



NOTICE OF AGENDA

PLANNING COMMISSION MEETING

[City of Forest Lake - Link to Meeting Livestream](#)

Forest Lake City Center – Council Chambers
Forest Lake, Minnesota

March 25, 2026 – 6:00 PM

- 1. Call to Order
- 2. Roll Call
- 3. Pledge of Allegiance
- 4. Approve the Agenda (Action)
- 5. Open Forum - Citizen Petitions, Requests and Concerns: Please sign in at the front table. *The Open Forum is available for residents to express personal opinions for any item of business. Please limit your comments to three (3) minutes.*
- 6. Consent Agenda Considerations (Action Items)*
 - a. Approve Minutes from Regular Meeting of March 11, 2026

**Planning Commission may remove any item from the consent agenda for specific consideration.*
- 7. Regular Agenda (Action Items)
 - a. Timm’s Marina, 9080 Jewel Lane
 - i. Public Hearing
 - 1. Variance (decision)
 - 2. Conditional Use Permit (decision)
- 8. Discussion
 - a. Placeholder
- 9. Updates
- 10. Adjourn

*A quorum of the City Council is possible at all Board and Commission Meetings



Planning Commission

Regular Meeting

~ Minutes ~

1408 Lake Street South
Forest Lake, MN 55025
www.ci.forest-lake.mn.us

Wednesday, March 11, 2026

6:00 PM

City Center - Council Chamber

[City of Forest Lake - Livestream and Recorded Meetings](#)

1. Call to Order

The Meeting was called to order at 6:00 p.m.

2. Roll Call

Attendee Name	Title	Status	Arrived
Paul Girard	Commission Chair	Present	
Susan Young	Planning Commissioner	Present	
Andy Aplikowski	Planning Commissioner	Present	
Don Stehler	Planning Commissioner	Present	
Cory Goodwin	Planning Commissioner	Present	
Jesse Wagner	Planning Commissioner	Present	
Tim Stender	Vice Chair	Absent	

3. Pledge of Allegiance

4. Approve the Agenda

No comments on the Agenda.

Motion: Commissioner Young made a Motion to Approve the Agenda as presented.

Motion seconded by Commissioner Wagner. Motion carried 6-0.

5. Open Forum – Citizen Petitions, Requests, and Concerns

The Open Forum is available for residents to express personal opinions for any item of business.

Please limit your comments to three (3) minutes.

None.

6. Consent Agenda Considerations (Action Items)*

a. Approve Planning Commission Meeting Minutes from February 25, 2026

Chair Girard noted that Susan Young was not the Vice Chair. He requested that the title be updated.

Motion: Commissioner Stehler made a Motion to Approve Consent Agenda Item 6.a.

Motion seconded by Commissioner Wagner. Motion carried 6-0.

7. Regular Agenda (Action Items)



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City Center - Council Chamber

a. Public Hearing: Hidden Creek South (tabled at 2/25 PC)

i. Preliminary Plat

ii. PUD Preliminary Plat

Assistant Community Development Director Gilmore noted that the developer was requesting to table the item to work through additional issues. The developer requested a 60-day extension for their application.

Motion: Commissioner Young made a Motion to table the Hidden Creek South Preliminary Planned Unit Development and Plat consideration until a date to be determined in the future.

Motion seconded by Commissioner Goodwin. Motion carried 6-0.

8. Discussion

a. 2050 Comprehensive Plan Update Discussion

Community Development Director Wittman summarized the importance of the 2050 Comprehensive Plan Update to prepare for the December 31, 2028, deadline.

Commissioner Young stated that community engagement was difficult in Forest Lake, especially to encourage residents to think about the future. She said that community engagement was expensive. She asked about focusing on the groups in the City that would have an interest in the discussion, such as the Homeowners Associations, to start the conversation. She asked about the opportunity to engage with high school students to create YouTube Videos to promote the Comprehensive Plan conversation.

Community Development Director Wittman stated that the Economic Development Authority expressed interest in being involved in the process to reach business owners and those visiting the community.

Commissioner Aplikowski suggested presenting the information via YouTube so that individuals can watch an overview on their own time.

Community Development Director Wittman discussed the survey utilized by the Park and Recreation Commission that they could explore.

Commissioner Young said that there were a variety of organizations, such as the Rotary Club, that would be open to presentations.

Community Development Director Wittman noted that community engagement was the most expensive feature of the discussion.

Chair Girard discussed the difficulty of community engagement with an abstract concept.



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Assistant Community Development Director Gilmore said it would be important to consider different ways to do broad outreach and gather feedback.

Chair Girard suggested meeting with the Forest Lake Lake Association to attend the annual meeting.

Commissioner Stehler suggested attending the Clear Lake Association meeting.

Chair Girard suggested engaging with individuals engaged with the senior center.

Community Development Director Wittman asked for feedback after the last comprehensive plan discussion.

Commissioner Young discussed the MXR stuff put in at the last minute. She said that there was a change in the City Council majority, and that they did a 180 on significant pieces of the comprehensive plan that was put together. She stated that significant changes were made, which made the City and Consultants do a lot of rework. She wanted to stick with the timeline so that it could be completed.

Commissioner Aplikowski suggested finding the hard mandates and guardrails from the Metropolitan Council. Community Development Director Wittman answered that the system statement was included in the packet. She noted that the City Council appealed the system statement on three factors, and the City has a hearing scheduled with the Land Use Advisory Committee.

Commissioner Young said that they were both diversified rural and suburban edges. She asked why it was citywide. Community Development Director Wittman clarified that it was in the urban service area.

Commissioner Young said she was on page four of the introduction. She stated that she was glad that the City Council was discussing the AMI. She discussed that no recent developments were in an affordable housing range according to the AMI.

Commissioner Stehler stated that new housing developments were often larger homes, and older homes would be on the market for a lower rate.

Commissioner Young said that they would have to get 600 homes, with some of them at the 30 percent AMI. She said that the current home builds were at 150 percent AMI.

Community Development Director Wittman acknowledged that they were a growing community and developing many homes on smaller lots. She said that some of the requirements in the system statements had prescriptions for the City to follow.



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Commissioner Young said that existing homes were seldom sold for less than \$270,000. She stated that some of the older homes would not be affordable in accordance with the Metropolitan Council Guidelines.

Community Development Director Wittman said that Forest Lake was a growing community, which impacted the valuation.

Commissioner Young noted that apartment rent was not even affordable for certain AMIs.

Community Development Director Wittman discussed different strategies to help obtain affordable housing. She said there was no mandate to put in 600 units, but they need to have the climate to create the 600 units.

Commissioner Young stated that she did not read the system statement in the same way.

Community Development Director Wittman discussed the difference between the requirements for sewer treatment and the density requirements.

Chair Girard asked about the possibility of getting closer to the required number or if they would have to cut it down. Community Development Director Wittman said that they just got the number for the implementation, and they have not been able to compare that to the existing proposed developments. She stated that the City had too much land guided for low to medium density development. They need to consider where to put in medium to higher density to balance out the 3.5 units per acre.

Commissioner Young said that they cannot go back to the original 2040 Comprehensive Plan.

Community Development Director Wittman said that the current comprehensive plan was not being changed. They have hit the MUSA line. She said that when people want to expand the MUSA line, that is when they must re-evaluate.

Chair Girard asked about the vision. Community Development Director Wittman answered that they were getting closer to the 3 without the 50 feet.

Commissioner Stehler said that there were areas closer to the City that they had no control over, but the Metropolitan Council was putting control on Forest Lake.

Commissioner Aplikowski discussed the difficulty with the Metropolitan Council in forcing the City to follow guidelines. He encouraged the City Council to continue to appeal to the current process.

Assistant Community Development Gilmore discussed opportunities to hold tight to lot sizes in the future, if they could not include the stormwater ponds.



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Community Development Director Wittman provided an overview of other items to discuss.

Commissioner Young discussed the regional transit system and the 2050 regional transit plan, which would exclude Forest Lake from any transit opportunities and transit-oriented development. She said that the transit plan goal was for people to be a 10-minute walk from a transit opportunity, which was not possible in Forest Lake. She requested more clarity on what is expected of the City for the regional transit system.

Community Development Director Wittman said that they still have transit services, but they are not as frequent. The City Council was engaged in continued conversation.

Commissioner Young said that they did not have the characteristics of the transit level that were stated. She discussed the bicycle planning.

Community Development Director Wittman said the Swedish Immigrant Trail would connect to Hardwood Creek, but she did not know if that would be reclassified.

Commissioner Young discussed the bicycle access along County Road 4, which would provide additional access.

Community Development Director Wittman said that they continued to advocate for a bike trail along County Road 50 to provide a northern bicycle route.

Commissioner Wagner asked if the dial-ride services included Uber. Community Development Director Wittman answered that it included the Metropolitan Council Dial-Ride services, but not Uber.

Commissioner Aplikowski asked if the dial-ride services were reliable. Community Development Director Wittman answered that the services were provided, and she could provide numbers from 2024. Community Development Director Wittman noted that the newer service provided was not seeing large ridership, but the marketing was not present.

Commissioner Young expressed concerns about the restrictive time frame for the dial-ride services, but emphasized the importance of people knowing about the services.

Community Development Director Wittman reviewed different ride services offered in Forest Lake by other organizations. She discussed the opportunity to redefine the developable land area in Forest Lake.

Commissioner Young asked about discussing the 2040 Comprehensive Plan Goals and Objectives. She asked if the Planning Commission should be thinking about how to promote a variety of transit options. She would like to better understand tactics if it were an objective. Community Development Director Wittman said she would like to tie the objectives to more measurable results.



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Chair Girard asked if any communities experienced success with the comprehensive plan. Community Development Director Wittman answered that this system was a big, unfunded mandate of regional planning that all cities have to do at the same time. She noted that many communities were muddling through, but the foundation documents were important.

Assistant Community Development Director Gilmore discussed the importance of engaging the public to have a successful comprehensive plan.

Commissioner Young discussed the importance of building back the concept of a community.

Commissioner Goodwin discussed the value of building a brewery and a dog park in Forest Lake. He mentioned it would be valuable to get businesses involved in the discussion of the comprehensive plan.

Commissioner Young said businesses in other cities encourage employees to live in the community where they work, so they invest in community services like parks.

Community Development Director Wittman voiced appreciation for the communicated high points, which would help them set a good foundation.

Commissioner Aplikowski discussed the importance of engaging residents by discussing change and what it could look like.

Commissioner Young asked if they could provide feedback on the Park and Recreation Commission plan. Community Development Director Wittman answered that the City Council would review it, but they could pull from that plan and put it into their plan.

9. Updates

Councilmember Larson mentioned that they held a neighborhood meeting regarding Timm’s Marina from 5 to 6 p.m. The Public Hearing would be at the Planning Commission in two weeks, and there would likely be a lot of public feedback.

Commissioner Aplikowski asked when the pothole season was going to end. Councilmember Larson answered that the Public Works Department was out working on roads, but the weather makes it difficult.

Commissioner Young said certain roads were not public streets, but rather County roads, so the Public Works Department could not provide improvements.



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Community Development Director Wittman discussed a fraud scheme targeting applicants, in which scammers request wire transfers to obtain approval. They have done public messaging to help individuals understand the fraud scam. She said the Economic Development Authority updated its 2026 Workplan and included planning for Headwaters 123 and the Highway 61 Corridor.

Assistant Community Development Director Gilmore discussed the Environmental Assessment Worksheet completed by Timm's Marina. He noted that its rare to have the level of public comments received for an EAW, which demonstrates the importance of Forest Lake to city residents. The document had been released to the public, and will be published in the EQB Monitor on Tuesday March 25, so individuals can see the response to each public comment.

Commissioner Young voiced appreciation that they responded to each of the comments. She said that next Wednesday, the MET Council representative would be doing a presentation to the Rotary Club.

10. Adjourn

Motion: Commissioner Aplikowski made a Motion to Adjourn the meeting at 7:41 p.m.
Motion seconded by Commissioner Wagner. Motion carried 6-0.

STAFF REPORT



MEETING DATE: March 25, 2026
TO: Forest Lake Planning Commission
STAFF ORIGINATOR: Michael Birchland, City Planner
AGENDA ITEM: Timm’s Marina – CUP and Variance Request
60-Day Deadline: April 12, 2026

Applicant: Joe Maslow
Owner: Gary and Vicki Kennedy
Location: 9080 Jewel Lane (23.032.21.11.0001; 23.032.21.11.0002; 14.023.21.43.0011; 23.032.21.12.002)
Zoning District: Single Family (SF)
Comprehensive Land Use Plan: Low Density Residential

INTRODUCTION:

The Applicant, Joe Maslow, has requested an amendment to an existing Conditional Use Permit (CUP) to add two docks at 9080 Jewel Lane (14.023.21.43.0011). This would increase the total number of slips from 96 to 168 (an increase of 72 slips).

The increase in slips requires the site to meet current City parking standards. The Applicant is requesting variances to reduce required parking spaces and allow existing legally nonconforming parking conditions to remain.

A public hearing is required. The Planning Commission is the decision-making body for both the CUP and variance requests.

PROJECT HISTORY:

Timm’s Marina is an existing legally non-conforming Marina, RV & Campground. Based on the Applicant’s project narrative, the site currently provides 31 RV sites and 96 slips for boats. The site previously received approvals to amend the Conditional Use Permit as identified below:

<u>Date</u>	<u>Request</u>	<u>Action</u>
April 15, 1974	To increase camping units to 30 lots	Approved
September 17, 1984	To allow parking of overflow cars and trailers	Approved
September 21, 1987	To allow an indoor swimming pool and two decks for the existing single-family home	Approved

March 8, 1993	To allow a sewer extension	Approved
November 3, 2006	To allow an increase of 58 boat slips	Withdrawn

RECENT ACTION:

The project was reviewed through an Environmental Assessment Worksheet (EAW) process under Minn. Stat. § 116D.04 and Minn. R. ch. 4410.

