

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

Wednesday, July 11, 2018

6:30 p.m.

Council Chambers

Please be courteous and turn off all electronic devices during the meeting.

AGENDA

1. CALL TO ORDER AND ROLL CALL
2. APPROVAL OF AGENDA
3. APPROVAL OF MINUTES: June 13, 2018
4. OPEN MIKE
5. ACTION ITEMS
 - A. PUD Concept Plan Review-Lyngblomsten
6. DISCUSSION ITEMS
 - A. Project Updates
7. ADJOURN

Meeting guidelines on reverse side.

**City of Lino Lakes Planning & Zoning Board
MEETING GUIDELINES**

Open Mike – The purpose of a Board Meeting is to accomplish the business of the city. When presenting at a meeting please remember to be respectful, and follow these guidelines:

- Please address the meeting chair.
- State your name and address for the record.
- Please observe a 4-minute limit.
- The topic must relate to city business.
- Open Mike is for items not on the agenda.
- A spokesperson must represent a group of five or more – groups will have 8 minutes.
- The Presiding Officer may limit duplicative presentations.
- Remember, the meeting is to discuss city business only.

Public Hearing - Held as a separate item of business on the agenda. The public hearing segment is your opportunity to tell the Board how you feel about issues scheduled to be heard. Typically, a hearing follows these steps:

- The Presiding Officer (Chair or Vice-Chair) will announce the proposal to be reviewed and ask for the staff report. The presiding Officer shall maintain strict order and etiquette at all meetings.
- Staff will present their report on the proposal.
- Board members will then ask City Staff questions about the proposal.
- The Presiding Officer will then open up the public hearing for anyone present who wishes to comment on the proposal. This is the time for the public to make comments or ask questions about the proposal.
Comments should be limited to four (4) minutes unless further time is granted by the Presiding Officer. All comments should be directed to the Board as a body and not to any individual Board Member or City Staff Member unless permission is granted by the Presiding Officer. No person shall be permitted to enter into any discussion, either directly or through a member of the Board without the permission of the Presiding Officer.
- After everyone in the audience wishing to speak has given his/her comments, the Presiding Officer shall close the public hearing.
- The Board will then discuss the proposal. No further public comments are allowed.
- The Board will then make a recommendation(s) and/or a decision.

When you are called upon for your comments, please step to the microphone at the podium and state your name and address for the record.

Occasionally, the Board may continue a hearing to another meeting before taking action.

Meeting Etiquette

The Planning & Zoning Board must preserve order and decorum while the meeting is in session. A resident shall not, by conversation or otherwise, delay or interrupt the proceedings or the business of the Board, nor disturb any resident or Board Member while speaking or refuse to obey the orders of the Board.

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

DATE	: June 13, 2018
TIME STARTED	: 6:30 P.M.
TIME ENDED	: 7:36 P.M.
MEMBERS PRESENT	: Perry Laden, Neil Evenson, Michael Root, Michael Ruhland, Sue Peacock
MEMBER ABSET	: Jeremy Stimpson, Paul Tralle
STAFF PRESENT	: Katie Larsen, Mara Strand, Ryan Saltis

PLANNING & ZONING BOARD MEETING

I. CALL TO ORDER AND ROLL CALL:

Vice Chair Root called the Lino Lakes Planning and Zoning Board meeting to order at 6:30 P.M. on June 13, 2018.

II. APPROVAL OF AGENDA

The Agenda was approved as presented.

III. APPROVAL OF MINUTES

Mr. Evenson clarified that there should be limits regarding Accessory Outdoor Dining or Seating Facility Ordinance.

Mr. Root noted that supposed should be changed to supported.

Mr. Evenson made a MOTION to approve the May 9, 2018 Meeting Minutes with changes. Motion was supported by Mr. Laden. Motion carried 5- 0.

IV. OPEN MIKE

Mr. Root declared Open Mike at 6:31 P.M.

There was no one present for Open Mike.

DRAFT MINUTES

Mr. Laden made a MOTION to close Open Mike at 6:32 P.M. Motion was supported by Mr. Ruhland. Motion carried 5 - 0.

V. ACTION ITEMS

A. Public Hearing: Zoning Ordinance Text Amendment Regarding Parking Requirements for Accessory Outdoor Dining or Seating Facilities

Ryan Saltis, Community Development Intern, presented the Zoning Ordinance Text Amendment Regarding Parking Requirements for Accessory Outdoor Dining or Seating Facilities staff report.

Staff addressed questions from the Board:

- Mr. Laden asked where the 1,000 square foot requirement came from
 - Mr. Saltis and Ms. Larsen stated the current ordinance
- Mr. Laden asked how many people 500 square feet could fit
 - Ms. Larsen estimated 20 people
- Ms. Peacock stated she appreciates the Maple Grove ordinance and the case by case language
- Mr. Root asked if service stations were included in the square footage
 - Mr. Saltis stated that it is the total square footage
 - Ms. Larsen added that if there was a fire place, for example, that could be subtracted off
- Mr. Root asked to further define the ordinance to limit the confusion of the thresholds for square footage
- Mr. Laden asked for a more open ended and case by case ordinance if it does not fit the parameters
 - Establish a baseline and tiered approach
 - Have a more “real world” based ordinance

Mr. Root opened the public hearing at 6:54 P.M.

There were no public comments.

Mr. Laden made a MOTION to close to the Public Hearing. Motion was supported by Mr. Ruhland. Motion carried 5-0.

Mr. Laden made a MOTION to recommend approval of the Zoning Ordinance Text Amendment Regarding Parking Requirements for Accessory Outdoor Dining or Seating Facilities with the following changes:

- Rounding up fractions when calculating number of parking stalls.
- If standards can't be met then review by Planning and Zoning Board is an option.

Motion was supported by Mr. Evenson. Motion carried 5-0.

B. Public Hearing: Zoning Ordinance Text Amendment Regarding Performance Standards for Commercial Stables

Katie Larsen, City Planner, presented the Zoning Ordinance Text Amendment Regarding Performance Standards for Commercial Stables staff report. City staff received a complaint that a property has too many horses than permitted based on the zoning and acreage. The subject site has operated as a horse training and selling facility for the past 20 years and is considered a commercial stable under the zoning ordinance. The issue to be discussed is whether commercial stables should be allowed more animal units than standard rural zoning district uses. There are 2 commercial horse stables in Lino Lakes.

