	6	997	Quaking Aspen	8	1095	Red Pine	11			
14	Balsam Fir	12	112	Balsam Fir	7	211	Quaking Aspen	7	309	Balsam Fir	7	408	Balsam Fir	11	506	Balsam Fir	7	604	Black Willow	8	703	Black Cherry	15	801	Balsam Fir	7	900	Quaking Aspen	7	998	Boxelder	8	1096	Red Pine	12			
15	Balsam Fir	12	113	Balsam Fir	6	212	Quaking Aspen	7	310	Balsam Fir	7	409	Balsam Fir	6	507	Balsam Fir	8	605	Black Willow	38	704	Balsam Fir	5	802	Balsam Fir	6	901	Eastern Cottonwood	22	999	Quaking Aspen	7	1097	Northern Red Oak	12			
16	Balsam Fir	8	114	Balsam Fir	7	213	Quaking Aspen	7	311	Balsam Fir	7	410	Balsam Fir	4	508	Boxelder	12	606	Black Willow	13	705	Balsam Fir	7	803	Balsam Fir	6	902	Quaking Aspen	7	1000	Quaking Aspen	9	1098	Northern Red Oak	27			
17	Balsam Fir	11	115	Balsam Fir	6	214	Quaking Aspen	6	312	Balsam Fir	9	411	Balsam Fir	7	509	Balsam Fir	8	607	Black Willow	7	706	Balsam Fir	9	804	Balsam Fir	5	903	Quaking Aspen	8	1001	Northern Red Oak	16	1099	White Oak	7			
18	Balsam Fir	12	116	Balsam Fir	9	215	Quaking Aspen	6	313	Balsam Fir	5	412	Balsam Fir	8	510	Balsam Fir	6	609	Black Willow	14	707	Balsam Fir	10	805	Balsam Fir	6	904	Quaking Aspen	7	1002	Northern Red Oak	6	1100	Quaking Aspen	8			
19	Balsam Fir	17	117	Balsam Fir	7	216	Quaking Aspen	7	314	Balsam Fir	6	413	Balsam Fir	11	511	Balsam Fir	6	610	Black Willow	13	708	Balsam Fir	7	806	Balsam Fir	7	905	Black Willow	12	1003	Northern Red Oak	6	1201	Quaking Aspen	11			
20	Balsam Fir	15	118	Balsam Fir	5	217	Quaking Aspen	9	315	Balsam Fir	7	414	Balsam Fir	7	512	Balsam Fir	7	611	Black Willow	19	709	Balsam Fir	7	807	Balsam Fir	6	906	Black Willow	8	1004	Northern Red Oak	20	1202	Quaking Aspen	11			
21	Balsam Fir	12	119	Balsam Fir	5	218	Quaking Aspen	6	316	Balsam Fir	10	415	Balsam Fir	9	513	Balsam Fir	13	612	Black Willow	25	710	Balsam Fir	5	808	Balsam Fir	6	907	Black Willow	17	1005	Quaking Aspen	13	1203	Quaking Aspen	12			
22	Balsam Fir	10	120	Balsam Fir	6	219	Quaking Aspen	6	317	Balsam Fir	9	416	Balsam Fir	19	514	Balsam Fir	8	613	Black Willow	27	711	Balsam Fir	5	809	Balsam Fir	6	908	Quaking Aspen	9	1006	American Elm	10	1204	Quaking Aspen	9			
23	Balsam Fir	10	121	Balsam Fir	5	220	Quaking Aspen	7	318	Balsam Fir	11	417	Balsam Fir	11	515	Balsam Fir	9	614	American Elm	7	712	Balsam Fir	7	810	Balsam Fir	6	909	Quaking Aspen	7	1007	American Elm	11	1205	Quaking Aspen	10			
24	Balsam Fir	15	122	Balsam Fir	7	221	Quaking Aspen	6	319	Balsam Fir	10	418	Balsam Fir	11	516	Balsam Fir	6	615	Black Willow	15	713	Green Ash	9	811	Balsam Fir	6	910	Quaking Aspen	8	1008	Quaking Aspen	8	1206	Red Pine	8			
25	Balsam Fir	10	123	Balsam Fir	7	222	Quaking Aspen	7	320	Balsam Fir	6	419	Balsam Fir	11	517	Balsam Fir	5	616	Black Willow	7	714	Balsam Fir	9	812	Green Ash	8	911	Quaking Aspen	6	1009	Eastern Cottonwood	25	1207	Northern Red Oak	11			
26	Balsam Fir	8	124	Balsam Fir	7	223	Quaking Aspen	6	321	Balsam Fir	9	420	Balsam Fir	9	518	Balsam Fir	15	617	Black Willow	15	715	Balsam Fir	5	813	Balsam Fir	6	912	Quaking Aspen	6	1010	Eastern Cottonwood	24	1208	Northern Red Oak	11			
27	Balsam Fir	15	125	Balsam Fir	6	224	Boxelder	26	322	Balsam Fir	7	421	Balsam Fir	7	519	Balsam Fir	6	618	Black Willow	30	716	Balsam Fir	7	814	Balsam Fir	5	913	Black Willow	11	1011	Eastern Cottonwood	25	1209	Northern Red Oak	18			
28	Balsam Fir	9	126	Balsam Fir	5	225	Black Willow	14	323	Balsam Fir	10	422	Balsam Fir	13	520	Balsam Fir	9	619	Black Willow	7	717	Balsam Fir	5	815	Balsam Fir	6	914	Black Willow	7	1012	Bigtooth Aspen	11	1210	Northern Red Oak	6			
29	Balsam Fir	11	127	Balsam Fir	5	226	Black Willow	23	324	Balsam Fir	10	423	Balsam Fir	8	521	Balsam Fir	10	620	Green Ash	9	718	Balsam Fir	7	816	Balsam Fir	5	915	Quaking Aspen	6	1013	Bigtooth Aspen	7	1211	Northern Red Oak	10			
30	Balsam Fir	13	128	Balsam Fir	7	227	Black Willow	15	325	Balsam Fir	7	424	Balsam Fir	7	522	Balsam Fir	6	621	Black Willow	19	719	Balsam Fir	5	817	Balsam Fir	7	916	Eastern Cottonwood	7	1014	Northern Red Oak	14	1212	Quaking Aspen	10			
31	Balsam Fir	10	129	Balsam Fir	6	228	Poplar	15	326	Balsam Fir	6	425	Balsam Fir	10	523	Balsam Fir	7	622	Black Willow	13	720	Balsam Fir	8	818	Balsam Fir	9	917	Quaking Aspen	6	1015	Northern Red Oak	26	1213	Quaking Aspen	10			
32	Balsam Fir	12	130	Balsam Fir	7	229	Poplar	6	327	Balsam Fir	9	426	Balsam Fir	7	524	Balsam Fir	7	623	Black Willow	7	721	Balsam Fir	5	820	Balsam Fir	6	918	Quaking Aspen	7	1016	Black Cherry	7	1214	Quaking Aspen	9			
33	Balsam Fir	9	131	Balsam Fir	8	230	Poplar	6	328	Balsam Fir	6	427	Balsam Fir	7	525	Balsam Fir	6	624	Black Willow	19	722	Balsam Fir	4	821	Balsam Fir	6	919	Quaking Aspen	6	1017	Northern Red Oak	28	1215	Northern Red Oak	8			
34	Balsam Fir	9	132	Balsam Fir	8	231	American Elm	10	329	Balsam Fir	6	428	Balsam Fir	9	526	Balsam Fir	7	625	Eastern Cottonwood	11	723	Balsam Fir	13	822	Balsam Fir	6	920	Quaking Aspen	7	1018	Northern Red Oak	8	1216	Northern Red Oak	30			
35	Balsam Fir	4	133	Balsam Fir	6	232	Poplar	41	330	Balsam Fir	9	429	Balsam Fir	10	527	Balsam Fir	5	626	Black Willow	35	724	Balsam Fir	5	823	Balsam Fir	6	921	Eastern Cottonwood	33	1019	Northern Red Oak	25	1217	Quaking Aspen	11			
36	Balsam Fir	11	134	Balsam Fir	7	233	Poplar	14	331	Balsam Fir	7	430	Balsam Fir	7	528	Balsam Fir	11	627	Black Willow	6	725	Balsam Fir	6	824	Balsam Fir	6	922	Quaking Aspen	7	1020	Northern Red Oak	25	1218	Quaking Aspen	13			
37	Balsam Fir	9	135	Balsam Fir	11	234	Quaking Aspen	8	332	Balsam Fir	8	431	Balsam Fir	10	529	Balsam Fir	6	628	Black Willow	18	726	Balsam Fir	8	825	Balsam Fir	7	923	Green Ash	6	1021	Northern Red Oak	18	1219	Quaking Aspen	11			
38	Balsam Fir	12	136	Balsam Fir	8	235	Quaking Aspen	9	333	Balsam Fir	11	432	Balsam Fir	12	530	Quaking Aspen	7	629	Eastern Cottonwood	9	727	Balsam Fir	7	826	Balsam Fir	7	924	Boxelder	11	1022	Northern Red Oak	23	1220	Quaking Aspen	15			
39	Balsam Fir	14	137	Balsam Fir	9	236	Boxelder	9	334	Balsam Fir	6	433	Balsam Fir	10	531	Balsam Fir	6	630	Black Willow	15	728	Balsam Fir	6	827	Balsam Fir	6	925	Green Ash	9	1023	Northern Red Oak	17	1221	Quaking Aspen	11			
40	Balsam Fir	8	138	Balsam Fir	9	237	Quaking Aspen	8	335	Balsam Fir	6	434	Balsam Fir	7	532	Balsam Fir	7	631	Black Willow	14	729	Balsam Fir	9	828	Balsam Fir	9	926	Eastern Cottonwood	50	1024	Northern Red Oak	6	1222	Quaking Aspen	13			
41	Balsam Fir	12	139	Balsam Fir	11	238	Black Cherry	14	336	Balsam Fir	8	435	Balsam Fir	8	533	Balsam Fir	11	632	Black Willow	19	730	American Elm	9	829	Balsam Fir	6	927	Boxelder	10	1025	Northern Red Oak	8	1223	Quaking Aspen	12			
42	Balsam Fir	7	140	Balsam Fir	15	239	Quaking Aspen	7	337	Balsam Fir	7	436	Balsam Fir	9	534	Balsam Fir	6	633	Eastern Cottonwood	7	731	Balsam Fir	7	830	Balsam Fir	11	928	Eastern Cottonwood	45	1026	Northern Red Oak	7	1224	Quaking Aspen	22			
43	Balsam Fir	10	141	Balsam Fir	12	240	White Spruce	10	338	Balsam Fir	5	437	Balsam Fir	11	534	Eastern Cottonwood	18	732	Eastern Cottonwood	14	732	Balsam Fir																

W PINE ST

127TH LN NE

SUNSET AVE

STUTZ CT NE

SITE

MAIN STREET

CENTURY TRAIL

CARL STREET

4TH AVE

○ SET CAP IRON MONUMENT 57366	——— > ———	STORM SEWER
● FOUND IRON MONUMENT 57366 UNLESS OTHERWISE NOTED	——— OU ———	OVERHEAD UTILITY
⊙ ANOKA CO. C.I.M.	——— x ——— x ———	FENCE
⊙ COMMUNICATION BOX	——— ———	GRAVEL
⊙ POWER POLE	——— · · · ———	EDGE OF WATER/DITCH
← GUY WIRE	~~~~~	EDGE OF TREES
T-POST		CONCRETE
⊙ FIRE HYDRANT		PAVERS
⊙ WELL		GRAVEL
⊙ ELECTRIC METER		ZONE A FLOODZONE TYPE
⊙ AIR CONDITIONER	——— WL ———	WETLAND PROVIDED BY KJOLHAUG ENVIRONMENTAL
◁ CULVERT		
⊙ MAILBOX		
⊙ BOLLARD		
⊙ SCHEDULE B-II EXCEPTION		

1. Monuments placed (or a reference monument or witness to the corner) at all major corners of the boundary of the property, unless already marked or referenced by existing monuments or witnesses to the corner are shown hereon.
2. Address of the property is 70 Pine Street and indicated on map.
3. The property lies within Zone A (no base flood zone elevations determined) & Zone X (unshaded areas determined to be outside the 0.2% annual chance floodplain) of Federal Emergency Management Agency (FEMA) Flood Insurance Community Panel No. 27003C0335E, effective December 16th, 2015.
4. The area of the above described property is 955,444 square feet or 21.934 acres.
- 6(a). No zoning information has been provided.
- 6(b). Exterior dimensions of all buildings are shown at ground level.
8. Substantial features observed in the process of conducting fieldwork, are shown hereon.
- 11(a). The locations of existing public utilities on or serving the property are depicted based on Gopher State One Call Ticket Nos. 251421652, 251421653, 251412721, 251427222, available city maps, records and observed evidence locations. Lacking excavation, underground utility locations may not be exact. Verify critical utilities prior to construction or design.
13. The locations of adjoining features are depicted based on Anoka County GIS tax information.
16. There was no observed evidence of earth moving work or building construction at the time of our field work.

The East Half of the Northwest Quarter of Section 6, Township 31, Range 22, EXCEPT the East 905 feet thereof, AND EXCEPT that part of the E 1/2 of the NW 1/4 of S. 6, Twp. 31, Rng. 22, Anoka County, Minnesota, described as follows: Commencing at the North Quarter corner of said Sec. 6; thence North 54° 49' East, along the north line of said Sec. 6, a distance of 1271.79 feet to the point of beginning of the parcel to be described; thence continuing North 58° 11' West, along said north line a distance of 44.11 feet to the northwest corner of said E 1/2 of the NW 1/4; thence South 01° 54' 17" West, along the west line of said E 1/2, a distance of 2651.55 feet to the southwest corner of said E 1/2; thence North 88° 29' 05" East, along the south line of said E 1/2, a distance of 33.37 feet; thence North 02° 54' 49" East, a distance of 219.30 feet; thence South 03° 03' 23" East, a distance of 376.71 feet; thence South 03° 03' 23" East, a distance of 33.37 feet; thence North 01° 54' 17" West, along the west line of said E 1/2, a distance of 1390.32 feet to the point of beginning, Anoka County, Minnesota.

NOTE: This property is Abstract.

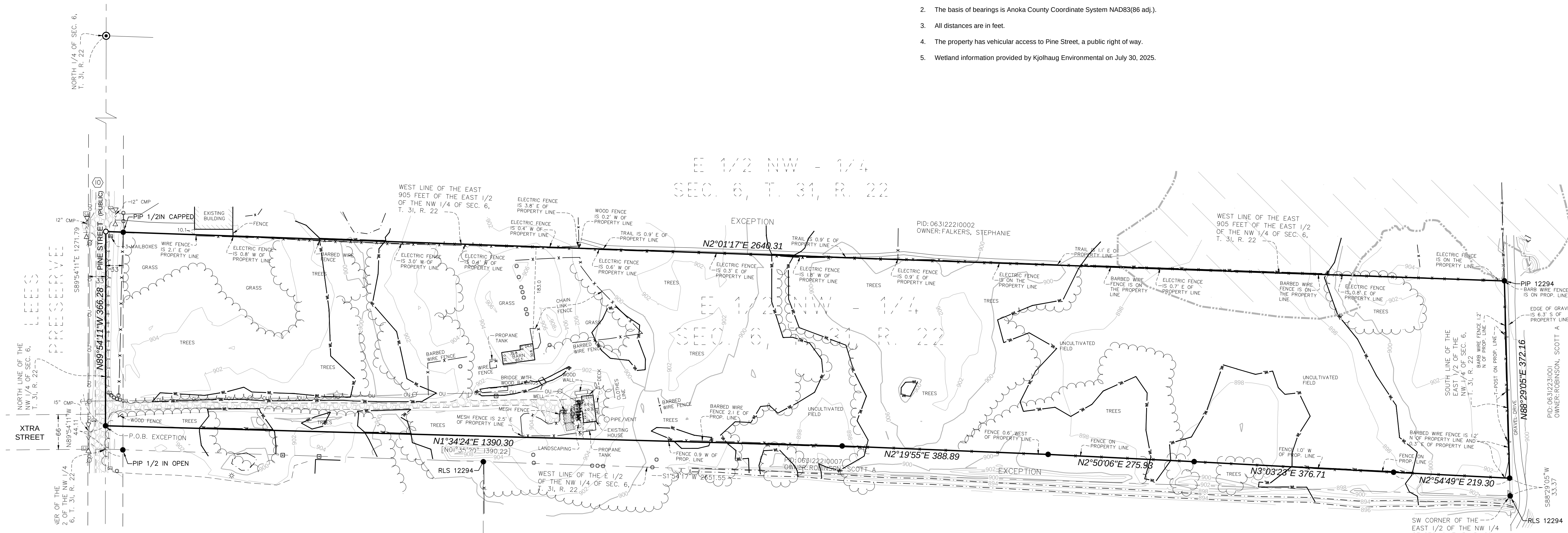
To Dustin J. Petersen and Jessica L. Petersen; Pulte Homes of Minnesota; First American Title; and PGI Title, Inc.;

This is to Certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6(a), 7(a), 8, 11(a), 13, and 16 of Table A thereof. The field work was completed on June 10, 2025.

The following are survey related exceptions set forth in Schedule B, Part II of the herein referenced Title Commitment:

Item no 10: Any portion of subject property lying within the boundaries of a public or private roadway whether dedicated or not. *Pine Street is depicted on survey.*

1. The survey and the property description shown here on are based upon information found in the commitment for title insurance prepared by PGP Title Inc., as agent for First American Title, file no. MN-347273-ANC, dated May 2, 2025.
2. The basis of bearings is Anoka County Coordinate System NAD83(86 adj.).
3. All distances are in feet.
4. The property has vehicular access to Pine Street, a public right of way.
5. Wetland information provided by Kjolhaug Environmental on July 30, 2025.



A horizontal scale bar with markings at 0, 50, 100, and 200. Below the bar, the text "SCALE IN FEET" is written.



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FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION

JOB NO.	DRAWN BY:	DATE	DESCRIPTION
2230083	MT	07/09/2025	DRAFT COPY SENT
	CHECKED BY:	08/08/2025	ADDED WETLAND INFORMATION
	SCALE		
	1" = 100'		
	DE		
	FIELD CREW:		
	DARS		
FIELD DATE:			
June 10, 2025			

Sheet of

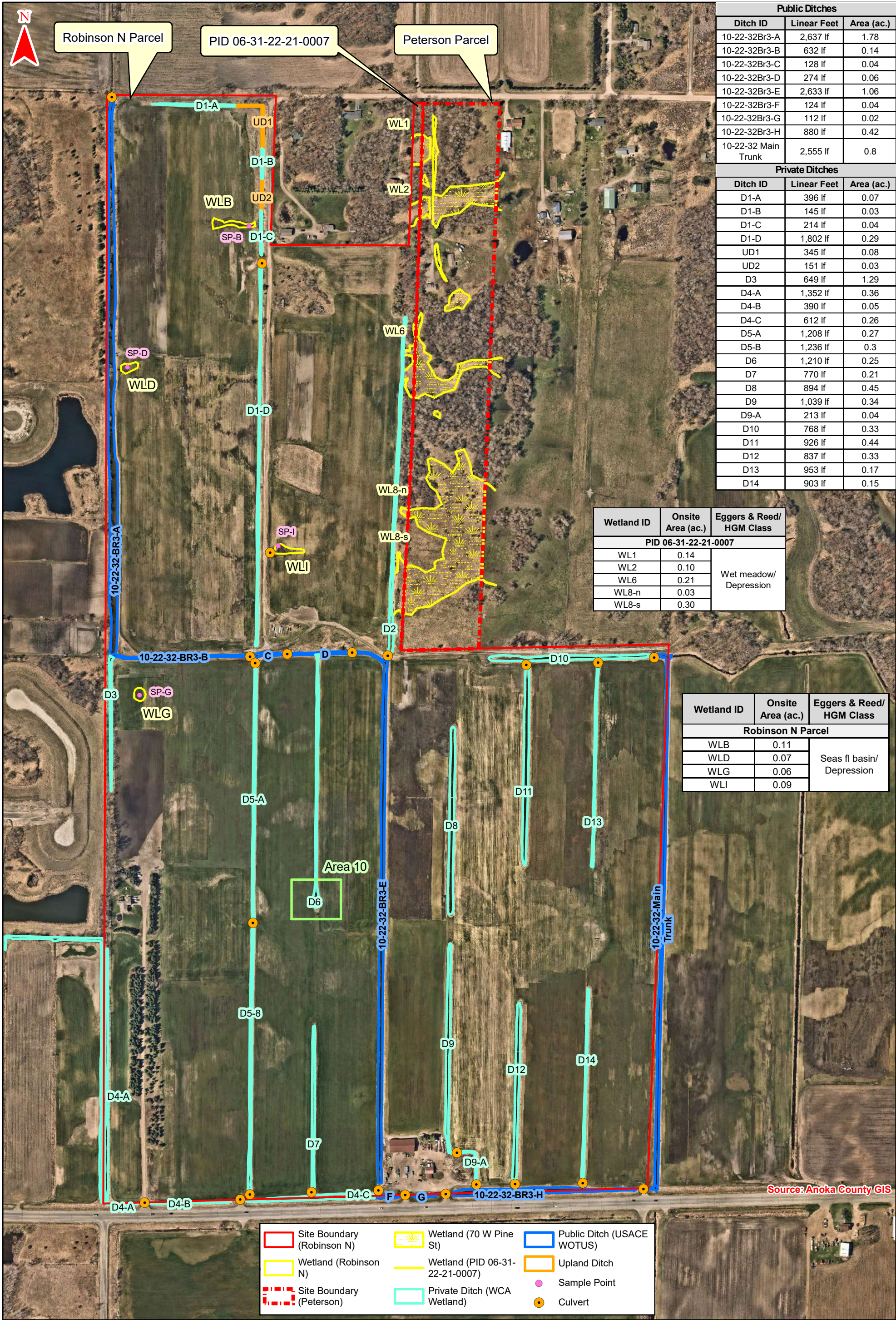


Figure 2 - Existing Conditions (2022 Lino Lakes Aerial)

Robinson Sod Farm North (KES 2025-154)
Lino Lakes, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey product.

SITE DATA

DEVELOPMENT AREA:

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

UNIT COUNT:

Low Density Residential Net Area : 156.67 ac

60' - Wide lots:	454
Twin homes:	16
Total Units:	470 (3.00 upa)

Med. Density Residential Net Area : 45.78 ac

Townhomes:	122
Twin homes:	152
Total Units:	274 (5.99 upa)

High. Density Residential Net Area : 36.65 ac

Townhomes:	6
Twin homes:	287
<u>Total Units:</u>	<u>293 (7.99 upa)</u>

TOTAL DEVELOPMENT UNITS: 1037

OTHER FUTURE DEVELOPMENT:

Planned Res./Comm Net Area: 10.67 ac

LEGEND

-
- DEVELOPMENT BOUNDARY
 — LAND USE BOUNDARY
 Low Density
 Medium Density
 High Density
 Planned Res. Comm.
 Public Parks
 Major ROW Dedication
 Transmission Easement
 Public Trail
 - - - FEMA Floodplain
 LDR - 60' Wide SF Lots
 LDR - Twinhomes
 MDR - Twinhomes
 MDR - Townhomes
 HDR - Twinhomes
 HDR - Townhomes

Amenity Center Site Plan



AMENITY CENTER SCHEMATIC DESIGN

LINO LAKES - DEL WEBB

LINO LAKES, MINNESOTA



Example Entrance Monument

Del Webb®



WE BUILD CONSUMER INSPIRED HOMES AND COMMUNITIES TO MAKE LIVES BETTER.

Example Amenities

Del Webb®



WE BUILD CONSUMER INSPIRED HOMES AND COMMUNITIES TO MAKE LIVES BETTER.

Example Amenities

Del Webb®



WE BUILD CONSUMER INSPIRED HOMES AND COMMUNITIES TO MAKE LIVES BETTER.