The City, acting as the Responsible Governmental Unit (RGU), reviewed agency and public comments, requested additional information, and prepared Findings of Fact and Record of Decision. On March 9, 2026, the City Council determined the project does not have the potential for significant environmental effects requiring an Environmental Impact Statement (EIS). The CUP and variance requests represent the local land use approvals required following that determination.

ANALYSIS:**CONDITIONAL USE PERMIT (CUP)**

The purpose of a conditional use permit (CUP) is to authorize and regulate uses that are permitted by this chapter if certain conditions, having been designated by this chapter or by the Planning Commission, are met. The use shall comply with all standards of this chapter and any additional conditions, including conditions of operation, location, arrangement, and construction, as may be necessary to protect public health, safety, or welfare.

Zoning Review and Land Use

The property is zoned Single Family (SF), where marinas are not permitted. However, Timm's Marina is a legally established nonconforming use.

Under § 153.051, nonconforming uses may expand through a CUP. This review focuses on the proposed expansion and its impacts, not existing nonconformities.

Site Plan Review and Development Standards

The proposal involves the removal of existing slips and four RV spaces and the addition of two docks with capacity for 38 boats each for a total of 72 new slips. Additional parking spaces will replace the existing RV spaces adjacent to the new docks, increasing the available parking from 103 spaces to 115 spaces. There are no additional proposed exterior site improvements.

The Applicant submitted a site plan showing existing conditions and proposed docks. No new buildings, lot changes, or setbacks are proposed. The plan removes two docks and four RV spaces and replaces them with the new docks and additional parking.

The site as identified in the site plan review is not in compliance with multiple standards identified in § 153.092 (MM). These are part of the established non-conforming site elements and are not directly impacted by the request for additional slips. Modifications to these non-conforming elements are not required as part of this request.

The site does not meet several off-street parking standards in § 153.118-§ 153.126, including:

- Required number of parking spaces
- Surfacing (dustless surface requirement)
- Curbing and layout requirements
- Striping and accessibility requirements

These standards are triggered by the proposed increase in slips. The applicant is requesting variances to allow existing parking conditions to remain.

Findings for Conditional Use Permit

Section 153.034 of the Forest Lake Zoning Code outlines the requirements and standards for Conditional Use Permits in Forest Lake. In deciding whether to grant a CUP, the City Council must consider the following criteria for general standards as outlined in the Zoning Code. The criteria from the zoning code are listed in **bold**, followed by staff response in *italics*.

a) The impact of the proposed use on the health, safety, and general welfare of the occupants of the surrounding lands.

The expansion is not expected to negatively impact public health, safety or welfare. Potential lake impacts were reviewed through the EAW, which identified mitigation measures such as limiting the new slips to pontoon boats, restricting engines to four-stroke engines, and establishing a no-wake buffer.

b) Existing and anticipated traffic conditions, including parking facilities on adjacent streets and lands.

The site is currently nonconforming with parking standards, and the proposed expansion increases this nonconformity.

The applicant has requested a variance to address these deficiencies. Additional analysis is included in the following section.

c) The effect of the proposed use on public utilities.

No direct impacts to public utilities are expected. Public Works recommends a SAC determination and a sanitary sewer system audit as conditions of approval.

d) The effect of the proposed use on property values and scenic views in the surrounding area.

The proposal is not expected to impact property values or scenic views. Aside from the docks, no new structures are proposed.

e) The effect of the proposed use on the Comprehensive Plan.

The Zoning District and Future Land Use are consistent and in compliance with the Comprehensive Plan. Nonconforming uses are allowed to expand through the CUP process in the SF Zoning District.

f) The ability of the proposed use to meet the standards of this chapter.

The site does not meet current parking design and surfacing standards. The applicant proposes to continue using existing gravel and grass parking areas and is requesting a variance from these requirements.

Without the variance, the proposal would not meet the standards of this chapter.

- g) The results of a market feasibility study, if requested by the city, when the purpose for which the conditional use is being requested relies on a business market for its success.**

A market feasibility study was not requested by the City.

- h) The effects of the proposed use on ground water, surface water, and air quality.**

The Applicant submitted an Environmental Assessment Worksheet. The City found that the Project does not have the potential for significant environmental effects.

- i) Whether the proposed use is allowed with a CUP in the zoning district in which it is proposed.**

The proposed use is not permitted in the SF Zoning District, however per § 153.051, nonconforming uses in residential zoning districts may be expanded with a conditional use permit.

REQUESTED VARIANCE

The Applicant is requesting a variance from the requirements of City Code Section § 153.124 Required Off-Street Parking Spaces and Garages. The proposed CUP would result in 168 total slips, increasing the minimum required parking spaces to 252 spaces. The request proposes 115 parking spaces. The Applicant is requesting a variance of 137 spaces.

	Requirement	Existing	Proposed	Variance
Required Minimum Parking - Marinas (w)	252 spaces plus 20 12x25 foot trailer stalls	103 spaces plus 11 10x70 foot trailer stalls	115 spaces plus 11 10x70 foot trailer stalls	137 spaces and 9 trailer stalls

Section 153.036 of the Forest Lake Zoning Code outlines the requirements and standards for variances in Forest Lake. Section 153.036 (D) of the Forest Lake Zoning Code states that “the Planning Commission shall not recommend approval of any variance application unless it finds failure to grant the variance will result in practical difficulties for the applicant.”

Findings for Variance Request

In deciding whether to grant a variance, the Planning Commission must consider the following criteria as outlined in the Zoning Code. The criteria from the zoning code are listed in bold, followed by staff response in italics.

- a) Because of the particular physical surroundings, shape, or topographical conditions unique to the specific parcel of land involved, a practical difficulty to the owner would**

result, as distinguished from a mere inconvenience, if the strict letter of the regulations were to be carried out.

The applicant states that meeting parking requirements would increase impervious surface area and would be difficult due to high groundwater and frost conditions.

However, the applicant has not demonstrated that compliant parking cannot be reasonably accommodated on-site. No site analysis was provided showing that the required parking layout cannot be achieved while meeting applicable design standards.

As a result, staff finds that the request reflects a preference to avoid meeting current standards rather than a practical difficulty unique to the property.

- b) The property owner proposes to use the property in question in a reasonable manner not permitted by this chapter. Economic considerations alone (or desire to increase the value or income potential of the land) shall not constitute practical difficulties if reasonable use of the property exists under the terms of this chapter.**

The applicant proposes to expand the marina by adding additional boat slips. The applicant provided a parking study (July 4, 2025) indicating peak demand at approximately 0.42 spaces per slip.

The full proposal (two docks, adding 72 additional slips) provides for 0.68 spaces per slip. A reduced proposal of one dock (36 slips) would provide approximately 0.87 spaces per slip.

Both scenarios are below the City Code requirement of 1.5 spaces per slip, but are generally consistent with parking ratios in some peer cities (see tables below).

Existing Slips	Existing Parking	Required Parking	Existing Parking Factor	Required Parking Factor
96	103	144	1.07	1.5

Proposed Slips Totals	Proposed Parking	Required Parking	Proposed Parking Factor	Required Parking Factor
132 (one dock)	115	198	0.87	1.5
168 (two docks)	115	252	0.68	1.5

Peer City	Marina Parking/Slip	Parking Code Section	Verbiage
Stillwater	.33/slip	Sec. 28-349	One space per three slips and additional parking for launch ramps and dry storage
White Bear Lake	.25/slip	Table 1309-1 Parking Ratios	1 per 4 boat slips

Prior Lake	.25/slip	Sec. 10-261 (a)(4)	The lot shall provide off-street parking surfaced in asphalt or concrete at a minimum ratio of one parking space per four boat slips
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As shown above, the site is already nonconforming with current parking requirements, and any additional slips would increase the nonconformity. In addition, the existing and proposed parking layouts do not meet minimum trailer parking counts or dimensional standards.

While the proposed parking ratios may align with some peer cities, Forest Lake City Code establishes a higher standard. The request is driven by the expansion of the use rather than a limitation on reasonable use of the property under current conditions.

c) The plight of the landowner is due to circumstances unique to the property not created by the landowner;

The applicant states that a high water table is a unique condition of the property and limits the ability to meet current parking standards.

However, the need for additional parking is created by the proposed expansion of the marina. The applicant has not demonstrated that compliant parking cannot be reasonably accommodated on-site.

Staff recognizes that constructing compliant parking areas may be challenging due to stormwater management requirements and limited infiltration capacity near the lake. However, these constraints do not constitute a practical difficulty that prevents reasonable use of the property.

d) The granting of the variance will not be detrimental to the public welfare or injurious to other land or improvements in the vicinity of the parcel or land, nor shall it alter the essential character of the locality;

The proposed variance would allow additional boat slips without meeting current parking standards. The request would not significantly alter the physical character of the site, as no major structural changes are proposed.

However, the variance would allow an increase in the intensity of the use without bringing the site into compliance with current parking requirements.

Based on this, staff finds that while the request may not significantly alter the character of the area, it does not fully align with the intent of the zoning code to ensure adequate supporting infrastructure for the use.

e) The proposed variance is in keeping with the spirit and intent of this chapter and thus approval of the variance will not: 1. Impair an adequate supply of light and air to adjacent property; 2. Substantially increase the congestion of the public streets; 3.

Increase the danger of fire; 4. Endanger the public safety; or 5. Substantially diminish or impair property values within the neighborhood; or 6. Cause drainage issues for an adjacent property.

The proposed variance would not impair the supply of light and air to adjacent properties, as no new structures are proposed.

The request is not expected to increase fire risk, impact drainage on adjacent properties, or substantially diminish property values.

However, the variance would allow an increase in the intensity of the use without meeting current parking standards. As a result, staff finds that the request does not fully align with the spirit and intent of the zoning code.

Review Comments for CUP and Variance:

Engineering

The City Engineer submitted a letter with comments. The letter is included as an attachment.

Fire

Fire does not have any comments

Building

196 total boat slips require 5 slips to be on an accessible route. Accessible boat slip piers to be 60" in width

Public Works

As part of this CUP, Public Works recommends that the marina complete a Metropolitan Council SAC determination to verify correct SAC units. Public Works also recommends a full audit of the sanitary sewer system, including a system map, CCTV review of service lines to review, and a description of their current RV disposal hookup.

DNR

Expansion of marinas in Minnesota requires approval from both the DNR and the local government zoning authority. The DNR requires a Public Waters Work Permit, while the City of Forest Lake requires a Conditional Use Permit.

The DNR has received an application for a Public Waters Work Permit for this project, which is currently under review under Minn. Rules, Chapter 6115.

Key aspects of the DNR's regulatory framework include:

- Consistency with local zoning is required; a local land use approval (such as a CUP) must be granted
- Review focuses on the physical impacts of docks and structures in the water, not on increased watercraft use

- Marina size is based on demand for mooring facilities and number of watercraft served, not lake-wide boat density.

As a result, DNR's rules rely on local governments to address land use impacts related to increased boat activity. Boating restrictions such as speed limits or motor types, are typically regulated at the local level.

MnDOT

MnDOT had no comment on this development as it will have no effect on any MnDOT roads.

Public Comment

The City received public comments that were generally opposed to the project.

Common concerns included:

- Parking
- Water quality
- Boat traffic and congestion
- Safety
- Runoff from parking areas

All written comments are included as attachments, and any additional comments received before the meeting will be provided to the Commission for their review at the public hearing.

RECOMMENDATION:

PUBLIC HEARING

Staff recommend the Planning Commission open the public hearing, receive public comment, and close the public hearing prior to taking action on the requests.

STAFF RECOMMENDATION

Based on the extent of the applicant's current proposal, staff recommends denial of:

- The CUP for two additional docks (72 slips)
- The variance for 137 parking spaces

The variance does not meet the criteria listed in § 153.036. Without the variance, the CUP cannot meet the standards in §153.034.

Suggested Motions

The Planning Commission may take one of the following actions, including denial of the CUP and variance requests as proposed, or approval of a reduced request limiting the CUP to one dock with a corresponding reduction in the parking variance.

MOTION - DENIAL

If the Planning Commission agrees with staff's recommendation, the following motion is suggested:

Motion to deny the request for a Conditional Use Permit (CUP) to allow two (2) additional docks (72 slips), and to deny the associated variance for 137 parking spaces at 9080 Jewel Lane, based on the findings outlined in the staff report, including that the variance does not meet the criteria in § 153.036 and the CUP cannot meet the standards in § 153.034 without the requested variance.

Alternative Recommendation Option

Staff notes that a reduced proposal may be considered.

Staff could support:

- One (1) additional dock (36 slips), for a total of 132 slips, and
- A reduced parking variance of 83 parking spaces (parking ratio of approximately 0.87 spaces per slip), subject to conditions.

MOTION – APPROVAL (ALTERNATIVE)

If the Planning Commission chooses to approve a modified request, the following motion is suggested:




Motion to approve a Conditional Use Permit (CUP) for one (1) additional dock (36 slips), for a total of 132 slips, and to approve a variance for 83 parking spaces at 9080 Jewel Lane, subject to the findings outlined in the staff report and the following conditions:

- The marina shall complete a Metropolitan Council SAC determination to verify correct SAC units and conduct a full audit of their sanitary sewer system to verify compliance.
- Operational and water use mitigation measures shall be implemented as identified through the EAW, including limiting new boat registrations to pontoon boats, requiring four-stroke engines, and establishing a 150-foot no-wake buffer around the docks.

ATTACHMENTS:

1. Location Map
2. CUP Project Narrative and Plans
3. Variance Project Narrative and Plans
4. Public Comments
5. DNR Comments on Timm’s Marina CUP & Variance Application
6. City Engineer Comments on Timm’s Marina CUP & Variance Application

Legend

-  City Limits
-  Parcels 01/19/2026
-  Lot Lines
- Aerials2025**
-  Red: Band_1
-  Green: Band_2
-  Blue: Band_3



**Timm's Marina
Variance & CUP**



Disclaimer:

This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information, and data located in various city, county, and state offices, and other sources affecting the area shown, and is to be used for reference purposes only. The City of Forest Lake is not responsible for any inaccuracies herein contained.