Staff addressed questions from the Board:

- Mr. Ruhland asked if there was a previous ordinance in place
 - Ms. Larsen stated that going back to 1985, a CUP was required
 - Ms. Larsen doesn't believe that any current commercial stables within the City have an approved CUP
- Mr. Ruhland asked about common ownership and a rental agreement with possible leasing options
 - Ms. Larsen stated the property has to be in their ownership
- Mr. Evenson asked for clarify on leasing/common ownership on properties
 - Ms. Larsen stated that would be a conversation to be had with the City Attorney
- Mr. Evenson suggested 5 acres for dog kennels
- Mr. Evenson suggested removing the second point of the definition as it seems redundant
- Mr. Laden asked if staff is going to do a follow up with the known businesses
 - Ms. Larsen stated that those that are currently legally operating will be grandfathered in
- Mr. Laden asked about tracking CUP and how leasing is tied within
 - Ms. Larsen stated that would be a conversation to be had with the City Attorney
- Mr. Root asked how this issue came up and if this property would be obeying under current ordinances
 - Ms. Larsen stated that the property of conversation is currently on 8 acres with roughly 15 horses, but have an adjacent property under common ownership
 - The amount of animal units would be too high under the current City Ordinance of 1 Animal Unit per 2 acres, however if the adjacent properties are under common ownership, the parcels acreage would be combined, given the proposed ordinance
- Mr. Laden suggested striking "middle of property" and keep 100 feet within the proposed ordinance amendment

- Mr. Laden asked if there are any Conditional Use Permits where there is rental/co-ownership

Mr. Root opened the public hearing at 7:26 P.M.

There were no public comments.

Mr. Root made a MOTION to close to the Public Hearing. Motion was supported by Mr. Laden. Motion carried 5-0.

Mr. Evenson made a MOTION to recommend approval of Zoning Ordinance Text Amendment Regarding Performance Standards for Commercial Stables with the following changes:

- Minimum 5 acre parcel size for Commercial Kennels
- Strike the “middle of the property” language
- Clarify Commercial Stable definition
- Include option to lease adjacent parcels of land in determining the maximum number of animal units allowed

Motion was supported by Mr. Ruhland. Motion carried 5-0.

VI. DISCUSSION ITEMS

A. Project Updates

- Watermark – Grading permit was approved by City Council, final plat was submitted
- Nature’s Refuge – Council moved to table the discussion, applicant is making minor adjustment to the plat
- Saddle Club 4th Addition – Preliminary Plat was approved by Council
- Air Park – approved by Council
- Lyngblomsten – Application submitted to the City
- Love to Grow On – Project is out to bid
- All Seasons Rental – Ms. Larsen recently reached out
- Distinctive Elements – Ms. Larsen recently reached out

VII. ADJOURNMENT

Mr. Evenson made a MOTION to adjourn the meeting at 7:36 P.M. Motion was supported by Mr. Laden. Motion carried 5 - 0.

Respectfully submitted,
Mara Strand and Ryan Saltis

**PLANNING & ZONING BOARD
AGENDA ITEM 5A**

STAFF ORIGINATOR: Kendra Lindahl, Landform

P & Z MEETING DATE: July 11, 2018

REQUEST: PUD Concept Plan Review
Lyngblomsten

CASE NUMBER: PC2018-002

APPLICANT: Lyngblomsten
Attn: Jeff Heinecke
1415 Almond Avenue
St. Paul, MN 55108

OWNERS: R.L. Co., LLC
7241 Ohms Lane, Suite 275
Edina, MN 55439

REVIEW DEADLINE:

Complete Application Date:	June 11, 2018
60-Day Review Deadline:	August 10, 2018
120-Day Review Deadline:	October 9, 2018
Environmental Board Meeting:	June 27, 2018
Park Board Meeting:	July 2, 2018
Planning & Zoning Board Meeting:	July 11, 2018
Tentative City Council Work Session:	August 6, 2018
Tentative City Council Meeting:	August 13, 2018

BACKGROUND

The applicant has submitted a land use application for a Concept Plan review. The proposed development is for a senior living campus with a continuum of care at the northwest corner of CSAH49/Hogdson Road and CSAH 32/Ash Street/County Road J. The campus will include a restaurant and a mix of 30 detached townhomes plus 200 units of independent living, assisted living and memory care/enhanced care suites. The applicant is still reviewing whether the townhomes will be rental or for sale units.

The applicant intends to purchase the 17.18 acres of property owned by R.L.Co., LLC and considering acquisition of the adjacent liquor store and insurance buildings.

The site plan as currently configured only includes development on the 17 acre R.L. Co. site. However, the applicant has included a conceptual layout for future commercial and parking on the neighboring insurance, liquor store, and 49 Club property. The city will need to ensure that any site approvals allow for access and compatible transition to these properties.

The City reviewed a different developer’s concept plan in March of this year, but the applicant withdrew the application after hearing the P&Z concerns/comments. The applicant has reviewed the comments from the previous applications and has tried to address them with this concept.

The subject property is guided mixed use and will follow the standards of the “Hodgson Road and CR J Master Planning Study” that was approved by Council in 2007. The P&Z Board reaffirmed the vision of the master plan as part of the 2040 Comprehensive Plan update.

ANALYSIS

Existing Site Conditions

The 17.33-acre site is currently an undeveloped parcel adjacent to single-family residential development on the north and west and a mix of industrial and commercial uses to the east and south. The MLCCS shows that land cover is a mix of forest, cultivated, and herbaceous groundcover. A wetland is shown by the applicant in the northwest corner of the site. Aerial photos show that a large portion of the site is covered by trees. A three-phase overhead power line runs along the eastern boundary of the property line within the right-of-way.

