

**CITY OF FOREST LAKE  
WASHINGTON COUNTY, MINNESOTA  
RECORD OF DECISION  
FINDINGS OF FACT AND CONCLUSIONS**

**Environmental Assessment Worksheet (EAW)**

**Timm's Marina Dock Addition Project**

**Responsible Governmental Unit (RGU)**

City of Forest Lake  
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**RGU Contact Person**

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**Date of Decision**

March 9, 2026

**Environmental Review Determination**

Following review of the Environmental Assessment Worksheet, public and agency comments, and the supporting record, the Forest Lake City Council has determined that the proposed Timm's Marina Dock Addition Project does not have the potential for significant environmental effects requiring preparation of an Environmental Impact Statement (EIS) pursuant to Minnesota Rules Chapter 4410.

**Adopted By**

Forest Lake City Council  
Resolution No. 03-09-26-02

**EQB Monitor Publication**

Notice of this determination will be published in the EQB Monitor following distribution of the decision pursuant to Minn. R. 4410.1700.

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## **ADMINISTRATIVE RECORD STATEMENT**

This document constitutes the Record of Decision and Findings of Fact and Conclusions for the Environmental Assessment Worksheet (EAW) prepared for the Timm's Marina Dock Addition Project located in the City of Forest Lake, Washington County, Minnesota.

The City of Forest Lake served as the Responsible Governmental Unit (RGU) for purposes of environmental review under the Minnesota Environmental Policy Act (MEPA), Minn. Stat. §116D, and the Minnesota Environmental Review Rules, Minn. R. 4410.

The Forest Lake City Council considered the Environmental Assessment Worksheet, written comments received during the public review period, responses to those comments, and other information contained in the administrative record in determining whether the proposed project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement.

These Findings of Fact and Conclusions, together with the Environmental Assessment Worksheet, written comments received during the comment period, and the responses to those comments, constitute the administrative record supporting the City's determination pursuant to Minn. R. 4410.1700.

On March 9, 2026, the Forest Lake City Council adopted Resolution No. 03-09-26-02, determining that the proposed Timm's Marina Dock Addition Project does not have the potential for significant environmental effects requiring preparation of an Environmental Impact Statement.

Notice of this determination will be distributed to the Environmental Quality Board, agencies, and interested parties and will be published in the EQB Monitor in accordance with Minn. R. 4410.1700.

# RESOLUTION ADOPTING FINDINGS OF FACT AND CONCLUSIONS

## FOREST LAKE CITY COUNCIL RESOLUTION NO. 03-09-26-02

CITY OF FOREST LAKE  
WASHINGTON COUNTY, MINNESOTA

RESOLUTION NO. 03-09-26-02

**A RESOLUTION APPROVING THE ENVIRONMENTAL ASSESSMENT WORKSHEET (EAW) FOR  
TIMM'S MARINA DOCK ADDITION PROJECT AND FINDING NO NEED FOR AN  
ENVIRONMENTAL IMPACT STATEMENT**

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**WHEREAS**, the City of Forest Lake ("City") is the Responsible Governmental Unit ("RGU") for the Timm's Marina Dock Addition Project ("Project") pursuant to Minn. Stat. § 116D.04 and Minn. R. ch. 4410; and

**WHEREAS**, an EAW was determined to be mandatory for the Project; and

**WHEREAS**, Timm's Marina ("Project Proposer") submitted an EAW for the Project, which the City determined to be complete; and

**WHEREAS**, the notice of availability of the EAW was published in the EQB Monitor on January 6, 2026, and distributed to required reviewing agencies and other persons and entities in accordance with Minn. R. 4410.1500; and

**WHEREAS**, the required 30-day public comment period was conducted from January 6, 2026, through February 5, 2026, pursuant to Minn. R. 4410.1600 with the City receiving comments from five (5) agencies, one (1) civic organization and twenty-five (25) citizens; and

**WHEREAS**, pursuant to Minn. R. 4410.1700, the City requested and received additional information from the Project Proposer to clarify issues raised during the comment period; and

**WHEREAS**, the City Council met at a regularly scheduled meeting on March 9, 2026 and considered the EAW, the reports of its staff, and all substantive comments received from the parties noted above and the City's written responses thereto; and

**WHEREAS**, the City Council finds that the EAW, together with all written comments, responses, supplemental information, and the entire administrative record, provides an adequate evidentiary basis for the City Council to independently determine whether the proposed Project has the potential for significant environmental effects pursuant to Minn. Stat. § 116D.04 and Minn. R. 4410.1700; and

**WHEREAS**, under Minn. R. 4410.1700, subp. 7, the City must determine whether the Project has the potential for significant environmental effects by evaluating:

1. The type, extent, and reversibility of environmental effects;

2. The cumulative potential effects of related or anticipated future projects;
3. The extent to which environmental effects are subject to mitigation by ongoing public regulatory authority; and
4. The extent to which environmental effects can be anticipated and controlled as a result of other available environmental studies; and

**WHEREAS**, the EAW satisfactorily addressed all of the significant environmental effects for which existing information could have been reasonably obtained.

**NOW THEREFORE BE IT RESOLVED THE CITY COUNCIL OF THE CITY OF FOREST LAKE, MINNESOTA, MAKES THE FOLLOWING FINDINGS WITH REGARD TO THE ENVIRONMENTAL IMPACT OF THE PROJECT:**

1. Adoption of Findings: The City Council hereby adopts the document titled "Findings of Fact and Conclusions – Timm's Marina Dock Addition Project," attached hereto as Exhibit A and incorporated herein by reference.
2. Determination: The EAW has generated information which is adequate to determine whether the project has potential for significant environmental effects and based on the criteria in Minn. Stat. § 116D.04 and Minn. R. 4410.1700 the City Council determines that the Project does not have the potential for significant environmental effects under.
3. Environmental Impact Statement ("EIS") Not Required: Preparation of an Environmental Impact Statement is not required. The RGU makes a Negative Declaration and does not require the preparation of an EIS for the Project.
4. Scope of Determination: The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval. Nothing in this Resolution limits the authority of the City or any other governmental unit to impose conditions, require additional permits, or enforce applicable laws and regulations.
5. Effective Date: The Resolution shall take effect immediately upon adoption.

Adopted in the regular session of the City Council on the 9th day of March, 2026.

Attested:

By: 

Its: Interim City Administrator, Jolleen Chaika

By: 

Its: Mayor, Blake Roberts

# DECISION SUMMARY

## **Environmental Assessment Worksheet Determination**

Timm's Marina Dock Addition Project  
City of Forest Lake, Minnesota

## **Responsible Governmental Unit:**

City of Forest Lake

## **Project Location:**

Timm's Marina, Forest Lake, Washington County, Minnesota

## **Project Description:**

Timm's Marina proposes to add two new non-permanent slip docks to the existing marina in Forest Lake, Minnesota. The new docks would provide an additional 72 boat slips on Forest Lake and increase the size of on-water marina operations by approximately 1.48 acres (including boat slips, docks, and boat navigation areas).

## **Environmental Review Document:**

Environmental Assessment Worksheet (EAW)

## **EAW Comment Period:**

January 6, 2026 – February 5, 2026

## **Decision Authority:**

Forest Lake City Council

## **Date of Decision:**

March 9, 2026

## **Determination:**

After reviewing the Environmental Assessment Worksheet, written comments received during the public review period, responses to those comments, and the supporting administrative record, the Forest Lake City Council determined that the proposed project does not have the potential for significant environmental effects requiring preparation of an Environmental Impact Statement pursuant to Minn. R. 4410.1700.

## **Basis for Determination:**

The City Council concluded that potential environmental effects associated with the project are addressed through existing regulatory controls, applicable permits, and project design, and that the record does not demonstrate the potential for significant environmental effects.

## **Next Steps:**

Notice of this determination will be distributed to interested parties and published in the EQB Monitor. The project remains subject to all applicable federal, state, watershed district, and local approvals.

## **FINDINGS OF FACT AND CONCLUSIONS**

In the Matter of the Decision on the Need for an Environmental Impact  
Statement for the Proposed:

### **Timm's Marina Dock Addition Project**

Located in Forest Lake, Washington County, Minnesota

**Responsible Government Unit:**

City of Forest Lake, Minnesota

**Contact Person:**

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**Proposer:**

Timms Marina

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**March 2026**

## **INTRODUCTION**

Pursuant to Minn. Stat. § 116D.04 and Minn. R. ch. 4410, the City of Forest Lake (“City”), as the Responsible Governmental Unit (“RGU”), prepared and distributed an Environmental Assessment Worksheet (“EAW”) for the proposed Timm’s Marina Dock Addition Project (“Project”).

Based upon:

- The EAW;
- Written agency comments (Appendix A.1) and public comments (Appendix A.2) both Appendices include RGU responses;
- The Project Proposer’s response to the City’s Additional Information Request (Appendix B.2);
- The 2025 Forest Lake Watercraft Inspection Program Report (Appendix C.1);
- The Forest Lake Lake Association (FLLA) City Council Survey Report (Appendix C.2);
- City staff technical analysis; and
- All materials in the administrative record.

the City makes the following Findings of Fact, Conclusions, and Resolution.

## **SCOPE OF DECISION**

The purpose of this environmental review is to determine whether the proposed project has the potential for significant environmental effects that would require preparation of an Environmental Impact Statement under Minnesota Rules Chapter 4410. Environmental review is an informational process intended to evaluate potential environmental impacts and identify appropriate mitigation where necessary.

This determination does not constitute approval of the proposed project or any associated land use applications. The proposed project remains subject to all applicable federal, state, watershed district, and local regulations, as well as any required permits, approvals, or conditions that may be imposed through separate regulatory processes.

## **LEGAL STANDARD – DEFINITION OF “SIGNIFICANT”**

Under Minn. Stat. § 116D.04 and Minn. R. 4410.1700, the Responsible Governmental Unit must determine whether a project has the potential for significant environmental effects.

Minnesota Rule 4410.1700, subp. 7, requires the City to evaluate significance by considering:

- A. The type, extent, and reversibility of environmental effects;
- B. The cumulative potential effects of related or anticipated future projects;
- C. The extent to which environmental effects are subject to mitigation by ongoing public regulatory authority; and

- D. The extent to which environmental effects can be anticipated and controlled as a result of other available environmental studies.

In this context, “significant” does not mean that there are no environmental impacts. It means impacts that are large enough in type, magnitude, duration, or cumulative effect that preparation of a full Environmental Impact Statement (EIS) is necessary.

The EAW process is a threshold determination. The question before the City is not whether the Project has impacts, but whether those impacts rise to the level of significant environmental effects under Minn. R. 4410.1700.

The City’s analysis below applies this standard to the entire administrative record.

## PROCEDURAL HISTORY

1. The City of Forest Lake is the Responsible Governmental Unit (“RGU”) for this Project pursuant to Minn. Stat. § 116D.04 and Minn. R. ch. 4410.
2. The Project Proposer submitted an Environmental Assessment Worksheet (“EAW”) for the proposed dock expansion at Timm’s Marina on Forest Lake to the RGU on **October 28, 2025**. On **November 26, 2025**, the RGU determined the EAW to be incomplete and returned it to the Project Proposer for revision. The Project Proposer submitted a revised EAW addressing preliminary review comments on **December 15, 2025**. The RGU determined the revised EAW to be complete on **December 22, 2025**, and transmitted it to the Environmental Quality Board (“EQB”) for publication and commencement of the public comment period.
3. The EAW was published in the EQB Monitor on **January 6, 2026** and distributed to required reviewing agencies and interested parties in accordance with Minn. R. 4410.1500 (Appendix D).
4. The EAW was made available for public review:
  - On the City of Forest Lake website;
  - At Forest Lake City Hall during regular business hours; and
  - Through EQB distribution to reviewing agencies.
5. The 30-day public comment period closed on **February 5, 2026**, in accordance with Minn. R. 4410.1600.
6. During the 30-day comment period, the City received:
  - Five (5) written comment letters from reviewing agencies (Appendix A.1); and
  - Twenty-six (26) written comment letters from members of the public, including one (1) civic organization. (Appendix A.2).
7. Many public comments raised overlapping themes, including boating density and carrying capacity, shoreline erosion, noise, aquatic invasive species (AIS) risk, water

quality, and cumulative impacts. Each substantive environmental issue raised during the comment period is addressed in these Findings of Fact. The City's determination is based upon the substance of the environmental issues raised and the evidence in the record, not the number of comments submitted.

8. Pursuant to Minn. R. 4410.1700, the City requested additional information from the Project Proposer on **February 11, 2026** to clarify issues raised during the comment period (Appendix B.1).
9. The Project Proposer submitted a written response on **February 20, 2026** addressing boating density, AIS, wake impacts, noise, operational limitations, and mitigation commitments (Appendix B.2)
10. The City extended the deadline for making its determination pursuant to Minn. R. 4410.1700, Subp. 2a, and provided notice of the extension consistent with rule requirements on **February 24, 2026**.
11. All State and Regional Agency written comments are included as Appendix A.1 which includes RGU responses. Comments received from local civic organizations and the general public are included as Appendix A.2, which includes RGU responses.

## **APPLICABLE ENVIRONMENTAL REVIEW STANDARD**

In determining whether the proposed project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement, THE City of Forest Lake, as the Responsible Governmental Unit, considered the criteria set forth in Minnesota Rules §4410.1700, Subp. 7. These criteria include:

- (1) the type, extent, and reversibility of environmental effects;
- (2) the cumulative potential effects of related or anticipated future projects;
- (3) the extent to which the environmental effects are subject to mitigation by ongoing public regulatory authority;
- (4) the extent to which environmental effects can be anticipated and controlled as a result of other available environmental studies or environmental review; and
- (5) the extent to which the environmental effects are likely to be significant relative to existing conditions.

The City has evaluated the Environmental Assessment Worksheet, the written comments received during the public review period, and the information contained in the administrative record in light of these criteria.

## **FINDINGS OF FACT**

### **A. PROJECT DESCRIPTION**

1. The Project Proposer seeks approval to install two additional seasonal floating dock structures at Timm’s Marina on Forest Lake.
2. The proposed expansion would result in 72 additional seasonal boat slips. Based on slip configuration and potential tie-off capacity, the maximum potential occupancy associated with the proposed expansion is 76 additional boats.
3. The Project will expand the floating dock footprint over water within the existing marina basin. The expansion is limited to seasonal, removable dock structures.
4. The Project does **not** involve:
  - Shoreline grading or alteration;
  - Dredging;
  - Filling below the Ordinary High-Water Level;
  - Construction of new upland buildings;
  - Expansion of parking areas;
  - Installation of new fuel facilities;
  - Expansion of impervious surfaces; or
  - Modification of stormwater infrastructure.
5. Forest Lake contains approximately 2,271 surface acres.
6. The Project remains subject to Minnesota Department of Natural Resources (DNR) Public Waters permitting authority and all applicable boating and aquatic invasive species regulations.

Separate land use requests (including the pending parking/stormwater-related variance and CUP amendment) are not approvals granted by this decision and would be evaluated by their own standards and conditions.

### **B. CORRECTIONS AND CLARIFICATIONS TO THE EAW**

Pursuant to Minn. R. 4410.1700, the City requested additional information to clarify issues raised during the comment period. The applicant’s February 20, 2026 written response (Appendix B.2) supplements the EAW. The following clarifications are incorporated into the administrative record:

#### **Carrying Capacity and Density – Section 12.b.iv.2**

The EAW is supplemented with quantitative density modeling evaluating baseline peak-day conditions and upper-range utilization scenarios. The applicant clarified that:

- Slip renters average approximately six uses per season;
- Wake boats and jet boats will not be permitted in new slips;

- Engines would be limited to modern 4-stroke motors;
- Marina expansion area inclusive of docks and navigation is approximately 1.48 acres.

Expanded modeling is incorporated in Section IV.A.1 below.

## **Noise – Section 19**

Section 19 is clarified to explicitly state:

- Forest Lake shoreline areas fall within MPCA Noise Classification Area 1 (NAC 1).
- The Project introduces no stationary mechanical equipment or amplified sound.
- Boat engine noise is short-term, intermittent, and seasonal (April–October).
- No reviewing agency submitted monitoring data or analysis indicating that the Project would cause an exceedance of Minn. R. 7030 standards (Appendix A.1).

## **AIS – Section 12.a.i and Section 14**

The AIS species list is clarified to include:

- Common Carp
- Curly Leaf Pondweed
- Purple Loosestrife

The applicant confirmed continued compliance with MnDNR Lake Service Provider permitting and daily inspection protocols. Seasonal slip vessels are typically moored and not repeatedly transported between waterbodies.

## **Shoreline Erosion – Section 11**

Clarified:

- Approximately 60-foot navigation corridors between docks;
- Similar distance from shore as existing dock;
- Sandy substrate conditions;
- Rip-rap shoreline stabilization;
- Voluntary 150-foot no-wake operational buffer;
- No geomorphological study in record demonstrating destabilization.

## **Parking and Stormwater – Section 12.b.ii and Table 8-1**

Clarified:

- Existing gravel/turf parking has operated for approximately 40 years;
- Variance request pending;
- If paving occurs, CLFLWD Rules 2, 3, and 7 may apply;
- Dock expansion does not independently mandate paving;
- Existing 1,000-gallon AST (TS0131554) registered with MPCA;
- Secondary containment and spill response procedures in place.

## DECISION REGARDING NEED FOR ENVIRONMENTAL IMPACT STATEMENT

The City must determine whether the Project has the potential for significant environmental effects by evaluating:

- A. Type, extent, and reversibility
- B. Cumulative potential effects
- C. Mitigation by ongoing public regulatory authority
- D. Anticipation and control through other studies

The City addresses each below.

### A. TYPE, EXTENT, AND REVERSIBILITY OF ENVIRONMENTAL EFFECTS

The principal environmental issues raised during the were:

- Boating density and carrying capacity
- Shoreline erosion and wake impacts
- Noise impacts
- Aquatic invasive species (AIS) risk
- Water quality impacts

#### A.1 Boating Density and Carrying Capacity

##### *Existing Lake Conditions*

Forest Lake contains approximately 2,271 surface acres of open water available for recreational use. This acreage provides the baseline physical capacity against which boating density calculations are evaluated.

For purposes of density modeling, the City relies on total surface acreage as reflected in the EAW (Appendix E) and related lake technical materials (Appendix C).

##### *Baseline Peak-Day Estimates in the Administrative Record*

Two peak-day estimates appear in the administrative record:

1. **359 vessels** — derived from the Forest Lake Lake Association (FLLA) City Council Survey Report dated February 2, 2026 (Appendix C.2).
2. **Approximately 380 vessels**, referenced in public comments as anecdotal peak holiday observations (Appendix B.2)

The City evaluates both figures as representing upper-range peak-day conditions for purposes of stress-testing potential density impacts.

##### *Analytical Framework*

Boating density is calculated by dividing total surface acreage by the number of vessels present under modeled peak conditions. These calculations establish the baseline conditions against which the Project's incremental contribution must be evaluated.

### ***Baseline Density Calculations***

Using the lake area of 2,271 acres, baseline peak boating density is as follows:

- **Baseline Scenario 1 – 359 vessels**  
2,271 acres ÷ 359 boats = **6.33 acres per boat**
- **Baseline Scenario 2 – 380 vessels**  
2,271 acres ÷ 380 boats = **5.98 acres per boat**

### ***Plain Baseline Observation***

The record therefore reflects that, under peak-day conditions:

- Forest Lake currently experiences approximately **5.98 – 6.33 acres per boat**, depending on which peak estimate is applied

These figures establish a plain baseline condition against which the Project’s incremental effect must be evaluated.

### ***Project Incremental Impact***

- The project proposes 72 additional slips, allowing up to 76 boats under maximum theoretical occupancy.
- Four existing slips would be removed to accommodate the dock expansion.
- Net increase in supported boats: 72 (76 proposed – 4 removed).

For environmental analysis, the City applied upper-range use scenario assumptions. “Upper-range use scenario” refers to the use of reasonable but upper-range assumptions designed to test higher-end or stress-case conditions in order to avoid understating potential environmental effects.

### ***Density Under Upper-range Incremental Scenarios***

Using the FLLA-modeled 359 baseline:

<b>Utilization of the 72 Vessels</b>	<b>Total Vessels</b>	<b>Acres per Vessel</b>
30% (22 boats)	381	5.96
40% (28 boats)	387	5.87
50% (36 boats)	395	5.75

Using the higher 380 baseline:

<b>Utilization of the 72 Vessels</b>	<b>Total Vessels</b>	<b>Acres per Vessel</b>
30% (22 boats)	402	5.65
40% (28 boats)	408	5.57
50% (36 boats)	416	5.46

Note: The 50% peak-use assumption was selected by the City for analytical purposes to test higher-use conditions and was not derived solely from the applicant’s usage estimate.

### ***Incremental Effect Analysis***

Under upper-range assumptions:

- The Project reduces baseline density from approximately **5.98 - 6.33 acres per vessel**
- To approximately **5.46 - 5.75 acres per vessel** under high utilization stress testing

This represents an incremental density change of approximately **0.52 to 0.58 acres per vessel**, depending on utilization.

In percentage terms, the increase in total boats represents approximately **4-6% over peak modeled conditions**.

### ***Advisory Planning Guidance***

Public comments referenced Minnesota Department of Natural Resources (DNR) recreational planning guidance suggesting that desirable recreational boating density may range between approximately 9–20 acres per vessel under certain planning scenarios (Appendix A.2).

The City notes that this guidance is advisory in nature and is not codified as a regulatory standard under Minn. Stat. § 116D.04 or Minn. R. 4410.1700. The EAW decision standard requires evaluation of whether the Project has the potential for significant environmental effects, not whether a specific advisory acreage ratio is achieved.

The City has considered this contextual planning guidance as part of the administrative record. However, the record does not contain regulatory language establishing a mandatory acreage-per-boat threshold under Minn. R. 4410.1700, nor does it contain ecological data demonstrating that the projected incremental change would trigger measurable impairment.

### ***Evaluation of Significance***

Under Minn. R. 4410.1700, subp. 7(A), the City must evaluate the type, extent, duration, and reversibility of potential environmental effects.

The record establishes baseline peak-day boating density and the projected incremental change associated with the Project, as set forth above. Those calculations reflect upper-range peak conditions derived from both the FLLA modeling and higher anecdotal estimates and were further evaluated under upper-range utilization assumptions.

The record further reflects that higher boating densities occur episodically during holiday weekends and favorable weather events, rather than as sustained daily averages throughout the boating season.

The City finds that environmental significance must be evaluated in light of:

- The limited duration of peak conditions;
- The incremental nature of the proposed increase;
- The absence of demonstrated ecological impairment attributable to existing peak density; and

- The lack of any regulatory threshold establishing a specific acreage-per-boat standard as a trigger for an EIS.

While advisory recreational planning guidance was referenced in public comments, no statute or rule codifies a mandatory density threshold under Minn. R. 4410.1700. The record does not contain empirical ecological data demonstrating that the projected incremental change would cause measurable, sustained, or irreversible environmental degradation.

The City therefore finds that the incremental change in boating density associated with the Project does not rise to the level of a potential significant environmental effect.

## **A.2 Shoreline Erosion and Wake Impacts**

Public comments expressed concern that an increase in boating activity could generate additional wake energy, resulting in shoreline erosion or sediment resuspension.

### ***Project Characteristics Relevant to Shoreline Impacts***

The record establishes that the Project:

- Does not involve shoreline grading, excavation, or structural shoreline modification;
- Does not construct new retaining walls, riprap, or shoreline stabilization features;
- Consists of floating seasonal dock additions within the existing marina basin; and
- Does not alter nearshore bathymetry.