Timm's Marina - 2 Slip Dock Addition Quick Facts:

Timm's Marina would like to request permission to add 2 slip docks, accommodating 38 boats each, to the lakeshore, West of the current slip dock. The addition would allow us to serve more citizen boat owners and provide for the sustainability of the Marina. The property and location are well suited to serve these additional boat owners with minimal impact on neighbors and lake users.

- Current Number of Boat Slips 96 (56 on Lakeside, 40 in East Harbor), after Addition 168 (128 on Lakeside, 40 in East Harbor)
- Docks would be floated into place with poles supported by lakebed, and be floated from the lakeside for winter
- Current Parking layout is adequate to serve additional boat owners at a Parking Factor of 0.78
- No Infrastructure changes beyond the docks are expected or requested
- No Alterations above the OHWL are expected or requested



Timm's Desired Revised CUP

Past to Current Use:

- (32) Campground/RV Sites; Short and Long Term
 - o Around 2003 Transitioned to Seasonal Term Only. Current Utilization of 30 Sites
- (96) Boat Slips; Short Term, Long Term, RV Site Boats and Boat Rental Spots
 - o Season Term only after 2005; 96 Total (Including RV Site Boats)
- Boat Rental 20 boats and 10 Pontoons
 - o Transitioned out of Boat Rental Summer 2004
- Winter Boat and RV(RVs only on RV sites) Storage
- Fishing Tournaments and Company Events
 - o Transitioned away from events around 2008
- Activities Required to Support RV Park and Marina

Desired Amended Use:

- (27) Seasonal RV Sites (per Proposed Site Plan) : Utilization Expectation 26 Sites (site #2 not expected to be utilized)
- (168) Boat Slips (Including RV Site Boats) : Addition of 2 Slip Docks with 38 Boats Each
- Winter Boat and RV(on RV site) Storage
- Activities Required to Support RV Park and Marina

7-4-2025 Timm's Marina Parking Survey
--

Sunny and 92 Degrees, slightly windy

	Total Cars	Boat Slip Cars	RV Cars	Total Factor 96 Slips	Boat Slip Factor 96 Slips	Boat Slip Factor 76 Slips (Factoring out RV Slips)
1pm	30	21	9	0.3125	0.22	0.276
3:30pm	43	32	11	0.45	0.33	0.421
6:30pm	39	30	9	0.41	0.3125	0.394

Notes:

Current designated off RV Site Parking Spots 103. After utilizing Parking Spots at 4 Retired Lake Sites, 115 Parking Spots

at 168 Slips, parking factor of .68

Factoring out 20 RV Slips, parking factor of .78

9080 Jewel Lane Forest Lake Timm's Addition Variance Acceptance Requests

1) Parking Quantity Sufficient As-Is Request: Parking Factor Variance

Narrative Supporting Request

Request required Parking Factor of .5 Parking Spots per Season-Term Boat Slip

- (58 Spots West of Boat Ramp, 57 Spots East of Boat Ramp (In Addition to RV Site Parking))
 - o Timm's Base Ratio 115 Parking/168 Boat Slips (0.68 Parking Spots Per Slip)
 - o Accounting for 20 RV Boats, Ratio is 115/148 (0.78 Parking Spots Per Slip)
 - o RV Site Users with Pontoon Slips park vehicles on their designated RV Site
 - o 2020 was a great stress test, and existing parking was observed to be sufficient for additional Boat Slips. Parking Survey 7-4-2025 showed Boat Slip Vehicle Parking Factor of **.42**.

Forest Lake requires a parking factor of 1.5 vehicle spaces per boat slip. Historic observation, surrounding municipality requirements, and our 7-4-2025 parking survey show the parking quantity requirement to be in excess of actual usage of parking by season-term boat slip users. Historic observation and the 7-4-2025 parking survey conducted on the property prove that a .5 parking factor for season-term boat slip users is appropriate. Granting of a Parking Factor Variance would allow the property to remain as it has historically existed, without disturbing any surfaces above OHWL, as the property is currently able to accommodate parking at a factor of .78 (factoring out 20 RV Boat Slip Users), utilizing the current historically used parking areas/spaces.

Facts supporting approval of variance:

The White Bear Lake MN Standard of 4 boat slips per parking spot (.25) is more in-line with observed season-term boat slip parking usage. (Boat Club Boats/ Rental Slips parking space usage is closer to 1.5. We do not have, nor intend to have any Boat Clubs or Rental Boats.)

At an average observed nice peak weekend Boat Usage Ratio of .2, and observing an average of 2 cars per used boat, we'd expect no more than 59 cars attributed to the Marina Boat Slips on any given weekend day (.4 Parking Factor).

With no additional parking demand created by food service or shopping, and historic observation of the current usage factor, current historic parking areas/blocks are sufficient for the vehicle parking attributed to the boat slip users.

Slip users will park as close to their boats as possible, much like the front of a store parking lot.

On potential peak usage weekends, parking areas would be turf striped to ensure efficient parking.

(D) *Procedure.*

(1) The Planning Commission shall not approve a variance application unless it finds failure to grant the variance will result in practical difficulties for the applicant and, as may be applicable, the following **practical difficulty** criteria shall be considered:

(a) Because of the particular physical surroundings, shape, or topographical conditions unique to the specific parcel of land involved, a practical difficulty to the owner would result, as distinguished from a mere inconvenience, if the strict letter of the regulations were to be carried out;

Additional parking spaces, required without the approval of a parking factor comparable to surrounding municipalities and current usage rates observed on the property, would require the created parking spaces to meet new parking standards requirements. These standards include paved surfaces and storm water control. The high water table existing on the property, a condition unique to the property, creates a practical difficulty in meeting these standards, rather than a mere inconvenience.

Though new standards require paved parking and driving surfaces, the establishment has utilized a mix of crushed rock and grass as the parking and driving surfaces since its creation. In addition to help retain the historic look and feel of the property, the surface types also lend well to the exaggerated frost heaving experienced on the property, due to the high water table present on the property. This condition was not created by, and cannot be controlled by the property owner. This frost movement would drastically reduce the lifespan of any paved surface, creating an unreasonable amount of maintenance of and

replacement interval of the paved surface. The historic surfaces (Grass and Crushed Rock) allow for this movement without failing, and due to the seasonal nature of the business, we are able to restrict access during the Spring thaw to prevent any surface damage.

Granting of a parking factor variance in line with surrounding municipalities and observed parking usage by current season-term slip users, would allow the property to remain as it has historically existed, without any need to increase the amount of impervious surfaces in the watershed, and avoids the complications and risks stemming from those additional impervious surfaces.

(b) The property owner proposes to use the property in question in a reasonable manner not permitted by this chapter. Economic considerations alone (or desire to increase the value or income potential of the land) shall not constitute practical difficulties if reasonable use of the property exists under the terms of this chapter;

The property owner proposes to continue the reasonable historic use of the property as a recreational/resort property. Granting of a variance overcomes the practical difficulty created by the high water table present on the property, and allows the property to exist as it has for many years with no additional grading, or addition of impervious surfaces. Any economic considerations are addressed by the CUP Amendment requested by the Landowners.

(c) The plight of the landowner is due to circumstances unique to the property not created by the landowner;

While the requirement to add additional parking is a result of the landowners' CUP Permit Amendment, the inability to satisfy the requirement can be attributed to circumstances unique to the property, not a circumstance created by the landowners. The high water table present on the property was not caused by, created by, and cannot be controlled by property owners. The high water table creates the plight of the landowners in that construction of the additional parking is not a mere inconvenience, but rather the high water table creates a practical difficulty in the construction of the additional parking. Granting of a Parking Factor Variance addresses this plight caused by the inability to create additional parking due to circumstances unique to the property.

(d) The granting of the variance will not be detrimental to the public welfare or injurious to other land or improvements in the vicinity of the parcel or land, nor shall it alter the essential character of the locality;

Approval of a variance allows the property to exist as it has for many years, and will not be detrimental to the public or nearby parcels. Granting of the variance will help retain the character and appearance of the property as one of the last remaining recreational/resort properties on Forest Lake.

(e) The proposed variance is in keeping with the spirit and intent of this chapter and thus approval of the variance will not:

1. Impair an adequate supply of light and air to adjacent property;

Variance allows the property to remain the same, and will not affect the supply of light and air to adjacent properties.

2. Substantially increase the congestion of the public streets;

All parking will be contained on the property, and will not affect congestion on public streets. (Jewel Lane does have "No Parking" signs posted.

3. Increase the danger of fire;

Variance will not increase the risk of fire, as it allows the property to exist as it has for many years.

4. Endanger the public safety; or

Variance will not endanger public safety, as it allows the property to exist as it has for many years.

5. Substantially diminish or impair property values within the neighborhood; or

Variance will not diminish or impair property values, as it allows the property to exist as it has for many years.

6. Cause drainage issues for an adjacent property.

Variance will not cause drainage issues, as it allows the property to exist as it has for many years with no additional grading, or addition of impervious surfaces.

- **2) Parking and Drive Surfaces Acceptance as they have Historically Existed Request.**
- **Seasonal Business Exemption to "Improved Parking" to retain "Up North Feeling"**

Narrative Supporting Request

- Parking and Drive Surfaces Work Well with the Seasonal Nature of the Business
- Boats are typically observed to only be used on Fair Weather Days, avoiding wear concern to historically pervious parking surfaces
- Crushed Rock/Grass Parking and Drive Areas absorb more water and heat than impervious surfaces

- Purpose of acceptance is to minimize the addition of impervious surfaces to the watershed.

Though new standards require paved parking and driving surfaces, the establishment has always utilized a mix of crushed rock and grass as the parking and driving surfaces. In addition to help retain the historic look and feel of the property, the surface types also lend well to the exaggerated frost heaving experienced due to the high water table. This frost movement would drastically reduce the lifespan of any paved surface, creating an unreasonable amount of maintenance of and replacement interval of the paved surface. The historic surfaces (Grass and Crushed Rock) allow for this movement without failing, and due to the seasonal nature of the business, we are able to restrict access during the Spring thaw to prevent any surface damage.

(D) *Procedure.*

(1) The Planning Commission shall not approve a variance application unless it finds failure to grant the variance will result in practical difficulties for the applicant and, as may be applicable, the following **practical difficulty** criteria shall be considered:

(a) Because of the particular physical surroundings, shape, or topographical conditions unique to the specific parcel of land involved, a practical difficulty to the owner would result, as distinguished from a mere inconvenience, if the strict letter of the regulations were to be carried out;

Though new standards require paved parking and driving surfaces, the establishment has always utilized a mix of crushed rock and grass as the parking and driving surfaces. In addition to help retain the historic look and feel of the property, the surface types also lend well to the exaggerated frost heaving experienced on the property, due to the high water table present on the property. This condition was not created by, and cannot be controlled by the property owner. This frost movement would drastically reduce the lifespan of any paved surface, creating an unreasonable amount of maintenance of and replacement interval of the paved surface. The historic surfaces (Grass and Crushed Rock) allow for this movement without failing, and due to the seasonal nature of the business, we are able to restrict access during the Spring thaw to prevent any surface damage.

The high water table existing on the property, a condition unique to the property, creates a practical difficulty in meeting current standards, rather than being a mere inconvenience.

Acceptance of the parking and drive surfaces as they exist, would allow the property to remain as it has historically existed, without any need to increase the amount of impervious surfaces in the watershed, and avoids the complications and risks stemming from those additional impervious surfaces.

(b) The property owner proposes to use the property in question in a reasonable manner not permitted by this chapter. Economic considerations alone (or desire to increase the value or income potential of the land) shall not constitute practical difficulties if reasonable use of the property exists under the terms of this chapter;

The property owner proposes to continue the reasonable historic use of the property as a recreational/resort property. Acceptance of current historic surfaces overcomes the practical difficulty created by the high water table present on the property, and allows the property to exist as it has for many years with no additional grading, or addition of impervious surfaces. Any economic considerations are addressed by the CUP Amendment requested by the Landowners.

(c) The plight of the landowner is due to circumstances unique to the property not created by the landowner;

The inability to satisfy current standard requirements can be attributed to circumstances unique to the property, not circumstances created by the landowners. The high water table present on the property was not caused by, created by, and cannot be controlled by property owners. The high water table creates the plight of the landowners in that construction of the paved parking and drive areas is not a mere inconvenience, but rather the high water table creates a practical difficulty in the construction of the paved parking and drive areas.

Acceptance of the parking and drive surfaces as they have existed overcomes this plight caused by the inability to construct paved parking and drive areas due to circumstances unique to the property. Acceptance would affirm existing surface types are appropriate, and would allow the property to remain as it exists, without any need to increase the amount of impervious surfaces in the watershed. Acceptance furthermore avoids the complications and risks stemming from additional impervious surfaces.

(d) The granting of the variance will not be detrimental to the public welfare or injurious to other land or improvements in the vicinity of the parcel or land, nor shall it alter the essential character of the locality;

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All parking will be contained on the property, and will not affect congestion on public streets. (Jewel Lane does have "No Parking" signs posted.

3. Increase the danger of fire;

Variance will not increase the risk of fire, as it allows the property to exist as it has for many years.

4. Endanger the public safety; or

Variance will not endanger public safety, as it allows the property to exist as it has for many years.

5. Substantially diminish or impair property values within the neighborhood; or

Variance will not diminish or impair property values, as it allows the property to exist as it has for many years.

6. Cause drainage issues for an adjacent property.

Variance will not cause drainage issues, as it allows the property to exist as it has for many years with no additional grading, or addition of impervious surfaces.