Example Open Spaces



NORTH PARK

Del Webb Finch Creek
NOBLESVILLE, INDIANA



SOUTH PARK

Del Webb Finch Creek
NOBLESVILLE, INDIANA

WE BUILD CONSUMER INSPIRED HOMES AND COMMUNITIES TO MAKE LIVES BETTER.

65' Lots – Move up Single Family Homes



WE BUILD CONSUMER INSPIRED HOMES AND COMMUNITIES TO MAKE LIVES BETTER.

60' Lots – Starter Single Family Homes



WE BUILD CONSUMER INSPIRED HOMES AND COMMUNITIES TO MAKE LIVES BETTER.

Townhomes



Subject to change based on market conditions

WE BUILD CONSUMER INSPIRED HOMES AND COMMUNITIES TO MAKE LIVES BETTER.

44' Lots – Del Webb 55+ Homes



Note: Many more Del Webb elevations are offered. These are only representative.



WE BUILD CONSUMER INSPIRED HOMES AND COMMUNITIES TO MAKE LIVES BETTER.

50' Lots – Del Webb 55+ Homes



WE BUILD CONSUMER INSPIRED HOMES AND COMMUNITIES TO MAKE LIVES BETTER.

64' Lots – Del Webb 55+ Homes



Note: These elevations are conservative. Many home buyers will choose additional architectural features.



WE BUILD CONSUMER INSPIRED HOMES AND COMMUNITIES TO MAKE LIVES BETTER.

SCENARIO 2

THE PREFERRED SCENARIO - OVERVIEW

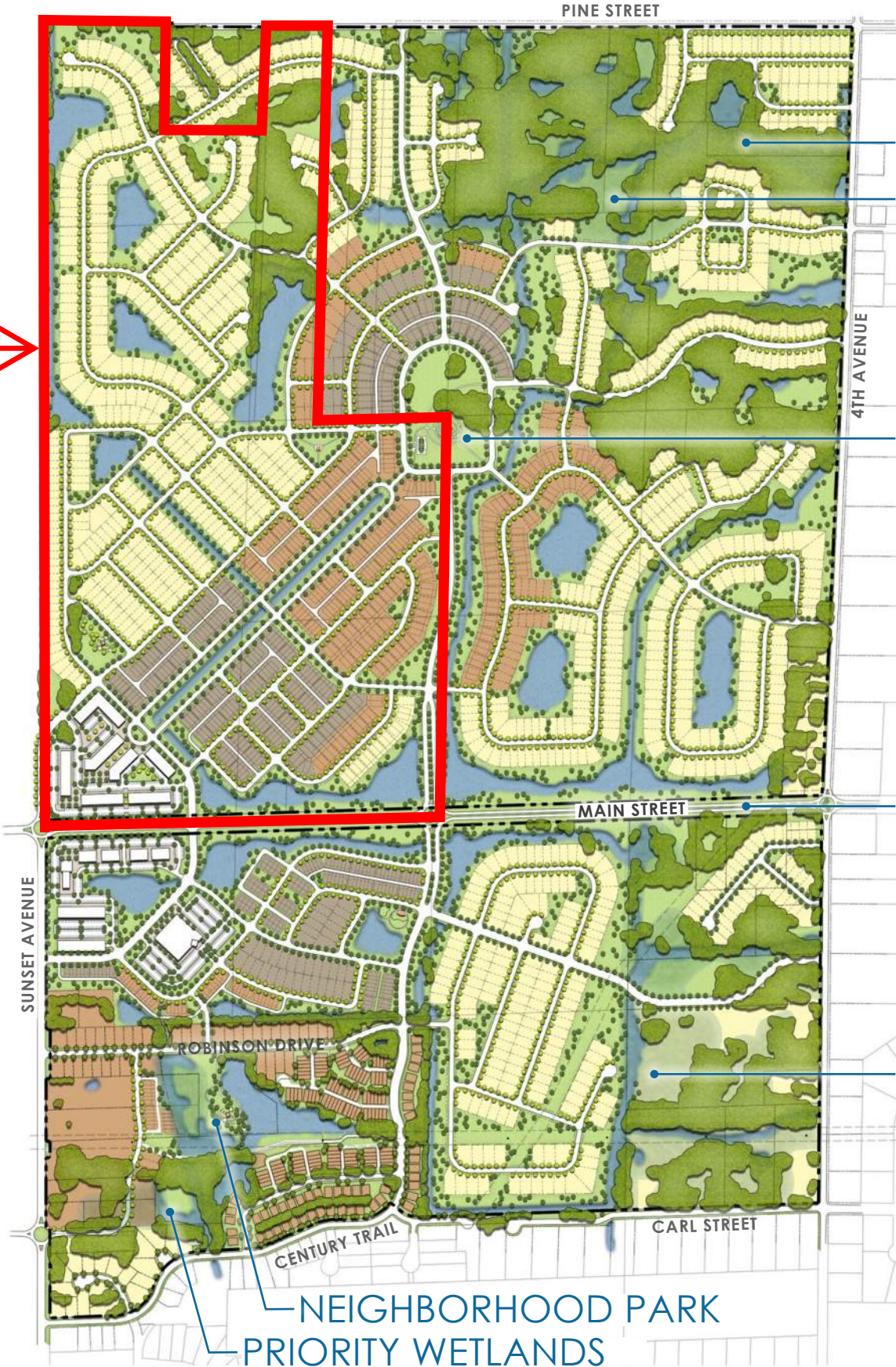
Maximizing walk-ability with an interconnected approach, scenario 2 centralizes higher and medium density housing and commercial development near the Lino Lakes/Blaine border around Main Street and Sunset Avenue, with low-density prioritized on the eastern side of the study area, backing up to existing Lino Lakes housing.

Outside of the Planned Residential / Commercial zone, additional consideration was given to keeping a rural feel along both sides of Main Street with an approximate 100 feet of natural landscape zone separating development.

Del Webb-Pulte Homes Project Boundary

POTENTIAL DEVELOPMENT YIELD

Land Use	City Comprehensive Plan Full Build Out Scenario					Scenario 2				
	Gross Acres	Approx net acres w/o wetlands and open water	Approx # of Units Low	Approx # of Units High	SF of Commercial	Gross Acres	Approx net acres w/o wetlands and open water	Approx # of Units Low	Approx # of Units High	SF of Commercial
NORTH OF MAIN STREET										
Low Density Resi (R1/R1-X/R2)	516	423	677	1269		453	356	570	1068	
Medium Density Resi (R2/R3)	36	35	138	207		92	92	368	552	
High Density Resi (R4)	63	62	370	494		71	71	426	568	
Planned Resi / Com (R5)										
Planned Resi (80%)	11	11	90	112		11	11	90	112	
Commerical (20%)	3	3			30,492	3	3			30,492
Sub-Total (approximate acres)	630	533				630	533			
SOUTH OF MAIN STREET										
Low Density Resi (R1/R1-X/R2)	134	97	155	291		161	112	179	336	
Medium Density Resi (R2/R3)	76	64	254	381		75	63	252	378	
High Density Resi (R4)	64	53	317	423		38	38	228	304	
Planned Resi / Com (R5)										
Planned Resi (80%)	11	10	83	104		11	11	90	112	
Commerical (20%)	3	3			28,314	3	3			30,492
Park & Open Space	16	9				16	9			
Sub-Total (approximate acres)	304	236				304	236			
TOTAL	934	769	2,084	3,281		934	769	2,202	3,430	



EXISTING TREE CANOPY
PRIORITY WETLANDS

NEIGHBORHOOD PARK

NATURAL LANDSCAPE
ALONG BOTH SIDES
OF MAIN STREET

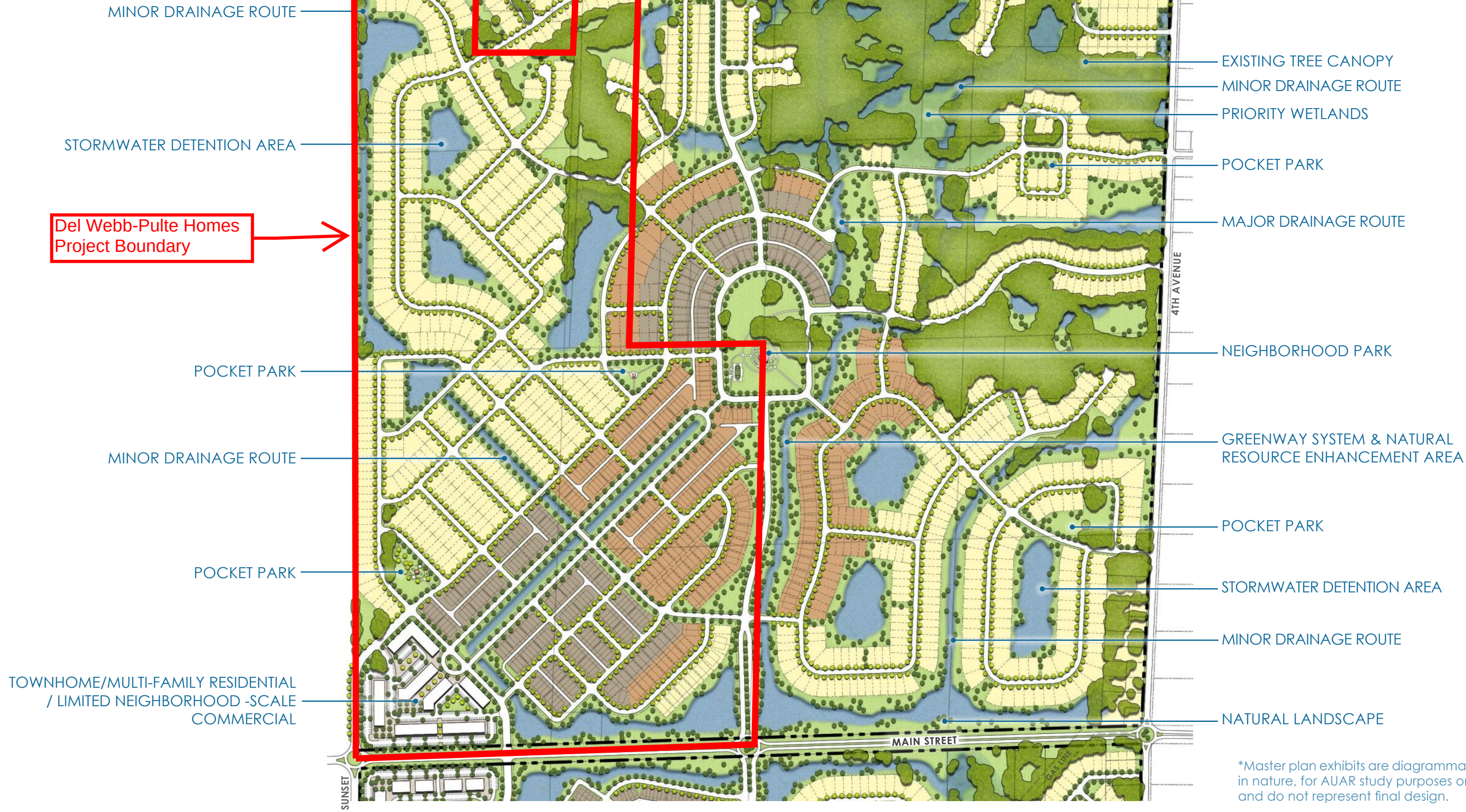
PRIORITY WETLANDS

NEIGHBORHOOD PARK
PRIORITY WETLANDS

*Master plan exhibits are diagrammatic in nature, for AUAR study purposes only and do not represent final design.

SCENARIO 2

'NORTH OF MAIN'



*Master plan exhibits are diagrammatic in nature, for AUAR study purposes only and do not represent final design.

DEL WEBB-PULTE HOMES

PUD Land Use and Conventional Zoning District Guidelines Chart

PUD Concept Plan-Engineering dated 10/9/25

PUD Land Use	Correlating Conventional Zoning District	Proposed Housing Type or Use	Development Standards/Guidelines			Proposed Development			PUD Flexibility Required?
			Lot Width (ft)	Lot Depth (ft)	Lot Size (sf)	Lot Width (ft)	Lot Depth (ft)	Lot Size (sf)	
Low Density Res	R-1X, Single Family Executive	NA, no 90' lots proposed	90	135	12,825	NA	NA	NA	NA
	R-1, Single Family	NA, no 80' wide proposed	80	135	10,800	NA	NA	NA	NA
	R-2, Two Family Residential	Del Webb 44' wide lots	60	125	7,500	44	145	6,380	Yes
	R-2, Two Family Residential	Del Webb 50' wide lots	60	125	7,500	50	145	7,250	Yes
	R-2, Two Family Residential	Del Webb 64' wide lots	60	125	7,500	64	135	8,640	No
	R-2, Two Family Residential	Pulte Homes 60' & 65' wide lots	60	125	7,500	60	125	7,500	No
Medium Density Res	R-2, Two Family Residential	Del Webb 44' wide lots	60	125	7,500	44	145	6,380	Yes
	R-2, Two Family Residential	Pulte Homes 60' & 65' wide lots	60	125	7,500	60	125	7,500	No
	R-3, Medium Density Residential	NA, no two-family units proposed	50	NA	7,000	NA	NA	NA	NA
	R-3, Medium Density Residential	NA, no townhomes proposed	100	NA	24,000	NA	NA	NA	NA
High Density Res	R-4, High Density Residential	NA, no two-family units proposed	50	NA	6,000	NA	NA	NA	NA
	R-4, High Density Residential	townhome or other multi-family (base)	100	NA	20,000	700+	NA	435,600	No

Note: Comp Plan Amendment required to change land use boundaries.

Memorandum

To: Katie Larsen, Lino Lakes City Planner

From: Kris Keller PE, WSB
Diane Hankee PE, Lino Lakes City Engineer

Date: November 6, 2025

Re: Del Webb – Pulte Homes
Concept Plan Review
032371-000

WSB's review of the Concept Plans for the Del Webb – Pulte Homes development in Lino Lakes, MN, prepared by Alliant and received October 13, 2025. Our comments were made on the following documents:

- Del Webb – Pulte Homes - Concept Plan prepared by Alliant, dated October 9, 2025.

The following review comments should be responded to in writing by the applicant.

Engineering

- **General**

The Del Webb – Pulte Homes development includes 260 acres between Main Street (CSAH 14) and Pine Street, east of Sunset Avenue. The current conceptual project proposes 735 units and associated infrastructure. The Main Street Master Plan and AUAR were completed in August of 2025 that included this development area in and is referenced as the 'study area' throughout these comments. The future preliminary plat submittal will need to be in conformance with these documents.

- **Grading**

The Del Webb – Pulte Homes development includes site grading for the 735 units as well as extensions of Sunset Avenue and approximately fifteen (15) local streets that are yet to be named.

- **Stormwater Management**

Detailed stormwater management for the Del Webb – Pulte Homes Development has not yet been proposed and will need to be submitted with the preliminary plat by the applicant. Although, the development will include storm sewer conveyance, rear yard drainage, ponding systems, and floodplain mitigation, it is anticipated that the overall drainage will be conveyed primarily by the county ditch system. Realignment of the ditch system will be subject to Rice Creek Watershed District's (RCWD) rules and all ditch corridors should incorporate, flood storage and buffers to the extent practicable as identified in the master plan. All systems shall meet the City's and Rice Creek Watershed District's (RCWD) Stormwater Management requirements. Stormwater reuse will be required throughout the development for use in irrigation.

- **Water Supply**

The Del Webb-Pulte development area will need to be served by an extension of the 12" Trunk water main currently located ¼ mile south of the site at Robinson Drive and Century Trail. The City is also currently planning to extend a 10" water main to Main Street as part of Anoka County's reconstruction of Sunset Avenue in 2027. These systems will likely need to be looped through the development to provide the necessary fire flows and redundancy. Extension of the 12" water main from Robinson/Century Trail will be dependent on the development of the property south of Main Street or led by this developer (Pulte/Del Webb). Additionally, connection of the 12" water main to the existing Main Street/Wood Duck Trail intersection to the east may be required if looping cannot be completed through the development to the south of Main Street.

Additional water demand modeling will be required to verify whether the City's existing water production capacity and DNR appropriation permit annual withdrawal volume will be sufficient to serve the site. Amendments to the DNR appropriation permit annual withdrawal volume or the installation of additional new wells (Well No. 7 is proposed to be constructed in 2026 with Wells No. 8 and 9 to be constructed in the future) may be necessary to serve the development and satisfy City-wide water demands. While planned, construction of Well No. 8, is restricted by conditions of the White Bear Lake lawsuit, and the City cannot guarantee permit approvals nor DNR appropriation permit annual withdrawal volume amendments at this time.

The City's DNR water appropriation permit currently allows an annual withdrawal volume of 900 million gallons per year (MGY). The City-wide annual demand plus the projected annual demand for the study area will exceed this volume. Therefore, the City's DNR appropriation permit annual withdrawal volume will need to be amended prior to full build out of the study area.

- **Sanitary Sewer**

The Del Webb-Pulte development area requires the West Side Relief Sewer as a result of the existing trunk sewer serving the downstream sanitary sewer district nearing its capacity. The West Side Relief Sewer will be extended from North Road, north along the western edge of the City. The City is in the process of determining the final alignment and has this construction tentatively scheduled for 2027. However, no final timeline has been determined.

As part of connecting to the West Side Relief Sewer, the Del Webb- Pulte project area will require the installation of a new lift station. The lift station will need an ultimate capacity of 1,000 gallons per minute (gpm) with dual 8-inch diameter forcemains along Sunset Avenue (CSAH 53). The dual forcemains would allow the phasing of pumps and piping from 500 gpm to 1,000 gpm if desired depending on the pace of development. Trunk sewers ranging in size from 10-inch to 15-inch diameter will extend northeast of the Del Webb-Pulte project area to serve this development and additional properties to the east.

- **Transportation**

A general street layout has been proposed with the Concept Plan. The City of Lino Lakes' Comprehensive Plan requires neighborhood street connections. The applicant is showing two connections (Sunset Avenue and future Century Trail) with the right of way to Main Street/CSAH 14 along the southern boundary of the development. The roads stubbed to the eastern development limits will need to be evaluated for feasibility with future connections as well as additional connections to the east and/or north may be required. A traffic study will be required and reviewed with the preliminary plat. An intersection evaluation for the intersections of Sunset Avenue and Century Trail with CSAH 14/Main Street should be conducted as required by Anoka County.

Century Trail serves as the primary easterly access from the south to the development. Century Trail is planned as a minor collector roadway with limited access, ultimately extending to Pine Street. The north-south roadway parallels the main trunk of County Ditch 10-22-32. Additional discussions between the developer, adjacent property owner to the east, and City will need to be undertaken to determine the alignment of the roadway and modifications if any of the public ditch system. To the extent possible consideration should be given to design the roadway as a parkway. The Century Trail roadway may need to be extended further north on the Del Webb-Pulte development property prior to crossing the public ditch. Ultimately, crossings of the County ditch should be limited in number.

Comments

1. The north end of the private road cul de sac shall have either a connection to Pine Street or a connection to the east. If the connection is to the east it will be connected in the future and a temporary emergency access to Pine Street will be required. This access will be evaluated by the City's Fire Official for acceptance.
2. The extension of Sunset Avenue to the north will require right of way from the property owner to the west of the development and the City of Blaine
3. Anoka County requires an additional 15 feet of ROW (for a total of 75 ft) from centerline for future reconstruction purposes.
 - a. The proposed roundabout at the east access should be a developer funded, agency led project. There will be no temporary access allowed at this location.
 - b. A trail along CSAH 14 between the roundabouts should be constructed with this development.
 - c. Right of access should be dedicated to Anoka County between the RABs.

Trails and sidewalks

A public trail is proposed extending from Main Street/CSAH 14 in the southwest corner to the eastern midpoint of the development near the proposed public park. Several other private trails are proposed for additional residential streets. Additional trail and sidewalk segments may need to be included throughout the site at the direction of the City Planner.

- **Landscaping**

A Landscape Plan for the Del Webb - Pulte Homes development has not yet been submitted. One will need to be submitted and reviewed by staff and the City's Environmental Coordinator. The Environmental Coordinator will provide separate comments.

- **Floodplain**

RCWD and FEMA Zone A floodplain is present across much of the site. a Letter of Map Revision (LOMR) will be required for the proposed development. Floodplain mitigation will be required as well.

- **Drainage and Utility Easements**

Roadways are proposed within right-of-way and lots include standard drainage and utility easements. Larger drainage and utility easements will be required to be provided over any utilities outside the right of way and any surface water management features. The southern 75' feet of CSAH 14/Main Street should be dedicated as right of way to Anoka County. A 33-foot wide easement shall be dedicated along Pine St.

Easements over remaining or rerouted segments of Anoka County Ditch 10-22-32 Branch 3 will need to be provided to RCWD. If the ditch is proposed to be abandoned, MN Statutes Chapter 103E processes must be followed.

- **Development Agreement**

A development agreement will be required with the final plat.

- **Grading Agreement**

Grading agreement not required at this time.

- **Stormwater Maintenance Agreement**

The stormwater maintenance for public facilities in the Del Webb – Pulte Homes development will be covered under the City's Programmatic Stormwater Management Agreement after the facilities have been installed and accepted by the City. Borrow areas / Lakes area will be maintained by the HOA.

- **Permits Required**

Required permits will be determined at the time of preliminary plat submittal. Potential permits may include some of the following and others:

1. NPDES General Construction Permit
2. City of Lino Lakes Zoning Permit for Construction
3. Minnesota Pollution Control Agency Sanitary Sewer Extension Permit
4. Minnesota Department of Health
5. Rice Creek Watershed District Permit
6. FEMA Floodplain Mitigation

If you or the applicant have any questions regarding these comments, please contact Kris Keller at (612) 419-3083 or kkeller@wsbeng.com. You may also contact Diane Hanke at (651) 982-2430 or dhanke@linolakes.us.



Environmental Memo

To: Katie Larsen, City Planner
From: Tom Hoffman, Environmental Coordinator
Date: October 29, 2025
Re: Environmental Comments – Del Webb Pulte Homes PUD Concept Plan

Environmental Board had recommended the following at their October 29, 2025 meeting:

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. Lino Lakes proposes an average buffer width of 50' on either side of the ditch to provide space for the greenway corridor.
 - i. 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.

**PLANNING & ZONING BOARD
AGENDA ITEM 6E**

STAFF ORIGINATOR: Katie Larsen, City Planner

MEETING DATE: November 12, 2025

REQUEST: Lake Amelia Woods Second Addition Final Plat

CASE NUMBER: FP2025-0006
VAC2025-0003

APPLICANT: TJB Homes, Inc.
Attn: Thomas Budzynski
9100 Baltimore St NE
Blaine, MN 55449

OWNER: Same

INTRODUCTION

The applicant, TJB Homes, Inc, submitted a land use application for Lake Amelia Woods Second Addition final plat. This is a replat and easement dedication of the existing four (4) lot rural subdivision east of Amelia Lake.

Tentative Review Schedule:

Complete Application Date:	October 3, 2025
60-Day Deadline:	December 2, 2025
Environmental Board Meeting:	N/A
Park Board Meeting:	N/A
Planning & Zoning Board Meeting:	November 12, 2025
City Council Work Session:	November 24, 2025
City Council Meeting:	November 24, 2025 December 8, 2025

This staff report is based on the following information:

- Preliminary Plat prepared by Acre Land Surveying dated August 7, 2025

- Preliminary Plans for Lake Amelia Woods prepared by Civil Methods, Inc. revision date September 23, 2025
- Vacation Exhibit prepared by Acre Land Surveying dated August 16, 2025
- Final Plat prepared by Acre Land Surveying received on October 1, 2025
- Title Commitment received November 3, 2025

BACKGROUND

On October 13, 2025, the City Council passed Resolution No. 25-141 approving the Lake Amelia Woods Preliminary Plat Application Amendment. The amendment revised the grading plan to remove the stormwater ponds related to the existing four (4) lot rural subdivision.

The Council staff report and resolution detail the project's consistency with the City's Comprehensive Plan and compliance with the City Code.

