



CITY COUNCIL AGENDA

Monday, February 3, 2025

***City Council: Mayor Rafferty, Councilmembers Cavegn, Lyden, Ruhland and Stoesz
Interim City Administrator: Dave Pecchia***

COUNCIL WORK SESSION, 6:00 P.M.

Council Chambers (Not televised) | No Public Comment allowed per the Rules of Decorum

Item # Topic	Time (Estimated)
1. Call to Order and Roll Call	6:00 PM
2. Setting the Agenda: Addition or Deletion of Agenda Items	6:00 PM
3. Citygate Associates, Mid Project Review	6:00 PM - 7:30 PM
4. Sunset Avenue – Anoka County Highway, Michael Grochala	7:30 PM - 7:50 PM
5. 416 Lilac Street (BRF Enterprises, LLC) Conditional Use Permits, Katie Larsen	7:50 PM -8:00 PM
6. North Oaks EAW, Thomas Hoffman	8:00 PM-8:15 PM
7. Notices and Communications, City Council	8:15 PM - 8:30 PM

ADJOURNMENT

**CITY COUNCIL
WORK SESSION STAFF REPORT
ITEM NO. 4**

STAFF ORIGINATOR: Michael Grochala, Community Development Director

WORK SESSION DATE: February 3, 2025

TOPIC: Sunset Avenue Reconstruction

BACKGROUND

Anoka County is proposing to reconstruct Sunset Avenue (CR 53) from Apollo Drive (CSAH 12) to Main Street (CSAH 14). WSB has been retained by Anoka County to prepare the preliminary design for the project. Conceptual plans are currently being developed to obtain community feedback. A public open house is currently planned for Tuesday, February 25, 2025.

The current concept includes roundabouts at Lilac and 121st Avenue NE (Blaine) with restricted access (Right in/Right out) at the remaining local street connections, north of Lilac. Bradley Street access, south of Lilac is proposed to be eliminated. WSB will be completing additional traffic modeling, as part of the project, to address City staff concerns regarding the potential access limitations and changing traffic patterns. Information and concept designs generated from this project will be used to supplement the City's Mapping NW Main master planning process.

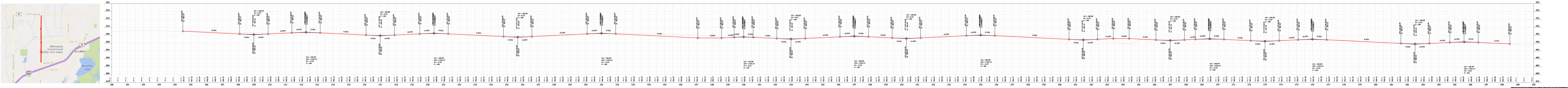
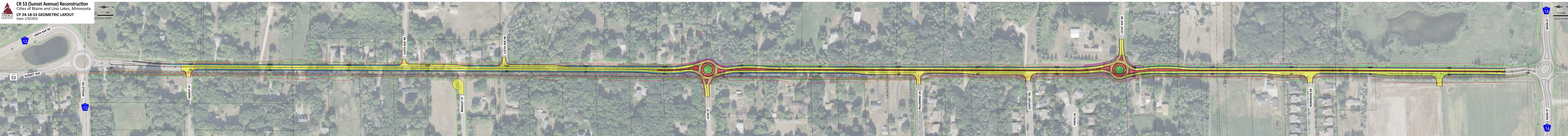
Representatives of WSB and Anoka County will be present to discuss the project and obtain preliminary feedback from the council.

REQUESTED COUNCIL DIRECTION

None required. Discussion only.

ATTACHMENTS

1. Concept Layout.



**CITY COUNCIL
WORK SESSION STAFF REPORT
ITEM NO. 5**

STAFF ORIGINATOR: Katie Larsen, City Planner

WORK SESSION DATE: February 3, 2025

TOPIC: 416 Lilac Street (BRF Enterprises, LLC) Conditional Use Permits

BACKGROUND

At the Work Session, staff will present the February 10, 2025 Council staff report.

The applicant, BRF Enterprises, LLC, is proposing to operate an automotive collision/repair shop and towing/recovery company at 416 Lilac Street. Conditional use permits are required for auto-repair and outdoor storage.

REQUESTED COUNCIL DIRECTION

None. Discussion only.

ATTACHMENTS

1. February 10, 2025 Council Staff Report

**CITY COUNCIL
REGULAR MEETING STAFF REPORT
AGENDA ITEM 6B**

STAFF ORIGINATOR: Katie Larsen, City Planner

MEETING DATE: February 10, 2025

TOPIC: 416 Lilac Street (BRF Enterprises, LLC)

- i. Consider Resolution No. 25-13 Approving Conditional Use Permit for Automobile Repair-Major and Minor
- ii. Consider Resolution No. 25-14 Approving Conditional Use Permit for Outdoor Storage
- iii. Consider Resolution No. 25-15 Approving Site Improvement Performance Agreement

VOTE REQUIRED: Simple Majority

REVIEW SCHEDULE

Complete Application Date:	December 10, 2024
60-Day Deadline:	February 8, 2025
Environmental Board Meeting:	January 29, 2025
Park Board Meeting:	N/A
Planning & Zoning Board Meeting:	January 8, 2025
City Council Work Session:	February 3, 2025
City Council Meeting:	February 10, 2025

INTRODUCTION

The applicant, BRF Enterprises, LLC, is proposing to operate an automotive collision/repair shop and towing/recovery company at 416 Lilac Street.

The Land Use Application is for the following:

- Conditional Use Permit
 - Automobile Repair-Major and Minor
- Conditional Use Permit
 - Outdoor Storage
- Site and Building Plan Review

This staff report is based on the followings plan sets:

- ALTA/NSPS Land Title Survey prepared by E.G. Rud & Sons, Inc. dated October 29, 2024
- Civil Plan Set prepared by Plowe Engineering, Inc. dated December 6, 2024
- Architectural Plan Set prepared by Lampert Architects dated December 5, 2024
- Landscape Plan Set prepared by Lampert Architects dated December 5, 2024
- Photometric Plan prepared by Luma Sales Associates dated December 5, 2024
- Stormwater Drainage Report prepared by Plowe Engineering, Inc. dated December 6, 2024
- Soil Borings prepared by Haugo GeoTechnical Services, LLC. dated November 27, 2024

BACKGROUND

BRF Enterprises, LLC is owned by Brandon Fuhr. He plans to operate a professional automotive collision/repair shop and a towing/recovery company at 416 Lilac Street. The existing building will be renovated and outdoor storage area hard surfaced and fenced. See attached narrative for additional project details.

Existing Site Conditions

The existing site is 1.07 acres. The existing building was constructed in 1985. The rear yard area is gravel surface. The site is relatively flat with elevations ranging from 898 to 902 ft. Per the Stormwater Drainage Report, USDA Web Soil Survey indicates Isanti fine sandy loam and Soderville fine sand soils dominate the site.

Zoning and Land Use

The property is zoned GI, General Industrial and allows for automobile repair-major and minor and outdoor storage with conditional use permits.

Current Zoning	GI, General Industrial
Current Land Use	Industrial
Future Land Use per CP	Industrial
Utility Staging Area	1A=2018-2025

Surrounding Zoning and Land Use

Direction	Zoning	Current Land Use	Future Land Use
North	GI, General Industrial	Industrial	Industrial

East	GI, General Industrial	Industrial	Industrial
South	GI, General Industrial	Industrial	Industrial
West	GI, General Industrial	Vacant Industrial	Industrial

ANALYSIS

Site and Building Plan Review

Site Plan

The site plan shows the existing building (3,286 sf first floor and 860 sf second floor), existing parking lot, new stormwater pond, new bituminous pavement for the outdoor storage area and a 10ft tall maintenance free screen fence.

Setbacks

Since the building is existing, setback analysis will only apply to the parking lot and outdoor storage area. Per City Code Section 1007.141(9):

(h) Outdoor storage (not outdoor sales lots) as an accessory use provided that:

1. The designated storage area shall comply with all building setback requirements for the district. Outdoor storage is prohibited between the principal structure and any public right-of-way.

	GI Requirements	Outdoor Storage Area
Building Setback		
<i>-From Streets</i>		
--Local or Minor Collector Street	NA	NA
--Major Collector (Lilac Street)	50 ft	104 ft
--Parking Lot	15 ft	25 ft
<i>-Rear</i>		
--Principal	15 ft	15 ft
--Accessory	10 ft	NA

--Parking Lot	5 ft	196 ft
-Side (west)		
--Principal	10 ft	10 ft
--Accessory	10 ft	NA
--Parking Lot	10 ft	16 ft
-Side (east)		
--Principal	10 ft	10 ft
--Accessory	10 ft	NA
--Parking Lot	10 ft	68 ft

Setback requirements for the parking lot and outdoor storage area are met.

Architectural Plans and Exterior Building Materials

The only exterior building changes will be adding vent piping for the paint booth area and the construction of an additional overhead garage door near the existing two (2) overhead doors on the south side of the building. The existing standing seam metal roof and lap siding will remain on the building. Exterior building material performance standards are met.

The trash and recycling enclosure will be located within the 10ft tall maintenance free screen fenced area as allowed per City Code Section 1007.045. Trash enclosure performance standards are met.

The building shall meet building and fire code for fire suppression.

Outdoor Lighting

A photometric plan was submitted showing six (6) new light fixtures. The foot candle measurements are < 0.4 at the property lines. Light fixtures are down lit. Lighting performance standards are met.

Off-Street Parking Requirements

Per City Code Section 1007.052(6):

- Auto repair requires 4 spaces plus 2 spaces per service bay.
 - Three (3) service bays are proposed which requires 10 parking spaces
 - $4 + (2 \times 3) = 10$
- Office space requires 1 space for each 200 square feet of floor area.
 - The site plan indicates 1,720sf of office which requires 9 parking spaces

- $1720/200 = 8.6 = 9$
- Total number of required parking spaces is 19.

The site plan provides 7 parking stalls with 1 being ADA compliant as well as 12 proof of parking spaces within the outdoor storage area for a total of 19. Per City Code Section 1007.052(7)(b): In no case shall the amount of off-street parking provided be less than one-half of the amount of parking required by ordinance. Per City Code Section 1007.141(9)(h): The storage area does not take up parking space or loading space as required for conformity to this chapter and is not located in the front yard.

Parking requirements are not met. Parking requirements shall be met without the need for deferred parking and cannot be located within outdoor storage area.

Grading Plan and Stormwater Management

Per City Engineer Memo dated December 20, 2024, stormwater management for the 416 Lilac Street site consists of constructing a new sedimentation basin on the northwest corner of the site.

Pre- and Post- Development Discharge Rates (cfs)				
Condition	2-Year	10-Year	100-Year	10-Day Snowmelt
Existing	3.96	6.14	10.23	Not required
Proposed	3.14	5.12	9.56	Not required

The stormwater management plan does not meet City requirements and shall be revised.

Public Utilities

The existing building is municipally served by a 12" DIP watermain and a 8" PVC sanitary sewer located along Lilac Street.

Screening, Landscaping, Buffer Yards and Tree Preservation

The Environmental Coordinator and Environmental Board will review the application at the January 29, 2025 Environmental Board meeting.

Canopy Cover

Canopy cover requirements do not apply to outdoor storage areas.

Foundation Landscaping

Since this is an existing building, foundation landscaping requirements do not apply.

Open Areas Landscape Standards

Open areas landscape standards apply to stormwater management ponds.

Buffer and Screen Standards

Outdoor storage yards require a minimum 10ft tall wall or fence of permanent materials and planting and provide shrub cover for 50% of the wall or fence on the exterior side. At its discretion, the City Council may approve a modification or waiver from these standards where the affected lot line adjoins another industrial property.

A new 10ft tall maintenance free screen fence is proposed around the entire perimeter of the outdoor storage area. Shrub cover is provided for 50% of the west and south lot line fencing.

Buffers and screen standards appear to have been met but will be further reviewed by the Environmental Coordinator and Board.

Boulevard Tree Standards

Boulevard tree standards do not apply to industrial properties.

Sod and Ground Cover Standards

All areas not otherwise improved in accordance with the approved site plans shall have a minimum depth of 4 inches of topsoil and be sodded.

Tree Preservation and Mitigation Standards

Tree preservation and mitigation standards will be reviewed by the Environmental Coordinator and Board.

Signage

A Sign Permit Application and sign plans shall be submitted for any wall or ground mount signage.

Impervious Surface Coverage

The GI, General Industrial zoning district allows for 75% impervious surface coverage. Per Sheet A1, Site Plan:

Impervious Surface Coverage	
Total Lot Size	46,495 sf
Proposed Impervious	30,274 sf
Total Impervious %	65.1%

Impervious surface requirements are met.

Traffic Study

A traffic study is not required. Lilac Street is a major collector road and is capable of handling the traffic volume proposed by the industrial development. This is an existing industrial site.

Public Land Dedication

Park land dedication and/or fees are not required. This is an existing lot of record and is not being subdivided.

EQB Environmental Review

An environmental assessment review is not required for the proposed industrial development.

Wetlands

There are no wetlands located on site.

Shoreland District

The parcel is not located within the Shoreland District.

Floodplain

There are no floodplains located on site.

Comprehensive Plan

The proposed industrial development 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

Per the 2040 Comprehensive Plan, the parcel is guided industrial. The proposed automobile repair and outdoor storage development is consistent with the Comprehensive Plan for industrial use.

The site is in Planning District 2 and is guided for industrial development. There are no specific planning recommendations for this site.

Housing Plan

The goals and policies of Housing Plan are not negatively impacted by the industrial development.

Economic Development

The industrial development supports the City's economic development plan.

Transportation Plan

A goal of the transportation plan is to ensure that streets are as safe as possible. Lilac Street is a major collector road and is capable of handling the traffic volume proposed by the industrial development. This is an existing industrial site.

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 industrial development will construct stormwater management BMP's such as erosion & sediment control 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 existing industrial building is connected to the municipal sanitary 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 existing industrial building is connected to the municipal water supply system.

Parks, Greenways and Trails

A goals and policies of the parks, greenways and trails plan are not negatively impacted by the proposed industrial development.

Additional City and Government Agency Review Comments

Anoka County Highway Department

The Anoka County Highway Department did not review the development because Lilac Street is a local street.

City Engineer

The City Engineer provided comments per the attached memo.

Public Safety Comments

The Fire and Police Divisions had no issues that needed to be addressed.

Planning & Zoning Board

The Planning & Zoning Board held a public hearing on January 8, 2025. There were no public comments. The Board recommended approval with a 6-0 vote with the following revision:

- i. Motor vehicles not currently licensed by the state, or that because of mechanical deficiency are incapable of movement under their own power, shall not be parked or stored outside for a period in excess of ~~30~~ 90 days.

Environmental Board

The Environmental Board will review the project on January 29, 2025.

Agreements

Storm Water Maintenance Agreement

The stormwater facilities will be privately maintained and a Declaration for Maintenance of Stormwater Facilities will be required.

Site Improvement Performance Agreement

A Site Improvement Performance Agreement is required.

Findings of Fact-Conditional Use Permits

The findings of fact are detailed in the attached resolutions.

RECOMMENDATION

Staff and Boards recommend approval of the conditional use permits for 416 Lilac Street.

ATTACHMENTS

1. Site Location Map
2. Applicant Narrative
3. ALTA/NSPS Land Title Survey
4. Civil Plan Set
5. Architectural Plan Set
6. Landscape Plan Set
7. City Engineer letter dated December 20, 2024
8. Environmental Coordinator memo dated XXXXX ***(To Follow)***
9. Resolution No. 25-13 Conditional Use Permit for Auto Repair
10. Resolution No. 25-14 Conditional Use Permit for Outdoor Storage
11. Resolution No. 25-15 Site Improvement Performance Agreement

416 Lilac Street



1 in = 100 Ft

Address Labels



Parcels

Proposed Development Plan
BRF Enterprises, LLC
Building located at 416 Lilac St, Lino Lakes, MN

BRF Enterprises, LLC is owned by Brandon Fuhr. His plan is to open a professional automotive collision/repair shop and a towing/recovery company from this location. He will be updating the building with 3 phase power. He will be installing a paint booth/mixing room inside with an additional overhead garage door and moving two interior doors. On the exterior he will be removing gravel to meet setback requirements and installing new outdoor lighting, a new maintenance-free privacy fence and asphalt parking lot. He will be adding additional trees and plants to meet code, and he will be adding a pond for surface water control.

Garbage and recycling features will be contained within the fenced area and will be screened.

There is an existing well that is to remain and used for irrigation only.

The only exterior building changes will be adding vent piping for the paint area and the construction of an overhead garage door .

This area includes manufacturing and heavy industrial businesses as well as a government facility. He plans to create a professional business that fits in with the surrounding businesses and offers services that the community can utilize.

ALTA/NSPS LAND TITLE SURVEY

~for~ FUHR ENTERPRISES, INC.
~of~ 416 LILAC STREET
LINO LAKES, MN 55014

CERTIFICATION

I hereby certify to Michael Fuhr; Premier Bank, its successors and/or assigns, as their interests may appear; Land Title, Inc.; and to Stewart Title Guaranty Company, that this is a survey of:

Lot 5, Block 1, LINO INDUSTRIAL PARK, according to the recorded plat thereof, Anoka County, Minnesota.

and is based upon information found in the commitment for title insurance prepared by Land Title, Inc., as agent for Stewart Title Guaranty Company, Commitment No. 703515, dated effective October 4, 2024 at 7:00 A.M., and that all easements, if any, listed in Schedule B-II on the herein referenced commitment for title insurance, are shown hereon; and that this map or plat and the survey on which it is based were made (i) in accordance with "Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys," jointly established and adopted by ALTA and NSPS in 2021, and (ii) pursuant to the Accuracy Standards as adopted by ALTA and NSPS and in effect on the date of this certification, the undersigned further certifies that in my professional opinion, as a land surveyor licensed in the State of Minnesota, the Relative Positional Accuracy of this survey does not exceed that which is specified therein and includes Items 1, 2, 3, 4, 5, 6, 7(a), 7(b)(1), 8, 9, 10, 11(a) and 13 of Table A thereof. The field work was completed on October 18, 2024.

I further certify that this survey was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Date: October 29, 2024

E.G. Rud & Sons, Inc.

Jaxon E. Rud, Land Surveyor
Minnesota License No. 41578

GENERAL NOTES

- Fee ownership is vested in Lilac Street, LLC, a Delaware limited liability company. Parcel ID Number: 17-31-22-22-0006.
- Address of the surveyed premises: 416 Lilac Street, Lino Lakes, MN 55014.
- Bearings shown hereon are based on the Anoka County Coordinate System.
- Surveyed premises shown on this survey map is in Flood Zone X (Areas determined to be outside the 0.2% annual chance floodplain.), according to Flood Insurance Rate Map Community No. 270015 Panel No. 0365 Suffix E by the Federal Emergency Management Agency, effective date December 16, 2015.
- Boundary area of the surveyed premises: 46,495 sq. ft. (1.07 acres).
- A zoning endorsement letter was not furnished to the surveyor. A search of the City of Lino Lakes' website indicates that the surveyed premises shown on this survey is currently zoned GI (General Industrial District). Under the applicable zoning regulations, the current setbacks are:

Building: Front = 50 feet
Side = 10 feet
Rear = 15 feet

Parking: Front = 15 feet
Side = 10 feet
Rear = 5 feet

For additional information contact the Planning Department at the City of Lino Lakes at (651) 982-2426.

- There are no marked or striped parking areas onsite.
- The surveyed premises has direct access to Lilac Street, a public street.
- Location of utilities existing on or serving the surveyed property determined by:
 - Observed evidence collected pursuant to Section 5.E.iv.
 - Record drawings provided by the City of Lino Lakes' engineering department.Excavations were not made during the process of this survey to locate underground utilities and/or structures. The location of underground utilities and/or structures may vary from locations shown hereon and additional underground utilities and/or structures may be encountered. Contact Gopher State One Call Notification Center at (651) 454-0002 for verification of utility type and field location, prior to excavation.
- Subsurface and environmental conditions were not examined or considered during the process of this survey. No statement is made concerning the existence of underground or overhead containers or facilities that may affect the use or development of the surveyed premises.
- Stewart Title Guaranty Company, Commitment No. 703515, Schedule B-II Survey Related Exceptions:
 - Item 3) Encroachments, overlaps, boundary line disputes, or other matters which would be disclosed by an accurate survey and inspection of the Land. (Surveyor's note: There is a fence that crosses the east lot line as shown.)
 - Item 4) Easements, or claims of easements, not shown on the Public Records. (Surveyor's note: Surveyor is unaware of any additional easements.)
 - Item 13) Drainage and utility easements as shown on the recorded plat of LINO INDUSTRIAL PARK. (Surveyor's Note: Easements are shown hereon.)

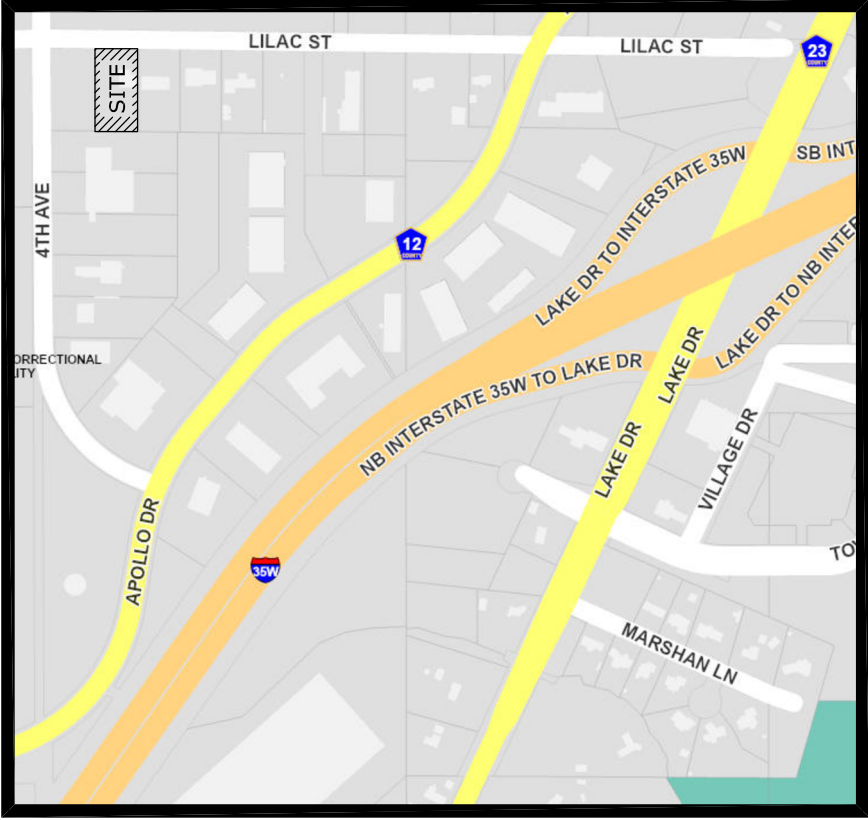


E. G. RUD & SONS, INC.
Professional Land Surveyors
6776 Lake Drive NE, Suite 110
Lino Lakes, MN 55014
Tel. (651) 361-8200 Fax (651) 361-8701

www.egrud.com



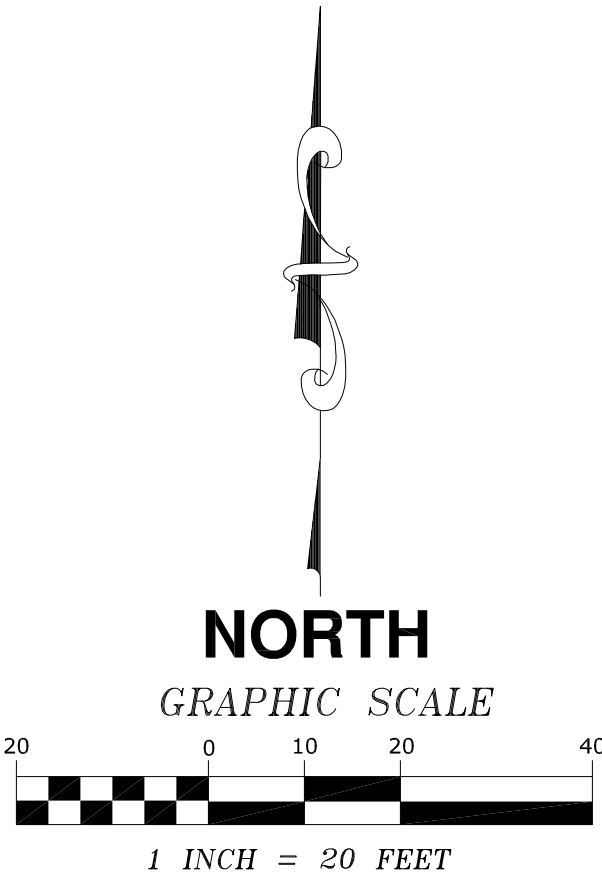
VICINITY MAP
PART OF SEC. 17, TWP. 31, RNG. 22



CITY OF LINO LAKES
ANOKA COUNTY, MINNESOTA
(NO SCALE)

LEGEND

- DENOTES IRON MONUMENT FOUND AS LABELED
- DENOTES FIBER OPTIC BOX
- DENOTES GAS METER
- DENOTES TELEPHONE PEDESTAL
- DENOTES ELECTRIC METER
- DENOTES POWER POLE
- DENOTES HYDRANT
- DENOTES WATER VALVE
- DENOTES WELL
- DENOTES MAILBOX
- DENOTES EXISTING SPOT ELEVATION
- DENOTES EXISTING CONTOURS
- DENOTES OVERHEAD UTILITY
- DENOTES FENCE
- DENOTES CULVERT
- DENOTES BITUMINOUS SURFACE
- DENOTES CONCRETE SURFACE
- DENOTES GRAVEL SURFACE
- DENOTES EXISTING SANITARY SEWER
- DENOTES EXISTING WATER MAIN
- DENOTES UNDERGROUND GAS LINE
- DENOTES UNDERGROUND TELEPHONE LINE
- DENOTES ADJACENT PARCEL OWNER INFORMATION (PER ANOKA COUNTY TAX INFORMATION)
- 99 DENOTES SCHEDULE B-II EXCEPTION NO.