23.032.21.11.0001: PT OF GOV LOT 1 BEING THAT PT LYING NO OF OLD MN STATE HWY 97(NOW JEWEL LANE) EXC THE E 770FT THEREOF & ALSO EXC THAT PT GOV LOT 1 S23T32R21 DESC AS FOLL COMM AT NE CORN OF SD SEC THN SO ALG SEC LINE 546.1FT TO PT THN W A DIST 1070.6FT TO PT OF BEG OF TRACT TO BE DESC THNC ALG A LINE NO14DEG21'E A DIST OF 25FT THNC NO75DEG39'W A DIST OF 25FT THNC SO14DEG21'W A DIST OF 25FT M/L TO TH EASE OF STATE HWY 97 THNC SO75DEG39' A DIST OF 25FT M/L TO PT OF BEG SECTION 23 TOWNSHIP 032 RANGE 021

23.032.21.11.0002: PT GOV LOT 1 LYING N OF HWY 97 DESC AS FOLLS: COM @ A PT ON NLY BDRY LN OF SD HWY #97 670 FT WEST FROM ELY SEC LINE OF SEC 23 AFORESAID THENCE WEST PAR WITH SD HWY 97 A DIST OF 100 FT THENCE NORTH @ RIGHT ANGLES TO FOREST LAKE NO 3 THENCE EAST @ RIGHT ANGLES A DIST OF 100 FT THENCE SOUTH @ RIGHT ANGLES TO PLACE OF BEG SECTION 23 TOWNSHIP 032 RANGE 021

14.032.21.43.0011: PT GOV LOT 4 DESC AS FOLL COMM AT PT ON SEC LINE ON NW CORN OF LOT 1 S23R21 THN DUE E ALONG THE SEC LINE 350FT THN IN NW DIRECT ALONG THE SHORE OF FOREST LAKE TO PT 250FT NO OF PLACE OF BEG THN SO 250FT TO PLACE OF BEG IT BEING UNDERSTOOD BETWEEN GRANTORS HERETO THAT THEY ARE CONVEYING ALL LAND E OF CERTAIN CREEK WHICH CROSSES LOT 4 SEC32R21 SECTION 14 TOWNSHIP 032 RANGE 021

23.032.21.12.0002: PT NW1/4-NE1/4 LYING N OF C/L HWY 97 SECTION 23 TOWNSHIP 032 RANGE 021

Site Plan Guide Timm's Dock Addition:

- **Parking Description:**

Number and Description of Parking Spaces Dedicated to Boat Slip Users

(Current) Pre Dock Addition: (103) Vehicle and (11) Truck and Trailer Parking Spaces

(62) Grass, (41) Crushed Rock (103) Total Vehicle Parking; (11) Truck and Trailer Parking on Grass

Post Dock Addition: (115) Vehicle and (11) Truck and Trailer Parking Space

(74) Grass, (41) Crushed Rock (115) Total Vehicle Parking; (11) Truck and Trailer Parking on Grass

(12 spaces previously utilized by RV Site Users' Vehicles and RVs will now be utilized by Boat Slip Users. Area (retired RV Spots) is currently crushed rock with no underlying fabric, and is planned to be seeded in the spring, with no addition of any organic material. Area will transition from crushed rock to grass.)

- **RV Sites Renumbered for Clarity**

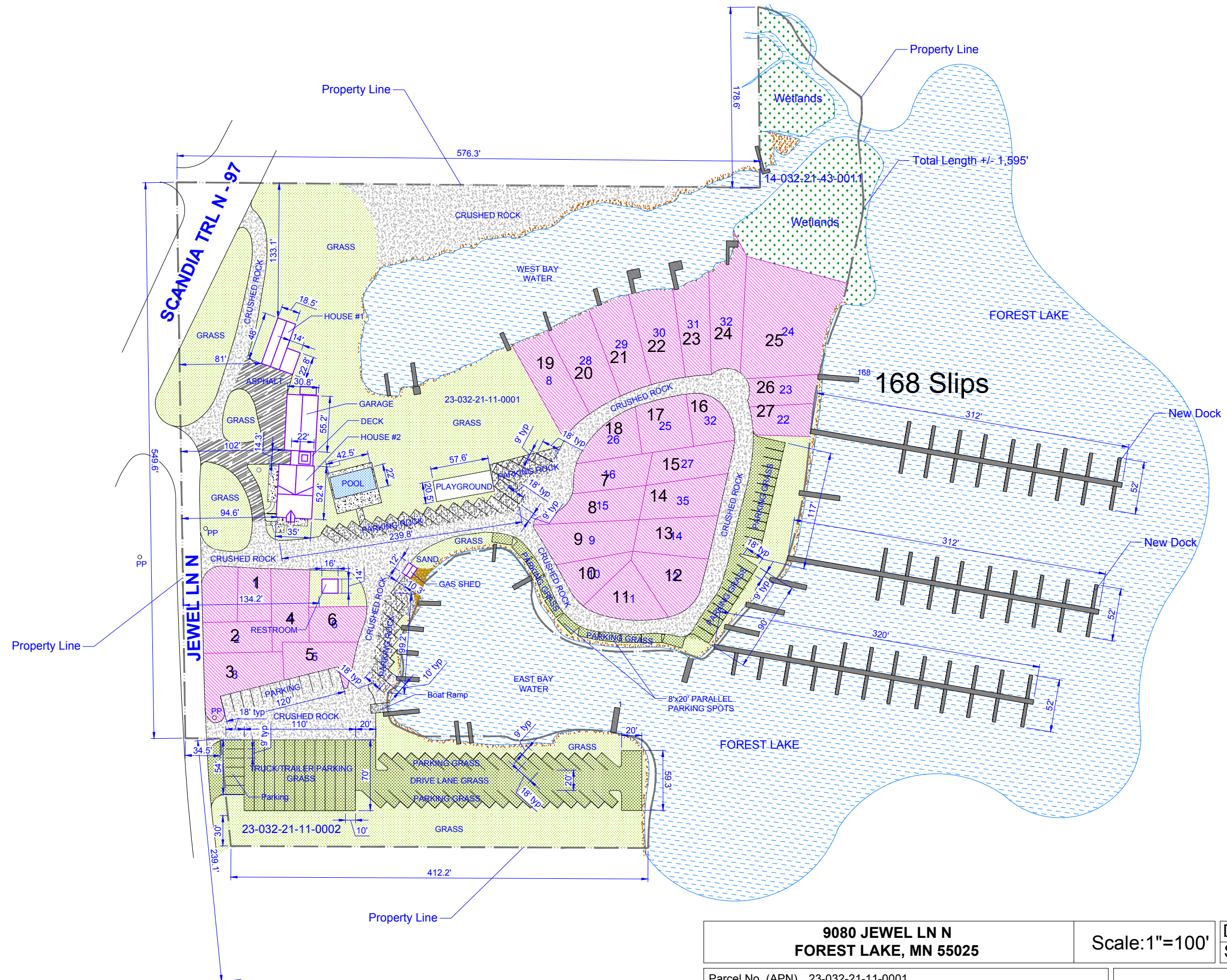
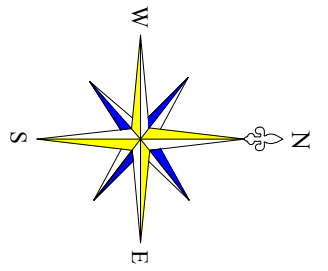
Currently 31 Sites (Utilization of 30, Site #2 not utilized)

Proposed 27 Sites (Utilization of 27, Site # 2 not utilized)

- **Slip Total Font Size Increased on Site Plans (Most West Shore Dock by RV Site # 25)**

Current Total 96

Proposed Total 168 (addition of 72 slips)



**9080 JEWEL LN N
FOREST LAKE, MN 55025**

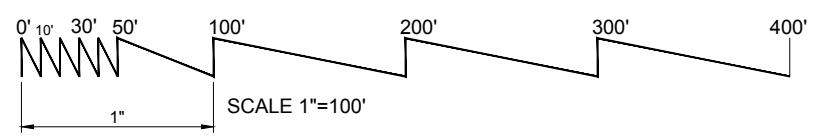
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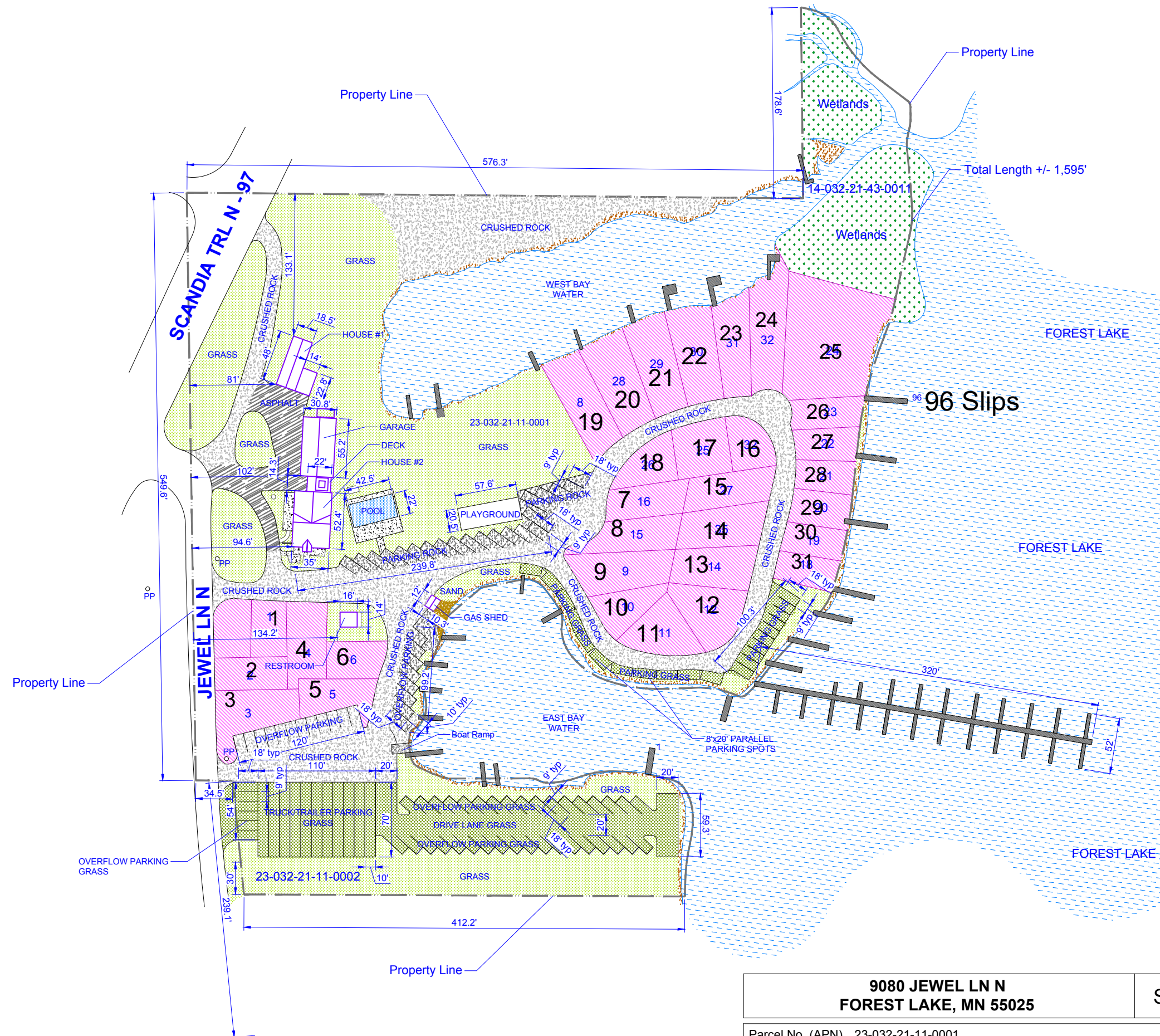
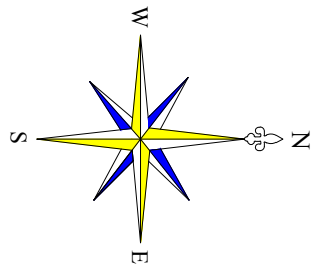
Date: 02-15-2025
Size: 11"x17"

Sheet 1 of 1

Parcel No. (APN)	23-032-21-11-0001
Lot Area	260,968 SF (5.99 ACRES)
Parcel No. (APN)	14-032-21-43-0011
Lot Area	35,266 SF (0.81 ACRES)
Parcel No. (APN)	23-032-21-11-0002
Lot Area	41,352 SF (0.95 ACRES)

THIS IS NOT A LEGAL SURVEY, NOR IS IT INTENDED TO BE OR REPLACE ONE
This work product represents only generalized locations of features, objects or boundaries and should not be relied upon as being legally authoritative for the precise location of any feature, object or boundary.