ANALYSIS

Easement Vacation

The existing drainage and utility easements dedicated over the stormwater ponds on the original Lake Amelia Woods final plat will be vacated since the stormwater ponds are no longer required. The City Council will hold a public hearing on the vacation. New easements will be dedicated on the Lake Amelia Woods Second Addition final plat.

Final Plat

The final plat contains four (4), 10 acre rural lots and zero (0) outlots.

Findings of Fact

Per City Code Section 1001.057 Review, Approval or Denial:

(1) The Planning and Zoning Board shall consider the final plat and the Community Development Department shall forward the Planning and Zoning Board recommendations to the City Council. The following requirements shall be met before consideration of the final plat by the Planning and Zoning Board:

- (a) The final plat shall substantially conform to the approved preliminary plat and phasing plan;

The final plat substantially conforms with the preliminary plat.

- (b) For plats that consist solely of individual single family residential lots, final plat applications for subsequent phases shall not be approved until building permits have

been issued for 40% of lots in the preceding phase. This division applies only when the preceding phase consists of 40 or more lots; and

Not applicable. This is an existing four (4) lot rural subdivision.

- (c) Conditions attached to approval of the preliminary plat shall be substantially fulfilled or secured by the development agreement, as appropriate.

The conditions of the preliminary plat have been substantially fulfilled. Securities were provided with the original Lake Amelia Woods Development Agreement.

Public Land Dedication

No new lots are being created; therefore, no additional public land dedication or fees are required.

Title Commitment

The City Attorney will review the title commitment prior to City Council approval of the final plat.

Agreements

Stormwater Maintenance Agreement

A Declaration for Maintenance of Stormwater Facilities is not required because there are no stormwater facilities.

Development Agreement and Final Plat

A Development Agreement for the Second Addition is not required. The original Lake Amelia Woods Development Agreement remains in effect and securities are in place.

Site Improvement Performance Agreement

A Site Improvement Performance Agreement is not required.

City Engineer Comments

The City Engineer reviewed the revised plans and final plat. All items have been addressed including the vacated and proposed easements for the development addition, which have been reviewed and adequately cover existing wetlands, wetland buffers, utilities, and future trail alignments.

RECOMMENDATION

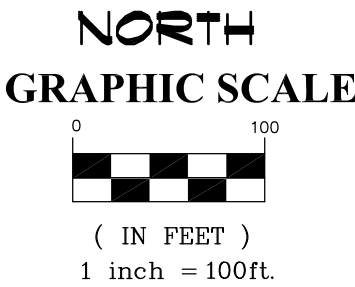
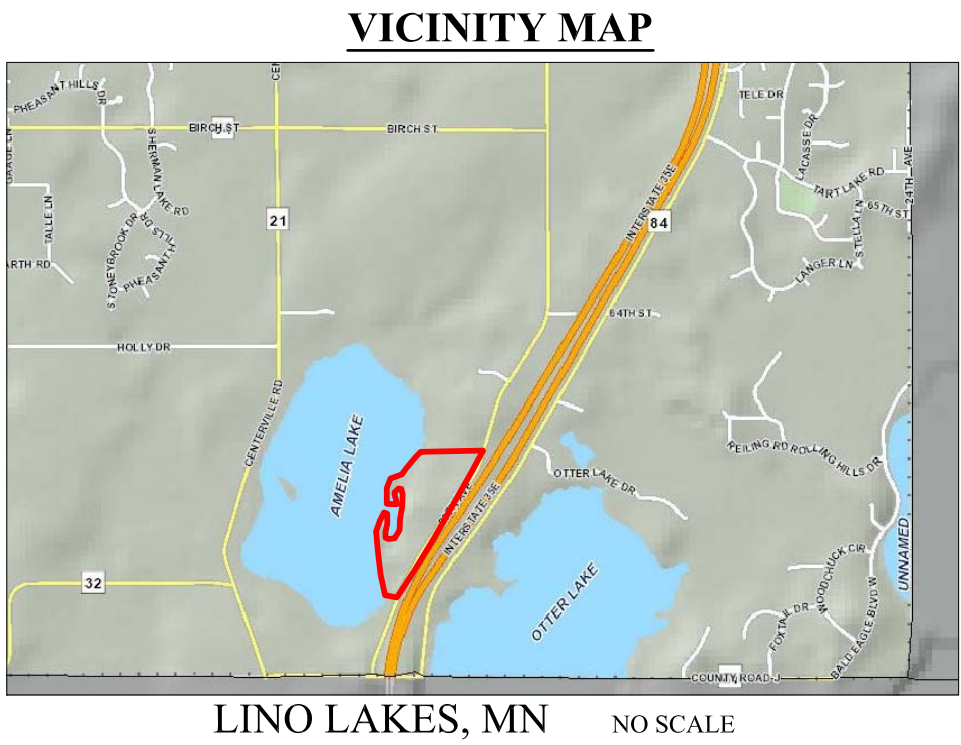
Staff recommends approval of the Lake Amelia Woods Second Addition final plat with the following conditions:

1. Certificate of occupancies will not be issued for Lots 1-3, Block 1, Lake Amelia Woods until the final plat has been approved by City Council and recorded and any required plan or permit revisions have been made.

ATTACHMENTS

1. Preliminary Plat
2. Final Plat

PRELIMINARY PLAT OF:
"LAKE AMELIA WOODS 2ND ADDITION"
FOR: TJB HOMES, INC.



BASIS FOR BEARINGS: NAD83 (1996) (VIA REAL TIME GPS MEASUREMENTS UTILIZING MINNESOTA DEPARTMENT OF TRANSPORTATION VRS NETWORK).

APPLICANT
TJB HOMES, INC.
9100 BALTIMORE STREET NE
BLAINE, MN 55449
(763) 286-6868
THOMAS J. BUDZYNSKI, DEVELOPER

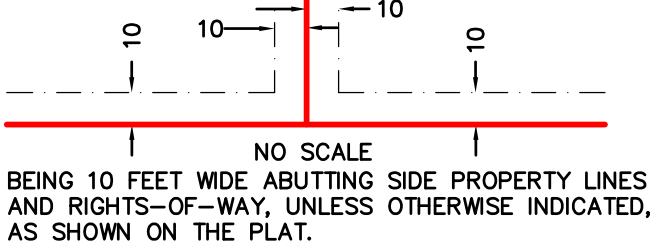
SURVEYOR / LAND PLANNER
ACRE LAND SURVEYING, INC.
9140 BALTIMORE STREET NE
SUITE 100
BLAINE, MN 55449
(763) 238-6278
JOSHUA P. SCHNEIDER, PLS

CIVIL ENGINEER
CIVIL METHODS, INC.
1551 LIVINGSTON AVENUE, SUITE 104
WEST ST. PAUL, MN 55118
(763) 210-5713
KENT BRANDER, P.E.

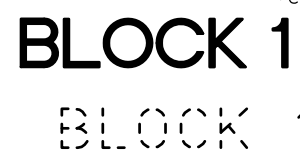
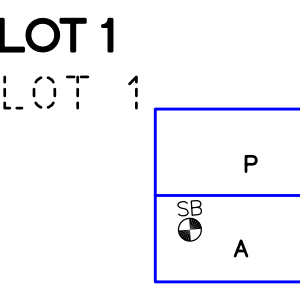
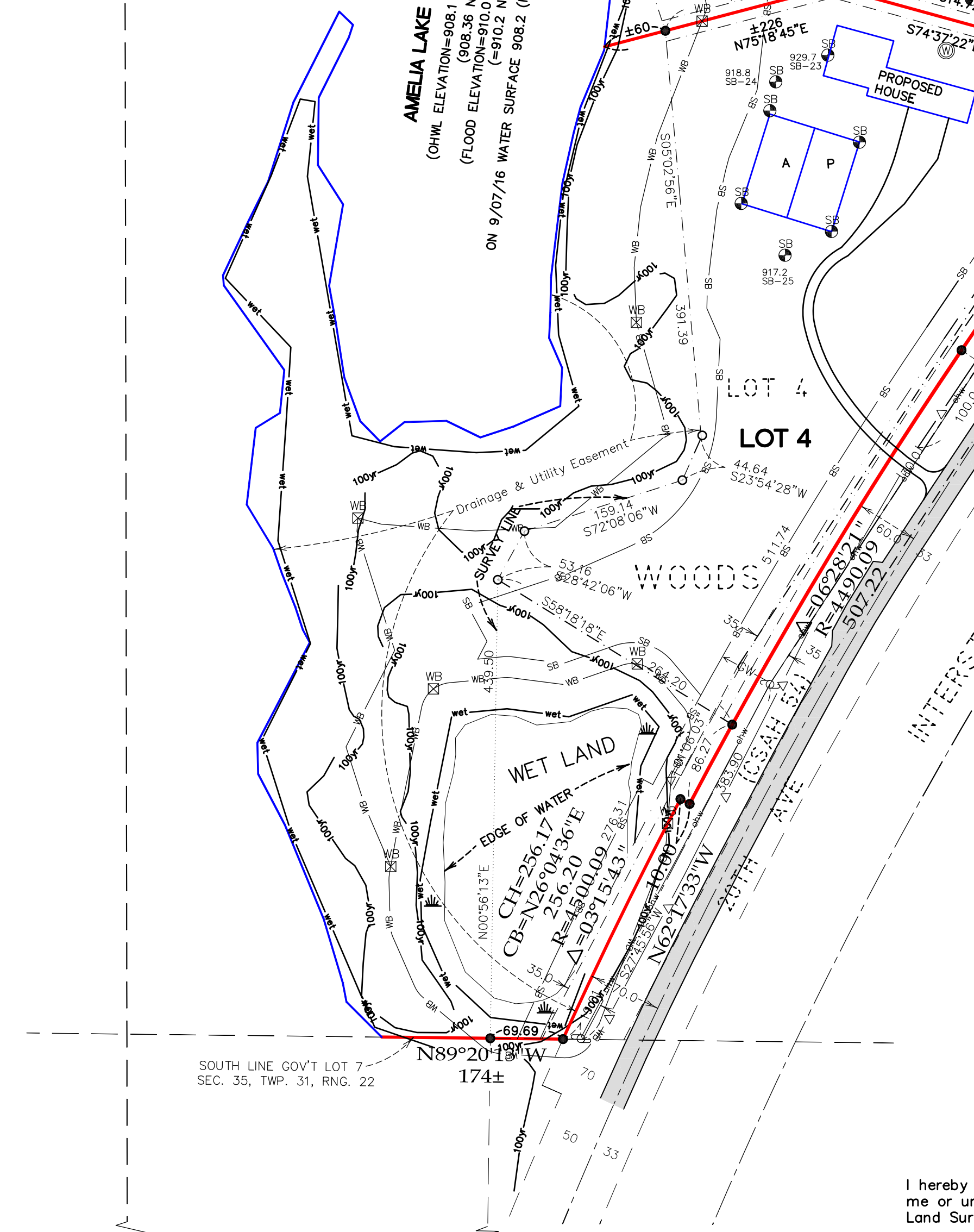
FOREST ECOLOGIST
MIDWEST NATURAL RESOURCES, INC.
1032 WEST SEVENTH ST. #150
ST. PAUL, MN 55102
(651) 788-0641
KEN ARNDT, SR. FOREST ECOLOGIST, CWD

OWNER
CB PROPERTY, LLC
JOHN COMMERS
9100 BALTIMORE STREET NE
BLAINE, MN 55449
(763) 286-6868

DRAINAGE AND UTILITY EASEMENTS SHOWN THUS:



N-S 1/4 Line Sec. 35, Twp. 31, Rng. 22
W 1/4 Cor. Sec. 35-31-22
(Cast Iron Monument)
E-W 1/4 Line Sec. 35, Twp. 31, Rng. 22



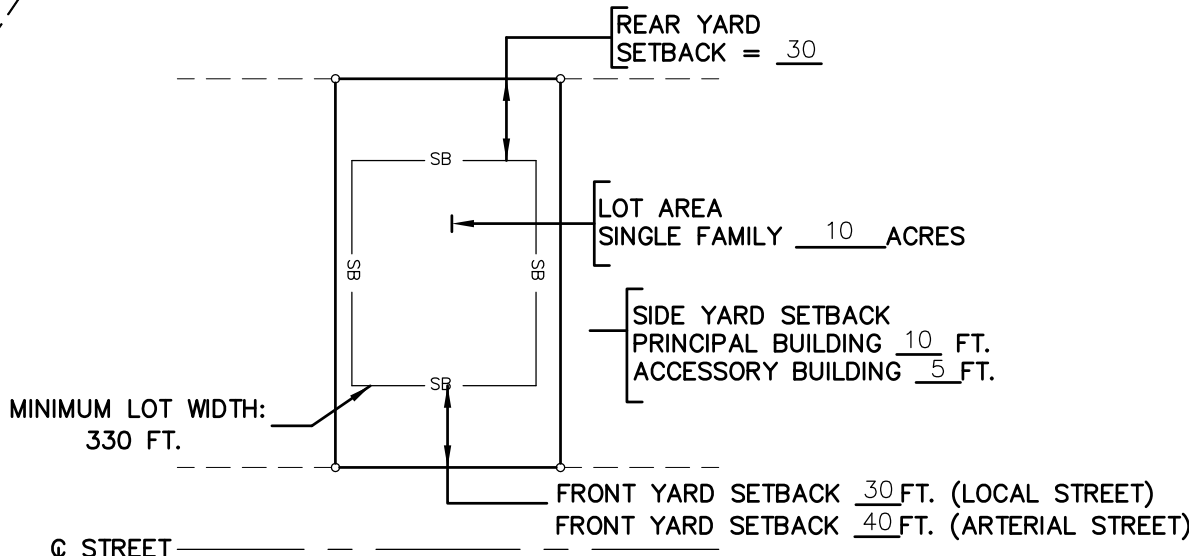
ZONING

EXISTING ZONING: RX (Rural Executive)
PROPOSED ZONING: RX (Rural Executive)

SITE DATA

TOTAL SITE AREA ±40.27 acres
(±1,753,966 sf)

LOT DATA



LEGEND

- ⊙ DENOTES PROPOSED WELL
- DENOTES IRON MONUMENT FOUND
- DENOTES IRON MONUMENT SET
- ⊙ DENOTES UTILITY POLE
- DENOTES EXISTING CONTOUR
- GW — DENOTES GUY WIRE
- ohw — DENOTES OVERHEAD WIRE
- SB — DENOTES SETBACK
- WB — DENOTES PROPOSED WETLAND BUFFER
- wet — DENOTES WETLAND
- 100yr — DENOTES 100 YR FLOOD ELEVATION
- x 44.4 DENOTES TREE TAG
- DENOTES GRAVEL
- DENOTES BITUMINOUS
- MC = DENOTES MEASUREMENT FROM MILNER CARLEY
- (d) = DENOTES DEED OR RECORD MEASUREMENT
- (m) = DENOTES FIELD MEASUREMENT
- WB ⊠ DENOTES PROPOSED WETLAND BUFFER SIGN

LAND USAGE

URBAN RESERVE

AREA CALCULATIONS

Lot 1 = ±435,833 sq. ft. (±10.01 acres)
Impervious (±16,914 sf) = ±3.9%
Lot 2 = ±435,874 sq. ft. (±10.01 acres)
Impervious (±24,347 sf) = ±5.5%
Lot 3 = ±436,895 sq. ft. (±10.03 acres)
Impervious (±23,080 sf) = ±5.3%
Lot 4 = ±445,364 sq. ft. (±10.22 acres)
Impervious (±25,096 sf) = ±5.6%

BENCHMARK

BASIS FOR ELEVATION: NAVD 88
1. Anoka County Benchmark No. 3005- With an Elevation of 930.19
2. MnDot Benchmark Otter Mndt Reset- With an Elevation of 941.08
BENCHMARKS ARE NOT SHOWN ON SURVEY

EXISTING PROPERTY DESCRIPTION

Lots 1, 2, 3 and 4, Block 1, LAKE AMELIA WOODS, Anoka County, Minnesota.

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

JOSHUA P. SCHNEIDER Date: 8-7-25 Reg. No. 44655

JOB #15074

ACRE LAND SURVEYING
9140 Baltimore Street NE #100
Blaine, MN 55449
763-238-6278 js.acrelandsurveying@gmail.com

SHEET S1

LAKE AMELIA WOODS SECOND ADDITION

CITY OF LINO LAKES
COUNTY OF ANOKA
SEC. 35, TWP. 31, RNG. 22

KNOW ALL PERSONS BY THESE PRESENTS: That CB Property, LLC, a Minnesota limited liability company, owner, and TJB Homes, Inc., a Minnesota company, contract purchaser, of the following described property:

Lots 1, 2, 3 and 4, Block 1, LAKE AMELIA WOODS, Anoka County, Minnesota.

ABSTRACT

Have caused the same to be surveyed and platted as LAKE AMELIA WOODS SECOND ADDITION and do hereby dedicate to the public for public use the drainage and utility easements as shown on this plat. Also dedicating to the County of Anoka the right of access onto County State Aide Highway No. 54 as shown on this plat.

In witness whereof said CB Property, LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this

_____ day of _____, 20____.

Signed: CB Property, LLC

John George Commers, Executive Manager

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20____ by John George Commers, Executive Manager, of CB Property, LLC, a Minnesota limited liability company.

Notary Public, _____, County, Minnesota
My Commission Expires _____

In witness whereof said TJB Homes, Inc., a Minnesota company, has caused these presents to be signed by its proper officer this

_____ day of _____, 20____.

Signed: TJB Homes, Inc.

Thomas J. Budzynski, President

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20____ by Thomas J. Budzynski, President of TJB Homes, Inc., a Minnesota company.

Notary Public, _____, County, Minnesota
My Commission Expires _____

I Joshua P. Schneider do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 20____.

Joshua P. Schneider, Licensed Land Surveyor
Minnesota License Number 44655

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20____ by Joshua P Schneider, Licensed Land Surveyor.

Notary Public, _____, County, Minnesota
My Commission Expires _____

CITY COUNCIL, CITY OF LINO LAKES, MINNESOTA

This plat of LAKE AMELIA WOODS SECOND ADDITION was approved and accepted by the City Council of the City of Lino Lakes, Minnesota at a regular meeting thereof held this _____ day of _____, 20____, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

CITY COUNCIL, CITY OF LINO LAKES, MINNESOTA

By: _____, Mayor

By: _____, City Clerk

COUNTY SURVEYOR

I hereby certify that in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this _____ day of _____, 20____.

By: _____
David M. Zieglmeier
Anoka County Surveyor

COUNTY AUDITOR/TREASURER

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 20____ on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this _____ day of _____, 20____.

Property Tax Administrator
By _____, Deputy

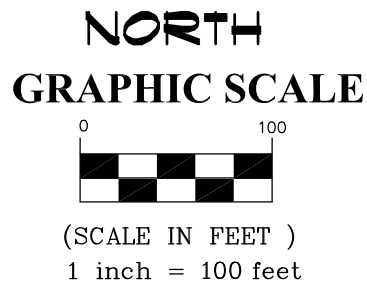
COUNTY RECORDER/REGISTRAR OF TITLES
COUNTY OF ANOKA, STATE OF MINNESOTA

I hereby certify that this plat of LAKE AMELIA WOODS SECOND ADDITION was filed in the office of the County Recorder/Registrar of Titles for public record on this _____ day of _____, 20____, at _____ o' clock ____M. and was duly recorded as Document Number _____.

County Recorder/Registrar of Titles
By _____, Deputy

LAKE AMELIA WOODS SECOND ADDITION

CITY OF LINO LAKES
COUNTY OF ANOKA
SEC. 35, TWP. 31, RNG. 22



LEGEND

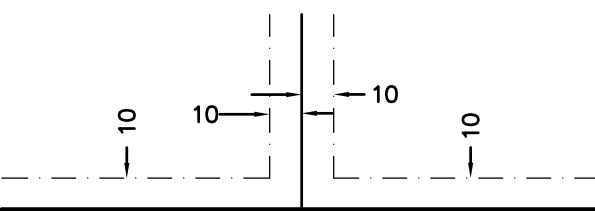
- DENOTES 1/2 INCH IRON MONUMENT FOUND LS#44655
- ▴ DENOTES WET LAND
- △— DENOTES RIGHT OF ACCESS DEDICATED TO ANOKA COUNTY (PER THE PLAT OF LAKE AMELIA WOODS)
- ⊙ DENOTES ANOKA COUNTY MONUMENT
- DENOTES MONUMENT TO BE SET WITHIN ONE YEAR AFTER THE RECORDING OF THIS PLAT, A 1/2 INCH BY 14 INCH REBAR WITH PLASTIC CAP INSCRIBED 44655
- wet— DENOTES WET LAND

BENCHMARK

BASIS FOR ELEVATION: NAVD 88
1. Anoka County Benchmark No. 3005- With an Elevation of 930.19
2. MnDot Benchmark Otter Mndt Reset- With an Elevation of 941.08
BENCHMARKS ARE NOT SHOWN ON SURVEY

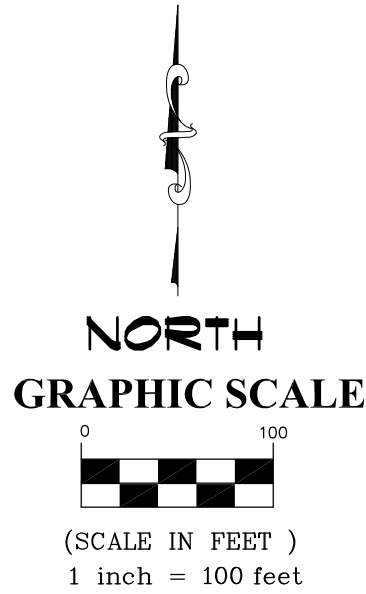
BASIS FOR BEARINGS: THE NORTH LINE OF THE NE 1/4 OF SEC. 35, TWP. 31, RNG. 22 IS ASSUMED TO HAVE A BEARING OF N89°18'16"W.