BENCHMARK

MNDOT GEODETIC STATION NO. 101671
STATION NAME: SUPER
ELEVATION = 919.31 (NAVD 88 DATUM)

DRAWN BY: BAB	JOB NO: 241176AB	DATE: 10/29/2024
CHECK BY: JER	FIELD CREW: RW/MR	
1		
2		
3		
NO.	DATE	DESCRIPTION
		BY

1. THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF EXISTING UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO TYPE AND LOCATION OF UTILITIES AS NECESSARY TO AVOID DAMAGE TO THESE UTILITIES.
2. CALL A OTHER STATE ONE CALL AT LEAST 48 HOURS PRIOR TO ANY EXCAVATIONS FOR EXISTING UTILITIES LOCATIONS.
3. THE CONTRACTOR SHALL FIELD VERIFY SIZE, ELEVATION, AND LOCATION OF EXISTING UTILITIES AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO THE START OF INSTALLATIONS.
4. ALL UTILITY AND STREET INSTALLATIONS SHALL CONFORM TO THE CITY STANDARD SPECIFICATIONS AND DETAIL PLATES.
5. ALL WORK SHALL BE PERFORMED DURING CITY APPROVED WORKING HOURS.
6. PARKING, EQUIPMENT STORAGE OR MATERIAL STORAGE SHALL NOT BE ALLOWED ON PUBLIC STREETS OR WITHIN PUBLIC RIGHT-OF-WAY.
7. NOTIFY CITY A MINIMUM OF 48 HOURS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
8. ALL TELEPHONE, AND GAS EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL, SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS, AS NECESSARY TO CONTROL THE MOVEMENT OF TRAFFIC.





















ITEM	MNDOT SPECIFICATION/NOTES
SOD	3878
SEED **	3876
* FOR TURF ESTABLISHMENT COMMERCIAL TURF RESIDENTIAL TURF	MNDOT MIX 25-131 (220 LBS/ACRE) MNDOT MIX 25-131 (120 LBS/ACRE)
MULCH	3882 (TYPE 1 - DISC ANCHORED)
FERTILIZER	3881
WOOD FIBER BLANKET	3885 (CATEGORY 2)

TIMING FOR EROSION & SEDIMENT CONTROL

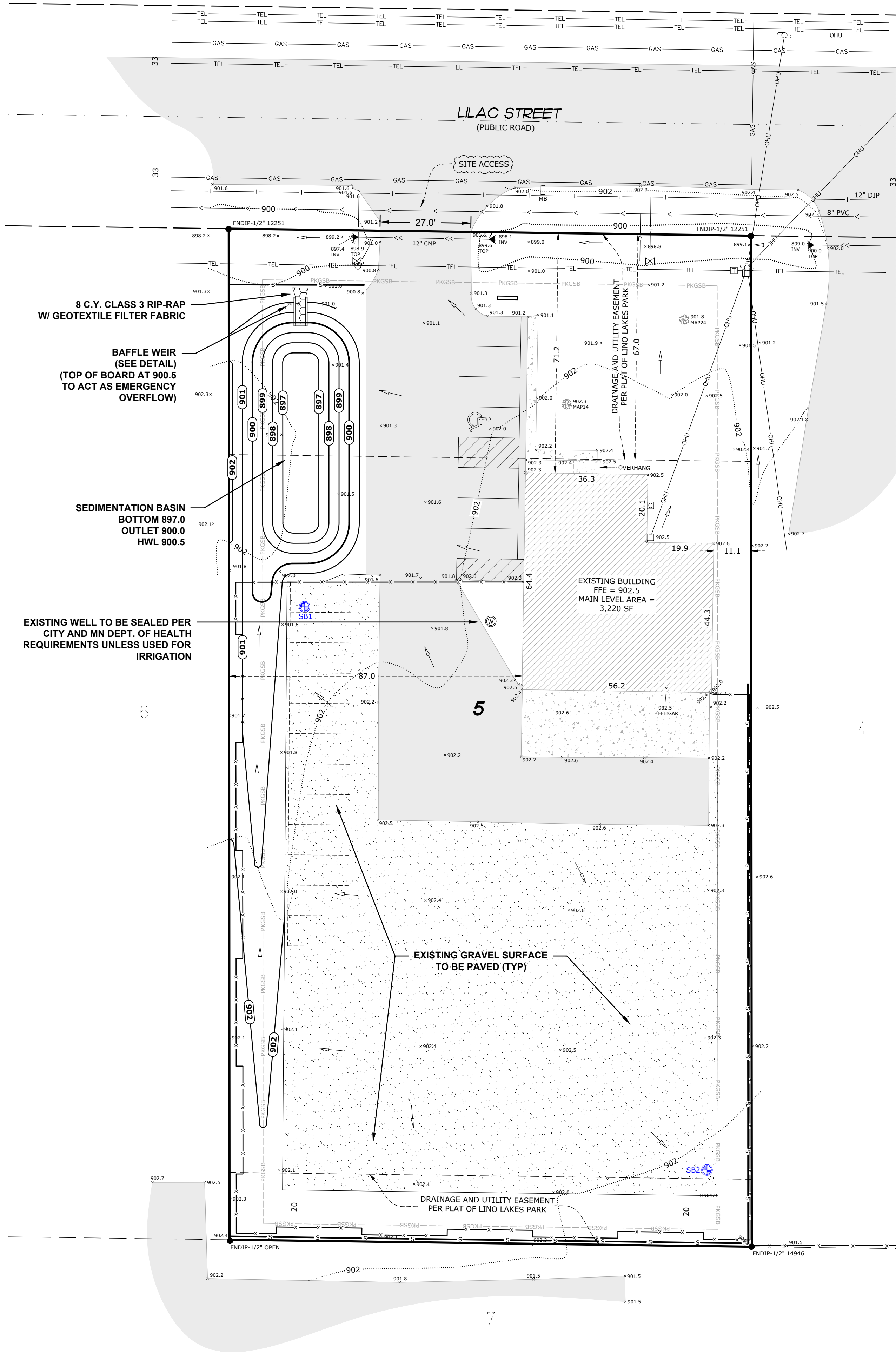
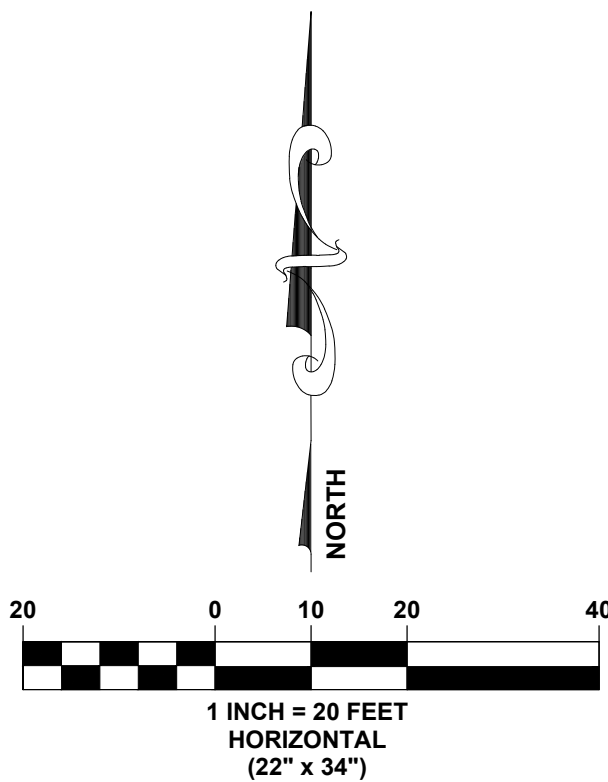
1. INSTALL STABILIZED CONSTRUCTION ENTRANCE.
2. PROVIDE TEMPORARY PARKING AND STORAGE AREA.
3. INSTALL SILT FENCE AS SHOWN ON PLAN.
- 3.1. ADDITIONAL SILT FENCE MAY BE NECESSARY IF LOCAL CONDITIONS REQUIRE.
- 3.2. THE CONTRACTOR SHALL MAINTAIN SILT FENCE, INCLUDING THE REMOVAL OF ACCUMULATED SEDIMENT, THROUGH COMPLETION OF BUILDING CONSTRUCTION.
- 3.3. SILT FENCE SHALL REMAIN IN-PLACE UNTIL SITE HAS BEEN STABILIZED.
- 3.4. CONTRACTOR TO PROVIDE ADDITIONAL SILT FENCE, BIOROLLS, EROSION CONTROL BLANKET, OR OTHER APPROVED EQUAL FOR ANY SLOPES THAT APPEAR TO BE FAILING. **(NOTE: EROSION CONTROL BLANKET MUST HAVE NON-FIXED JOINTS AND BE FULLY BIODEGRADABLE; ANY BLANKET NETTING MUST BE LOOSE WEAVE.)**
4. INSTALL INLET PROTECTION FOR ALL EXISTING STORM SEWER STRUCTURES (AS APPLICABLE).
5. PROVIDE TREE PROTECTION FENCING IN ACCORDANCE WITH CITY TREE PROTECTION FENCE DETAIL (GEN-27).
6. PERFORM SITE GRADING ON AN AREA-BY-AREA BASIS TO MINIMIZE UNSTABILIZED AREAS.
- 6.1. CONTRACTOR MUST IMMEDIATELY INITIATE STABILIZATION OF EXPOSED SOIL AREAS, AND COMPLETE THE STABILIZATION WITHIN SEVEN (7) CALENDAR DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE TEMPORARILY OR PERMANENTLY CEASES.
7. PAY SPECIAL ATTENTION TO ADJACENT PROPERTY LINES TO ENSURE THE EROSION CONTROL PRACTICES INPLACE IN THOSE AREAS PREVENT MIGRATION OF SEDIMENT ONTO ADJACENT PROPERTIES.
8. STABILIZE SOIL STOCKPILES; STABILIZATION SHALL BE INITIATED IMMEDIATELY.
9. FINAL GRADE SWALE AREAS UPON STABILIZATION OF UPSTREAM AREAS.
10. CONTRACTOR SHALL BE RESPONSIBLE TO SWEEP/SCRAPE ADJACENT STREETS WHEN MATERIALS OR DEBRIS HAVE WASHED/FLOWED ONTO ADJACENT STREETS OR AS DIRECTED BY CITY.

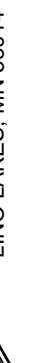


LEGEND

 OHW  GAS  GAS  F  T  E  C  U  S  W  S  F  G  H  930  920.99  F  B  C  G	<p>EXISTING OVERHEAD ELECTRIC</p> <p>EXISTING UNDERGROUND GAS LINE</p> <p>EXISTING UNDERGROUND TELEPHONE</p> <p>EXISTING FIBER OPTIC BOX</p> <p>EXISTING TELEPHONE PEDESTAL</p> <p>EXISTING ELECTRICAL PEDESTAL</p> <p>EXISTING CABLE PEDESTAL</p> <p>EXISTING UTILITY POLE</p> <p>EXISTING STORM SEWER</p> <p>EXISTING WATER MAIN</p> <p>EXISTING SANITARY SEWER</p> <p>EXISTING FLARED-END SECTION</p> <p>EXISTING GATE VALVE</p> <p>EXISTING HYDRANT</p> <p>EXISTING CONTOUR</p> <p>EXISTING SPOT ELEVATION</p> <p>EXISTING FENCE</p> <p>EXISTING BITUMINOUS</p> <p>EXISTING CONCRETE</p> <p>EXISTING GRAVEL</p>
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LOT AREA	= 46,425 SF
AREA OF DISTURBANCE	= 10,400 SF = 0.24 ACRES
TOTAL IMPERVIOUS	= 30,274 SF



SHEET C1.1	416 LILAC ST LINO LAKES, MN	GRADING, DRAINAGE & ESC PLAN	PREPARED FOR: BRF ENTERPRISES LLC	Date: 12/06/2024 License No. 439693		NO.		DATE		DESCRIPTION	
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											
ADAM GINKEL											
DRAWN BY:											
AG											
JOB NO.											
24-2179											
CHECK BY:											
MOA											
DATE:											
12/06/24											
											
PLOWE ENGINEERING, INC.											
8776 LAKE DRIVE											
SUITE 110											
LINO LAKES, MN 55014											
SEAN KENNEDY, P.E. REGISTERED PROFESSIONAL ENGINEER											
PHONE: (651) 361-8210											
FAX: (651) 361-5701											

1. THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF EXISTING UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO TYPE AND LOCATION OF UTILITIES AS NECESSARY TO AVOID DAMAGE TO THESE UTILITIES.
2. CALL Gopher State One Call at least 48 hours prior to any excavations for existing utilities and locations.
3. THE CONTRACTOR SHALL FIELD VERIFY SIZE, ELEVATION, AND LOCATION OF EXISTING UTILITIES AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO THE START OF INSTALLATIONS.
4. ALL UTILITY AND STREET INSTALLATIONS SHALL CONFORM TO THE CITY STANDARD SPECIFICATIONS AND DETAIL PLATES.
5. ALL WORK SHALL BE PERFORMED DURING CITY APPROVED WORKING HOURS.
6. PARKING, EQUIPMENT STORAGE OR MATERIAL STORAGE SHALL NOT BE ALLOWED ON PUBLIC STREETS OR WITHIN PUBLIC RIGHT-OF-WAY.
7. NOTIFY CITY A MINIMUM OF 48 HOURS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
8. ALL UTILITY, TELEPHONE, AND GAS EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL, SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS, AS NECESSARY TO CONTROL THE MOVEMENT OF TRAFFIC.

	OHW	EXISTING OVERHEAD ELECTRIC		928 930	PROPOSED CONTOUR
	GAS	EXISTING UNDERGROUND GAS LINE		920.60	PROPOSED SPOT ELEVATION (GUTTERLINE, BITUMINOUS SURFACE, OR GROUND SURFACE UNLESS OTHERWISE INDICATED)
	F	EXISTING UNDERGROUND TELEPHONE EXISTING FIBER OPTIC BOX			PROPOSED DIRECTION OF DRAINAGE
	T	EXISTING TELEPHONE PEDESTAL			PROPOSED SILT FENCE
	E	EXISTING ELECTRICAL PEDESTAL			PROPOSED RIP-RAP
	C	EXISTING CABLE PEDESTAL			PROPOSED SOIL BORING LOCATIONS BY HAUGO GEOTECHNICAL SERVICES
	U	EXISTING UTILITY POLE			
		EXISTING STORM SEWER			
		EXISTING WATER MAIN			
		EXISTING SANITARY SEWER			
		EXISTING FLARED-END SECTION			
		EXISTING GATE VALVE			
		EXISTING HYDRANT			
	930	EXISTING CONTOUR			
	929.99 OE	EXISTING SPOT ELEVATION			
	X	EXISTING FENCE			
		EXISTING BITUMINOUS			
		EXISTING CONCRETE			
		EXISTING GRAVEL			



POWE
ENGINEERING, INC.

6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014

PHONE: (651) 361-8210
FAX: (651) 361-8701

SITE PLANNING
& ENGINEERING

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

_____ ADAM GINKEL

Date: 12/06/2024 License No. 439853

NO.	DATE	DESCRIPTION
1		
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DRAWN BY: AG
 JOB NO.: 24-21719
 CHECK BY: IMOJ
 DATE: 12/06/24

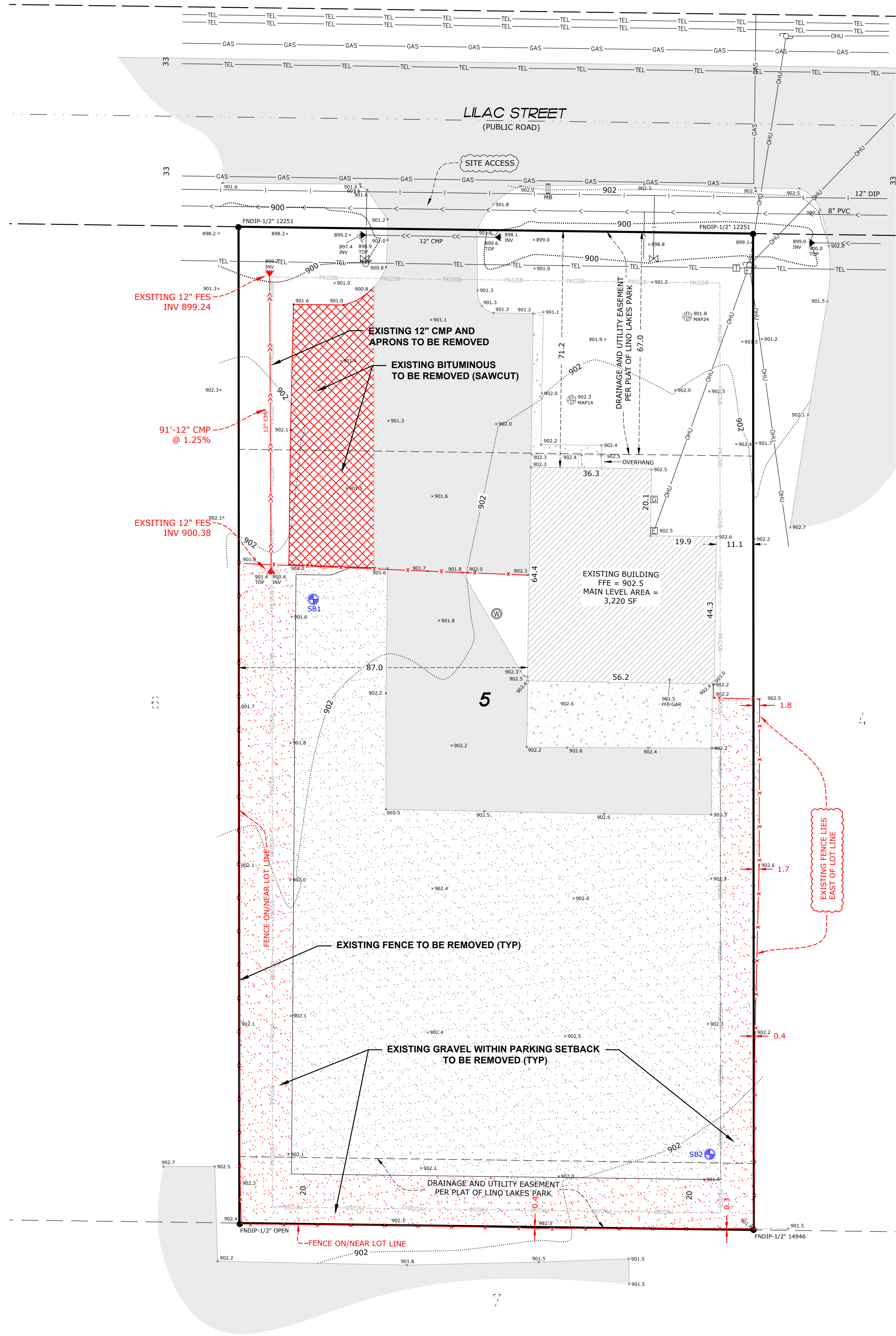
416 LILAC ST
LINO LAKES, MN

REMOVALS PLAN

PREPARED FOR: BRF ENTERPRISES LLC

SHEET

C1.2



GENERAL NOTES

1. THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF EXISTING UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO TYPE AND LOCATION OF UTILITIES AS NECESSARY TO AVOID DAMAGE TO THESE UTILITIES.
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LEGEND

— OHW —

— GAS —

— GAS —

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EXISTING OVERHEAD ELECTRIC

EXISTING UNDERGROUND GAS LINE

EXISTING UNDERGROUND TELEPHONE

EXISTING FIBER OPTIC BOX

EXISTING TELEPHONE PEDESTAL

EXISTING ELECTRICAL PEDESTAL

EXISTING CABLE PEDESTAL

EXISTING UTILITY POLE

EXISTING STORM SEWER

EXISTING WATER MAIN

EXISTING SANITARY SEWER

EXISTING FLARED-END SECTION

EXISTING GATE VALVE

EXISTING HYDRANT

EXISTING CONTOUR

EXISTING SPOT ELEVATION

EXISTING FENCE

EXISTING BITUMINOUS

EXISTING CONCRETE

EXISTING GRAVEL

— 928 —

— 930 —

⊗ 920.60

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— S —

+

PROPOSED CONTOUR

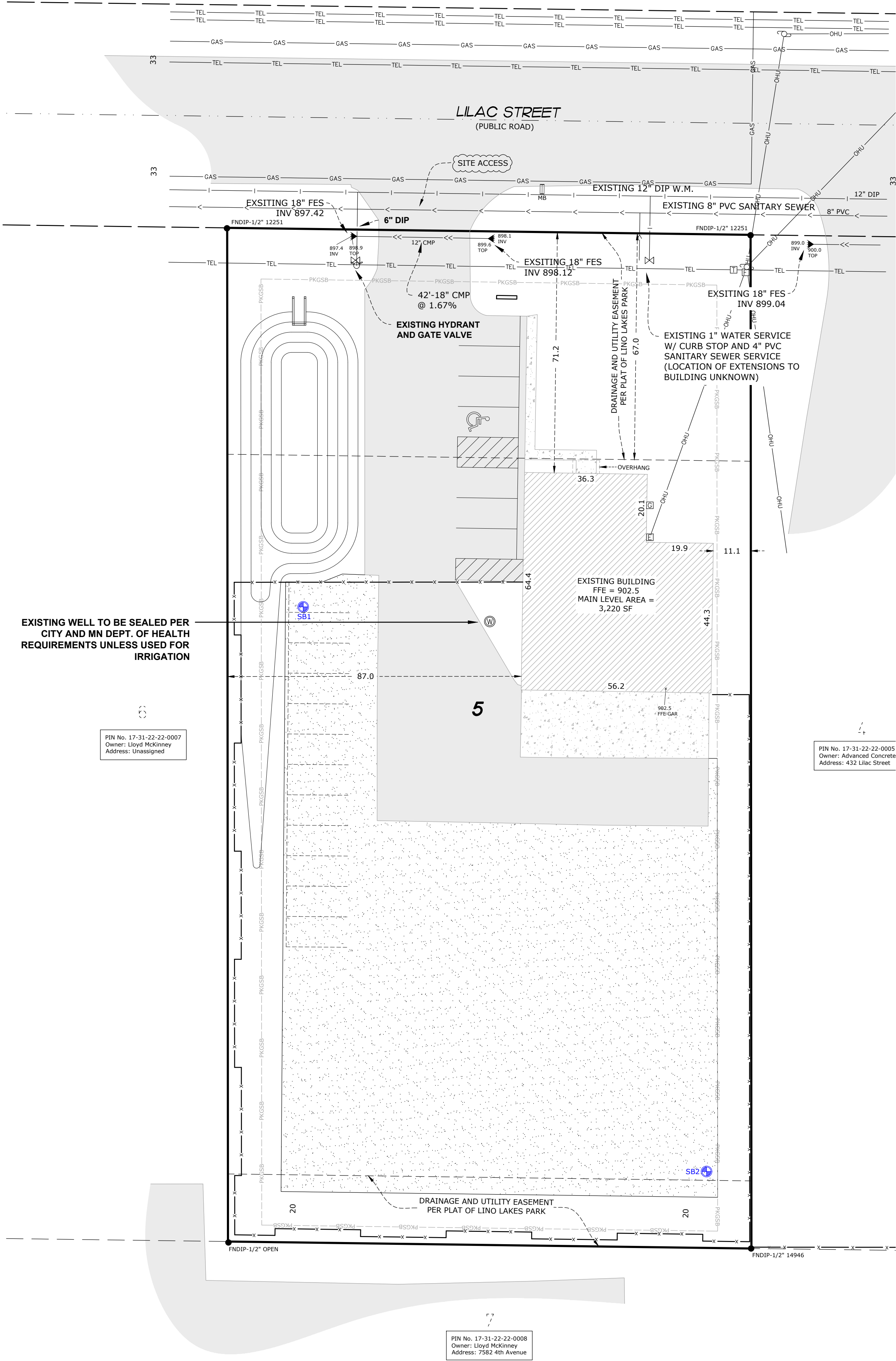
PROPOSED SPOT ELEVATION
(GUTTERLINE, BITUMINOUS SURFACE, OR GROUND SURFACE UNLESS OTHERWISE INDICATED)

PROPOSED DIRECTION OF DRAINAGE

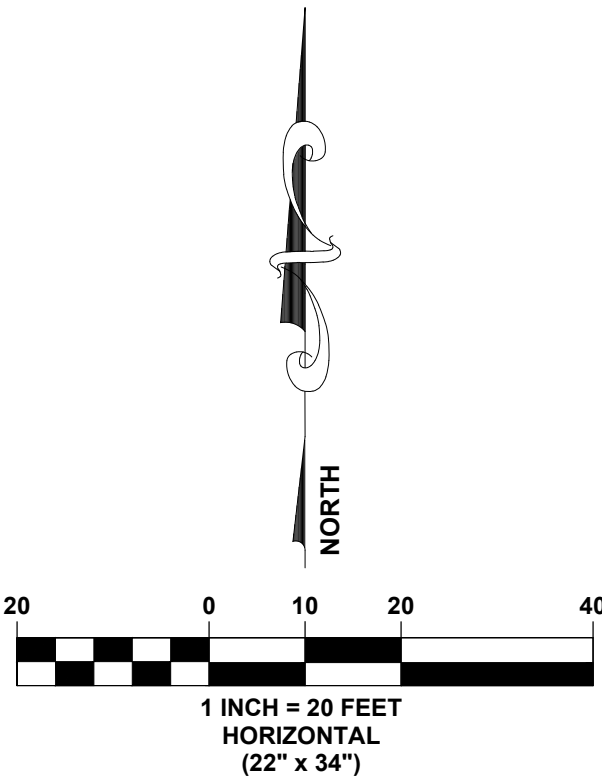
PROPOSED SILT FENCE

PROPOSED RIP-RAP

PROPOSED SOIL BORING LOCATIONS
BY HAUGO GEOTECHNICAL SERVICES



Know what's below.
Call before you dig.



PLOWE
ENGINEERING, INC.