**9080 JEWEL LN N
FOREST LAKE, MN 55025**

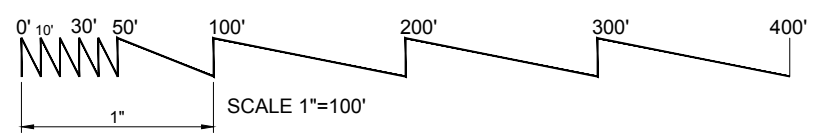
Scale: 1"=100'

Date: 02-15-2025
Size: 11"x17"

Sheet 1 of 1

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Addendum B

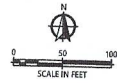
Principal Land Uses 350' from Subject Property: 9080 Jewel Lane Forest Lake, MN 55025

To the West is Vacant Land

To the East is Residential SF Homes

CERTIFICATE OF SURVEY

PART OF GOVERNMENT LOT 1 AND PART OF THE NW 1/4 OF THE NE 1/4 IN SEC. 23, TWP. 32, RNG. 21, FOREST LAKE, WASHINGTON COUNTY, MINNESOTA



LEGEND	
	BUILDING
	ALUMINUM PAVEMENT
	CONCRETE PAVEMENT
	GRAVEL PAVEMENT
	RIGHT-OF-WAY LINE
	SUBJECT TRACT(S) BOUNDARY
	SUBJECT TRACT SETBACK LINES
	MAJOR CONTOURS (WITH LABEL)
	MINOR CONTOURS (WITH LABEL)
	DENOTES A FOUND 1/2" IRON PIPE MONUMENT W/ CAP MARKED 13550 UNLESS LABELED OTHERWISE IN THE DRAWING
	FLAG POLE
	GUARD POST (BOLLARD)
	GUY POLE
	GUY WIRE ANCHOR
	MAILBOX
	SIGN - SINGLE
	TV PEDESTAL
	AC UNIT
	LIGHT POLE
	LIFT STATION WET WELL
	MANHOLE
	CLEANOUT
	FENCE POST
	WATER MAIN VALVE
	ELECTRICAL METER
	ELECTRIC POLE
	NATURAL GAS METER
	DENOTES DELINEATED WETLAND DELINEATION DATE 08/20/2005
	DENOTES A FOUND ALUMINUM DISK RIGHT-OF-WAY MONUMENT

- SURVEY NOTES**
- The orientation of this bearing system is based on the Washington County Coordinate System NAD83 (1996 adj)
 - Benchmark: MndDOT "Jewel" Elev. = 912.67 NAVD83
 - Property Address: 9080 Jewel Ln, Forest Lake, MN 55025
PID No's: 23 032 21 11 0001, 23 032 21 1 0002, 23 032 21 12 0002, 14 032 21 43 0011
 - Total Property Area: TBD
 - Contours shown are based on field located data on NAVD83 datum
 - Forest Lake is classified as a General Development lake according to the MN DNR
 - The wetlands on the subject property are shown according to the Wetland Delineation completed by Widseth on August 20th, 2025.
 - The subject property lies partially within Zone AE, areas determined to be within the 0.2% annual chance floodplain according to FEMA Map No. 27163C0045E effective date: 02/03/2010
 - The property is zoned SF (Single Family Residential District) and shoreline according to the City of Forest Lake zoning map. The building setback lines as shown are according to the City of Forest Lake land use ordinance:
 - Front Yard (From RW) : 75 feet
 - Side Yard : 10 feet
 - Rear Yard (From OHW) : 50 feet
 - This survey was completed without the benefit of a title commitment or opinion. There may be easements or other limiting factors not shown on this survey which affect the subject property.
 - A Gopher State One Call (GSO) request was placed on 10/08/2025 for utility locates on site. The underground utility locations, shown hereon, if any, are approximate and are based upon locates from those utility providers that actually performed a locate as a result of this request. The surveyor has not physically located the underground utilities. Pursuant to MS 216.02 contact Gopher State One Call at (651-454-0000) prior to any excavating. Ticket No. 252810588
 - The existing legal description references "Highway No. 97 as laid out in 1945" and "Old Highway No. 97 (now Jewel Lane). Retaining this original right of way in certain areas has been problematic based on lack of records and has been problematic based on those utility providers that have made changes. We are recommending consulting with a real estate attorney to discuss a Quiet Title Action to resolve the ambiguities as a result of reference to the Old Highway No. 97.

EXISTING LEGAL DESCRIPTIONS

Per Quit Claim Deed Doc. No. 4366751
23 032 21 11 0001

All that part of Government Lot 1, Section 23, Township 32, Range 21, lying North of Old Minnesota State Highway 97 (now Jewel Lane), excepting the East 770 feet thereof and also excepting therefrom that portion of Government Lot 1, Section 23, Township 32, Range 21, described as follows: Commencing at the Northeast corner of said Section 23, thence South along the section line 546.1 feet to a point, thence West a distance of 1070.6 feet to the point of beginning of tract to be described, thence along a line North 14° 21' East for a distance of 25 feet, thence North 75° 39' West a distance of 25 feet, thence South 14° 21' West a distance of 25 feet, more or less, to the easement of State Highway No. 97, thence South 75° 39' a distance of 25 feet more or less to the point of beginning.

23 032 21 12 0002

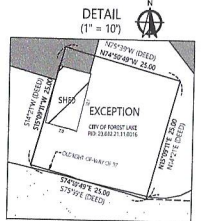
All that part of the NW 1/4 of NE 1/4 of Section 23, Township 32, Range 21, Washington County, Minnesota, lying North of center line of Minnesota State Highway No. 97 as the same is improved through said quarter-quarter section. According to the United States Government Survey thereof.

Per Quit Claim Deed Doc. No. 4388750
14 032 21 43 0011

All that part of Lot 4, Section 14, Township 32, Range 21, described as follows, to-wit: Commencing at a point on the section line on the Northwest corner of Lot 1, Section 23, Range 21, thence due east along the section line 350 feet. Thence in a Northwest direction along the shore of Forest Lake to the point 250 feet North to the place of beginning, thence South 250 feet to the place of beginning, it being understood between grantors hereof that they conveyed all the land East of a certain creek which crosses at 4, Section 32, Range 21. According to the United States Government Survey thereof.

23 032 21 11 0002

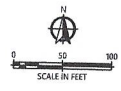
That tract or parcel of land located in the Lot 1, Section 23, Township 32, Range 21, lying North of State Trunk Highway No. 97, as laid out in 1945, described as follows, to-wit: Commencing at a point on the Northernly boundary of said Highway No. 97 as aforesaid, as laid out in 1945, 670 feet West from the westerly line of Section 23 as aforesaid, thence West parallel with said Highway No. 97, a distance of 100 feet; thence North at right angles to Forest Lake No. 3, thence East at right angles a distance of 100 feet; thence South at right angles to the place of beginning. According to the United States Government Survey thereof.



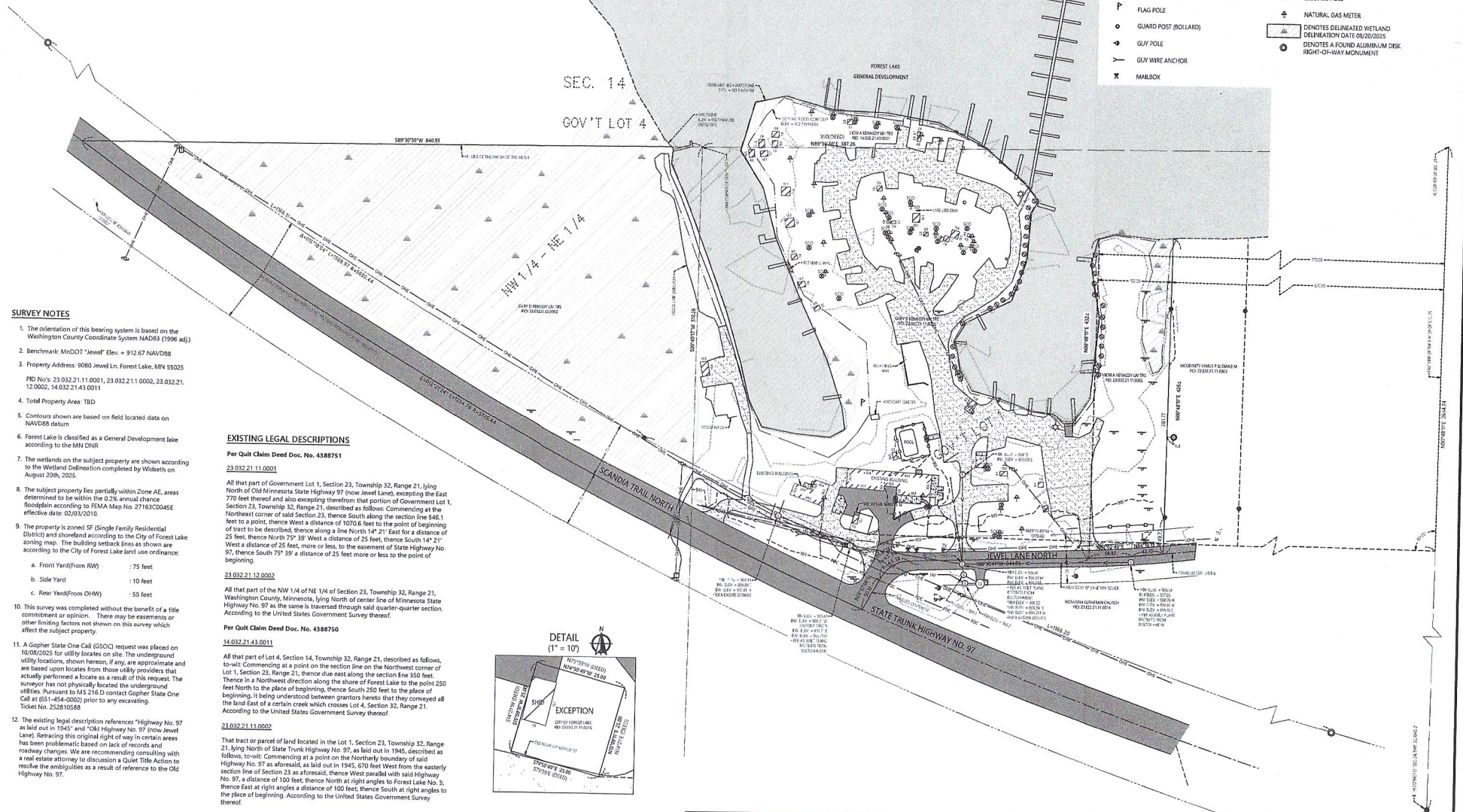
WIDSETH ARCHITECTS • ENGINEERS • SURVEYORS	DRAWN BY: JAS	CHECKED BY: BJ	DATE: 10/11/2025	PROJECT NO: 2025-11379
	I HEREBY CERTIFY THAT THE FINAL DEDICATION OR REPORT WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A LICENSED SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.		DATE: 10/11/2025	PROJECT NO: 2025-11379
AMENDMENT DISPOSITION			PREPARED FOR: TIMM'S MARINA	CERTIFICATE OF SURVEY

CERTIFICATE OF SURVEY

PART OF GOVERNMENT LOT 1 AND PART OF THE NW 1/4 OF THE NE 1/4 IN SEC. 23, TWP. 32, RNG. 21, FOREST LAKE, WASHINGTON COUNTY, MINNESOTA



LEGEND	
	BUILDING
	BITUMINOUS PAVEMENT
	CONCRETE PAVEMENT
	GRAVEL PAVEMENT
	RIGHT-OF-WAY LINE
	SUBJECT TRACT(S) BOUNDARY
	SUBJECT TRACT SETBACK LINES(S)
	MAJOR CONTOURS (WITH LABEL)
	MINOR CONTOURS (WITH LABEL)
	DENOTES A ROUND 1/2" IRON PIPE MONUMENT W/ CAP MARKED 13500 UNLESS LABELED OTHERWISE IN THE DRAWING
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	GUARD POST (BOLLARD)
	GUY POLE
	GUY WIRE ANCHOR
	MAILBOX
	SIGN - SINGLE
	TV PEDESTAL
	AC UNIT
	LIGHT POLE
	LIFT STATION WET WELL
	MANHOLE
	CLEANOUT
	FENCE POST
	WATER MAIN VALVE
	ELECTRICAL METER
	ELECTRIC POLE
	NATURAL GAS METER
	DENOTES DELIMITED WETLAND DELINEATION DATE: 08/02/2025
	DENOTES A FOUND ALUMINUM DISK RIGHT-OF-WAY MONUMENT



SURVEY NOTES

- The orientation of this bearing system is based on the Washington County Coordinate System NAD83 (1996 adj).
- Benchmark: MinDOT "Jewel" Elev. = 912.67 NAVD83
- Property Address: 9080 Jewel Ln. Forest Lake, MN 55025
PID No's: 23.032.21.11.0001, 23.032.21.11.0002, 23.032.21.12.0002, 14.032.21.43.0011
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- Contours shown are based on field located data on NAVD83 datum
- Forest Lake is classified as a General Development lake according to the MN DNR
- The wetlands on the subject property are shown according to the Wetland Delineation completed by Widseth on August 20th, 2025.
- The subject property lies partially within Zone AE, areas determined to be within the 0.2% annual chance floodplain according to FEMA Map No. 27143C0245E effective date: 02/03/2010.
- The property is zoned SF (Single Family Residential District) and shoreline according to the City of Forest Lake zoning map. The building setback lines as shown are according to the City of Forest Lake land use ordinance:
 - Front Yard (from RW) : 75 feet
 - Side Yard : 10 feet
 - Rear Yard (from OHW) : 50 feet
- This survey was completed without the benefit of a title commitment or opinion. There may be easements or other limiting factors not shown on this survey which affect the subject property.
- A Gopher State One Call (GSOC) request was placed on 10/08/2025 for utility locates on site. The underground utility locations, shown hereon, if any, are approximate and are based upon locates from those utility providers that actually performed a locate as a result of this request. The surveyor has not physically located the underground utilities. Pursuant to MS 216.D contact Gopher State One Call at (651)454-0022 prior to any excavating. Ticket No. 252810588
- The existing legal description references "Highway No. 97 as laid out in 1945" and "Old Highway No. 97 (now Jewel Lane)". Retracing this original right of way in certain areas has been problematic based on lack of records and roadway changes. We are recommending consulting with a real estate attorney to discuss a Quiet Title Action to resolve the ambiguities as a result of reference to the Old Highway No. 97.

EXISTING LEGAL DESCRIPTIONS

Per Quit Claim Deed Doc. No. 4388751
23.032.21.11.0001

All that part of Government Lot 1, Section 23, Township 32, Range 21, lying North of Old Minnesota State Highway 97 (now Jewel Lane), excepting the East 770 feet thereof and also excepting therefrom that portion of Government Lot 1, Section 23, Township 32, Range 21, described as follows: Commencing at the Northeast corner of said Section 23, thence South along the section line 546.1 feet to a point, thence West a distance of 1070.6 feet to the point of beginning of tract to be described, thence along a line North 14° 21' East for a distance of 25 feet, thence North 75° 39' West a distance of 25 feet, thence South 14° 21' West a distance of 25 feet, more or less, to the easement of State Highway No. 97, thence South 75° 39' for a distance of 25 feet more or less to the point of beginning.