Zoning and Land Use

Current Zoning	GB, General Business
Current Land Use	Single Family Residence (rental)
2030 Future Land Use	Mixed Use (Hodgson and County Road J Master Plan)
Utility Staging Area	Stage 1A (2008-2015)

Hodgson Road & CR J Master Planning Study

The property is guided by the Hodgson Road & CR J Master Planning Study (the Master Plan), which was approved in 2007, adopted as part of the 2030 Comprehensive Plan and will also be incorporated into the 2040 Comprehensive Plan. The Master Plan anticipated a mix of residential and commercial uses on the site, specifically noting that the mixed

use district “*would allow for, though not mandate, the inclusion of residential units, possibly in multi-story buildings. This would provide customers for the commercial development, and the commercial services would be convenient to the residents.*”

The Master Plan had four objectives:

1. Identify appropriate land uses (present and future) in the study area
2. Plan for road improvements to provide good access and circulation
3. Identify routing & Phasing solutions for utilities to facilitate future development
4. Plan for redevelopment while recognizing existing businesses.

The Master Plan identified planning and redevelopment requirements related to site configuration, transportation and access, trails and open space, municipal utilities, site design and urban form and stormwater management that should be incorporated into proposed developments. These standards are discussed in the body of this report.

The Master Plan generally envisions townhome housing on the north and west portions of the site with a mix of residential and commercial uses southern portions of the site. The Master Plan also envisions a mix of residential and commercial housing on the parcel across the street from the proposed project.

The Master Plan notes that “individual site layouts and uses are to be determined as part of the development review process.” While the proposed plans do not propose commercial development on the eastern side of the property, adjacent to Hodgson Road, they do show commercial development on the southern portion of the site including a restaurant that is intended to be built by this developer and future commercial by a different land owner. Additionally, this type of senior living campus does serve as an employment center for the staff. The City has previously treated assisted living facilities as commercial uses in both the Legacy development (Lino Lakes Assisted Living) and with Gracewood Assisted Living. The Master Plan gives the City flexibility to approve master plans that meet the purposes and intent of the Master Plan. Therefore, the Council could approve these residential uses on this portion of the PUD and continue to plan for commercial uses south and east of the site in the future.

Land Use and Housing Density

The Master Plan assumed that approximately half of the area would develop with residential uses at approximately 10 units per acre overall. The Comprehensive Plan identifies a density range from 8 to 15 units per acre for the Mixed Use District. The proposed development would have a net density of 14.46 units per acre on site, which is consistent with the Comprehensive Plan.

The plans proposed by the applicant are generally consistent with the uses identified in that portion of the master-planned area. They include a mix of housing types. The proposed building density and massing provides an effective transition from the lower

profile townhomes, adjacent to exiting residential, to larger, higher density uses to the south and east, along Hodgson Road.

Site Plan

The proposal includes 30 single level detached townhomes around the perimeter of the site. This will provide a nice transition from the existing single family homes on the north and west to the continuum of care building on the east side of the site.

The continuum of care building includes three separate wings: a 4-story, 100-unit independent living apartment, a 3-story, 50-unit assisted living facility and a 2-story, 48-unit skilled nursing/memory care component.

The site design transitions from single story townhomes on the west to the 2-level skilled nursing wing with the 3- and 4-story buildings closest to Hodgson Road.

No details have been provided for the 6,000-square foot restaurant at this time, but the applicant intends to acquire the property and is working with a user to construct the restaurant as part of this project. More details are expected with the preliminary plat/PUD application.

Architecture

The Hodgson and CR J Master specifies architectural standard for development. The applicant has made a good effort to show intent to comply with those standards. The Master Plan states that buildings should emphasize articulated architecture on all facades of the building and design elements that include an expression of a building base of brick or stone, a middle, and a top with cornice elements. Section 1007.43(2)(b) of the Zoning Ordinance provides more detailed standards for townhome development. Specifically, the Zoning Ordinance requires a minimum 18” overhang on gabled roof and variation in building materials. The Ordinance limits use of one type of exterior finish to 75% of the building and requires a minimum of 25% of the structure be finished with brick, stucco, and/or natural or artificial stone.

Senior Building

The building layout was designed to limit blank walls facing the street and the concepts drawing provided give some idea of the building architecture. The separate wings of the building help to break up the massing as well as transition intensity from west to east on the site. The building elevation appears to include a variety of exterior materials and articulation. Addition of a stronger base element should be considered.

Detached Townhomes

A formal townhome design is still being prepared. An example of the unit type and concept drawing where provided. However, there is not enough detail to provide meaningful feedback at this time The P&Z Board may wish to provide feedback on the

architectural concepts as submitted. Staff suggests that the product proposed for the site should incorporate both a variation of materials as well as color. Garages fronts should be in line with the building structure or setback. Building rears facing public streets should also include a level of architectural treatment similar to building fronts. As a guide staff would further suggest that design incorporate the following:

1. At least (2) unique architectural treatments for each housing model be provided.
2. The treatments should differ in each of three categories: a) façade color or siding material, b) window pattern and trim detail; and c) porch, or entryway detailing.

Parking

The Zoning Ordinance requires a minimum number of parking stalls per use, as follows:

- *Townhome, Quadraminium, Manor Home, Multiple Family Dwellings, and Mobile Homes within Mobile Home Parks.* At least two and one-fourth (2-1/4) rent-free spaces per unit. In projects involving eight (8) or more units, the City may require additional clustered guest parking spaces based upon calculation of required demand.
- *Elderly (Senior Citizen) Housing.* Reservation of area equal to one (1) parking space per unit. Initial development is, however, required of only one-half (1/2) space per unit and said number of spaces can continue until such time as the City Council considers a need for additional parking spaces has been demonstrated.
- *Rest Home, Nursing Home, Convalescent Center, or Institution.* One (1) space for each six (6) beds based upon maximum design capacity, plus one (1) space for each two (2) employees.
- *Restaurants, Cafes, Private Clubs Serving Food and/or Drinks, Bars, On-Sale Nightclubs.* Ten (10) spaces for each one thousand (1,000) square feet of dining room, plus one (1) space for each employee of the maximum work shift.

It appears that the townhome units meet the parking requirements. The continuum of care complex has a mix of 105 surface parking stalls (plus 5 at the club house) and some underground parking. The 6,000-sq. ft. restaurant with 1,400-sq. ft. patio incorporates an additional 62 stalls. Dining area and staffing levels will need to be determined to verify conformance with the standards. Staff would suggest that consideration be given to shared parking with the senior center if possible. This would minimize impervious areas while better utilizing the parking provided. Consideration could also be given to providing on-street parking along the private east-west roadway immediately north of the restaurant..