8776 LAKE DRIVE
LINCOLN, NE 68504
PHONE: (402) 361-8210
FAX: (402) 361-8701

SITE PLANNING
& ENGINEERING

DRAWN BY:	AG
JOB NO.	24-2179
CHECK BY:	MOA
DATE:	12/06/24

NO.	DESCRIPTION
1	
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3	
4	
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6	
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8	

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

ADAM GINKEL

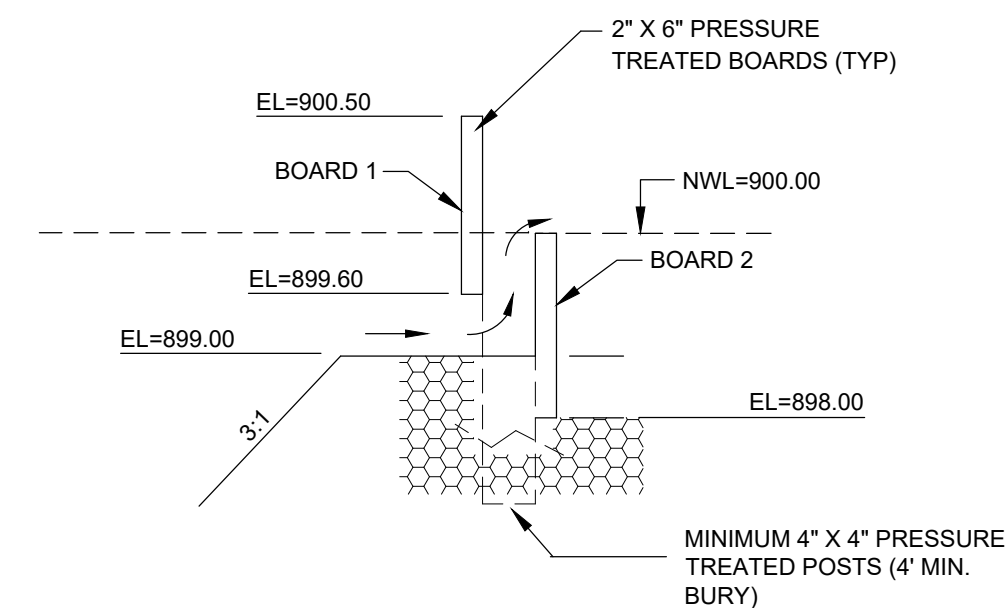
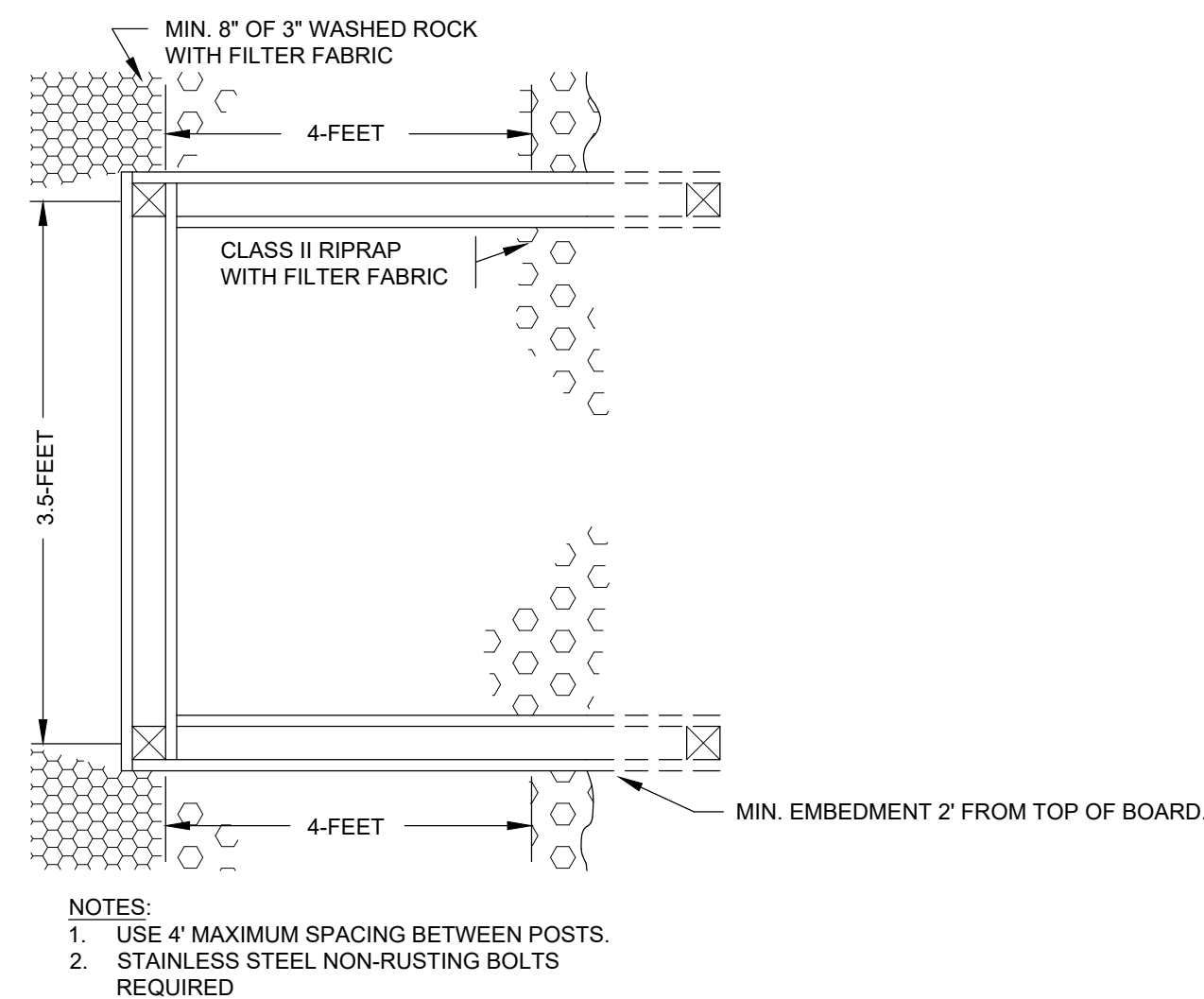
Date: 12.06.2024 License No. 43963

416 LILAC ST
LINO LAKES, MN

UTILITY PLAN

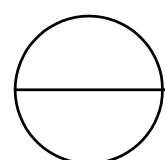
PREPARED FOR: BRF ENTERPRISES LLC

SHEET
C2.1

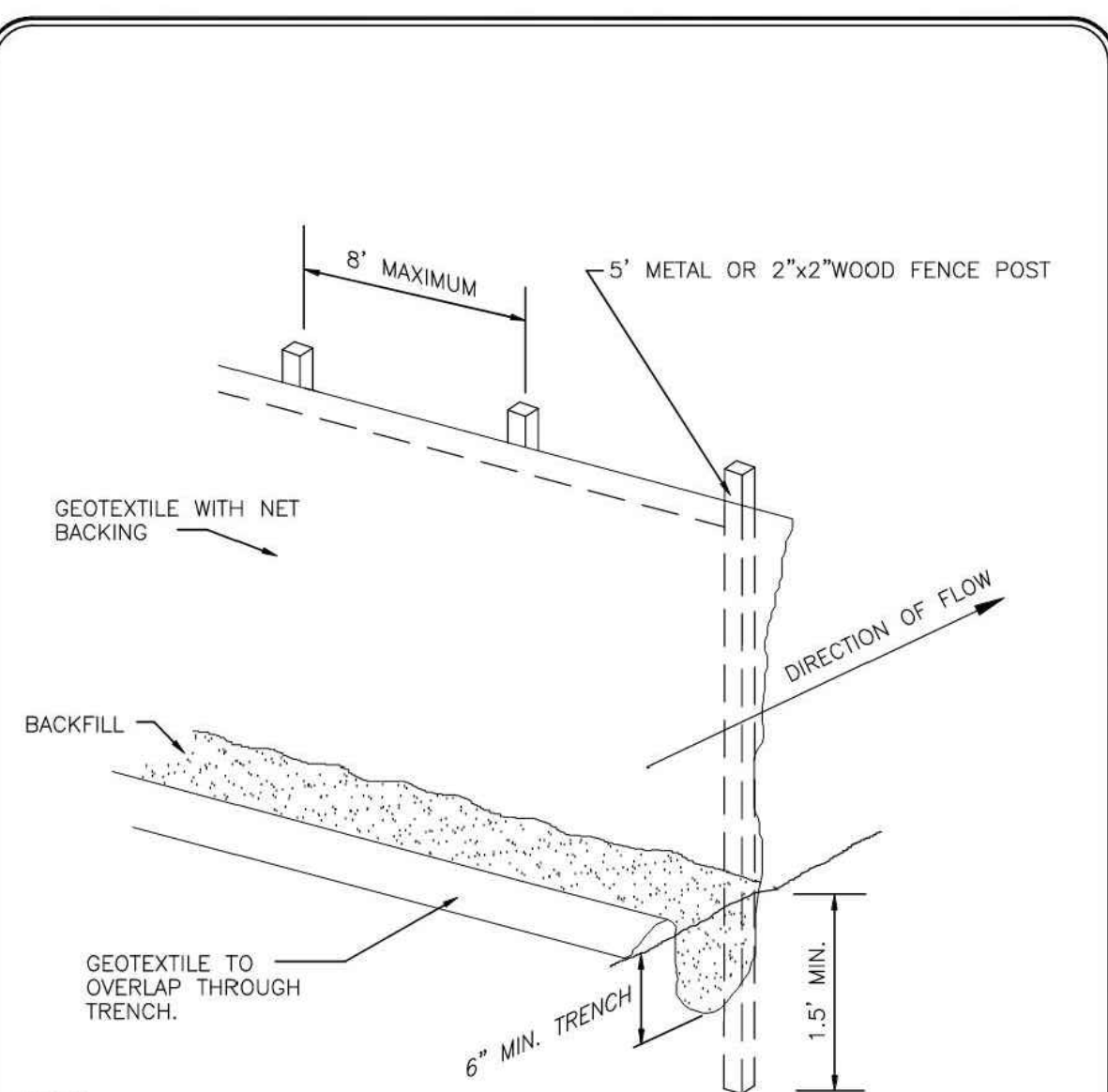


PLAN VIEW

SIDE VIEW



BAFFLE WEIR



NOTES:

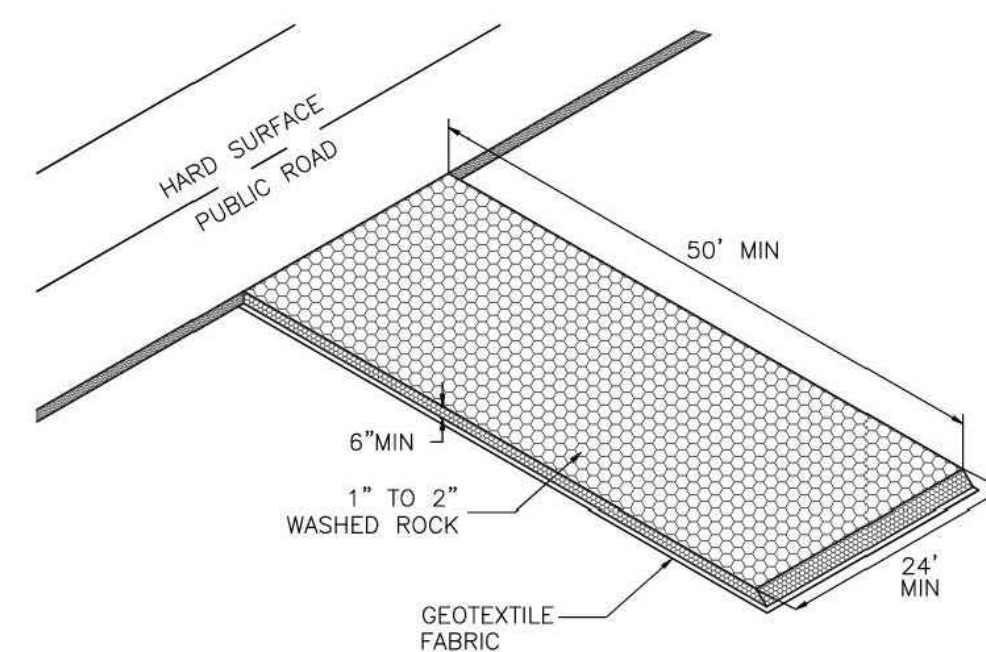
1. SILT FENCE SHALL CONFORM TO MNDOT 3886, (GTF 100 OR EQUAL)
2. FENCING SHALL BE PLACED ALONG CONTOURS OR AS DIRECTED BY ENGINEER.



SILT FENCE

JANUARY, 2024

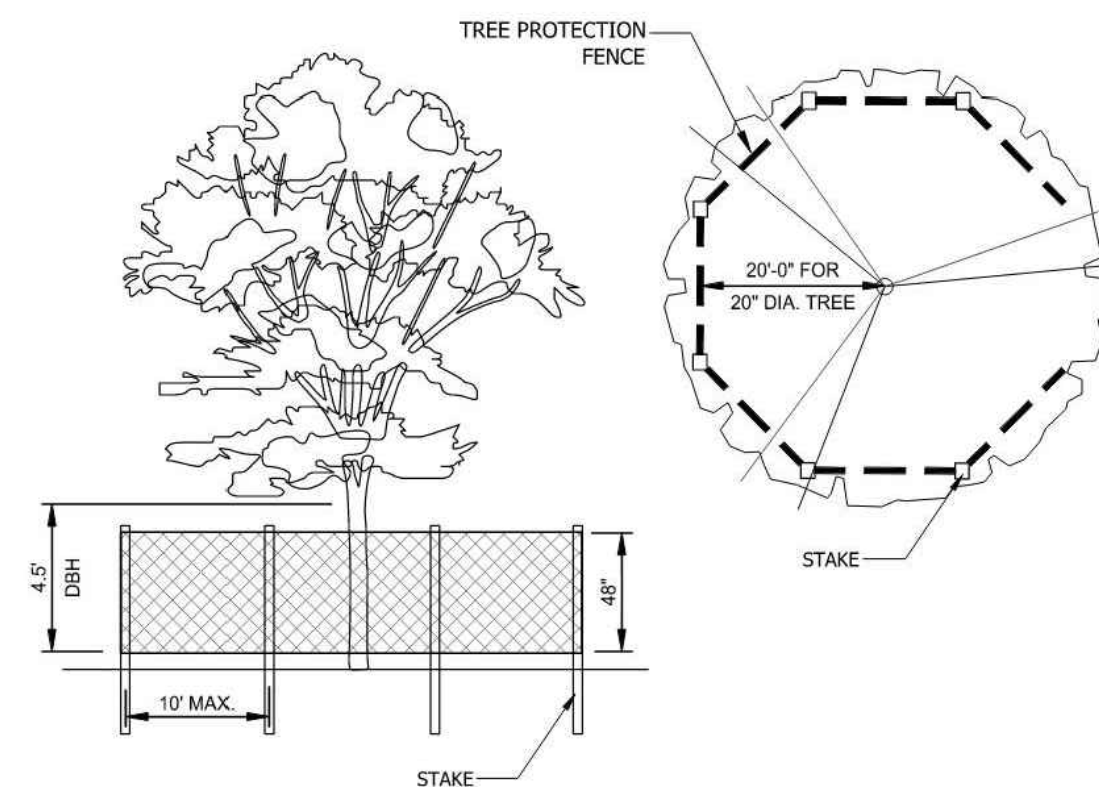
GEN-16



ROCK CONSTRUCTION
ENTRANCE

JANUARY, 2024

GEN-17



Notes:

1. Tree protection fence shall be installed prior to any other construction activity taking place on site and shall not be removed until construction is complete.
2. Fence shall be placed a minimum of 1 foot per caliper inch DBH (diameter at breast height, measured at 4.5' above grade) away from trunk of tree to be saved.
3. Groups of trees may share a tree protection fence, provided the distances in note #1 can be maintained, and as approved by the City Forester.
4. Fence shall be 48" orange safety fence, anchored with 6" metal tie-posts or 2" by 4" wooden stakes placed a maximum of 10' apart. Substitutions in materials must be approved by City Forester.
5. No grading, storage, parking, or any other vehicular traffic or construction activity shall occur within protection fence, including during fence installation and removal.
6. If there are incursions into the tree protection zone, the trees may be deemed damaged by the City Forester. These trees may have to be mitigated by planting of additional trees.

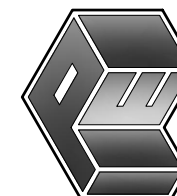


TREE PROTECTION
FENCE DETAIL

JANUARY, 2024

GEN-27

PLOWE
ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LILINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701



		DRAWN BY:
		AG
		JOB NO.
		24-2779
		CHECK BY:
		NQA
		DATE
		2/18/24

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

ADAM GINKEL

Date: 12.06.2024 License No. 43963

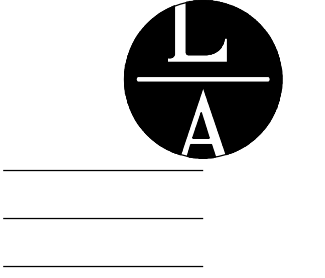
416 LILAC ST
LINO LAKES, MN

DETAILS

PREPARED FOR: BRF ENTERPRISES LLC

SHEET

C3.1



LAMPERT
ARCHITECTS

20 Summit Avenue
St. Paul, MN 55102
Phone: 763.755.1211 Fax: 763.757.2849
lampert@lampert-arch.com

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

RECEIVED
NOT FOR
CONSTRUCTION

BRF ENTERPRISES LLC
416 Lilac St, Lino Lakes, Minnesota

Copyright 2024
 Leonard Lampert Architects Inc.
 Project Designer: L SCHMIDT
 Drawn By: ALE
 Checked By: LL
 Revisions

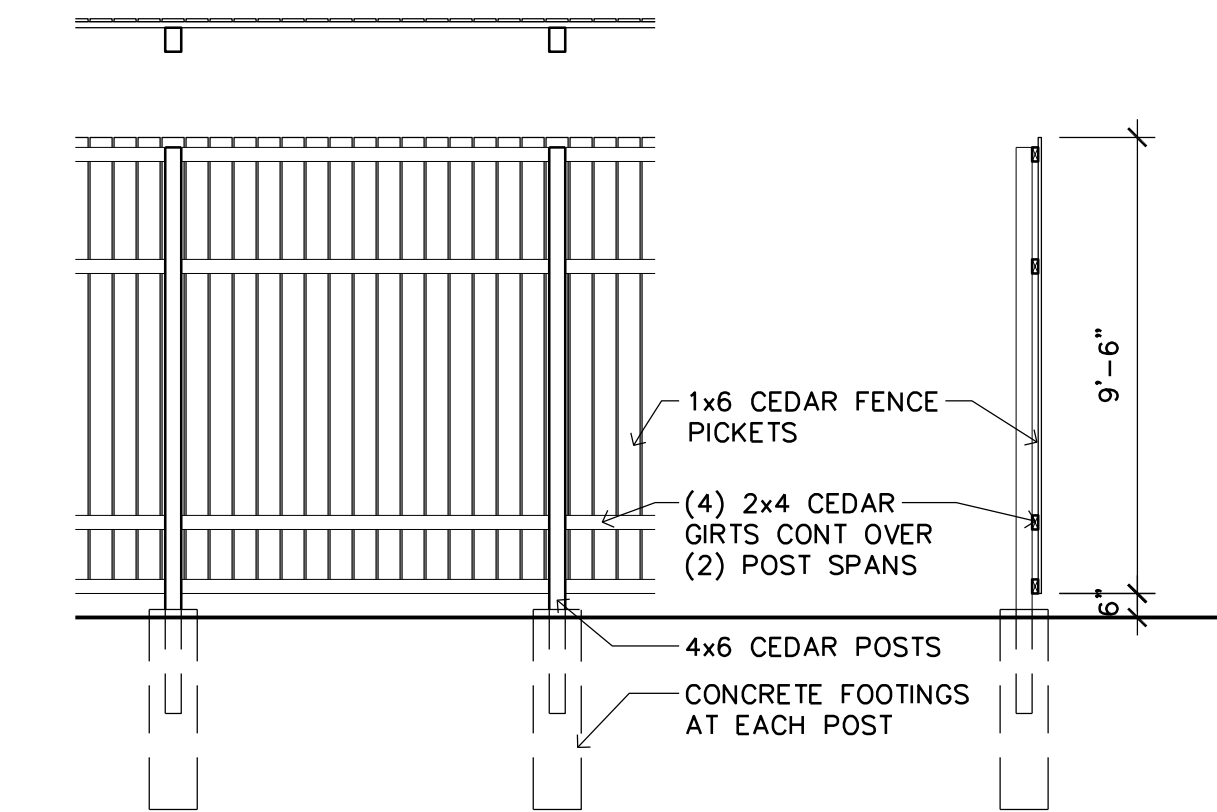
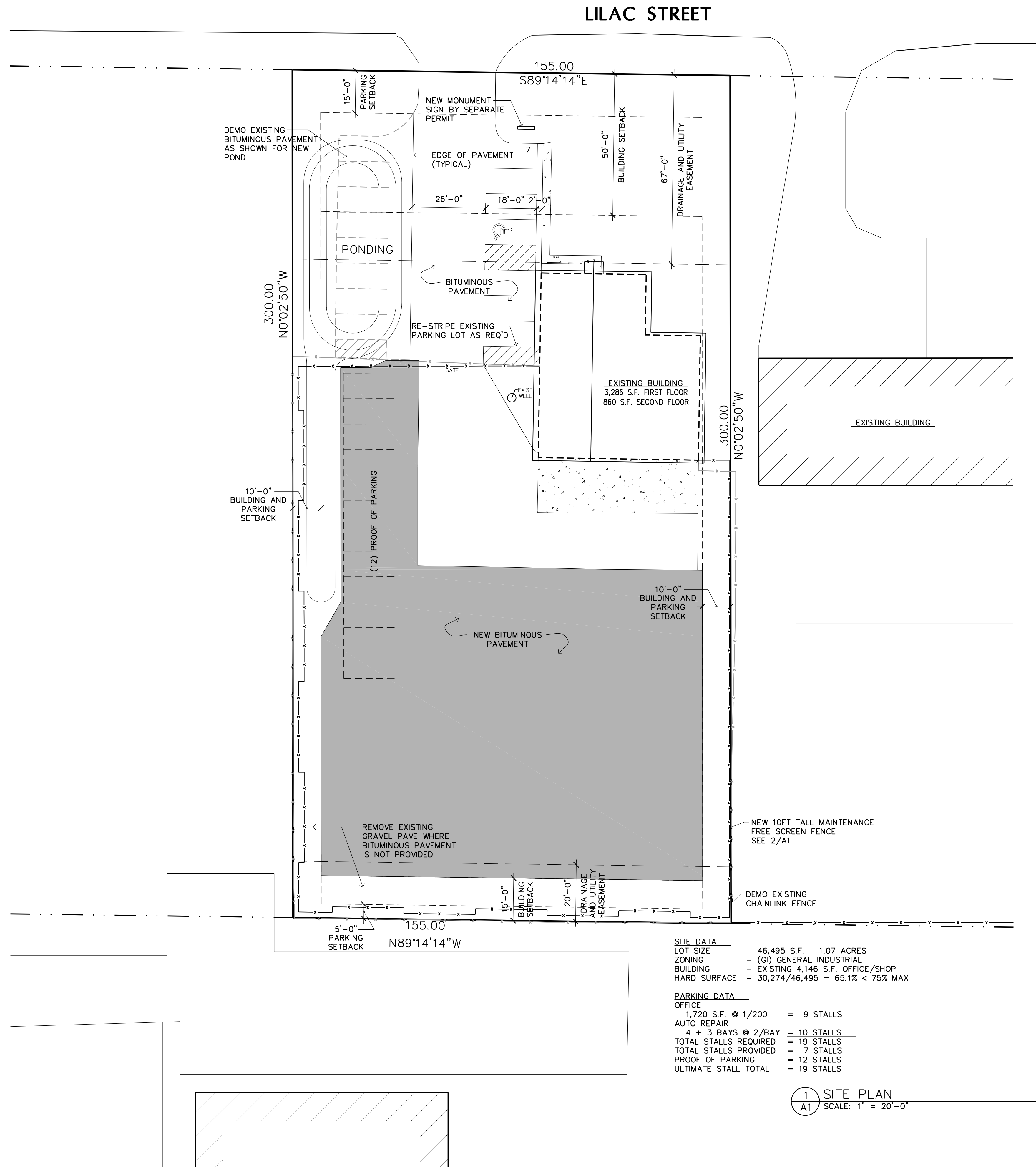
0/29/24	PRELIMINARY
2/5/24	CITY SUBMITTAL