23.032.21.12.0002

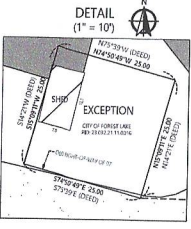
All that part of the NW 1/4 of NE 1/4 of Section 23, Township 32, Range 21, Washington County, Minnesota, lying North of center line of Minnesota State Highway No. 97 as the same is traversed through said quarter-quarter section. According to the United States Government Survey thereof.

Per Quit Claim Deed Doc. No. 4388750
14.032.21.43.0011

All that part of Lot 4, Section 14, Township 32, Range 21, described as follows, to-wit: Commencing at a point on the section line on the Northwest corner of Lot 1, Section 23, Range 21, thence due east along the section line 350 feet; thence in a Northwesterly direction along the shore of Forest Lake to the point 250 feet North to the plane of beginning, thence South 250 feet to the place of beginning, it being understood between grantors hereto that they conveyed all the land East of a certain creek which crosses Lot 4, Section 32, Range 21. According to the United States Government Survey thereof.

23.032.21.11.0002

That tract or parcel of land located in the Lot 1, Section 23, Township 32, Range 21, lying North of State Trunk Highway No. 97, as laid out in 1945, described as follows: Commencing at a point on the Northerly boundary of said Highway No. 97 as aforesaid, as laid out in 1945, 670 feet West from the easterly section line of Section 23 as aforesaid, thence West parallel with said Highway No. 97, a distance of 100 feet, thence North at right angles to Forest Lake No. 3, thence East at right angles a distance of 100 feet; thence South at right angles to the place of beginning. According to the United States Government Survey thereof.



WIDSETH ARCHITECTS • ENGINEERS • SURVEYORS	DRAWN BY: JAS CHECKED BY: KLU DATE: 10/24/25	I HEREBY CERTIFY THAT THE REAL DESCRIPTION HEREIN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A QUALIFIED LAND SURVEYOR LICENSED IN THE STATE OF MINNESOTA.	DATE: 10/24/25 TIME: 10:00 AM	PREPARED FOR: TIMM'S MARINA
	CERTIFICATE OF SURVEY PROJECT #: 2025-11370			
	SCALE: AS SHOWN			

Timm's Marina Dock Addition CUP #10 Business Description

The existing RV Park and Marina were originally approved by Forest Lake Township. In past years, Camping, Short/Long Term RV Sites, Company Events, Fishing Tournaments, Boat Rental, Boat Slips, Winter (RV/Boat) Storage, and other activities required to support the RV Park and Marina have been conducted on the subject property.

Over the last decades, most of the short term offerings and events have ceased.

Current Operations Include: Season Term (May 1 to September 30, Weather Permitting) RV Sites (Utilization of 30 of the 32 Sites), Season Term Boat Slips (96), Winter (RV/Boat) Storage, and other activities required to support the RV Park and Marina are conducted on the subject property.

Desired Operations Include: Season Term (May 1 to September 30, Weather Permitting) RV Sites (Utilization of 26 of the 27 RV Sites on Proposed Site Plan (site #2 not Utilized), Season Term Boat Slips (168), Winter (RV/Boat) Storage, and other activities required to support the RV Park and Marina.

We have no intention or desire to offer less than Season Term: RV Sites and Boat Slips. We do not intend to host Company Events, Fishing Tournaments, or Boat Club Memberships.

Most clients will be our Forest Lake Lake Neighbors (Winter Storage) and Forest Lake and Surrounding Cities Residents (Boat Slips, RV Sites, Boat Slip Winter Storage). The narrow, but deep, client base helps to create a safe and quiet community for our clients as well as our neighbors and lake neighbors.

The Marina and RV Park is currently operated by 1-2 Family Members. We hope to be able to add 1-2 part time helpers by year 3, after the expansion. We don't foresee ever having more than 5 Family Members/Employees to help operate the Marina and RV Park.

Dear City of Forest Lake Planning Commission and City Council,

As residents of 9444 Jewel Lane N. for the last 37 years, my wife and I are writing to formally express our strong opposition to the proposed addition of 72 boats slips to Timm's Marina. While we value local businesses this nearly 75% increase in capacity presents significant safety, environmental, and quality of life concerns for our neighborhood and the lake at large.

We have 4 concerns regarding the proposed addition of 72 slips at Timm's:

- Increased parking on Timm's property
- Increased traffic and safety at Highway 97 and Jewel Lane N.
- Degradation of water quality with additional parking on Timms's property
- Increased boat traffic on Forest Lake

Increased parking on Timm's property

Timm's is proposing having 115 parking spots for 168 total boat slips, which is a ratio of .68 cars/slip. In order to accommodate that many parking spots they are proposing parking 75 vehicles on the grass. I do not agree that having less than one parking spot per slip makes any sense. Yes, not every boat will be out at the same time, but in many cases more than 1 car arrives per boat. There will be more than one car per boat many times. I believe the current ordinance calls for 1.5 parking spots per slip so proposing ½ of that would require a variance which the city should not grant. When the parking is full within Timm's property where are people are going to park. They will park on the street which is an additional safety and congestion issue for the neighborhood.

Increased traffic and safety at Highway 97 and Jewel Lane N.

Jewel Lane N. has about 30 residents that generally drive to the west to get out on Highway 97 by Timm's. Most people do not exit onto Highway 97 to the east because that intersection of Jewel Lane N on the east end is very dangerous. Several of the neighbors have had accidents at that intersection. Getting out onto Highway 97 on weekends is a challenge due to traffic and vehicles turning and coming or leaving Timm's. If the 72 additional slips are added and with the potential of up to 200 cars on weekend days using this intersection there will be accidents at this intersection of Highway 97 and Jewel Lane N. This is a significant safety issue and one that the residents of Jewel Lane N should not be forced to deal with. This intersection was not designed for this amount of traffic.

Degradation of water quality with additional parking on Timms's property

Timms is proposing parking 115 cars on the property with the proposed additional 72 slips. 75 of those spaces are parking on grass with 41 parking on the east side of the lagoon and 34 parking in front of the 2 new docks. The elevation of the grass in these areas is a maximum elevation of 904.0. This is a significant concern as the recorded high-water level according to

DNR and the CLFLWD is 902.5. This means the cars are parking only 1'-6" above high water and within 100'-0" of the water.

Once these areas are disturbed with parking of the cars and when any type of rain occurs there will be significant runoff into the lake. That will mean both pollution from the cars and phosphorus from the soil. This will only further degrade the water quality of Forest Lake. The City, Watershed District and the FLLA have all worked hard for the last several years to improve the water quality.

Increased boat traffic on Forest Lake

Living on the lake for the last 37 years we have seen the increased boat traffic. It has gotten to a point that on nice weather days we do not go out on our boat due to the concern for our safety with so many boats racing around.

The addition of 72 additional slips does not sound like many, but the lake is already overcrowded.

The FLLA has estimated that on nice weekend days 359 boats are using Forest Lake. That number does not seem high until you are physically on the lake, and then it is apparent how crowded it is and dangerous.

The increased boat traffic due to Timm's expansion also will increase the cost of the lake management spending that the Tri-Party agreement between the City, WSD and FLLA each pay for each year. These additional boats due nothing to help with that expense, but they benefit from Forest Lake being a premier high-quality lake because of that spending.

The current conditions at Timm's already appear to be in nonconformance with the existing CUP requirements in the EAW. The City should not reward this by approving a revised CUP that further intensifies the use of the property at the expense of the environment and the safety of Jewel Lane residents.

As long term residents, neighbors of Timm's and active users of Forest Lake we respectfully request that the Planning Commission deny this expansion.

Jerry and Marnie Grundtner
9444 Jewel Lane N

Dear Mr. Birchland and the City of Forest Lake Zoning and Planning Commission,

On behalf of the Forest Lake Lake Association (FLLA), we are submitting this letter to summarize our members' perspectives and the opinion of the FLLA Board regarding the proposed expansion of Timm's Marina to add 72 additional boat slips. FLLA represents a broad cross-section of Forest Lake lakeshore residents, lake users, and community stakeholders. Following the release of the Environmental Assessment Worksheet (EAW), the variance request, and the revised conditional use permit request, FLLA conducted a membership survey to better understand community sentiment regarding the proposed expansion. 600 + surveys were sent out to our paid and unpaid membership. Our paid membership is over 450 including 36 Lake Sponsor businesses. 204 surveys were returned. **The detailed survey report is attached separately below.**

Executive Summary: The survey results show a clear majority of respondents expressing concern or opposition to the expansion (71%), with a smaller portion indicating conditional neutrality (14%) and a minority expressing support (15%). The principal concerns raised by our FLLA Board and membership relating to the variance request and revised conditional use permit request are:

- **Parking and land-use concerns:** The proposal includes a request for a variance from City parking requirements, which many members view as inconsistent with established standards and neighborhood impacts. We are trusting that the City will fully evaluate this parking/traffic issue and make the best decision for the local community impacted.
- **Water quality degradation from increased parking:** The property already has conditions that contribute to increased stormwater run-off:
 1. Extensive impervious gravel roads and paths
 2. Parking for vehicles on compacted dirt with minimal vegetation cover,
 3. Most of the property is 1-3 ft above the lake level with minimal shoreline cover
 4. No vegetation buffers to protect an adjacent wetland.
 5. Minimal natural shorelines

The additional 72 boat slips will encourage additional stormwater runoff:

1. Parking for 41 additional vehicles on what will be compacted grass land, 100 ft from the lake on land that is only slightly above the lake level
2. Parking for 34 vehicles right in front of the two new requested docks also on grass land.

The following additional concerns were raised by our FLLA membership relating to the Timm's Marina expansion request:

- **Boat traffic, Congestion:** With approximately 946 private docks, multiple multi-tenant boat slips, boats from public launches, and existing marina boat slips, Forest

Lake already exceeds commonly accepted lake-planning benchmarks for congestion during peak summer use. Please see Appendix 2 in the report for details.

- **Recreation and safety:** Forest Lake already experiences heavy recreational use. Additional slips would increase congestion and conflicts among powerboats, personal watercraft, anglers, paddlers, swimmers, and shoreline residents, diminishing safety and quiet enjoyment. Our calculation of current boat density on **Forest Lake (6-8 acres per boat)** already far exceeds the DNR guidelines for **safe boat density (10-20 acres per boat.)**
- **Aquatic invasive species (AIS):** Increased boat traffic elevates the risk of AIS spreading and is determinant to water quality - an ongoing and costly challenge for the lake that is not fully addressed through incremental analysis.
- **Unequitable lake maintenance burden:** While the expansion may generate modest additional tax revenue, it would not proportionally offset the increased costs associated with lake management, AIS prevention, weed harvesting, and inspections—costs currently borne by the City, the CLFLWD, and lakeshore residents through voluntary FLLA contributions.
- **Equity and precedent:** The expansion would primarily benefit a private commercial entity while distributing environmental and quality-of-life impacts across the broader public.

For many of our members, the central issue is not whether the proposal meets minimum regulatory thresholds, but whether it aligns with the City's responsibility to protect the long-term health, safety, and enjoyment of Forest Lake for all users.

Based on member feedback and the cumulative concerns outlined above, the Forest Lake Lake Association requests the City of Forest Lake to deny the variance request, the revised conditional use permit, and the proposed expansion.

Thank you for your time, consideration, and continued stewardship of Forest Lake.

Sincerely,

Kenneth Wood

President, FLLA

and the Members of the Forest Lake Lake Association Board

Planning Commission Briefing Memorandum

To: City of Forest Lake Planning Commission
From: Forest Lake Lake Association (FLLA)
Date: March 5th, 2026
Subject: Variance Request – Timm’s Marina

Purpose

This memorandum summarizes results from a Forest Lake Lake Association (FLLA) member and stakeholder survey regarding the proposed expansion of Timm’s Marina by **72 additional boat slips**. Aggregated results below are provided to inform the City’s Planning Commission public decision-making process. Section 1 below focuses on the responses related to the variance request and the revised conditional use permit. The balance of the feedback in this report is very important for the Planning Commission to consider, as well as the cover letter from the FLLA Board, given that there is not a specific forum to contemplate this input.

Percentage ranges are presented conservatively, given the qualitative nature of the responses and continued inflow.

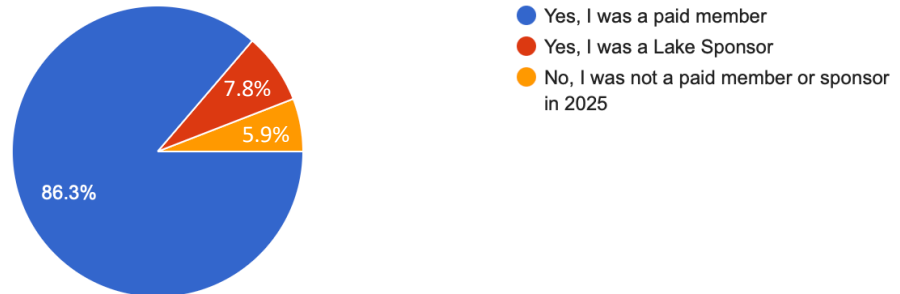
Survey Overview

- **Total Responses:** 204
- **Survey Question:**
“Timm’s Marina has requested approval to expand its dock space by 72 additional boat slips. Given the potential increase in boat traffic, potential impact to shoreline, potential impact to water quality and activity on Forest Lake, what is your position on this proposed expansion?”
- Respondents included lakeshore residents, non-lakeshore residents, and Lake Sponsors (local businesses that financially support the work of FLLA) as follows:

Were you a paid member or Lake Sponsor of the Forest Lake Lake Association (FLLA) in 2025?