DRAINAGE AND UTILITY EASEMENTS SHOWN THUS:



LAKE AMELIA WOODS SECOND ADDITION

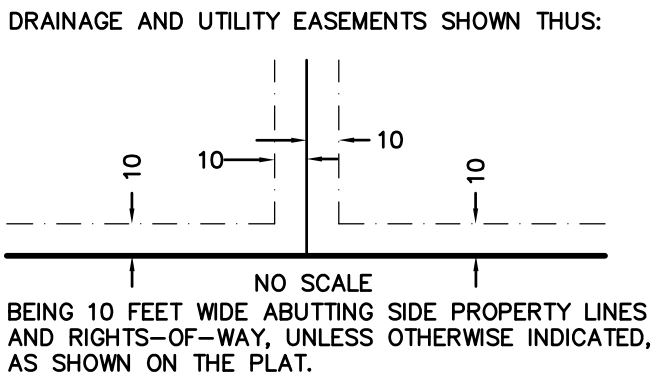
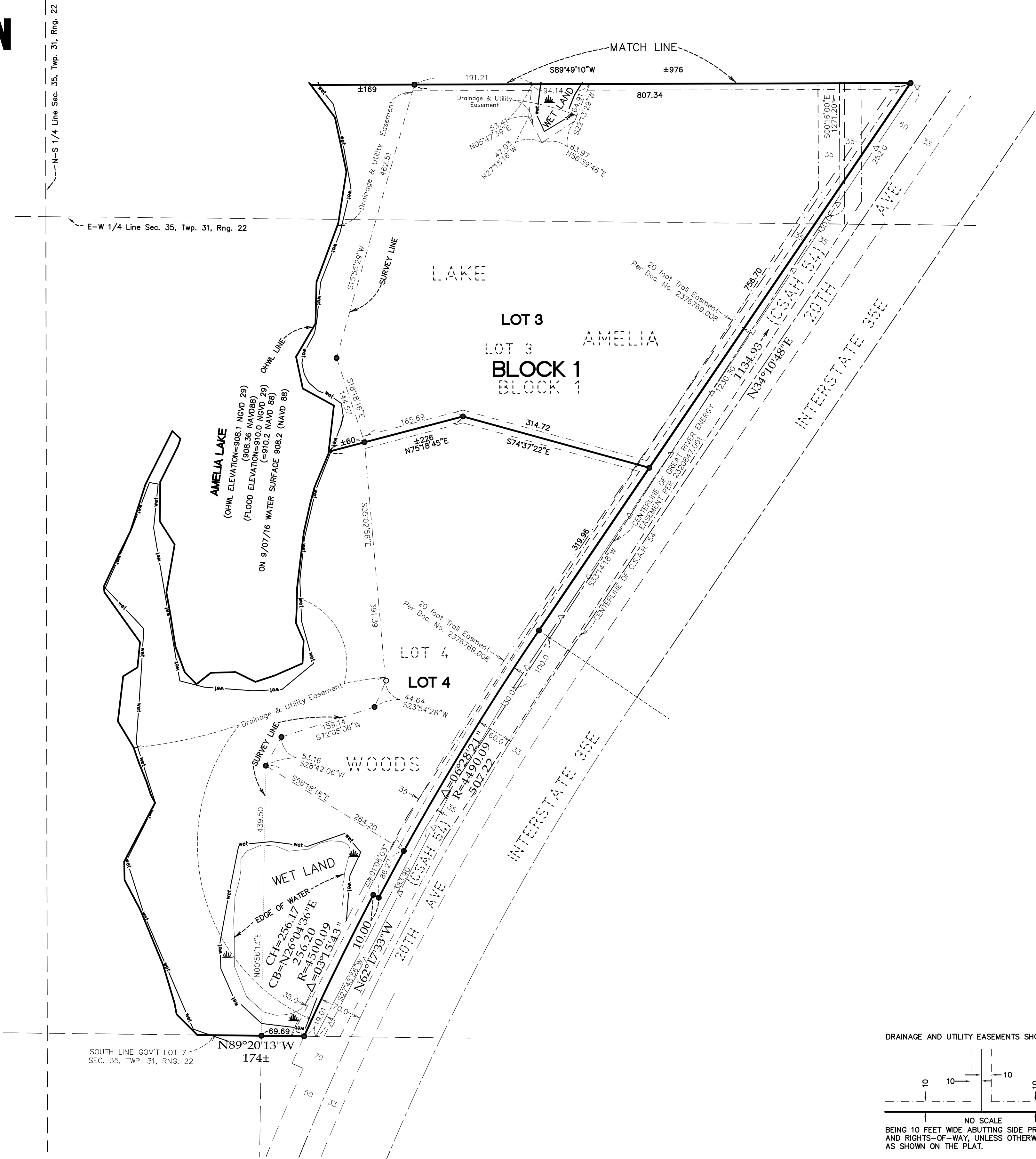
CITY OF LINO LAKES
COUNTY OF ANOKA
SEC. 35, TWP. 31, RNG. 22



- LEGEND**
- DENOTES 1/2 INCH IRON MONUMENT FOUND LS#44655
 - WET DENOTES WET LAND
 - △— DENOTES RIGHT OF ACCESS DEDICATED TO ANOKA COUNTY (PER THE PLAT OF LAKE AMELIA WOODS)
 - ⊕ DENOTES ANOKA COUNTY MONUMENT
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**PLANNING & ZONING BOARD
AGENDA ITEM 7A**

STAFF ORIGINATOR: Michael Grochala, Community Development Director

MEETING DATE: November 12, 2025

TOPIC: Metropolitan Council 2050 System Statement

CASE NUMBER: N/A

APPLICANT: City of Lino Lakes

OWNER: N/A

REVIEW SCHEDULE: N/A

BACKGROUND

Minn. Stat. 473.145 requires the Metropolitan Council (Met Council) to adopt a comprehensive development guide for the metropolitan area. Minn. Stat. 473.175 requires the Met Council to review local government comprehensive plans to determine compatibility with this regional development guide. These plans are developed and updated every 10 years.

In early 2025, the Met Council adopted Imagine 2050 as the comprehensive regional development guide. It establishes the regional vision for the 7-county metropolitan area for the next 25 years. The guide includes 5 policy plans:

1. 2050 Land Use Plan
2. 2050 Transportation Policy Plan
3. 2050 Water Resources Policy Plan
4. 2050 Regional Parks Policy Plan
5. 2050 Housing Plan

On September 25, 2025, the Met Council issued the 2025 System Statement for Lino Lakes. The system statement explains the implications of the policy plans for each individual community. Pursuant to Minn. State 473.864, subd. 2, within 3 years after receiving a system statement Lino Lakes is required to review its comprehensive plan to ensure continued conformity with metropolitan system plans and amend if necessary. The amendment/update of the City's 2040 Comprehensive Plan is due by December 31, 2028.

ANALYSIS

Community Designation

Imagine 2050 identifies Lino Lakes with the community designation of Suburban Edge. The City's prior designation of Emerging Suburban Edge has been eliminated. Suburban Edge communities include cities, townships and portions of both that are primarily located on the edge of the Metropolitan Urban Service Area (MUSA) and primarily developed after the 1990's. Other Anoka County and surrounding communities that share this designation include Centerville, Blaine, Andover, Ramsey, Hugo, and Forest Lake.

Residential density requirements

Communities designated Suburban Edge are expected to plan for forecasted population and household growth at a minimum average net density of 3.5 - units per acre for new development and redevelopment.

From Imagine 2050 Regional Development Guide: Local governments and land within the MUSA receive a higher level of regional services and investments than those in the rural service area, such as regional wastewater services, regional highways, transit service, and programs that support redevelopment. In return, the Met Council expects jurisdictions in the MUSA to plan for and build the higher levels of development that economically support those regional services. Compact development also reduces the pressure on agricultural land areas and decreases the impact of development on natural systems which helps manage the region's land supply consistently and more effectively.

As discussed with the City Council in the fall of 2024, the minimum average density was originally proposed to increase from the existing 3.0 units per acre to 4.0. The 3.5 units per acres was ultimately what was adopted by Metropolitan Council.

Forecasts

Imagine 2050 forecasts for Lino Lakes' population, households and employment are:

	2020 (actual)	2030	2040	2050	Change
Population	21,399	24,600	26,600	29,200	4,600
Households	6,957	8,300	9,200	10,200	1,900
Employment	3,786	5,200	5,600	6,000	800

Overall, the 2050 population and household forecasts show a decrease in what is currently for in the 2040 plan. The following chart compares the City's current 2040 Comprehensive Plan projections with Imagine 2050.

	Comp Plan 2040	Thrive 2050	Difference
Population	31,100	29,200	(1,900)
Households	10,600	10,200	(400)
Employment	6,000	6,000	NC

The forecasted 2050 population projections decrease by 1,900 persons and 400 households over what is currently forecasted for 2040. The reduction in forecasted growth is, in part, due to the continued evaluation and study of the northeast metro water supply constraints.

Employment projections are expected to remain the same.

Housing Policy Plan

Communities are required to include a housing element and implementation program in their comprehensive plan. Minn. Stat. 473.859, Subd 2(c) states:

"A land use plan must also include a housing element containing standards, plans and programs for providing adequate housing opportunities to meet existing and projected local and regional housing needs, including but not limited to the use of official controls and land use planning to promote the availability of land for the development of low- and moderate-income housing."

For 2025, the rental affordability limit is 60% and the ownership affordability limit is 80% of the area median income (AMI). In 2025, the area median income for a household of four is \$132,400. The current affordability amounts are as follows:

2025 Rental housing

# Bedrooms	30% AMI	50% AMI	60% AMI	80% AMI
Efficiency	\$694	\$1,158	\$1,389	\$1,852
1 Bedroom	\$744	\$1,241	\$1,489	\$1,985
2 Bedrooms	\$894	\$1,490	\$1,788	\$2,384
3 Bedrooms	\$1,032	\$1,721	\$2,065	\$2,753
4 Bedroom	\$1,152	\$1,920	\$2,304	\$3,072

Ownership housing

For owner-occupied housing, the income limit includes principal, interest, property taxes and home insurance.

Family Income Level	Affordable Home Price
80% AMI (\$104,200)	\$306,500
60% AMI (\$79,440)	\$225,300
50% AMI (\$66,200)	\$183,700
30% AMI (\$39,700)	\$98,000

The Region's Total Future Need for Affordable Housing for 2031 to 2040 is forecasted to be 39,700 units. Per the System Statement, Lino Lakes' share of the region's need for low- and moderate-income housing for the decade is 428 new units affordable to households up to 60% of area median income (AMI) or below. In comparison, the Met Council's goal for 2021-2030 was 515 units up to 80% of area median income.

Affordable Housing Unit Needs for Lino Lakes	
Threshold	# Housing Units
At or below 30% AMI	207
31 to 50% AMI	190
51 to 80% AMI	31
Total Units	428

To accommodate our share of the region's affordable housing need, we are required to guide residential land at densities sufficient to create opportunities for affordable housing. The City may choose between two options:

Option 1: Guide sufficient land at minimum residential densities of 10 units/acre to support your city or township's total allocation of future affordable housing need for 2031-2040

Or

Option 2: Guide sufficient land at minimum residential densities of:

- 12 units/acre to support your city or township's 2031-2040 allocation of future affordable housing need at 30% AMI or less.
- 8 units/acre to support your city or township's allocation of future affordable housing need at 31-60% AMI. This combines your city or township's allocation of 31-50% AMI and 51-60% AMI.

The City chose to implement option 1 in the 2040 plan. However, staff notes that the densities in Imagine 2050 represents a change from a minimum of 8 units/acre to 10 units/acre.

Under Option 1 we can guide 42.8 acres of residential land at 10 units per acre to satisfy our affordable housing unit needs (428 units/10 units per acre = 42.8 acres). Alternatively, the City could choose to guide 17.25 acres of residential land at 12 units per acre and 27.6 acres at 8 units per acre under Option 2 to meet the minimum requirements.

Currently the City's Planned Residential/Commercial, and Signature Gateway Land Use Districts allow 8-10 units per acre. The Town Center District allows 10 – 24 units per acre. The City does not currently have a district that has a minimum density of 12 units per acre.

This requirement will require some modification to our individual land use district density requirements.

Climate Policy

New requirements were added by the State Legislature in 2023 to address climate mitigation and adaptation. This will include a plan that acknowledges statewide targets for GHG reductions of 50% by 2030 and net zero by 2050, greenhouse gas emission inventory and at least one strategy to reduce greenhouse gas emissions.

Transportation Policy Plan

The 2050 Transportation Policy Plan is the metropolitan system plan for highways, transit and aviation to which local comprehensive plans must conform. The only major improvement to the highway (I-35E, I-35W or CR 14), transit (Metro Transit) or aviation (Seaplane Base) systems, identified in the System Statement, is the reconstruction of the I-35E/CRJ interchange currently underway. During the comprehensive plan update, we will identify potential transit service options and review any updates to Met Council's aviation long term comprehensive plan.

Other plan considerations include Regional Bicycle Transportation Network, Minor System/Functional Classification and Freight changes. The Regional Bicycle Transportation Network (RBTN) identifies trunk arterials of the overall bikeways system that connect to regional employment and activity centers. The RBTN identifies routes along CR 14 (Main Street), CSAH 23 (Lake Drive) and CSAH 21 (Centerville Road) and through the Regional Park and these routes have already been incorporated into the City's Park, Greenway and Trail System Plan. Lino Lakes will describe and map the functional classification of all existing roads and identify any changes from the existing to proposed classifications. No freight terminals are identified in Lino Lakes.

Water Resources Policy Plan

The Water Resources Plan takes an integrated approach to water supply, water quality and wastewater issues and identifies key concepts to maximize the benefits of regional investments into wastewater, water supply and surface water. Lino Lakes shall develop components in the

comprehensive plan to address wastewater, surface water and water supply issues. The City currently will be updating its Surface Water Management Plan and Water Supply Plans in 2026-27.

Regional Parks Policy Plan

The Met Council Regional Parks System includes 66 regional parks and 487 miles of regional trails. Regional parks and trails within Lino Lakes are:

- Park Reserves
 - Rice Creek Chain of Lakes Park Reserve
- Regional Trails
 - Bunker Hills-Chain of Lakes Regional Trail
 - Central Anoka Trail
 - Chain of Lakes – Otter Lake Regional Trail
 - Rice Creek North Regional Trail

Anoka County is one of Met Council's ten regional park implementing agencies and Lino Lakes will continue to work with the County on regional park development. The above parks and trails are currently addressed in the City's 2040 Comprehensive Plan.

RECOMMENDATION

Discussion Only

ATTACHMENTS

1. 2050 System Statement



**CITY OF
LINO LAKES**

2025 SYSTEM STATEMENT



IMAGINE⁵⁰



2025 SYSTEMS STATEMENT CITY OF LINO LAKES

Regional Development Plan Adoption

On February 12, 2025, the Met Council adopted Imagine 2050 as a comprehensive development guide for the Twin Cities metro region. Imagine 2050 includes regional systems plans, including the 2050 Transportation Policy Plan, the 2050 Water Policy Plan, the 2050 Regional Parks and Trails Policy Plan, and the 2050 Housing Policy Plan. The development guide also outlines land use policies and community designations important for local comprehensive planning updates.

The Metropolitan Council is now issuing systems statements pursuant to [State statute](#).

Systems Statements

Metropolitan systems plans are long-range comprehensive plans for the regional systems – transit, highways, and airports; wastewater services; and parks and open space – along with the capital budgets for those systems. Systems statements explain the implications of metropolitan system plans for each community in the region. They are intended to help communities prepare or update their comprehensive plan, as required by the Metropolitan Land Planning Act:

Within nine months after receiving a system statement for an amendment to a metropolitan system plan, and within three years after receiving a system statement issued in conjunction with the decennial review required under [section 473.864, subdivision 2](#), each affected local governmental unit shall review its comprehensive plan to determine if an amendment is necessary to ensure continued conformity with metropolitan system plans. If an amendment is necessary, the governmental unit shall prepare the amendment and submit it to the council for review.

The system statement includes information specific to a community, including:

- community designation or designation(s)
- forecasted population, households, and employment through the year 2050
- guidance on appropriate densities to ensure that regional services and costly regional infrastructure can be provided as efficiently as possible
- affordable housing need allocation.

In the following sections, this systems statement contains an overview of key changes and updates to the policies and plans from the previous 2040 regional development guide and specific system changes that affect your community:

- Transportation, including metropolitan highways, aviation, and transit
- Water Resources, including wastewater, surface water, and water supply planning

- Regional parks and trails

Regional Development Guide

The development guide adopted in February 2025 reflects the vision and plans adopted by communities for a prosperous, equitable, and resilient region with abundant opportunities for all to live, work, play, and thrive.

Regional values are shared core beliefs or principles that guide the work of developing and implementing Imagine 2050. The values build on those identified in Thrive MSP 2040 and incorporate what we've learned over the last ten years as well as the common values expressed by local governments and partners across the region. These values guide the Met Council in building partnerships and developing policies and programs to support Imagine 2050.

The Met Council has endorsed the following goals for our region to achieve through our policies, practices, programs, and partnerships:

- Our region is equitable and inclusive.
- Our communities are healthy and safe.
- Our region is dynamic and resilient.
- We lead on addressing climate change.
- We protect and restore natural systems.

Dispute Process

If your community disagrees with elements of this systems statement or has any questions about the process, please contact your Sector Representative, Emma Dvorak, at 651-602-1399, to review and discuss potential issues or concerns. The Council and local government units and districts have usually resolved issues relating to the system statement through discussion.

Request for Hearing

If a local governmental unit and the Met Council are unable to resolve disagreements over the content of a system statement, the unit or district may, by resolution, request that a hearing be conducted by the Met Council's Land Use Advisory Committee or by the State Office of Administrative Hearings to consider amendments to the system statement. According to Minnesota Statutes [section 473.857](#), the request shall be made by the local governmental unit or school district within 60 days after receiving the system statement. If the Met Council does not receive a hearing request within 60 days, the statement becomes final.

Next Steps in the Regional Planning Cycle

Receipt of this system statement and the metropolitan system plans triggers a community's obligation to review and amend its comprehensive plan by December 2028. Local comprehensive plans and amendments will be reviewed by the Met Council for conformance to

metropolitan system plans, consistency with Met Council policies, and compatibility with adjacent and affected governmental units. Updated local comprehensive plans are due to the Met Council for review by Dec. 31, 2028.

Forecasts

The Met Council uses the forecasts developed as part of Imagine 2050 to plan for regional systems. Communities should base their planning work on these forecasts. Given the nature of long-range forecasts and the planning timeline undertaken by most communities, the Met Council will maintain on-going dialogue with communities to consider any changes in growth that may have an impact on regional systems.

Imagine Forecasts for the City of Lino Lakes

	2020 (actual)	2030	2040	2050
Population	21,399	24,600	26,600	29,200
Households	6,957	8,300	9,200	10,200
Employment	3,786	5,200	5,600	6,000

Housing Policy

The purpose of the Housing Policy Plan, adopted by the Metropolitan Council in February 2025, is to provide leadership and guidance on regional housing needs and challenges and to support Imagine 2050. The Housing Policy Plan provides an integrated policy framework that unifies our existing roles in housing and identifies opportunities to expand our role in supporting safe, affordable and dignified housing in the region.

Consistent with state statute (Minn. Stat. 473.859, subd. 2(c) and subd. 4), cities and townships must include a housing element and implementation program in their local comprehensive plans that address existing and projected housing needs.

The Met Council has determined the regional need for low-income housing for the decade of 2031-2040 (see Appendix B in the Housing Policy Plan).

Based on regional forecasts, the regional need for future affordable housing units is 39,700. Lino Lake' share of the region's future need for low-income housing is 428 new units of affordable housing. Of these new units, the need is for 207 affordable to households earning at or below 30% of AMI, 190 affordable to households earning 31% to 50% of AMI, and 31 affordable to households earning 51% to 60% of AMI.

Affordable Housing Need Allocation for the City of Lino Lakes

	Units
At or below 30% AMI	207
31 to 50% AMI	190
51 to 60% AMI	31
Total Units	428

Future Affordable Housing Need allocations may be updated throughout the decade if local projected sewerage growth changes.

Lino Lakes should consult the complete Housing Policy Plan when preparing its local comprehensive plan. In addition, Lino Lakes should consult Imagine 2050 and the Local Planning Handbook for specific requirements necessary for the housing element and housing implementation programs of local comprehensive plans.

Climate Policy

In 2023, the State legislature amended the Metropolitan Land Planning Act ([Minn Stat. § 473.859, subd. 2 and 7](#)) to include new requirements that comprehensive plans address climate mitigation and adaptation. In climate policy, mitigation strategies focus on minimizing contributions to climate change through efficiency measures and reducing greenhouse gas emissions. Adaptation strategies focus on how to change policies and practices to adjust to ongoing and future impacts of climate change.

The Met Council will assist communities in addressing climate mitigation and adaptation elements by providing communities with greenhouse gas inventories and technical assistance for identifying appropriate strategies.

Community Designation

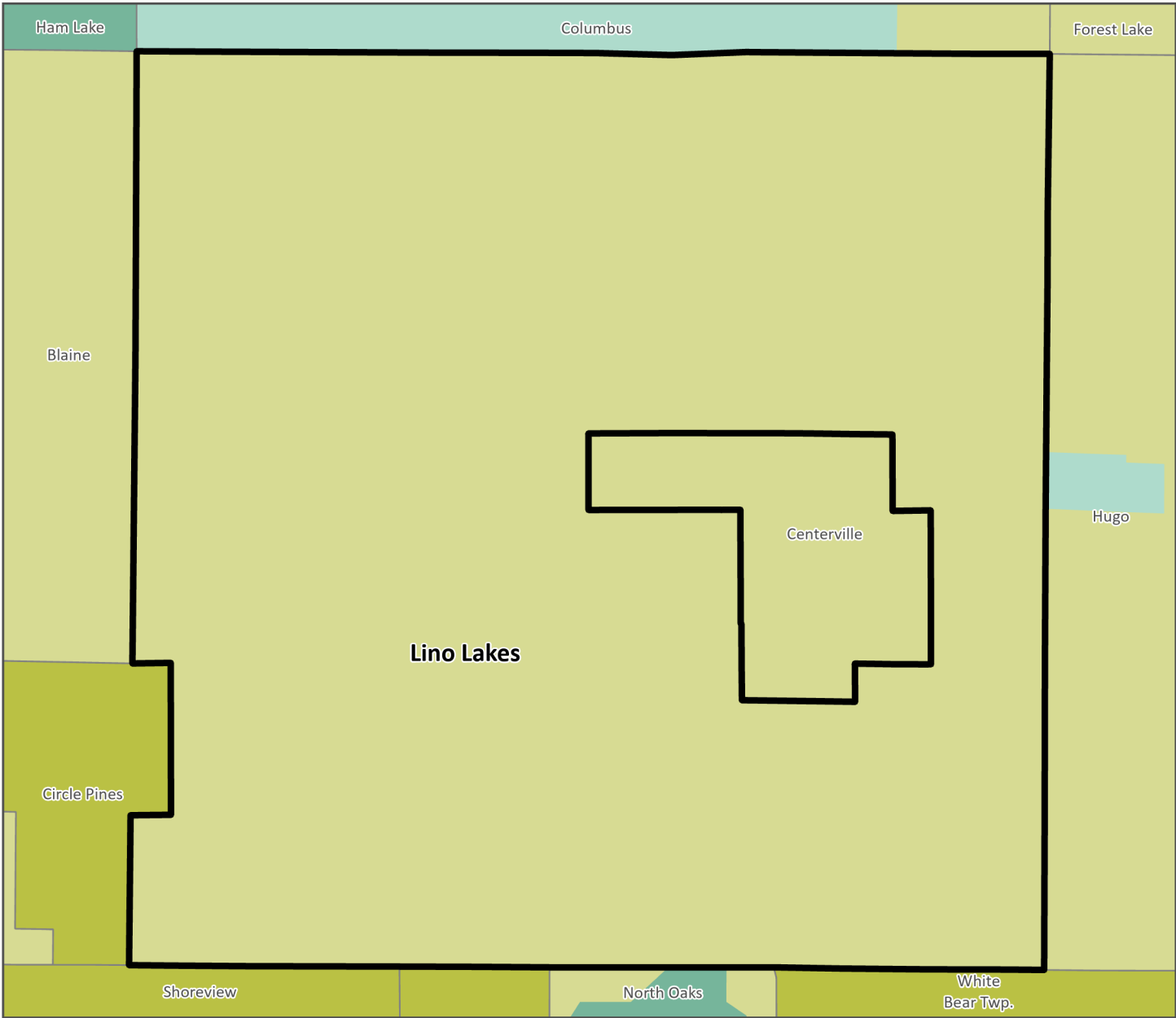
Community designations group jurisdictions with similar characteristics for the application of regional policies. The Council uses community designations to guide regional growth and development; establish land use expectations including overall development densities and patterns; and outline the respective roles of the Council and individual communities, along with strategies for planning for forecasted growth. If there are discrepancies between the Imagine 2050 Community Designations Map and the Community Designation map contained within this systems statement, communities should follow the specific guidance contained in this document. Imagine identifies the City of Lino Lakes with the community designation of Suburban Edge on the Community Designation map.

Suburban Edge municipalities are on the edge of the Metropolitan Urban Service Area (MUSA) and primarily developed after the 1990s. While denser downtown or core areas are often present, the predominate development pattern is low or medium density residential subdivisions characterized by cul-de-sacs and limited access to major thoroughfares for traffic movement. These areas also feature extensive undeveloped land planned for low to medium residential densities along with some areas guided for industrial and commercial uses, often near highway intersections. The planning challenge in Suburban Edge areas is to improve street connectivity and integrate sustainable development practices, ensuring that growth and conservation effectively coexist. Suburban Edge cities may have more than one community designation based on forecasted growth and current or planned development patterns. This happens generally when areas in a municipality either have an historic development pattern more appropriate for a different designation or portions of the municipality are not currently planned for future development and are still considered rural or agricultural in nature.

Specific strategies for Lino Lakes can be found on your [Community Page](#) in the [Local Planning Handbook](#).