The applicant has represented that:

- Slips will be limited to pontoon-style vessels under 24 feet;
- The applicant has represented that wake boats and jet boats will not be permitted;
- The applicant has represented that engines would be limited to modern 4-stroke motors; and
- A no-wake operational practice within approximately 150 feet of the docks will be observed (Appendix B.2).

### ***Wake Energy and Basin Conditions***

Wake energy diminishes with distance and is influenced by vessel size, hull type, speed, and water depth. The dock expansion is located within the existing marina basin where:

- Water depths of approximately 36–45 inches and sandy substrate conditions were described by the applicant (Appendix B.2).
- Sandy substrate predominates; and
- Vessel departure speeds are limited by no-wake operation near docks.

The record does not indicate that high-displacement wake boats or high-speed personal watercraft would be assigned to the new slips.

The City finds that pontoon-style vessels operating at no-wake speeds within the basin are generally understood to produce lower wake energy than high-speed wake boats operating in open-lake conditions.

### ***Duration and Extent of Potential Effects***

Under Minn. R. 4410.1700, subp. 7(A), the City must consider the type, extent, duration, and reversibility of potential effects.

Any wake-related shoreline influence associated with the Project would be:

- Intermittent and seasonal;
- Limited to vessel ingress and egress;
- Distributed across the broader lake system; and
- Subject to state boating regulations governing wake behavior.

The record does not contain:

- Engineering shoreline stability analysis demonstrating current erosion attributable to marina operations;
- Geomorphological evidence showing shoreline failure linked to existing slip density; or
- Agency findings that the incremental increase would materially alter shoreline stability conditions.

### ***Regulatory Oversight***

Wake operation and reckless operation are regulated under Minnesota boating laws and enforced by state and local authorities.

Under Minn. R. 4410.1700, subp. 7(C), the City may consider the extent to which potential environmental effects are subject to mitigation by ongoing public regulatory authority.

Existing boating regulations, combined with operational restrictions represented by the applicant, provide ongoing mechanisms to control excessive wake generation.

The administrative record does not contain an engineering or geomorphological analysis demonstrating measurable shoreline destabilization attributable to existing marina operations (Appendices A and B).

### ***Evaluation of Significance***

While an increase in the number of seasonal slips may incrementally increase the frequency of vessel departures and arrivals, the record demonstrates that:

- The Project does not physically alter the shoreline;
- Vessel types are restricted to lower-wake configurations;
- No-wake operation will occur within the basin;
- Peak boating conditions are episodic rather than sustained; and
- No evidence demonstrates measurable shoreline destabilization attributable to existing marina operations.

Based on the evidence in the administrative record, the City finds that potential shoreline erosion or wake-related impacts associated with the Project would be limited in type, extent,

duration, and reversibility and do not rise to the level of a potential significant environmental effect under Minn. R. 4410.1700.

### **A.3 Noise**

Public comments raised concerns regarding increased recreational boating noise associated with the proposed dock expansion.

#### ***Existing Regulatory Framework***

Noise standards applicable to residential and outdoor recreational areas in Minnesota are governed by the Minnesota Pollution Control Agency (MPCA) under Minn. R. ch. 7030. Forest Lake shoreline areas fall within Noise Classification Area 1 (NAC 1), which establishes daytime and nighttime noise limits for residential use.

Section 19 of the EAW evaluates marina operational noise relative to applicable MPCA standards.

During the public comment period, no reviewing agency submitted data or analysis indicating that the proposed dock addition would result in exceeding Minn. R. 7030 noise standards. The MPCA's comment did not identify a requirement for additional noise modeling or monitoring specific to this proposal (Appendix A.1).

#### ***Operational Characteristics of the Proposed Expansion***

The Project:

- Introduces no stationary mechanical equipment;
- Does not add public address systems, amplified sound sources, or continuous mechanical operations;
- Consists of seasonal floating docks; and
- Increases only the potential number of recreational vessels moored at the marina.

The applicant has represented that:

- Slips will primarily be restricted to pontoon-style vessels under 24 feet in length;
- Wake boats and jet boats will not be permitted;
- Engines would be limited to modern 4-stroke motors; and
- A no-wake operational practice within 150 feet of docks will be maintained.

Pontoons equipped with modern 4-stroke outboard motors generally produce lower sustained noise levels than legacy 2-stroke engines and high-performance wake boats.

Operational commitments limiting vessel type and wake activity are documented in the Project Proposer's written response (Appendix B.2).

#### ***Duration and Intensity of Noise***

Recreational boating noise is:

- Intermittent in character;

- Short in duration during launch and departure;
- Seasonal (primarily April through October);
- Concentrated during peak weekends and holidays.

The applicant has further indicated that average slip renters use their boats approximately six times per summer season, indicating limited frequency of operation per vessel (Appendix B.2).

Under Minn. R. 4410.1700, subp. 7(A), the City must consider the type, extent, duration, and reversibility of potential effects.

The administrative record does not contain monitoring data, modeling, or agency findings demonstrating that the incremental increase associated with the dock addition would cause sustained exceedance of Minn. R. 7030 standards.

### ***Evaluation of Significance***

While the addition of slips may incrementally increase the frequency of short-duration outboard motor operation, the record demonstrates that:

- The increase is incremental rather than transformational;
- Operational restrictions limit high-noise vessel types;
- Noise remains transient and seasonal; and
- Applicable state noise standards and enforcement authority remain in effect.

Based on the evidence in the record, including operational commitments and regulatory oversight, the City finds that the incremental increase in recreational boating activity does not rise to the level of a potential significant environmental effect under Minn. R. 4410.1700.

## **A.4 Aquatic Invasive Species (AIS)**

Public and agency comments raised concerns regarding the potential for increased aquatic invasive species (AIS) introduction or spread resulting from the proposed dock expansion.

### ***Existing AIS Monitoring and Enforcement Framework***

The administrative record includes the 2025 Forest Lake Watercraft Inspection Program Report (Appendix C.1) reflecting inspection data maintained by CLFLWD in coordination with the Minnesota Department of Natural Resources (MnDNR).

The CLFLWD datasets document:

- Approximately 1,559 hours of staffed inspection coverage at Forest Lake public access points during the 2025 boating season (Appendix C.1);
- 1,713 “entering” inspections recorded during the May–August 2025 period at Forest Lake access sites (Appendix C.1);
- Vessel-origin information (including reported “last lake”) associated with entering inspections (Appendix C.1); and
- Identification and interception of vessels requiring inspection action prior to launch.

These materials demonstrate active, documented, and staffed AIS inspection operations at Forest Lake access points.

AIS transport, inspection, and decontamination requirements remain enforceable under Minnesota statute and MnDNR authority.

### ***AIS Transmission Pathways***

AIS introduction is primarily associated with:

- Inter-lake movement of watercraft;
- Launch activity at public access points; and
- Failure to comply with inspection and decontamination requirements.

The proposed dock expansion:

- Does not create a new public launch ramp;
- Does not remove or reduce inspection requirements;
- Does not alter MnDNR AIS enforcement authority; and
- Does not introduce a new overland transport pathway.

### ***Seasonal Slip Operations and Risk Profile***

Seasonal marina slips differ operationally from transient public launch use. Vessels assigned to seasonal slips are typically moored on Forest Lake for the duration of the boating season and are not repeatedly launched and retrieved between multiple waterbodies in the same manner as short-duration public-access users.

While seasonal slip vessels may leave Forest Lake at some point during a season, such movement remains subject to Minnesota's AIS transport and decontamination laws prior to entering another waterbody.

The CLFLWD inspection report reflects that documented inter-lake movement is identified primarily through public access inspection activity (Appendix C.1). Seasonal slip vessels are typically moored on Forest Lake for the duration of the boating season and do not create a new public access point.

Accordingly, the addition of seasonal slips does not create a new AIS pathway but incrementally increases mooring capacity within an existing regulatory and inspection framework.

### ***Regulatory and Operational Controls***

The applicant has represented that the marina maintains a valid MnDNR Lake Service Provider permit and complies with AIS-related operational requirements (Appendix B.2).

Under Minn. R. 4410.1700, subp. 7(C), the City may consider the extent to which potential environmental effects are subject to mitigation by ongoing public regulatory authority.

The City finds that:

- AIS inspection and enforcement remain active and documented;
- Transport prohibitions and decontamination requirements remain in effect;

- Regulatory oversight is not diminished by the Project; and
- The Project does not remove or weaken any AIS control mechanism.

### ***Evaluation of Significance***

The administrative record does not contain data demonstrating that the projected incremental increase in seasonal slips would materially alter AIS introduction risk beyond existing lake conditions.

AIS risk is an ongoing lake management issue statewide; however, the record demonstrates that Forest Lake is subject to active monitoring, inspection, and enforceable regulatory oversight.

Based on the evidence in the administrative record, including inspection data, regulatory authority, and operational characteristics of seasonal slip use, the City finds that AIS risk associated with the Project does not rise to the level of a potential significant environmental effect under Minn. R. 4410.1700.

## **A.5 Water Quality**

Public and agency comments raised concerns regarding potential water quality impacts associated with increased boating activity and the use of existing grass and gravel parking areas.

### ***Dock Expansion Itself***

The Project consists of seasonal floating dock additions and does not involve:

- Dredging;
- Filling below the Ordinary High-Water Level;
- Shoreline grading;
- Expansion of fueling infrastructure;
- Construction of new upland buildings; or
- Modification of existing stormwater conveyance systems.

The dock expansion itself does not introduce new impervious surface.

### ***Parking Surface and Impervious Considerations***

The applicant indicates that the marina has utilized packed gravel and grass parking areas for approximately 40 years (Appendix B.2).

The applicant has stated that a variance from City parking paving standards will be requested. Any paving would require separate land use and stormwater review.

The City finds that:

- The dock expansion itself does not mandate additional paving. However, increased use associated with the addition of docks could create a need for additional parking accommodations.
- Any future parking surface modification would require separate review and compliance with applicable stormwater and impervious surface standards.

- Any paving would be subject to City, watershed district, and state regulatory oversight, including stormwater best management practices.

If parking layout, surfacing, or stormwater controls change as part of the separate variance/CUP process, those changes would be reviewed under applicable City and watershed standards and may require additional permitting.

### ***Fuel Storage and Spill Controls***

The applicant has represented:

- A registered 1,000-gallon above-ground gasoline storage tank (MPCA registered) with secondary containment.
- Spill kits and fire suppression equipment are maintained onsite.
- Refueling conducted only by marina personnel.
- Daily dock inspections to identify leaking vessels.
- Immediate removal of leaking boats from the water (Appendix B.2).

These operational controls reduce the risk of hydrocarbon discharge.

### ***Turbidity and Sediment Resuspension***

The applicant indicates:

- Water depths in the dock vicinity are shallow (approximately 36–45 inches).
- Substrate consists predominantly of sand.
- That no mechanical or chemical aquatic vegetation control is proposed as part of the Project. (Note: If vegetation management is pursued in the future, it will remain subject to DNR aquatic plant management requirements).
- A marina practice of no wake within 150 feet of docks is followed.
- Slips will be restricted primarily to pontoon-style boats under 24 feet, with no wake/jet boats permitted

The City finds that sandy substrate conditions, pontoon-dominant use, and no-wake operational practices limit sediment disturbance potential.

### ***Regulatory Compliance***

The marina holds a valid MnDNR Lake Service Provider permit and has represented continued compliance with permit conditions and best management practices.

Under Minn. R. 4410.1700, subp. 7(C), the City may consider the extent to which environmental effects are subject to mitigation by ongoing public regulatory authority.

The City finds that:

- Fuel storage and handling are regulated under MPCA authority.
- AIS and lake service activities are regulated under DNR authority.
- Any future parking surface modifications would be subject to local stormwater regulations.
- Existing marina operations include active spill prevention and monitoring practices.

## ***Evaluation of Significance***

The record does not contain data demonstrating a causal connection between existing marina slip density and documented lake impairment.

The dock expansion does not introduce new pollutant discharge pathways, and operational and regulatory controls are in place to minimize hydrocarbon, sediment, and nutrient inputs.

Based on the evidence in the record and applicable regulatory oversight, the City finds that the Project does not have the potential for significant water quality impacts under Minn. R. 4410.1700.

## **B. CUMULATIVE POTENTIAL EFFECTS**

Under Minn. R. 4410.1700, subp. 7(B), the City must consider the cumulative potential effects of the Project when viewed in connection with past, present, and reasonably foreseeable future projects in the affected geographic area.

### ***Existing Conditions***

The record reflects that Forest Lake currently supports:

- Multiple marina facilities and seasonal dock installations;
- Private shoreline docks associated with residential properties;
- Public boat launch facilities subject to inspection and aquatic invasive species (AIS) controls; and
- Ongoing recreational boating activity at peak seasonal periods.

The baseline boating density calculations and modeling scenarios described in Section A.1 reflect these existing conditions and are supported by Appendix C.2 and public comment data in Appendix A.2.

### ***Reasonably Foreseeable Future Actions***

The administrative record does not identify:

- Additional marina expansion proposals currently pending before the City, other than the related City land use applications associated with this Project (CUP Amendment and Variance);
- New public access construction proposals;
- Shoreline redevelopment projects associated with increased boating intensity; or
- Regulatory changes that would remove or materially reduce existing AIS, wake, or noise enforcement authority.

The applicant's separate parking variance request, if approved or denied, would be subject to independent land use and stormwater review and does not alter the scope of the dock expansion analyzed in this EAW.

### ***Interaction With Existing Conditions***

The Project increment represents:

- Up to 72 additional vessels under maximum theoretical occupancy;
- Approximately a 4–6 percent increase over peak modeled conditions under upper-range assumptions;
- No new shoreline grading or structural modification;
- No new public boat access point; and
- No new pollutant discharge pathway.

As discussed in Sections A.1 through A.5, the incremental effects related to boating density, wake generation, AIS risk, noise, and water quality are limited in magnitude and subject to existing regulatory oversight.

### ***Evaluation of Significance***

Cumulative effects analysis requires consideration of whether the Project’s incremental contribution, when added to existing and reasonably foreseeable future conditions, could result in significant environmental effects.

Public comments raised concerns regarding lake carrying capacity and recreational boating density. These concerns were reviewed as part of the cumulative effects analysis. However, the administrative record does not contain monitoring data, agency findings, or other evidence demonstrating that existing boating levels on Forest Lake have resulted in ecological threshold exceedance attributable to marina operations.

Because the incremental increase associated with the Project is modest relative to current lake use and remains subject to state and local regulatory controls, the City finds that the Project does not materially alter environmental conditions in a manner that would constitute a significant environmental effect.

Accordingly, when viewed in connection with past, present, and reasonably foreseeable future actions, the Project does not have the potential to result in significant cumulative environmental effects under Minn. R. 4410.1700, subp. 7(B).

### **C. MITIGATION BY ONGOING PUBLIC REGULATORY AUTHORITY**

Under Minn. R. 4410.1700, subp. 7(C), the City may consider the extent to which environmental effects are subject to mitigation by ongoing public regulatory authority and whether such mitigation is specific and reasonably expected to be effective.

The Project remains subject to multiple layers of state and local regulatory oversight, including:

#### **Minnesota Department of Natural Resources (MnDNR)**

The dock expansion requires authorization under the MnDNR Public Waters permitting program. The MnDNR retains authority to:

- Regulate dock placement and configuration;
- Impose conditions related to navigational safety and environmental protection;
- Enforce AIS transport and decontamination laws;
- Regulate wake operation and reckless boating conduct; and
- Enforce Lake Service Provider (LSP) requirements.

The applicant has represented that it maintains a valid MnDNR Lake Service Provider permit and will continue to comply with applicable AIS and operational requirements

### **Aquatic Invasive Species (AIS) Enforcement**

AIS inspection and enforcement authority remains in effect at Forest Lake public access points. The 2025 Forest Lake Watercraft Inspection Program Report documents active inspection, interception, and enforcement activity.

These inspection and enforcement mechanisms operate independently of the Project and provide ongoing mitigation of AIS introduction and spread.

### **Minnesota Pollution Control Agency (MPCA)**

Fuel storage at the marina is subject to MPCA registration and oversight. The applicant has represented that:

- A registered 1,000-gallon above-ground storage tank is located within secondary containment;
- Spill kits are maintained onsite; and
- Refueling is conducted by marina personnel only.

MPCA authority governs fuel handling, spill response, and water quality protection.

### **Watershed District and Local Stormwater Regulation**

Any modification to parking surfaces or impervious areas would require compliance with applicable local and watershed district stormwater management standards. These standards include review of runoff rates, pollutant loading, and water quality best management practices.

Thus, potential impervious surface changes are subject to independent regulatory review and enforcement.

### ***Evaluation of Mitigation Effectiveness***

The regulatory authorities described above are:

- Established by statute and rule;
- Enforceable by state and local agencies;
- Currently operational; and
- Specifically applicable to marina and boating operations.

The City finds that these regulatory mechanisms provide ongoing, enforceable mitigation measures that materially reduce the likelihood of uncontrolled shoreline erosion, AIS spread, water quality degradation, or wake-related impacts.

Accordingly, under Minn. R. 4410.1700, subp. 7(C), the City finds that potential environmental effects associated with the Project are subject to meaningful mitigation by ongoing public regulatory authority and do not rise to the level of potential significant environmental effects.

#### **D. ADEQUACY OF EXISTING ENVIRONMENTAL INFORMATION**

Under Minn. R. 4410.1700, subp. 7(D), the City must consider the extent to which potential environmental effects are subject to anticipation and control through other available environmental studies undertaken by public agencies or the Project Proposer.

##### ***Available Monitoring and Data Sources in the Record***

The administrative record includes multiple independent data sources relevant to the environmental issues raised, including:

- 2025 Forest Lake Watercraft Inspection Program Report (Appendix C.1);
- FLLA City Council Survey Report (Appendix C.2);
- Applicant's written response to the Additional Information Request (Appendix B.2); and
- Public and agency comments (Appendix A).

These materials demonstrate that AIS inspection, vessel monitoring, and lake-use modeling are ongoing and documented.

The City finds that potential environmental effects associated with the Project are capable of anticipation and control through existing monitoring and regulatory programs (Appendices C–F).

##### ***Predictability of Environmental Effects***

The environmental concerns raised in the record — boating density, wake energy, AIS transmission, noise, and water quality — are established and studied aspects of recreational lake management in Minnesota.

The record demonstrates that:

- Boating density can be evaluated through acreage and vessel-count modeling;
- Wake behavior is governed by vessel characteristics and enforceable no-wake regulations;
- AIS transmission pathways are well understood and subject to inspection and enforcement programs;
- Fuel storage and spill prevention are regulated under MPCA authority; and
- Stormwater and impervious surface changes are subject to local and watershed review.

The Project does not introduce a new environmental mechanism or an uncharacterized pollutant pathway requiring novel scientific investigation.

### ***Absence of Unresolved Scientific Uncertainty***

The administrative record does not contain:

- Agency recommendations calling for preparation of an EIS due to scientific uncertainty;
- Evidence of ecological threshold exceedance linked to existing slip density;
- Data demonstrating that a 4–6% incremental increase in peak vessels would trigger measurable, irreversible lake impairment; or
- Identification of environmental effects that cannot be anticipated through existing monitoring frameworks.

### ***Evaluation Under Minn. R. 4410.1700, Subp. 7(D)***

Given the existence of:

- Ongoing AIS inspection and monitoring programs administered by CLFLWD and MnDNR;
- Established regulatory oversight for wake operation, fuel handling, and water quality;
- Available vessel-count modeling and survey data; and
- Enforceable stormwater and land use review authority,

the City finds that the potential environmental effects associated with the Project are capable of anticipation and control through existing environmental monitoring and regulatory programs.

Accordingly, the City concludes that preparation of an Environmental Impact Statement is not required under Minn. R. 4410.1700, subp. 7(D).

## **CONCLUSION**

In evaluating the record, including:

- the type and extent of potential environmental effects;
- the cumulative potential effects of related or anticipated future projects;
- the reversibility of potential environmental effects;
- the extent to which potential effects are subject to mitigation through existing regulatory authority; and
- the evidence contained in the administrative record,

the City finds that the Project does not have the potential for significant environmental effects requiring preparation of an Environmental Impact Statement.

The RGU's determination addresses whether the Project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. This determination does not conclude that there are no environmental impacts, nor does it constitute approval of the proposed Project. Any required local approvals will be reviewed under their own applicable standards and may include conditions.

## **DETERMINATION**

In making this determination, the City reviewed the Environmental Assessment Worksheet, the written comments received during the public comment period, responses to those comments, and other information contained in the administrative record. Based on that review, the City has taken the required “hard look” at the potential environmental effects of the proposed Project.

Based on the entire administrative record, the City Council of Forest Lake determines that the proposed Timm’s Marina Dock Addition Project does not have the potential for significant environmental effects requiring preparation of an Environmental Impact Statement under Minnesota Rules Chapter 4410.

In reaching this determination, the City considered the factors set forth in Minn. R. 4410.1700, subp. 7, including the type, extent, and reversibility of potential environmental effects; the cumulative potential effects of related or anticipated future projects; the extent to which environmental effects are subject to mitigation through existing regulatory authority; the extent to which environmental effects can be anticipated and controlled based on available environmental review and technical information; and the extent to which potential effects are significant relative to existing conditions.

# APPENDIX A – PUBLIC AND AGENCY COMMENTS WITH RESPONSES

## APPENDIX A.1 - AGENCY COMMENTS WITH RESPONSES

### A. MINNESOTA DEPARTMENT OF NATURAL RESOURCES (DNR)



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

Transmitted by Email

February 5, 2026

Abbi Wittman  
Community Development Director  
City of Forest Lake  
1408 Lake Street South  
Forest Lake, MN 55025

Dear Abbi Wittman,

Thank you for the opportunity to review the Timm's Marina Dock Addition Environmental Assessment Worksheet (EAW) for the proposed project located in Washington County. The DNR respectfully submits the following comments for your consideration:

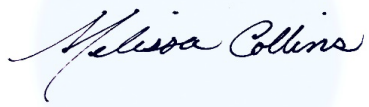
1. Page 13, Permits and Approvals. Section 9 does not address Lake Service Provider (LSP) permitting. Timm's Marina is not currently a permitted LSP. A DNR LSP permit is required if Timm's rents out boats or if Timm's installs or removes customers' boats. Please see the following website for complete information: <https://www.dnr.state.mn.us/lsp/index.html>.
2. Page 14, Land Use. Section 10 should address the following requirement in the city's Shoreland Overlay District Ordinance (City of Forest Lake Code of Ordinances, Chapter 153.089): "Public and private roads and parking areas shall be designed to take advantage of natural vegetation and topography to achieve maximum screening from view from public waters" (Chapter 153.089 (K)). Also see Chapter 153.089 (N), *Standards for non-residential uses*, which states that "the uses must be designed to incorporate topographic and vegetative screening of parking areas and structures."
3. Page 18, Geology, soils, and topography/land forms. Sections 11, 12 and 19 indicate that Timm's Marina is located within an existing no-wake zone on Forest Lake. No citation for this regulation is provided. DNR's records indicate the existing no-wake zone on Forest Lake applies only to the Bay of Forest Lake and does not include the area by Timm's Marina. See [https://files.dnr.state.mn.us/rlp/regulations/boatwater/local\\_regs.pdf](https://files.dnr.state.mn.us/rlp/regulations/boatwater/local_regs.pdf). Also see City of Forest Lake Code of Ordinances, Chapter 71.03.
4. Page 18, Water Resources. Section 12 should address the effect of the additional slips on boat density (crowding) on Forest Lake. The [Environmental Quality Board's EAW Guidelines](#) document states: "The number and types of watercraft expected at the marina should be estimated, along with use characteristics: peak and average use, timing and length of season. In

*regard to over-crowding, provide at least an estimate of the number of acres of water surface per watercraft with and without the marina.”*

5. Page 22, Stormwater. Table 8-1 indicates that the grass parking area was defined as an impervious surface due to overflow vehicle, trailer, and boat storage which compacts soil surfaces over time. Please address the potential for increased runoff to Forest Lake resulting from increased usage and associated compaction of the soil surfaces in the grass parking areas.
6. Page 26, Rare Features. Section 14 indicates that placement and use of the new docks may affect the growth of lily pads in the area of the docks. Appendix A-5 shows extensive aquatic vegetation in the area around the westernmost dock. Page 30 of the EAW states that no mechanical vegetation removal will occur. However, it does not specify if chemical control of vegetation will be needed. It is clear based on existing channels cut through that stand of vegetation for boat access that vegetation control will be needed. Section 8 of the EAW identifies grassland, cropland and forest as cover types, but has only categories for shallow or deep lakes. The removal of vegetation from terrestrial habitats is documented, but not from aquatic ones. Please describe and address the effect on fish habitat from the predicted loss of aquatic vegetation.
7. Page 26, Rare Features. The EAW contains no topographic mapping nor substrate mapping of the affected area. Although the EAW states that substrates are sandy in this area, it does not appear that sampling was done to document that. Without depth or substrate maps it is difficult to understand how increased boat use in this shallow area may have the potential for sediment suspension or uprooting of aquatic plants.
8. Page 34, GHG Emissions. Section 18 states that the addition of 72 boat slips will not result in additional boat use on Forest Lake above what would occur otherwise from public boat launches. This statement is not supported in the EAW. There are 53 existing vehicle/trailer parking spaces on Forest Lake, and those facilities currently receive heavy use. There is limited potential for additional boat use on Forest Lake from points of public access. With the addition of 72 dedicated dock slips, there is unlikely to be a decrease in use of those 53 spaces at public launches. Boat traffic would be additive, rather than replace the use of public access. While not all slips would be used every day, boat traffic on Forest Lake is likely to increase as a result of this project.
9. Page 35, Transportation; page 37, Cumulative Effects. Sections 20 and 21 do not discuss the effect of the additional boat traffic on Forest Lake and how that may affect existing users. There should be larger consideration of how much additional boat traffic can be added to Forest Lake. The EAW should also discuss the additional use of public waters for private use. This portion of Forest Lake that is under the docks will no longer be available to public use, and the additional boat traffic in this bay could make it less desirable for other lake users.