[Copy chart](#)

204 responses



Summary of Responses (Percentage Ranges)

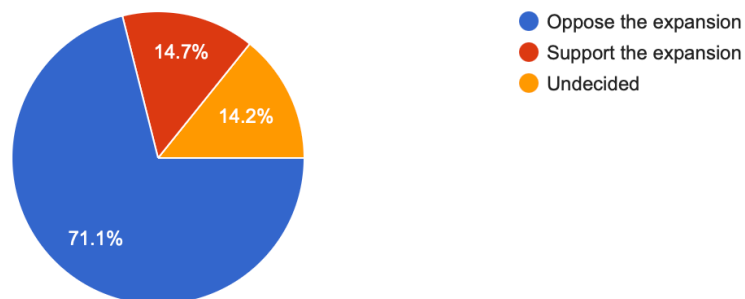
Based on review and categorization of all responses:

- **Oppose the expansion: ~ 71%**
 - Note: Of the 16 Lake Sponsors that responded, 13 were opposed to the expansion.
- **Undecided / Need more information: ~14%**
- **Support the expansion: ~15%**

Important context:

A significant portion of respondents categorized as *undecided* or *supportive* explicitly stated they **do not support an expansion of 72 slips**, but might consider a **much smaller, phased, or conditional expansion**.

204 responses



Key Findings and Themes

1. Parking, Traffic, and Neighborhood Impacts

Land-side impacts were frequently cited:

- Insufficient on-site parking capacity
- Spillover parking into residential neighborhoods
- Safety risks for pedestrians, cyclists, and residents
- Concerns about unpaved parking contributing to polluted runoff

Many respondents expressed concern that parking and traffic impacts have not been adequately addressed.

2. Boat Traffic, Congestion, and Public Safety

This was the **most frequently cited concern**.

- Respondents consistently reported Forest Lake is already heavily used, especially on weekends and holidays.
- Safety concerns included:
 - Crowded boating conditions
 - Increased risk to swimmers, children, anglers, and paddlers
 - Wake and surf boat impacts
 - Alcohol-related and inattentive boating
- Many respondents described current conditions as **borderline unsafe**.

Existing Conditions on Forest Lake (provided by FLLA research) See Appendix 1 and Appendix 2 for additional details.

- Approximately **946 single-family residents on the lake**.
- Additional boats are associated with **multi-tenant residences, condominiums, HOA'S and existing marinas**
- The 3 boat launches also add on average approximately **99 boats during peak periods**
- A conservative estimate suggests **1,100–1,300 total boats** have access to the lake.

Reference Appendix 2 for the detailed estimate of current acres per boat on high lake use days. Based on our estimate, **we have calculated that on good weather weekend days and holidays, 359 boats are using Forest Lake, which equates to 6.4 acres per boat.**

A commonly referenced planning guideline in Minnesota from the DNR is **10–20 acres of lake surface per recreational boat** for lakes with mixed use; lower values imply denser use and increased potential for conflict. **Simply stated, Forest Lake already significantly exceeds the**

recreational boating guidelines without the additional 72 boat slips proposed at Timm’s Marina. (see references below).

Comparative Table (current lake conditions)

Lake	Acres	Est. Peak Boats	Boats per Acre	Acres per Boat
Forest Lake	2,300	275–390	0.12–0.17	6–8
White Bear Lake	2,400	275–330	0.11–0.14	7–9
Lake Minnetonka	14,000	1,800–2,200	0.13–0.16	6–8
Turtle Lake	450	40–60	0.09–0.13	7–11

Table Note: Lake acreage is sourced from MN DNR lake survey records. Peak boating estimates represent observed and study-informed ranges compiled from MN DNR guidance, local enforcement observations, AIS inspection data, and lake association experience. Derived boating density ratios are included to support comparative analysis across lakes.

References:

1. *Shelby & Heberlein – “Carrying Capacity in Recreation Settings”*
UMN Sea Grant publications on lake crowding and boating conflict

2. “LAKE DEVELOPMENT, How Much Is Too Much?”

https://www.eqb.state.mn.us/sites/eqb/files/documents/SONARAttachments1-4.pdf?utm_source=chatgpt.com

3. Archived Minnesota boating density reference (legislative library)

https://www.lrl.mn.gov/docs/nonmnpub/oclc17826377.pdf?utm_source=chatgpt.com

3. Environmental Impacts and Water Quality

Strong concern was expressed regarding cumulative ecological impacts:

- Shoreline erosion and sediment disturbance
 - Consider impact outside of the proposed No Wake zone.
- Accelerated weed growth
- Stress on wetlands and wildlife habitat (notably on Third Lake)
- Increased risk of aquatic invasive species (AIS)
- Long-term degradation of water quality and clarity

Long-term lakeshore residents frequently referenced **observed declines over decades** and expressed concern that additional pressure would worsen existing issues.

4. Scale of the Proposed Expansion

The **size of the proposal (72+ slips)** is a central objection.

- The expansion was repeatedly characterized as **excessive and disproportionate**.
 - Many respondents indicated conditional openness to:
 - A **much smaller expansion** (commonly cited ranges: 10–20 or 20–30 slips)
 - A **phased or pilot approach** with measurable performance and impact thresholds
 - Several respondents suggested caps based on lake acreage, navigable area, or peak-use density.
-

5. Equity, Taxes, and Financial Responsibility

A recurring concern involved fairness and cost distribution:

- Lakeshore property owners emphasized they already bear significant tax burdens and lake management costs.
 - Slip renters do not pay lake property taxes, yet increase lake usage.
 - Respondents widely called for:
 - Mandatory FLLA membership for slip renters
 - Per-slip impact fees dedicated to lake management, weed control, AIS prevention, and safety patrols
 - Clear demonstration of public benefit relative to private commercial gain
-

6. Character of the Lake and Community Impact

Respondents expressed concern about:

- Loss of the lake's residential and family-oriented character
- Growth of party-style boating and sandbar congestion
- Reduced sense of stewardship among short-term or non-resident users

There is a strong perception that large-scale marina expansion would further commercialize the lake in ways inconsistent with resident priorities.

Supportive and Conditional Views (Minority Perspective)

Respondents supportive of expansion cited:

- Support for local business growth
- Belief that slipped boats may reduce transient launching
- Potential AIS mitigation benefits
- Opportunity to link expansion to funding for lake protection

However, most supportive comments included **conditions**, such as:

- Reduced number of slips
 - Mandatory financial contributions to lake management
 - Boat-type or size restrictions
 - Ongoing monitoring of lake impacts and enforcement mechanisms
-

Overall Conclusion

Based on over 204 responses, the survey demonstrates:

- **Broad and consistent opposition to a 72-slip expansion**
- Strong prioritization of:
 - Public safety
 - Water quality and ecological health
 - Fairness and accountability
 - Long-term sustainability of Forest Lake

The prevailing view of survey respondents is that **preventing further degradation now is preferable to attempting costly remediation in the future.**

Appendix 2:

Total of single-family homes on Forest Lake

1 st Lake	491
2 nd Lake	178
3 rd Lake	277
Subtotal	946
Single Family Homes with deeded access not physically on the lake (outside of HOAs)	~ 40
Total	986

This count has only included 1 property for each of the HOA's , Townhouses and shared docks.

The total number of potential boats on Forest Lake on peak days is shown below. We have assumed 20% of single family properties are out in one boat during peak. We have assumed that Your Boat Club would have 75% out. The others would be at 25%.

Description of Properties	Percent use of boats on high use weekends – (A)	Total Boats – (B)	Boats navigating on the lake on high use weekends (AxB)
Single Family Homes	20%	996	199
Pizza Pub	25%	12	3
Your Boat Club	75%	24	18
Forest Hills HOA	25%	20	5
Condos Lakeside HOA	25%	20	5
Lakeside Woods HOA	25%	22	6
Timm's Marina (current)	25%	96	24
Public Boat Launches			99
Grand Total		1,190	359

Density = 2300 acres/359 boats = 6.4 acres per boat

Thank you for your email. My comments below.

Expanding Tim's to allow more permanent boats on Forest Lake is not a good idea. More boats per acre on a lake that is already maxed out is unnecessary and dangerous - It's just common sense. These additional boat owners do not live on the lake, so they do not suffer the consequences like lake residents. There are three fantastic boat landings that allow access. You could also add parking difficulties, more gas & trash spilled in the water, more waves pounding the shoreline, but it mainly comes down to just too many boats for the navigable parts of Forest Lake at the same time.

Mark Corzine

22220 Jason Ave N

Forest Lake, MN 55025

Thank you! I appreciate your kind and thoughtful note. I wish to add my comments to this next part of the review period-

I am writing to express my concern regarding the addition of boating slips to Timm's Marina. Forest Lake is already quite busy in the summer and I am particularly concerned that adding more boating traffic will increase safety risks and increase the risk of boating accidents with potentially fatal consequences. Particularly at risk are children who are swimming, boating or tubing on the lake. As boat density increases, accident risk also increases.

This is a threat to our most precious resources, our people, especially our children.

Thank you for your consideration of this important issue.

With warm regards,
Kris Ann

Kris Ann Schultz, MD

Dear Decision Makers

I am an owner on lake 3. Adding the large number of boat slips they are requesting would be damaging to the lake itself AND the experience that people have when they come to enjoy the lake, whether for fishing or recreation. We already have the second largest annual number of visiting boat launches when compared with all the lakes in the State of Minnesota.

The shallow lake depth of Forest already limits the ability of the lake to recover from usage and aquatic plant growth. I am also concerned about the types of boats that will damage the lake bottom because of its limited depth and the wildlife because of the habitat disturbances.

Please do not allow this expansion. It is short sighted. If you are looking for tax dollars look somewhere else that doesn't damage our lake and our property values.

Listen to the Forest Lake Lake Association (FLLA).

I hope you put a stop to this plan.

Andrea L. Oien

Mr. Gilmore,

Thank you for your email and explanation of the process. Regardless of studies needed or not needed as the case may be, we oppose the addition of 72 boat slips. Those additional boats would make Forest Lake even busier than it already is. Please note this comment against the proposal for the upcoming planning commission meeting. I am unable to attend that meeting or I would express our sentiments in person.

Thank you...

Mike & Sarah Nieters
8330 216th St. N
Forest Lake, MN 55025



Central Region Headquarters
1200 Warner Road
Saint Paul, MN 55106

March 16, 2026

Michael Birchland, City Planner
City of Forest Lake
1408 Lake Street South
Forest Lake, MN 55025

Re: Conditional Use Permit for Timm's Marina Expansion

Dear Michael Birchland,

Thank you for the opportunity to comment on the conditional use permit application for the proposed expansion of Timm's Marina. The application proposes the addition of 72 boat slips to the existing facility.

The expansion of marinas in Minnesota requires both the approval of the DNR and the local government zoning authority. The DNR requires a Public Waters Work Permit, and the City of Forest Lake, in this case, requires a Conditional Use Permit. Please note that the DNR has received an application for a Public Waters Work Permit from Timm's Marina. The application is currently under review. When deciding whether to approve or deny the application, the DNR is guided by the state's Public Waters Work Rules (Minn. Rules, Chapter 6115). The standards in DNR's rules for marinas are described in the attached guidance document for local governments entitled Permitting Mooring Facilities & Determining the Number of Mooring Spaces in Shorelands.

Please note the following aspects of DNR's regulatory standards for marinas:

- DNR's rules require consistency with local zoning. The area must be zoned for such use, or the local government land use authority must grant a land use permit (such as a CUP).
- DNR's rules focus our review on the effects of the structural encroachment in the water (i.e., the marina's docks) and not on the effects of added usage of watercraft on the lake. Under DNR's rules, the size of marinas is limited by the demand for mooring facilities in the area and the number of watercraft to be served. DNR's rules do not limit the size of marinas based on a lake's boating density.

In effect, DNR's rules place substantial reliance on local zoning authorities to address concerns with increased watercraft mooring and usage. Similarly, boating restrictions such as speed limits, motor type and size limits are typically addressed at the local level through water surface use zoning, as explained on this website:

<https://www.dnr.state.mn.us/regulations/boatwater/surfaceusezoning.html>.

Sincerely,

A handwritten signature in cursive script that reads "Dan Scollan".

Dan Scollan
East Metro Area Hydrologist

cc: John (Jack) Gleason, South District Hydrologist Supervisor, Minnesota DNR
Megan Moore, South District Manager – Ecological and Water Resources, Minnesota DNR

Attachments:

Permitting Mooring Facilities & Determining the Number of Mooring Spaces in Shorelands

Permitting Mooring Facilities & Determining the Number of Mooring Spaces in Shorelands

Purpose

The purpose of this document is to help local governments understand applicable permitting requirements and standards for mooring facilities, including marinas, consistent with local shoreland ordinances and state laws aimed at minimizing impacts to Minnesota’s public waters. This includes determining the number of mooring spaces for residential and commercial uses as regulated under Minnesota’s Shoreland Rules and Public Waters Rules. This document cites relevant rule provisions and assumes that local shoreland ordinances are consistent with the state shoreland rules.

Resource Concerns with Mooring Facilities & Too Many Moorings Spaces

Intensive shoreland development negatively affects lake and river ecosystems. Large docks and platforms with many mooring spaces shade out aquatic plants and eliminate habitat critical for fish spawning, feeding, and refuge from predators. Propellers in shallow areas also disturb sediment, increase turbidity, release phosphorous, and destroy critical fish habitat. Additionally, large docks and platforms privatize public space. The surfaces of Minnesota’s waters are available to any member of the public with legal access to the water body.



Large docks, platforms and mooring facilities can have significant negative impacts on fish habitat.

Overview

Determining when permits are required and what standards apply for mooring facilities and marinas can be complex and confusing. Several different state and local requirements apply, and what applies depends on the type of land use that is generating the demand for mooring spaces. This table can help:

If the demand is generated by:	Then:
Residential subdivisions, residential shoreland PUDs, or commercial shoreland PUDs (campgrounds, resorts or other lodging facilities)	# of mooring spaces is regulated by the local shoreland ordinance; DNR permit generally not required
Restaurants, bars, other non-lodging commercial uses, or other non-residential uses	# of mooring spaces is regulated by local ordinances, unless mooring facility requires a DNR permit (situations requiring a DNR permit are described below)
A marina	# of mooring spaces is regulated through the DNR and local zoning permitting process; DNR permit and local permit required

DNR Permits for Mooring Facilities

A DNR public waters permit is generally not required for the construction, reconstruction or installation of docks, floating or temporary structures, lifts, or **mooring facilities** under Minnesota Rules 6115.0210 Subp. 4, provided the facility:

- is not a hazard to navigation, public health, safety and welfare (local governments should contact the DNR if they are unsure about this standard);
- allows the free flow of water beneath it;
- is not intended to be used as a marina (marinas DO require a DNR permit as explained below);
- is consistent with local regulations, if any;
- length is limited to that necessary to accomplish its intended use, including reaching navigable waters;
- width, other than lifts, is not more than eight feet, and is not combined with other similar structures so as to create a larger structure; and
- is only placed on rock filled cribs if located on waters where the bed is predominantly bedrock and incapable of accepting pilings.