ITE PLAN

Sheet Number

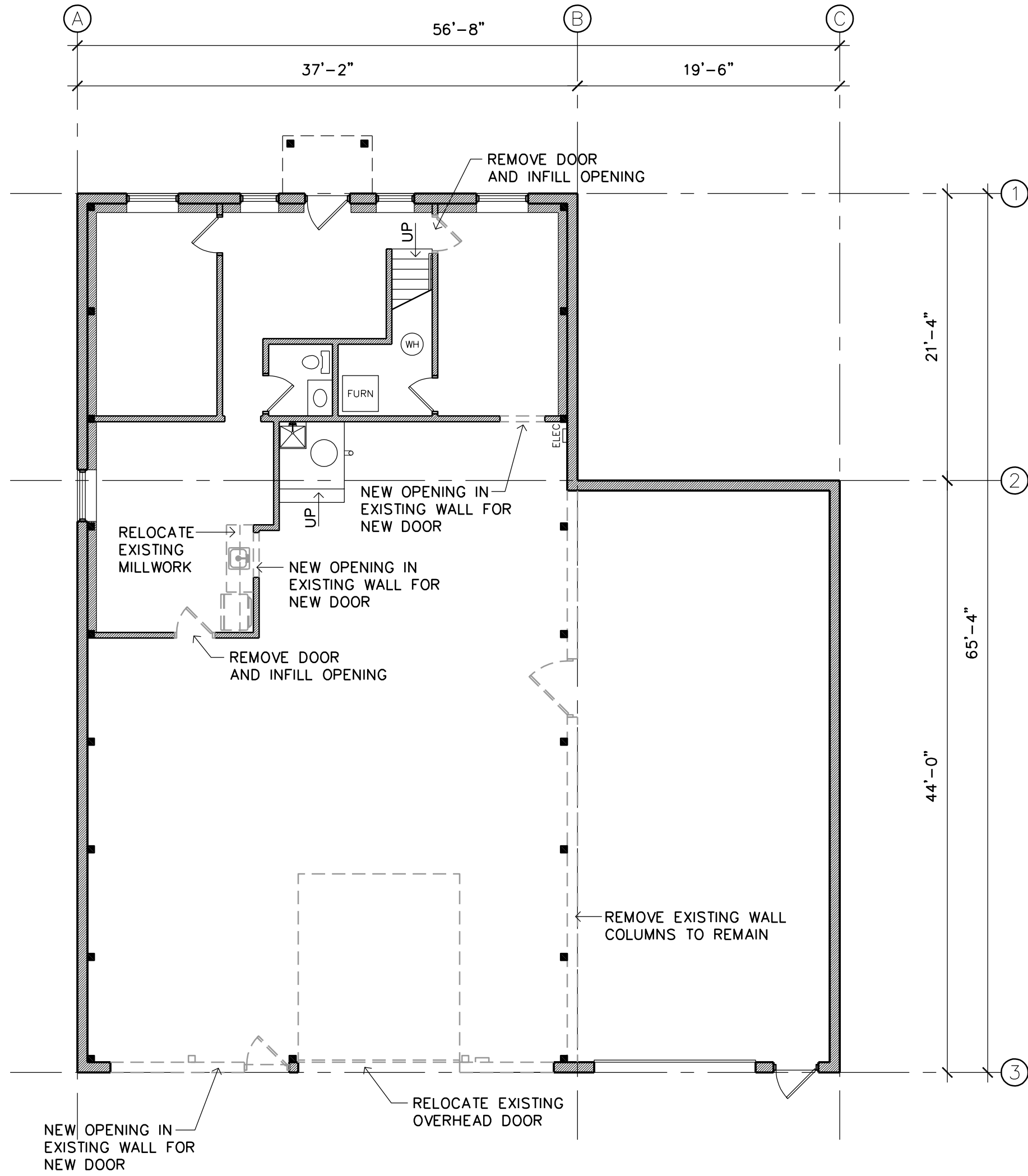
A1

Project No. 241014-2

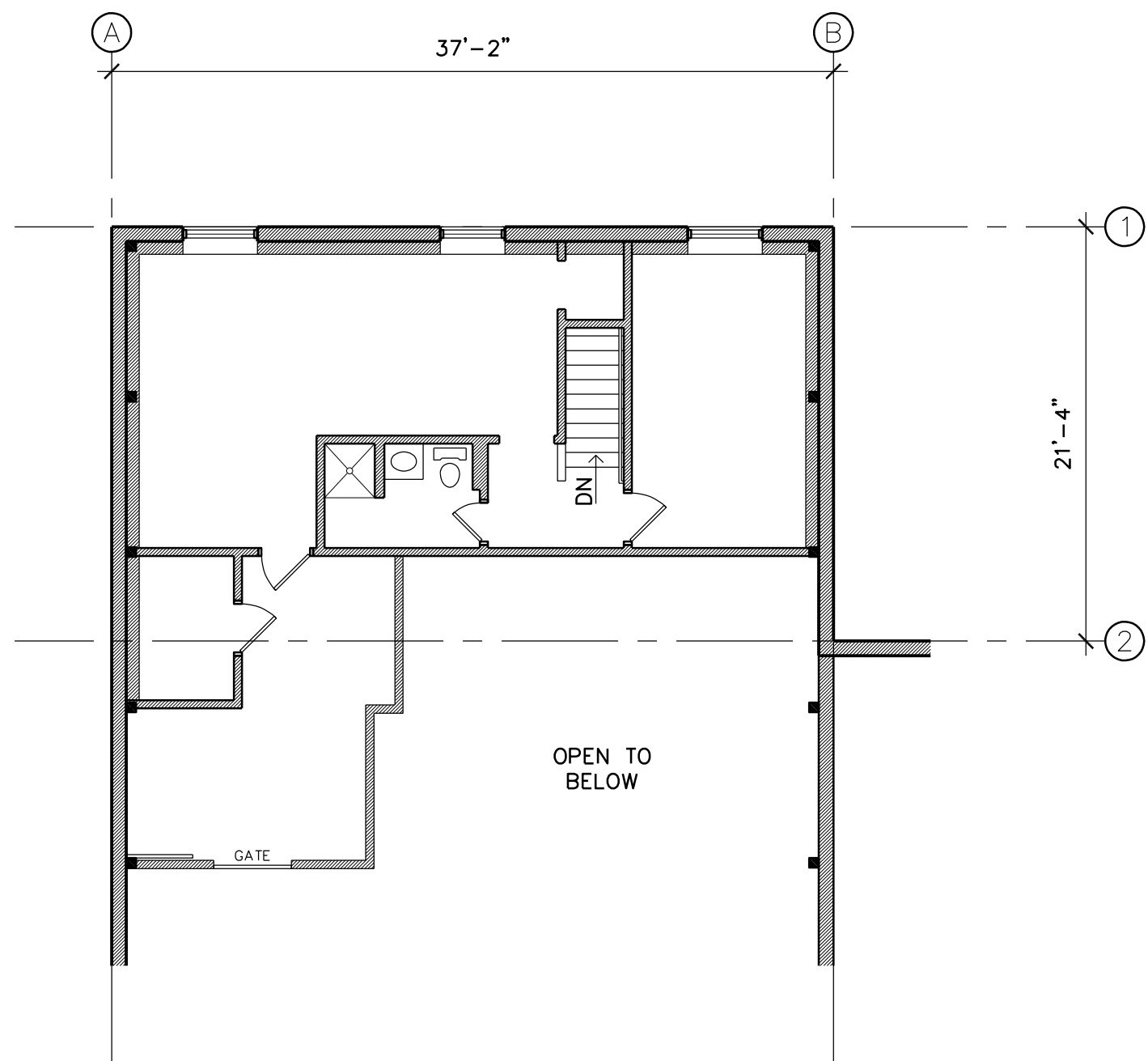


2 SCREEN FENCE DETAIL
A1 SCALE: 1/4" = 1'-0"

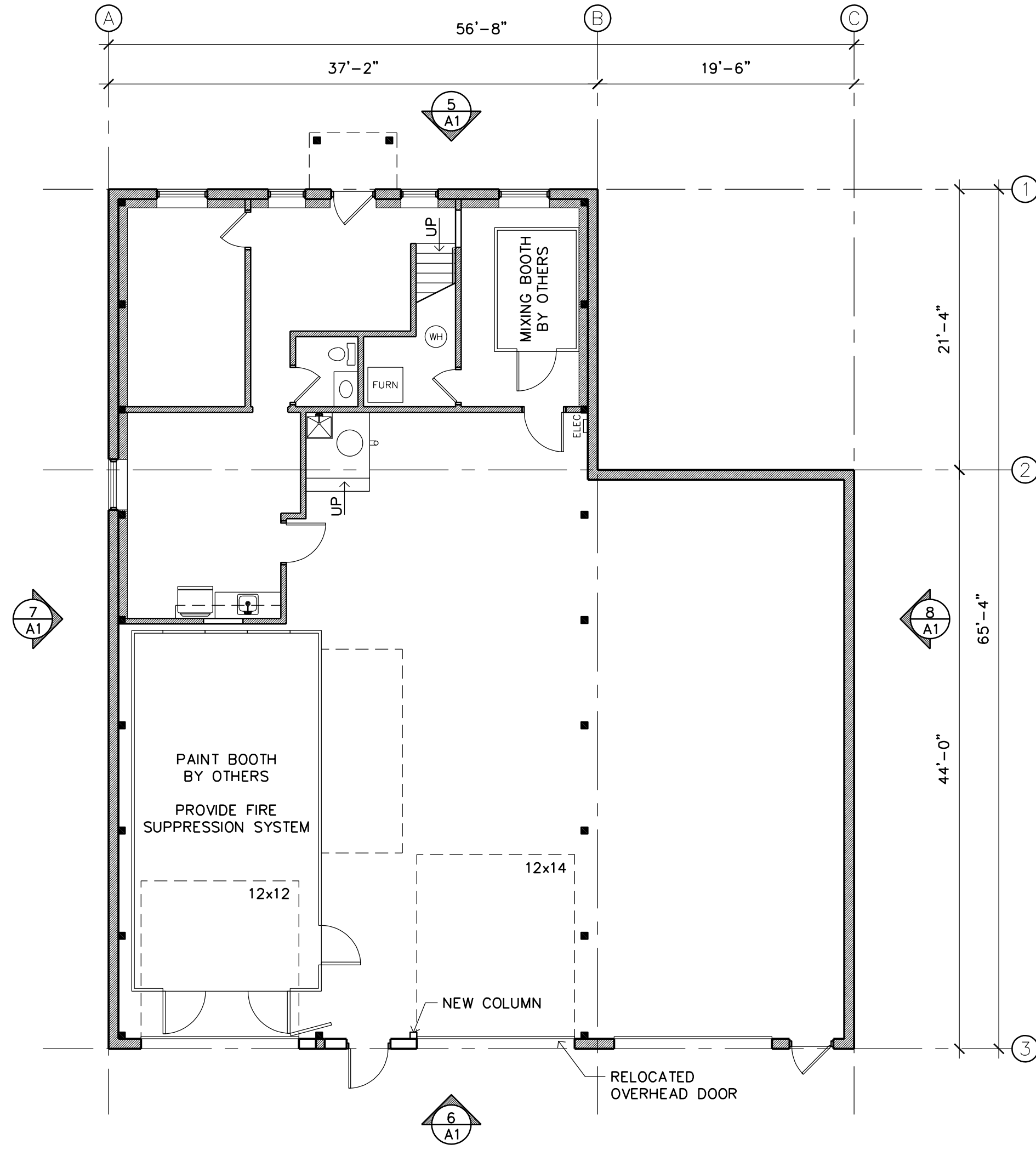
Filename: LINO LAKES COLLISION\LINO LAKES COLLISION-A2



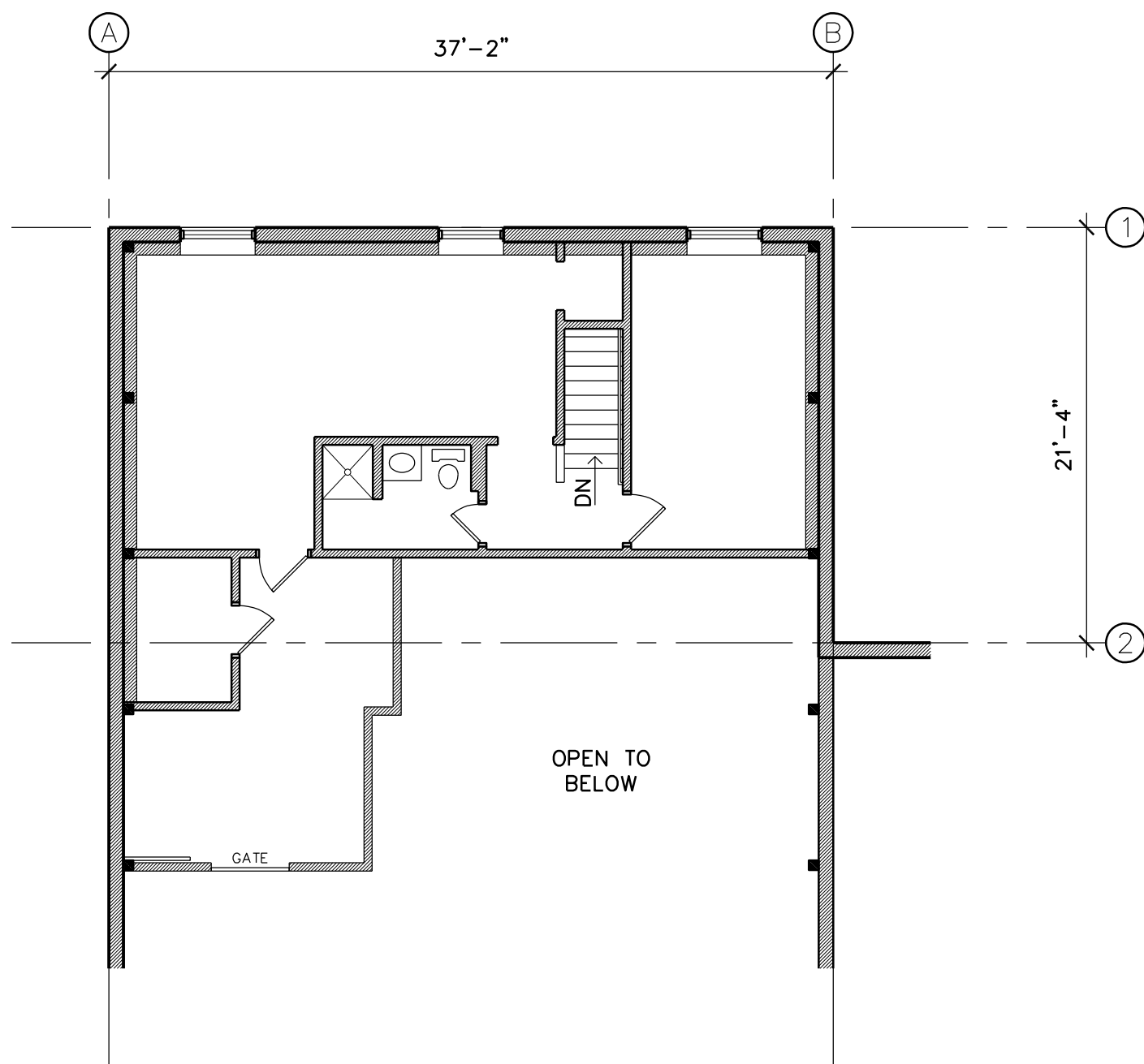
1 FIRST FLOOR DEMOLITION PLAN
SCALE: 1/8" = 1'-0"



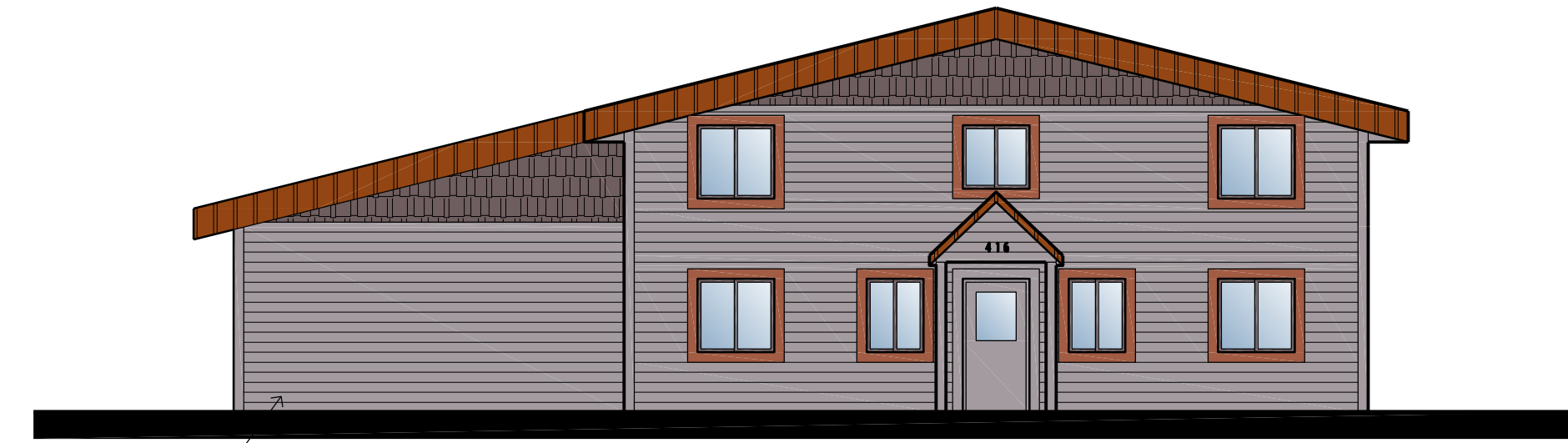
2 SECOND FLOOR DEMOLITION PLAN
SCALE: 1/8" = 1'-0"



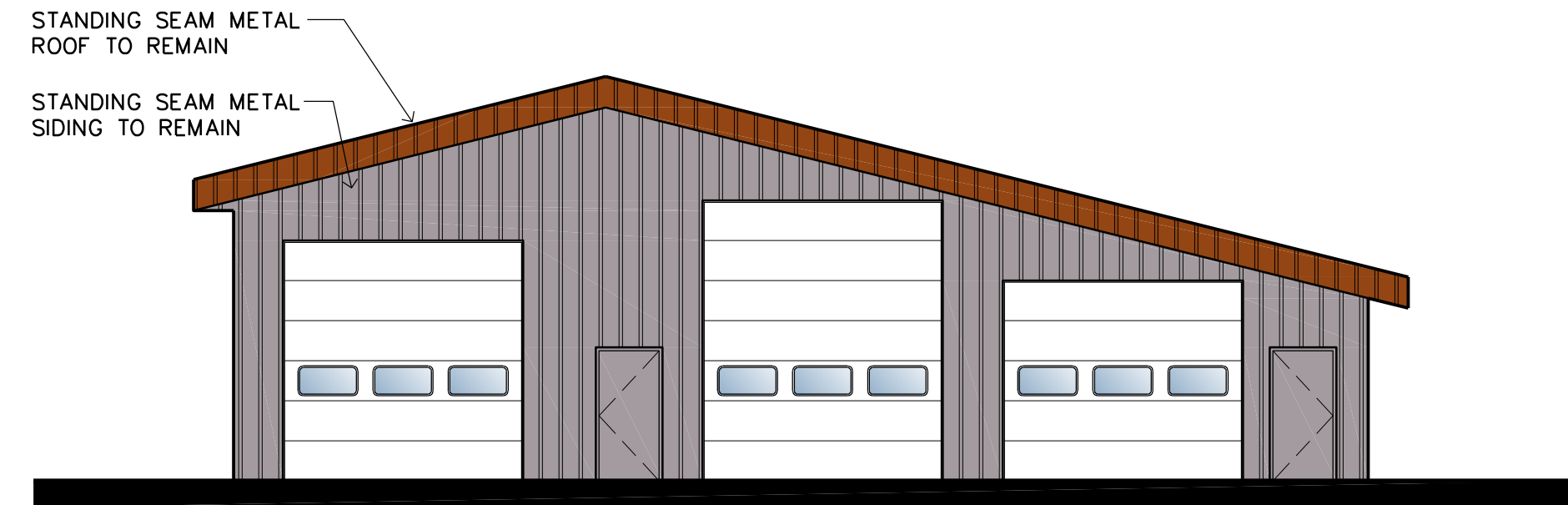
3 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"



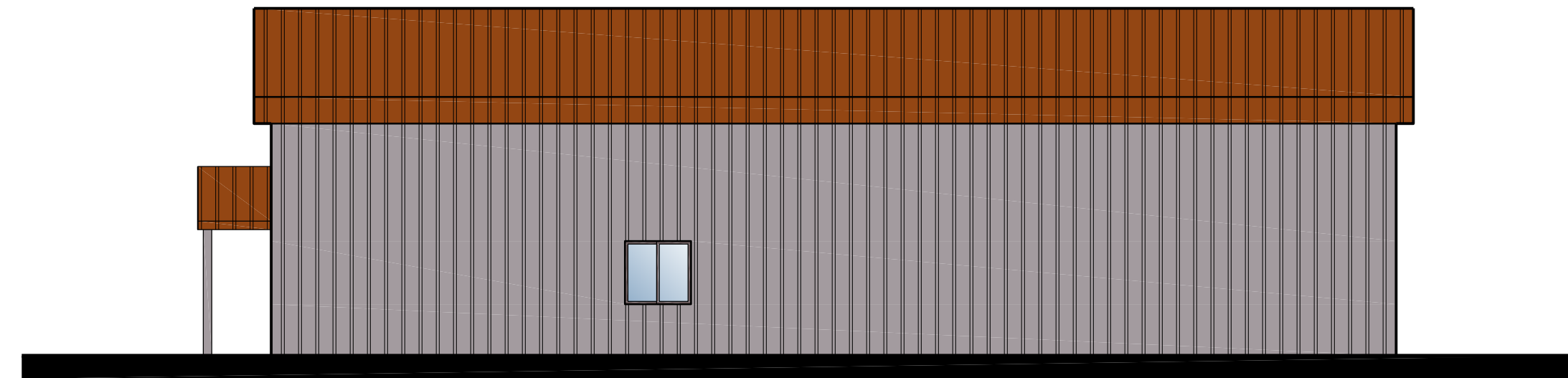
4 SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"



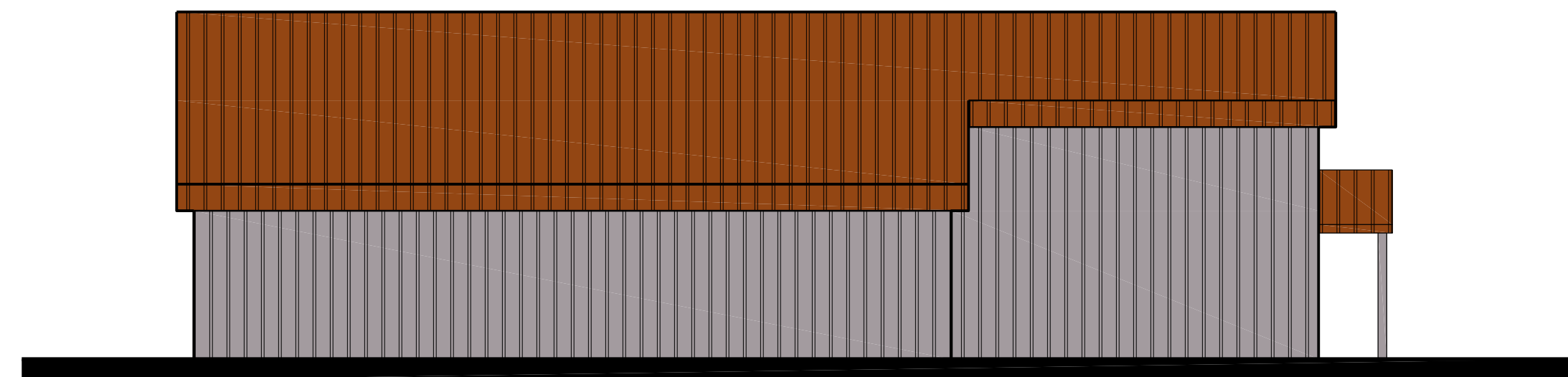
5 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



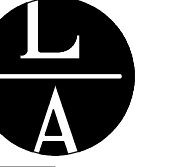
6 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



7 WEST ELEVATION
SCALE: 1/8" = 1'-0"



8 EAST ELEVATION
SCALE: 1/8" = 1'-0"



LAMPERT
ARCHITECTS

420 Summit Avenue
St. Paul, MN 55102
Phone: 763.755.1211 Fax: 763.757.2849
lampert@lampert-arch.com

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

PRELIMINARY
NOT FOR
CONSTRUCTION

BRF ENTERPRISES LLC
416 Lilac St, Lino Lakes, Minnesota

Copyright 2024
Leonard Lampert Architects Inc.