City of Lino Lakes Community Designations

Suburban Edge



Urban Service Areas

- Urban
- Urban Edge
- Suburban
- Suburban Edge

Rural Service Areas

- Rural Center
- Diversified Rural
- Rural Residential
- Agricultural
- Non-Council Community

2025 TRANSPORTATION SYSTEM STATEMENT CITY OF LINO LAKES

Transportation Policy Plan Overview

The 2050 *Transportation Policy Plan* (TPP) is the metropolitan system plan for transportation, including highways, transit, bicycle, pedestrian, freight, aviation, and travel demand management, to which local comprehensive plans must conform. The TPP also includes regional transportation objectives, supporting policies and actions, and regional performance measures. The full TPP can be found at the following url:

<https://imagine2050.metrocouncil.org/chapters/transportation>.

This system statement summarizes the regional systems and any significant changes to them, other important regional transportation considerations, and changes made to the 2050 TPP since the 2040 TPP was adopted in 2015. Additionally, this system statement highlights those elements of the system plan that apply to your community. The TPP incorporates policy direction and new 2050 socioeconomic forecasts adopted by the Metropolitan Council in Imagine 2050 and extends the planning horizon from 2040 to 2050.

Federal and State Requirements

The TPP is a document that meets both state requirements outlined in statute for a metropolitan system plan, and federal requirements as a fiscally constrained long-range investment plan for surface transportation. As the region has recently received a significant number of new and increased sources of transportation revenue, the 2050 TPP no longer includes an increased revenue scenario, but it does include additional opportunities for investment. The plan also continues to assume competitive transportation funding (e.g., state and federal discretionary programs like INFRA and Corridors of Commerce) will be sought and amended into the plan as awarded.

Under the Metropolitan Land Planning Act, local comprehensive plans are expected to conform to the projects currently identified as funded in the fiscally constrained plan, which is the official metropolitan system plan. The additional opportunities for investment may be identified separately in local plans as unfunded proposals but are not required to be included.

Federal requirements also call for metropolitan transportation plans to be performance based, so the TPP includes objectives, policies, and actions for the regional transportation system. These objectives, policies, and actions guide the Council and regional partners in their planning and investment in the surface transportation system.

In addition to reviewing this system statement, consult the TPP to ensure that your community's local comprehensive plan and plan amendments conform to the metropolitan transportation system plan. Communities should also review the Imagine 2050 Land Use Policy for land use considerations near certain transportation infrastructure. The format of this plan is different than past TPPs. The plan is no longer separated by chapter, rather each modal plan is distinguished from each other as individual investment or system plans. If the Council has a role in the funding of a regional system, the plan is identified as an investment

plan, if not, then it is identified as a system plan. There is no appendix in the 2050 TPP, supporting documentation is combined directly with the specific investment or system plan and identified as support documentation.

2050 Transportation Policy Plan Regional Systems

Adopted by the Metropolitan Council in February 2025, the TPP identifies the regional transportation systems, regional transportation objectives and policies, and other regional transportation issues communities should consider when producing their own comprehensive plans. This section will cover descriptions of each system and key changes made to these systems in the TPP.

Regional Transportation Policies and Actions

In addition to identifying regional systems and investment needs, the TPP includes a set of policies and related actions to guide investments, planning and priorities for the regional transportation system. The policies and actions cover many topics including safety, highway planning priorities, complete streets, non-motorized transportation, equity, climate and natural systems. Communities are encouraged to incorporate regional policies in their local plans.

Regional Highway System

The Metropolitan Highway System is made up of principal arterials, shown in Figure 1 of the *Highway Investment Plan* and included with this system statement. This system is federally known as the National Highway System. The Metropolitan Highway System is a vital element of the regional transportation system; while minor arterials are lower order roadways that provide connectivity to and relieve congestion in the principal arterial system. Principal and minor arterials combined represent the Regional Highway System.

Key Changes from the 2040 TPP

- A major shift from previous TPPs is that potential new revenues are no longer considered a means to resolve unmet needs on the system. The 2050 TPP does not have a current and increased revenue scenario as a result. Instead, the 2050 TPP identifies funded projects in the fiscally constrained plan and additional opportunities beyond what is funded. Multiple studies completed since the 2040 TPP identified additional opportunities for investment, these are shown in figures 8 and 10.
- The 2050 TPP identifies highway investments in five major categories:
 - Safety: Figure 7 in the *Highway Investment Plan* shows regionally significant safety investments.
 - Spot mobility: Figure 8 in the *Highway Investment Plan* shows funded regionally significant spot mobility projects alongside identified additional opportunities for investment.
 - Interchanges: Figure 9 in the *Highway Investment Plan* shows funded and planned regionally significant interchange investments.
 - Managed lanes: Figure 10 in the *Highway Investment Plan* shows the existing, under construction and planned E-ZPass system. It also includes managed lane corridors which are identified additional opportunities for investment.

- Targeted regional capacity: Figure 11 in the *Highway Investment Plan* shows funded and planned regionally significant highway capacity investments. It also includes potential future capacity enhancements identified in studies.
- Modifications were made to the 2050 TPP that removed appendix naming found in previous plans and reworks previous chapters. Support documents for the *Highway Investment Plan* are now: Functional Classification, Preliminary Interchange Approval Process, and Congestion Management Process. The project list appendix item is now a separate section of the TPP, titled Long Range Highway and Transit Capital Project List. This updated list identifies projects from 2025 to 2050.

Regional Transit System

The regional transit system is comprised of the region's transitways, regular route bus services, demand response services, transit centers and park and rides, and transit advantages. This system is operated by six different service providers in the region. The COVID-19 pandemic upended transit, and some services vary dramatically from pre-pandemic levels. Many routes were suspended in the region and are still in the process of restructuring.

Key Changes from the 2040 TPP

- A major shift from previous TPPs is from new revenues raised to fill budget gaps in the system. A new source of revenue for transit was created in 2023 to fund operations and maintenance for the region. Similar to highways, the *Transit Investment Plan* no longer contains a current and increased revenue scenario. The projects shown in the 2050 TPP are those in the fiscally constrained plan. Additional opportunities for investment are also identified in the plan and these may be incorporated into local comprehensive plans.
- Several transitways have been implemented and opened and additional transitways have been identified in the region. Multiple arterial bus rapid transit (BRT) routes have been completed and put into operation, while more alignments have been identified in studies for future implementation. The *Transit Investment Plan* identifies investments planned to be implemented in the 2050 TPP:
 - Two light rail extensions (Green Line Extension, Blue Line Extension)
 - Two dedicated BRT routes (Gold Line, Purple Line)
 - Five arterial BRT routes (B Line, E Line, F Line, G Line, H Line)
- Modifications were made to the 2050 TPP that removed appendix naming found in previous plans and reworks previous chapters. Support documents for the Transit Investment Plan are now: Transit Design and Performance Guidelines.

Regional Aviation System

The regional aviation system is composed of Minneapolis-St Paul International Airport, eight publicly owned regional airports, and two privately owned seaplane bases. These regional airports are owned and operated by the Metropolitan Airports Commission (MAC) and local communities.

Key Changes from the 2040 TPP

- The MAC completed an update to the Long-Term Comprehensive Plan (LTCP) for the Minneapolis-St Paul International Airport in 2024. This update moves the planning horizon to 2040 with new operation forecasts, anticipated noise impacts and capital project needs.
- The Aviation System Plan now identifies all facilities where aviation activity may take place in the region beyond regional airports. These facilities may be incorporated into and considered in local planning. Aviation appendix items of the TPP are now included as a single support document titled Aviation Supporting Information.

Regional Bicycle System

The regional bicycle system is identified through the Regional Bicycle Transportation Network (RBTN). The RBTN is made up of alignments and corridors. Corridors are shown where more specific alignments within those corridors have not yet been designated. The process used to develop the RBTN, the general principles and analysis factors used in its development, and studies done to analyze and update the network can be found in the *Bicycle Investment Plan*. The RBTN was established in the 2040 TPP with the intent of achieving the following goals:

- Establish an integrated and seamless network of on-street bikeways and off-road trails.
- Provide the vision for a “backbone” arterial network to serve daily bicycle trips by connecting regional destinations and local bicycle networks.
- Encourage cities, counties, park agencies, and the state to plan and implement future bikeways in support of the network vision.

The RBTN also incorporates regional bicycle barriers which are established in the TPP as the region’s most significant physical barriers to everyday bicycle travel and include freeways and expressways, railroad corridors, and secondary rivers and streams. They were developed and analyzed through the [Regional Bicycle Barrier Study](#), the map which displays these barriers can be found here: [Regional Bicycle Barriers Map](#).

Key Changes from 2040 TPP

- The RBTN has been refined and expanded since it was first implemented in the 2040 TPP. Requests from local governments to add and revise RBTN corridors and alignments prompted the [Regional Bicycle Guidelines and Measures Study](#) which developed specific measures used in reviewing update requests submitted by local agencies.
- The RBTN undergoes a formal update of alignments and corridors about every 2 years. The next formal update will take place in 2025 prior to the 2026 Regional Solicitation.

Regional Freight System

The regional freight system is composed of interconnecting transportation modes, some of which are unique to freight and some which overlap with passenger travel modes. There are five distinct modes of freight transportation: highway trucks, railroads, river barges, air freight, and pipelines. Combined with intermodal or warehouse/distribution terminals and supporting

infrastructure these modes of transportation comprise the regional freight system, known as the Metropolitan Freight System.

Key Changes from 2040 TPP

- E-commerce has become an increasingly important segment of freight movements and deliveries of goods to homes. The [Urban Freight Distribution Study](#) focused on e-commerce trends and impacts or opportunities of last-mile parcel deliveries in regional communities. The study notes that as urban deliveries become more common local communities are encouraged to create curb management policies, consider delivery needs in their complete streets planning and identify microhubs for last mile parcel distribution in addition to other recommendations.

Pedestrian System

The Council coordinates with local partners on pedestrian issues and trends, and aids in funding for pedestrian needs in a variety of ways.

Key Changes from 2040 TPP

- In previous TPPs pedestrian and bicycle travel were combined into one chapter and discussed together. The pedestrian system is now discussed and considered as an independent investment section of the 2050 TPP.
- To address rising pedestrian danger on our streets, the Council undertook a study to create the [Pedestrian Safety Action Plan](#), which was released in 2022. This plan includes analysis of crash trends in the region, recommendations of actions to take to increase pedestrian safety, and a weighted crash score on every road in the region to aid in future safety planning and project prioritization. Communities are encouraged to incorporate the plan's findings into the pedestrian elements of their comprehensive plans.

Travel Demand Management

Travel demand management (TDM) is the application of strategies, programs and policies to increase the efficiency of transportation systems by reducing travel demand, or redistributing this demand in space or in time. These initiatives are intended to inspire new travel habits to support infrastructure investments and a more efficient use of the transportation system by reducing the demand for personal vehicle trips.

Key Changes from 2040 TPP

- TDM has its own dedicated investment plan and discussion in the 2050 TPP, which is completely new to the plan. This section describes key partners in TDM in the region and identifies roles and responsibilities for these partners. As a result of this new investment plan, local communities are being asked to discuss how they include travel demand management strategies in their local plans, since some of them have relationships to land use controls and ordinances.
- The Council conducted the Regional Travel Demand Management Study that concluded with the [Regional Travel Demand Management Action Plan](#) in 2023. The Action Plan outlines a structure for a regional TDM program to implement and operationalize

strategies, programs and incentives that achieve reductions in single-occupant vehicle trips, vehicle-miles traveled, and greenhouse gas emissions through travel behavior change. The Action Plan is summarized in the 2050 TPP Travel Demand Management Investment Plan.

System Plan Considerations Affecting Your Community

Your community should consult the complete TPP in preparing its local comprehensive plan. In addition, your community should consult Imagine 2050 and the current version of the Metropolitan Council's Local Planning Handbook (LPH) for specific information needed in its comprehensive plan. Specific system plan considerations affecting your community are detailed below.

Regional Highway System

There are principal arterials located within your community:

- Interstate 35E
- Anoka CSAH 14
- Anoka CSAH 23

The 2050 TPP includes the following regional highway mobility improvements in your community as shown in the *Highway Investment Plan* Figures 8, 9, 10, 11:

- Funded or Planned Interchanges
 - I-35E at County Road J

Regional Transit System

Your community is located within the following Transit Market Areas: TMA 4 and TMA 5.

- TMA 4 is primarily Suburban Edge communities along with portions of Suburban communities. It is characterized by low population and job densities that do not support frequent local transit service and a spread out, often circuitous, street network that hinders efficient routing. Transit service in Market Area 4 is mainly peak-period express and commuter service at park-and-rides which can effectively gather the lower density transit demand into one spot. There are some suburban local routes, including suburb-to-suburb connectors, although service is typically very infrequent. Non-regular route transit, usually dial-a-ride, is generally available.
- TMA 5 is primarily rural communities including rural centers but also some suburban edge communities as well as freestanding town centers characterized by very low-density development or undeveloped land not well suited for regular-route transit service outside of limited peak-period express and commuter service.

Your community is located within the Transit Capital Levy District.

There are no transitways or high frequency bus routes in your community.

Regional Aviation System

All communities must include an aviation element in the transportation sections of their comprehensive plans. The degree of aviation planning and development considerations that need to be included in the comprehensive plan varies by community. Even those communities not impacted directly by an airport have a responsibility to include airspace protection in their comprehensive plan. The protection element should include potential hazards to air navigation including electronic interference. Local comprehensive plans can also begin to consider other aviation uses which do not take place at airports, like drones.

- Your community is within the influence area of Anoka-Blaine Airport and Surfside Seaplane Base. The LTCP for the Anoka-Blaine airport is shown in the Aviation Supporting Information document of the TPP. The full Anoka-Blaine LTCP can be found [here](#). The Anoka-Blaine LTCP has not been updated since the 2040 TPP was last updated in 2020 but is planned to be updated and amended into the TPP in 2027.
- Consideration and information for Surfside Seaplane Base should be updated in your community's 2050 Comprehensive Plan.

Communities influenced by this airport should review the LTCP to ensure that the updated comprehensive plan developed by the community remains consistent with the airport plans. Consult the LPH for specific comprehensive planning requirements and considerations such as airport zoning, noise and other environmental mitigation, airport development and economic impacts, ground access needs, infrastructure requirements, and general land use compatibility.

Local communities should also consider other facilities which may generate aviation activity, such as heliports or private air facilities. To see all aviation facilities in the region including those that are not defined as a part of the regional aviation system, refer to Figure 6 of the *Aviation System Plan*.

Regional Bicycle Planning

The RBTN is depicted on Figure 2 of the *Bicycle Investment Plan*. The network consists of Tier 1 and Tier 2 corridors and alignments. These are not intended to be the only bicycle facilities in the region, and local units should also include local network plans in their communities.

In your community there are one RBTN corridors and three alignments. Your community should incorporate the RBTN map within your local bicycle plan maps and use your comprehensive planning process to identify suitable alignments within and along the RBTN corridors for future incorporation into the TPP. In addition, agencies should plan their local on and off-road bikeway networks to connect to the designated Tier 1 and Tier 2 alignments, as well as any new network alignments within RBTN corridors to be proposed in local comprehensive plans. Bikeway projects that complete segments of, or connect to, the RBTN are given priority for federal transportation funds through the Transportation Advisory Board's biannual regional solicitation.

In your community there are one or more identified bicycle barrier crossings. To determine which regional bicycle barriers and prioritized barrier crossing improvement locations occur within your community, please review the [Regional Bicycle Barriers Online Map](#). The tiered crossing improvement locations are used as one alternative criterion in the Regional Solicitation to distribute federal transportation funds. Communities are encouraged to analyze

and address the need for new bicycle barrier crossings or improved bicycle facilities at existing barrier crossings.

Regional Freight Planning

The Council encourages all local governments to plan for freight movement in their communities. Trucks are the major mode of freight movement in the region and across the nation to distribute consumer goods as well as move manufactured goods and commodities, and they operate in every community.

The Metropolitan Freight System and the National Highway Freight Network are shown in Figures 1 and 5 of the *Freight Investment Plan*, respectively. There is a freight facility in your community: Interstate 35E. These networks and facilities should be incorporated into your local comprehensive plan. The local plan should also plan for compatible adjacent land uses, consider last-mile freight delivery needs and curb management strategies for local deliveries, if applicable. Refer to the *Urban Freight Distribution Study* for specific guidance on how to consider e-commerce and local deliveries on the local transportation system.

Other Transportation Policy Plan Considerations

Pedestrian Planning

The Council encourages local governments to address pedestrian needs for transportation in their local comprehensive plans. The necessary planning for pedestrians can be done within your community's comprehensive plan. An adopted pedestrian, active transportation, or multimodal plan can be included as an addendum to or in addition to the comprehensive plan. This planning should also include ensuring your local community has a current ADA self-evaluation that covers the public rights-of-way for transportation. Agencies with 50 or more employees must also have an adopted ADA transition plan, not just a self-evaluation.

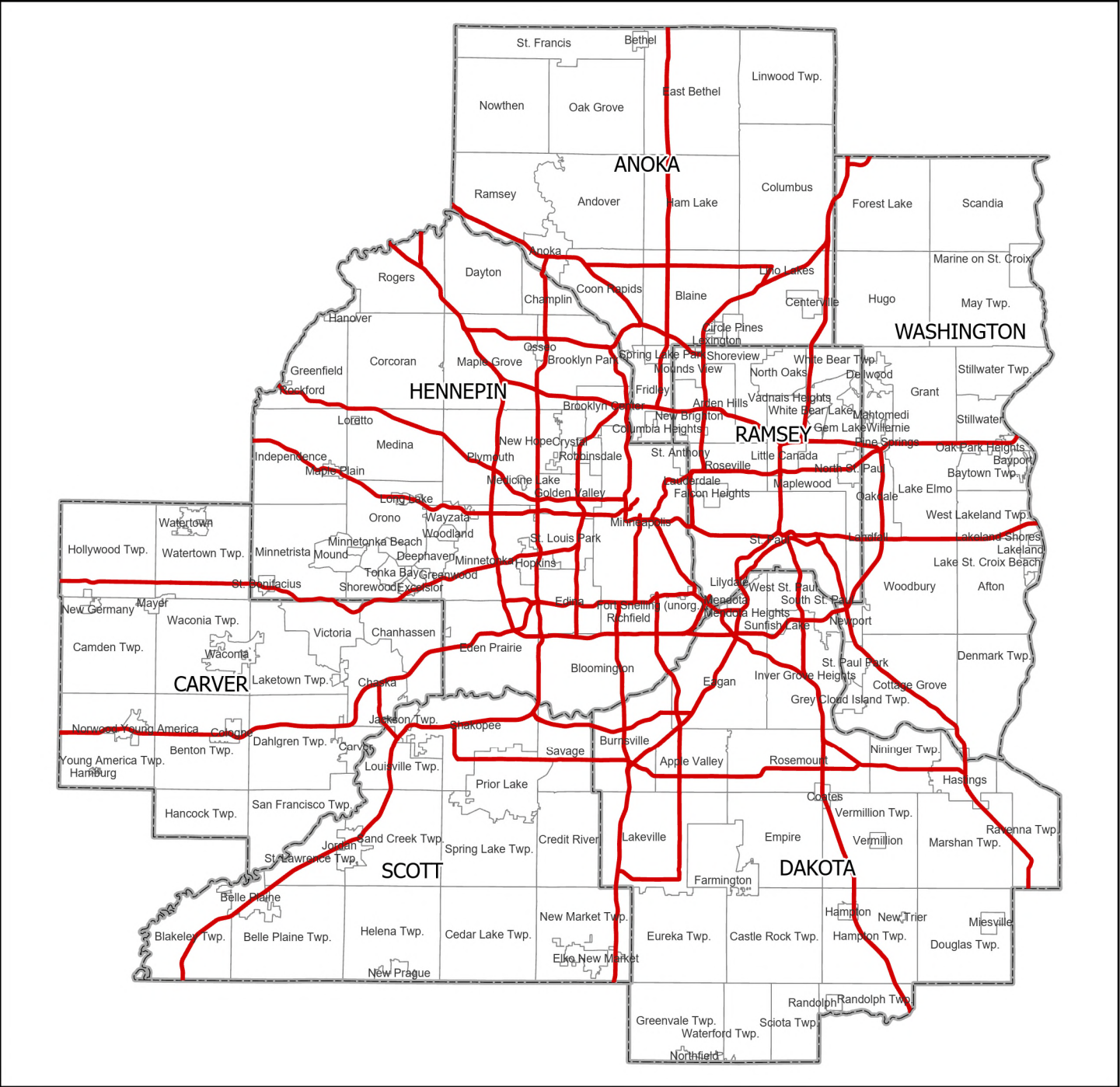
Travel Demand Management

The Council encourages local governments to address travel demand management needs for areas which experience traffic congestion. Your community is served by Anoka County TMO. Local governments should identify the transportation management organization which serves their community and describe any policies, ordinances, practices or programs in place which would aid in regional TDM work in their local comprehensive plans.

Greenhouse Gas Emissions

State law directs the Minnesota Department of Transportation to establish targets to meet greenhouse gas (GHG) emissions reduction for the seven-county metro to reach net-zero emissions in the transportation sector by 2050. Your community must include plans or strategies to limit GHG emissions on the surface transportation system in your comprehensive plan to meet the designated regional targets.