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

Sincerely,

A handwritten signature in black ink that reads "Melissa Collins". The signature is written in a cursive style and is positioned over a light blue rectangular background.

Melissa Collins

Regional Environmental Assessment Ecologist | Ecological and Water Resources

Minnesota Department of Natural Resources

1200 Warner Road

St. Paul, MN 55106

Phone: 651-259-5755

Email: [melissa.collins@state.mn.us](mailto:melissa.collins@state.mn.us)

CC: Joe Maslow, Timm's Marina

## RGU Response to DNR Comment

Thank you for the DNR's detailed review of the EAW. The City has addressed each of the nine comments raised in your February 5, 2026 letter as follows:

- **LSP Permitting:** The record has been clarified to acknowledge that Lake Service Provider permitting is required if applicable under DNR regulations.
- **Shoreland Screening:** The EAW and Findings clarify that Shoreland Overlay standards apply and will be reviewed through the land use process.
- **No-Wake Zone:** References to a no-wake designation have been corrected to accurately reflect DNR and local regulations.
- **Boat Density:** In response to density concerns, the City requested additional information from the applicant and independently evaluated peak-day use assuming up to 50% of the proposed slips could be occupied at once. That analysis is now reflected in the Findings and includes acres-per-boat comparisons under existing and projected conditions.
- **Stormwater:** The Findings clarify that the dock expansion itself does not create new impervious surface. Any future parking surface changes would require separate stormwater review.
- **Aquatic Vegetation / Habitat:** The record clarifies that no dredging or lakebed alteration is proposed. The limited dock footprint was evaluated and does not rise to the level of a significant environmental effect.
- **Substrate / Mapping:** Because no excavation or fill is proposed, the absence of substrate mapping does not change the significance determination.
- **GHG / Additive Use:** The Findings now acknowledge that boat use may increase incrementally and evaluate that increase under the 50% peak-use scenario.
- **Cumulative Effects / Public Water Use:** The Findings include expanded cumulative analysis and conclude that the incremental dock footprint and projected boat increase do not constitute a significant environmental effect under Minn. R. 4410.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your careful review and coordination.

## B. MINNESOTA POLLUTION CONTROL AGENCY (MPCA)



Marshall Office | 504 Fairgrounds Road | Suite 200 | Marshall, MN 56258-1688 | 507-537-7146  
800-657-3864 | Use your preferred relay service | [info.pca@state.mn.us](mailto:info.pca@state.mn.us) | Equal Opportunity Employer

January 21, 2026

Abbi Wittman  
City of Forest Lake  
1408 Lake Street South  
Forest Lake, Minnesota 55025  
[abbi.wittman@ci.forest-lake.mn.us](mailto:abbi.wittman@ci.forest-lake.mn.us)

RE: Timm's Marina Dock Addition – Environmental Assessment Worksheet

Dear Abbi Wittman:

Thank you for the opportunity to review and comment on the Environmental Assessment Worksheet (EAW) for the Timm's Marina Dock Addition project (Project) located in Washington County, Minnesota. The Project consists of Timm's Marina, which proposes to add two new non-permanent slip docks to the existing marina in Forest Lake, Minnesota. The new docks would provide an additional 72 boat slips on Forest Lake and increase the size of on-water marina operations by approximately 1.48 acres, including boat slips, docks, and boat navigation areas. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility and other interests, the MPCA staff has the following comments for your consideration.

Noise:

- The RGU and any other land-use decision makers, should consider language in Minn. R. 7030.0030 that reads "[...] Any municipality having authority to regulate land use shall take all reasonable measures within its jurisdiction to prevent the establishment of land use activities listed in noise area classification (NAC) 1, 2, or 3 in any location where the standards established in part 7030.0040 will be violated immediately upon establishment of the land use." The Noise section of the EAW does not provide enough detail regarding current and anticipated sound levels in the project area to determine whether an immediate violation of the state noise standards would occur if the project were approved.
- The MPCA encourages proposers to thoroughly evaluate potential noise impacts to new and existing locations with residential land use activities.
- The proposer should provide information on how the project will comply with the noise standards in Minn. R. 7030.0040.
- The MPCA recommends the proposer conduct a noise study and potentially evaluate methods to mitigate noise impacts, especially for residential locations.
- Please feel free to contact Lauren Dickerson at [lauren.dickerson@state.mn.us](mailto:lauren.dickerson@state.mn.us) for any further questions.

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

Abbi Wittman  
Page 2  
January 21, 2026

Sincerely,

*Chris Green*

This document has been electronically signed.

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

CG:rs

Attachment

cc: Melina Neville, MPCA (w/attachment)  
Andri Dahlmeier, MPCA (w/attachment)  
Nicole Peterson, MPCA (w/attachment)  
Lauren Dickerson, MPCA (w/attachment)  
Deepa deAlwis, MPCA (w/attachment)

## **RGU Response to MPCA Comment**

Thank you for the MPCA's review of the Timm's Marina Dock Addition EAW and for your comments regarding potential noise impacts and compliance with Minn. R. 7030.

In response to your comments, the City reviewed the Noise section of the EAW and clarified the record to reflect that the project consists of additional seasonal boat slips and does not introduce new fixed mechanical equipment, amplified sound systems, or permanent noise-generating infrastructure. The Findings of Fact acknowledge that increased boat presence may occur during peak periods; however, boating noise is intermittent, regulated under existing state boating laws, and not shown in the record to create immediate or continuous exceedances of MPCA noise standards under Minn. R. 7030.0040.

The City evaluated whether the dock addition itself establishes a new land use that would immediately violate state noise standards. Based on the nature of the proposal and existing marina operations, the record does not demonstrate that the project would create a significant environmental effect related to noise under Minn. R. 4410.

Questions regarding compliance with noise standards in specific land use contexts remain subject to ongoing regulatory authority and are not waived by the EAW determination.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your review and coordination.

## C. METROPOLITAN COUNCIL



February 4, 2026

Abbi Wittman, Community Development Director  
City of Forest Lake  
1408 Lake Street South  
Forest Lake, MN 55025

**RE: City of Forest Lake – Environmental Assessment Worksheet (EAW) – Timm’s Marina Dock Expansion**

Metropolitan Council Review No. 23167-1  
Metropolitan Council District No. 11

Dear Abbi Wittman:

The Metropolitan Council received the EAW for the Timm’s Marina Dock Expansion project in Forest Lake on January 6, 2026. The proposed project is located in the east of the City, at the southern shore of Forest Lake. The proposed development would provide an additional 72 boat slips to an existing marina and would increase the overall on-water marina operations area by approximately 1.48 acres, inclusive of boat slips, dock structures, and associated navigation areas.

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

We offer the following comments for your consideration.

**Climate (Item 7)** (Mackenzie Young-Walters, 651-602-1373)

The discussion of anticipated climate trends and the associated adaptations are appropriate given the scale of the project. The proposer should consider adaptations that could be implemented to minimize the impact of grass parking on soil (i.e. compaction reducing infiltration and increasing runoff). An example of a possible adaptation would be using a geogrid parking system for the overflow area. A more robust discussion of adaptations to offset the increased impervious surface that would be created if the requested variance is denied would also be appropriate.

This concludes the Council’s review of the EAW. The Council will not take formal action on the EAW. If you have any questions or need further information, please contact Emma Dvorak, Principal Reviewer, at 651-602-1399 or via email at [emma.dvorak@metc.state.mn.us](mailto:emma.dvorak@metc.state.mn.us).

Sincerely,

A handwritten signature in black ink, appearing to read "Angela R. Torres".

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

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

*N:\CommDev\LPA\Communities\Forest Lake\Letters\Forest Lake 2026 Timm's Marina Dock Expansion EAW Ok With Comments 23167-1.docx*

Metropolitan Council (Regional Office & Environmental Services)  
390 Robert Street North, Saint Paul, MN 55101-1805  
P 651.602.1000 | F 651.602.1550 | TTY 651.291.0904  
[metrocouncil.org](http://metrocouncil.org)

*An Equal Opportunity Employer*

## **RGU Response to Metropolitan Council Comment**

Thank you for the Metropolitan Council’s review of the Timm’s Marina Dock Addition EAW and for your conclusion that the document is complete and accurate with respect to regional concerns and does not require preparation of an Environmental Impact Statement for regional purposes.

The Council’s comments regarding climate adaptation and potential soil compaction in grass parking areas were reviewed and incorporated into the record. The Findings of Fact clarify that the dock expansion itself does not require new impervious surface. The record also notes that if paving or surface modifications were proposed in the future—such as if a parking variance were denied—those changes would require separate review under applicable stormwater and watershed standards.

The suggestion of alternative surface treatments, such as geogrid systems for overflow areas, is acknowledged and may be evaluated through the separate land use review process.

The RGU’s determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your review and coordination.

## **D. MINNESOTA DEPARTMENT OF TRANSPORTATION (MnDOT)**

**From:** Muhic, P Cameron (DOT) <[cameron.muhic@state.mn.us](mailto:cameron.muhic@state.mn.us)>

**Sent:** Wednesday, February 25, 2026 12:29 PM

**To:** Abbi Wittman <[Abbi.Wittman@ci.forest-lake.mn.us](mailto:Abbi.Wittman@ci.forest-lake.mn.us)>

**Subject:** MnDOT Development Review EAW26-001 Timms Marina

Good afternoon Abbi,

My apologies for not getting this to you sooner. I thought it had gone out over a week ago but discovered it hadn't. MnDOT had no comment on this development as we anticipate that it will have no effect on any MnDOT roads.

Cordially,

Cameron Muhic

Principal Planner

MnDOT Metro District

651-234-7797

[Cameron.Muhic@state.mn.us](mailto:Cameron.Muhic@state.mn.us)

## **RGU Response to MnDOT Comment**

Thank you for your review of the Timm's Marina Dock Addition EAW and for confirming that MnDOT anticipates no effect on MnDOT roadways.

The City has included MnDOT's comment in the administrative record. The Findings of Fact reflect that no state trunk highway impacts are anticipated as a result of the proposed dock addition.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your coordination.

## E. COMFORT LAKE – FOREST LAKE WATERSHED DISTRICT



### MEMORANDUM

Comfort Lake-Forest Lake Watershed District

**Date:** January 9, 2026  
**To:** CLFLWD Board of Managers  
**From:** Mike Kinney, District Administrator  
**Subject:** Timm's Marina EAW



#### **Background/Discussion:**

The Comfort Lake-Forest Lake Watershed District (CLFLWD) Board of Managers directed staff to provide the managers with the Forest Lake materials on Timm's Marina to complement the Environmental Assessment Worksheet (EAW) at the January 8, 2026, board meeting. Additionally, staff and EOR were to review those materials and the EAW and then provide the board with a summary of comments/issues.

The City of Forest Lake opened the 30-day EAW comment period on January 6, 2026, and will accept written comments through February 5, 2026. The initial suggested comments are attached.

#### **Recommended Motion:**

Manager \_\_\_\_\_ moves to authorize the District Administrator to submit the attached EAW comments to the City of Forest Lake. Seconded by Manager \_\_\_\_\_.

#### **Attached**

Comments -Timm's Marina Environmental Assessment Worksheet



## CLFLWD Staff and EOR Suggested Comments

### Comments on Timm's Marina EAW

1. Table 7-3 states to adapt to potential impacts of increased boat traffic on the average annual temperature of Forest Lake the boat traffic increases within the project area will be tracked to determine if a significant increases results from the proposed project. It is unclear how the increase will be measured, who is responsible for the tracking, and how a significant increase is determined.
2. Table 7-3 states to adapt to the potential increased shoreline erosion due to proposed increases in boat traffic, a no wake zone will be enacted in the project area. It is unclear what the extent of the no wake zone encompasses. Please consider opportunities to improve/restore native shoreline to mitigate some of these potential impacts.
3. In Table 8-1, the footnote should include If the City of Forest Lake variance requests are not approved and the parking areas must be paved, the CLFLWD rules may be triggered based on the proposed conditions. Thus, any design and location of stormwater BMPs will also need to be approved by CLFLWD as well as the City of Forest Lake.
4. Please address if the added parking/traffic on turf areas is going to increase erosion potential.
5. Table 9.1 should include CLFLWD permit rules 2, 3, and 7.
6. Section 11 should also consider the impact of additional boat traffic on shoreline erosion on the lake not just within the no wake zones.
7. Section 12, there is a wetland delineation on record but it is not included in section 12.a.i.

8. Section 12.a.i. includes an incomplete list of the aquatic invasive species. It should also list Common Carp, Curly Leaf Pondweed and Purple Loosestrife.
9. Section 12.b.iv.2 should also consider the impact of additional boat activity on the lake on the surface water impacts and shoreline erosion. The EAW should also explicitly discuss how the project will change the number or type of watercraft on any water body, including current and projected watercraft usage. Simply stating the change in boat slips does not address this required discussion. The discussion should include the impact on the lake carrying capacity of Forest Lake.
10. Section 14, consider reiterating the opportunity for the proposed project to use marina operation/use policies to aid watershed goals of AIS prevention efforts at lake access sites.

#### Additional Comments

1. The proposed addition of 72 boat slips has the potential to increase boat activity above the lake carrying capacity for Forest Lake.

## **RGU Response to Comfort Lake – Forest Lake Watershed District (CLFLWD) Comment**

Thank you for your review of the Timm’s Marina Dock Addition EAW and for providing detailed technical comments.

The City has addressed the District’s comments as follows:

- **Boat Traffic Tracking / Lake Temperature (Comment 1):** The Findings clarify that the dock addition does not establish a formal tracking program tied to lake temperature. The record reflects that any temperature changes would be influenced by broader lake-wide conditions rather than the incremental dock addition. The EAW focuses on whether the proposal creates a measurable pathway for significant environmental change and does not identify such a pathway.
- **Shoreline Erosion / No-Wake Area (Comments 2 & 6):** The Findings expand the discussion of shoreline erosion to address lake-wide effects, not only areas within informal no-wake conditions. The dock expansion does not include shoreline grading or structural shoreline changes. State boating regulations remain in effect. The City evaluated whether projected incremental boat increases under a higher-use scenario (assuming up to 50% of slips occupied on a peak day) would likely cause significant erosion impacts and determined that they would not rise to the level of significance under Minn. R. 4410.
- **Stormwater / Turf Parking / Variance Scenario (Comments 3 & 4):** The Findings clarify that the dock expansion itself does not require paving or new impervious surface. If parking surfaces were modified in the future, CLFLWD rules would apply and separate review would be required. The record reflects that erosion potential from turf areas was considered and that no new stormwater discharge pathway is created by the dock addition itself.
- **CLFLWD Permit Rules (Comment 5):** Table 9.1 has been clarified to recognize applicable CLFLWD permitting authority where triggered.
- **Wetland Delineation (Comment 7):** The Findings acknowledge the wetland delineation on record and clarify that no wetland alteration is proposed as part of the dock addition.
- **Aquatic Invasive Species List (Comment 8):** The record has been clarified to include additional commonly documented species such as Common Carp, Curly Leaf Pondweed, and Purple Loosestrife.
- **Boat Density / Carrying Capacity (Comments 9 & Additional Comment):** In response to comments regarding carrying capacity, the City requested additional information from the applicant and independently evaluated projected peak-day density assuming up to 50% of the proposed slips could be occupied at once. The Findings now include acres-per-boat comparisons under existing and projected conditions. The City determined that while boat presence may increase during peak periods, the projected incremental change does not meet the threshold for a significant environmental effect requiring preparation of an Environmental Impact Statement.

- **AIS Operational Policies (Comment 10):** The Findings recognize that marina operational practices can support AIS prevention goals and that state inspection and enforcement programs remain in place.

After reviewing all materials, including the District's comments, the City determined that the dock addition does not have the potential for significant environmental effects under Minn. R. 4410.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your continued coordination and technical review.

## APPENDIX A.2 – PUBLIC COMMENTS WITH RGU RESPONSES

**From:** Forest Lake <ourforestlake@gmail.com>  
**Sent:** Monday, February 2, 2026 6:32 PM  
**To:** FL Zoning <zoning@ci.forest-lake.mn.us>  
**Subject:** EAW Comment – Timm’s Marina

Dear Mayor Roberts, Members of the City Council, and City Zoning Department

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), 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 500 including 36 Lake Sponsor businesses. 204 surveys were returned. **The detailed survey report is attached separately.**

**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 membership include:

- **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.

- **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.

- **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 proposed expansion.**

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

Sincerely,

**Forest Lake Lake Association Board of Directors**

➤ **RGU Response**

Thank you for your detailed submission, survey data, and analysis regarding congestion, lake carrying capacity, AIS risk, water quality, safety, and cumulative impacts.

Your organization's modeling and density concerns were specifically reviewed by the City. Because of the number and detail of comments regarding peak-day boating levels, the City formally requested additional information from the applicant regarding projected vessel counts. After receiving that information, the City independently evaluated what would happen

if up to 50% of the proposed slips were used at the same time on a busy weekend. That higher-use testing was done to ensure that potential impacts were not understated.

The Findings of Fact explain that analysis and show the projected acres-per-boat under existing and higher-use scenarios. The City evaluated whether that change would likely cause significant environmental harm under Minnesota environmental review rules and determined that it does not meet the threshold requiring preparation of an Environmental Impact Statement.

The Findings also separately address AIS prevention efforts, inspection programs, fuel handling controls, water quality considerations, and shoreline impacts. The dock expansion does not include dredging, shoreline hardening, or grading.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

The City appreciates the Association's ongoing stewardship and participation in this process.

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**From:** William Grun <bgrunner@outlook.com>

**Sent:** Wednesday, January 28, 2026 6:32 AM

**To:** FL Zoning <zoning@ci.forest-lake.mn.us>

**Subject:** EAW Comment - Timm's Marina

EAW Comment – Timm's Marina

Recently I received a note in my paper box regarding a dock expansion proposal for Timm's Marina. It indicated that public comment was open during the review period, The following are my thoughts.

As I was unaware of the proposal and the only information I received was the note, without a name or source listed. (If you are unaware of the note I can provide a copy). Consequently I may not have all pertinent information. However, I do question some of the assumptions listed in the note. I say assumptions as no references are noted to substantiate any of the information.

I have resided just east of the marina for over 35 years. My property is on a point and up high, providing a clear view of the dock at the marina. What I find interesting is the small number of boaters that actually leave their slips on any given day, even on holidays and weekends. I have never found the amount of traffic coming and going from the marina to be a problem, even with the people camping for the summer. I do not expect that the increase in vehicle and boat traffic would be a problem.

The note mentions water quality risks. I really can't speak to this; however, I expect that extra boats tied to the dock and occasionally used, would be of little impact when

compared to the boats using the public launches and the Boat Club rental boats in use on a daily basis.

In conclusion, I don't expect that expansion would be a problem. Timm's Marina is a well-run family business that has been in the neighborhood longer than I have lived there. I have seen lots of improvements to the marina and no problems.

Thanks for considering my thoughts.

Bill Grun

➤ **RGU Response:**

Thank you for sharing your experience as a long-term neighbor of Timm's Marina. You noted that even on busy weekends and holidays, many slips appear unused and that you have not observed significant traffic problems related to the marina.

Your observations were included in the record and were helpful in providing context regarding how the marina currently operates. Even so, the City did not assume low usage when evaluating impacts. Because many commenters raised concerns about peak-day congestion, the City asked the applicant for additional information and then independently tested what would happen if up to 50% of the proposed slips were occupied at the same time on a busy day.

That analysis is explained in the Findings of Fact. The City determined that even under that higher-use scenario, the projected increase does not rise to the level of a significant environmental effect under Minnesota environmental review rules.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your thoughtful input.

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**From:** craig fischer <craigjfischer@hotmail.com>

**Sent:** Monday, January 26, 2026 8:33 PM

**To:** FL Zoning <zoning@ci.forest-lake.mn.us>

**Subject:** EAW Comment-Timm's Marina

To all concerned,

It is of my opinion that the additional docks and slips should NOT be allowed.

Forest Lake is over used as it is. As a resident on the lake you can only hope to get on the lake during weekends and especially holidays.

Having the Boat Club on the lake should make for enough mayhem. People that do NOT know rules of boating or care.

Then to add another 72 boats to people not paying taxes to have control of something they really don't care about.

It is almost like we have to make a reservation to a time slot to get on the lake. Not to mention the amount of outsiders that trailer their boats in from surrounding areas and get on the lake.

Please do not allow another 72 slips to be on the lake that have no skin in the game.

I can only imagine the impact this would have on the lake itself.

Thank you

Craig Fischer

North Shore Trail

Forest Lake, MN

➤ **RGU Response:**

Thank you for your comments expressing concern that Forest Lake is already heavily used and that additional slips would increase congestion, safety risks, and pressure on the lake.

Your concern about peak-day congestion was one of many that led the City to request additional information from the applicant about projected boat use. After receiving that information, the City did not rely solely on the applicant's estimates. Instead, the City independently evaluated what would happen if up to 50% of the proposed slips were used at the same time on a busy weekend. This higher-use assumption was used to test potential impacts.

The Findings of Fact explain that analysis and show that even under that scenario, the projected increase represents a relatively small percentage change compared to existing peak conditions. The City reviewed whether that increase would likely cause significant environmental harm and determined that it does not meet the threshold requiring preparation of an Environmental Impact Statement.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for participating in this process.