Project Designer: L SCHMIDT

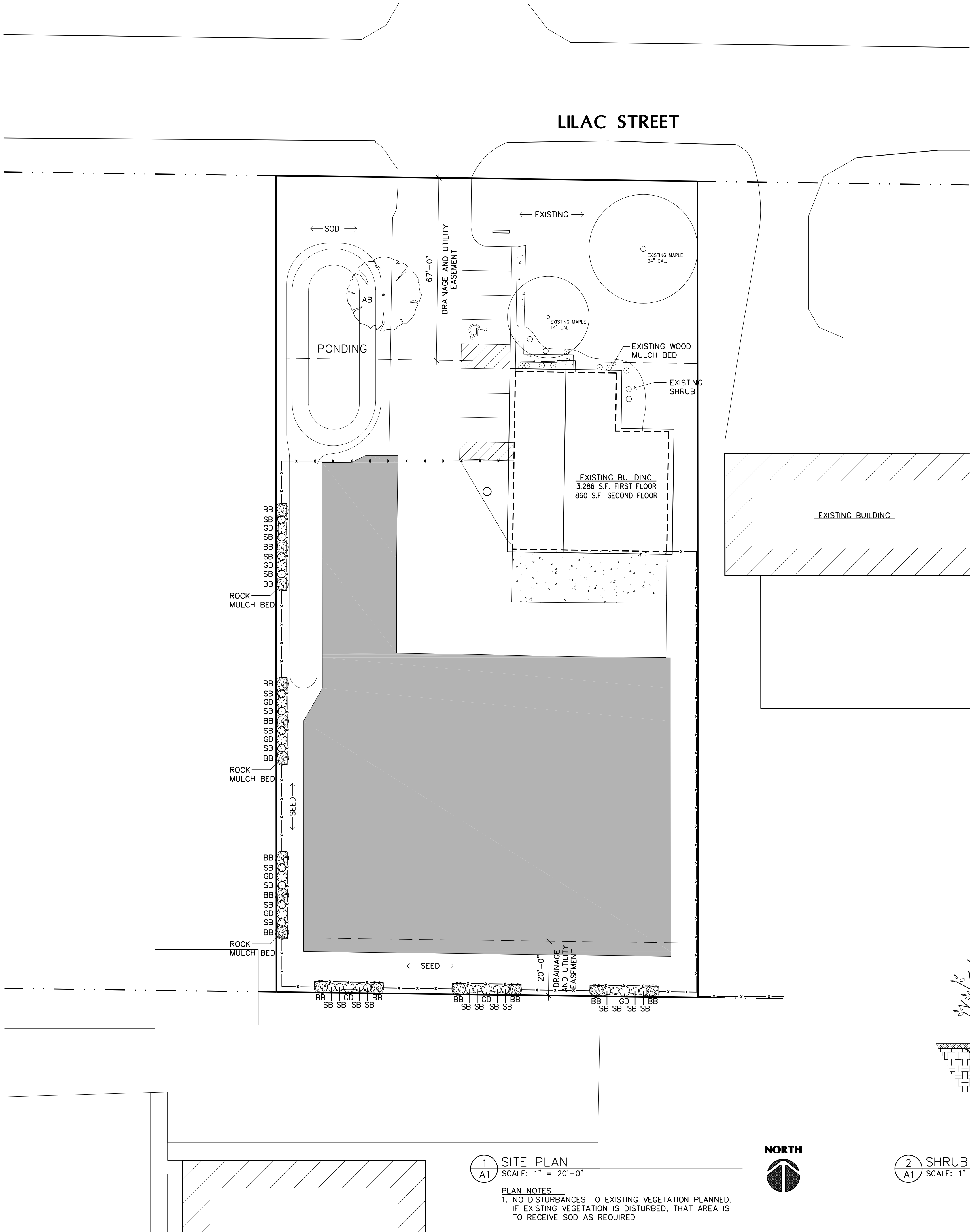
Drawn By: ALE

Checked By: LL

Revisions

10/29/24 PRELIMINARY

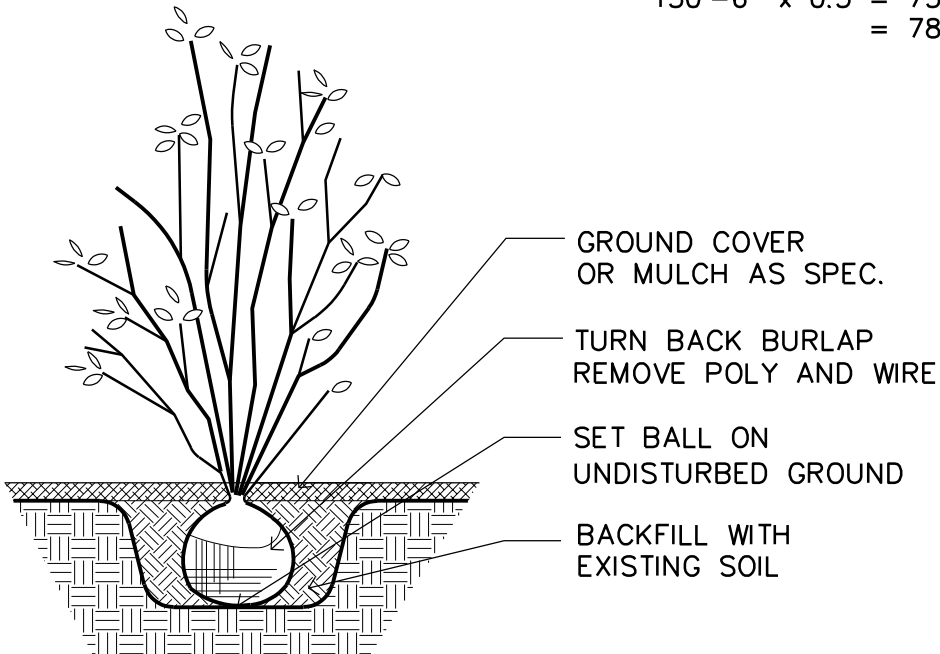
12/5/24 CITY SUBMITTAL



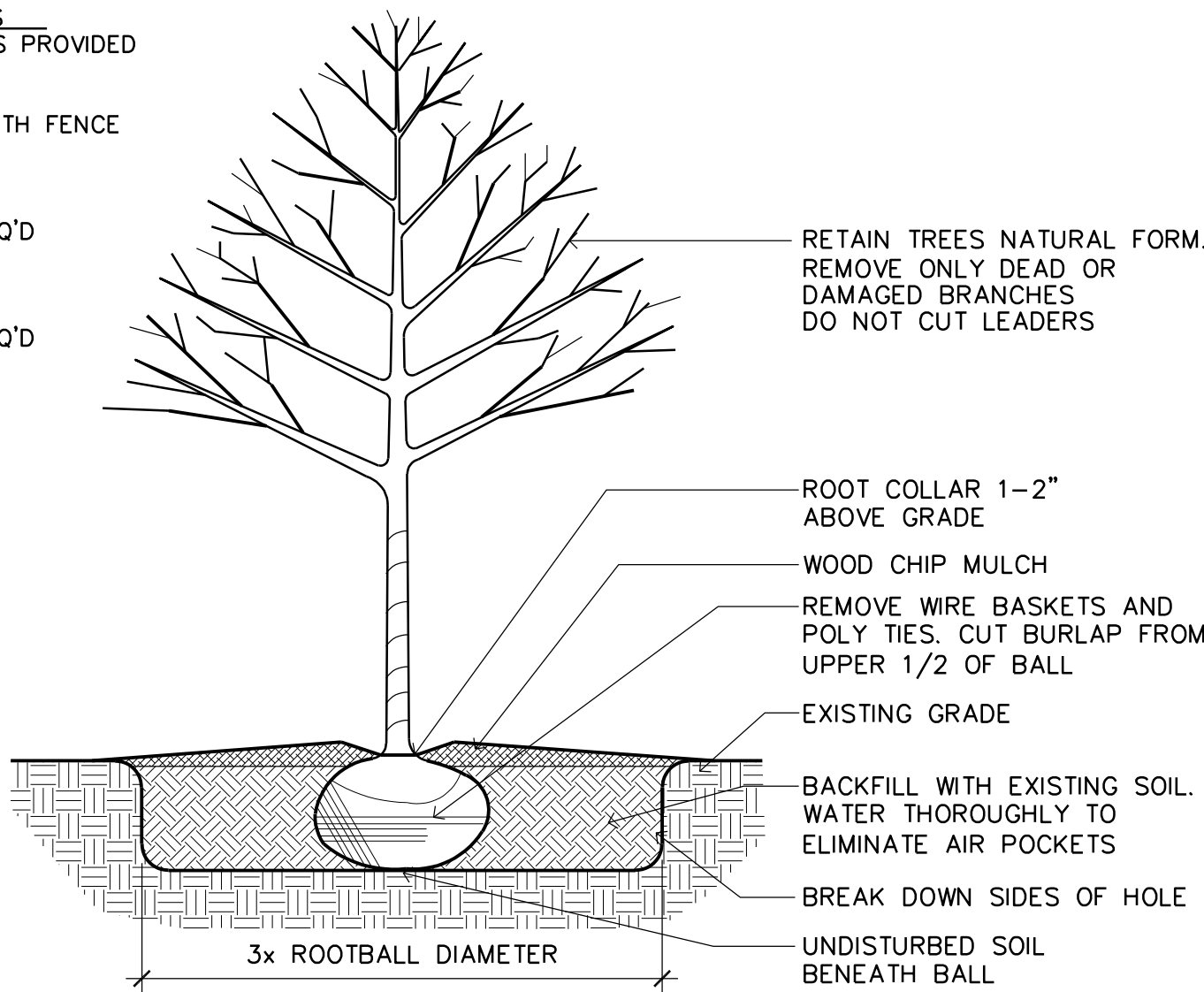
PLANTING SCHEDULE							
QTY.	KEY	COMMON NAME	BOTANICAL NAME	SIZE	MTHD	MATURE SPREAD	ASSIGNED TREE SIZE
1	AB	AUTUMN BLAZE MAPLE	ACER FREEMANII	2.5" CAL.	BB		LARGE
15	BB	COMPACT BURNING BUSH	EUONYMUS ALATUS 'COMPACTA'	5 GAL	CONT.	5 FT	
9	GD	POTENTILLA 'GOLD DROP'	POTENTILLA FRUTICOSA 'GOLD DROP'	5 GAL	CONT.	4 FT	
24	SB	POTENTILLA 'SNOWBIRD'	POTENTILLA FRUTICOSA 'SNOWBIRD'	5 GAL	CONT.	3 FT	

- LANDSCAPE NOTES:
- SOD/SEED ANY DISTURBED AREAS. SEE PLAN
 - SEE PLAN FOR MULCH BEDS. NEW TREES TO HAVE WOOD MULCH RING TO PREVENT WEED GROWTH AND CONSERVE WATER.
 - UNDERGROUND IRRIGATION SYSTEM TO BE PROVIDED FOR ALL FOUNDATION PLANTINGS AND TURF AREAS. PROVIDE MOISTURE SENSOR. IRRIGATION DESIGN BY CONTRACTOR.
 - SEE PLAN FOR EXISTING TREES TO BE SAVED.
 - CANOPY COVER
 - MINIMUM CALCULATION
VEHICLE HARDSCAPE (SF) X CANOPY COVER PERCENT = REQUIRED MINIMUM CANOPY COVER (SF)
NOTE: OUTDOOR STORAGE AREAS NOT COUNTED TOWARDS VEHICLE HARDSCAPE
 - ASSIGNED CANOPY COVER VALUE WITHIN 7' FT OF VEHICLE HARDSCAPE EDGE
EXISTING TREE 12+\" DBH = 1,425 S.F.
LARGE TREES = 600 S.F.
 - CALCULATION
4,299 S.F. X 0.40 = 1,720 S.F. CANOPY COVER REQUIRED
1 LARGE TREE @ 600 S.F. = 600 S.F.
1 EXIST. 14\" DBH TREE = 1,425 S.F.
= 2,025 S.F. CANOPY COVER PROVIDED
 - FOUNDATION PLANTINGS (SHRUBS)
 - MINIMUM CALCULATION
2 LARGE TREES OR 6 LARGE SHRUBS PER 100 LINEAR FEET OF BUILDING
 - EQUIVALENT EXCHANGES
1 LARGE SHRUB = 1.5 MEDIUM OR 3 SMALL SHRUBS
 - CALCULATION
78 FT. LINEAR FEET = 5 LARGE SHRUBS REQUIRED
2 LARGE SHRUBS = 2 LARGE SHRUBS
3 MEDIUM SHRUBS = 2 LARGE SHRUBS
9 SMALL SHRUBS = 3 LARGE SHRUBS
= 7 LARGE SHRUBS PROVIDED
 - FOUNDATION PLANTINGS
 - MINIMUM CALCULATION
2 LARGE TREES AND 6 LARGE SHRUBS PER 100 LINEAR FEET OF BUILDING
 - EQUIVALENT EXCHANGES
1 LARGE SHRUB = 1.5 MEDIUM OR 3 SMALL SHRUBS
 - CALCULATION
78 FT. LINEAR FEET = 2 LARGE TREES REQUIRED
1 EXIST. 14\" DBH TREE = 3 LARGE TREES
= 3 LARGE TREES PROVIDED
 - OPEN AREA PLANTINGS
 - MINIMUM CALCULATION
1 LARGE TREE AND 2 LARGE SHRUBS PER 2,500 S.F. OPEN AREA
 - EQUIVALENT EXCHANGES
2 LARGE SHRUBS = 1.5 MEDIUM OR 3 SMALL SHRUBS
 - CALCULATION
11,484/2,500 = 5 LARGE TREES REQUIRED
1 EXIST. 14\" DBH TREE = 3 LARGE SHRUBS
1 EXIST. 24\" DBH TREE = 3 LARGE SHRUBS
2 LARGE TREES = 2 LARGE SHRUBS
= 8 LARGE TREES PROVIDED
(11,484/2,500) X 2 = 9 LARGE SHRUBS REQUIRED
17 LARGE SHRUBS = 17 LARGE SHRUBS
3 MEDIUM SHRUBS = 2 LARGE SHRUBS
42 SMALL SHRUBS = 14 LARGE SHRUBS
= 33 LARGE SHRUBS PROVIDED
 - LANDSCAPE SCREENING OF SCREEN FENCE
50% OF THE LENGTH OF THE WEST AND SOUTH FENCE TO BE SCREENED WITH LANDSCAPING
 - WEST FENCE = ±191'-2\"
191'-2\" x 0.5 = 95'-7\" LANDSCAPING REQ'D
= 105'-0\" PROVIDED
 - SOUTH FENCE = ±150'-6\"
150'-6\" x 0.5 = 75'-3\" LANDSCAPING REQ'D
= 78'-0\" PROVIDED

EXISTING TREE VALUE			
TREE SIZE	DECIDUOUS TREES UNDER 6\" DBH	DECIDUOUS TREES BETWEEN 6\"-12\" DBH	DECIDUOUS TREES OVER 12\" DBH
TREE VALUE	1 LARGE TREE	2 LARGE TREES	3 LARGE TREES



2 SHRUB PLANTING DETAIL
SCALE: 1" = 20'-0"



3 TREE PLANTING DETAIL
SCALE: 1" = 20'-0"

PRELIMINARY
NOT FOR
CONSTRUCTION

BRF ENTERPRISES LLC
416 Lilac St, Lino Lakes, Minnesota

Drawn By: ALE	
Checked By: LL	
Revisions	
10/29/24	PRELIMINARY
12/5/24	CITY SUBMITTAL

LANDSCAPE PLAN

Sheet Number

L1

Memorandum

To: Katie Larsen, Lino Lakes City Planner

From: Diane Hankee PE, Lino Lakes City Engineer

Date: December 20, 2024

Re: 416 Lilac Street – BRF Enterprises
Site Plan Review
027620-000

WSB reviewed the Civil plans for the BRF Enterprises site in Lino Lakes, MN, received December 10, 2024. The site is 1.06 acres and located at 416 Lilac Street east of 4th Avenue. The lot has frontage along Lilac Street (TH 49). Comments were made on the following documents:

- 416 Lilac St – BRF Enterprises - Civil Plans prepared by Plowe Engineering, dated December 6, 2024, received December 10, 2024.
- 416 Lilac St – BRF Enterprises - Stormwater Drainage Report prepared by Plowe, dated December 6, 2024, received December 10, 2024.
- Soil Borings and Logs prepared by Haugo Geotechnical Services, dated November 27, 2024, received December 10, 2024.

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

Engineering

- **General**

The 416 Lilac Street BRF Enterprises site project proposes to create a professional automotive collision/repair shop which includes the associated parking lot, utilities, and landscaping. The site is located on Lot 5 Block 1 of the Lino Industrial Park Addition and will be accessed from Lilac Street (TH 49).

- **Grading**

A grading and drainage plan was provided for the site including paved areas, curb, and retaining walls.

Comments:

1. Remove the impervious area inside the rear drainage and utility easement.
2. Recommend including surface water treatment on the south side of the parking area.
3. Provide Emergency Overflow (EOF) elevations for all low points in the parking or green space areas.

- **Stormwater Management**

Stormwater management for the 416 Lilac Street site consists of constructing a new sedimentation basin on the northwest corner of the site.

Pre- and Post- Development Discharge Rates (cfs)				
Condition	2-Year	10-Year	100-Year	10-Day Snowmelt
Existing	3.96	6.14	10.23	Not required
Proposed	3.14	5.12	9.56	Not required

Comments:

1. The City requires that the amount of untreated impervious is 15% of the site total. Current plans show over 50% of the site impervious running offsite without treatment. In order to meet parking requirements, the proposed basin will likely need to be relocated. The City recommends shifting and/or relocating BMPs along the side and rear easements. This would also allow to potentially treat additional areas.
2. Due to construction compaction, the pervious areas modeled in drainage area A.1 must have curve numbers consistent with HSG C soils.
3. Pending the type of BMP, an outlet control structure with a submerged outlet pipe may be needed.
4. A vegetation bench below the basin NWL is recommended.
5. Native seeding is needed around the proposed BMP and within the last 20' of the proposed ditch to stabilize soils.
6. Rolled erosion blanketing containing natural netting is needed on BMP or pond slopes.
7. Please clarify the gravel drive to 190th St N in the Existing Conditions section of the Stormwater Drainage Report.

- **Water Supply**

A 6" PVC C900 water service stub is supplied to the site.

Comments:

1. Show approximate location where existing utilities enter the building.
2. Verify with MDH whether the proximity of an automotive use prohibits continued use of the existing well.
 - a. Provide documentation to the City
3. We recommend that the City Deputy Director of Public Safety-Fire Division review the proposed plan for water supply and hydrant coverage.

- **Sanitary Sewer**

A 6" PVC sanitary sewer service stub is supplied to the site.

Comments:

1. Show approximate location where existing utilities enter the building.

- **Transportation**

The 416 Lilac Street site proposes the use of one existing access off of Lilac Street.

Comments:

1. We recommend that the City Deputy Director of Public Safety-Fire Division review the proposed plan for emergency access.
 - a. It appears that any proposed fire truck turning movements would overlap numerous parking spaces that may be occupied in the event of an emergency.
2. Provide turning movements for expected delivery/semi-truck vehicles within the lot.
3. Based on a 3,220 SF Automobile Care Center use, ITE estimates 7 trips in the AM peak hour and 10 trips in the PM peak hour. The site will have minimal impacts to the adjacent roadway network.

- **Wetlands and Mitigation Plan**

The site is in an upland location and wetland are not present.

- **Landscaping**

Specific landscaping plans were not provided as part of the submittal. The City's Environmental Coordinator to review landscaping and provide in-depth comments when provided.

- **Floodplain**

No floodplain impacts are proposed on site.

- **Drainage and Utility Easements**

Drainage and utility easements are required for stormwater systems. This includes the area encompassing the 100-yr HWL of any BMPs.

- **Development Agreement**

A Development Agreement will not be required but a Site Performance Agreement will be.

- **Grading Agreement**

Grading agreement not required at this time.

- **Stormwater Maintenance Agreement**

The stormwater facilities will be privately maintained and a Declaration for Maintenance of Stormwater Facilities will be required. Both the Rice Creek Watershed District (RCWD) and the City of Lino Lakes shall be parties to the Declaration.

- **Permits Required**

1. NPDES General Construction Permit
2. City of Lino Lakes Zoning Permit for construction

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 Hankee at (651) 982-2430 or dhankee@linolakes.us.

**CITY OF LINO LAKES
RESOLUTION NO. 25-13**

**RESOLUTION APPROVING CONDITIONAL USE PERMIT
FOR AUTOMOBILE REPAIR-MAJOR AND MINOR
(416 LILAC STREET-BRF ENTERPRISES LLC)**

WHEREAS, the City received a land use application for a conditional use permit for automobile repair-major and minor (“Development”); and

WHEREAS, the January 8, 2025 Planning & Zoning Board Staff Report and the February 10, 2025 Council Staff Report provide supporting narrative and documentation for the Development; and

WHEREAS, the property is zoned GI, General Industrial and allows for automobile repair-major and minor with an approved conditional use permit; and

WHEREAS, the legal description of the property is Lot 5, Block 1, Lino Industrial Park; and

WHEREAS, City staff has completed a review of the land use application based on the following plans:

- ALTA/NSPS Land Title Survey prepared by E.G. Rud & Sons, Inc. dated October 29, 2024
- Civil Plan Set prepared by Plowe Engineering, Inc. dated December 6, 2024
- Architectural Plan Set prepared by Lampert Architects dated December 5, 2024
- Landscape Plan Set prepared by Lampert Architects dated December 5, 2024
- Photometric Plan prepared by Luma Sales Associates dated December 5, 2024
- Stormwater Drainage Report prepared by Plowe Engineering, Inc. dated December 6, 2024
- Soil Borings prepared by Haugo GeoTechnical Services, LLC. dated November 27, 2024; and

WHEREAS, a public hearing was held before the Planning & Zoning Board on January 8, 2025 and the Board recommended approval of a conditional use permit for automobile repair-minor with a 6-0.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Lino Lakes, Minnesota that:

FINDINGS OF FACT

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.

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 proposed automobile repair-major or minor development 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 proposed automobile repair-major or minor development 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 proposed automobile repair-major or minor development is consistent with industrial land use.

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

The proposed automobile repair-major or minor development 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 proposed automobile repair-major or minor development conforms to City Code performance standards with minor revisions as noted in this resolution.

(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 proposed automobile repair-major or minor development meets Level of Service (LOS) requirements. is within the capabilities of the City. 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 proposed automobile repair-major or minor development is served by an adequate and safe water supply.

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

The proposed automobile repair-major or minor development is served by an adequate sanitary sewer 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 proposed automobile repair-major or minor development 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 proposed automobile repair-major or minor development will have fire prevention and fighting equipment readily available.

BE IT FURTHER RESOLVED the following specific performance standards of City Code Section 1007.141(9) have also been met:

- (a) Automobile repair-major and minor provided that:

- 1. The architectural appearance and functional plan of the building and site shall not be so dissimilar to the existing buildings or area as to cause impairment in property values or constitute a blighting influence.

This is an existing industrial building. The architectural appearance and functional plan of the building and site are not dissimilar to the existing and proposed industrial buildings in the area.

- 2. All repair work shall be conducted within the principal building.

All repair work will be conducted within the principal building.

- 3. All painting must be conducted in an approved paint booth. All paint booths and all other activities of the operation shall thoroughly control the emission of fumes, dust, or other particulate matter so that the use shall be in compliance with the State of Minnesota Pollution Control Standards, Minnesota Regulation APC 1-15, as amended.

All paint booths will be in compliance with state regulations.

- 4. The emission of odor by a use shall be in compliance with and regulated by the State of Minnesota Pollution Control Standards, Minnesota regulations APC, as amended.

The emission of odor will be in compliance with state regulations.

5. All flammable materials, including liquids and rags, shall conform with the applicable provisions of the Minnesota Uniform Fire Code.

All flammable materials will conform with Minnesota Uniform Fire Code.

6. All outdoor storage shall be prohibited except the storage of customer vehicles waiting for repair.

Resolution No. 25-14 approves a separate conditional use permit for outdoor storage.

BE IT FURTHER RESOLVED the conditional use permit shall only be for automobile repair-major and minor as defined in City Code Section 1007.001(2) Definitions.

BE IT FURTHER RESOLVED the conditional use permit for automobile repair-major and minor is approved subject to the following conditions:

1. The development shall be compliant with the conditions detailed in the findings of facts at all times.
2. Motor vehicles not currently licensed by the state, or that because of mechanical deficiency are incapable of movement under their own power, shall not be parked or stored outside for a period in excess of 90 days.
3. The outdoor storage of items or materials shall be directly related to the principal industrial user. No off-site user or personal storage shall be allowed.
4. Items, materials, vehicles, etc. shall not be stored on the sod or landscaped areas within the outdoor storage area.
5. Separate sign permit applications are required for all permanent monument/pylon and wall signage.
6. Separate sign permit applications are required for all temporary signage.
7. A building permit is required for the 10ft tall fence.
8. A zoning permit is required for the grading, driveway, and outdoor storage surfacing improvements.

BE IT FURTHER RESOLVED the following items shall be addressed prior to issuance of any permits:

1. All comments from the City Engineer memo dated December 20, 2024.
2. All comments from the Environmental Coordinator and Environment Board.
3. A Site Performance Agreement shall be executed and securities paid.
4. The proposed outdoor storage pavement areas are different on Sheet A1, Site Plan and Sheet C1.1, Grading Plan. Please revise accordingly.
5. Sheet A1, Site Plan:

- a. Parking space requirements shall be met without the need for deferred parking.
 - b. Parking spaces cannot be located within outdoor storage area.
 - c. Gate details for the fence shall be provided.
 - d. The screen fence detail shall be revised from cedar fence to maintenance free screen fence.
6. Sheet L1, Landscape Plan:
- a. The engineer/architect company name shall be included.
7. Copies of the following executed and recorded documents shall be submitted to the City:
- a. Public drainage and utility easement and exhibit over the stormwater management facilities and lot lines
 - b. Declaration for Maintenance of Stormwater Facilities and exhibit

Adopted by the City Council of the City of Lino Lakes this _____ day of _____, 2025.

Rob Rafferty, Mayor

ATTEST:

Roberta Colotti, CMC, City Clerk

**CITY OF LINO LAKES
RESOLUTION NO. 25-14**

**RESOLUTION APPROVING CONDITIONAL USE PERMIT
FOR OUTDOOR STORAGE
(416 LILAC STREET-BRF ENTERPRISES LLC)**

WHEREAS, the City received a land use application for a conditional use permit for outdoor storage (“Development”); and

WHEREAS, the January 8, 2025 Planning & Zoning Board Staff Report and the February 10, 2025 Council Staff Report provide supporting narrative and documentation for the Development; and

WHEREAS, the property is zoned GI, General Industrial and allows for outdoor storage with an approved conditional use permit; and

WHEREAS, the legal description of the property is Lot 5, Block 1, Lino Industrial Park; and

WHEREAS, City staff has completed a review of the land use application based on the following plans:

- ALTA/NSPS Land Title Survey prepared by E.G. Rud & Sons, Inc. dated October 29, 2024
- Civil Plan Set prepared by Plowe Engineering, Inc. dated December 6, 2024
- Architectural Plan Set prepared by Lampert Architects dated December 5, 2024
- Landscape Plan Set prepared by Lampert Architects dated December 5, 2024
- Photometric Plan prepared by Luma Sales Associates dated December 5, 2024
- Stormwater Drainage Report prepared by Plowe Engineering, Inc. dated December 6, 2024
- Soil Borings prepared by Haugo GeoTechnical Services, LLC. dated November 27, 2024; and

WHEREAS, a public hearing was held before the Planning & Zoning Board on January 8, 2025 and the Board recommended approval of a conditional use permit for outdoor storage with a 6-0.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Lino Lakes, Minnesota that:

FINDINGS OF FACT

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.

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 proposed outdoor storage development 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 proposed outdoor storage development 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 proposed outdoor storage development is consistent with industrial land use.

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

The proposed outdoor storage development 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 proposed outdoor storage development conforms to City Code performance standards with minor revisions as noted in this resolution.

(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 proposed outdoor storage development meets Level of Service (LOS) requirements. is within the capabilities of the City. 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 proposed outdoor storage development is served by an adequate and safe water supply.

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

The proposed outdoor storage development is served by an adequate sanitary sewer 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 proposed outdoor storage development 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 proposed outdoor storage development will have fire prevention and fighting equipment readily available.

BE IT FURTHER RESOLVED the following specific performance standards of City Code Section 1007.141(9) have also been met:

- (h) Outdoor storage (not outdoor sales lots) as an accessory use provided that:

- 1. The designated storage area shall comply with all building setback requirements for the district. Outdoor storage is prohibited between the principal structure and any public right-of-way.

The outdoor storage area complies with building setback requirements. Outdoor storage is not proposed between the principal structure and any public right-of-way.

- 2. The storage area is landscaped and screened from view of adjacent uses and public rights-of-way via a fence and greenbelt planting strip, in compliance with § [1007.049](#)(6).

A new 10ft tall maintenance free screen fence is proposed around the entire perimeter of the outdoor storage area. Shrub cover is provided for 50% of the west and south lot line fencing.

- 3. The entire storage area is fenced and secured in an appropriate manner.

A new 10ft tall maintenance free screen fence is proposed around the entire perimeter of the outdoor storage area.

- 4. The storage area is blacktopped, concrete surfaced, or class 5 gravel unless an alternative wear-resistant material is determined by the City Engineer to be suitable to control dust and drainage and is specifically approved by the City Council.

The storage area will be surfaced with bituminous pavement.

5. The storage area does not take up parking space or loading space as required for conformity to this chapter and is not located in the front yard.

The plans shall be revised to remove proposed parking spaces within the outdoor storage area.

6. The property shall not abut I-35W or I-35E.

The property does not abut I-35W or I-35E.

7. All parking, loading and truck staging activities shall occur on site. On-street parking and loading associated with the use is prohibited.

All parking, loading and truck staging activities will occur on site.

8. Storage shall not include material considered hazardous under federal or state environmental law.

Storage will not include hazardous materials.

9. The outdoor storage items or materials shall be directly related to the principal industrial user. No off-site user storage shall be allowed.

The outdoor storage items or materials will be directly related to the principal industrial user.

BE IT FURTHER RESOLVED the conditional use permit for outdoor storage is approved subject to the following conditions:

1. The development shall be compliant with the conditions detailed in the findings of facts at all times.
2. Motor vehicles not currently licensed by the state, or that because of mechanical deficiency are incapable of movement under their own power, shall not be parked or stored outside for a period in excess of 90 days.
3. The outdoor storage of items or materials shall be directly related to the principal industrial user. No off-site user or personal storage shall be allowed.
4. Items, materials, vehicles, etc. shall not be stored on the sod or landscaped areas within the outdoor storage area.
5. Separate sign permit applications are required for all permanent monument/pylon and wall signage.
6. Separate sign permit applications are required for all temporary signage.
7. A building permit is required for the 10ft tall fence.
8. A zoning permit is required for the grading, driveway, and outdoor storage surfacing improvements.

BE IT FURTHER RESOLVED the following items shall be addressed prior to issuance of any permits:

1. All comments from the City Engineer memo dated December 20, 2024.
2. All comments from the Environmental Coordinator and Environment Board.
3. A Site Performance Agreement shall be executed and securities paid.
4. The proposed outdoor storage pavement areas are different on Sheet A1, Site Plan and Sheet C1.1, Grading Plan. Please revise accordingly.
5. Sheet A1, Site Plan:
 - a. Parking space requirements shall be met without the need for deferred parking.
 - b. Parking spaces cannot be located within outdoor storage area.
 - c. Gate details for the fence shall be provided.
 - d. The screen fence detail shall be revised from cedar fence to maintenance free screen fence.
6. Sheet L1, Landscape Plan:
 - a. The engineer/architect company name shall be included.
7. Copies of the following executed and recorded documents shall be submitted to the City:
 - a. Public drainage and utility easement and exhibit over the stormwater management facilities and lot lines
 - b. Declaration for Maintenance of Stormwater Facilities and exhibit

Adopted by the City Council of the City of Lino Lakes this _____ day of _____, 2025.

Rob Rafferty, Mayor

ATTEST:

Roberta Colotti, CMC, City Clerk

**CITY OF LINO LAKES
RESOLUTION NO. 25-15**

**APPROVING SITE IMPROVEMENT PERFORMANCE AGREEMENT WITH
BRF ENTERPRISES, LLC (416 LILAC STREET)**

WHEREAS, the City has completed review of the site and building plans for 416 Lilac Street (BRF Enterprises, LLC); and

WHEREAS, the legal description of the property is Lot 5, Block 1, Lino Industrial Park; and

WHEREAS, City Code Section 1007.020(6) requires a site improvement performance agreement.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lino Lakes that the Site Improvement Performance Agreement between the City of Lino Lakes and BRF Enterprises, LLC is hereby approved and the Mayor and City Clerk are authorized to execute such agreements on behalf of the City.

Adopted by the Council of the City of Lino Lakes this 10th day of February, 2025.