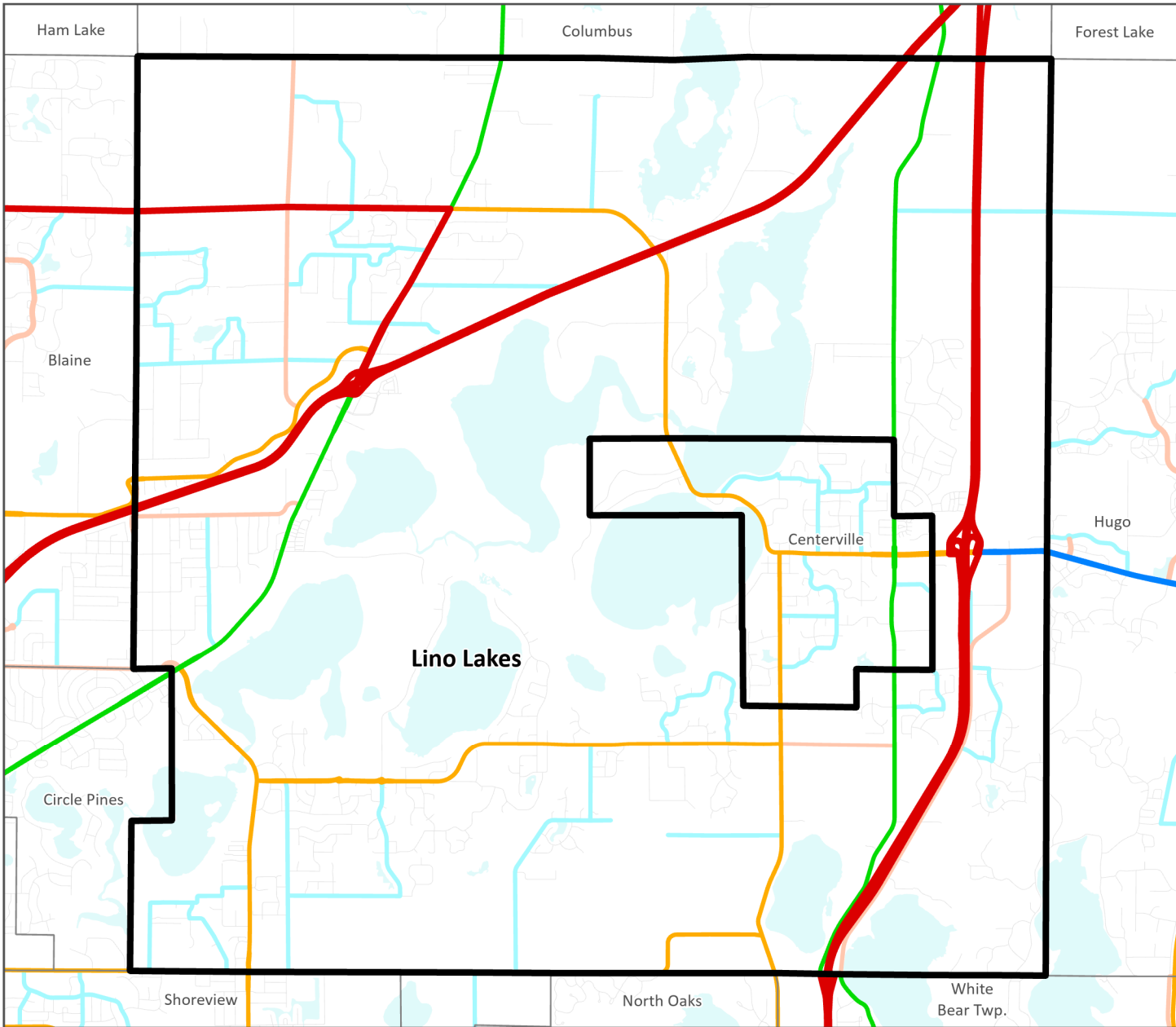
Principal Arterial Highways



Principal Arterial Roads

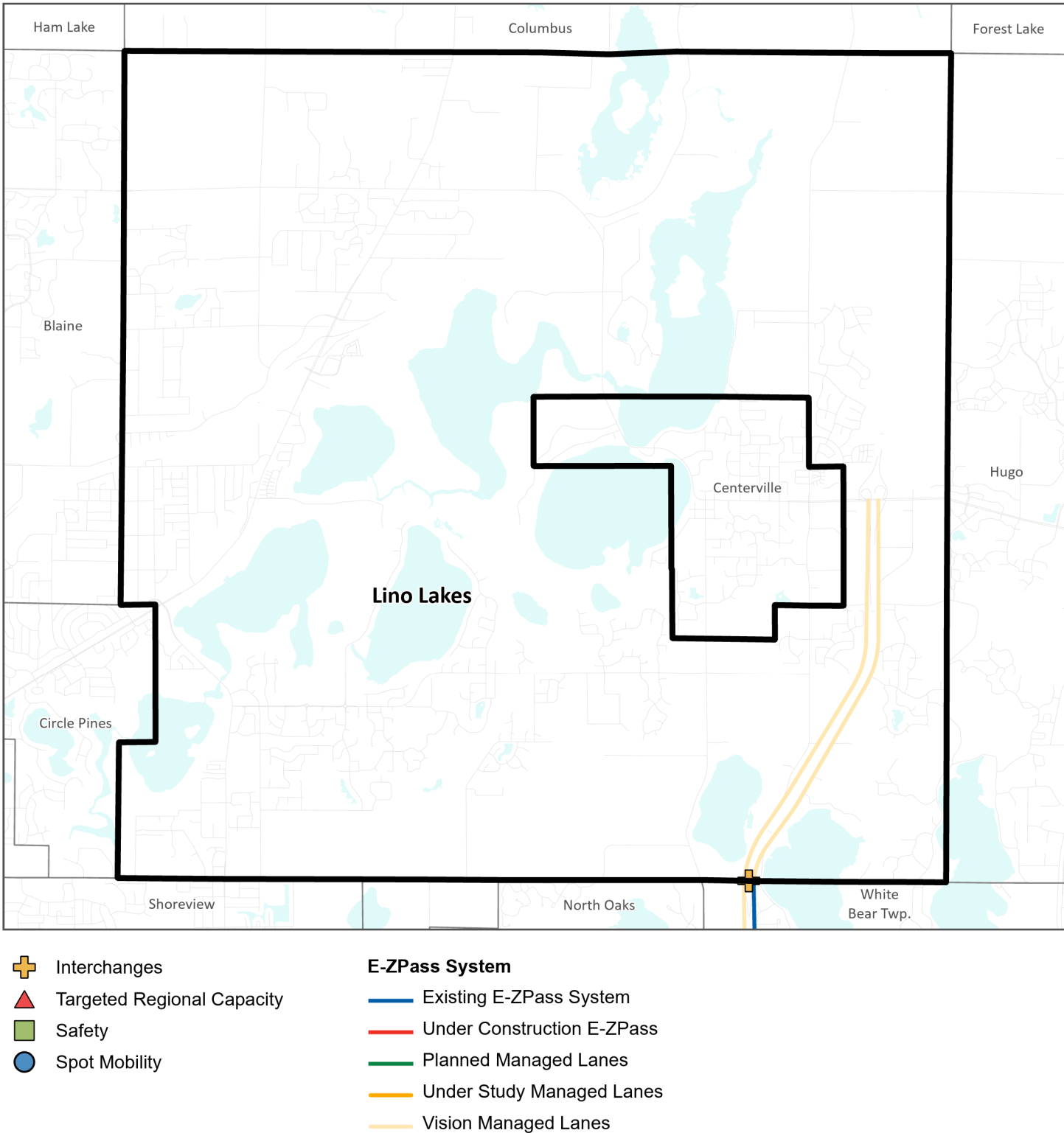
City of Lino Lakes

Functional Class - All Roads

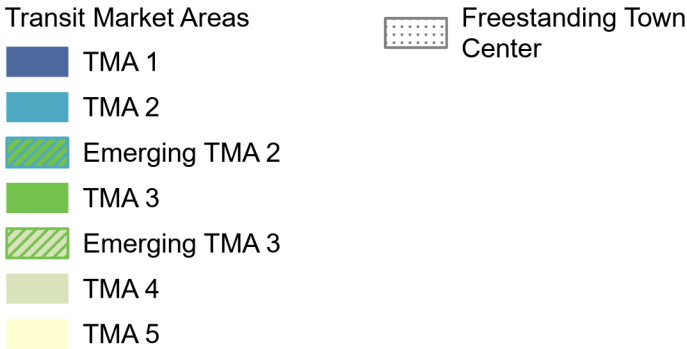
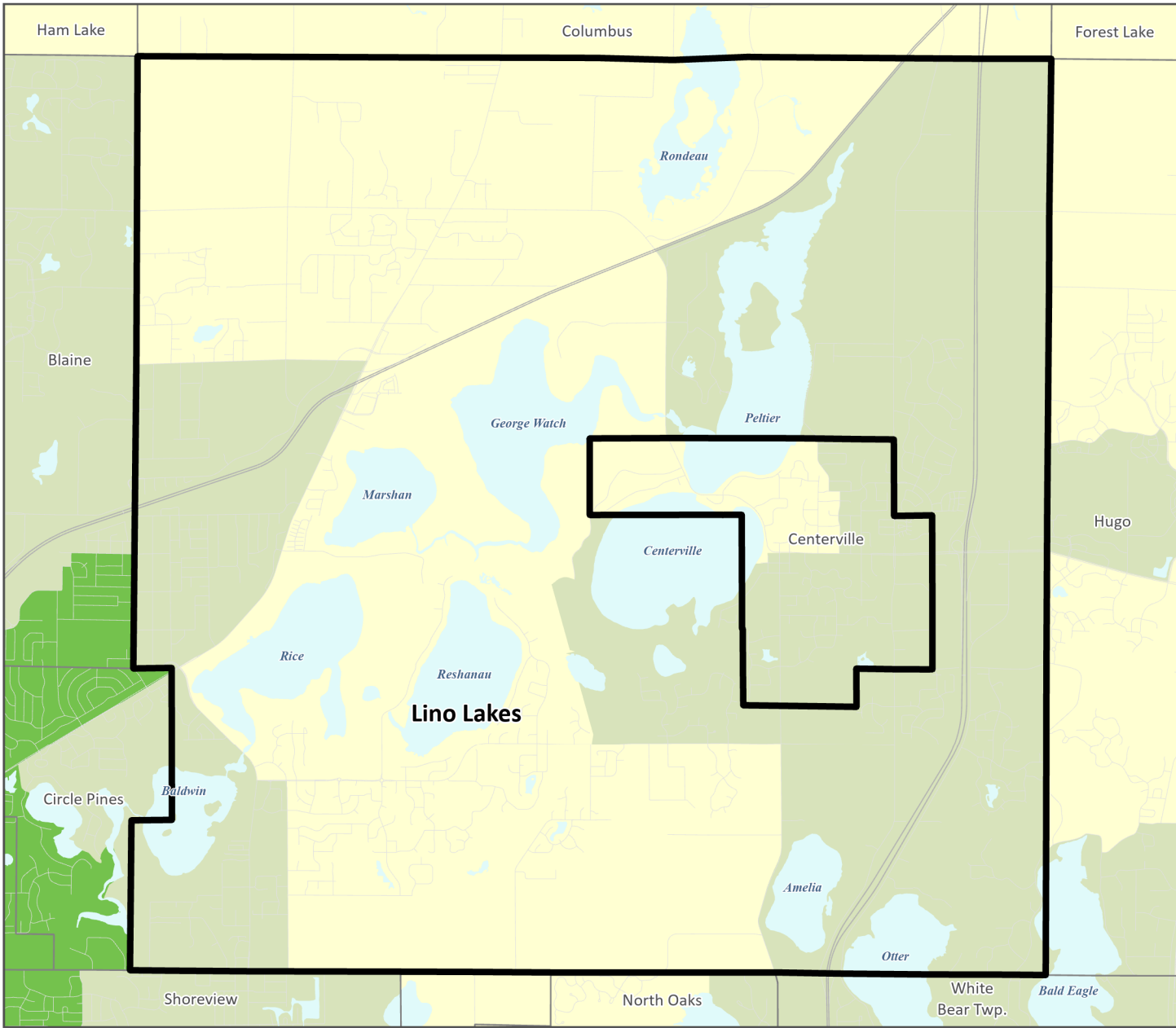


- Functional Class**
- Principal Arterial
 - Minor Arterial Augmentor
 - Minor Arterial Reliever
 - Minor Arterial Expander
 - Minor Arterial Connector
 - Major Collector
 - Minor Collector
 - Local Roads

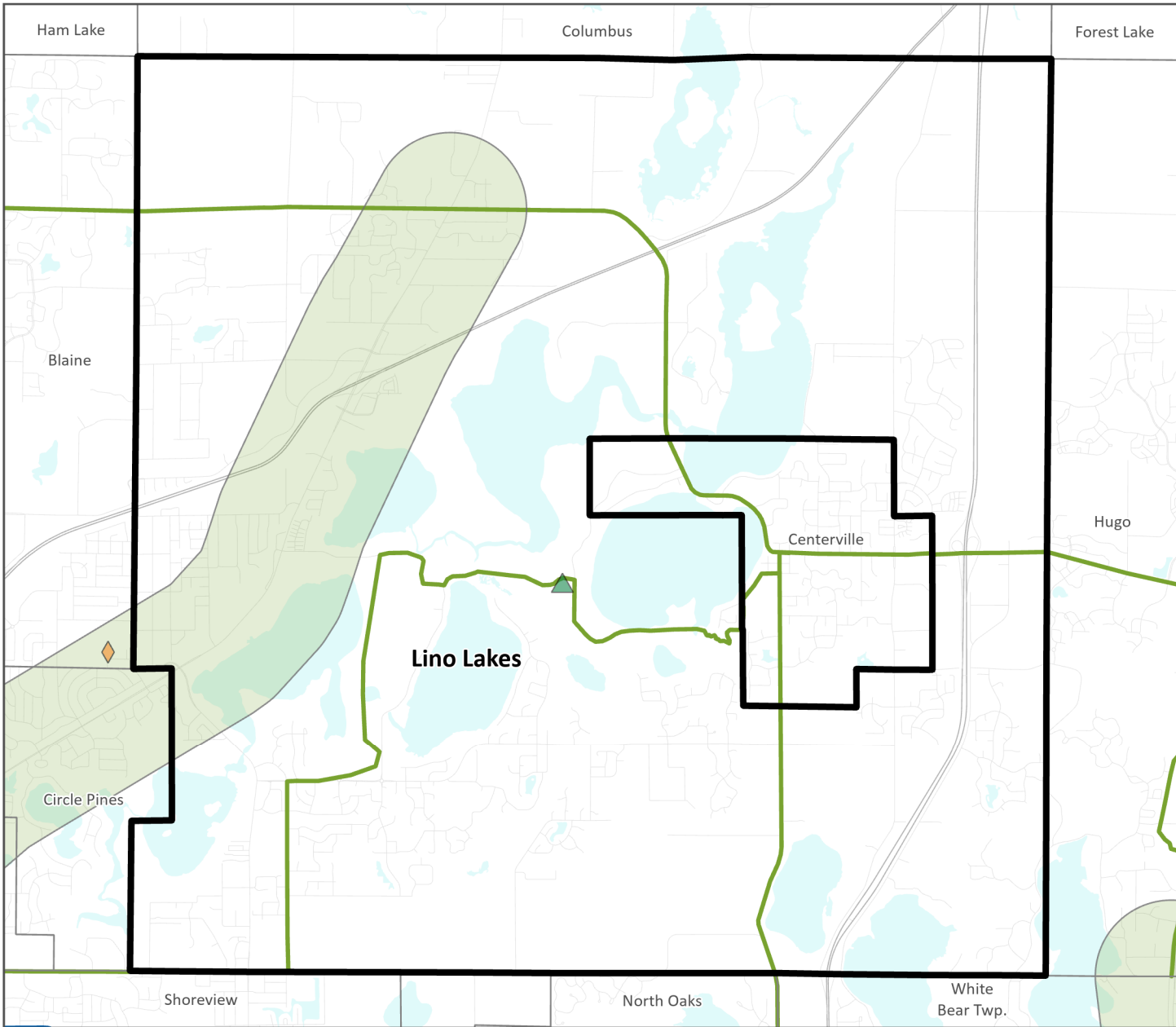
City of Lino Lakes Long Range Highway Projects



City of Lino Lakes Transit Market Areas



City of Lino Lakes Regional Bicycle Transportation Network



Alignments

- Tier 1
- Tier 2

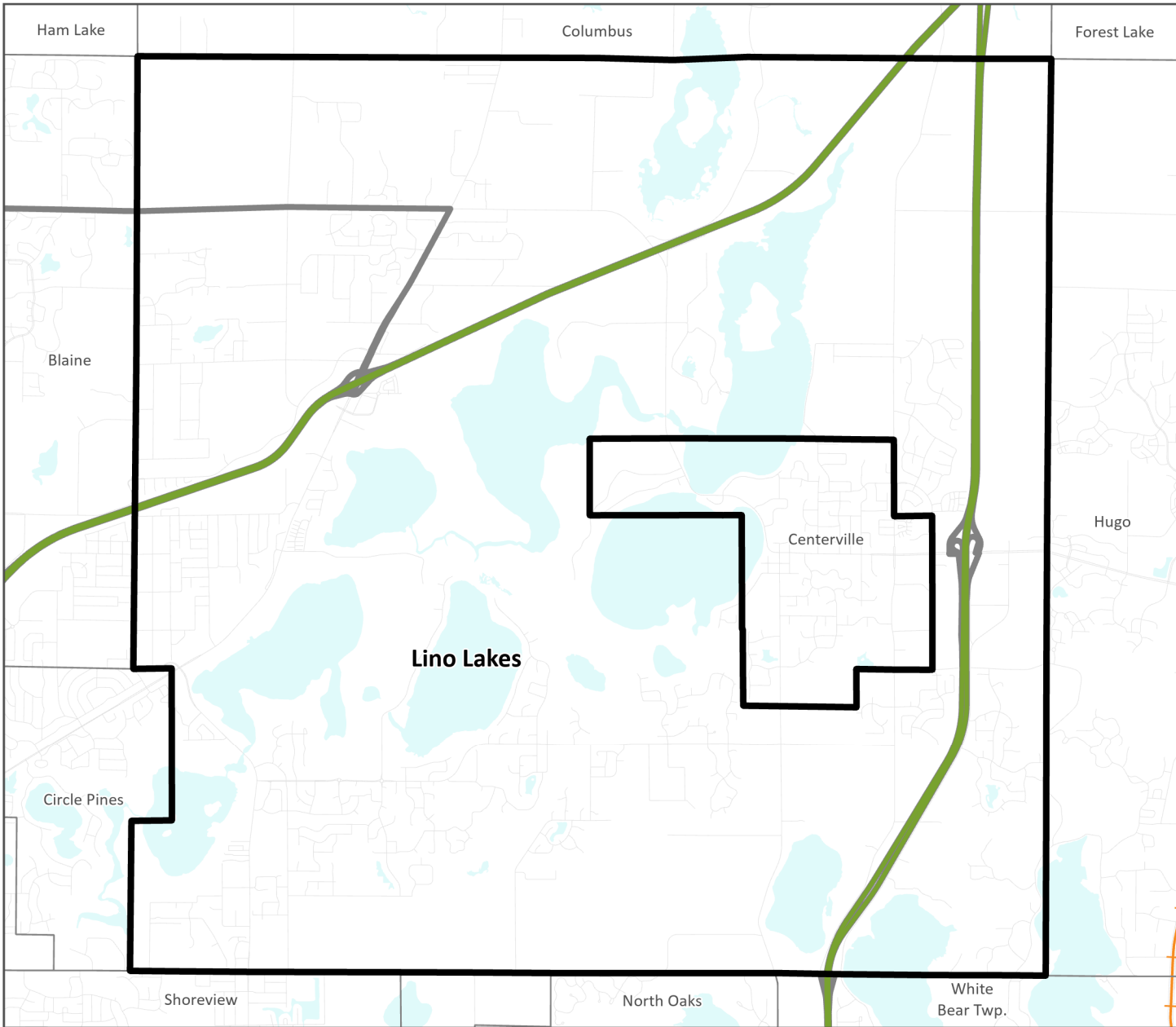
Corridors

- Tier 1
- Tier 2

Regional Destination Subgroup

- Metropolitan Job Centers (> 50,000 Jobs)
- Regional Job Centers (15,000 - 50,000 Jobs)
- Subregional Job Centers (7,000 - 15,000 jobs)
- Colleges & Universities (>2,000 Students)
- Large High Schools (> 2,000 Students)
- Major Sports & Entertainment Centers
- Regional Parks (> 400,000 visits/year)

City of Lino Lakes Metropolitan Freight System



Terminal Type

Airport Terminal

Pipeline

Rail Terminal - Container

Rail Terminal - Non Container

River Terminal

Trucking Terminal / Warehouse

Railroad Class

Class I Railroads

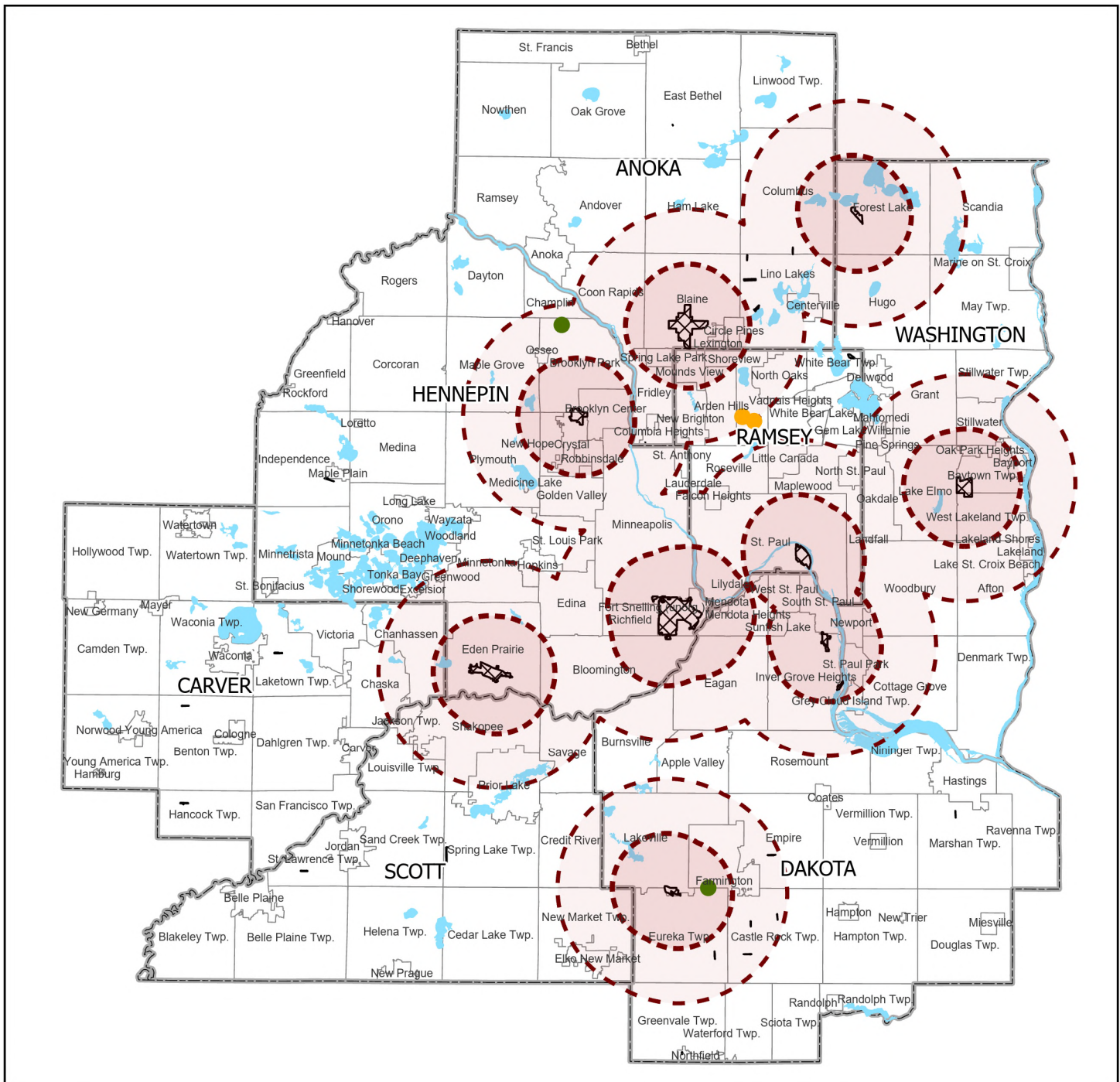
Class III Railroads

Primary Highway Freight System

Non-Primary Highway Freight System Interstates

Critical Urban and Rural Freight Corridors

Regional Aviation System and Airport Influence Areas



- Tall Tower
- VOR
- 3 Mile Airport Influence Area - Noise, Zoning, Infrastructure
- 6 Mile Airport Influence Area - Landfills, Wind Towers
- Airport Land Area
- Aircraft Permitted Water

2025 WATER RESOURCES SYSTEM STATEMENT CITY OF LINO LAKES

Water Policy Plan Overview

The 2050 Water Policy Plan includes policies and strategies to achieve four objectives that support our regional goals:

- **CLIMATE:** The region's waters and water services are protected from and made resilient to the ongoing and future effects of climate change.
- **INVESTMENTS:** Water protection, planning, management, and infrastructure investments are optimized to ensure public and ecosystem health are fully protected now and for future generations.
- **HEALTH:** Natural waters, source waters, water services, and infrastructure are managed, restored, and enhanced to protect public and ecosystem health that ensures a high quality of life in the region.
- **EQUITY:** The benefits of clean and abundant water and water services are defined by local needs and environmental context, accessible, and justly shared by all residents and communities.

These objectives help to protect our region's groundwater and surface water, ensure the sustainability of water sources and utility service providers, support public and ecosystem health, and promote a thriving economy, sound development decisions, and a high quality of life for all who call this region home.

The Water Policy Plan strives to generate innovative actions, including water reuse, resource recovery, and nature-based approaches, that have multiple benefits at both the local and regional scales. Additionally, the plan includes policies and strategies to address the impacts of climate change, equitable access to water benefits, and water sector workforce concerns. The region has a strong history of water planning and management, and the 2050 Water Policy Plan continues this tradition. It progresses our organization and the region to ensure clean and abundant water for current and future generations.