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**From:** Kris Ann Schultz <KrisAnn.Schultz@childrensmn.org>

**Sent:** Thursday, January 22, 2026 4:11 PM

**To:** FL Zoning <zoning@ci.forest-lake.mn.us>

**Subject:** Forest Lake- Timm's Marina expansion

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 P. Schultz, MD

➤ **RGU Response:**

Thank you for raising concerns about boating safety and the potential risk to children and swimmers if lake traffic increases.

Concerns about peak-day boat density and safety were raised by many residents, including you. Because of those concerns, the City requested additional information from the applicant about projected boat use. After receiving that information, the City independently evaluated what would happen if up to 50% of the proposed slips were used at once on a busy weekend.

That analysis is explained in the Findings of Fact. The City reviewed whether the projected increase under that higher-use scenario would likely cause significant environmental harm. The record does not show that the incremental increase meets the legal standard requiring preparation of an Environmental Impact Statement.

Boating safety rules and enforcement remain under state regulation and are not changed by the dock expansion itself.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your thoughtful comments.

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**From:** Schultz, Chris (TR Product) <chris.schultz@thomsonreuters.com>  
**Sent:** Thursday, January 22, 2026 10:55 AM  
**To:** FL Zoning <zoning@ci.forest-lake.mn.us>  
**Subject:** EAW Comment – Timm's Marina

Hi there,

I hope this email finds you well. Thanks for taking the time to consider this. I wanted to express my concerns about the proposal to add more boat slips to the lake. As someone who frequently spends time on the lake, I've noticed that it already experiences a significant amount of pressure and heavy traffic. Introducing additional boat slips would undoubtedly increase this traffic, potentially making the situation even more congested.

During the summer months, there are already moments when navigating the lake feels quite unsafe due to the high volume of boats. Adding more slips would likely exacerbate this issue, leading to even more crowded and potentially hazardous conditions. I believe it's important to prioritize the safety and enjoyment of all lake users, and I'm worried that the proposed increase in boat slips would have the opposite effect.

Thank you for your attention to this matter. I appreciate the opportunity to share my perspective and hope that these concerns will be taken into account when making a decision.

Best regards,

Chris Schultz  
8769 North Shore Trail N.  
Forest Lake MN

➤ **RGU Response:**

Thank you for your comments regarding congestion and navigational safety during the summer months.

Your concern that the lake already feels crowded during peak times was shared by many commenters. Because of those concerns, the City formally requested additional information from the applicant about projected boat use. The City then independently tested a higher-use scenario assuming that up to 50% of the proposed slips could be occupied at the same time on a busy day.

The Findings of Fact explain that analysis and show the projected change compared to existing peak conditions. The City evaluated whether that increase would likely cause significant environmental harm and determined that it does not meet the threshold requiring an Environmental Impact Statement.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

We appreciate your participation.

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-----Original Message-----

From: MALINDA SMITH <jmsmitb@msn.com>

Sent: Tuesday, January 20, 2026 5:19 PM

To: FL Zoning <zoning@ci.forest-lake.mn.us>

Subject: EAW comment-Timm's Marine

Hello,

I have lived on third lake of Forest Lake for 36 years and am a member of the Forest Lake Lake Association. In the time I have been here the water quality, weed control, marking of low water and the channels has improved 100%. This improvement is due to the people that live on the lake and the hard work of the FLLA.

The boat traffic on the lake has increased over all and particularly on weekends and holidays. I am concerned that the addition of 72 slips would cause over crowding as well as conflicts with the recreational opportunities the lake offers, as well as the water quality effects and weeds. I would like to ask that a Full Environmental Statement be done so that a more informed decision can be made.

From the knowledge I have at this time, I would be opposed to the additional 72 Slips.

Regards,  
Malinda Smith

➤ **RGU Response:**

Thank you for your comments expressing concern about congestion, water quality, and your request for preparation of a full Environmental Impact Statement.

Concerns about cumulative boat traffic and lake carrying capacity were raised by many commenters and led the City to request additional peak-use information from the applicant. After receiving that information, the City independently evaluated what would happen if up to 50% of the proposed slips were occupied at once on a busy weekend.

The Findings of Fact explain that analysis and show that even under that higher-use scenario, the projected increase does not meet the legal threshold requiring preparation of an Environmental Impact Statement.

Water quality and aquatic vegetation concerns are addressed separately in the Findings. The dock expansion does not include dredging, shoreline grading, or new stormwater systems. Existing fuel storage and handling remain regulated.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your engagement.

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-----Original Message-----

From: Dale Hentges <hentgesd@gmail.com>

Sent: Tuesday, January 20, 2026 7:37 PM

To: FL Zoning <zoning@ci.forest-lake.mn.us>

Subject: EAW Comment – Timm’s Marina

To whom it may concern,

I am writing to provide input that I oppose any expansion at Timm’s Marina.

To preserve Forest Lake’s current safety and natural resource, an increase in boat capacity, traffic, and environmental impact on the lake should not be granted.

The total capacity for boats on Forest Lake should be maintained at 2025 levels to ensure the current safety and impacts on the lake are preserved.

If a marina expansion was granted, an equal reduction in available public boat trailer parking spots across the 3 accesses on the lake would be needed to maintain the capacity at current levels. I would not support this change as public access to the lake should be a priority over marina expansion.

Sincerely,

Dale Hentges

➤ **RGU Response:**

Thank you for your comments asking that boat capacity on Forest Lake remain at current levels and expressing concern about congestion and safety.

Your concern about total lake capacity was similar to many other comments received. Because of those concerns, the City formally asked the applicant to provide more detailed information about peak-day boat use. After receiving that information, the City did its own calculations. We did not simply use the applicant’s numbers. We assumed that up to 50% of the new slips could be in use at the same time on a busy day in order to test higher-use conditions.

Those calculations are explained in the Findings of Fact under the boating density section. The results show that even under that higher-use assumption, the increase would represent roughly a 4–6% change compared to peak modeled conditions. The City then evaluated whether that change would likely cause significant environmental harm under Minnesota environmental review rules and determined that it would not.

The RGU’s determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for taking the time to comment.

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**From:** bjmahr@comcast.net <bjmahr@comcast.net>

**Sent:** Sunday, January 18, 2026 1:01 PM

**To:** FL Zoning <zoning@ci.forest-lake.mn.us>

**Subject:** EAW Comment - Timm's Marina

To the Mayor, Councilmembers and Members of the Planning Commission for the City of Forest Lake:

I respectfully request your serious consideration to deny or significantly reduce the expansion of this private commercial operation on Forest Lake, without significantly more review of the impact this will create for other property owners on the lake.

I am an owner of a condominium unit and very concerned about the boat traffic on the lake.

If this Marina is allowed to expand, it's comparable to 8% of the approximately 900 homes on Forest Lake each adding another boat to the water. This does not include the boats at multi-tenant residences, condominiums, and existing marinas. Just because there is a waiting list for boat slips doesn't mean more should be added.

The EAW study seems very limited and does not seem to address the overall impact of 72 more boat slips on the lake to all the residents on the lake. Observations of the parking concerns on one Holiday one summer does not address the impact of adding this many boats on the lake. Additional seasonal slips *will* impact boat use on the lake, which is already extremely busy and congested when there is good weather, especially on holidays, evident from parking at the main boat launch and being on the water.

This action creates additional revenue for one property owner, without additional benefit for the community at large.

Have you considered if the owner should be responsible for inspection of the boats that are launching from this marina?

Management of the lake and the impact of more boats *will* impact water quality issues.

Will there be an opinion from the DNR regarding adding this many more boats to the lake?

In the City Council Meeting Minutes from Monday, July 14, 2025, Community Development Director Wittman indicated that this property is zoned for single-family. Yet it seems from the discussion in the Council meeting and the prior Planning Commission meeting held on Wednesday, July 9<sup>th</sup>, that this property has two homes and is operating as a Commercial business. It appears the owner has a conditional use permit, that will need to be amended. With that amendment, if it happens, should come responsibility requirements.

Commissioner Young with the Planning Commission rightfully questioned how the conflicting ordinances and non-conforming uses in the City Code should be addressed. It was indicated that these would be discussed in a future meeting. I don't understand how something like this could be approved with the multiple variance/conditional uses on this property, not clarified.

Please take your time and complete a thorough review of the impact not just to the property owner and his immediate neighbors, but with consideration for the other over 900 property owners on the lake.

Thank you for your work in balancing these hard questions.

Sincerely,

Barbara J. Mahr  
151 4<sup>th</sup> Ave NE  
Forest Lake, MN 55025

➤ **RGU Response:**

Thank you for your detailed comments regarding congestion, cumulative impacts, water quality, AIS risk, parking, and overall fairness.

Your concerns about peak boating levels and overall lake use were among those that led the City to request additional information from the applicant about how many boats might realistically be on the lake at one time. After receiving that information, the City independently tested higher-use conditions by assuming that up to 50% of the proposed slips could be occupied on a peak day.

The Findings of Fact explain the math behind that analysis and show the change in acres per boat under different peak scenarios. The City reviewed whether that increase would likely cause significant environmental harm and concluded that, while activity may increase, it does not meet the threshold that requires an Environmental Impact Statement.

Water quality and AIS concerns are addressed in separate sections of the Findings. The record explains that the dock expansion itself does not add new fuel tanks, dredging, shoreline grading, or new stormwater systems. AIS inspection programs and state enforcement remain in place and are documented in the record.

Questions about zoning status, conditional use permits, and parking standards are separate land use issues that will be reviewed outside the EAW process.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use

approval.

Thank you for your thorough input.

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**From:** s e <smericks1@gmail.com>  
**Sent:** Saturday, January 17, 2026 9:41 PM  
**To:** FL Zoning <zoning@ci.forest-lake.mn.us>  
**Subject:** EAW Comment-Timm's Marina

Dear Mayor and City Council Members,

We are residents of Forest Lake, and are writing to formally express our opposition to Timms Marina's proposal to add 72 additional dock spaces.

Forest Lake is a valued natural resource and a place many residents, including myself, call home specifically because of its environmental quality, scenic beauty, and relatively peaceful character. The proposed marina expansion raises serious concerns about the long-term health of the lake, the quality of life for shoreline residents, and the cumulative impact of increased recreational pressure on an already heavily used body of water.

Adding 72 new dock spaces would significantly increase boat traffic on Forest Lake. More boats mean increased noise, congestion, shoreline erosion, and safety risks for swimmers, paddlers, and other recreational users. Forest Lake already experiences high traffic during peak seasons, and further intensification will only worsen these conditions.

There are also substantial environmental concerns. Increased boat usage contributes to water pollution through fuel spills, oil residue, and the stirring up of sediment, which can degrade water clarity and quality. Additional docks and boat activity place further stress on fish populations, aquatic vegetation, and wildlife habitat. Protecting water quality should be a priority, especially as lakes across the region face growing challenges from pollution, invasive species, and climate-related stressors.

Equally important is the impact on the residential character of Forest Lake. Many residents have invested in homes here with the expectation that the lake would remain a balanced mix of recreation, conservation, and livability. A major marina expansion shifts that balance toward commercial overuse, benefiting a private business while imposing lasting impacts on surrounding homeowners and the broader community.

We respectfully ask the City to carefully consider whether this proposal aligns with long-term planning goals, environmental stewardship responsibilities, and the interests of residents who rely on the lake for both recreation and quality of life. **At a minimum, we urge the City to deny the expansion.**

Thank you for your time and for considering the concerns of Forest Lake residents. I appreciate your commitment to protecting our community and its natural resources.

Sincerely,  
Brad and Susan Erickson  
Forest Lake Resident

22004 Jason Ave. N

➤ **RGU Response:**

Thank you for your comments about long-term lake health, congestion, safety, and water quality.

Your concerns about cumulative pressure on the lake were part of the reason the City asked the applicant to provide additional information about peak-day use. After receiving that information, the City independently evaluated what would happen if half of the new slips were used at the same time on a busy day. That higher-use scenario is explained in the Findings of Fact.

The City reviewed whether that increase would likely cause significant environmental harm under Minnesota's environmental review rules. The record does not show measurable ecological damage tied to the projected increase. For that reason, the City determined that an Environmental Impact Statement is not required.

Water quality, AIS, and wake impacts are each addressed separately in the Findings, including the role of state regulations and inspection programs that remain in place.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for sharing your concerns.

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**From:** Mike & Sarah Nieters <nietershome@aol.com>

**Sent:** Friday, January 16, 2026 1:00 PM

**To:** FL Zoning <zoning@ci.forest-lake.mn.us>

**Subject:** EAW Comment – Timm's Marina

Hi,

We are against Timm's Marina expanding by 72 boat slips. Forest Lake is crowded enough on weekends and holidays. 72 more boat slips would only make this worse.

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

➤ **RGU Response:**

Thank you for your comments stating that Forest Lake is already crowded on weekends and holidays and expressing opposition to adding additional slips.

Concerns about peak-day congestion were raised by many residents. Because of those concerns, the City required additional information from the applicant about projected boat use. The City then independently evaluated a higher-use scenario assuming that up to 50% of the proposed slips could be occupied at the same time on a busy day.

That analysis is explained in the Findings of Fact. The City reviewed whether the projected increase would likely cause significant environmental harm under Minnesota environmental review rules and determined that it does not meet the threshold requiring preparation of an Environmental Impact Statement.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your comments.

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**From:** Joyce Getchell <joycegetchell@gmail.com>  
**Sent:** Wednesday, January 14, 2026 2:09 PM  
**To:** FL Zoning <zoning@ci.forest-lake.mn.us>  
**Subject:** EAW Comment - Timm's Marina

Dear Members of the Zoning Commission,

My name is Joyce Getchell, and I am a resident on Forest Lake. I am writing to share my concerns regarding the proposed dock expansion at Timms Marina.

While I understand the role marinas play in supporting recreation and access to the lake, I am concerned about the cumulative impact this particular proposal could have on Forest Lake and those of us who live here year-round.

First, the scale of the expansion raises concerns about boat traffic. Adding more than 72 new slips will result in dozens of additional motorized boats on the water. Over the course of a season, especially on weekends and holidays, this translates into thousands of additional boat trips. Increased congestion affects not only enjoyment of the lake but also safety for everyone who uses it.

Second, there are real risks to water quality. More boats increase the likelihood of fuel sheen, oil residue, and the spread of aquatic invasive species. In addition, this proposal requires a variance from the City of Forest Lake to accommodate additional vehicle parking for these new slips. Increased parking and traffic near the shoreline raises concerns about runoff entering the lake, which can negatively impact water quality. Even small, incremental changes can permanently degrade water clarity over time, and once that happens, it is extremely difficult to reverse.

Third, I am concerned about recreation, safety, and noise. Additional boats will further congest navigational areas and increase conflicts between powerboats, jet skis, anglers, paddlers, swimmers, and shoreline residents. The quiet enjoyment of the lake, particularly during evenings and weekends, will be diminished for many residents who chose to live here for that very reason.

Finally, there is an issue of equity and fairness. The primary beneficiaries of this expansion are seasonal slip holders and a private commercial operation. Meanwhile, the impacts of noise, congestion, shoreline erosion, and increased safety risks are shared by all lake residents. Seasonal slip holders benefit from the high water quality of Forest Lake without making a direct financial contribution toward preserving and managing that quality.

I respectfully ask the Commission to carefully consider these cumulative and long-term impacts before approving the dock expansion. Forest Lake is a shared resource, and decisions made today will affect its health and livability for decades to come.

Thank you for your time and consideration.

Sincerely,  
Joyce Getchell

1043 N Shore Drive, Forest Lake

➤ **RGU Response:**

Thank you for your thoughtful comments regarding congestion, parking runoff, water quality, and fairness.

Your concerns about parking and runoff were among those that led the City to request clarification from the applicant. The Findings of Fact now clarify that the dock expansion itself does not require new paved parking or new stormwater systems. The record also explains that

any future changes to parking surfaces would require separate review under local and watershed regulations.

Regarding boat congestion, the City independently evaluated peak-day density by assuming that up to 50% of the proposed slips could be used at once. That testing is described in the boating density section of the Findings. The City determined that while boat traffic may increase during busy times, the projected change does not meet the legal standard for a significant environmental effect.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your detailed comments.

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**From:** JANICE SIMONSON <simonsonjan@yahoo.com>

**Sent:** Tuesday, January 13, 2026 11:00 PM

**To:** FL Zoning <zoning@ci.forest-lake.mn.us>

**Subject:** EAW Comment – Timm's Marina

I would like to express my objection to the proposed expansion of Timm's Marina. I received notice of the expansion from Forest Lake Lake Association and believe that they have stated many reasons why this would have a very negative impact on the lake. I agree with and would like to repeat there points.

1. Boat Traffic is already in excess on weekends and holidays.
2. Water Quality Risk
3. More Congestion, reduced quiet enjoyment
4. Equity & Fairness, Seasonal slip holders gain benefit of great water quality without any monetary contribution to managing that quality.
5. Lake Carrying Capacity, Forest Lake already exceeds commonly accepted high use thresholds.

Please consider rejecting this expansion and help to keep our lake safer and more enjoyable.

Thank you,

Janice Simonson  
820 16th St SE  
Forest Lake, MN

**RGU Response:**

Thank you for outlining your concerns regarding congestion, water quality, noise, fairness, and lake carrying capacity.

Because many comments raised questions about lake density, the City requested additional data from the applicant and then independently evaluated higher-use conditions by assuming that half of the proposed slips could be occupied on a peak day. That evaluation is explained in the Findings of Fact.

The record acknowledges that Forest Lake experiences heavy use during certain times. The City's role under the environmental review rules is to determine whether the increase would likely cause significant environmental harm. After reviewing the record, the City determined that it does not meet that threshold.

Water quality, AIS risk, and noise are addressed in separate sections of the Findings, including discussion of state regulations and ongoing inspection programs.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

We appreciate your input.

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**From:** NANCY THORSON Owner <thorsonjohnson@centurylink.net>  
**Sent:** Monday, January 12, 2026 8:32 PM  
**To:** FL Zoning <zoning@ci.forest-lake.mn.us>  
**Subject:** EAW comment- Tim's Marina

We live on the bay of First Lake in the city of Forest Lake. We are concerned about and opposed to any approval of Tim's Marina enlarging their capacity. We feel the lake is over-used as it is, leading to erosion, poor water quality, and noise pollution.....Nancy Thorson and Duane Johnson

➤ **RGU Response:**

Thank you for your comments regarding overuse, shoreline erosion, water quality, and noise.

The Findings of Fact address each of these issues separately. The City evaluated peak-day boating density using both survey estimates and higher-use testing that assumed up to 50% of new slips could be occupied at once. The projected increase represents a relatively small percentage change compared to modeled peak conditions.

Shoreline erosion, wake impacts, water quality, and noise are each analyzed in separate sections of the Findings. The dock expansion does not include shoreline grading, dredging, or new structural shoreline changes. The record also reflects that state boating and environmental regulations remain in effect.

After reviewing all materials, the City determined that the projected impacts do not meet the threshold requiring an Environmental Impact Statement.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your comments.

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**From:** Clay Humphrey <Clay.Humphrey@genmills.com>  
**Sent:** Sunday, January 11, 2026 8:43 PM  
**To:** FL Zoning <zoning@ci.forest-lake.mn.us>  
**Subject:** EAW Comment - Timm's Marina

Hello,

I am writing to express my opposition to the proposed addition of 72 boat slips at Timm's Marina. Our family loves spending time on our boat on weekends and Holidays on the lake and we are growing more and more concerned with the boat traffic on Forest Lake. Especially when our small children are trying to swim in the lake. The additional boat slips would put us behind only Lake Minnetonka for most boats/acre, as I understand the research from the Forest Lake Lake Association.

Please count me in opposition to the proposal.

Thank you!

Clay Humphrey  
21840 Ideal Ave N.  
Forest Lake, MN 55025

➤ **RGU Response:**

Thank you for your comments expressing concern about congestion, safety for children, and lake carrying capacity.

Concerns about peak-day crowding were raised by many commenters, including you. Because

of those concerns, the City formally asked the applicant to provide more detailed information about how many boats might realistically be on the lake at one time. After receiving that information, the City did its own calculations and assumed that up to 50% of the proposed slips could be used at once on a busy weekend. This was done to test what higher-use conditions might look like.

The Findings of Fact explain that analysis and show that even under that higher-use scenario, the increase represents a relatively small percentage change compared to peak conditions that already occur. The City reviewed whether that increase would likely cause significant environmental harm and determined that it does not meet that threshold under Minnesota environmental review rules.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your input.

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**From:** [tjjarch@comcast.net](mailto:tjjarch@comcast.net) <[tjjarch@comcast.net](mailto:tjjarch@comcast.net)>  
**Sent:** Sunday, January 11, 2026 1:10 PM  
**To:** FL Zoning <[zoning@ci.forest-lake.mn.us](mailto:zoning@ci.forest-lake.mn.us)>  
**Subject:** Timms Marina Dock expansion

To whom it may concern,

I want to go on record that I oppose the expansion of Timms Marina as it is my opinion that that lake already has an excess of boat traffic and more than doubling the capacity of this marina will have a negative impact on the enjoyment of the lake by the people who pay the property taxes for the right to live on and use the lake. It is already so busy on the lake at certain times that I don't go out and enjoy it as much anymore because it just gets crazy out there with people who don't abide by the boating laws/rules, not to mention the impact on the quality of lake that is already well over the recommended boat capacity.

It is not fair to the shoreline residents of Forest Lake to have their enjoyment so greatly impacted in such a negative way for the financial benefit of others.

Thank you for the opportunity to provide my point of view!

Thank you,  
Timothy Johnson

➤ **RGU Response:**

Thank you for your comments expressing concern about congestion, fairness to shoreline taxpayers, and overall lake enjoyment.

Your concern that the lake is already heavily used was shared by many commenters. Because of those comments, the City required additional information from the applicant regarding peak-day boating levels. The City then independently tested a higher-use scenario by assuming that up to half of the proposed slips could be occupied at once on a busy day.

The Findings of Fact explain that even under that higher-use testing, the projected increase represents a modest percentage change compared to modeled peak conditions. The City evaluated whether that increase would likely cause significant environmental harm under state rules and determined that it does not.

Questions about fairness, taxes, and economic benefit are policy considerations but are not environmental impact thresholds under the EAW rules.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your comments.

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-----Original Message-----

From: Andrea Maslowski <andreasiluk@comcast.net>  
Sent: Sunday, January 11, 2026 8:33 AM  
To: FL Zoning <zoning@ci.forest-lake.mn.us>  
Subject: EAW Comment – Timm's Marina

Our family is in agreement with the association that this would be extremely disruptive and possibly dangerous to the health of our lake.

If there is a vote we would vote against Timm's Marina adding these or any slips/docks for that matter.

Please continue to keep us informed on this matter.

Thank you,

Andrea and Nick Maslowski

➤ **RGU Response:**

Thank you for your comments expressing concern about the health of the lake and safety impacts.

Your concerns about congestion and cumulative effects were similar to others received during

the comment period. In response, the City requested additional information from the applicant regarding expected peak-day use. The City then independently evaluated higher-use conditions by assuming that up to 50% of the proposed slips could be occupied at one time.

That analysis is explained in the Findings of Fact. After reviewing the record, the City determined that while activity may increase during busy periods, the projected increase does not meet the legal standard requiring preparation of an Environmental Impact Statement.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your engagement.

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**From:** daisykw20@aol.com <daisykw20@aol.com>

**Sent:** Saturday, January 10, 2026 6:12 PM

**To:** FL Zoning <zoning@ci.forest-lake.mn.us>

**Cc:** J&M PETERS <daisykw20@aol.com>

**Subject:** EAW Comment Timm's Marina

Dear City of Forest Lake,

I am writing to share my concern about the proposal by Timm's Marina to add 72 more boat slips to Forest Lake.