Transportation Plan

Goals of the Transportation Plan include providing connectivity, improving traffic flow, ensuring safety and street maintenance and coordinating transportation systems with adjacent jurisdictions.

The proposed development shows two new accesses on Hodgson Road and a future access on County Road J as anticipated in the Master Plan. The project includes a loop road that creates a public street connection from the northern access to County Road J when the adjacent land develops. Staff recommends that this internal loop road be a 32-foot wide street. The typical City right-of-way in the City is 60 feet. If the developer wishes to provide a reduced right-of-way, they will need to show that sidewalks can be incorporated. Roads will also need to be wider at the approach to Hodgson to allow for left and right thru-turn lanes. The street serving the townhomes could be allowed as a 26-foot wide private drive. The plans should be revised to ensure that these internal streets/drives meet at 90 degrees for public safety and sight visibility.

Parking is permitted on one side of the public street, but is not permitted on the private drive within the townhome area. The applicant must ensure a minimum of 22 feet between the townhome garage and the adjacent sidewalk to ensure adequate vehicle space in the driveway without spilling into the street or sidewalk areas. Generally, the City requires a 6-foot boulevard between the street and the sidewalk to ensure adequate space for vegetation to grow. Staff will work with the applicant on the final design.

The plans also provide additional right-of-way for Hodgson Road improvements. The Comprehensive Plan identifies the Hodgson/County Road J intersection as a congested area of concern with the existing traffic volumes. The applicant will need to complete a traffic study prior to submittal of a preliminary plat.

Anoka County is analyzing the corridor to determine the final alignment. The applicant should work with the City and County to ensure that right-of-way dedication for Hodgson is consistent with County plans.

The concept plan is generally consistent with the plan for this area, but the applicant must work with the City to finalize the design. The City Engineer's memo is attached and it notes several items that must be addressed if this project proceeds.

Parks, Trails and Open Space

The Draft 2040 Comprehensive Plan shows the continuation of the off-road trail constructed on the property to the west being extended through the site to Hodgson Road where it will connect to an on-road trail that will be constructed with this project. The Master Plan redevelopment requirements note that an "enhancement corridor" is identified on the site in the Parks, Natural Open Space / Greenways and Trail system plan. The plan also notes that there should be a focal point greenspace where the trail enters the site. The concept plan provided does not show a trail connection from this location.

The plans do show a trail along Hodgson Road, consistent with the Master Plan and Comprehensive Plan, and sidewalks within the project. A private amenity space for development residents, including a club house with recreation space is also provided.

No future neighborhood park is identified per the City's plan. The Park Board will need to determine if park improvements should be incorporated into the site, in addition to the trail.

Required Screening, Landscaping and Buffer Yards

Greenspace buffering is identified an important design element along property boundaries with single family residential developments. The applicant has not provided a tree survey of the site; however, it appears that there are significant trees located on the property. The applicant should preserve as much existing tree cover as possible. Previous reviews have suggested that the site design incorporate a minimum 20-foot wide buffer along north and west sides and staff recommends an additional 25-foot building setback from the buffer line.

The applicant's plans do show preservation of trees along the western property line through the use of 50-foot structure setback, but ultimately the new street will shift to the western property line as it approaches County Road J. The plans show a 30-foot setback on the north, which may allow some tree preservation. The applicant should work to increase this setback if possible or prepare a landscape plan that provides a transition between the existing homes to the north and the single level townhomes proposed.

In addition to tree preservation and buffering, the applicant will be required to comply Section 1007.043 (17) of the Zoning Ordinance which provides standards for landscaping, buffering, and screening. Specifically, the applicant should note that townhomes and multi-family developments are required to install 1 tree per 70 feet of linear feet of road frontage and require open areas to be landscaped.

Stormwater Management and Erosion and Sediment Control

The Master Plan requires developers to provide filtration and infiltration elements such as rain gardens, swales, dry creeks, infiltration chambers and other ecologically based methods along with more traditional ponds and pipes. The Master Plan also stipulates that stormwater management ponds should be designed as a site amenity, including appropriate landscape elements. The plans show preservation of the wetland in the northwest portion of the site and two treatment ponds near the townhomes. More detailed stormwater plans will be provided with the preliminary plat. A wetland delineation has not yet been provided to the city and must be completed prior to the in preliminary plat submittal.

Utilities

New public water, sanitary and storm sewer utilities are required to serve the development. The Master Plan requires municipal utilities for developments on this site, and provisions that water trunk lines must be looped. The proposed plans would provide for extension of public utilities to serve the site and abutting uses. The City Engineer's memo includes detailed comments and requirements.

Sanitary Sewer

The City has studied the sanitary sewer in this area and plans for a forcemain and lift station improvement are being developed now. The development could be served with gravity sewer that would flow southwest to the planned lift station.

Watermain

There is currently no water main serving the site. The City is developing plans for a trunk watermain improvement that would serve this site and would be extended from through the development from Woodbridge Lane to Hodgson Road and looped.

Powerline

A three-phase overhead power line runs along the eastern boundary of the property line within the right-of-way. Section 1007.024, 3 of the Zoning Ordinance states that all utilities serving a two family and townhome development, including telephone, electricity, gas, and cable, shall be installed underground. Consideration to burying the three phase power line should be given in coordination with any proposed Hodgson Road improvements.

Public Safety

The Police Department has reviewed the plans. The attached memo notes that a traffic study must be completed to ensure traffic safety at the proposed access points. More detailed comments will be provided regarding lighting, access, etc. with the preliminary plat application.

Next Steps

If the request is approved, the next step would be a land use application for Rezoning from GB (General Business) to PUD (Planned Unit Development) and PUD Development Stage/Preliminary Plat review.

SUMMARY

The proposed plans generally meet the goals, policies and standards of the Comprehensive Plan and the Hodgson Road and County Road J Master Plan. Construction of residential homes will support and catalyze future commercial development in the area, including the restaurant planned by this developer. However, there are a number of improvements to the plans that should be addressed to meet the standards outlined in Hodgson Road and County Road J Master Plan, primarily:

- The applicant will need to provide pedestrian and bike circulation throughout the development. Proposed pedestrian and trail connections and design should be consistent with the Master Plan and Comprehensive Plan.