Key Concepts

Adopted by the Metropolitan Council in February 2025, the 2050 Water Policy Plan - including the regional water policies, Wastewater System Plan, and the Metro Area Water Supply Plan - outline the conditions for regional wastewater service, surface water management, and water supply planning. Local comprehensive plans shall conform to these conditions. The Policy Plan incorporates the following changes:

Integrated Planning (next steps)

The Water Policy Plan is a guide for managing wastewater, water supply, surface waters, and groundwater. It takes an integrated approach to water planning and management from local to federal and Tribal levels, which helps to ensure a clean and plentiful water future. Water planning organizations need to work together to address issues that transcend political boundaries to achieve holistic water management.

Subregional Approach to Planning

The Met Council is committed to continuing and broadening the subregional approach to integrated water planning. Subregional groups will be expanded to include stakeholders from Tribal Nations, state agencies, county planning staff, municipal public works and planning staff, watershed organizations, non-governmental organizations, and others who want to participate in discussions about localized, integrated water concerns.

Water Equity

The Water Policy Plan prioritizes equitable access to clean water and water services, especially for historically marginalized communities. Reaching these outcomes requires initiatives such as prioritizing investments in overburdened communities, addressing historical harms, creating accessible information and communications, and including diverse perspectives of community members in water planning and management decisions.

Climate and Natural Systems

The Water Policy Plan includes climate and natural systems objectives, policies, and actions, which guide the Met Council and communities to employ approaches that lead to sustainable water and water services. This includes building water resiliency, limiting risks, and benefiting a growing and a thriving economy through convening partners, new tools and technologies, water conservation and protection efforts, and water planning and technical assistance.

Considerations Affecting Your Community

Regional Sewer Service

The treatment of wastewater is foundational to ensure public health and protect the region's natural environments. Reclamation of water and byproducts from the wastewater treatment process can help our region meet sustainability and climate goals. To operate and steward the regional wastewater system, it is essential for the Met Council to understand local conditions, identify current and future needs, and take innovative approaches to address the region's water sustainability challenges.

Local governments are required to submit both a wastewater plan element to their comprehensive plan and a comprehensive sewer plan describing service needs from the Met Council (Minnesota Statutes 473.513). A complete list of requirements for the comprehensive sewer plan, depending on wastewater service methods in your community, can be found in the Water Resources section of the [Local Planning Handbook](#).

Forecasts

The forecasts of population, households, employment, and wastewater flows for Lino Lakes can be found on your Community Page in the Local Planning Handbook. These forecasts are for sewer development. The sewer forecasts were estimated using Met Council's census block forecast data, individual and communal sewage treatment system data, Sewer Availability Charge (SAC) data, annual city reports, current trends, existing and future local wastewater service areas and other municipal information. The wastewater flows are based on historical wastewater flow data, future wastewater generation rates, and the sewer population and employment forecast data.

The Met Council will use these growth and wastewater flow forecasts to plan future regional wastewater conveyance and treatment system improvements needed to serve your community.

Lino Lakes, through its comprehensive planning process, must decide the location and staging of development, and then plan and design its local wastewater collection system to serve this development.

Wastewater Service

Metropolitan Council Environmental Services (Environmental Services) designs, constructs, and operates the regional wastewater system (Metropolitan Disposal System): a publicly owned system of regional sanitary sewers and water resource recovery facilities (wastewater treatment plants), for the conveyance, treatment and disposal of domestic waste, industrial waste and other waste from residential, commercial, institutional, and industrial users in the metropolitan area. The regional wastewater system currently serves 111 communities and through its work it protects public health, protects the environment, and fosters the economic growth of the seven-county Twin Cities Metropolitan Area.

A Regional Sanitary Sewer System map is provided to assist in the completion of your community's comprehensive sewer plan. The map shows Environmental Services' wastewater infrastructure located within your community's boundaries, if your community is provided regional wastewater service.

A complete list of items required for inclusion in your community's comprehensive sewer plan, depending on wastewater service methods in your community, can be found in the Local Planning Handbook. A comprehensive plan will be found incomplete for review if all submittal requirements are not met.

If your community has multiple methods of wastewater service (including regional service, local (municipal) wastewater treatment system, private communal systems, and/or subsurface sewage treatment systems), review the information in each corresponding section and refer to the Local Planning Handbook for a complete list of requirements that must be included in the comprehensive sewer plan for these systems. We strongly encourage you to include this information in a water chapter of your comprehensive plan.

Areas Served by the Regional System

Current wastewater treatment services are provided to the City by Environmental Services. Wastewater generated within the City is conveyed by Met Council Interceptors 9106, 9708, and 8361 with treatment at the Metropolitan Water Resource Recovery Facility in St. Paul.

Environmental Services has made investments in the area with the Blaine Relief Interceptor to support the growth in the western portion of the City.

Regional Inflow and Infiltration Program

The Met Council is continuing implementation of its inflow and infiltration (I/I) reduction program and will continue to establish I/I goals for all communities discharging wastewater to the regional wastewater system. Communities that have excessive I/I in their sanitary sewer systems will be required to eliminate the excessive I/I. Those communities will be required to submit a work plan that details work activities to identify and eliminate I/I sources from both municipal and private sources. The Met Council will not design future regional sanitary sewer improvements or water resource recovery facilities to handle peak hourly flows in excess of the allowable rate for your community. Increases in service may be limited in communities that do not demonstrate progress in reducing excess I/I.

Two grant programs are currently available for communities with excessive I/I in their sanitary sewer systems: The Municipal Inflow and Infiltration Grant Program and the Private Property Inflow and Infiltration Grant Program. It is recommended that communities review these programs and determine if participation fits into their I/I work plan. The Municipal Inflow and Infiltration Grant Program is based on annual legislative action and funding amount and availability may vary year to year.

Areas Served by Local Wastewater Treatment System

The requirements of this element do not apply because Lino Lakes does not have a local wastewater treatment system.

Areas Served by Private Communal Treatment Systems and/or Subsurface Sewage Treatment Systems

The Met Council's position is that private communal wastewater treatment systems should only be permitted in areas not programmed for regional sewer service in the foreseeable future and they are provided for in a community's comprehensive plan. The community is responsible for permitting all private communal or cluster wastewater treatment systems consistent with current Minnesota Pollution Control Agency standards (Minnesota Rules Chapter 7080-7083). The Met Council will not provide financial support to assist communities if these systems fail.

Communities with individual subsurface sewage treatment systems (SSTS), commonly known as septic systems, must adopt a management program consistent with current Minnesota Pollution Control Agency regulations (Minnesota Rules Chapter 7080-7083). A description of the management plan and current SSTS ordinance must be included in the community's comprehensive sewer plan.

Surface Water Management

The metro region consists of hundreds of miles of rivers, streams, thousands of acres of wetlands, and nearly a thousand lakes. These surface waters define our region. They are where we play, exercise, find peace, and celebrate with friends and family. They support the region's ecosystems and biodiversity. They provide drinking water for the region's residents and energy for industry. They are critical transportation corridors and places to recreate, fueling local economies. Yet these waters are threatened by complex issues like ongoing pollution stress, climate change, and unsustainable development pressures. Comprehensive community planning includes surface water planning to ensure the region's residents, businesses, and ecosystems can benefit from clean and abundant water.

In 1995, Minnesota Statutes Section 473.859, subd. 2 was amended to make the local water plan (often referred to as local surface water management plans) required by Section 103B.235 a part of the land use plan of the local comprehensive plan. Minnesota Rules Chapter 8410, updated in July of 2015, includes the requirements for local water management plans. All communities in the metro region must update their local water plan between Jan. 1, 2027 and Dec. 31, 2028. This means that Lino Lakes must update its local water plan as part of the comprehensive plan update. The community's updated local water plan should be submitted to the Met Council for its review concurrent with the review by the local watershed management organizations.

The Surface Water Features map shows the watershed management organizations, Rice Creek WD and Vadnais Lake Area WMO, that have jurisdiction in Lino Lakes.

Failure to have an updated local water plan approved by your watershed management organizations will result in the comprehensive plan being incomplete for review. Local water plans shall be submitted to the Met Council for review in the timeframe described above, comments are sent from the Met Council to the appropriate watersheds for inclusion in their review and approval of the plan, and finally the plan is approved by the appropriate watersheds.

Local water plans must meet the requirements for local water plans in Minnesota Statutes, section 103B.235 and Minnesota Rules Chapter 8410. In general, local water plans need to include a summary of the priorities and problems in the community; structural, nonstructural and programmatic actions to take to address the priorities and problems; and clearly identified funding mechanisms to fix the problems.

More detailed guidance for the local water plans can be found in Appendix A of the [2050 Water Policy Plan](#) and in the Met Council's current Local Planning Handbook.

Priority Waters List

The Met Council updated its Priority Waters List (formerly Priority Lakes List) in July 2022. This new version includes rivers, lakes, and streams. With more than 950 lakes and hundreds of miles of rivers and streams in the region, waterbodies needed to be prioritized to adequately dedicate staff and financial resources. The Met Council uses the Priority Waters List to focus

its limited resources. The list is also used in the environmental review process. The Surface Water Features map and Priority Waters List table show the priority waters for Lino Lakes.

When using this Priority Waters List, for projects near a specific waterbody, we recommend you connect with local residents to understand how they value and interact with the waterbody. The Twin Cities region is home to many diverse communities with different cultural and personal relationships to water, so it's important to incorporate those perspectives in addition to the Priority Waters List when working on local-scale projects. Communities should identify the Priority Waters and the projects and/or programs that will protect or restore these waters.

The Water Contamination and Impaired Waters map includes any water bodies that are on the Minnesota Pollution Control Agency's 303d Impaired Waters List.

Table of Priority Waters for City of Lino Lakes

Waterbody Type	Name	DNR Lake ID	DNR Kittle Number
Lake	Amelia	02001400	---
Lake	Bald Eagle	62000200	---
Lake	Baldwin	02001300	---
Lake	Centerville	02000600	---
Lake	George Watch	02000500	---
Lake	Marshan	02000700	---
Lake	Otter	02000300	---
Lake	Peltier	02000400	---
Lake	Rice	02000800	---
Lake	Rondeau	02001500	---
River/stream	Rice Creek	---	M-059

Water Supply

Water supply is not a regional system. However, water supply information is required for local comprehensive plan updates to meet statutory requirements and for consistency with regional policy.

To ensure that there is a safe and plentiful supply of water—for a wide range of residential, commercial, institutional, industrial, recreational, and other purposes—it is important to make sure local water supply sources, infrastructure, and planned investments are aligned with planned land use changes.

The Met Council recognizes the local responsibility and authority for water supply planning. However, a regional perspective is also valuable, because the effects of local water supply decisions do not stop at community boundaries. The Met Council provides regional planning, guidance, and resources to support communities and help safeguard our shared water resources.

Water supply plan-related requirements generally include:

- Clearly identifying the locations of water sources and amount of water that is currently used and is planned to be used for things like agriculture, homes, businesses,

industries, and other public and private purposes. This includes areas that affect those water sources, such as source water protection areas.

- Creating a program for how to implement local rules and regulations about water supply, including when and how these rules will be developed, adopted, and administered.

Communities served by a municipal community public water supply system must fulfill part of these requirements by attaching a local water supply plan approved by the Minnesota Department of Natural Resources as an appendix to the comprehensive plan.

The Water Supply Considerations map illustrates some key content for your community, including Drinking Water Supply Management Areas, Special Well and Boring Construction Areas, and Priority Waters qualifying as drinking water sources.

We strongly encourage you to include any required information that isn't in the local water supply plan—such as source water protection and privately-owned wells—in a water chapter of your comprehensive plan.

A customized checklist of minimum requirements for your community is included in the Local Planning Handbook, along with resources to help you meet and go beyond minimum requirements.

Source Water Protection

Your comprehensive plan should consider water use (including water supply sources) as part of land use planning, to promote land use practices and development decisions that protect public health for your community and the region. Include information about the location of both groundwater and surface water source water protection areas and their vulnerability for all community public drinking water source(s) within your community's borders and associated contaminant threats. Also include a commitment to collaborate with neighbors on source water protection, when applicable.

Privately-Owned Wells and Nonmunicipal Public Water Supply Systems

Your comprehensive plan should include information about the current and planned use and management strategies for privately-owned wells and nonmunicipal public water supply systems, because people, institutions, and businesses in your community use those sources for a wide range of agricultural, residential, commercial, industrial and/or other nonmunicipal purposes.

If a new municipal community public water supply system is planned by 2050, a water chapter of the updated comprehensive plan should include details about the planned system.

Municipal Community Public Water Supply Systems

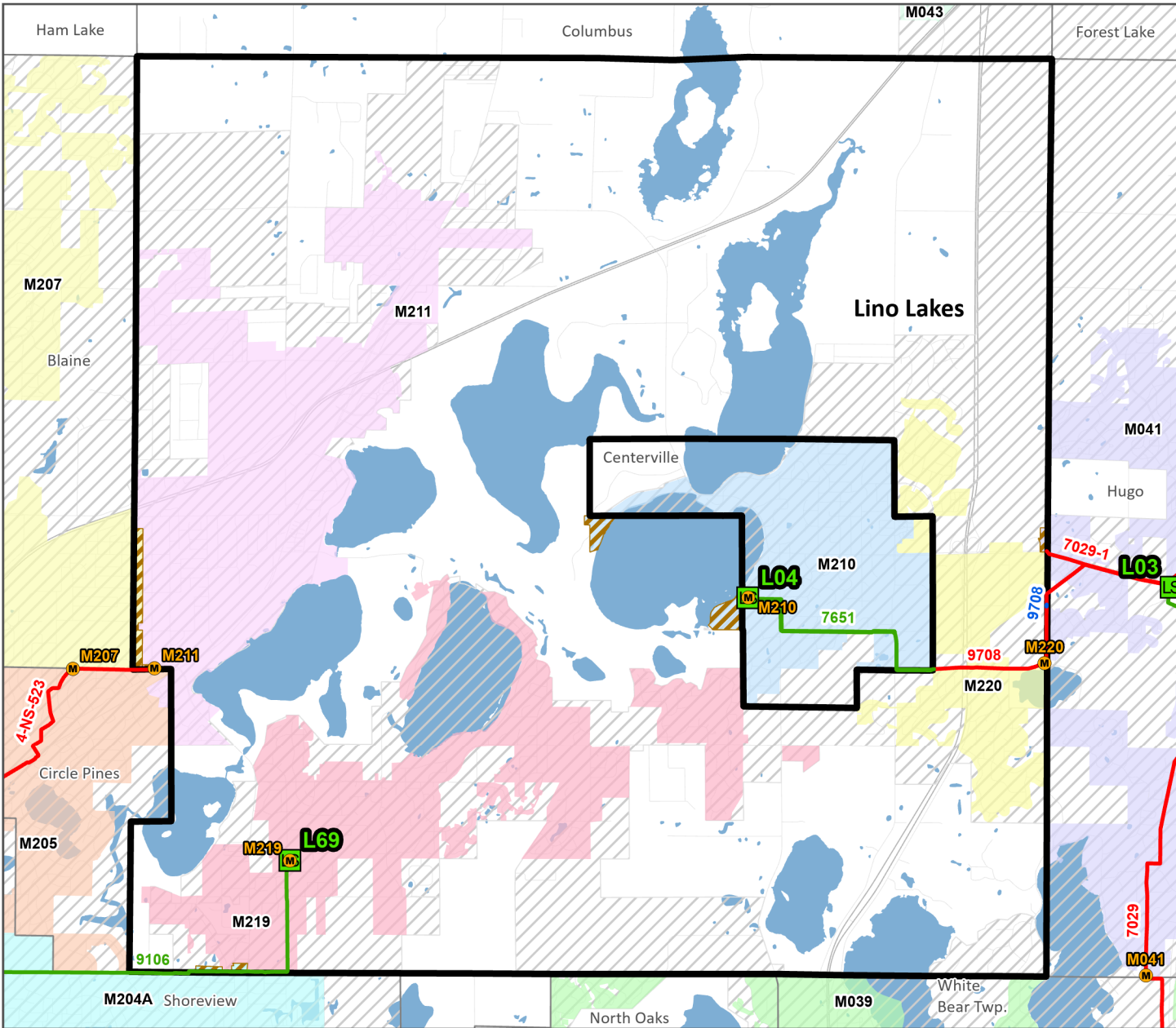
Water Supply System Information

Because people, institutions, and businesses in your community get water through a municipal community public water supply system, you must include information about that system and an implementation program in your comprehensive plans, to demonstrate the availability of clean,

safe drinking water to meet projected water demand consistent with the Met Council's forecasts.

The Minnesota Department of Natural Resources (DNR)-approved local water supply plan for the municipal public water supplier providing service to your community must be attached as an appendix to the comprehensive plan. To ensure that the DNR-approved local water supply plan is consistent with regional policies and is compatible with adjacent and affected governmental units, you should provide the Met Council and adjacent and affected jurisdictions with the opportunity to review and comment on your draft local water supply plan update. Failure to include an updated local water supply plan approved by the DNR will result in the comprehensive plan being incomplete for review until the required plan is submitted to the Met Council.

City of Lino Lakes Regional Sanitary Sewer System



Meters
 Lift Station

Regional Sewer
 Gravity
 Forcemain
 Siphon

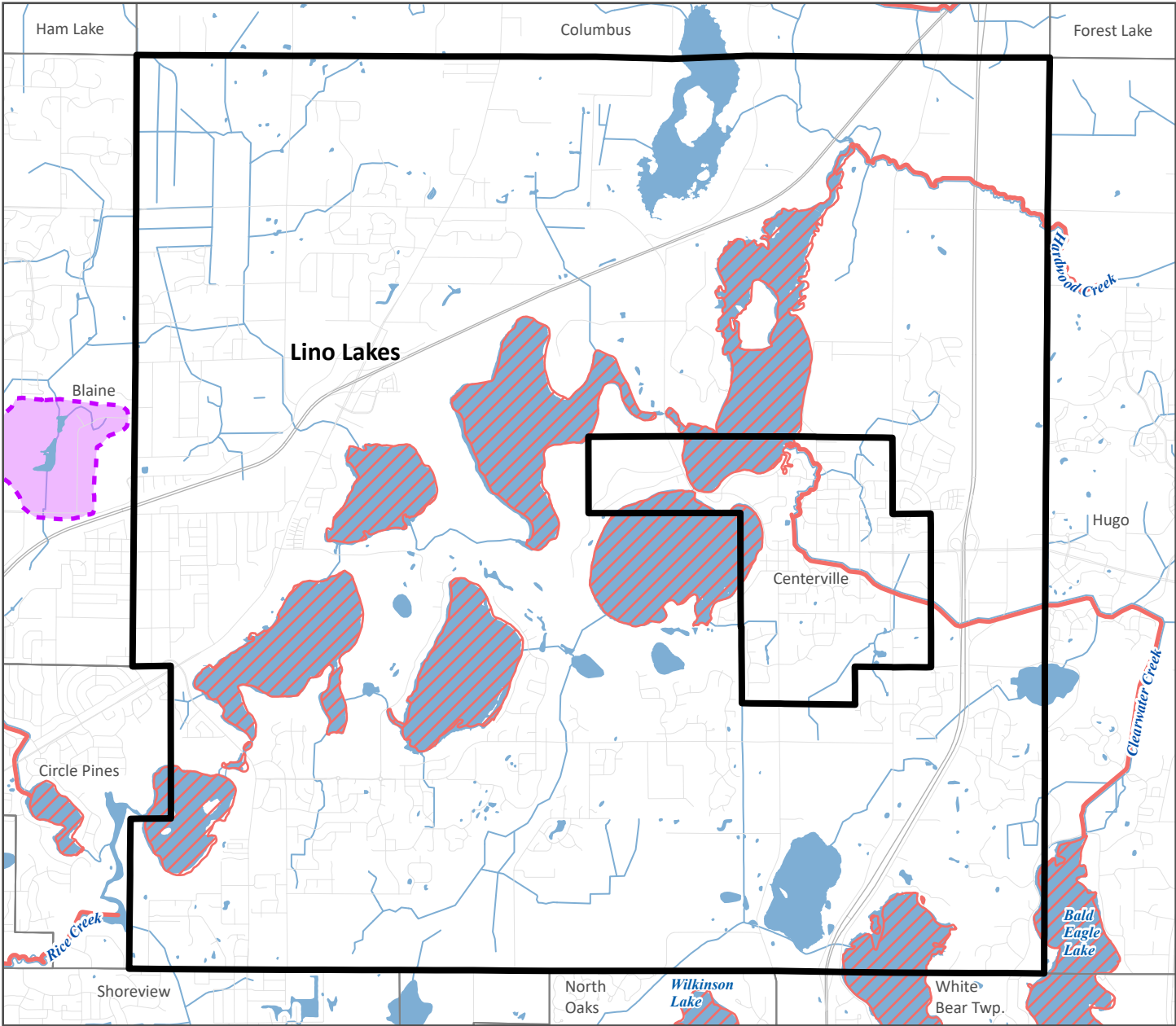
Areas of Unmetered Flow from the Community
 2050 MUSA

Sewer Service Areas

To Meter M###	Not Served
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City of Lino Lakes

Water Contamination and Impaired Waters



Minnesota Groundwater Contamination Atlas

- High Confidence Boundary
- Low Confidence Boundary
- Groundwater area of concern *

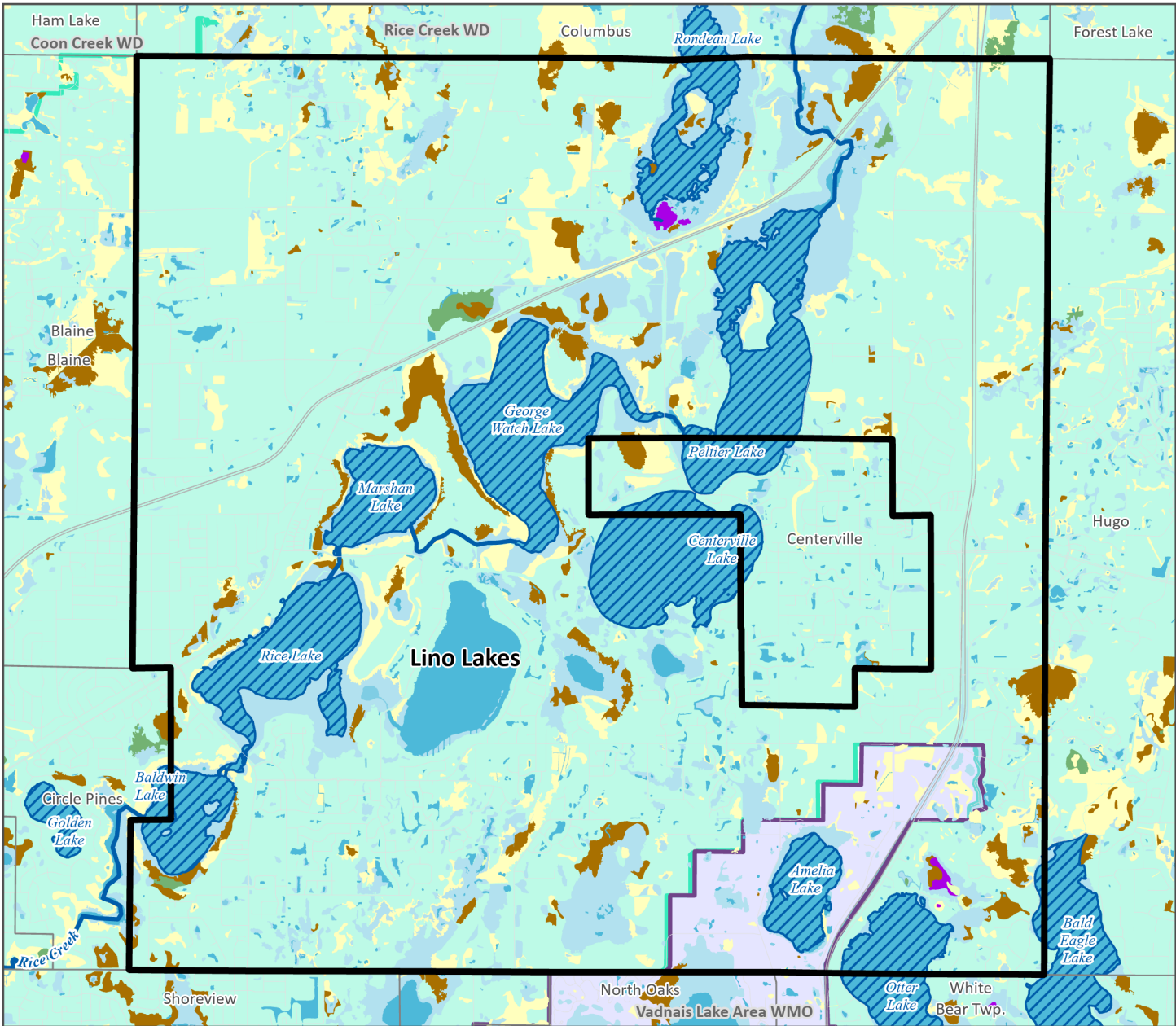
Minnesota's 2024 Impaired Waters List

- Impaired Rivers or Streams
- Impaired Lake

* darker shades of purple represent multiple overlapping areas of concern

City of Lino Lakes

Surface Water Features



Watershed Management Type

- County Administered Planning
- Watershed District (WD)
- Watershed Management Organization (WMO)