As a long time resident (over 77 years) on lake front property, I am very concerned about the added boat traffic and the negative impact it would have on our beautiful lake. I have witnessed many negative changes over my many years of living on the lake and I want to assure that the lake remains healthy for all future residents. We all need to do our part to be responsible lake stewards for the future. Day time boaters do not have a vested interest in the lake like permanent residents do. How will permanent residents benefit from this? What will be the cumulative impact over time? I see only the negative impact like increased boat traffic, noise, congestion and pollution. The negative impact on water quality would be from the extra gas and oil from all of the boats and potentially adding invasive species that could spread. How would all of this be monitored and managed? They would need more parking and that could be a problem for increased traffic on Hwy 97 and road run off during rain into our lake. I see it as problem and not a benefit for those of us who have a vested interest in living and preserving our beautiful lake. Please consider these thoughts and vote No.

Thank you very much.

Mary Ellen Nielsen Peters

James Robert Peters

➤ **RGU Response:**

Thank you for your long history of lake stewardship and for raising concerns about congestion, wake impacts, water quality, and long-term cumulative effects.

Your concerns about peak-day conditions and cumulative boat use were among those that led the City to request additional peak-use data from the applicant. The City independently tested what would happen if half of the proposed slips were used at once on a busy weekend. That analysis is explained in the Findings of Fact.

The Findings also address water quality, fuel management, AIS risk, and shoreline impacts. The dock expansion does not include dredging, shoreline grading, or new shoreline hardening. The City reviewed whether the projected increase would likely cause significant environmental harm and determined that it does not meet that threshold under Minnesota law.

Your questions about long-term stewardship and fairness are important considerations, but the EAW process specifically evaluates whether impacts are significant enough to require a full Environmental Impact Statement.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your thoughtful comments.

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**From:** Brian Wald <bandbwald@yahoo.com>  
**Sent:** Friday, January 9, 2026 10:55 AM  
**To:** FL Zoning <zoning@ci.forest-lake.mn.us>  
**Subject:** EAW Comment – Timm's Marina

Dear City of Forest Lake officials.

I want to respond to the Timm's Marina expansion proposal. My wife and I are not in favor of this expansion. We are current lake property owners, 1623 12th Avenue SE. We have owned this property since 2004. Our family personal experience of the lake is an overall positive experience. We both fish and leisure cruise on the lake multiple time a week. Our belief is that this positive experience has decreased over the last several years and we attribute the experience primarily to expansion of boaters on the water. It is for this reason, we oppose the Timm's Marina expansion proposal and request that City officials not approve.

Sincerely,

Brian Wald and Barbara Schmid  
1623 12th Avenue SE  
Forest Lake, MN 55025

➤ **RGU Response:**

Thank you for sharing your experience as frequent lake users and your concerns about increasing boat traffic.

Concerns about congestion and changing lake character were raised by many residents. Because of those concerns, the City requested additional peak-use information from the applicant. The City then independently evaluated a higher-use scenario assuming that up to 50% of the proposed slips could be in use at once.

The Findings of Fact explain that analysis and show that the projected increase represents a relatively small percentage change compared to modeled peak conditions. The City reviewed whether that increase would likely cause significant environmental harm and determined that it does not meet the threshold requiring an Environmental Impact Statement.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your comments.

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**From:** Pat Heavirland <Pat@charlescabinetco.com>  
**Sent:** Friday, January 9, 2026 9:44 AM  
**To:** FL Zoning <zoning@ci.forest-lake.mn.us>  
**Subject:** Timms Marina

Good morning,  
I have attached my public comment to the Proposed Timms Marina expansion.

Thanks,

Patrick Heavirland  
Forest Lake property owner.  
9282 Jewel Ln N  
Forest Lake MN  
651-248-6793

Dear City of Forest Lake Planning Commission and Staff,

I am writing in support of the proposed dock and boat slip expansion at Timm's Marina. I live only a few properties to the East of Timm's Resort and Marina and have been a close neighbor for many years. As someone who experiences daily lake activity firsthand, I would like to share my perspective.

Timm's Marina has operated responsibly for decades and has been a good neighbor. The resort is well managed, maintained, and respectful of surrounding properties. In my experience, marina-based boating is often more orderly and predictable than activity originating from public launches or informal shoreline access points. Concentrating boat access at a professionally managed facility can actually improve organization, safety, and compliance with lake rules.

I understand concerns about overall lake use and congestion; however, the Environmental Assessment Worksheet (EAW) determined that the proposed expansion does not result in significant environmental impacts when best practices are followed. I trust this professional and regulatory review process. The expansion does not change the size of the lake, nor does it suddenly introduce an unmanaged use—rather, it modestly expands an existing, regulated marina that already operates under city and state oversight.

From a water-quality standpoint, a marina like Timm's provides structured fueling, docking, and monitoring. Slip holders are known users who can be educated, regulated, and held accountable. This is preferable to dispersed, unmonitored access that can occur elsewhere on the lake. In my observation, Timm's staff actively works to maintain clean operations and protect the lake.

As a nearby resident, I have not experienced unreasonable noise, safety issues, or loss of enjoyment due to the marina's current operations. I believe the proposed expansion can be accommodated without materially changing the character of the area, especially compared to the cumulative impacts already generated by multiple public launches and hundreds of private docks around the lake.

Timm's Resort is also an important local business that supports tourism, recreation, and the local economy. Allowing reasonable growth helps ensure its long-term viability while continuing to serve residents and visitors who value Forest Lake.

For these reasons, I support the approval of the proposed dock expansion and appreciate the City's careful review through the EAW process.

Thank you for the opportunity to comment.

Sincerely,

Pat and Tanya Heavirland  
Forest Lake Resident  
Neighbor to Timm's Resort and Marina

➤ **RGU Response:**

Thank you for your comments in support of the project and for your perspective regarding marina-based organization and oversight.

Your comments regarding structured access and accountability were included in the record. The Findings of Fact address operational controls, fueling oversight, AIS inspection programs, and state boating regulations that remain in place regardless of dock count.

The City independently evaluated projected peak-day density, including testing what would happen if up to 50% of proposed slips were used at once. After reviewing that analysis and other environmental factors, the City determined that the project does not meet the threshold requiring preparation of an Environmental Impact Statement.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your engagement.

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**From:** Greg Bruss <g.bruss@vinco-inc.com>  
**Sent:** Friday, January 9, 2026 7:13 AM  
**To:** FL Zoning <zoning@ci.forest-lake.mn.us>  
**Cc:** Amy Helmueller <helmuelleramy@gmail.com>  
**Subject:** EAW Comment – Timm's Marina"

Dear City Council Members,

I am writing to formally express my opposition to the proposed additional 72 or more new boat slips at Timm's Marina on Forest Lake.

I do not believe this expansion is a good idea for Forest Lake due to the cumulative impacts it would have on the lake and the surrounding community. Specifically, I am concerned about:

- **Cumulative Boat Traffic:** Adding this many new slips will significantly increase boat traffic, contributing to congestion and conflicts between different lake users.
- **Water Quality Risks:** Increased boat usage raises the risk of fuel spills, shoreline

erosion, and nutrient disruption, all of which threaten the long-term health of the lake.

- **Recreation Impacts:** Forest Lake is used by a wide variety of recreational users. Increased congestion diminishes the enjoyment and accessibility of the lake for residents and visitors alike.
- **Safety Concerns:** Higher boat density increases the likelihood of accidents, particularly during peak times.
- **Noise Impacts:** Additional boat traffic will result in higher noise levels, negatively affecting nearby homeowners and the overall character of the lake.

Forest Lake is a valuable natural resource, and decisions regarding its use should prioritize sustainability, safety, and quality of life for current residents rather than overdevelopment.

I respectfully ask the City Council to carefully reconsider this proposal and fully evaluate the long-term environmental and community impacts before moving forward.

Thank you for your time and consideration.

Greg Bruss

23030 Hayward Ave N  
Forest Lake MN 55025  
651-332-1836

➤ **RGU Response:**

Thank you for outlining your concerns regarding congestion, water quality, safety, noise, and sustainability.

Concerns about peak-day density were raised by many commenters and led the City to request additional information from the applicant. The City independently tested a higher-use scenario assuming that up to half of the proposed slips could be occupied at once.

The Findings of Fact explain that analysis and show the projected change compared to existing peak conditions. The City evaluated whether that change would likely cause significant environmental harm and determined that it does not meet that threshold.

Water quality, AIS, and noise are addressed in separate sections of the Findings. The dock expansion does not include dredging, shoreline grading, or new shoreline armoring.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your comments.

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**From:** Mark Corzine <markcorzine58@gmail.com>  
**Sent:** Friday, January 9, 2026 5:44 AM  
**To:** FL Zoning <zoning@ci.forest-lake.mn.us>  
**Subject:** EAW Comment – Timm’s Marina

I think expanding Timm's would add too many new boats on Forest Lake. 6-8 boats per acre is way too many. Plus, we spend a lot of time and money trying to keep our lake clean and safe, and these new boats will have no skin in the game.

Mark Corzine  
22220 Jason Ave N, Forest Lake, MN 55025  
612-991-3252

➤ **RGU Response:**

Thank you for your comments regarding boat-per-acre density and concerns about lake stewardship.

Concerns about lake carrying capacity were among those that led the City to request additional peak-use data from the applicant. The City then independently evaluated what would happen if 50% of the proposed slips were used at once on a busy day.

The Findings of Fact explain that analysis and show the projected acres-per-boat under different peak scenarios. While advisory guidelines exist, they are not strict regulatory limits under Minnesota environmental review rules. The City evaluated whether the projected change would likely cause significant environmental harm and determined that it does not meet that threshold.

The RGU’s determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your engagement.

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**From:** Kenneth Wood <kenneth.wood@codywood.net>  
**Sent:** Wednesday, January 7, 2026 8:13 PM  
**To:** FL Zoning <zoning@ci.forest-lake.mn.us>  
**Cc:** Marlene Nordstrom <nordstromz@icloud.com>  
**Subject:** EAW Comment – Timm’s Marina

Dear City of Forest Lake,

My wife and I are writing as Forest Lake lakeshore residents and regular lake users to share our opposition to the proposed expansion of Timms Marina that would add **72 or more new boat slips**.

We understand that the Environmental Assessment Worksheet (EAW) concludes the project does not meet the regulatory threshold for “significant environmental impacts.” However, we believe that conclusion looks too narrowly at individual impacts and does not fully consider what this expansion would mean in practice for an already busy lake.

Our concerns are straightforward:

- **Recreation, safety, and quality of life:** Additional congestion means more conflicts between powerboats, jet skis, anglers, paddlers, swimmers, and shoreline residents, and less quiet enjoyment for those who live on and use the lake.
- **Water quality:** More boats increase the risk of spreading **aquatic invasive species (AIS)**, a cumulative impact that is not fully addressed in the EAW.
- **Increased boat traffic:** Adding 72+ marina slips would predictably increase peak-day boat traffic.
- **Lake carrying capacity:** Forest Lake is already heavily developed, with roughly **900 private docks**, along with additional multi-tenant docks and existing marinas. Common lake-planning benchmarks show that congestion and user conflict increase once lakes exceed about **one boat per 10–15 acres** during peak use. Based on current conditions, Forest Lake likely already exceeds that level on summer weekends.
- **Unequitable Lake Maintenance Financial Burden:** While the Timms Marina expansion may generate some additional business tax revenue, it would not fairly or proportionally contribute to the significant costs of lake maintenance and AIS control, including weed harvesting and boat inspections—costs that are currently paid by the City, the CLFLWD, and lakeshore residents through voluntary contributions to the Forest Lake Lake Association.
- **Parking:** The slip expansion requested also requires additional parking. Timms has requested a variance of the City of Forest Lake parking requirements, which we do not support.
- **Equity and precedent:** The benefits of this expansion would primarily go to a private commercial operation, while the impacts would be shared by everyone who uses

the lake. Approval would also set a precedent for future expansions that could further change the character of Forest Lake.

For us, the key question is not whether the proposal meets minimum regulatory requirements, but whether it makes sense for the **long-term health, safety, and enjoyment of Forest Lake as a shared public resource.**

For these reasons, we respectfully urge the City of Forest Lake to deny the proposed expansion or require a more thorough evaluation of cumulative and peak-use impacts before moving forward.

Thank you for your time and consideration.

Sincerely,

**Kenneth Wood and Marlene Nordstrom**

6645 North Shore Trail North, Forest Lake, MN 55025

➤ **RGU Response:**

Thank you for your detailed comments regarding congestion, water quality, AIS risk, fairness, and lake carrying capacity.

Your concern that the EAW may have looked too narrowly at impacts was taken seriously. Because many commenters, including you, raised concerns about peak-day boat traffic, the City formally requested additional information from the applicant regarding projected vessel counts. After receiving that information, the City did not simply accept those numbers. Instead, we independently tested what would happen if up to 50% of the proposed slips were occupied at the same time on a busy weekend.

That analysis is explained in the boating density section of the Findings of Fact. The City evaluated whether that increase would likely cause significant environmental harm and determined that it does not meet the threshold that requires preparation of an Environmental Impact Statement.

The Findings also separately address AIS prevention, water quality controls, fuel containment, and the fact that no new dredging or shoreline grading is proposed.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your thoughtful participation.

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**From:** JEROME GRUNDTNER <jgrundtner@msn.com>  
**Sent:** Wednesday, February 4, 2026 11:12 AM  
**To:** FL Zoning <zoning@ci.forest-lake.mn.us>  
**Subject:** EAW Comment - Timm's Marina

Dear City of Forest Lake,

My wife and I are writing as residents at 9444 Jewel Lane N. for the last 37 years. Being just up the street from Timm's Marina I have seen all the changes over the last 4 decades and have appreciated the hard work that Joe and Gary provide to keep Timm's clean and neat .

**However expanding Timm's by another 72 boat slips is something that we are strongly opposed to as long term residents, neighbors of Timm's and active users of Forest Lake.**

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 people are going to 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.

Does MNDOT know about this possible expansion and the additional traffic and safety concern? From a resident standpoint this will not be a safe intersection, and there is no way to add a roundabout or stop and go light.

### **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. The City, WSD 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.

Thank you for your efforts as the RGU and helping to address this very significant concern.

Jerry and Marnie Grundtner  
9444 Jewel Lane N  
612-751-4666

➤ **RGU Response:**

Thank you for your detailed comments regarding parking ratios, turf parking, runoff, Highway 97 traffic, congestion, and cumulative lake impacts.

Your concerns about peak boating density were among those that led the City to request additional information from the applicant. After receiving that information, the City independently evaluated what would happen if up to 50% of the proposed slips were used at once on a busy day. That analysis is explained in the Findings of Fact.

The Findings also address stormwater and runoff concerns. The dock expansion itself does not require new paving, dredging, or shoreline grading. The record explains that any changes to parking surfaces or stormwater systems would require separate review under City and watershed rules. Fuel storage and handling are regulated and documented in the record.

Traffic and parking standards are land use matters that will be evaluated through the separate zoning process.

The City evaluated whether the projected increase in activity would likely cause significant environmental harm under state environmental review rules and determined that it does not meet that threshold.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your detailed comments.

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**From:** James Sherman <jsherman50@gmail.com>

**Sent:** Tuesday, February 3, 2026 7:40 AM

**To:** FL Zoning <zoning@ci.forest-lake.mn.us>

**Subject:** 70+ New Slips at Timm's?

Hello,

I'm expressing my deep concerns about this proposal. We have lived on 3rd lake near Timm's marina since 1998. I cannot imagine what our summer boating experience would be like with that many more boats on Forest Lake.

We host family on 4th of July and other weekends. It's already hazardous enough boating on that weekend with the number of boats currently traversing the waters. All the public launches are also full every day that weekend. It's challenging now to find a spot on first lake to view the fireworks on July 4th, but likely will not be possible with all the additional boats.

Not to over-emphasize the impact only on July 4th weekend, but these additional boaters will quickly fill all 28 spots at the public docks at the park in town, limiting access to lake residents who pay the highest taxes in the city. One of the great enjoyments to living on the lake is being able to go into town, park at the docks and go to lunch or dinner. Imagine all the boats that will congregate near the reeds adjacent to the public launch on 3rd lake, many of whom will be using the lake waters as their public restroom as they do now.

A percentage of these boats, of course, will be wake boats, creating more turbulent water. Those big waves already makes boating for most boaters less enjoyable, All these boats will also make it more difficult for jet skiers to stay within the boating laws, which regulate how close you can operate near other watercraft (boats) and the shoreline. In my opinion, this will make boating a lot less safe.

Did I mention all the additional noise? What about shoreline erosion? I beleive this will also have a negative impact on lake property values in the end, with a "weedy" Forest Lake then have a reputation as an overcrowded recreational lake. I'm not a fisherman, but can't believe this would be positive for the many that fish the waters of Forest Lake.

Thanks for listening to these concerns.

Sincerely

James Sherman  
21123 Iverson Ave N.

➤ **RGU Response:**

Thank you for your comments regarding congestion on holidays, dock access, wake impacts, noise, shoreline erosion, and long-term lake character.

Concerns about peak holiday conditions were raised by many commenters and led the City to request additional peak-use information from the applicant. The City then independently evaluated a higher-use scenario assuming that up to 50% of the proposed slips could be occupied at once on a busy weekend.

The Findings of Fact explain that analysis and show that the projected increase represents a modest percentage change compared to modeled peak conditions. The City evaluated whether that change would likely cause significant environmental harm and determined that it does not meet the legal standard requiring preparation of an Environmental Impact Statement.

Wake impacts, shoreline erosion, water quality, and noise are each addressed in separate sections of the Findings. The dock expansion does not include dredging or structural shoreline changes.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your participation.

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-----Original Message-----

From: Miller <miller\_ohm@earthlink.net>  
Sent: Tuesday, February 3, 2026 1:48 PM  
To: FL Zoning <zoning@ci.forest-lake.mn.us>  
Subject: "EAW Comment-Timm's Marina"

7243 218<sup>th</sup> Street Way North

Forest Lake, MN. 55025

February 2, 2026

This is in response to the request from Timm's Marina to expand up to 72 additional boat slips on Forest Lake. Forest Lake is not Lake Minnetonka. Adding these additional boats to Third Lake area is reckless. There are not bathroom facilities to service this number of additional boaters on the lake and only one restaurant unless they go into town via 2 channels to First Lake. There are launching sites on Third Lake and First Lake for those wanting to be on the lakes as well as slips already available on First Lake and Third Lake. The environmental impact would be unsustainable to increase boat traffic and the number of people using the lake. The lakes already have increasing problems with weed growth and this would only increase this problem. And, dangerous conditions for all boaters because of the increased numbers of boats on the lake.

Please do not approve these additional boat slips. The homeowners on the lake do not deserve to have their enjoyment of the lake ruined by so many extra boats and people. I previously owned property on the lake and currently two of our children live on Third Lake- Forest Lake, so I am very familiar with the lake and what it has to offer and what negative impact it would have on the lake.

Thank you for your consideration in this matter.

Sincerely,

Evalyn Miller

➤ **RGU Response:**

Thank you for your comments regarding congestion, weed growth, environmental sustainability, restroom facilities, and overall lake character.

Concerns about increased boat traffic and cumulative impacts were raised by many residents and informed the City's request for additional peak-use information from the applicant. After receiving that information, the City independently tested what would happen if up to 50% of the proposed slips were used at the same time on a busy day.

The Findings of Fact explain that analysis and evaluate whether that projected increase would likely cause significant environmental harm. The City determined that it does not meet the threshold requiring preparation of an Environmental Impact Statement.

Water quality, aquatic vegetation, AIS risk, and shoreline impacts are each addressed separately in the Findings. The dock expansion does not include dredging or new shoreline grading.

Concerns about services, businesses, and amenities are outside the scope of environmental review but may be addressed through the land use process.

The RGU's determination addresses whether the project has the potential for significant environmental effects requiring preparation of an Environmental Impact Statement. The determination does not conclude that there are no impacts, nor does it constitute final land use approval.

Thank you for your comments.

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# APPENDIX B – ADDITIONAL INFORMATION REQUEST TO APPLICANT/RESPONSE

## APPENDIX B.1 – RGU REQUEST TO APPLICANT FOR ADDITIONAL INFORMATION

Community Development



**Date:** February 11, 2026

**To:** Joe Maslow  
Timm’s Marina, LLC  
9080 Jewel Ln N, Forest Lake, MN 55025

**From:** Steven Gilmore  
Assistant Community Development Director  
On behalf of the Responsible Government Unit (RGU)  
City of Forest Lake

**Re:** Request for Clarification – Environmental Assessment Worksheet (EAW) Timm’s Marina Dock Addition, Forest Lake, Minnesota

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As part of the City of Forest Lake’s consideration of comments received on the Environmental Assessment Worksheet (EAW) for the proposed Timm’s Marina Dock Addition, the Responsible Governmental Unit (RGU) has determined that additional information is reasonably necessary from the project proposer to assist in the RGU’s evaluation of potential environmental effects identified in the EAW and in comments received during the public comment period and to enable the RGU to determine whether the project has the potential for significant environmental effects under Minnesota Rules, Chapter 4410.

The City has provided the project proposer with a compilation of all written comments received during the EAW comment period from agency and public respondents. The clarification requested below is reasonably necessary to assist the RGU in evaluating and responding to the substantive issues identified in those comments as part of the administrative record and to complete its determination under Minn. R. 4410.1700. The requested information is limited to issues relevant to the RGU’s EIS determination and does not require redesign of the project or submission of new permit applications.

Pursuant to Minn. R. 4410.1700, subpart 1, the RGU may request additional information reasonably necessary to make its determination. The information requested below is made under that authority. The requested information will be considered alongside the EAW and public comments in advance of the RGU’s decision regarding the need for an Environmental Impact Statement (EIS) pursuant to Minnesota Rules, Chapter 4410. Nothing in this request should be interpreted as a determination that the project will result in significant environmental effects.

Because the information requested herein is reasonably necessary for the RGU to make a reasoned determination under Minn. R. 4410.1700, the RGU cannot complete its determination regarding the need for an EIS until the requested information is received and reviewed.



Pursuant to Minn. R. 4410.1700, subp. 1, when an RGU requests additional information reasonably necessary to make its determination, the 30-day period for determining the need for an EIS runs from the date the requested information is received by the RGU. Accordingly, the RGU's 30-day determination period shall run from the date the requested information is received by the City, as documented in the administrative record.

The requested information relates to potential effects including the type, extent, and reversibility of environmental impacts; cumulative potential effects; and the extent to which impacts can be anticipated and controlled, consistent with Minn. R. 4410.1700, subp. 7.

- **Lake Carrying Capacity and Congestion**

Several comments raised questions regarding existing and future boating activity on Forest Lake, including peak-use conditions and lake use intensity. To allow the RGU to evaluate potential cumulative and peak-use impacts under Minn. R. 4410.1700, subp. 7, the proposer shall provide an analysis of existing and projected boating density and lake use intensity, including a lake carrying capacity analysis or comparable methodology used to evaluate recreational boat density and peak-use conditions, or a written explanation, supported by quantitative analysis, of why such an evaluation is not applicable or cannot reasonably be performed.

The analysis shall describe the methodology, assumptions, data sources, and any applicable planning benchmarks relied upon, and shall identify any uncertainties or limitations in the data used and shall provide sufficient information to allow the RGU to assess whether the proposed expansion may materially increase peak-use congestion or contribute to cumulative lake use impacts. The analysis shall include, at a minimum, the following components:

- Anticipated slip vacancy and utilization assumptions, including the average number of days per week boats are expected to operate during the marina's operating season.
- An estimate of incremental seasonal boat trips and peak-day boat trips attributable to the expansion, including a description of the methodology or assumptions used to generate those estimates.
- Analysis of anticipated utilization during peak-use periods (e.g., holiday weekends), including the estimated number of peak days per operating season.
- Types and sizes of boats permitted at the marina, including any restrictions placed on slip usage.
- Anticipated changes, if any, in overall boat traffic patterns, peak-day intensity, or use of public access points as a result of the proposed expansion.