- The applicant will need to design the site to preserve the tree coverage, with a focus on preserving a 20-foot tree buffer or adding a landscape buffer along the property lines to the north and west as well as on Hodgson Road adjacent to the townhomes.
- The site should be designed to incorporate stormwater treatment as amenity features of the development.
- The Master Plan envisions a more urban form. Therefore, the applicant may shift the continuum of care facility to the east. Consideration should be given to bury the power lines to accommodate the reduced setbacks along Hodgson for these buildings.
- A transportation study will be required to evaluate required improvements at the intersections serving the site. Additional right-of-way will be needed and improvements (including turn lanes) are anticipated along Hodgson.
- This development will loop water through the site and sewer will be gravity fed to the planned lift station to the southwest.
- A higher level of architectural treatment is expected on the buildings for this development. The applicant should explore architectural treatments that will incorporate a greater variety of materials, building articulation, and colors so that the different buildings within the development are compatible but have some variety.

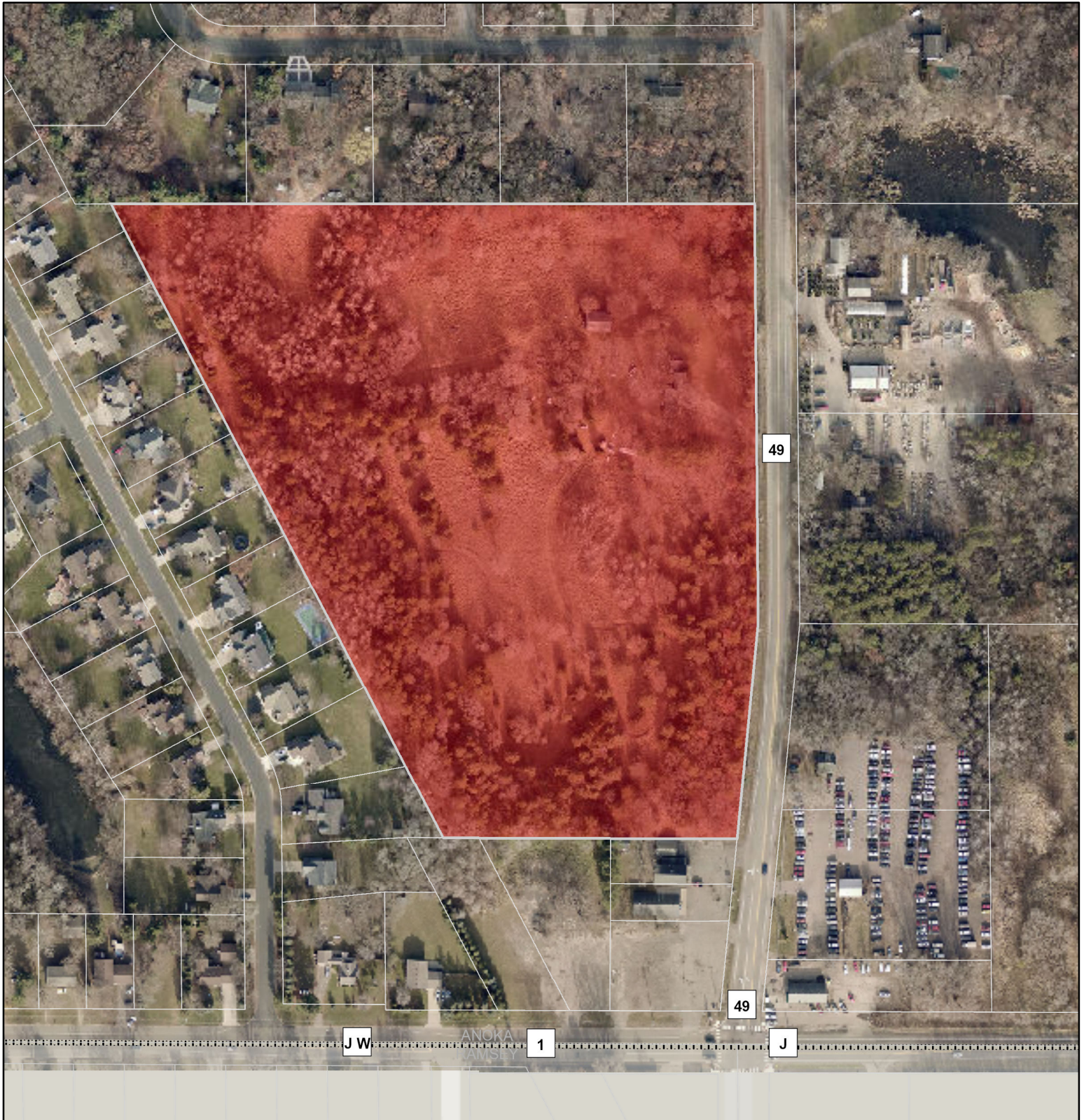
RECOMMENDATION

The applicant is requesting comments on this sketch plan. Any comments given by the Planning & Zoning Committee are advisory in nature and non-binding. While the comments are non-binding, the applicant will consider the comments from the City when they prepare their formal submittal.