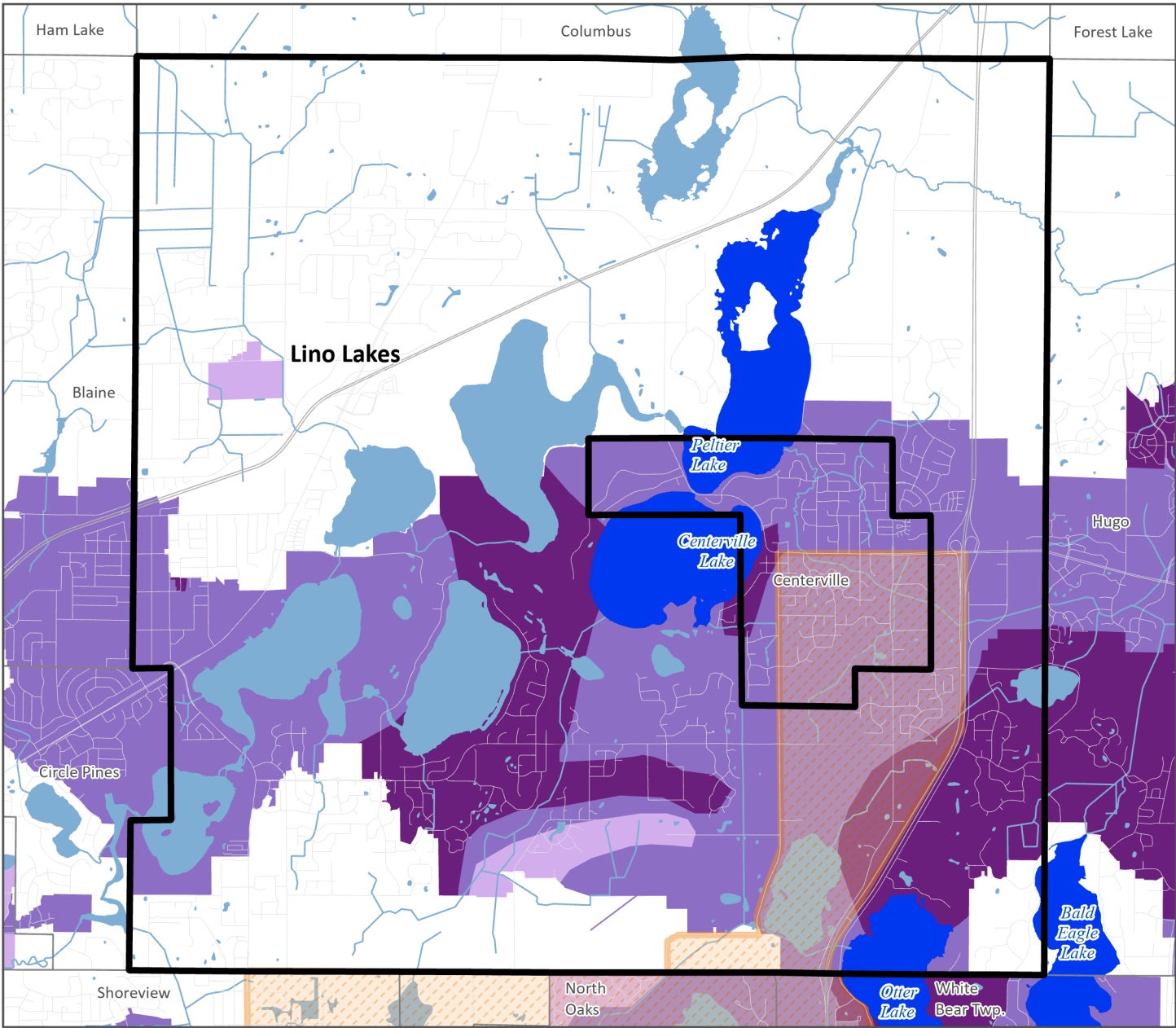
Wetland Type

- Seasonally Flooded Basin or Flat
- Wet Meadow
- Shallow Marsh
- Deep Marsh
- Shallow Open Water
- Shrub Swamp
- Wooded Swamp
- Bog

Priority Water

- Priority River or Stream
- Priority Lake

City of Lino Lakes Water Supply Considerations



Drinking Water Supply Management Areas for Groundwater (DWSMA)

- High Vulnerability
- Moderate Vulnerability
- Low Vulnerability

Drinking Water Supply Management Areas for Surface Water (DWSMA)

- Surface Water DWSMA Priority Area A
- Special Well and Boring Construction Area
- Priority river or stream qualifying as a drinking water source
- Priority lake qualifying as a drinking water source

REGIONAL PARKS AND TRAILS SYSTEM STATEMENT CITY OF LINO LAKES

Overview of the Regional Parks and Trails System

The Regional Parks and Trails System includes 66 regional parks, park reserves, and special features, plus more than 487 miles of regional trails that showcase the unique landscapes of the region and provide year-round recreation. The Regional Parks and Trails System is well-loved by our region's residents and attracted over 69 million visits in 2023.

The organizational structure of the Regional Parks and Trails System is unique, built upon a strong partnership between the Met Council and the ten regional park implementing agencies that own and operate Regional Parks and Trails System units. The regional park implementing agencies are:

Anoka County	Ramsey County
City of Bloomington	City of Saint Paul
Carver County	Scott County
Dakota County	Three Rivers Park District
Minneapolis Park and Recreation Board	Washington County

The 2050 Regional Parks and Trails Policy Plan advances the Imagine 2050 regional goals and core values including Equity, Leadership, Accountability, and Stewardship by striving to:

- **Foster equity and belonging:** Connect people with nature, community, and cultural landscapes to better support their physical, mental, and emotional well-being
- **Take care of what we have:** Reinvest in existing regional parks and trails to maintain and enhance visitor experiences
- **Protect and restore:** Protect and restore natural systems to safeguard the well-being of all living things
- **Adapt and mitigate:** Increase the region's resilience to climate change through land stewardship practices that mitigate greenhouse gases and adapt to future climates
- **Meet future needs:** Meet the growing demand for regional parks and trails through strategic and timely land acquisition and development.

Key Concepts in the 2050 Regional Parks and Trails Policy Plan

The 2050 Regional Parks and Trails Policy Plan includes the following policies, each with specific associated strategies:

- **System Plan policy:** Maintain a robust and current set of data, maps, plans, processes, and applications to support regional parks and trails planning.

- **Natural Systems policy:** Identify lands with high-quality natural features and/or with high restoration potential that are desirable for Regional Parks and Trails System activities and put these lands in a protected status so they will be available for recreational uses and preservation purposes in perpetuity.
- **Climate Resilience policy:** Adapt and enhance the Regional Parks and Trails System to promote resilience to climate change, including the mitigation of greenhouse gas emissions.
- **Planning policy:** Promote long-range planning and help provide integrated resource planning across jurisdictions in order to create a seamless system that connects everyone to the outdoors.
- **System Protection policy:** Protect public investments in acquisition and development by assuring that every component in the system is able to fully carry out its designated role.
- **Recreation, Facilities, and Programming policy:** Foster a sense of belonging by providing a wide spectrum of leisure and play opportunities while connecting people, places, and the natural world.
- **Finance policy:** The Met Council administers, provides financial oversight, and collaborates with a range of partners to fund the ten regional park implementing agencies in support of the Regional Parks and Trails System.

The 2050 Regional Parks and Trails Policy Plan is the metropolitan system plan for regional recreation open space with which local comprehensive plans must conform. This system statement highlights the elements of the system plan which apply specifically to your community. Find the complete text of the 2050 Regional Parks and Trails Policy Plan at the following url:

<https://imagine2050.metrocouncil.org/chapters/regional-parks-and-trails>.

Key Changes in the 2050 Regional Parks and Trails Policy Plan

Adopted by the Met Council in February 2025, the 2050 Regional Parks and Trails Policy Plan incorporates the following changes:

- Unit name changes
 - Anoka County
 - “Northwest Search Area” changed to “Sugar Hills Search Area”
 - Dakota County
 - “Lebanon Hills-Big Rivers Greenway Trail Search Corridor” changed to “Lebanon Hills-Minnesota River Greenway Trail Search Corridor”
 - “Lebanon Hills-Mendota Greenway Regional Trail, Highway 62 segment” changed to “Lebanon Hills Greenway Regional Trail”
 - Scott County
 - “Scott West Regional Trail” changed to “Big Woods Regional Trail”
 - “Minnesota River Bluffs Extension and Scott County Connection Regional Trail” changed to “Merriam Junction Regional Trail”
 - “Louisville Trail Search Corridor” changed to “Merriam Junction Regional Trail”
 - Portion of “Southern Scott Trail Search Corridor” changed to “Shallow Waters Regional Trail”

- Trail refinements
 - Three Rivers Park District's Dakota Rail Regional Trail Search Corridor Extension moving the trail terminus from Highway 494 to Minnetonka City Hall
 - Three Rivers Park District is transferring a portion of the Lake Minnetonka Regional Trail to Carver County
- Future 2028/2029 system additions process candidates
 - Ramsey County's Rice Creek North Regional Trail Boundary Adjustment adding 2,407 acres to the current 792 acres at the former Twin Cities Army Ammunition Plant
 - Three Rivers Park District's 5.5-mile West Minnehaha Creek Trail Corridor Study Area
 - Dakota County's 58-acre Thompson County Park Study Area in West St. Paul serving the outdoor recreational needs of the more than 50,000 residents who live in the northern portion of Dakota County

The 2050 Regional Parks and Trails System Plan Map is depicted in Figure 1. Lino Lakes should consult the complete 2050 Regional Parks and Trails Policy Plan in preparing its local comprehensive plan. In addition, Lino Lakes should consult Imagine 2050 and the current version of the Met Council's Local Planning Handbook for specific comprehensive plan requirements.

2050 Regional Parks and Trails System Units

The Regional Parks and Trails System comprises four main types of units: regional parks, park reserves, special features and regional trails.

- **Regional parks** contain a diversity of natural features, either naturally occurring or restored, and are typically 200-500 acres in size. Regional parks accommodate a variety of outdoor recreation activities. In 2024, a total of 46 regional parks are open to the public.
- **Park reserves**, like regional parks, provide for a diversity of outdoor recreation activities. One major distinguishing feature is that the minimum size for a park reserve is 1,000 acres. Additionally, regional park implementing agencies are required to manage at least 80% of the park reserve as natural lands that protect the ecological functions of the native landscape. As of 2024, a total of 12 park reserves were open to the public.
- **Special features** provide opportunities not generally found in the regional parks, park reserves, or trail corridors. Special features often require a unique managing or programming effort. As of 2024, there are eight special features open to the public.
- **Regional trails:** The Met Council has defined two major types of trails to serve the region: destination or greenway trails and linking trails. Destination or greenway trails typically follow along corridors with high-quality natural features that make the trail itself a destination. Linking trails are predominately intended to provide connections between various Regional Parks and Trails System units. As of 2024, 56 regional trails totaling approximately 487 miles were open for public use.

2050 Regional Parks and Trails System Components

The 2050 Regional Parks and Trails Policy Plan identifies five components which together comprise the vision for the Regional Parks and Trails System in 2050, as described below.

- **Existing Regional Parks and Trails System facilities** are open for public use and include land that is owned by regional park implementing agencies. They may include inholding parcels within the boundaries of these parks and trail corridors that have not yet been acquired. Existing regional trails may include planned segments that will be developed in the future.
- **Planned Regional Parks and Trails System facilities (not yet open to the public)** have a Council-approved long-range plan and may be in stages of acquisition and development but are not yet open for public use.
- **Regional Parks and Trails System boundary adjustments** include general areas identified as potential additions to existing Regional Parks and Trails System facilities to add recreational opportunities or protect natural resources. Specific adjustments to park or trail corridor boundaries have not yet been planned.
- **Regional Park and Special Feature search areas** include general areas for future regional parks and special features to meet the recreational needs of the region by 2050 where the regional park boundary has not yet been planned.
- **Regional trail search corridors** include proposed regional trails to provide connections between Regional Parks and Trails System facilities where the trail alignment has not yet been planned.

System Plan Considerations Affecting Your Community

The following Regional Parks and Trails System Components within Lino Lakes are identified in the 2050 Regional Parks and Trails Policy Plan:

Regional Parks, Park Reserves, and Special Features

- **Rice Creek Chain of Lakes Park Reserve:** This is an existing regional park reserve with an established boundary. Rice Creek Chain of Lakes Park Reserve, at nearly 5,500 acres, is located in the cities of Columbus, Lino Lakes, and Centerville. It includes significant native wildlife habitat, archeological sites, and family-friendly amenities such as a playground and a beach on Centerville Lake. The regional park boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.

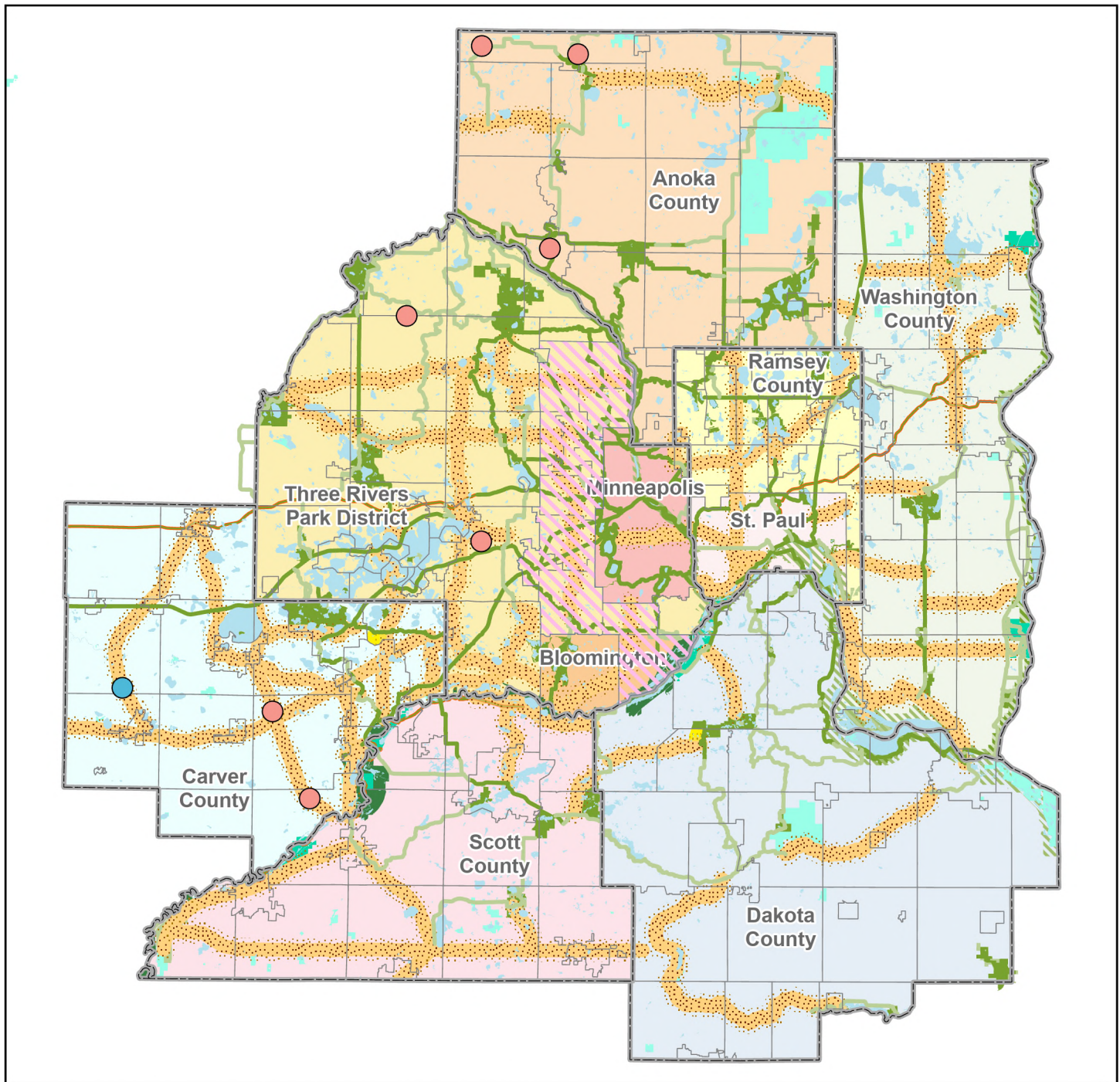
Regional Trails

- **Bunker Hills-Chain of Lakes Regional Trail:** This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Blaine, Lino Lakes, and Centerville as it connects Bunker Hills Regional Park, Rice Creek North Regional Trail, Rice Creek Chain of Lakes Park Reserve, and Central Anoka Regional Trail. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Central Anoka Regional Trail:** This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Ramsey, Anoka, Andover, Ham Lake, Blaine, Lino Lakes, and Centerville as it connects Mississippi West Regional Park, Rum River Regional Trail, Bunker Hills Regional Park, East Anoka County Regional Trail and Rice Creek Chain of Lakes Park Reserve. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

- **Chain of Lakes-Otter Lake Regional Trail:** This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Centerville and Lino Lakes as it connects Rice Creek Chain of Lakes Park Reserve and Bald Eagle-Otter Lake Regional Park in White Bear Township. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Rice Creek North Regional Trail:** This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through New Brighton, Arden Hills, Shoreview, Circle Pines, and Lino Lakes as it connects Long Lake Regional Park, Rice Creek West Regional Trail, Highway 96 Regional Trail, Lexington Parkway Regional Trail Search Corridor, Rice Creek Chain of Lakes Park Reserve, and East Anoka County Regional Trail. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

Please contact Anoka County for more information regarding Regional Parks and Trails System Components in Lino Lakes.

Regional Parks and Trails System



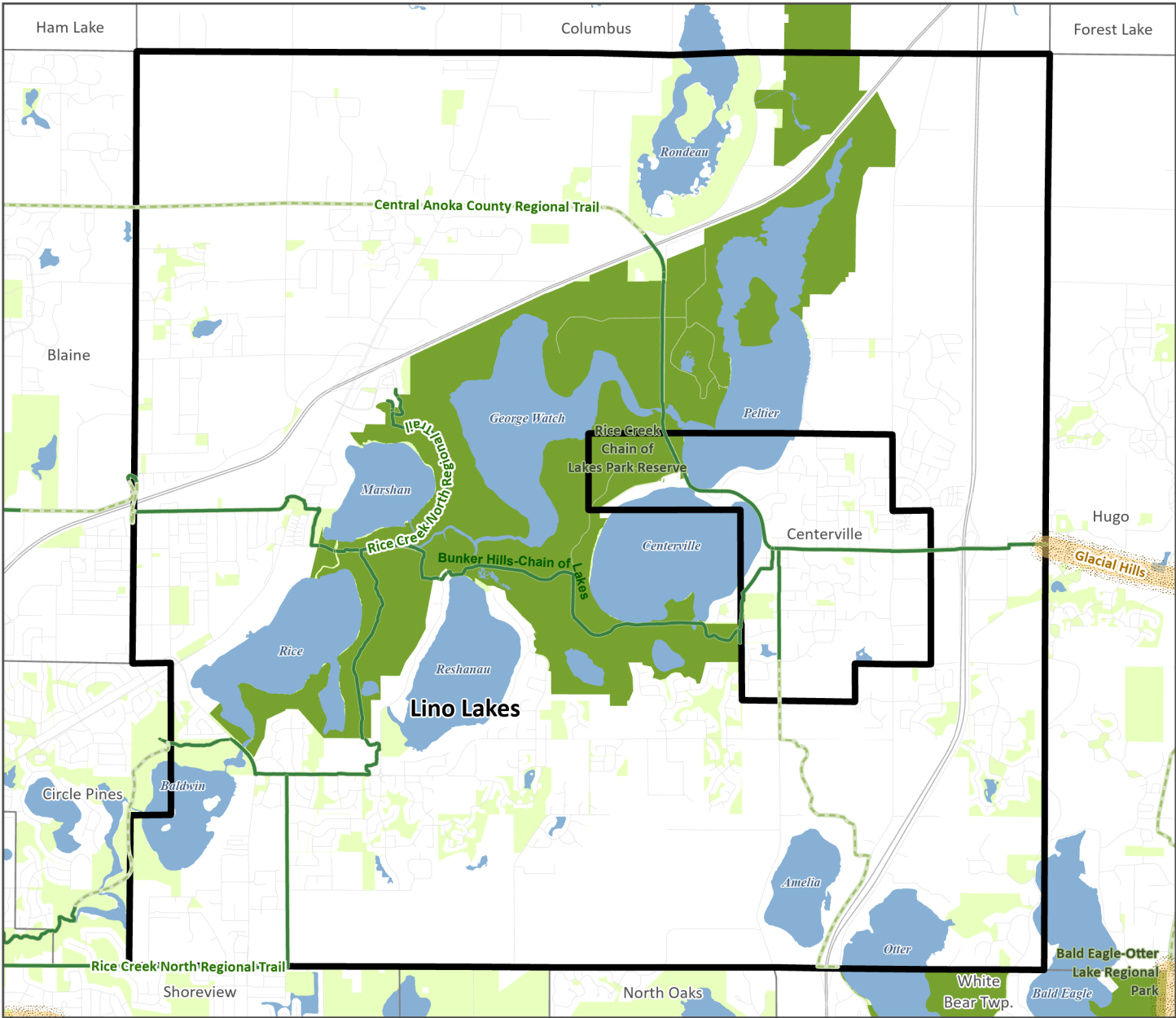
Long-Range Plan Boundary Adjustments and Search Areas

- Boundary Adjustment
- Park Search Area
- ▨ Special Feature Search Area

- ▨ Regional Trail Search Corridor
- Regional Trail (Open to the Public)
- Planned Regional Trail (Not Open to the Public)
- State Trails

- Regional Park (Open to the Public)
- Planned Regional Park (Not Open to the Public)
- ▨ Lower St. Croix National Scenic Riverway
- ▨ Mississippi National River & Recreation Area
- State Wildlife Management Areas
- State Parks and Recreation Areas
- MN Valley National Wildlife Refuge
- Special State Recreation Features

City of Lino Lakes Regional Parks and Trails System



Regional Parks and Trails Systems

Other State and National Features

- Boundary Adjustment

Search Area

Special Feature Search Area

Regional Trail Search Corridor
- Regional Trail (Open to the Public)

Planned Regional Trail (Not Open to the Public)

Regional Park (Open to the Public)

Planned Regional Park (Not Open to the Public)
- State Trails

State Parks and Recreation Areas

State Wildlife Management Areas

Special State Recreation Features
- Other Parks, Preserves, Refuges and Natural Areas

Lower St. Croix National Scenic Riverway

Mississippi National River & Recreation Area

MN Valley National Wildlife Refuge