- Identification and mapping of any proposed 'No Wake' zone and its dimensions.

- **Noise Considerations**

Comments were received regarding potential noise associated with increased boating activity. The RGU requests clarification regarding whether the proposer anticipates changes in operational characteristics that could affect noise levels beyond existing marina operations. Please describe how compliance with applicable state and local noise standards would be maintained, including identification of the applicable standards relied upon.

- **Water Quality, Pollutant Loading and Stormwater Management**

Comments and agency input raised questions regarding potential water quality impacts, pollutant loading, stormwater runoff, and soil compaction associated with the proposed expansion. The RGU requests clarification regarding anticipated parking surface treatments and stormwater management approaches that would be implemented as part of final site design, as well as whether the additional slips and associated boating activity are anticipated to result in measurable changes to water quality. This clarification should address the following:

- Describe anticipated parking surface materials or treatments and how soil compaction would be minimized.
- Describe how stormwater runoff from parking and circulation areas would be managed, including any best management practices proposed to reduce sediment, nutrient, or hydrocarbon loading, and whether such practices are required by or consistent with applicable regulatory programs.
- Identify whether increased boating activity associated with the additional slips is anticipated to increase pollutant loading, turbidity, sediment resuspension, or hydrocarbon inputs, and describe the basis for that conclusion.
- Describe any operational practices, spill prevention measures, or design features intended to avoid, minimize, or mitigate potential water quality impacts.
- Describe how the project would be implemented and operated in a manner consistent with applicable state water quality standards (Minn. R. ch. 7050) and relevant MPCA and DNR surface water protection requirements.

- **Aquatic Vegetation, Habitat, and Wake Impacts**

Agency comments raised questions regarding aquatic vegetation, fish habitat, and potential wake-related shoreline impacts in the vicinity of the proposed docks. The RGU requests clarification regarding anticipated dock placement and operation relative to existing aquatic resources. This clarification should address the following:

- How existing aquatic vegetation would be removed, managed, or controlled to facilitate installation and use of the westernmost dock.
- The nature and extent of impacts on aquatic vegetation and fish habitat resulting from dock installation and operation.
- Lake bathymetry and general water depths in the vicinity of the proposed docks.
- Whether the proposed expansion is anticipated to increase shoreline erosion or wake-related impacts beyond existing conditions, and if so, the extent of such anticipated change.

- **Public Access and Navigation**

Agency and public comments raised questions regarding potential displacement of public lake use, navigational interference, and crowding of public users in the vicinity of the proposed docks. The RGU requests clarification regarding whether the proposed dock expansion would alter safe navigation paths, affect navigational corridor widths, or materially impact public use of the surrounding water area. This clarification should address the following:

- Existing and post-expansion navigational corridor widths in the vicinity of the proposed docks.
- Whether the dock expansion would alter established or commonly used public navigation routes.
- Whether the proposed configuration could result in congestion, restricted maneuverability, or displacement of public recreational users.
- Any relevant diagrams or spatial depictions illustrating navigational clearances and public use areas before and after the proposed expansion.

- **Cumulative Effects**

Agency and public comments raised questions regarding the cumulative effects of the proposed project in the context of existing marina and dock development on Forest Lake. The RGU requests clarification regarding the incremental contribution of the proposed expansion to overall lake use and development patterns. This clarification should address the following:

- An estimate of the water area (in square feet) directly occupied by each proposed dock and any associated maneuvering area.
- How the proposed expansion fits within existing marina and dock development on Forest Lake, including context regarding total slips and dock infrastructure in the immediate area.



- Whether the incremental addition of slips is anticipated to materially change overall lake use patterns, congestion, or intensity of use on peak days.
- Whether, when considered together with existing development, the proposed expansion could contribute to cumulative effects on water quality, shoreline conditions, aquatic habitat, public navigation, or overall lake use intensity, and the basis for that conclusion.

The RGU emphasizes that the requested information is reasonably necessary to allow completion of the EIS determination under Minn. R. 4410.1700 and to ensure that the Council's decision is supported by a complete administrative record.

The RGU respectfully requests submission of the clarification materials so that the information may be incorporated into the administrative record and considered prior to completion of the City's determination under Minn. R. 4410.1700. The City Council's consideration date will be scheduled following receipt of the requested information to ensure full review and deliberation consistent with Minn. R. 4410.1700.

As stated above, pursuant to Minn. R. 4410.1700, subp. 1, when an RGU requests additional information reasonably necessary to make its determination, the 30-day period for determining the need for an EIS runs from the date the requested information is received by the City, as documented in the administrative record. If the requested information is not provided, the RGU will proceed with its determination based on the EAW, timely substantive comments, and the information contained in the administrative record.

Respectfully,

Steven Gilmore  
Assistant Community Development Director  
On behalf of the Responsible Governmental Unit  
City of Forest Lake

CC: Travis Fristed, Braun Intertec  
Benjamin Ruhme, Braun Intertec  
Abbi Wittman, City of Forest Lake  
Dawn Bugge, City of Forest Lake  
Jacquel Hajder

# APPENDIX B.2 – APPLICANT RESPONSE TO RGU ADDITIONAL INFORMATION REQUEST



February 20, 2026

B2507049

Steven Gilmore, Assistant Community Development Director

**City of Forest Lake**

1408 Lake Street South

Forest Lake, MN 55025

Re: Additional Information/Clarification- Timm’s Marina Environmental Assessment Worksheet  
Dock Addition EAW  
9080 Jewel Lane  
Forest Lake, Minnesota

Dear Mr. Gilmore:

On behalf of Timm’s Marina, Braun Intertec Corporation (Braun Intertec) has received and reviewed the February 11, 2026 Request for Clarification- Environmental Assessment Worksheet (EAW), Timm’s Marina Dock Addition in regard to the public comments received by the City of Forest Lake (City) on the EAW.

We have prepared the following information to address the comments received and provide clarification on the items requested by the City for evaluation of the proposed dock addition’s (project) potential environmental effects as the Responsible Government Unit (RGU) for the project’s EAW.

Please note that for your convenience each review item is restated below along with our corresponding response:

### Lake Carrying Capacity and Congestion

Several comments raised questions regarding existing and future boating activity on Forest Lake, including peak-use conditions and lake use intensity. To allow the RGU to evaluate potential cumulative and peak-use impacts under Minn. R. 4410.1700, subp. 7, the proposer shall provide an analysis of existing and projected boating density and lake use intensity, including a lake carrying capacity analysis or comparable methodology used to evaluate recreational boat density and peak-use conditions, or a written explanation, supported by quantitative analysis, of why such an evaluation is not applicable or cannot reasonably be performed.

The analysis shall describe the methodology, assumptions, data sources, and any applicable planning benchmarks relied upon, and shall identify any uncertainties or limitations in the data used and shall provide sufficient information to allow the RGU to assess whether the proposed expansion may materially increase peak-use congestion or contribute to cumulative lake use impacts. The analysis shall include, at a minimum, the following components:



- Anticipated slip vacancy and utilization assumptions, including the average number of days per week boats are expected to operate during the marina’s operating season.
- An estimate of incremental seasonal boat trips and peak-day boat trips attributable to the expansion, including a description of the methodology or assumptions used to generate those estimates.
- Analysis of anticipated utilization during peak-use periods (e.g., holiday weekends), including the estimated number of peak days per operating season.
- Types and sizes of boats permitted at the marina, including any restrictions placed on slip usage.
- Anticipated changes, if any, in overall boat traffic patterns, peak-day intensity, or use of public access points as a result of the proposed expansion.
- Identification and mapping of any proposed ‘No Wake’ zone and its dimensions.

*Response:*

*In Minnesota, regulation of recreational uses of surface waters or “water surface use management” as identified by the Minnesota Department of Natural Resources (MnDNR) is the responsibility of the local unit of government (city, county, township etc.) Any ordinances proposed by a local unit of government must have a hearing and be approved by MnDNR before implementation. Additionally, there is no state statute or rule standard for watercraft density on recreational lakes. The MnDNR and surrounding state natural resources agencies (Wisconsin, Michigan DNRs etc.) offer density guidelines for safe boating that generally range from 9 to 20 acres depending on lake size and expected speed of watercraft.*

*As a result, local ordinances are rarely, if ever used to directly regulate boat density or volume of other recreational uses on surface waters. Instead, shoreline or shoreland zone development is restricted by ordinances with limitations on dock size, number of watercraft slips per property unit of shoreline or other lake/marine structures. Forest Lake is no different, and upon review of the city code currently available on the city’s website (2025 S-21 Supplement, passed 12/9/2024) there is not a specific ordinance related to boat density, however development within the shoreland overlay district has specific restrictions on structure design, use, type, size & location (including docks),, setbacks and watercraft access to public waters for subdivisions.*

*According to the MnDNR, Forest Lake’s surface area is approximately 2,271 acres. For lower speed watercraft at 9 acres per boat, the lake has an approximately 252 boat capacity based on current agency recommendations. This capacity decreases to 113 boats for higher speed watercraft at the 20 acres per boat recommended ratio. The Forest Lake Lake Association (FLLA) estimates approximately 1,100-1,300 boats currently access Forest Lake on a regular basis. 20% boat usage on a peak summer weekend day or holiday would equate to 260 boats on the lake (8.7 acres per boat) which is slightly below the MnDNR recommended number for safe boating, indicating peak boat use on Forest Lake may temporarily exceed agency recommended boating density guidelines.*



*The estimated 20% usage for a peak day is based on observed use of Forest Lake and Timm's marina slips on July 4th (2025) which is typically the busiest boat usage day on the lake. The 20% usage is a fair, if not a conservative peak boat use estimate compared to a 2024 boat use study completed on White Bear Lake which has higher numbers of motorized watercraft (approximately 1,533 boats) on a slightly larger surface water area (White Bear Lake is approximately 2,428 acres). The 2024 White Bear Lake study found that over 3-days of peak use approximately 136 boats were in use on the lake or approximately 8.9% usage of motorized watercraft at 18 lake acres per boat and within the range of MnDNR recommendations for safe boating.*

*Based on the 2024 White Bear Lake study, closer to 10% boat usage appears to be more typical for a summer weekend day within Washington County. Applying the 10% usage to Forest Lake with the proposed additional 72 boats slips at Timm's Marina places approximately 137 boats on the lake or 16.6 acres per boat, which is within the MnDNR recommended range for safe boating. Applying the current estimated maximum peak usage from July 4<sup>th</sup> numbers (approximately 260 boats) with 72 additional slips for Timm's Marina would result in an additional 15 boats on the lake or approximately 8.3 acres per boat, a similar density value to existing peak usage (approximately 8.7 acres per boat). Therefore, the 72 additional proposed slips to Timm's Marina are not expected to result in a significant increase of boat use on Forest Lake.*

*Based on observation from approximately 40 years of operation, usage of Timm's Marina is similar to overall Forest Lake boat usage numbers discussed previously (10-20% peak on weekends and holidays) with approximately 2-4% usage observed during week days (Monday-Thursday) and 4-10% use on Fridays during the operational season. The average slip rental patron uses their boat 6 times per summer, typically between Memorial Day and Labor Day. For the proposed 72 boat slips, an additional 432 pontoon trips per summer are expected. Based on current slip waitlist(s) and non-slip owner boat launch usage, following the addition of 72 new slips, utilization of the Marina's total slips is expected to be 144 slips within the first year and all 168 slips in subsequent years.*

*All 96 available boat slips are currently used at Timm's Marina, predominantly by pontoons (96%) with limited fishing boats and runabouts (2% each). Per marina policy, boats for the new docks will be restricted to low drafting pontoon style boats under 24 feet in length. No seasonal slips would be rented to wake or jet boat owners to maintain slower speeds and minimize noise, excessive wave action & potential shoreline erosion.*

*While there is not a MnDNR designated No Wake Zone in the vicinity of Timm's Marina, it is a marina best practice to follow the MnDNR recommendation of no wake within 150 feet of docks. This practice would continue with the addition of new docks and may be implemented as marina policy for new slip renters.*

*No element of the proposed additional 72 slips would impact existing public water access. The additional slips would not replace a public boat launch or offer additional public parking for boats. Further, the EAW does not state that use of public water access would increase as result of the additional private boat slips at Timm's Marina.*



#### Noise Considerations

Comments were received regarding potential noise associated with increased boating activity. The RGU requests clarification regarding whether the proposer anticipates changes in operational characteristics that could affect noise levels beyond existing marina operations. Please describe how compliance with applicable state and local noise standards would be maintained, including identification of the applicable standards relied upon.

#### Response:

*As stated within Section 19 of the EAW, marina operational noise is not expected to contribute to excessive noise or exceed state noise standards for residential/outdoor recreational areas that fall under Minnesota Pollution Control Agency (MPCA) Noise Classification Area (NAC) 1. While the frequency of noise from outboard motors operation will slightly increase with the additional 72 boat slips, the noise is of short-term duration (not continuous) and seasonal timeframes (April to October; peak usage Memorial Day to Labor Day). No changes to these existing operational conditions are expected for Timm's Marina with the additional 72 boat slips. Refer to Section 19 of the EAW for additional dock rules marina personnel would enforce to minimize potential excessive noise from boat slip users.*

#### Water Quality, Pollutant Loading and Stormwater Management

Comments and agency input raised questions regarding potential water quality impacts, pollutant loading, stormwater runoff, and soil compaction associated with the proposed expansion. The RGU requests clarification regarding anticipated parking surface treatments and stormwater management approaches that would be implemented as part of final site design, as well as whether the additional slips and associated boating activity are anticipated to result in measurable changes to water quality. This clarification should address the following:

- Describe anticipated parking surface materials or treatments and how soil compaction would be minimized.
- Describe how stormwater runoff from parking and circulation areas would be managed, including any best management practices proposed to reduce sediment, nutrient, or hydrocarbon loading, and whether such practices are required by or consistent with applicable regulatory programs.
- Identify whether increased boating activity associated with the additional slips is anticipated to increase pollutant loading, turbidity, sediment resuspension, or hydrocarbon inputs, and describe the basis for that conclusion.
- Describe any operational practices, spill prevention measures, or design features intended to avoid, minimize, or mitigate potential water quality impacts.
- Describe how the project would be implemented and operated in a manner consistent with applicable state water quality standards (Minn. R. ch. 7050) and relevant MPCA and DNR surface water protection requirements.



Response:

*As described in Table 8-1, Sections 10.c, & 12.b.ii of the EAW, Timm's Marina currently utilizes packed gravel and grass parking areas. Soils in these locations are already compacted to maximum potential (or near it) from 40 years of parking and marina operations. As part of the dock expansion, variance requests for City of Forest Lake Standards for Uses and Off-Street Parking Standards, which require paved drive & parking surfaces will be submitted to the City. If the variance requests are not approved, paving the existing grass and gravel drive/parking areas will be required. For additional details on the impacts of potentially paving these areas, related earthwork considerations and stormwater best management practices refer to EAW Section 12.b.ii.*

*Timm's Marina currently uses a single 1,000 gallon above ground tank (AST) to store gasoline and refuel boats. The tank is registered with the MPCA (TS0131554) and is located within a cement structure for secondary containment. Additionally, a spill kit with absorbent booms and fire extinguishers are stored in a shed next to the gasoline AST for use to address substantial fuel leaks from vehicles at the marina. As detailed in Section 13.c of the EAW, other practices utilized to minimize hydrocarbon inputs/reduce spill risk to the lake include: boat refueling would only be completed by marina personnel, and docks are walked daily to inspect moored boats for fuel leaks. Any boat found to be leaking fuel would be removed from the water immediately.*

*Increased turbidity or sediment re-suspension are not expected to be a concern from the additional 72 boat slips due the following factors: sandy substrate of Forest Lake in the marina vicinity, marina best practice of no wake within 150 feet of the docks and predominant use of pontoons with outboard motors (not jet/wake boats or others with large inboard motors known to cause greater disturbance to aquatic vegetation and/or sediment). Refer to EAW sections 11.b and 12.b.iv (2) for additional details.*

*Timm's Marina also currently holds a valid Lake Service Provider (LSP) permit from the MnDNR, has historically operated within the conditions of the permit to protect lake water quality, and will continue to implement best management practices in compliance with the permit conditions to prevent the introduction/spread of aquatic invasive species. The permits list in Table 9-1 of the EAW will be updated to include the marina's current LSP.*

Aquatic, Vegetation, Habitat and Wake Impacts

Agency comments raised questions regarding aquatic vegetation, fish habitat, and potential wake-related shoreline impacts in the vicinity of the proposed docks. The RGU requests clarification regarding anticipated dock placement and operation relative to existing aquatic resources. This clarification should address the following:

- How existing aquatic vegetation would be removed, managed, or controlled to facilitate installation and use of the westernmost dock.
- The nature and extent of impacts on aquatic vegetation and fish habitat resulting from dock installation and operation.



- Lake bathymetry and general water depths in the vicinity of the proposed docks.
- Whether the proposed expansion is anticipated to increase shoreline erosion or wake-related impacts beyond existing conditions, and if so, the extent of such anticipated change.

*Response:*

*According to the MnDNR bathymetry map of Forest Lake, water depths within the vicinity of Timm’s Marina are less than 5 feet. A depth survey completed by marina personnel on June 30, 2025 within the area for the new proposed docks found water depths between 36 and 45-inches, consistent with the current published bathymetry map. Lake substrate within this area was also observed to be sandy consistent with published geologic information and soil surveys for the project area (see sections 11.a & b of the EAW).*

*As detailed in Section 14.c of the EAW, no mechanical aquatic vegetation control is expected or requested for the installation of the new docks. Additionally, no chemical use currently occurs to control aquatic vegetation, nor is any proposed for the dock expansion. Section 14.c of the EAW will be updated to include no planned use of chemical means for aquatic vegetation control. Boat traffic is expected to provide an “in-use” vegetation control for the western most proposed dock, which already occurs from a few existing boat slip users as evident by the navigational channels apparent within the more densely vegetated lake space inside the project area. If necessary, a MnDNR permitted provider would be retained to perform aquatic vegetation control (see EAW Section 14.c).*

*Fish habitat is also not expected to be impacted by the dock expansion since seasonal dock removal and installation would occur outside of typical spawning periods for most fish species within Forest Lake (spring installation prior to May 1 and fall removal in October; Refer to Section 14.d of the EAW). The new docks would also provide additional cover for some predatory fish species (ex; largemouth bass), which may offset any potential losses in aquatic vegetation from boat traffic.*

*The additional docks are not expected to increase shoreline erosion due to the marina’s best practice of no wake within 150 feet, project area compacted soils and vegetated cover within the marina property and a rip-rap lined shoreline. These factors, along with a lack of jet/wake boats using the new docks will minimize the potential for increased shoreline erosion beyond current levels.*

**Public Access and Navigation**

Agency and public comments raised questions regarding potential displacement of public lake use, navigational interference, and crowding of public users in the vicinity of the proposed docks. The RGU requests clarification regarding whether the proposed dock expansion would alter safe navigation paths, affect navigational corridor widths, or materially impact public use of the surrounding water area. This clarification should address the following:

- Existing and post-expansion navigational corridor widths in the vicinity of the proposed docks.
- Whether the dock expansion would alter established or commonly used public navigation routes.



- Whether the proposed configuration could result in congestion, restricted maneuverability, or displacement of public recreational users.
- Any relevant diagrams or spatial depictions illustrating navigational clearances and public use areas before and after the proposed expansion.

Response:

*Navigation corridor widths between the additional docks are expected to be approximately 60 feet, which would exceed current widths for the majority of the existing boat slips. No public navigation routes would be altered or blocked by the dock expansion since the new docks would be a similar distance from shore to the existing 320-foot dock. The project area also does not contain any geological or bathymetric features (bars, points, channels, or isthmus etc.) that restrict boat navigation, nor would any be added as a result of the project. Additionally, the density of aquatic vegetation along the western edge of the project area currently discourages some public recreational uses (swimming etc.). The new docks may also invite other public water use (angling) in close proximity by providing cover for game fish. Therefore, no displacement of public water recreational users would occur from the project.*

Cumulative Effects

Agency and public comments raised questions regarding the cumulative effects of the proposed project in the context of existing marina and dock development on Forest Lake. The RGU requests clarification regarding the incremental contribution of the proposed expansion to overall lake use and development patterns. This clarification should address the following:

- An estimate of the water area (in square feet) directly occupied by each proposed dock and any associated maneuvering area.
- How the proposed expansion fits within existing marina and dock development on Forest Lake, including context regarding total slips and dock infrastructure in the immediate area.
- Whether the incremental addition of slips is anticipated to materially change overall lake use patterns, congestion, or intensity of use on peak days.
- Whether, when considered together with existing development, the proposed expansion could contribute to cumulative effects on water quality, shoreline conditions, aquatic habitat, public navigation, or overall lake use intensity, and the basis for that conclusion.

Response:

*Both new docks would be 312 feet in length with 18 branch docks (9 each side) 24 feet in length and all dock sections would be 4 feet wide. The total footprint of both new docks with all branches combined is approximately 5,952 square feet. When including slip spaces (on water footprint of each slip area), the footprint increases to approximately 32,448 square feet (two docks with a 312' long dock x 52' width). To account for expected reasonable boat navigation area to facilitate dock access, this footprint was doubled to*



64,896 square feet or approximately 1.48 total acres. Both of these project footprint numbers are presented in Table 6-2 Project Magnitude within the EAW.

As described in EAW Section 6.d. the proposed additional docks provide needed boat slips on Forest Lake, which is evident from long wait lists for a seasonal boat slip on the lake. Currently, boat slips outside of Timm's Marina (96 existing slips) on the lake are limited to Pizza Pub on North Shore Trail (12 slips) and Your Boat Club (24 slips) for a total of 132 slips. With Timm's Marina's proposed additional 72 boat slips, a total of 204 private slips would be available. This number is still less than a third of the number of slips provided on White Bear Lake (approximately 636 private slips), which has comparable boating use (previously discussed under Carry Capacity & Congestion response above.) Therefore, the additional docks address a need for recreational boat users on the lake and fit with overall dock/marina development on high recreational use lakes in Washington County.

As discussed in the response to the Carry Capacity & Congestion questions/comments above, the proposed additional docks are not expected to alter overall lake use patterns, congestion, or intensity of boat use on peak usage days.

While the additional docks would increase boat traffic on Forest Lake, the increase is projected to be within the existing range of peak boat use on the lake and not substantially alter boat use density (see response under Carry Capacity & Congestion above). This modest increase in boats, in combination with current best practices by Timm's Marina to minimize noise, shoreline erosion, fuel spills, aquatic vegetation destruction and lake substrate disturbance would not result in a significant increase of environmental impacts from marina operations. Lake water quality, fish populations, and aquatic habitat are also not expected to be further impacted from the additional docks.

Furthermore, as discussed in multiple responses above, the additional docks would not impact public access to Forest Lake or navigational routes on the lake since no displacement of public access would occur, and the new docks do not pose a hazard beyond similar docks already in use at the marina.



We are confident the responses provided address the comments received and, if necessary, look forward to discussing any other concerns at a future meeting. Please contact Ben Ruhme at 612-508-2770 ([bruhme@braunintertec.com](mailto:bruhme@braunintertec.com)) or Travis Fristed at 952-995-2027 ([tfristed@braunintertec.com](mailto:tfristed@braunintertec.com)) with further questions or to schedule a meeting.