ATTACHMENTS

1. Aerial Location Map
2. CR 49 and J Master Plan Concept
3. Police Department memo dated June 26, 2018
4. WSB/City Engineer memo dated June 28, 2018
5. Applicant's Narrative
6. Applicant's Concept Plan
7. Senior Center Elevations
8. Town Elevations

Lyngblomsten General Location Map



1 in = 300 ft



July 3, 2018

Map Powered by DataLink
from WSB & Associates

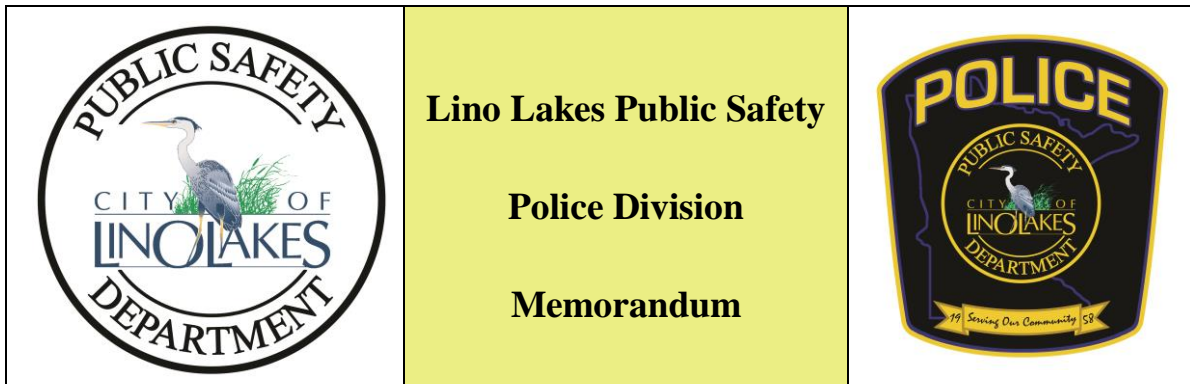


CONCEPT PLAN

Master Planning Study for County Road J & Hodgson Road

December 13, 2006





TO: Director John Swenson
FROM: Sergeant Curt Boehme
DATE: June 26, 2018
RE: Lyngblomsten Senior Housing Complex – CPTED Review

Director Swenson,

The concept plan for the Lyngblomsten Senior Housing Complex proposes the purchase of the approximate 17.18 acre site at the northwest corner of Hodgson Rd and Ash St. A four story, 200 unit apartment style building offering facilities for independent senior living, assisted living, memory care, short-term transitional care and enhanced care suites/long-term nursing care would be built on the east side of the property near Hodgson Rd. On the west side of the development, 30 stand-alone senior living townhomes would be constructed. The plans call for two access/egress points to the development off of Hodgson Rd with potential future road access to Ash St.

The concept plans contain limited information and therefore a thorough assessment cannot be completed. As the project moves forward, a study should be conducted on how this development would affect traffic on Hodgson Rd. Hodgson Rd is a 50 mph, two lane highway with narrow shoulders. The addition of the access/egress point would present a traffic safety issue if turn lanes, bypass lanes or other highway improvements were not part of the development. Additionally, I would like to review specific plans for the apartment buildings and lightings designs for the parking areas as they become available.



Memorandum

To: *Katie Larsen, City Planner*

From: *Diane Hankee PE, City Engineer*

Date: *June 29, 2018*

Re: *Lyngblomsten
Concept Plan Review for the City of Lino Lakes
WSB Project No. R-012365-000*

We have reviewed the Lyngblomsten Concept Plan documents dated June 11, 2018, prepared by Wold Architects. The proposed development is located on a 17.18 acre parcel located in the proximity of the northwest quadrant of County Road J (Ash Street) and CSAH 49 (Hodgson Road).

Engineering

- **Grading, Erosion and Sediment Control**

A concept plan including an aerial photo was provided. Wetlands are present on the site and have not been delineated. A proposed grading plan was not provided in the submittal packet.

Comments:

1. A grading and erosion control plan will be required at the time of Preliminary Plat submittal.
2. The existing wetland located in the northwest corner of the site will require protection from erosion and sediment.

- **Stormwater Management**

The proposed stormwater management for the Lyngblomsten development consists of two small ponding areas. It is presumed that conveyance to these basins will be through an internal storm sewer system and overland swales.

Comments:

1. The City's stormwater ordinance shall apply. It should be noted that existing wetlands may not be used to treat stormwater.

2. The outlet for the ponding system is through an existing storm sewer system west of the site between lots 21 & 22 block 2 of Woodridge Estates.
3. The plan does not appear to provide enough stormwater management on site. A formal Stormwater Management Plan will be required at the time of Preliminary Plat submittal.
4. If infiltration is being considered as part of the stormwater management plan, soil borings including infiltration data will be required as part of the Preliminary Plat submittal.

- **Water Supply**

A concept utility plan for the Lyngblomsten development was not provided with this submittal. Water service is currently only available to a portion of the southeast part of the site.

Comments:

1. The City of Lino Lakes has studied the watermain infrastructure in this area. Plans for a trunk watermain improvement are being developed at this time.
2. A watermain loop will need to be extended through the development connecting mains along Hodgeson Road and County Road J/Ash Street.
3. The developer should work closely with the City Engineer to coordinate the design of public and private utilities and their points of connection.
4. A utility plan for the development will be required at the time of Preliminary Plat submittal.

- **Sanitary Sewer**

A concept utility plan for the Lyngblomsten development was not provided with this submittal. Sanitary sewer service is not currently available to serve the area.

Comments:

1. The City of Lino Lakes has studied the sanitary sewer infrastructure in this area. Plans for a sanitary sewer forcemain and lift station improvement are being developed at this time.
2. The Lyngblomsten development could be served internally with a gravity sanitary sewer system that would flow southerly to a lift station located just south of the development.
3. The developer should work closely with the City Engineer to coordinate the design of public and private utilities and their points of connection.
4. A utility plan for the development will be required at the time of Preliminary Plat submittal.

- **Transportation**

The Lyngblomsten development proposes two entrance off of CSAH 49 (Hodgson Road) where a new internal roadway is anticipated to connect from Hodgson Road to County Road

J. Turning lanes are proposed be added to access the development from Hodgson Road. Interior drives and parking areas are proposed.

The intersection of Hodgson Road (CSAH 49) and Ash Street/County Road J (CSAH 32) has been identified in the City's Comprehensive Transportation Plan as a congested area of concern with the existing traffic volumes.