Rob Rafferty, Mayor

ATTEST:

Roberta Colotti, CMC, City Clerk

**CITY COUNCIL
WORK SESSION STAFF REPORT
ITEM NO.6**

STAFF ORIGINATOR: Tom Hoffman, Environmental Coordinator

WORK SESSION DATE: February 3, 2025

TOPIC: North Oaks Mixed Use EAW Record of Decision

BACKGROUND

The North Oaks Mixed Use Development Environmental Assessment Worksheet (EAW) was approved for distribution by the City Council on December 9, 2024. The document was filed with the Minnesota Environmental Quality Board (EQB) and circulated for review and comments to the required EAW distribution list. A Notice of Availability was published in the EQB Monitor on Tuesday, December 17, 2024. Notice was also provided to properties within 600 feet of the proposed project.

The thirty day comment period closed on January 16, 2025. The City received a number of written comments from agencies and citizens. The City must respond to every substantive comment. Substantive comments are comments that address the accuracy and completeness of the materials contained in the EAW, potential impacts that may warrant further investigation before the project is commenced, and the need for an Environmental Impact Statement (EIS) on the proposed project.

The City's response to substantive comments received during the comment period are included in the attached draft Record of Decision document.

The EAW is not meant to approve or disapprove a project, but is simply a source of information to guide other approvals and permitting decisions. Minnesota Rule 4410.177, Subpart 2 requires the City to make either a negative declaration or a positive declaration on the need for an EIS. The City shall base its decision regarding the need for an EIS on the information gathered during the EAW process and the comments received on the EAW. In doing so, the City must prepare a record of decision that includes the information supporting the decision.

Minnesota Rules 4410.1700, Subp. 7 lists four criteria that shall be considered in deciding whether a project has the potential for significant environmental effects. Those criteria are:

- A. Type, extent, and reversibility of environmental effects;
- B. Cumulative potential effects. The RGU shall consider the following factors:
whether the cumulative potential effect is significant; whether the contribution

from the project is significant when viewed in connection with other contributions to the cumulative potential effect; the degree to which the project complies with approved mitigation measures specifically designed to address the cumulative potential effect; and the efforts of the proposer to minimize the contributions from the project;

- C. The extent to which the environmental effects are subject to mitigation by ongoing public regulatory authority. The RGU may rely only on mitigation measures that are specific and that can be reasonably expected to effectively mitigate the identified environmental impacts of the project; and
- D. The extent to which environmental effects can be anticipated and controlled as a result of other available environmental studies undertaken by public agencies or the project proposer, including other EISs.

Section 5. Findings of Fact of the attached response document provides the City's findings of fact and addresses each of the above referenced criteria. Section 6. Record of Decision concludes that an EIS is not required.

Representatives from the project proposer and WSB & Associates, the City Engineer, will be present at the meeting to address any questions from the board. Staff is requesting the board review and comment on the response document. Any comments received from the board will be forwarded to the City Council for consideration.

REQUESTED COUNCIL DIRECTION

Approve Record of Decision Making a Negative Declaration on the need for an Environmental Impact Statement for the North Oaks Mixed Use Development.

ATTACHMENTS

- Response to comments, findings of fact, and record of decision
- Resolution NO.25-12



North Oaks Mixed Use Development

RESPONSE TO COMMENTS, FINDINGS OF FACT, AND RECORD OF DECISION

CITY: LINO LAKES

COUNTY: ANOKA

Responsible Government Unit (RGU)

City of Lino Lakes

600 Town Center Parkway

Lino Lakes, MN 55014

Linolakes.us

January 23, 2025

Table of Contents	2
1. Introduction	3
2. EAW NOTIFICATION, DISTRIBUTION, AND COMMENT PERIOD	3
3. COMMENTS RECEIVED	3
4. RESPONSE TO COMMENTS	3
a. COMMENTS FROM GOVERNMENT AGENCIES	4
i. MINNESOTA POLLUTION CONTROL AGENCY	4
ii. ANOKA COUNTY TRANSPORTATION	5
iii. METROPOLITAN COUNCIL COMMENTS	6
iv. MINNESOTA DEPARTMENT OF NATURAL RESOURCES	8
b. COMMENTS FROM GENERAL PUBLIC	12
i. DOVE FAMILY COMMENTS	12
ii. RAPP1 COMMENTS	13
5. FINDINGS OF FACT	16
6. RECORD OF DECISION	20
7. ATTACHMENTS	21

INTRODUCTION

The North Oaks Mixed Use Development is a 120-acre proposed construction of senior housing, market-rate apartments, affordable housing, commercial space, and single-family lots located in the City of Lino Lakes, Anoka County, Minnesota. The proposed Project is expected to consist of:

- Residential units
 - Single Family: 71 Lots (71 Units)
 - 4-Plex: 5 Buildings (20 Units)
 - 6-Plex: 6 Buildings (36 Units)
 - Apartment: 2 Buildings (200 Units)
 - Senior Living: 1 Building (100 Units)
- Commercial buildings
 - 4.1 acres (178,596 sf)

The Project is located to the northwest of Wilkinson Lake Boulevard and Centerville Road, southeast of Ash Street and Centerville Road, and northeast of Monarch Way and Ash Street. The Project will include the construction of roads, walks/trails, stormwater ponds, and sanitary sewer lines.

EAW NOTIFICATION, DISTRIBUTION, AND COMMENT PERIOD

The Environmental Assessment Worksheet (EAW) for the North Oaks Mixed Use Development in Lino Lakes was published and released for public review on Tuesday, December 17, 2024. The 30-day public comment period closed on Thursday, January 16, 2025. Acknowledgements of the EAW were received by four agencies, as well from two citizens, one anonymously.

COMMENTS RECEIVED

GOVERNMENT AGENCIES:

- | | |
|---|------------------|
| • MINNESOTA POLLUTION CONTROL AGENCY | January 9, 2025 |
| • ANOKA COUNTY TRANSPORTATION | January 16, 2025 |
| • METROPOLITAN COUNCIL | January 16, 2025 |
| • MINNESOTA DEPARTMENT OF NATURAL RESOURCES | January 16, 2025 |

NONE OF THE COMMENTS RECOMMENDED THE PREPARATION OF AN EIS

PUBLIC COMMENTS

In addition to the government agencies, the City received 2 emails from the public and include:

- | | |
|--------------------------------|------------------|
| • DOVE FAMILY CITIZEN COMMENTS | January 15, 2025 |
| • ANONYMOUS CITIZEN COMMENTS | January 15, 2025 |

RESPONSE TO COMMENTS

This document responds to comments individually. It includes summaries of comments followed by responses. The complete comment letters and emails are included in Appendix A. Responses to comments are generally confined to substantive issues that

“address the accuracy and completeness of the material contained in the EAW, potential impacts that may warrant further investigation before the project is commenced, and the need for an EIS on the proposed project.” (MN Rules 4410.1600). Some of the comments included general remarks or recommendations. Such comments are noted for the record and further detail of the statements or recommendations is included in Appendix A.

GOVERNMENT COMMENTS

i Minnesota Pollution Control Agency (MPCA)- January 9, 2025

Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility and other interests, the MPCA staff has the following comments for your consideration.

Watershed

- *The proposed site is within the Minneapolis, St. Paul Priority A Surface water DWSMA.*
- *With the proposed concentration of housing and roads, the development would benefit from having planned areas to put snow.*
 - *Planning to store snow in areas that won't increase icy areas as the pile melts will be the most beneficial.*
 - *The goal is to develop with winter maintenance in mind and using less salt.*
 - *With the proximity to wetlands and lakes, planning for winter maintenance during development may help keep the waterbody off the impaired waters list for chloride.*
- *To better protect the waterbodies within the project boundary, there is an opportunity to do better than minimum runoff standards.*
 - *This could be done by designing for a lower runoff volume, more nutrient and sediment reductions, and provide wider vegetated buffers.*
 - *Include more details of planned infiltration areas and runoff rates.*
- *Having more storage will help protect the housing areas from flooding.*
 - *With higher precipitation events expected, and wetland areas adjacent to properties, planning for higher precipitation events will prevent flooding of homes later.*
- *Having a maintenance plan for the vegetated areas and stormwater BMP areas will ensure the BMPs continue to provide benefit.*
 - *This includes assigning who will oversee maintenance and what is allowed.*
 - *Protecting the buffered areas from mowing and having a vegetation management plan could reduce future landowner conflicts.*

Response: These recommendations will be taken into consideration during the city's site plan review process. Onsite management plans will be developed moving forward regarding the maintenance of the site including snow removal and chloride management. A stormwater maintenance agreement will be required by the city for the long term maintenance of the BMP's.

Wastewater

- The EAW should discuss the ability of the Met Council Metropolitan Wastewater Treatment Plant (WWTP) to handle the estimated project wastewater flow. The design average wet weather flow for the Met Council Metropolitan WWTP is 314 million gallons per day (MGD) and the average daily flow for the treatment facility for the last three years is roughly 168 MGD.
- A table should be provided to identify the wastewater design flow estimates for each of the proposed land use types (residential and commercial) identified for the project area.

Response: Based on the data provided by Met Council their existing WWTP facilities have capacity to handle the estimated wastewater flow from this proposed development. The development is within the design capacity for this area's planned land use within the city's 2040 comprehensive plan. Additionally, the proposed wastewater calculations are very conservative since they utilize a 4.0 peaking factor which is high for a newly installed wastewater collection system since the inflow and infiltration rate for a new system is much lower than an existing collection system. Below are the detailed calculations that were utilized to reflect the numbers in the EAW.

	Unit Count		Per Capita	Sewer Flow Rate (GPD)	Average Flow Rate per Capita (GPD)	Sewer Peaking Factor	Peak Flow Rate per Capita (GPD)
4-plex TH	40		3.5	100	14,000	4	56,000
Apartment	200		2.5	100	50,000	4	200,000
Senior apt	100		1.75	100	17,500	4	70,000
TOTAL					81,500		326,000
	Sq. Footage	Person/1000 Sq Ft	Persons	Sewer Flow Rate (GPD)	Average Flow Rate per Capita	Sewer Peaking Factor	Peak Flow Rate per Capita
Commercial	29050	400	72.625	100	7,263	4	29,050
Grand Total (GPD)					88,763		355,050

Construction Stormwater

- Projects disturbing more than 50 acres and located within one mile of an impaired water are subject to a mandatory SWPPP review by MPCA staff prior to the issuance of the NPDES Construction Stormwater Permit. The complete SWPPP must be included with the application and submitted at least 30 days before the start of construction activity.
- Volume reduction practices, such as infiltration, must be considered first when designing the permanent stormwater treatment system. If infiltration is prohibited for reasons outlined in the CSW permit, wet sedimentation basins or filtration practices may be used instead.

Response: An NPDES permit will be acquired prior to the start of any construction activity. The current planned development is anticipated to disturb less than 50 acres of land. Volume reduction and infiltration practices have been considered within with ongoing design of stormwater features within the site.

ii ANOKA COUNTY TRANSPORTATION- January 16, 2025

The Anoka County Transportation Division submitted a plan review letter dated January 16, 2025, in response to the EAW. A copy of the letter is attached for reference. Please note that each review item is restated below along with our corresponding response.

A primary concern for the County is the potential impact of the development on the surrounding transportation network. We note that the future expansion of Ash Street (CSAH 32) may be necessary to accommodate increased traffic volumes, including a possible conversion to a four-lane roadway. Any proposed access to a county highway shall comply with Anoka County's access spacing requirements. Additionally, turn lanes and other safety measures may be required based on the traffic impact of the development.

As the project progresses, we strongly recommend the developer coordinate closely with Anoka County's Development Review lead to ensure that the development adheres to our guidelines and standards. This collaboration will help streamline the approval process and maintain consistency on the transportation system.

Response: A Traffic Impact Study was completed and included within the EAW. The report concluded that the planned intersection geometry and traffic control is sufficient to accommodate the opening year and design year vehicular traffic. Additionally, the report recommended that the study area be re-evaluated if growth projections change. If future re-evaluations determine that improvements to the surrounding transportation network are necessary, the developer will work with the City of Lino Lakes, Anoka County, and MnDOT to ensure all design guidelines and standards are met.

iii METROPOLITAN COUNCIL COMMENTS- January 16, 2025

Item 7– Climate (MacKenzie Young-Walters, 651-602-1373)

The EAW would benefit from a more robust consideration of anticipated climate impacts and potential mitigation measures. For example, the identified warming trend is expected to increase the number of freeze thaw cycles during winter months. Given the site's proximity to surface water resources, developing a chloride management plan would be an appropriate adaptation to this trend to help protect these water bodies. Similarly, the projected increase in the frequency of large storm events may justify a more aggressive approach to stormwater management. Finally, native vegetation could be used in landscaping to increase the site's resistance to drought and assist in onsite stormwater management.

Response: These recommendations will be taken into consideration. The City of Lino Lakes will use smart salting practices on the roadways throughout the development. Residents will be encouraged to implement smart salting practices on their driveways and use best salt management practices with their water softeners should they have one in their home. The project proposer can include the factsheet on Residential water softening for homeowners in the proposed development that is available on the MPCA's statewide chloride resources website located here: [Microsoft Word - UMNResidentialBMPs_Final.docx](#). The City provides education resources related to chloride use on its website and newsletter. Commercial properties will be encouraged to use smart salt certified applicators. Stormwater discharge rates are anticipated to be reduced from existing runoff rates with required treatment. Native seed mixes around wetlands and stormwater BMPs will be incorporated into the design where feasible which should provide more and higher quality habitat than the existing agricultural field.

Item 9 – Permits and approvals required (MacKenzie Young-Walters, 651-602-1373) The development appears to be inconsistent with the density ranges permitted by the city's comprehensive plan. The provided site plan for the high-density portion of the development indicates that 19.9 acres will be residential uses with 2.2 acres of public streets. This would result in a proposed density of 16.1 units per acre which exceeds the 15 units per acre maximum established for the Signature Gateway District and the 8 units per acre maximum established for the High-Density Residential land uses assigned to the eastern portion of this project. The project proposer should also verify that the single-family homes proposed for the area guided for Medium Density Residential fall within the established 4 to 6 units per acre range. The final project must fall within the density ranges established by the city's land use plan, which can be accomplished either through a comprehensive plan amendment or revising the proposed number of dwelling units.

Response: As a part of the Preliminary Plan process, the proposed development will be applying for a Comprehensive Plan Amendment at the same time to get the proposed densities in compliance with the City of Lino Lakes Comprehensive Plan requirements.

Item 10 – Land Use (Colin Kelly, 651-602-1361)

There is one unit of the Regional Parks and Trails System in the vicinity (i.e., within 1/2 mile) of the proposed development. Metropolitan Council Parks and Trails staff encourage the City of Lino Lakes to work with Anoka County to develop an off-street bicycle and pedestrian connection from the proposed development to the intersection of Ash Street and 20th Avenue South, to connect with the planned Chain of Lakes-Otter Lake Regional Trail. Local and regional trails benefit residents and businesses alike, providing healthy recreation options and access to key local and regional destinations.

Response: These recommendations will be taken into consideration. Off street bike paths are planned with the adjacent interchange reconstruction projects which will link with the existing regional trail system.

Item 12– Water Resources (John Clark, 651-602-1452)

The EAW states that the water supply source for this development may be the City of Lino Lakes or the White Bear Township, with estimated average day demands of 88,000 gallons per day (GPD) and max day demands of 199,700 GPD. These estimated water demands would account for approximately 4.1% of Lino Lakes' projected average day demand and 2.7% of max day demand in 2030. Similarly, these demands would account for 5.1% of White Bear Township's projected average day demand and 4.8% of max day demand in 2030. If the estimated water demands for this development are not currently accounted for in either community's current approved Local Water Supply Plan (LWSP), the LWSPs for those communities providing water for the development would need to be updated to reflect new water demands and any needed changes to water appropriation permits and be approved by the Minnesota Department of Natural Resources (DNR). Once a LWSP is updated and approved by the DNR, those plans need to be provided to the Metropolitan Council (Council) as part of a comprehensive plan amendment. The Council reviews comprehensive plan amendments for consistency with Water Policy Plan policies related to water resource and supply sustainability.

Agreements with the community or communities providing water supply for this development should be reached before proceeding with development. These agreements should be included in LWSP appendices.

Potential water supplying communities of Lino Lakes and/or White Bear Township may be impacted by water demand and permit restrictions imposed by the DNR associated with the sustainable management of White Bear Lake. Strategies to conserve water through efficient use and sustainable water and land management practices should be considered during the design and development phases.

This development lies adjacent to Lino Lakes and St. Paul Drinking Water Supply Management Areas (DWSMA). Note that any changes to Wellhead Protection Areas associated with new wells or updated modeling efforts may include portions of this development within a neighboring DWSMA. Care should be taken to ensure that land use changes and management within these 120 acres align with the Wellhead Protection Plans for Lino Lakes and St. Paul, reflecting best management practices.

The project area consists primarily of hydric or drained hydric soils and lies adjacent to large wetland complexes. The water table is within 10 feet of the land surface throughout the project area and could rise during wet climatic periods. Precipitation has been increasing in the area over the past century and some areas where hydric soils have been drained and filled for development have experienced flooding during the past decade. Care should be taken to consider these factors in the climate portion of the EAW and in site design, ensuring that drainage of the project area supports developed infrastructure and adjacent natural areas, as nearby wetlands may serve as important features supporting water infiltration and recharge of underlying aquifers. Buildings within this project area

may require design elements that ensure inground infrastructure does not flood, per the included geotechnical report.

Due to the increase in impervious surface post-development and the location of the project area adjacent to surrounding wetlands and surface waters, care should be taken to consider the potential use and need for chlorides for snow and ice management. By considering these needs along with smart salting strategies in site design and the development process, potential contamination of surface water groundwater may be limited.

Response: Coordination with both White Bear Township and the City of Lino Lakes regarding drinking water capacity have been on-going and required updates to either municipality's LWSP will be executed as necessary. Additionally, the comments regarding location to the DWSMA and existing Wetlands will be taken into consideration.

Item 12.b.i – Wastewater (Roger Janzig, 651-602-1119)

A copy of the Intercommunity Wastewater Service Agreement should be forwarded to Metropolitan Council Environmental Services once executed. The agreement must show how the intercommunity connection is being billed for wastewater service (i.e. by the community receiving the flow or is the Metropolitan Council making an adjustment in the wastewater flow billing for the two communities).

Response: The agreement will be forwarded to the Metropolitan Council once executed.

Item 18– Greenhouse Gas Emissions (MacKenzie Young-Walters, 651-602-1373)

From the provided narrative and calculations sheet, it does not appear that greenhouse gas emissions associated with the site's commercial component were considered. The State of Minnesota's climate goals require every project to consider how they can reduce their contributions to greenhouse gas emissions, even though virtually every project can argue that their individual contribution is a very small amount when compared to state-wide GHG emissions. In this case, a mitigation measure such as electric vehicle ready design could significantly reduce the project's long-term environmental impacts by facilitating the transition to electric vehicles. Alternatively, committing to tree replacement beyond what is required by city ordinance or using native planting for landscaping would also be appropriate mitigation measures to consider. Finally, common mitigation measures like energy efficient building design and appliances can also contribute to reducing the project's greenhouse gas emissions and should be considered.

Response: These recommendations will be taken into consideration.

Item 20 – Transportation (Joe Widing, 651-602-1822)

Staff recommends that the developer construct non-motorized facilities throughout the proposed site to connect to future facilities planned with the upcoming County Road J reconstruction project. The development should also construct non-motorized facilities beyond the county project scope along Centerville Road out to the proposed Ash Street intersection.

Response: These recommendations will be taken into consideration. Off street bike paths are planned with the adjacent interchange reconstruction projects which will link with the existing regional trail system

iV MINNESOTA DEPARTMENT OF NATURAL RESOURCES (MN DNR)- January 16, 2025

1. *Page 11, Zoning. The EAW states the project site will be rezoned to bring it in line with the Future Land Use Map (Appendix C) within the 2040 Comprehensive Plan. The project site is within DNR public waters shoreland. The project must be reviewed as a shoreland Planned Unit Development per city ordinance section 1102.13.*

Response: The project has been designed to meet local city ordinances, including shoreland.

2. *Page 11, Zoning. The EAW should discuss how the project is or is not in compliance with local shoreland ordinances.*

Response: The project has been designed to meet local shoreland ordinances.

3. *Page 13, Surface Water. This section does not discuss Lake Amelia to the east, even though much of the eastern development is located within the shoreland of Lake Amelia, which is also a Lake of Moderate Biodiversity Significance. Wilkinson Lake is mapped as a Minnesota Biological Survey (MBS) Site of Outstanding Biodiversity Significance.*

Response: Lake Amelia is not anticipated to be affected by the project as the project is outside its watershed. Current geography and wooded areas adjacent to the lake will provide a buffer from the sightlines of the proposed project. No impacts to Lake Amelia or its watershed will occur from the project and the project has been designed to meet local shoreland ordinances.

4. *Page 15, Groundwater. There is one identified well (#420603, a domestic well) located within the Project site. The DNR regulates water use, depending on use type and volume. However, if the well is not in use and does not have a Water Well Maintenance Permit, or the well poses a threat to health or safety, Minnesota law requires that the well be sealed.*

Response: The well, and any other potential unknown wells, will be dealt with per Minnesota Department of Health standards prior to development.

5. *Page 15, Groundwater. Is the site currently tile-drained? If so, what is the depth to groundwater expected to be after development?*

Response: The site is not currently known to be tile drained.

6. *Page 16, Stormwater. Please ensure that the NPDES/SDS Construction Stormwater Permit, the Stormwater Pollution Prevention Plan, and project construction plans include the requirements for state-listed species that are identified in the June 21, 2024 Natural Heritage Review letter, and also include the required Blanding's turtle avoidance plan.*

Response: The listed requirements will be included in the referenced documents.

7. *Page 16, Stormwater. The DNR recommends that stormwater be used for landscape irrigation. The re-use of stormwater for irrigation will reduce the volume of stormwater and stormwater pollution flowing downstream of the site. In addition, the use of stormwater for irrigating landscaping will conserve valuable groundwater.*

Response: These recommendations will be taken into consideration. Landscaping requiring irrigation will attempt to be limited and stormwater reuse will be incorporated where determined feasible.

8. *Page 16, Stormwater. The increase in impervious surfaces will also increase the amount of road salt used in the project area. Chloride released into groundwater as well as local lakes and streams does not break down, and instead accumulates in the environment, potentially reaching levels that are toxic to aquatic wildlife and plants. Consider promoting local business and city participation in the Smart Salting Training offered through the Minnesota Pollution Control Agency. There are a variety of classes available for road applicators, sidewalk applicators, and property managers. More information and resources can be found at this website. Many winter maintenance staff who have attended the Smart Salting training – both from cities and counties and from private companies – have used their knowledge to reduce salt use and save money for their organizations.*

We also encourage cities and counties to consider how they may participate in the Statewide Chloride Management Plan and provide public outreach to reduce the overuse of chloride. Here are some educational resources for residents as well as a sample ordinance regarding chloride use.

Response: The City of Lino Lakes will use smart salting practices on the roadways throughout the development. Residents will be encouraged to implement smart salting practices on their driveways and use best salt management practices with their water softeners should they have one in their home. The project proposer can include the factsheet on Residential water softening for homeowners in the proposed development that is available on the MPCA's statewide chloride resources website located here: [Microsoft Word - UMNResidentialBMPs_Final.docx](#). The City provides education resources related to chloride use on its website and newsletter. Commercial properties will be encouraged to use smart salt certified applicators.

9. *Page 16, Stormwater. Large stormwater ponds are proposed to be located directed adjacent to Wilkinson Lake, which is a high-quality natural resource. Stormwater directed towards this natural area could alter the natural hydrology, contribute to sediment and erosion, or introduce nutrients and other contaminants that could degrade this natural area. We encourage the development to give sufficient buffer to the Outstanding MBS Site, and to ensure robust stormwater treatment to protect Wilkinson Lake. The project area is also in a High Potential Zone for the federally-endangered, rusty patched bumble bee. Therefore, we encourage the development to use weed-free, native seed mixes in landscaping and stormwater features to the greatest extent possible in order to provide pollinator and wildlife habitat.*

Response: These recommendations will be taken into consideration. Discharge rates are anticipated to be reduced from existing runoff rates with required treatment. Native seed mixes around wetlands and stormwater BMPs will be incorporated into the design where feasible which should provide more and higher quality habitat than the existing agricultural field. Currently there is no treatment from the agricultural runoff into the wetland and Wilkinson Lake. As part of the project stormwater management will be incorporated to reduce sediment and nutrients from leaving the site.

10. *Page 18, Wetlands. Please note that the MBS Site of Outstanding Biodiversity Significance and the associated two Native Plant Communities (NPC) mapped adjacent to the project area more than likely extend across the hard line that makes up the northern border of the NPCs. The straight line of the northern border is an arbitrary stopping point of a survey site based on the change from Ramsey to Anoka County and does not represent a change in plant community. Aerial imagery, historic imagery, and LiDAR support the extension of the NPCs into the project area (see image below), and a*

consultation with MBS staff confirmed that a continuation of the NPCs (MRn83 – Northern Mixed Cattail Marsh and WMn82a – Willow – Dogwood Shrub Swamp) into the project area would be considered appropriate based on DNR mapping standards.

NPCs with a Conservation Status Rank of S1 through S3, or wetlands within High or Outstanding MBS Sites of Biodiversity Significance may qualify as Rare Natural Communities (RNC) under the Wetland Conservation Act (WCA). Minnesota Rules, part 8420.0515, subpart 3, state that a wetland replacement plan for activities that modify a RNC must be denied if the local government unit determines proposed activities will permanently adversely affect the RNC. The project is proposing to impact wetlands, which requires the preparation of a wetland replacement plan. Please refer to WCA Technical Guidance on RNCs as the project moves forward, and contact DNR Regional Plant Ecologist, Amanda Weise (651-259-5793; Amanda.Weise@state.mn.us) for further coordination on RNC evaluation during the WCA process.

Response: No impacts to any NPCs are anticipated. Wilkinson Lake and its wetland fringes were avoided in the design of the project. Any potential wetland impacts will be subject to review under the WCA permitting process. Currently stormwater from the agricultural field drains into these wetlands with no treatment. The proposed development will include stormwater treatment at a higher level to preserve the NPC's adjacent to the site.

11. Page 21, Rare Features. Please refer to the previous comment. Current and historical (1991- present) aerial imagery show no apparent differences in land use or vegetation between the Outstanding MBS site closer to Wilkinson and the contiguous wetlands within the project area. They are all part of the wetlands surrounding Wilkinson Lake and it is likely that the conditions and NPCs in the MBS Site continue into these wetlands within the project area. "Outstanding" sites contain the best occurrences of the rarest species, the most outstanding examples of the rarest native plant communities, and/or the largest, most ecologically intact or functional landscapes. The condition of the wetlands on the western side of the project is not known.

Response: No impacts to any NPCs are anticipated. Wilkinson Lake and its wetland fringes were avoided in the design of the project. Any potential wetland impacts will be subject to review under the WCA permitting process. Currently stormwater from the agricultural field drains into these wetlands with no treatment. The proposed development will include stormwater treatment at a higher level to preserve the NPC's adjacent to the site.