Sincerely,

**Braun Intertec Corporation**

Benjamin T. Ruhme  
Senior Scientist

Travis Fristed, PWS  
Associate Director, Principal Scientist

c: Joe Maslow, Timm's Marina, LLC  
Jacquel Hajder, Doran Companies

# APPENDIX C – SUPPORTING TECHNICAL MATERIALS AND REFERENCED DOCUMENTS

## APPENDIX C.1 – CLFLWD 2025 WATERCRAFT INSPECTION REPORT

(Selected Sections, full report available here: <https://clflwd.org/document/2025-watercraft-inspection-program-yearend-report/>)



Comfort Lake-Forest Lake Watershed District  
2025 Yearend Watercraft Inspection  
Program Report



Final Report Updated December 31<sup>st</sup>, 2025  
Written By Matthew Hendrickson & Tori Philippi

## Introduction

Aquatic invasive species (AIS) are nonnative species that can affect water quality, recreation, and overall system health. The Minnesota Department of Natural Resources (DNR) initiated the Watercraft Inspection Program in 1992 with a goal “to prevent the spread of invasive species within Minnesota through boater education, watercraft inspections, and watercraft decontaminations at public water accesses.”

The Comfort Lake–Forest Lake Watershed District (CLFLWD or “the District”) was granted authority to conduct boat launch inspections by entering into an agreement with the Minnesota Department of Natural Resources (DNR). The Delegation Agreement states, “The purpose of this agreement is to enhance Minnesota’s capacity to prevent the spread of AIS by enabling local governmental entities to perform AIS inspections and manage access to water resources,” meaning, this agreement authorizes individuals to inspect water-related equipment for aquatic macrophytes, aquatic invasive species, and water.

In 2025, the District continued its partnership with Chisago County by entering a Joint Powers Cost-Sharing Agreement between Chisago County and CLFLWD for Boat Launch Inspections. Through this partnership, Chisago County hired, trained, oversaw, and managed payroll and human resources for two inspectors and received reimbursement from the CLFLWD for hours worked within the District. Chisago County inspectors were stationed at public lake accesses within the CLFLWD (which covers portions of Washington and Chisago counties) as well as throughout the rest of Chisago County. The two inspectors rotated through the District’s five accesses and focused their hours Monday–Thursday.

The District also hires watercraft inspectors, primarily focusing its hours Friday–Sunday. CLFLWD hired 8 inspectors in 2025; 4 inspectors returned from previous seasons. The District greatly values its returning inspectors and has made efforts to retain them through yearly pay raises, among the other compensation offerings available to all, which include competitive starting wages, holiday pay, and performance bonuses. Of the 8 inspectors from CLFLWD and Chisago county, 7 inspectors worked through October, when the season ended.

Throughout the season, inspectors conducted inspections at five different public boat launches within the District:

- Bone Lake,
- Comfort Lake,
- Forest West (located on the west basin near Lakeside Park),
- Forest Central (located on the middle basin on the east side of Willow Point), or
- Forest East (located on the east basin on the east shore).

The DNR has two levels of authorized inspectors, level one or level two, both of which are required to complete annual watercraft inspection training. Both levels are trained by the DNR to inspect watercraft for any violations of state regulations regarding the potential transportation of AIS and deny access if necessary. Level two, however, can also use decontamination equipment at the access. The decontamination units are self-contained, high pressure, high heat wash units that spray the watercraft to remove plants, animals such as mussels, and other potential contaminants from watercraft. All inspectors hired by CLFLWD are level one inspectors, however DNR decontamination units rotate between Forest West and other East Metro accesses. Chisago County also operates a decontamination unit that rotates between fourteen high-traffic accesses throughout CLFLWD and Chisago County including Forest West, Forest East, Comfort Lake, and Bone Lake.

## Funding and Goals

The CLFLWD Watercraft Inspection Program would not be nearly as successful without the funding contributions from a variety of entities. In 2025, there were 6 other entities, besides the District, that contributed to funding the 2025 season; this included the Aquatic Invasive Species Prevention Aid Program for both Washington and Chisago counties, City of Scandia, Bone Lake Association, Comfort Lakes Association, and Scandia-Marine Lions Club. Organizations can allocate funding to a specific waterbody, such as a lake association's donation allocation to its respective lake.

Goals and hiring needs were based on the estimated financial contributions using the billing rate of \$23.50/hour. The 2025 pre-season funding estimate for the program was about \$69,500, which could have funded 2957.5 hours ( $\$69,500 \div \$23.50 = 2957.5$  hours). This, however, does not include the in-kind hours provided by the DNR. District staff estimated the DNR would contribute 525 hours (about \$12,340 in-kind) to the District's season goal, bringing the total goal to 3,482.5 hours.

Once the number of goal hours is determined, District staff divide inspection hours by the number of weeks during the watercraft inspection season, providing an average number of hours to work per week. There were 26 weeks of Inspections during the 2025 season. The average number of hours to work each week was 133.9 ( $3482.5\text{-hour goal} \div 26\text{ weeks} = 133.9$  goal number of hours per week).

In 2025, the yearend watercraft inspection program contributions totaled \$85,386; this includes the 676 hours (a value of \$15,886) of service provided by the DNR. Figure 1 illustrates the yearend financial contributions to the 2025 watercraft inspection program.

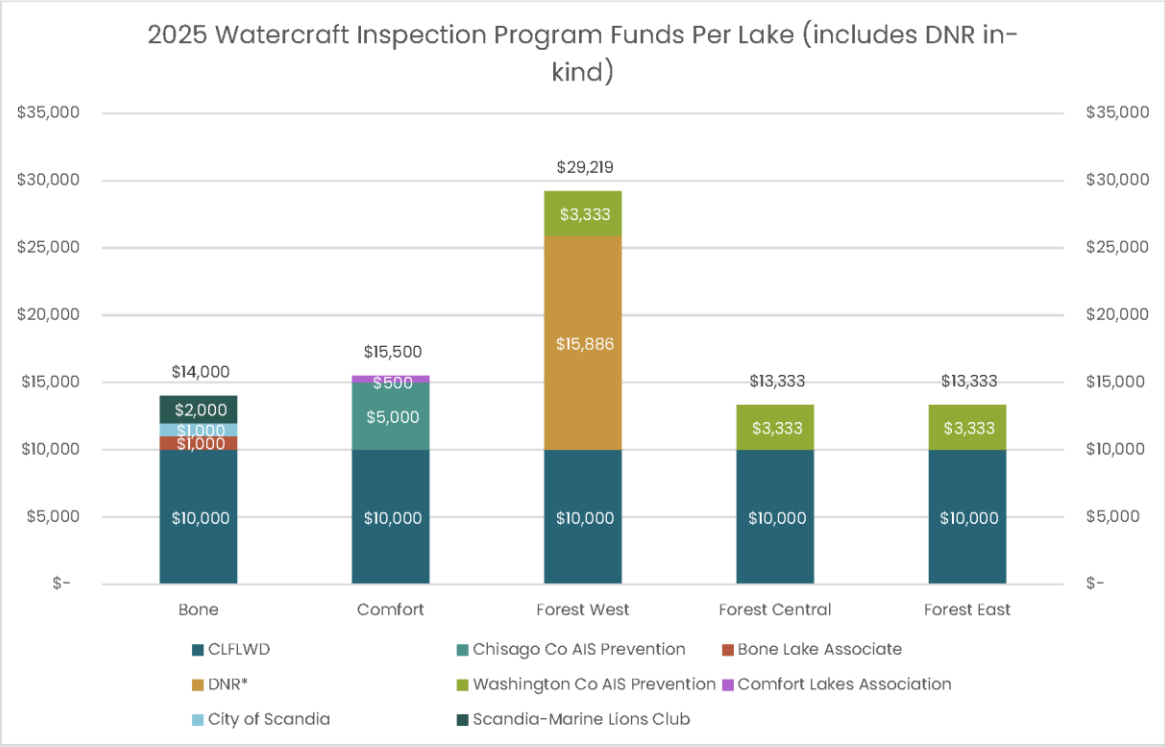


Figure 1. 2025 Watercraft Inspection Program Funds per Lake

\*The MN DNR donated 676 inspection hours. Valued at \$23.50 per hour, the DNR donated hours equals about \$15,548.

## Results

### District-Wide

In 2025, district-wide, watercraft inspectors performed 6,053 inspections and worked 3562.75 hours, averaging 1.70 inspections per hour. Since 2014, the average total hours equal 3417.04 hours, the average total inspections equal 6454.83 inspections, and the average inspection rate was 1.87 inspections per hour. Figure 2 summarizes the total number of inspection hours and inspections completed District-wide since 2014.

Figure 3 shows the inspection hours at each access and the percentage of the total hours in 2025. During the 2025 season, inspectors spent 38% (1346.5 hours) of all the inspection hours at Forest West. Forest East had the second highest hours completed with 642.75 hours, about 18% of all hours. Comfort and Bone only had a twenty-hour difference with Comfort completing 562 hours (16%) and Bone completing 542 hours (15%). The least amount of inspection hours was completed at Forest Central, coming to 13% or 469.5-hours total.

Of the 6,053 inspections performed, 4,548 inspections (75%), over the duration of 2,390.25 hours (67%), were performed by CLFLWD Watercraft Inspectors. The partnership and collaboration with Chisago County & the DNR help provide great coverage across the District. Chisago County Inspectors worked 496.5 hours (14% of all hours) and performed 577 inspections (10% of all inspections). The DNR worked for 676 hours, about 19% of all hours, completing 928 inspection surveys (15%). The total number of inspections completed by each of the 3 parties can be found in Figure 4 and the total number of hours worked by each of the 3 entities is shown in Figure 5.

As stated in the Funding and Goals section, the goal for the number of hours worked per week was 133.94. This goal was met 15 of the 26 weeks. There are some spikes during the season in inspections per hour attributed to holidays, seasonal changes, and watercraft inspector availability. The number of District-wide Inspections, hours, and inspection rate throughout the season can be seen in Figure 6 with the inspection goal, too.

The District prioritizes its Watercraft Inspectors' hours during the weekends due to the general higher level of activity to maximize cost effectiveness and inspection numbers. Besides holidays, inspections are typically performed by Chisago County and DNR staff Monday through Thursday. In 2025, 80% of inspections, over 71.6% of the total number of hours, occurred Friday-Sunday. Figure 7. shows the number of inspections and hours per day of the week for the 2025 season.

Inspection Hours at Each Access and % of Total Hours  
(DNR and Chisago Included)

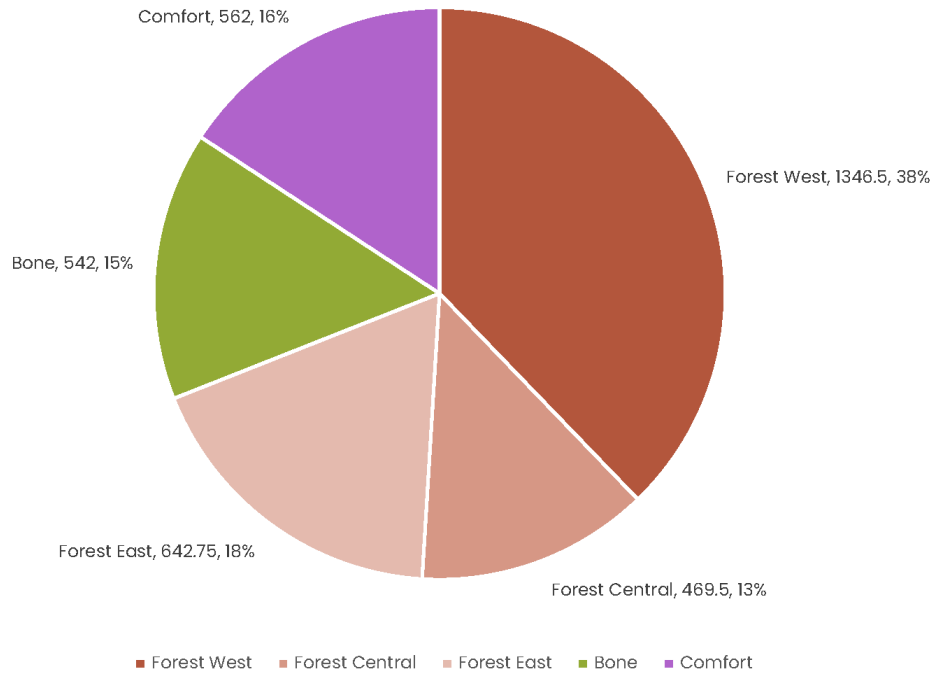
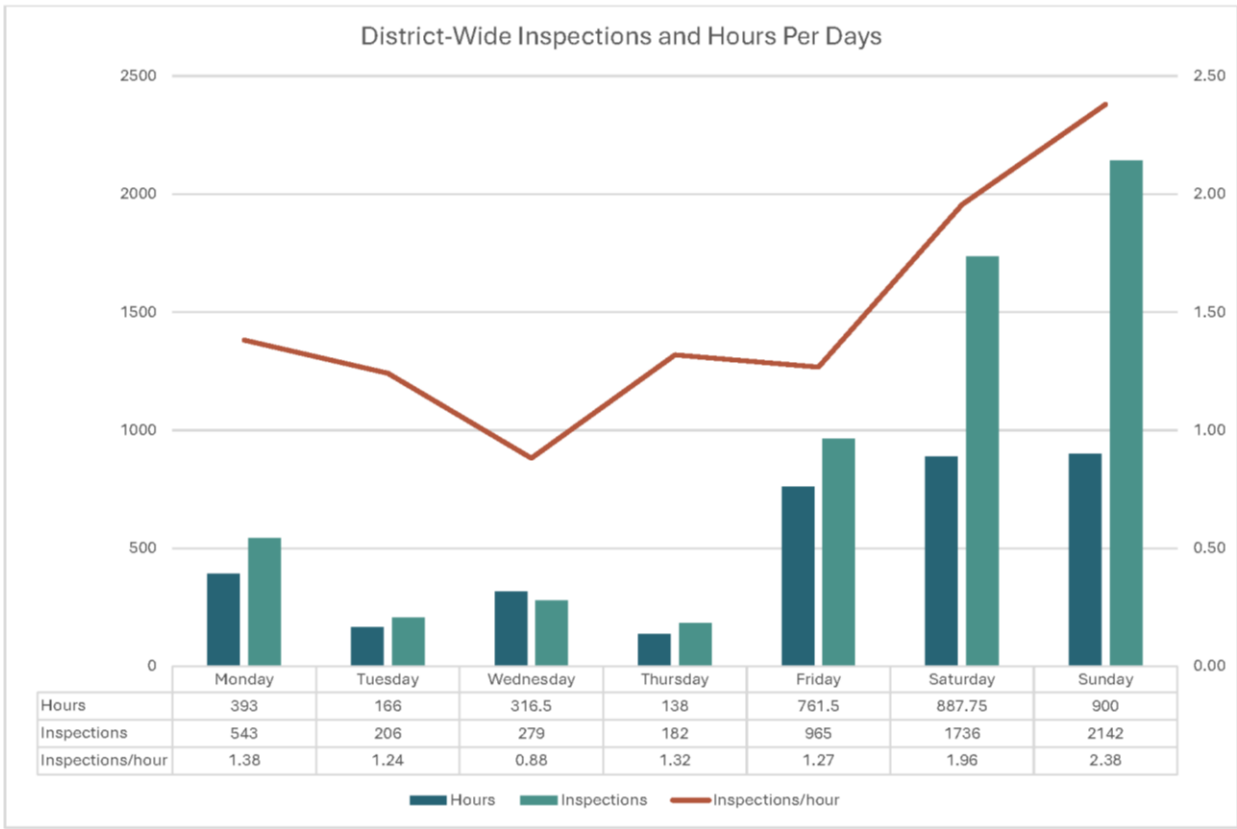


Figure 3. Inspection hours at each access and percentage of total.



*Figure 7. District-wide inspections and hours per day of the week for the 2025 season*

## Survey Results

While inspecting a boat thoroughly, Watercraft Inspectors complete an inspection survey for each boat that enters or exits a lake. Surveys are then uploaded to the DNR's state-wide inspection survey database. From the data collected through the surveys, valuable information such as number of boats entering and exiting a lake, incoming boat AIS violations, and new AIS infestation risk assessment can be calculated. A summary of contaminants entering and existing and drainplug violations can be found in Figure 8.

61 watercrafts arrived at District lakes with 63 contaminants such as plants, animals, mud, or water on their equipment, approximately 1.0% of all arriving watercraft. This number was 87 in 2024, 67 in 2023, 50 in 2022, 68 in 2021, 148 in 2020, 122 in 2019, 140 in 2018, 213 in 2017, 41 in 2016, and 39 in 2015. Transportation of any plants or animals, invasive or not, is prohibited on watercraft. These watercrafts were cleaned off and/or drained prior to launching. Watercraft that could not remove vegetation or mud by hand would be denied launch.

13 watercraft (0.4% of arriving watercraft) required removal of the bilge drainage plug upon arriving at District lakes. This number was 36 in 2024, 68 in 2023, 29 in 2022, 33 in 2021, 83 in 2020, 85 in 2019, 115 in 2018, 115 in 2017, 19 in 2016, and 67 in 2015. After educating the watercraft user on the potential of AIS in their bilge water, bilge plugs were removed from the watercraft and all water was drained prior to the watercraft launching in an area that would not flow into the lake.

639 watercraft exited District lakes with 688 contaminants such as plants, animals, mud, or water present on their equipment, approximately 10.5% of all exiting watercraft. This number was 1,026 in 2024, 1,277 in 2023, 852 in 2022, 786 in 2021, 1,423 in 2020, 867 in 2019, 931 in 2018, 804 in 2017, 187 in 2016 and 260 in 2015. Note that transportation of any plants or animals on watercraft, not just invasive species, is prohibited.

Included in the inspection survey are questions regarding the waterbody most likely to be visited next by the boater. Many of the lakes that boaters intend to visit after leaving a District lake do not have all the same AIS present in them. This information stresses the importance of not just preventing AIS from entering District lakes but also preventing AIS from leaving them. Results of this aspect of the survey can be found in Table 1.

## Risk of New Invasive Species

Aquatic invasive species such as curly-leaf pondweed, Eurasian watermilfoil, flowering rush, and zebra mussels have been documented within several lakes in the CLFLWD. The presence of these species represents a threat to the ecological, recreational, economic, and physical wellbeing of the lakes and the surrounding communities. While the District has taken action to monitor and manage the spread of AIS, prevention remains the most effective management strategy. One of the main goals of the CLFLWD watercraft inspection program is to prevent the introduction of new AIS that have not yet spread to District lakes.

Starry stonewort and the spiny water flea are two examples of aquatic invasive species found in Minnesota that are not yet found in District lakes. Starry stonewort is an invasive macroalgae that forms dense mats in lakes that can impede boating and prevent the establishment of beneficial native plants. Starry stonewort was discovered in Lake Koronis near Paynesville, MN in 2015 and has since been discovered in 38 additional lakes across the state. In 2025, several new populations have been confirmed by the Minnesota DNR. It was found in Garfield Lake near Laporte in Hubbard County; Gull Lake one mile west of Tenstrike in Beltrami County; Three Island Lake near Turtle River in Beltrami County; and Two Rivers Lake near Holdingford in Stearns County; Benedict Lake, Hubbard County; Buffalo Lake, Write County

The spiny water flea is an invasive species of zooplankton which is about the size of a grain of rice that competes with small fish for the same food resource (other zooplankton). The spiny water flea was first discovered in Lake Superior in the early-1980s and has since spread to more than 70 inland lakes Minnesota including Mille Lacs Lake, Lake Vermilion, Lake of the Woods, and others. Both invasive species are thought to be transported primarily by recreational watercraft. Figure 9 contains photos of spiny water flea and starry stonewort.



Figure 9. Spiny water flea (left) and starry stonewort (right). Source: MNDNR

Part of the watercraft inspection survey involves asking the boaters which lake they visited last. The boaters' responses can be cross referenced with records that the DNR keeps of infested waters. This is a way to estimate the risk of these species spreading to District lakes. Note that transportation of water or any plants or animals on watercraft, not just invasive

species, is prohibited. District watercraft inspectors required that these watercrafts be cleaned off, decontaminated and/or drained prior to launching into the lake.

94 boats launching into District lakes came from lakes infested with starry stonewort. This number was 43 in 2024, 35 in 2023, 48 in 2022, 48 in 2021, 30 in 2020, 22 in 2019, 61 in 2018, 14 in 2017, and 83 in 2016.

19 boats launching into District lakes came from lakes infested with spiny water flea. This number was 72 in 2024, 151 in 2023, 95 in 2022, 96 in 2021, 158 in 2020, 111 in 2019, 104 in 2018, 171 in 2017, and 231 in 2016.

In 2025, 10 boats came from a waterbody infested with New Zealand mud snail, 49 from a faucet snail infested lake, and 9 from a lake with the VHS virus.

Table 2 shows the number of watercrafts entering District lakes that had reported last being in an AIS infested lake.

AIS	Bone	Comfort	Forest West	Forest Central	Forest East	Total
Bighead Carp	10	5	58	12	31	116
Brittle Naiad	0	0	1	0	0	1
Eurasian Watermilfoil	224	311	1236	311	599	2681
Faucet Snail	2	8	24	4	11	49
Flowering Rush	9	30	789	218	391	1437
Grass Carp	10	5	58	12	30	115
New Zealand Mudsnail	2	6	2	0	0	10
Round Goby	2	6	2	0	0	10
Ruffe	2	6	2	0	0	10
Silver Carp	10	5	58	12	31	116
Spiny Water Flea	3	7	6	0	3	19
Starry Stonewort	7	12	48	7	20	94
VHS virus	2	6	2	0	0	10
White Perch	2	6	2	0	0	10
Zebra Mussels	170	250	1077	274	524	2295
Potential Incoming AIS	455	663	3365	850	1640	6973

Table 1. The number of watercrafts entering District lakes that reported last being in an AIS infested lake.

## Forest Lake

### Inspection Hours and Scheduling

In 2025, CLFLWD watercraft inspectors performed 1559.25 hours of inspections, the DNR inspectors performed 676 hours, and Chisago inspectors performed 223.5 hours, for a grand total of 2458.75 hours at the three Forest Lake public accesses. CLFLWD inspected 3,468 watercraft, DNR inspected 928 watercraft, and Chisago inspected 347, totaling 4,743 inspections. An inspection rate of 1.93 inspections per hour was achieved by CLFLWD, Chisago, and DNR. A summary of this information is presented in Figure 14 and Tables 3-5.

### Survey Results

A total of 4743 inspections were performed on Forest Lake this season. Figure 15 shows the findings and a summary of the results from compiled inspection survey data for Forest Lake. Other findings are told below:

60 watercraft arrived at Forest Lake with plants, animals, mud or water on their watercraft. The number was 80 in 2024, 59 in 2023, 44 in 2022, 61 in 2021, 132 in 2020, 87 in 2019, 117 in 2018, 177 in 2017, 32 in 2016, and 32 in 2015. Note that transportation of any plants or animals on watercraft, not just invasive species, is prohibited. These watercraft were cleaned off and/or drained prior to launching into Forest Lake. It is against state law to launch a contaminated watercraft at a Minnesota lake, regardless of known current infestations of that lake.

13 watercraft required removal of the bilge drainage plug upon arriving at Forest Lake. This number was 31 in 2024, 55 in 2023, 20 in 2022, 30 in 2021, 62 in 2020, 70 in 2019, 92 in 2018, 110 in 2017, 15 in 2016, and 54 in 2015. After educating the watercraft user on the potential of AIS (e.g., microscopic zebra mussel larvae) in their bilge water, bilge plugs were removed from the watercraft and all water was drained in an area that would not flow into the lake prior to the watercraft launching.

625 watercraft exited Forest Lake with plants, animals, mud, or water present. This number was 905 in 2024, 1,209 in 2023, 757 in 2022, 727 in 2021, 1,294 in 2020, 762 in 2019, 817 in 2018, 670 in 2017, 158 in 2016, and 229 in 2015. Note that transportation of any plants or animals on watercraft, not just invasive species, is prohibited. All contaminants were removed from the watercraft and trailer before leaving Forest Lake.