Comments:

1. A Traffic Impact Study shall be prepared to provide an analysis of the existing LOS with and without the proposed development as outlined in the City's Zoning Code.
2. The intersections that should be analyzed are:
 - Hodgson Road (CSAH 49) at the proposed site entrance
 - Hodgson Road (CSAH 49) at Ash Street/CR J (CSAH 32)
 - Ash Street/CR J (CSAH 32) at proposed site entrance
 - Ash Street/CR J (CSAH 32) at St Albans Street
3. The Traffic Study and proposed site accesses shall be reviewed and approved by Anoka County. The proposed south access off Hodgson Road has been determined by Anoka County to be a right-in/right-out access. This intersection shall be included in the Traffic Study to determine the impact it will have on the adjacent intersections.
4. Future connection to County Road J will require participation and agreements with property owners to the south. Said agreements must be in place and recorded as part of the developer's agreement. Location and alignment of the southerly road extension must be consistent with the Master Planning Study of Hodgson Road and CR J, approved by Lino Lakes City Council on February 12, 2007.
5. The development shows the dedication of additional right of way along CSAH 49. This right of way will need to be adjusted based on Hodgson Road future improvement layouts. Review and approval by the Anoka County Highway Department will be required.
6. There shall be a 32 foot wide internal public road that connects the north Hodgson access to the south at CR J.
7. Private roadways shall be 26 foot wide.
8. A multi-use bituminous trail along CSAH 49 will be required from the north line of the development to County Road J.
9. The north Hodgson Road access will be a future signalized intersection and the internal roadway intersection shall be set back to accommodate. Aligned intersections is preferred.
10. Internal road intersections shall be 90 degrees for a minimum of 100 feet to accommodate turning for emergency services and site distances.

- **Environmental**

Based on the housing threshold, an Environmental Assessment Worksheet is not required.

- **Floodplain**

No Floodplain is present on the proposed Lyngblomsten development.

- **Wetlands and Mitigation Plan**

There is a wetland in the northwest corner of the Lyngblomsten development site.

Comments:

1. A current and certified wetland delineation report will be required at the time of Preliminary Plat submittal.
2. If wetlands will be impacted due to development of the project, a mitigation plan will be required at the time of Preliminary Plat submittal.

- **Drainage and Utility Easements**

The Lyngblomsten development appears to have internal drainage basins that would receive stormwater from the proposed public streets.

Comments:

1. The city will require drainage and utility easements over storm sewer systems that convey drainage from public right of way (including ponds and detention basins).
2. The city will require drainage and utility easements over sanitary sewer and water systems.

- **Development Agreement**

The Lyngblomsten development will require a Development Agreement.

- **Stormwater Maintenance Agreement**

The Lyngblomsten development will require a Stormwater Maintenance Agreement with the City of Lino Lakes.

- **Permits Required**

Permits from governing agencies will be required and determined through the preliminary plat process.

If you or the applicant has any questions regarding these comments, please contact Diane Hankee at (651) 982-2430 or diane.hankee@ci.lino-lakes.mn.us.



June 11, 2018

The Site:

The property is nestled in the northwest quadrant at Hodgson Road and County Road J in Lino Lakes, Minnesota. This intersection is an important gateway into Lino Lakes with the current appearance of this location in need of improvement. The hard corner is 2+ acres of vacant land with two older structures to the north that house an insurance business and a liquor store. Immediately north of those buildings is a 17.18 acre site that is mostly wooded with an old single family house situated on the property. Property on the east side of Hodgson Road is dominated by parking lots and automobile facilities with a rock garden to the north of the automotive uses.

Lyngblomsten proposes to purchase approximately 17.18 acres on the northwest quadrant of the property owned by R.L. Co., LLC located at 6075 Hodgson Road in Lino Lakes, Minnesota, along with the insurance and liquor store buildings for the purpose of developing a senior living community and facilitating the development of a stand-alone restaurant. The vision is to create a vibrant continuum-of-care campus offering up to a total of 200 units comprised of a mix of independent living, assisted living, and memory care/enhanced care suites/skill nursing care plus complementary campus amenities and 30 stand along senior living townhomes.

The Project:

In alignment with the mission of Lyngblomsten and the demand for more senior housing in the area, Lyngblomsten seeks to create a second campus offering a full continuum of services for older adults. The majority of units would be independent and assisted living for those age 62+. The market-rate units are planned to be mid-range in price, amenities, and size (variety of 1- and 2-bedroom units), with a goal of serving people from a variety of income levels. Overall, like we've done on our Como Park campus (St. Paul), Lyngblomsten seeks to create a comfortable Christian home for older adults of all faiths and cultures that is welcoming, creates community, values individual preferences, and promotes dignity.

Not only will this development address the shortage of senior housing in the area, but for those wishing to continue living in their existing homes, services through 2nd Half with Lyngblomsten that would be part of the Lino Lakes campus can help support their decision to remain and their needs associated with that decision.

The preliminary plan for the site positions the restaurant building on the southern edge of the site with the main senior housing building immediately north of the restaurant.

Townhomes will be built to the north and west of the main building providing lower density and building heights adjacent to the single family neighborhoods. The townhomes are setback from adjacent single family homes and existing wetlands in order to preserve a significant amount of the site's mature trees and natural beauty of the site as shown on the site plan. Underground parking spaces would be provided to accommodate the parking needs of the residents in the independent living units. Parking for guests and staff would be provided via a new surface lot, positioned in the middle of the site and buffered to Hodgson Road by the main building and to the neighborhood by the townhome development. Most likely a landscaped retention pond would be created to manage water drainage, although other options are also being explored. Vehicular access to the property would be from a new entrance off of Hodgson Road where a new internal roadway is anticipated to connect to Hodgson Road and County Road J.

The proposed development is anticipated to provide:

- A four-story, continuum-of-care building that includes a Life Enrichment Center (2nd Half with Lyngblomsten), Independent Senior Housing, Assisted Living, Memory Care, Short-term Transitional Care, and Enhanced Care Suites or Long-Term Skilled Nursing Care. The apartments would be a combination of one- and two-bedroom units.
- Courtyards and balconies will afford fresh air, nice views, and enjoyment of the outdoors
- Main floor town center offering amenities such as bistro style or fine dining, a pub, a cinema, a chapel, a fitness center and a gift shop.
- Planned events and activities, including concerts with professional local musicians
- Heated underground parking for tenants
- Surface-level parking lot for visitors and staff
- Vehicular entrance from Hodgson Road
- Professionally landscaped grounds; outdoor spaces for tenants and visitors to enjoy
- Possible shuttle service to Lyngblomsten's Como Park campus for additional amenities—concerts, art classes, etc.
- Walking and bike paths inviting pedestrian access to connect to existing city trail on Woodridge Lane and providing access to sidewalks along Hodgson Road. This will also connect neighborhood to local commercial amenities.
- Professional on-site management and service coordination staff
- Articulated architecture on all facades of the building (four sided architecture). Vertical elements that could include notched setbacks, projecting bays, changes in height to break up the façade, change in materials and color, and elements that provide focal features.
- Senior housing will serve as a considerable employment center in addition to a residential facility. Commercial development will also serve as an employment center.
- The development plan will provide enough housing units to provide customers for the future commercial development which functions as a catalyst for redevelopment of the adjacent properties.