12. Page 21, Rare Features. This section does not represent the abundance of state threatened, Blanding's turtles, in the area. There are two mapped element occurrences of the Blanding's Turtle that overlap with the Project site and several other documented occurrences within a mile. Blanding's Turtles may move up to or over a mile during the active season. They use wetlands, creeks, ponds, and lakes to overwinter and use uplands during the active season for travel, feeding, and nesting.

Response: A Blanding's Turtle Avoidance Plan will be prepared prior to the any construction activities taking place.

13. Page 22, Rare Features. Given the number of Blanding's turtles documented in and near the project area, it is likely this species uses the area for summer activities - nesting, feeding, basking, and/or travel - and/or for overwintering. Direct impacts to wetlands will be minimized but conversion of uplands to housing and associated infrastructure will make those areas of little use to Blanding's turtles and will likely make them more dangerous to these turtles as they will have greater exposure to the cars and other potentially harmful activities. A Blanding's turtle avoidance plan is required for this project, and should be described in this section of the EAW.

Response: A Blanding's Turtle Avoidance Plan will be prepared prior to the any construction activities taking place.

14. Page 23, Visual. Given the proximity of the development to a sensitive natural area, development lighting is an important consideration, especially since tall multistory buildings are proposed. Animals depend on the daily cycle of light and dark for behaviors such as hunting, migrating, sleeping, and protection from predators. Light pollution can affect their sensitivity to the night environment and alter their activities. In addition to the undesirable effects of upward facing lighting, the hue of lights can also affect wildlife. LED lighting has become increasingly popular due to its efficiency and long lifespan. However, these bright lights tend to emit blue light, which can be harmful to birds, insects, and fish. The DNR recommends that any projects using LED luminaries follow the MnDOT Approved Products for luminaries, which limits the Uplight rating to 0. A nominal color temperature below 2700K is preferable for wildlife, and so we recommend choosing products that have the lowest number for backlight and glare (all approved products should already be 0 for Uplight).

Response: These recommendations will be taken into consideration during the city site plan review process. Local ordinances including visual and lighting were reviewed and followed in the development of the current plan.

15. Page 24, Dust and Odors. DNR recommends that dust suppressants containing chloride not be used in areas that drain to public waters.

Response: These recommendations will be taken into consideration. Chloride reduction is a priority of the development moving forward and will be incorporated into the final design.

PUBLIC COMMENTS

i DOVE FAMILY COMMENTS- January 15, 2025

Upon review of the proposed development information and the studies that were conducted we had a few observations.

The traffic study which was conducted was performed on a Thursday in mid-July. We don't feel this is representative of normal traffic during a school / work week in say April or September/October. I believe there would be more traffic in and out of Rapp Farm with the many parents and student drivers leaving and entering the neighborhood in morning and afternoon commutes. It would be more appropriate than picking a day in mid summer when school is out and many people are on vacations.

The S curve between Rapp and Centerville is dangerous. We have seen many cars, trucks, and delivery trucks slide off the road each year going eastbound and entering the turn too fast after speeding down county J/Ash and taking out the signs and damaging their vehicles. Vehicles also tailgate, pass on the shoulder, and pass on the double yellow on County J/Ash. We have even had 2 vehicles pass us in the S-turn.

The number of accidents at Rapp Farm entrances seems low. Also, no accidents were reported at the Main West entrance of Rapp Farm. I saw an accident there so we are wondering if data was pulled from only one county either Ramsey County or Anoka County. Depending on what county team responded to an accident and if only one county's data was pulled, the study results may not give a complete picture.

Response: For the traffic study, when counts are collected, adjustment factors are applied to account for any irregularities that might occur during other times of the year. Therefore, it is unnecessary to recollect data to account for school changes. Crashes that occurred within the project area were included in the study, provided they were reported to the police. The crash data was sourced from the Department of Transportation and encompasses all police-reported incidents. The report concluded that the planned intersection geometry and traffic control is sufficient to accommodate the opening year and design year vehicular traffic. Additionally, the report recommended that the study area be re-evaluated if growth projections change. If future re-evaluations determine that improvements to the surrounding transportation network are necessary, the developer will work with the City of Lino Lakes, Anoka County, and MnDOT to ensure all design guidelines and standards are met.

ii ANONYMOUS CITIZEN COMMENT- January 15, 2025

I am writing to express my concerns regarding the proposed development from Centerville Road through County J. Some of the key issues with this development include its impact on the preserved areas within the North Oaks community, its effects on wildlife, and the increased light and noise pollution in the area.

Development has significant impacts on local ecosystems, often leading to a range of environmental challenges:

Habitat Loss: Development can lead to local extinction and reduced biodiversity.

Fragmentation: When natural areas are divided into smaller, isolated patches, it disrupts the continuity of habitats. This fragmentation can make it difficult for species to find food, mates, and shelter, leading to population declines.

Pollution: Runoff from developed areas can carry chemicals and heavy metals into water bodies, harming aquatic life.

Hydrological Changes: Development can alter natural water flows, leading to increased stormwater runoff and changes in water quality and quantity. This can affect both terrestrial and aquatic ecosystems.

Climate Change: Urban heat islands—areas that are significantly warmer than their rural surroundings—can alter local climate patterns and affect species sensitive to temperature changes.

Invasive Species: Development can facilitate the spread of invasive species, which can outcompete native species and further reduce biodiversity.

These challenges underscore the importance of reconsidering the proposed development on County J and Centerville.

Response: These are all well known environmental considerations and the purpose of the EAW was to assess these factors and more. The proposed plans incorporate these into the design and future submittals will expand on these issues. The goal of the development is to create a more diverse area of habitat and provide higher level of stormwater management.

The preserved area encompasses various wetlands, forests, and prairies, all of which play a crucial role in maintaining the health and stability of the local ecosystem. These habitats provide essential breeding grounds for migratory birds, butterflies, and other pollinators, thereby ensuring that our community remains a vibrant and diverse ecosystem. The area proposed for development is part of a 220-acre agricultural easement that is intended to be perpetually protected from development. This easement serves as a buffer zone for wildlife and the conserved area.

Some of the key benefits of having this agricultural easement surrounding the preserved North Oaks areas include:

Protection of Open Space: Agricultural easements help preserve open spaces, preventing them from being developed for non-agricultural uses. This maintains the natural landscape and provides aesthetic and recreational benefits to the community.

Wildlife Habitat: These easements protect habitats for various species, including those that rely on agricultural lands for breeding, feeding, and shelter. This contributes to biodiversity and supports healthy ecosystems.

Environmental Quality: Agricultural easements help maintain soil health, water quality, and air quality by preventing urban sprawl and promoting sustainable farming practices.

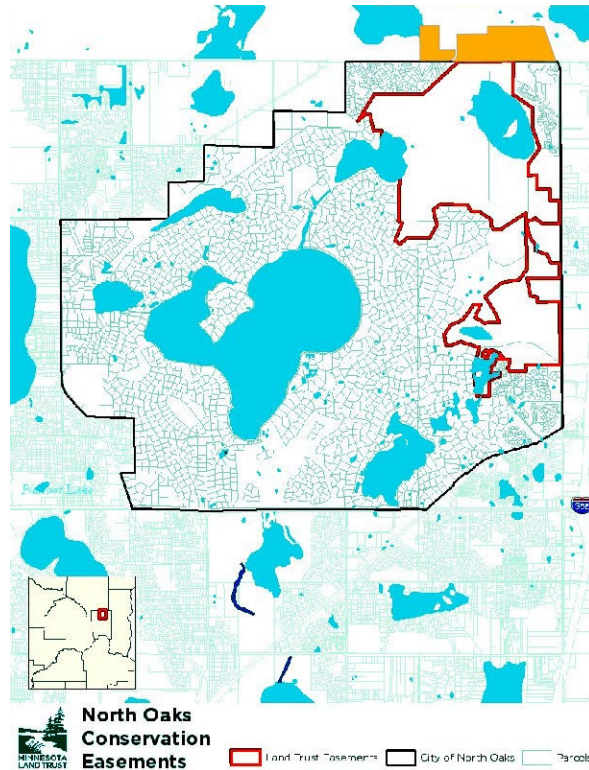
Buffer Zones: They act as buffer zones around conserved areas, reducing the impact of urban development on these sensitive environments.

Economic Benefits: By keeping land in agricultural use, these easements support local farming economies and can provide financial benefits to landowners through tax incentives and conservation funding.

Cultural and Historical Preservation: Agricultural easements can protect lands with historical or cultural significance, preserving the heritage and traditional uses of the land.

Climate Resilience: Maintaining agricultural lands can enhance climate resilience by sequestering carbon, reducing flood risks, and supporting local food production.

Response: The easement that the commentor was referencing within this section is a conservation area located within the City of North Oaks. This conservation area consists of 620 acres of conservation easement as well as 220 acres of agricultural easement. The commentor was under the impression that the project was located within this conservation area. While the project is located adjacent to it, it is not located within any existing easement area and is therefore not beholden to any of the easement restrictions. See below for a map of the easement area in relation to the project area.



Constructing a road adjacent to the preserved water body is likely to significantly increase microplastic pollution. The proposed high-density development in an area currently lacking metro services will inevitably lead to increased car traffic, thereby exacerbating microplastic pollution. Current studies suggest that traffic is a significant contributor to microplastic pollution, with approximately 28% of microplastics entering the environment globally attributed to tire wear from vehicles. Humans can ingest microplastics through contaminated food and water and inhale them from the air. Microplastics have been found in various human tissues, including the placenta. The presence of microplastics in the human body is associated with inflammation, chronic diseases, neurotoxicity, and oxidative stress.

While the full impacts of this pollution are still being analyzed, scientists agree that microplastic pollution represents a major health concern.

Response: The project was designed to ensure all roadway design guidelines and standards are met.

The proposed development will negatively impact the neighborhood through increased light and noise pollution. Light pollution can cause disruption of circadian rhythms, increase the risk of health issues, and cause eye strain and visual discomfort. Many residents chose to move away from urban areas to enjoy tranquility, access to preserved natural areas, and the availability of clean water and air. The construction of a high-density development, particularly with commercial zones, will likely exacerbate light and noise pollution in the area, thereby diminishing its appeal to young families.

The proposal fails to consider the community characteristics that make higher density development challenging. The anticipated increase in the number of cars will have significant environmental consequences for the area surrounding this development. The additional vehicles will necessitate the construction of more roads, and the current road infrastructure will be insufficient to support the population growth. Traffic congestion already occurs on Ash Street even with the current density. It is unclear how a road from County J to Centerville will alleviate this traffic issue.

Response: A Traffic Impact Study was completed and included within the EAW. The report concluded that the planned intersection geometry and traffic control is sufficient to accommodate the opening year and design year vehicular traffic. Additionally, the report recommended that the study area be re-evaluated if growth projections change. If future re-evaluations determine that improvements to the surrounding transportation network are necessary, the developer will work with the City of Lino Lakes, Anoka County, and MnDOT to ensure all design guidelines and standards are met.

The proposed building heights, intended to increase the density of the development area, appear to serve no purpose other than to enhance the developers' profits. These buildings will be an eyesore for the neighborhood, towering over all surrounding structures. They will obstruct the path of migratory birds and block the sweeping views of the conserved area. Previous developments by the North Oaks Company have been designed to preserve views of green spaces. This proposal, however, seems focused on cramming too many people into a small space.

Response: The project has been designed to meet all city codes, including those regarding green spaces, and unit densities. If necessary, variances will be requested during the city's site plan review process.

FINDINGS OF FACT

Environmental Assessment Worksheet for North Oaks Mixed Use Development - Lino Lakes, Anoka County, Minnesota

Proposed Project Description

The North Oaks Mixed Use Development is a 120-acre proposed construction of senior housing, market-rate apartments, affordable housing, commercial space, and single-family lots located in the City of Lino Lakes, Anoka County, Minnesota. The proposed Project is expected to consist of:

- Residential units
 - Single Family: 71 Lots (71 Units)
 - 4-Plex: 5 Buildings (20 Units)
 - 6-Plex: 6 Buildings (36 Units)
 - Apartment: 2 Buildings (200 Units)
 - Senior Living: 1 Building (100 Units)
- Commercial buildings
 - 4.1 acres (178,596 sf)

The Project is located to the northwest of Wilkinson Lake Boulevard and Centerville Road, southeast of Ash Street and Centerville Road, and northeast of Monarch Way and Ash Street. The Project will include the construction of roads, walks/trails, stormwater ponds, and sanitary sewer lines.

Site Description and Existing Conditions

The existing conditions present on site includes primarily cultivated agricultural fields and wetland areas.

Decision Regarding the Potential for Significant Environmental Effects

The proposed Projects and comments have been evaluated by the City of Lino Lakes (RGU) to determine potential environmental effects. Based on a comparison of the impacts that are reasonably expected to occur from the Project with the criteria established in Minnesota Rules Part 4410.1700, subp. 7, the Project does not have the potential for significant environmental effects.

Type, Extent, and Reversibility of Environmental Effects

1. Cover Types

The Project will convert an approximately 120-acre site consisting primarily of cultivated agricultural fields and wetland areas to low, medium, and high-density residential development, commercial development, stormwater infrastructure, lawn/landscaping, and an internal roadway network.

2. Shorelands and Floodplains

There are areas of FEMA Zone A Floodplain mapped within the Project site. There are no wild and scenic rivers segments, critical areas, agricultural preserves, or airport safety zones located within or adjacent to the Project site. Impacts within the floodplain will be permitted through the City of Lino Lakes and the Rice Creek Watershed District.

3. Land Use

The Project is compatible with surrounding land uses and the City of Lino Lake's 2040 Comprehensive Plan update. The 2040 Comprehensive Plan shows the planned land use for the Project site to be primarily residential land use. This includes areas of low, medium, and high-density residential dwellings. The Project site will be rezoned with the City of Lino Lakes to bring it in line with the Future Land Use within the 2040 plan.

4. Geology and Soils

The grading operations will disturb approximately 60-acres. Grading activities will construct new roads, building residential pads, and stormwater features.

5. Water Quality

Compliance with stormwater requirements will minimize and mitigate potential adverse effects on receiving waters. Project construction will add impervious surface to the site which consists of streets, residential homes, parking lots, and driveways. Stormwater rate and volume controls will limit increases in runoff volume and associated pollutant transport. Stormwater basins are expected to mitigate potential adverse effects on water quality.

6. Wetlands and Surface Waters

Approximately 44 acres of wetlands located throughout the Project site were delineated in 2022.

There are two DNR Public Waters Basins, Cedar Lake (02001200) and Wilkinson Lake (62004300) located partially within the Project area. Cedar Lake is located within the western half of the Project site and continues offsite to the north; Wilkinson Lake is located within the east half and continues offsite to the south. There are no DNR Public Waters watercourses, designated wildlife lakes, migratory waterfowl feeding/resting areas, trout streams/lakes, MPCA or MDNR listed calcareous fens, outstanding resource value waters, and county or jurisdictional ditches within or adjacent to the Project area.

7. Wastewater

The Project is expected to generate wastewater of typical domestic strength and character. Construction of new sanitary sewer lines will be required to service the Project.

8. Hazardous Materials

Minnesota Pollution Control Agency (MPCA) records do not indicate any current or former contamination sites within or immediately adjacent to the Project area. The MPCA's What's In My

Neighborhood (WIMN) database was reviewed and identified two documented petroleum leaks within close proximity to the Project site, both of which were located approximately 0.07 miles southeast of the Project site. These releases were issued regulatory site closures and are not expected to adversely impact the Project site.

9. Ecological Resources

The Project site largely consists of agricultural and wetland areas. Existing communities will be affected by the change in land use. The prominent land use that will be converted is active agricultural land which provides poor habitat for wildlife. Unavoidable wetland impacts will be minimized to the greatest extent feasible, considering the site constraints of each proposed wetland impact and surrounding area (such as special considerations per MN Rules 8420.0515). An approximate 0.7 acres of unavoidable permanent wetland impacts are anticipated to occur as a result of the construction of the Project. Wetland impacts were limited to currently farmed wetland areas. Additionally, approximately 2.9 acres of wooded land will be removed.

10. Historic Resources

The National Register of Historic Places (NRHP) and Minnesota Office of the State Archaeologist (OSA) Portal were reviewed with no known historic or archaeological features mapped within the Project site. Additionally, the Minnesota's Statewide Historic Inventory Portal (MnSHIP) was reviewed, and no known historic features were mapped within the Project area.

11. Visual Resources

There are portions of Cedar and Wilkinson Lakes located within the Project site. These water bodies are currently landlocked within private property and is not visible to the public from existing Rights-of-Way. Development of the Project will avoid impacting these areas to the extent feasible and will provide scenic views of the water body within the future neighborhood from roads, sidewalks, homes, and yards.

12. Noise

Existing noise in the Project area includes vehicle traffic from adjacent roads. Nearby residential homes may experience a temporary increase in noise duration and frequency during construction; however, these noises will be conducted during restricted hours. Post construction noise will be typical of surrounding residential areas and will not exceed the State of Minnesota statutory limits for residential receptors (NAC 1), Minnesota Rules 7030.0040. Post-construction exterior noise is anticipated to be generated from intermittent traffic and recreational activities.

13. Transportation

A traffic study was completed in 2024 to analyze the proposed development plan. The proposed mixed used and residential developments along Ash Street will increase vehicular volumes and average delays at the studied intersections, and the planned roadway geometry is able to accommodate the changes in traffic volumes and distribution patterns.

Based on the traffic analysis for the site, the intersections where traffic flow was monitored were assigned a ranking of Level of Service (LOS). LOS A indicates the best traffic operation with vehicles experiencing minimal delays. LOS F indicates a breakdown of traffic flow, or where demand exceeds capacity in an intersection. Intersection 1 had an LOS ranking of LOS E and LOS F during the weekday a.m. and p.m. peak hours, whereas all other intersections monitored during the traffic study had rankings of LOS A during the weekday a.m. and p.m. peak hours.

The planned intersection geometry and traffic control is sufficient to accommodate the opening year and design year vehicular traffic. After the construction of the development, this report recommends that the study area be re-evaluated if growth projections change.

Cumulative Potential Effects

The possible cumulative effects on public infrastructure may involve the municipal water supply, sanitary sewer systems, stormwater management, and transportation. The City of Lino Lakes has accounted for growth and

increased capacity to manage these impacts in its 2040 Comprehensive Plan. Therefore, the cumulative effects on public infrastructure are not anticipated to be substantial.

Stormwater regulations and water quality BMPs are expected to minimize cumulative impacts of post-development runoff on receiving waters. Cumulative impacts on natural resources include the loss of agricultural land and loss of wetland.

Extent to Which Environmental Effects are Subject to Mitigation

Environmental impacts on water quality, wetlands, and traffic must undergo further approval and/or mitigation in line with local, state, and federal regulations, ordinances, management plans, and permitting procedures. Any potential environmental effects linked to this project will be addressed through compliance with relevant laws and regulations. The project outlined in the Environmental Assessment Worksheet (EAW) requires the following permits and approvals.

Unit of Government	Type of Application	Status
<i>U.S. Army Corps of Engineers (USACE)</i>	<i>Clean Water Act Section 404 Permit</i>	<i>To be Submitted</i>
<i>Minnesota Department of Health (MDH)</i>	<i>Watermain Extension Permit</i>	<i>To be Submitted</i>
<i>Minnesota Department of Natural Resources (MnDNR)</i>	<i>Water Appropriation Permit (Construction Dewatering)</i>	<i>To be Submitted, if necessary</i>
<i>Minnesota Pollution Control Agency (MPCA)</i>	<i>National Pollution Discharge Elimination System (NPDES)/State Disposal System (SDS) General Permit</i>	<i>To be Submitted</i>
	<i>Sanitary Sewer Extension Approval</i>	<i>To be Submitted</i>
	<i>Section 401 Water Quality Certification or Waiver</i>	<i>To be Submitted</i>
<i>Rice Creek Watershed District</i>	<i>Wetland Conservation Act Delineation Boundary Concurrence</i>	<i>Approved</i>
	<i>Wetland Mitigation Plan</i>	<i>To be Submitted</i>
	<i>Stormwater Management Permit</i>	<i>To be Submitted</i>
	<i>Erosion and Sediment Control Plan</i>	<i>To be Submitted</i>
	<i>Floodplain Alteration Permit</i>	<i>To be Submitted</i>
	<i>Wetland Alteration Permit</i>	<i>To be Submitted</i>
<i>Anoka County</i>	<i>Access Permit(s)</i>	<i>To be Submitted</i>
	<i>Right-of-Way Permit(s)</i>	<i>To be Submitted</i>
<i>City of Lino Lakes</i>	<i>Rezoning</i>	<i>To be Submitted</i>
	<i>Plat</i>	<i>To be Submitted</i>

Unit of Government	Type of Application	Status
	<i>Municipal Water Connection Permit</i>	<i>To be Submitted</i>
	<i>Sanitary Sewer Connection Permit</i>	<i>To be Submitted</i>
	<i>Grading Permit</i>	<i>To be Submitted</i>
	<i>Building Permit</i>	<i>To be Submitted</i>
	<i>Stormwater Management Permit</i>	<i>To be Submitted</i>
	<i>Erosion and Sediment Control Plan</i>	<i>To be Submitted</i>
	<i>Floodplain Alteration Permit</i>	<i>To be Submitted</i>

Extent to Which Environmental Effects can be Anticipated or Controlled

The proposed Project and comments have been evaluated by the City of Lino Lakes (RGU) to determine potential environmental effects. Based on a comparison of the impacts that are reasonably expected to occur from the Project with the criteria established in Minnesota Rules Part 4410.1700, subp. 7, the has determined that the Project does not have the potential for significant environmental effects.

RECORD OF DECISION

Based on the EAW, the response to comments, and the Findings of Fact, the City of Lino Lakes, the RGU for this environmental review, concludes the following:

1. The EAW was prepared in compliance with the procedures of the Minnesota Environmental Policy Act and Minnesota Rules, Parts 4410.1000 to 4410.1700 (2015);
2. The EAW satisfactorily addressed the issues for which existing information could have been reasonably obtained;
3. Based on the criteria established in Minnesota Rules 4410.1700, the project does not have the potential for significant environmental effects;
4. The City makes a “Negative Declaration,” and
5. An EIS is not required.

January 9, 2025

Katie Larsen
City of Lino Lakes
600 Town Center Parkway
Lino Lakes, Minnesota 55014-1182
klarsen@linolakes.us

RE: North Oaks Mixed Use Development – Environmental Assessment Worksheet

Dear Katie Larsen

Thank you for the opportunity to review and comment on the Environmental Assessment Worksheet (EAW) for the North Oaks Mixed Use Development project (Project) located in Anoka County, Minnesota. The Project consists of The North Oaks Company LLC constructing a mixed-use development located in the City of Lino Lakes, Anoka County, Minnesota. The project will include the construction of senior housing, market-rate apartments, affordable housing, commercial space, and single-family lots. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility and other interests, the MPCA staff has the following comments for your consideration.

Watershed

- The proposed site is within the Minneapolis, St. Paul Priority A Surface water DWSMA.
- With the proposed concentration of housing and roads, the development would benefit from having planned areas to put snow.
 - Planning to store snow in areas that won't increase icy areas as the pile melts will be the most beneficial.
 - The goal is to develop with winter maintenance in mind and using less salt.
 - With the proximity to wetlands and lakes, planning for winter maintenance during development may help keep the waterbody off the impaired waters list for chloride.
- To better protect the waterbodies within the project boundary, there is an opportunity to do better than minimum runoff standards.
 - This could be done by designing for a lower runoff volume, more nutrient and sediment reductions, and provide wider vegetated buffers.
 - Include more details of planned infiltration areas and runoff rates.
- Having more storage will help protect the housing areas from flooding.
 - With higher precipitation events expected, and wetland areas adjacent to properties, planning for higher precipitation events will prevent flooding of homes later.
- Having a maintenance plan for the vegetated areas and stormwater BMP areas will ensure the BMPs continue to provide benefit.
 - This includes assigning who will oversee maintenance and what is allowed.
 - Protecting the buffered areas from mowing and having a vegetation management plan could reduce future landowner conflicts.

Wastewater

- The EAW should discuss the ability of the Met Council Metropolitan Wastewater Treatment Plant (WWTP) to handle the estimated project wastewater flow. The design average wet weather flow for the Met Council Metropolitan WWTP is 314 million gallons per day (MGD) and the average daily flow for the treatment facility for the last three years is roughly 168 MGD.
- A table should be provided to identify the wastewater design flow estimates for each of the proposed land use types (residential and commercial) identified for the project area.

Construction Stormwater

- Projects disturbing more than 50 acres and located within one mile of an impaired water are subject to a mandatory SWPPP review by MPCA staff prior to the issuance of the NPDES Construction Stormwater Permit. The complete SWPPP must be included with the application and submitted at least 30 days before the start of construction activity.
- Volume reduction practices, such as infiltration, must be considered first when designing the permanent stormwater treatment system. If infiltration is prohibited for reasons outlined in the CSW permit, wet sedimentation basins or filtration practices may be used instead.

We appreciate the opportunity to review this Project. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit actions by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this EAW, please contact me by email at Chris.Green@state.mn.us or by telephone at 507-476-4258.

Sincerely,

Chris Green

This document has been electronically signed.

Chris Green, Project Manager
Environmental Review Unit
Resource Management and Assistance Division

CG:rs
Attachment

cc: Dan Card, MPCA (w/ attachment)
Miranda Nichols, MPCA (w/ attachment)
Nicole Peterson, MPCA (w/ attachment)
David Sahli, MPCA (w/ attachment)
Julie Henderson, MPCA (w/ attachment)



Anoka County

TRANSPORTATION DIVISION

Highway

January 16, 2025

Thomas Hoffman
600 Town Center Parkway
Lino Lakes MN 55014

RE: Review – North Oaks Mixed Use Development Environmental Assessment Worksheet (EAW)

Dear Mr. Hoffman,

Thank you for providing the Anoka County Highway Department with the opportunity to comment on the Environmental Assessment Worksheet (EAW) for the proposed North Oaks Mixed Use development located within the City of Lino Lakes. After reviewing the EAW, we offer the following comments to help ensure the continued functionality and safety of the transportation system in the area.

A primary concern for the County is the potential impact of the development on the surrounding transportation network. We note that the future expansion of Ash Street (CSAH 32) may be necessary to accommodate increased traffic volumes, including a possible conversion to a four-lane roadway. Any proposed access to a county highway shall comply with Anoka County's access spacing requirements. Additionally, turn lanes and other safety measures may be required based on the traffic impact of the development.

As the project progresses, we strongly recommend the developer coordinate closely with Anoka County's Development Review lead to ensure that the development adheres to our guidelines and standards. This collaboration will help streamline the approval process and maintain consistency on the transportation system.

We appreciate the opportunity to provide comments on the North Oaks Mixed Use Development EAW. We look forward to continuing our partnership with the City of Lino Lakes to improve transportation infrastructure as the area grows.