A **mooring facility** is a concentrated area intended solely for the mooring or containment of seven or more watercraft or seaplanes by docks, mooring buoys, or other means.

If the above standards are not met, a DNR permit is required. More specific local standards are often helpful to minimize neighbor conflicts. Local governments have the authority under Minnesota statutes, Sections 86B.205 and 459.20 to regulate the construction of these facilities.

DNR Permits for Marinas

A DNR permit is required for **marinas**, and the permit requires consistency with local zoning. The area must be zoned to allow marinas, or the local government must grant a land use permit for the marina. Also, as part of permitting, DNR must find that the marina is sized consistent with the demand for mooring spaces in the area and the watercraft to be served.



A marina is a commercial mooring facility that provides spaces for seven or more watercraft or seaplanes, **AND** at least one additional ancillary service such as fuel/bait/concession sales, boat repairs, boat rental, sewage pump out, or mooring space rental.

Standards for Marinas & DNR-Permitted Mooring Facilities

For marinas and in situations where a DNR permit is required for a mooring facility, the following standards and criteria must be met:

Under Minnesota Public Water Rules 6115.0210, Subp. 5, facilities must meet the following general criteria:

- Be the minimal impact design solution for the need, as compared to all reasonable alternatives.
- Minimize encroachment, change, or damage to the environment, particularly the ecology of the waters.
- Be consistent with floodplain, **shoreland**, and wild and scenic rivers management standards and ordinances (see text box below addressing shoreland standards).

- Mitigate adverse effects on the physical or biological character of the waters through feasible and practical measures.
- Be consistent with water and related land management plans and programs of local and regional governments, provided they are consistent with state plans and programs.

Under Minnesota Rules 6115.0211, Subp. 4a, facilities must meet the following specific criteria:

- Be designed in a compact fashion so as to blend with the surrounding shoreline and so that all mooring and maneuvering activities can be normally confined to an area bounded by the property lines as extended into public waters while minimizing the surface area occupied in relation to the number of watercraft to be served.
- Minimize encroachment waterward of the OHWL.
- For facilities more than eight feet in width, justification that the proposal is the minimal impact solution for the need, considering all alternatives.
- And, for public mooring facilities that are NOT marinas:
 - they must be available for use by the general public,
 - the local government must approve with a resolution stating the public interests in providing the facility, and
 - they must be appropriately sized, for public mooring, consistent with the demand for mooring facilities in the area and the number of watercraft to be served.

A DNR permit is also needed when dock platforms exceed square footage size limits. See [DNR's docks and access in public waters fact sheet](#) for information on dock and platform size limits. A permit is also needed for excavation in public waters. In these cases, permits are only approved if the community is covered by a DNR-approved shoreland ordinance (Minnesota Statutes, Section 103G.245 Subd. 8 (1)).

Demand for mooring spaces and consistency with shoreland rules. When permitting mooring facilities (including marinas) associated with new or expansions to residential and commercial shoreland PUDs, the DNR will evaluate the number of proposed new and existing (if applicable) mooring spaces for consistency with the number of mooring spaces allowed by residential and commercial shoreland PUD provisions in the local shoreland ordinance (or state rules if the local shoreland ordinance does not contain PUD provisions). Project proposers will need to demonstrate a realistic and plausible demand for all (existing and new) mooring spaces over and above that allowed by the residential and commercial shoreland PUD provisions.

Shoreland Ordinance Administration

Regardless of whether a DNR permit is needed for a mooring facility, local governments must administer applications for mooring facilities and determine the number of spaces consistent with their shoreland ordinance. The local shoreland ordinance provides two methods for regulating mooring spaces: 1) controlled access lots, and 2) through shoreland PUDs/CUPs.

Controlled Access Lots

Mooring spaces for the non-riparian lots of a subdivision are regulated through the controlled access lot provisions in the shoreland rules (Minnesota Rules 6120.3300 Subp. 2. E.). A controlled access lot can only be created during the subdivision process and must meet the minimum lot size for a riparian lot. Six

mooring spaces are allowed with a standard controlled access lot, however, additional mooring spaces may be added with a proportionate increase in the width of the controlled access lot, based on a formula in the rules.

Shoreland PUDs

The number of mooring spaces for residential PUDs and for campgrounds, resorts and other lodging facilities (commercial PUDs) is limited to the number of dwelling units, camp sites or lodging rooms allowed in the first or riparian tier. The shoreland rules (Minnesota Rules 6120.3800) describe how to define the first tier and determine the number of dwelling units, camp sites or lodging rooms allowed in the first tier. If local governments do not have DNR-approved shoreland PUD standards in their shoreland ordinance, the DNR must approve shoreland PUDs for consistency with the shoreland rules (Minnesota Rules 6120.3800 Subp. 1).

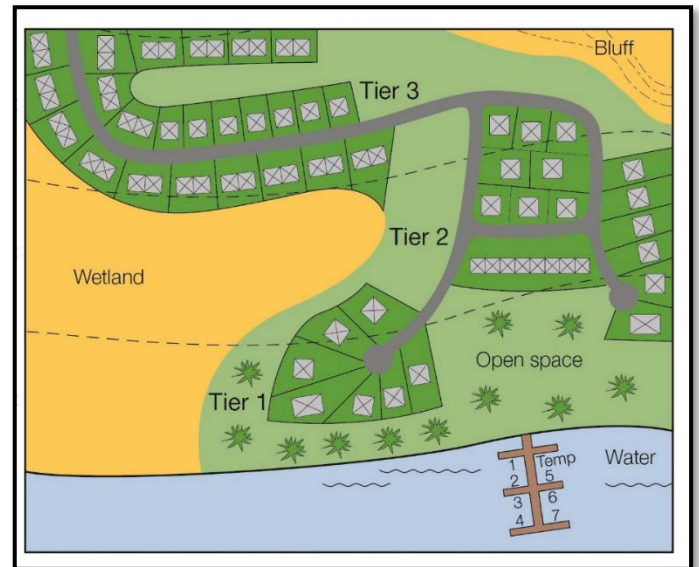
Shoreland PUDs must be processed as a Conditional Use Permit (CUP). Challenges often occur when developers request more mooring spaces than allowed in these situations:

1. New residential or commercial shoreland PUDs/CUPs
2. Expansions to existing residential or commercial shoreland PUDs/CUPs, including existing mooring spaces. In some cases, the previously approved CUP allowed more mooring spaces than allowed by the current shoreland ordinance.
3. Expansions to existing residential developments, campgrounds, resorts or hotels that were not approved with a CUP. These usually existed before the local shoreland was adopted and are considered legal nonconformities. In many cases, these developments were approved with more mooring spaces than allowed by the current shoreland ordinance.

In all of these cases, the total number of mooring spaces cannot exceed that allowed by the shoreland PUD provisions in the ordinance, except for spaces determined to be legal nonconformities. Existing mooring spaces must be included in the assessment of expansions to existing residential and commercial PUDs. All expansions to residential or commercial PUDs, including the number of mooring facilities, must be approved through a CUP, whether or not the existing development was initially approved with a CUP. The number of allowed mooring spaces should always be documented as a condition of approval in the approved CUP.

Developers seeking more mooring spaces than allowed by the shoreland PUD provisions generally have these options:

- Seek a variance to deviate from the number of mooring spaces allowed in the ordinance. The DNR discourages this approach and will often comment on the variance application. The DNR has successfully appealed variances to shoreland mooring space ordinance regulations.



The number of mooring spaces is limited to the number dwelling units, camp sites or lodging rooms allowed in the first tier.

- Seek a DNR permit for a marina. DNR discourages this approach unless the application is for a bona fide marina and a marina is a clearly allowed use in the local zoning ordinance. The DNR will evaluate the number of mooring spaces proposed under a marina application starting with the number of spaces allowed under the shoreland PUD provisions. The developer should provide realistic and plausible documentation of demand from non-residential, campground, resort or hotel uses.

Riparian Residential Lots

There are no state rules limiting the number of mooring spaces available to individual riparian residential lots platted as part of a conventional lot and block subdivision, as long as docks and mooring spaces do not obstruct navigation or cause a safety hazard.

Innovative Solutions

Local governments can improve shoreline protection by adopting specific boat parking and mooring facility standards, such as:

- Require a local permit for mooring facilities and adopt general and specific standards and criteria similar to those in Minnesota Rules described above including a mooring facility plan.
- Establish a maximum boat parking/mooring space limit. Considerations could include the ecological sensitivity of the aquatic near shore area where mooring facilities would be located and limiting boat parking as a small percentage of the minimum vehicle parking requirement.
- Prohibit or limit access easements and private dock rental to address lake crowding, traffic, and noise.
- Prohibit or limit controlled access lots to address lake crowding, traffic and noise concerns

Floodplain Requirements

Marinas and mooring facilities must meet all applicable local floodplain ordinance requirements. This includes ensuring any permanent docks and other navigational-related structures in a mapped floodway provide a “No Rise Certification.” In Zone As and Zone AEs with no designated floodway, especially on rivers and river-like portions of lakes, ensure they don’t cause more of a rise in flood levels than allowed by the local floodplain ordinance.

The statements in this document do not have the force and effect of law. This document is informational only and should not be interpreted as creating new criteria or requirements beyond what is already established in the relevant statutes and rules. Whether a local shoreland ordinance complies with the relevant statutes and rules will be determined on a case-by-case basis. Nothing in this document should be considered legal advice. Local governments should consult their attorney for specific advice in adopting, amending, and administering ordinances.



Office of Engineering

1408 Lake Street South
Forest Lake, MN 55025
www.ci.forest-lake.mn.us

March 16, 2026

Forest Lake Planning and Zoning Department
City of Forest Lake
1408 Lake Street South
Forest Lake, MN 55025

RE: Timm's Marina CUP & Variance Request Site Plan Review

Dear Forest Lake Planning and Zoning Department,

We have completed our review of the documents submitted for the Timm's Marina CUP and Variance Request received from the representatives of Timm's Marina, located at 9080 Jewel Lane N.

The following submitted documents were reviewed:

- Conditional Use Permit Application packet including variance request narratives, existing and proposed site layout figures, and existing and proposed certificate of survey.

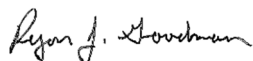
We provide the following comments for the proposed improvements:

1. The applicant is not proposing any improvements to the existing drives/parking areas but rather intends to utilize the existing gravel and grass parking areas that exist today.
2. The applicant is requesting variances to City standards for:
 - a. Parking Factor Variance: Reduction to 0.5 parking spaces per season-term boat slip versus the 1.5 required per City standards.
 - b. Parking and Drive Surfaces Variance: Exemption from paved parking and drive surfaces.
3. If these variance requests are denied by the City, the applicant shall anticipate preparing and submitting the following items, meeting City standards for improved parking and drive surfaces, to the City for review and approval:
 - a. Revised Certificate of Survey showing existing and proposed site improvements and existing and proposed contours and spot elevations for related grading and stormwater bmps.
 - b. Site Improvement plans detailing the construction of the proposed improvements, including title sheet, removals plan, grading and erosion control plan, site improvements plan, utility plan for any added storm sewer, stormwater bmp plan, and construction details.
 - i. If repairs/revisions to the sanitary sewer system are determined necessary, these will need to be completed as part of the project and shown on the site improvement plans.

- c. Stormwater management plan ensuring all stormwater management, erosion and sediment control, and wetland protection shall meet the regulatory requirements of the Comfort Lake-Forest Lake Watershed District, City of Forest Lake Stormwater Management ordinances and design requirements, and MPCA Construction Stormwater standards.
 - d. Proposed pavement section.
 - e. The applicant shall anticipate obtaining the following permits, copies of which shall be submitted to the City for review:
 - i. Comfort Lake-Forest Lake Watershed District: All applicable stormwater management requirements shall be submitted to the City for review.
 - ii. If the Technical Evaluation Panel (TEP) and Watershed District require a wetland delineation, a copy shall be submitted to the City for review. Wetland impacts should anticipate having a replacement plan completed and submitted for review.
 - iii. A National Pollutant Discharge Elimination System (NPDES) Construction Stormwater Permit shall be obtained from MPCA. All applicable requirements of the permit shall be submitted to the City for review.
 - iv. Any other applicable permits will need to be secured by the applicant.
 - f. Landscaping and Lighting plans meeting Planning and Zoning requirements.
4. Additional Items:
- a. If the City requires a Site Improvement Agreement for this project, the applicant will be responsible for associated fees and financial securities.
 - b. All proposed improvements shall be privately owned and maintained.
 - c. All necessary permits and approvals shall be obtained and copies submitted to the City before construction can begin.
 - d. A preconstruction meeting is required to be held prior to any construction activity starting on site. The Owner shall invite representatives from the City, Watershed, and private utility owners.
 - e. A Gopher State One Call shall be completed before any excavation work can begin as noted on the plans.
 - f. All construction shall be completed within City approved working hours.
 - g. All construction activity and material storage shall be contained within the site.
 - h. Street sweeping will be required within 24 hours if sediment is tracked off the site.

No work shall begin on the project until all the comments in this report are addressed, revised submittals are received, and written notification is sent from the City. If there are any questions or concerns with the review of the proposed site development, please feel free to contact me anytime.

Sincerely,



Ryan J. Goodman, P.E.
City Engineer