- Minimize the impacts to the wetlands and preserving tree coverage on the site.
- The proposed building density and massing provides an effective transition from the lower profile townhomes, adjacent to residential, to larger, higher density uses to the south and east along Hodgson Road.

The Team:

Developer:	Lyngblomsten
Development Consultant	Grand Real Estate Advisors
Architect:	Wold Architects and Engineers
Surveyor:	Loucks
Attorney:	Hoagland Law, PLLC

Project Timeline:

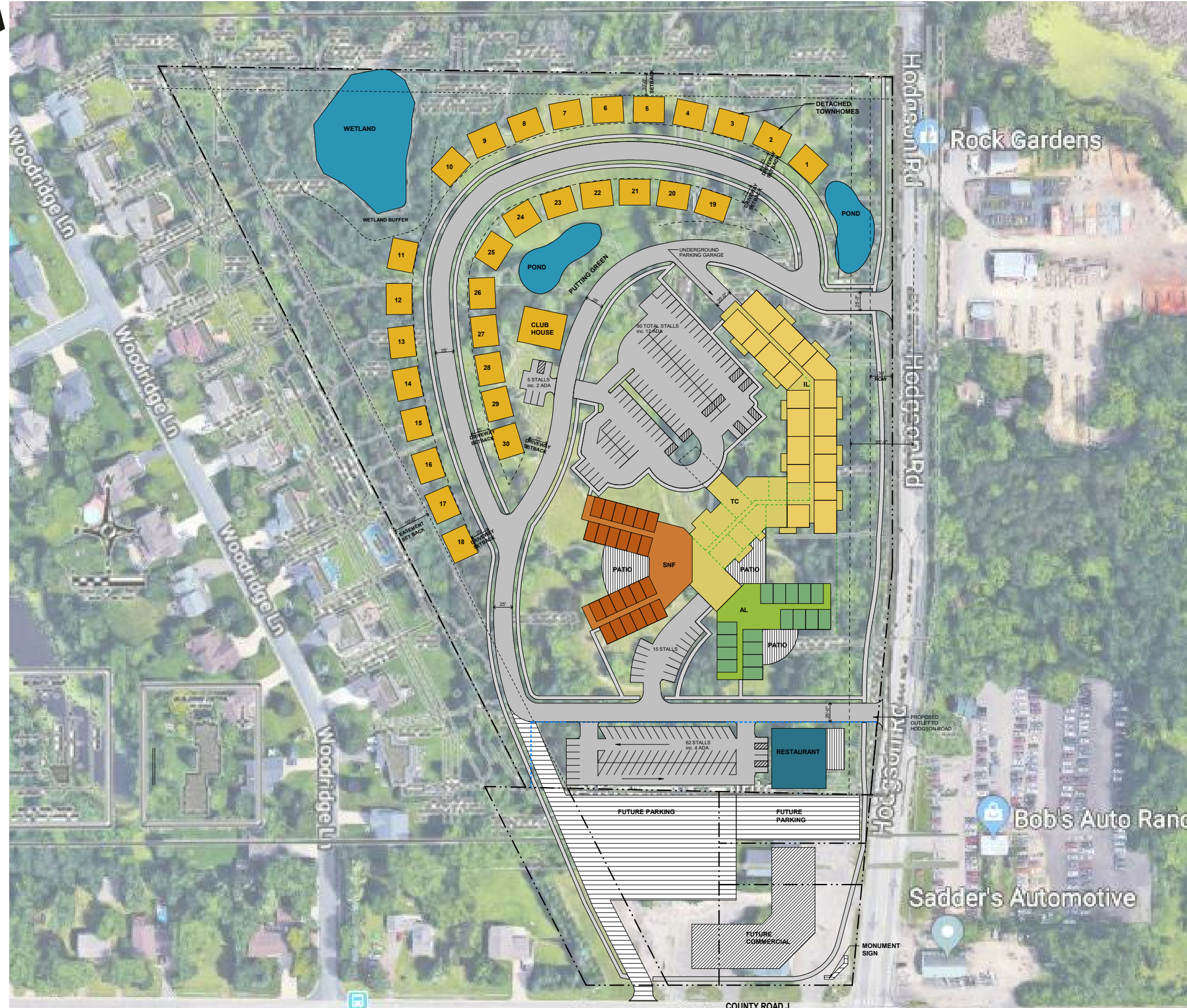
Entitlements	01/31/2019
Close on Land Acquisition	02/28/2019
Permit Application	06/01/2019
Construction Commencement	08/01/2019
Construction Completion	11/01/2020

Proposed Density:

PROPOSED DENSITY	
Gross Area (acres)	17.18
Wetlands & Water Bodies	-0.31
Right-of-Way	-1.1
Net Area (acres)	15.77
# of Units	228
Gross Density (units/acre)	13.27
Net Density (units/acre)	14.46



Lyngholmsten
Lino Lakes Site Study
June 11, 2018



- UNIT COUNT**
- IL: 4-STORY
100 UNITS
 - AL: 3-STORY
50 UNITS
 - SNF: 2-STORY
48 UNITS
- DETACHED TOWNHOMES:**
30 UNITS
- PARKING**
110 TOTAL STALLS
- RESTAURANT**
6,000 SF
w/ 1,400 SF PATIO
- PARKING:**
62 STALLS

1 PRELIMINARY SITE LAYOUT
1" = 50'-0"

PLANNING & ZONING - CONCEPT

Comm No: 9999



Entry Perspective



Hodgson Road Perspective Looking South



Hodgson Road Perspective Looking North