Should you have any questions or require further clarification, please do not hesitate to contact me directly at Rebecca.haug@anokacountymn.gov or 763-324-3114.

Sincerely,

Rebecca Haug
Project Manager – Environmental

CC: Joe MacPherson, County Engineer

Our passion is your safe way home!

1440 Bunker Lake Blvd. NW ▲ Andover, MN 55304-4005
Office: 763-862-4200 ▲ Fax: 763-862-4201 ▲ www.anokacounty.us/highway

Affirmative Action / Equal Opportunity Employer



January 16, 2025

Katie Larsen, City Planner
City of Lino Lakes
600 Town Center Parkway
Lino Lakes, MN 55014

RE: City of Lino Lakes – Environmental Assessment Worksheet (EAW) – North Oaks Mixed Use Development

Metropolitan Council Review No. 23038-1
Metropolitan Council District No. 11

Dear Katie Larsen:

The Metropolitan Council received the EAW for the North Oaks Mixed Use Development project in Lino Lakes on December 17, 2024. The proposed project is located north of Wilkinson Lake and west of Centerville Road. The proposed development consists of 71 single-family homes, 56 townhomes, and 300 apartments along with approximately 178,000 square feet for a total of 120 acres.

The staff review finds that the EAW is complete and accurate with respect to regional concerns and does not raise major issues of consistency with Council policies. An EIS is not necessary for regional purposes.

We offer the following comments for your consideration.

Item 7– Climate (MacKenzie Young-Walters, 651-602-1373)

The EAW would benefit from a more robust consideration of anticipated climate impacts and potential mitigation measures. For example, the identified warming trend is expected to increase the number of freeze thaw cycles during winter months. Given the site's proximity to surface water resources, developing a chloride management plan would be an appropriate adaptation to this trend to help protect these water bodies. Similarly, the projected increase in the frequency of large storm events may justify a more aggressive approach to stormwater management. Finally, native vegetation could be used in landscaping to increase the site's resistance to drought and assist in onsite stormwater management.

Item 9 – Permits and approvals required (MacKenzie Young-Walters, 651-602-1373)

The development appears to be inconsistent with the density ranges permitted by the city's comprehensive plan. The provided site plan for the high-density portion of the development indicates that 19.9 acres will be residential uses with 2.2 acres of public streets. This would result in a proposed density of 16.1 units per acre which exceeds the 15 units per acre maximum established for the Signature Gateway District and the 8 units per acre maximum established for the High-Density Residential land uses assigned to the eastern portion of this project. The project proposer should also verify that the single-family homes proposed for the area guided for Medium Density Residential fall within the established 4 to 6 units per acre range. The final project must fall within the density ranges established by the city's land use plan, which can be accomplished

either through a comprehensive plan amendment or revising the proposed number of dwelling units.

Item 10 – Land Use (Colin Kelly, 651-602-1361)

There is one unit of the Regional Parks and Trails System in the vicinity (i.e., within 1/2 mile) of the proposed development. Metropolitan Council Parks and Trails staff encourage the City of Lino Lakes to work with Anoka County to develop an off-street bicycle and pedestrian connection from the proposed development to the intersection of Ash Street and 20th Avenue South, to connect with the planned Chain of Lakes-Otter Lake Regional Trail. Local and regional trails benefit residents and businesses alike, providing healthy recreation options and access to key local and regional destinations.

Item 12– Water Resources (John Clark, 651-602-1452)

The EAW states that the water supply source for this development may be the City of Lino Lakes or the White Bear Township, with estimated average day demands of 88,000 gallons per day (GPD) and max day demands of 199,700 GPD. These estimated water demands would account for approximately 4.1% of Lino Lakes' projected average day demand and 2.7% of max day demand in 2030. Similarly, these demands would account for 5.1% of White Bear Township's projected average day demand and 4.8% of max day demand in 2030. If the estimated water demands for this development are not currently accounted for in either community's current approved Local Water Supply Plan (LWSP), the LWSPs for those communities providing water for the development would need to be updated to reflect new water demands and any needed changes to water appropriation permits and be approved by the Minnesota Department of Natural Resources (DNR). Once a LWSP is updated and approved by the DNR, those plans need to be provided to the Metropolitan Council (Council) as part of a comprehensive plan amendment. The Council reviews comprehensive plan amendments for consistency with Water Policy Plan policies related to water resource and supply sustainability.

Agreements with the community or communities providing water supply for this development should be reached before proceeding with development. These agreements should be included in LWSP appendices.

Potential water supplying communities of Lino Lakes and/or White Bear Township may be impacted by water demand and permit restrictions imposed by the DNR associated with the sustainable management of White Bear Lake. Strategies to conserve water through efficient use and sustainable water and land management practices should be considered during the design and development phases.

This development lies adjacent to Lino Lakes and St. Paul Drinking Water Supply Management Areas (DWSMA). Note that any changes to Wellhead Protection Areas associated with new wells or updated modeling efforts may include portions of this development within a neighboring DWSMA. Care should be taken to ensure that land use changes and management within these 120 acres align with the Wellhead Protection Plans for Lino Lakes and St. Paul, reflecting best management practices.

The project area consists primarily of hydric or drained hydric soils and lies adjacent to large wetland complexes. The water table is within 10 feet of the land surface throughout the project area and could rise during wet climatic periods. Precipitation has been increasing in the area over the past century and some areas where hydric soils have been drained and filled for development have experienced flooding during the past decade. Care should be taken to consider these factors in the climate portion of the EAW and in site design, ensuring that drainage of the project area supports developed infrastructure and adjacent natural areas, as nearby wetlands may serve as important features supporting water infiltration and recharge of underlying aquifers. Buildings

withing this project area may require design elements that ensure inground infrastructure does not flood, per the included geotechnical report.

Due to the increase in impervious surface post-development and the location of the project area adjacent to surrounding wetlands and surface waters, care should be taken to consider the potential use and need for chlorides for snow and ice management. By considering these needs along with smart salting strategies in site design and the development process, potential contamination of surface water groundwater may be limited.

Item 12.b.i – Wastewater (Roger Janzig, 651-602-1119)

A copy of the Intercommunity Wastewater Service Agreement should be forwarded to Metropolitan Council Environmental Services once executed. The agreement must show how the intercommunity connection is being billed for wastewater service (i.e. by the community receiving the flow or is the Metropolitan Council making an adjustment in the wastewater flow billing for the two communities).

Item 18– Greenhouse Gas Emissions (MacKenzie Young-Walters, 651-602-1373)

From the provided narrative and calculations sheet, it does not appear that greenhouse gas emissions associated with the site's commercial component were considered. The State of Minnesota's climate goals require every project to consider how they can reduce their contributions to greenhouse gas emissions, even though virtually every project can argue that their individual contribution is a very small amount when compared to state-wide GHG emissions. In this case, a mitigation measure such as electric vehicle ready design could significantly reduce the project's long-term environmental impacts by facilitating the transition to electric vehicles. Alternatively, committing to tree replacement beyond what is required by city ordinance or using native planting for landscaping would also be appropriate mitigation measures to consider. Finally, common mitigation measures like energy efficient building design and appliances can also contribute to reducing the project's greenhouse gas emissions and should be considered.

Item 20 – Transportation (Joe Widing, 651-602-1822)

Staff recommends that the developer construct non-motorized facilities throughout the proposed site to connect to future facilities planned with the upcoming County Road J reconstruction project. The development should also construct non-motorized facilities beyond the county project scope along Centerville Road out to the proposed Ash Street intersection.

This concludes the Council's review of the EAW. The Council will not take formal action on the EAW. If you have any questions or need further information, please contact MacKenzie Young-Walters, Principal Reviewer, at 651-602-1373 or via email at mackenzie.young-walters@metc.state.mn.us. As always, you can also contact your Sector Representative, Emma Dvorak, at 651-602-1399 or via email at emma.dvorak@metc.state.mn.us.

Sincerely,



Angela R. Torres, AICP, Senior Manager
Local Planning Assistance

CC: Tod Sherman, Development Reviews Coordinator, MnDOT - Metro Division
Gail Cederberg, Metropolitan Council District 11
Emma Dvorak, Sector Representative
MacKenzie Young-Walters, Principal Reviewer
Reviews Coordinator

Division of Ecological and Water Resources
Region 3 Headquarters
1200 Warner Road
Saint Paul, MN 55106

Transmitted by Email

January 16, 2025

Katie Larsen, City Planner
City of Lino Lakes
600 Town Center Parkway
Lino Lakes, MN 55014-1182

Dear Katie Larsen,

Thank you for the opportunity to review the North Oaks Mixed Use Development Environmental Assessment Worksheet (EAW) for the project located in Anoka County. The DNR respectfully submits the following comments for your consideration:

1. Page 11, Zoning. The EAW states the project site will be rezoned to bring it in line with the Future Land Use Map (Appendix C) within the 2040 Comprehensive Plan. The project site is within DNR public waters shoreland. The project must be reviewed as a shoreland Planned Unit Development per city ordinance section 1102.13.
2. Page 11, Zoning. The EAW should discuss how the project is or is not in compliance with local shoreland ordinances.
3. Page 13, Surface Water. This section does not discuss Lake Amelia to the east, even though much of the eastern development is located within the shoreland of Lake Amelia, which is also a Lake of Moderate Biodiversity Significance. Wilkinson Lake is mapped as a Minnesota Biological Survey (MBS) Site of Outstanding Biodiversity Significance.
4. Page 15, Groundwater. There is one identified well (#420603, a domestic well) located within the Project site. The DNR regulates water use, depending on use type and volume. However, if the well is not in use and does not have a Water Well Maintenance Permit, or the well poses a threat to health or safety, Minnesota law requires that the well be sealed.
5. Page 15, Groundwater. Is the site currently tile-drained? If so, what is the depth to groundwater expected to be after development?
6. Page 16, Stormwater. Please ensure that the NPDES/SDS Construction Stormwater Permit, the Stormwater Pollution Prevention Plan, and project construction plans include the requirements for state-listed species that are identified in the June 21, 2024 Natural Heritage Review letter, and also include the required Blanding's turtle avoidance plan.

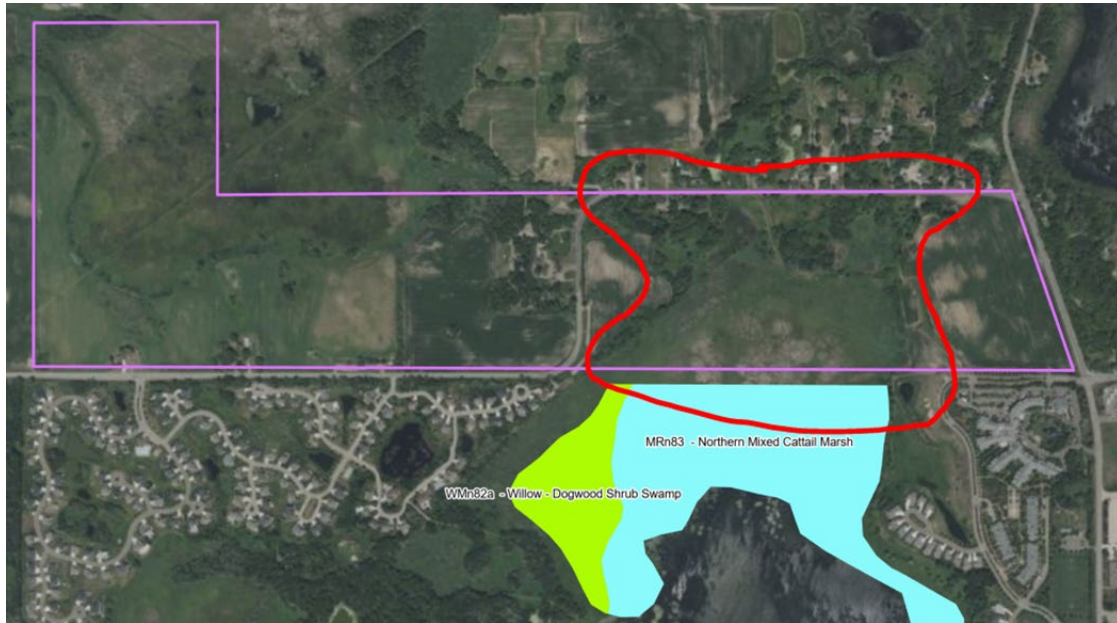
7. Page 16, Stormwater. The DNR recommends that stormwater be used for landscape irrigation. The re-use of stormwater for irrigation will reduce the volume of stormwater and stormwater pollution flowing downstream of the site. In addition, the use of stormwater for irrigating landscaping will conserve valuable groundwater.
8. Page 16, Stormwater. The increase in impervious surfaces will also increase the amount of road salt used in the project area. Chloride released into groundwater as well as local lakes and streams does not break down, and instead accumulates in the environment, potentially reaching levels that are toxic to aquatic wildlife and plants. Consider promoting local business and city participation in the Smart Salting Training offered through the Minnesota Pollution Control Agency. There are a variety of classes available for road applicators, sidewalk applicators, and property managers. More information and resources can be found at this [website](#). Many winter maintenance staff who have attended the Smart Salting training — both from cities and counties and from private companies — have used their knowledge to reduce salt use and save money for their organizations.

We also encourage cities and counties to consider how they may participate in the [Statewide Chloride Management Plan](#) and provide public outreach to reduce the overuse of chloride. Here are some [educational resources](#) for residents as well as a [sample ordinance](#) regarding chloride use.

9. Page 16, Stormwater. Large stormwater ponds are proposed to be located directed adjacent to Wilkinson Lake, which is a high-quality natural resource. Stormwater directed towards this natural area could alter the natural hydrology, contribute to sediment and erosion, or introduce nutrients and other contaminants that could degrade this natural area. We encourage the development to give sufficient buffer to the Outstanding MBS Site, and to ensure robust stormwater treatment to protect Wilkinson Lake. The project area is also in a *High Potential Zone* for the federally-endangered, rusty patched bumble bee. Therefore, we encourage the development to use weed-free, [native seed mixes](#) in landscaping and stormwater features to the greatest extent possible in order to provide pollinator and wildlife habitat.
10. Page 18, Wetlands. Please note that the MBS Site of *Outstanding* Biodiversity Significance and the associated two Native Plant Communities (NPC) mapped adjacent to the project area more than likely extend across the hard line that makes up the northern border of the NPCs. The straight line of the northern border is an arbitrary stopping point of a survey site based on the change from Ramsey to Anoka County and does not represent a change in plant community. Aerial imagery, historic imagery, and LiDAR support the extension of the NPCs into the project area (see image below), and a consultation with MBS staff confirmed that a continuation of the NPCs (MRn83 – Northern Mixed Cattail Marsh and WMn82a – Willow – Dogwood Shrub Swamp) into the project area would be considered appropriate based on DNR mapping standards.

NPCs with a Conservation Status Rank of S1 through S3, or wetlands within *High* or *Outstanding* MBS Sites of Biodiversity Significance may qualify as [Rare Natural Communities](#) (RNC) under the Wetland Conservation Act (WCA). Minnesota Rules, part 8420.0515, subpart 3, state that a wetland replacement plan for activities that modify a RNC must be denied if the local government unit determines proposed activities will permanently adversely affect the RNC. The

project is proposing to impact wetlands, which requires the preparation of a wetland replacement plan. Please refer to [WCA Technical Guidance on RNCs](#) as the project moves forward, and contact DNR Regional Plant Ecologist, Amanda Weise (651-259-5793; Amanda.Weise@state.mn.us) for further coordination on RNC evaluation during the WCA process.



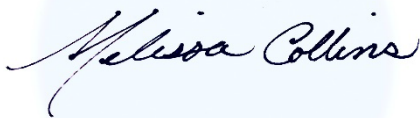
11. Page 21, Rare Features. Please refer to the previous comment. Current and historical (1991-present) aerial imagery show no apparent differences in land use or vegetation between the *Outstanding* MBS site closer to Wilkinson and the contiguous wetlands within the project area. They are all part of the wetlands surrounding Wilkinson Lake and it is likely that the conditions and NPCs in the MBS Site continue into these wetlands within the project area. "Outstanding" sites contain the best occurrences of the rarest species, the most outstanding examples of the rarest native plant communities, and/or the largest, most ecologically intact or functional landscapes. The condition of the wetlands on the western side of the project is not known.
12. Page 21, Rare Features. This section does not represent the abundance of state threatened, Blanding's turtles, in the area. There are two mapped element occurrences of the Blanding's Turtle that overlap with the Project site and several other documented occurrences within a mile. Blanding's Turtles may move up to or over a mile during the active season. They use wetlands, creeks, ponds, and lakes to overwinter and use uplands during the active season for travel, feeding, and nesting.
13. Page 22, Rare Features. Given the number of Blanding's turtles documented in and near the project area, it is likely this species uses the area for summer activities - nesting, feeding, basking, and/or travel - and/or for overwintering. Direct impacts to wetlands will be minimized but conversion of uplands to housing and associated infrastructure will make those areas of little use to Blanding's turtles and will likely make them more dangerous to these turtles as they will have greater exposure to the cars and other potentially harmful activities. A Blanding's turtle avoidance plan is required for this project, and should be described in this section of the EAW.

14. Page 23, Visual. Given the proximity of the development to a sensitive natural area, development lighting is an important consideration, especially since tall multistory buildings are proposed. Animals depend on the daily cycle of light and dark for behaviors such as hunting, migrating, sleeping, and protection from predators. Light pollution can affect their sensitivity to the night environment and alter their activities. In addition to the undesirable effects of upward facing lighting, the hue of lights can also affect wildlife. LED lighting has become increasingly popular due to its efficiency and long lifespan. However, these bright lights tend to emit blue light, which can be harmful to birds, insects, and fish. The DNR recommends that any projects using LED luminaries follow the [MnDOT Approved Products for luminaries](#), which limits the Uplight rating to 0. A nominal color temperature below 2700K is preferable for wildlife, and so we recommend choosing products that have the lowest number for backlight and glare (all approved products should already be 0 for Uplight).

15. Page 24, Dust and Odors. DNR recommends that dust suppressants containing chloride not be used in areas that drain to public waters.

Thank you again for the opportunity to review this document, and please let me know if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Melissa Collins". The signature is written in black ink on a light blue rectangular background.

Melissa Collins

Regional Environmental Assessment Ecologist | Ecological and Water Resources

Minnesota Department of Natural Resources

1200 Warner Road

St. Paul, MN 55106

Phone: 651-259-5755

Email: melissa.collins@state.mn.us

CC: Lauren Grouws, North Oaks Company, LLC

Equal Opportunity Employer

Thomas Hoffman

From: Dove Family <dovefamily96@gmail.com>
Sent: Thursday, January 16, 2025 10:38 PM
To: Thomas Hoffman
Subject: County J/Ash & Centerville Development

[You don't often get email from dovefamily96@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Caution: This email originated outside our organization; please use caution.

Hi Thomas,

Upon review of the proposed development information and the studies that were conducted we had a few observations.

The traffic study which was conducted was performed on a Thursday in mid-July. We don't feel this is representative of normal traffic during a school / work week in say April or September/October. I believe there would be more traffic in and out of Rapp Farm with the many parents and student drivers leaving and entering the neighborhood in morning and afternoon commutes. It would be more appropriate than picking a day in mid summer when school is out and many people are on vacations.

The S curve between Rapp and Centerville is dangerous. We have seen many cars, trucks, and delivery trucks slide off the road each year going eastbound and entering the turn too fast after speeding down county J/Ash and taking out the signs and damaging their vehicles. Vehicles also tailgate, pass on the shoulder, and pass on the double yellow on County J/Ash. We have even had 2 vehicles pass us in the S-turn.

The number of accidents at Rapp Farm entrances seems low. Also, no accidents were reported at the Main West entrance of Rapp Farm. I saw an accident there so we are wondering if data was pulled from only one county either Ramsey County or Anoka County. Depending on what county team responded to an accident and if only one county's data was pulled, the study results may not give a complete picture.

Thanks for listening.

Jeff and Julie Dove
76 Monarch Way
North Oaks, MN 55127

Thomas Hoffman

From: Rapp1 <r3297066@gmail.com>
Sent: Wednesday, January 15, 2025 2:43 PM
To: Thomas Hoffman
Subject: North Oaks Mixed Use Development EAW - Concerns Regarding Proposed Development on Centerville Road through County J

You don't often get email from r3297066@gmail.com. [Learn why this is important](#)

Caution: This email originated outside our organization; please use caution.

Dear Mr. Thomas

I am writing to express my concerns regarding the proposed development from Centerville Road through County J. Some of the key issues with this development include its impact on the preserved areas within the North Oaks community, its effects on wildlife, and the increased light and noise pollution in the area.

Development has significant impacts on local ecosystems, often leading to a range of environmental challenges:

Habitat Loss: Development can lead to local extinction and reduced biodiversity.

Fragmentation: When natural areas are divided into smaller, isolated patches, it disrupts the continuity of habitats. This fragmentation can make it difficult for species to find food, mates, and shelter, leading to population declines.

Pollution: Runoff from developed areas can carry chemicals and heavy metals into water bodies, harming aquatic life.

Hydrological Changes: Development can alter natural water flows, leading to increased stormwater runoff and changes in water quality and quantity. This can affect both terrestrial and aquatic ecosystems.

Climate Change: Urban heat islands—areas that are significantly warmer than their rural surroundings—can alter local climate patterns and affect species sensitive to temperature changes.

Invasive Species: Development can facilitate the spread of invasive species, which can outcompete native species and further reduce biodiversity.

These challenges underscore the importance of reconsidering the proposed development on County J and Centerville.

The preserved area encompasses various wetlands, forests, and prairies, all of which play a crucial role in maintaining the health and stability of the local ecosystem. These habitats provide essential breeding grounds for migratory birds, butterflies, and other pollinators, thereby ensuring that our community remains a vibrant and diverse ecosystem. The area proposed for development is part of a 220-acre agricultural easement that is intended to be perpetually protected from development. This easement serves as a buffer zone for wildlife and the conserved area.

Some of the key benefits of having this agricultural easement surrounding the preserved North Oaks areas include:

Protection of Open Space: Agricultural easements help preserve open spaces, preventing them from being developed for non-agricultural uses. This maintains the natural landscape and provides aesthetic and recreational benefits to the community.

Wildlife Habitat: These easements protect habitats for various species, including those that rely on agricultural lands for breeding, feeding, and shelter. This contributes to biodiversity and supports healthy ecosystems.

Environmental Quality: Agricultural easements help maintain soil health, water quality, and air quality by preventing urban sprawl and promoting sustainable farming practices.

Buffer Zones: They act as buffer zones around conserved areas, reducing the impact of urban development on these sensitive environments.

Economic Benefits: By keeping land in agricultural use, these easements support local farming economies and can provide financial benefits to landowners through tax incentives and conservation funding.

Cultural and Historical Preservation: Agricultural easements can protect lands with historical or cultural significance, preserving the heritage and traditional uses of the land.

Climate Resilience: Maintaining agricultural lands can enhance climate resilience by sequestering carbon, reducing flood risks, and supporting local food production.

Constructing a road adjacent to the preserved water body is likely to significantly increase microplastic pollution. The proposed high-density development in an area currently lacking metro services will inevitably lead to increased car traffic, thereby exacerbating microplastic pollution. Current studies suggest that traffic is a significant contributor to microplastic pollution, with approximately 28% of microplastics entering the environment globally attributed to tire wear from vehicles. Humans can ingest microplastics through contaminated food and water and inhale them from the air. Microplastics have been found in various human tissues, including the placenta. The presence of microplastics in the human body is associated with inflammation, chronic diseases, neurotoxicity, and oxidative stress. While the full impacts of this pollution are still being analyzed, scientists agree that microplastic pollution represents a major health concern.

The proposed development will negatively impact the neighborhood through increased light and noise pollution. Light pollution can cause disruption of circadian rhythms, increase the risk of health issues, and cause eye strain and visual discomfort. Many residents chose to move away from urban areas to enjoy tranquility, access to preserved natural areas, and the availability of clean water and air. The construction of a high-density development, particularly with commercial zones, will likely exacerbate light and noise pollution in the area, thereby diminishing its appeal to young families.

The proposal fails to consider the community characteristics that make higher density development challenging. The anticipated increase in the number of cars will have significant environmental consequences for the area surrounding this development. The additional vehicles will necessitate the construction of more roads, and the current road infrastructure will be insufficient to support the population growth. Traffic congestion already occurs on Ash Street even with the current density. It is unclear how a road from County J to Centerville will alleviate this traffic issue.

The proposed building heights, intended to increase the density of the development area, appear to serve no purpose other than to enhance the developers' profits. These buildings will be an eyesore for the neighborhood, towering over all surrounding structures. They will obstruct the path of migratory birds

and block the sweeping views of the conserved area. Previous developments by the North Oaks Company have been designed to preserve views of green spaces. This proposal, however, seems focused on cramming too many people into a small space.

Thank you for considering my concerns. I hope that the negative impacts of this development will be carefully evaluated.

**CITY OF LINO LAKES
RESOLUTION NO. 25-12**

**RESOLUTION APPROVING THE RECORD OF DECISION AND MAKING A NEGATIVE
DECLARATION ON THE NEED FOR AN ENVIRONMENTAL IMPACT STATEMENT
FOR THE NORTH OAKS MIXED USE DEVELOPMENT**

WHEREAS, Pursuant to Minnesota Rules for Environmental Review, 4410.0200 Responsible Governmental Unit (RGU) has prepared the Environmental Assessment Worksheet (EAW) for the proposed North Oaks Mixed Use Development, Lino Lakes, Anoka County (Project).

WHEREAS, the City initiated an environmental review to determine if the proposed North Oaks Mixed Use development has the potential for significant environmental effects, as required by MN Rules, Chapter 4410.4300, Subpart 14;

WHEREAS, the EAW was filed with the EQB and notice of its availability for public review and comment was published in the EQB Monitor on December 17th, 2024. A copy of the EAW was sent to all persons on the EQB Distribution List. The EAW was also made available at City Hall.

WHEREAS, The 30-day public review and comment period for the EAW began on December 17th, 2024 and ended January 16th, 2025.

NOW, THEREFORE, BE IT RESOLVED The City of Lino Lakes has fulfilled all applicable procedural requirements of law and rule regarding the determination of need for an Environmental Impact Statement (EIS) for the proposed North Oaks Mixed Use Development

The proposed Projects and comments have been evaluated by the City of Lino Lakes (RGU) to determine potential environmental effects. Based on a comparison of the impacts that are reasonably expected to occur from the Project with the criteria established in Minnesota Rules Part 4410.1700, subp. 7, the Project does not have the potential for significant environmental effects. Pursuant to Minnesota Rules Part 4410.1700, Subpart 5, a copy of the RGU Record of Decision will be provided, within 5 days, to all persons on the EQB Distribution List.

BE IT FURTHER RESOLVED that the Mayor and Clerk are hereby authorized the Record of Decision on behalf of the City following review and approval by the City Attorney.

Adopted by the City Council of the City of Lino Lakes this 10th day of February, 2025.

Rob Rafferty, Mayor

ATTEST:

Roberta Colotti, CMC, City Clerk