### Risk of New Invasive Species

75 boats launching into Forest Lake came from lakes infested with starry stonewort. This number was 37 in 2024, 29 in 2023, 38 in 2022, 42 in 2021, 27 in 2020, 18 in 2019, 53 in 2018, 12 in 2017 and 74 in 2016.

9 boats launching into Forest Lake came from lakes infested with spiny water flea. This number was 61 in 2024, 119 in 2023, 74 in 2022, 82 in 2021, 131 in 2020, 92 in 2019, 101 in 2018, 153 in 2017, and 183 in 2016.

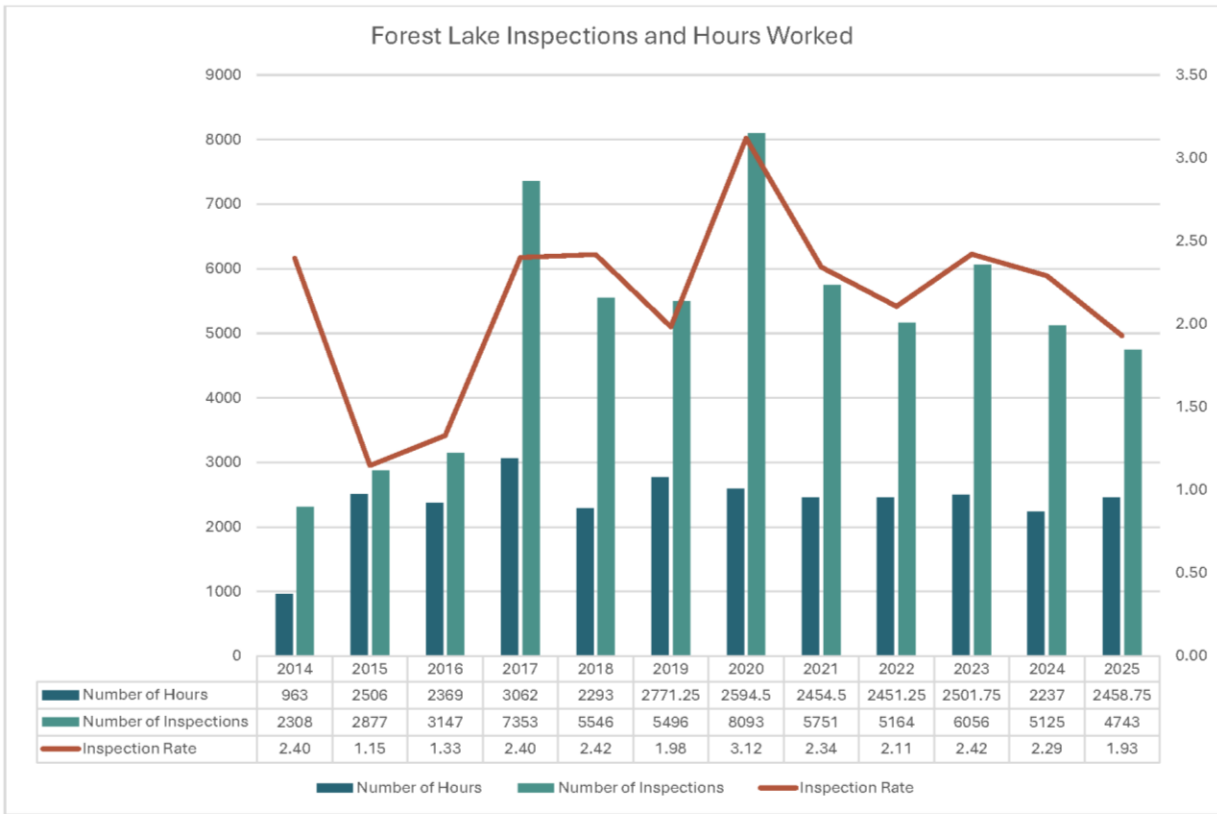


Figure 14. Summary of inspections hours, number of surveys, and inspection rates since 2014 at all three Forest Lake public boat launches

<b>Inspections</b>	<b>West</b>	<b>Central</b>	<b>East</b>	<b>Total</b>
CLFLWD Inspection	1562	652	1254	3468
DNR Inspection	926	0	2	928
Chisago Inspection	268	17	62	347
<b>Total Inspections</b>	<b>2756</b>	<b>669</b>	<b>1318</b>	<b>4743</b>

Table 2. Forest Lake number of inspections

<b>Inspection Hours</b>	<b>West</b>	<b>Central</b>	<b>East</b>	<b>Total</b>
CLFLWD Inspection Hours	540.5	440.5	578.25	1559.25
DNR Inspection Hours	676	0	0	676
Chisago Inspection Hours	130	29	64.5	223.5
<b>Total Inspection Hours</b>	<b>1346.5</b>	<b>469.5</b>	<b>642.75</b>	<b>2458.75</b>

Table 3. Forest Lake inspection hours

<b>Inspection Rate</b>	<b>West</b>	<b>Central</b>	<b>East</b>	<b>Total</b>
CLFLWD Inspection Rate	2.89	1.48	2.17	2.18
DNR Inspection Rate	1.37	-	-	1.37
Chisago Inspection Rate	2.06	0.59	0.96	1.20
<b>Average Inspection Rate</b>	<b>2.11</b>	<b>1.03</b>	<b>1.56</b>	<b>1.58</b>

Table 4. Forest Lake inspection rate

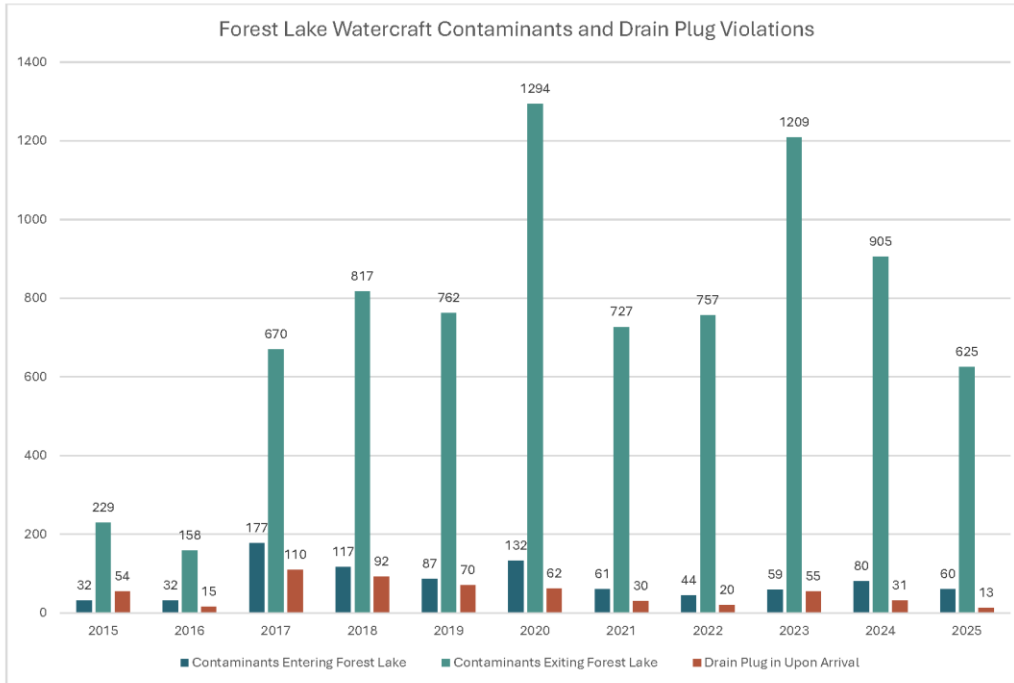


Figure 15. Forest Lake watercraft contaminants and drain plug violations as reported at Forest Lake accesses over the last ten seasons

## Discussion and Conclusion

In 2025, CLFLWD, DNR, and Chisago County performed a total of 3562.75 hours of inspections across the District's five public accesses. This resulted in the completion of 102.3% of the 3,482.5-hour goal and 6,053 inspections surveys. It is worth noting that there were slightly fewer inspections completed this year when compared to the previous 8 seasons. Several factors could have influenced this such as the ongoing road construction limiting access along North Shore Trail for two of the Forest Lake public accesses, or potentially the no-wake restrictions for Bone Lake resulting from high water levels during the peak of the 2025 watercraft inspection season. Though as we historically observed there was a large spike in public boater activity during the 2020 season and this could just be public watercraft activity naturally correcting itself to a more regular level. Even with a reduction in total inspections, the goal of 1.35 inspections per hour was met for 16 weeks during the peak of seasonal boater activity (June – August). Additionally, watercraft inspectors found 1.75% of incoming boats carrying contaminants such as water, mud, plant debris, drain plug, etc. The inspectors were able to catch 26.15% of boats leaving the access with some form of contamination.

The District started the 2025 watercraft season with 4 CLFLWD Watercraft Inspectors; 3 of these inspectors were returning from previous seasons. The District greatly values its returning inspectors and has made efforts to retain them through yearly pay raises, among the other compensation offerings available to all, which include competitive starting wages, increased holiday hourly rates, and performance bonuses. Additional inspectors were hired as the season progressed and by mid-June, we were able to provide full weekend coverage at all five of the public launches located within the District's boundaries. District inspectors worked 2,390.25 hours (67% of all hours) and performed 4,548 inspections (75% of all inspections). Furthermore, 7 of the District's 8 watercraft inspectors worked the entire length of the season contributing to a successful 2025 program.

We would also like to recognize that Chisago County provided two additional watercraft inspectors through its joint powers agreement with CLFLWD. In total, Chisago County inspectors worked 496.5 hours (14% of all hours) and performed 577 inspection surveys (10% of all inspections). These two inspectors rotated through the District's five accesses and focused their hours Monday-Thursday, while the District primarily focused its hours Friday-Sunday. The DNR also provided coverage at Forest Lake West public access providing 676 hours (19% of all hours) and conducting 928 inspections (15% of all inspections). The partnership and collaboration with both parties helps provide great coverage across the District.

Beyond inspections, District inspectors continued to emphasize the importance of education and engagement. Included in the inspector's equipment kits were lake brochures and other educational AIS handouts. Inspectors were encouraged to offer these items to interested

visitors, especially those that were new to the area or were unfamiliar with aquatic invasive species. The District continues to strive toward making each interaction a positive one. Next season, District staff will consider other educational handouts and public access amenities to maintain a positive, helpful, and educational public image.

Ultimately, the successes of this season would not be possible without the District's partners, the community, and local lake associations. Their continuous financial support and feedback are greatly appreciated and tremendously help the program continue to thrive and grow. In 2026, the District will continue to seek out enthusiastic water stewards for the watercraft inspector positions, who will best represent and serve the community to preserve the ecological health and recreational quality of the area's waterbodies.

# APPENDIX C.2 – FOREST LAKE LAKE ASSOCIATION (FLLA) SURVEY REPORT

## City Council Briefing Memorandum

**To:** City of Forest Lake Review Board  
**From:** Forest Lake Lake Association (FLLA)  
**Date:** February 2<sup>nd</sup>, 2026  
**Subject:** EAW Comments – 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 are provided to inform the City’s public decision-making process. Percentage ranges are presented conservatively, given the qualitative nature of the responses and continued inflow.

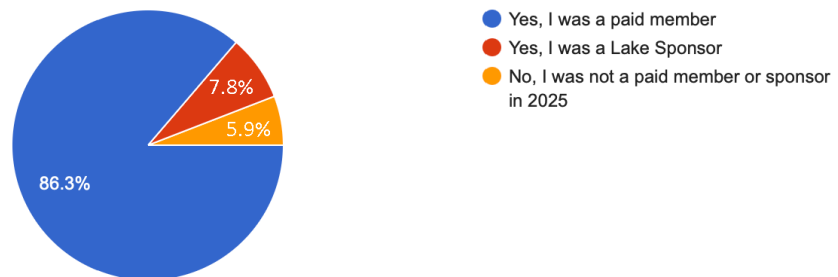
### Survey Overview

- **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



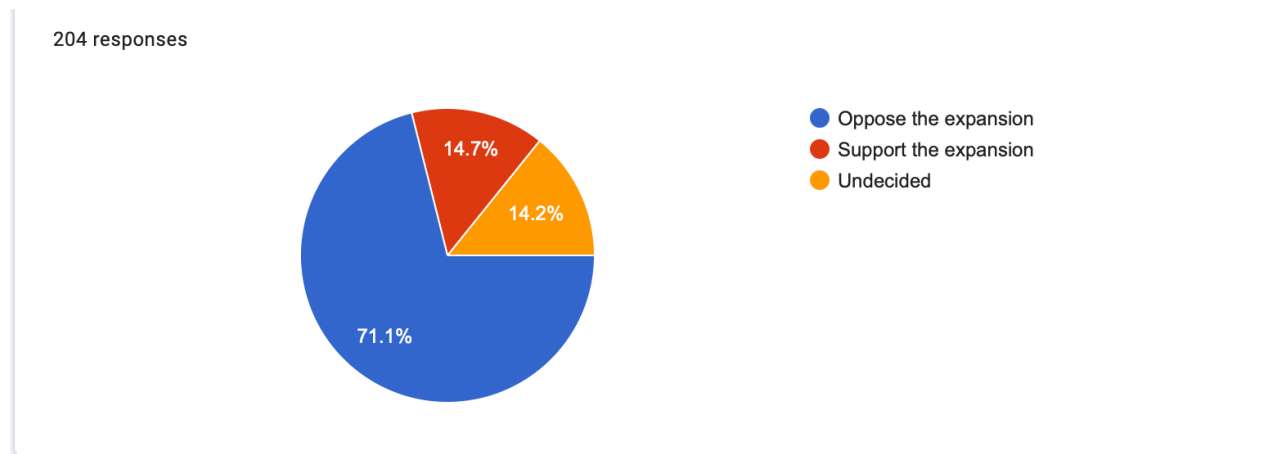
## Summary of Responses (Percentage Ranges)

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**.



## Key Findings and Themes

### 1. 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](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](https://www.lrl.mn.gov/docs/nonmnpub/oclc17826377.pdf?utm_source=chatgpt.com)

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## 2. 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.

---

## 3. 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.

---

## 4. 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
- 

## 5. 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.

---

## 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 1**

**Boats Entering Forest Lake from Public Launches (2025 Season)**

<u>Date</u>	<u>Day</u>	<u>Boats Entering Forest Lake (all 3 launches)</u>	
		<u>CLFLWD</u>	<u>5-7pm incl</u>
May 26	Monday .....	78	91
June 21	Saturday.....	86	99
July 4	Friday .....	109	122
July 6	Sunday .....	82	95
July 13	Sunday .....	89	102
July 20	Sunday.....	71	84
<i>Average</i> .....		<i>86</i> .....	<i>99</i>

**Source:** Boat inspection records of CLFLWD for the 2025 boating season. A sample of the 6 highest lake usage, good weather days was selected from the CLFLWD data base sorted by only "Boats Entering" by day and time and launch.

**Appendix 2:**

Total of single-family homes on Forest Lake

1 <sup>st</sup> Lake	491
2 <sup>nd</sup> Lake	178
3 <sup>rd</sup> 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 HIOA	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.

# APPENDIX D – EAW PUBLICATION AND NOTIFICATION MATERIALS

## EQB MONITOR SUBMISSION CONFIRMATION



### Service information

Transaction ID: 178754  
 Service name: EAW available  
 Submitted on: 12/22/2025 11:45:40 AM

### Project details

Project title: Timm's Marina Dock Addition  
 Project summary: Timm's Marina proposes to add two new non-permanent slip docks to the existing marina in Forest Lake, Minnesota. The new docks would provide an additional 72 boat slips on Forest Lake and increase the size of on-water marina operations by approximately 1.48 acres (including boat slips, docks, and boat navigation areas).  
 Does the RGU have a consultant? Y

### Contacts

RGU name: Steven E Gilmore  
 RGU organization: City of Forest Lake  
 RGU title: Assistant  
 RGU username: ForestLakeMN  
 RGU address: 1408 Lake St S, Forest Lake MN 55025-2621  
 RGU email: steven.gilmore@ci.forest-lake.mn.us  
 RGU phone: 651-209-9734

Project proposer name: Joe Maslow  
 Project proposer organization: Timm's Marina  
 Project proposer title: Manager  
 Project proposer address: 9080 Jewel Ln N, Forest Lake MN 55025-9165  
 Project proposer email: joe@timmsmarina.com  
 Project proposer phone: 651-263-0767

RGU consultant name: Nathan Fuerst  
 RGU consultant organization: Bolton & Menk, Inc.  
 RGU consultant title: Contractor \ Consultant  
 RGU consultant address: 3507 Highpoint Dr N Bldg 1 Ste E130, Oakdale MN 55128-7577  
 RGU consultant email: nathan.fuerst@bolton-menk.com  
 RGU consultant phone: 612-210-8150

### Project location

Coordinate system: Lat Long - decimal degrees  
 Latitude: 45.25384  
 Longitude: -92.92127  
 Collection method: Digitized - MPCA internal map  
 Counties: Washington  
 Address: 9080 Jewel Ave N  
 Forest Lake MN 55025  
 Location description: Section 23 Township 032 Range 021; PID: 23.032.21.11.0001

### EAW available

Is this a joint federal and state review? N  
 Date approved by RGU: 12/22/2025  
 Reason for preparation: Mandatory Category (EAW)  
 Mandatory categories: EAW Subp. 25. Marinas.  
 Attached document(s):  

File name	Attachment type
Timms Marina Dock Expansion EAW_20251215 COMPLETE.pdf	EAW Document

 Link to public documents:  
 Location of public documents: City of Forest Lake  
 1408 Lake St S  
 Forest Lake MN 55025

## EQB NOTICE OF AVAILABILITY – JANUARY 6, 2026

### Timm's Marina Dock Addition

**Location (city/township; county):** Forest Lake; Washington

**Process:** EAW

**Step:** EAW available

**End of comment period:** February 5, 2026

**Project description:** Timm's Marina proposes to add two new non-permanent slip docks to the existing marina in Forest Lake, Minnesota. The new docks would provide an additional 72 boat slips on Forest Lake and increase the size of on-water marina operations by approximately 1.48 acres (including boat slips, docks, and boat navigation areas).

**Location of public documents:** City of Forest Lake, 1408 Lake St S, Forest Lake, MN 55025

**Responsible governmental unit and contact:** City of Forest Lake, [Steven Gilmore](#), 651-209-9724

## EAW DISTRIBUTION LIST

EQB Distribution List for Forest Lake, MN		
Agency / Organization	Distribution	Submission Email
Environmental Quality Board (EQB)	1 electronic copy	Via EQB Monitor Submission Service (online) and <a href="mailto:EQB.monitor@state.mn.us">EQB.monitor@state.mn.us</a>
Minnesota Department of Agriculture	1 electronic copy	<a href="mailto:stephan.roos@state.mn.us">stephan.roos@state.mn.us</a>
Minnesota Department of Commerce	1 electronic copy	<a href="mailto:raymond.kirsch@state.mn.us">raymond.kirsch@state.mn.us</a>
Minnesota Department of Health	1 electronic copy	<a href="mailto:health.review@state.mn.us">health.review@state.mn.us</a>
Minnesota Department of Natural Resources (DNR)	1 electronic copy	<a href="mailto:jill.townley@state.mn.us">jill.townley@state.mn.us</a>
Minnesota Pollution Control Agency (MPCA)	1 electronic copy	<a href="mailto:chris.green@state.mn.us">chris.green@state.mn.us</a>
Board of Water and Soil Resources (BWSR)	1 electronic copy	<a href="mailto:melissa.king@state.mn.us">melissa.king@state.mn.us</a>
Minnesota Department of Transportation (MnDOT)	1 electronic copy	<a href="mailto:katherine.lind@state.mn.us">katherine.lind@state.mn.us</a>
Office of the State Archaeologist	1 electronic copy	<a href="mailto:mn.osa@state.mn.us">mn.osa@state.mn.us</a>
Minnesota Indian Affairs Council	1 electronic copy	<a href="mailto:melissa.cerda@state.mn.us">melissa.cerda@state.mn.us</a>
U.S. Environmental Protection Agency – Region 5	1 electronic copy	<a href="mailto:R5NEPA@epa.gov">R5NEPA@epa.gov</a>
U.S. Fish & Wildlife Service – MN-WI Field Office	1 electronic copy	<a href="mailto:TwinCities@fws.gov">TwinCities@fws.gov</a>
U.S. Army Corps of Engineers – St. Paul Regulatory	1 electronic copy	<a href="mailto:usace_requests_mn@usace.army.mil">usace_requests_mn@usace.army.mil</a>
Metropolitan Council	1 electronic copy	<a href="mailto:reviewscoordinator@metc.state.mn.us">reviewscoordinator@metc.state.mn.us</a>
Hennepin County Library	1 electronic copy	<a href="mailto:govdoc@hclib.org">govdoc@hclib.org</a>
Washington County Public Works	1 electronic copy	<a href="mailto:publicworks@washingtoncountymn.gov">publicworks@washingtoncountymn.gov</a>
Comfort Lake - Forest Lake Watershed District	1 electronic copy	<a href="mailto:mike.sandager@cflwd.org">mike.sandager@cflwd.org</a>

# EAW DISTRIBUTION EMAIL

**From:** [Steven Gilmore](#)  
**Cc:** [FL Zoning](#); [Steven Gilmore](#)  
**Subject:** [EAW-TimmsMarina] - Agency Distro - Timm's Marina Dock Addition Project - Forest Lake/Washington County  
**Date:** Monday, January 5, 2026 10:32:39 AM  
**Attachments:** Timms Marina Dock Expansion EAW 20251215 COMPLETE SIGNED.pdf  
image001.png

---

Good morning,

The City of Forest Lake, acting as the Responsible Governmental Unit (RGU) under Minnesota Rules, Chapter 4410, has completed its review of the Environmental Assessment Worksheet (EAW) submitted for the proposed Timm's Marina Dock Addition project.

The Environmental Assessment Worksheet (EAW) evaluates the potential environmental effects associated with the proposed addition of two non-permanent slip docks at the existing Timm's Marina on Forest Lake in Forest Lake, Washington County, Minnesota. The proposed docks would provide an additional 72 boat slips and would increase the overall on-water marina operations area by approximately 1.48 acres, inclusive of boat slips, dock structures, and associated navigation areas. The City has determined the EAW to be complete and has submitted it to the Minnesota Environmental Quality Board (EQB) for publication in the EQB Monitor.

The EAW is expected to be published in the EQB Monitor on **January 6, 2026**, which will initiate the 30-day public review and comment period. Written comments will be accepted through **February 5, 2026**.

As part of the required agency and organizational review process, the City is distributing an electronic copy of the EAW to relevant state, local, and federal agencies for review and comment. We respectfully request that your agency review the EAW and provide any comments or concerns within your area of expertise during the public comment period.

Written comments may be submitted by email to:

[zoning@ci.forest-lake.mn.us](mailto:zoning@ci.forest-lake.mn.us)

Please include **"EAW Comment – Timm's Marina"** in the subject line to ensure proper routing and recordkeeping.

The EAW document and supporting materials will be available through the EQB Monitor upon publication. If you have any procedural questions regarding the environmental review process, please feel free to contact me.

Thank you for your time and participation in the environmental review process.

Sincerely,

Steven Gilmore



**Steven Gilmore, AICP | Asst. Community Development Director**  
1408 Lake Street South  
Forest Lake, MN 55025  
Phone: 651-209-9724  
[www.ci.forest-lake.mn.us](http://www.ci.forest-lake.mn.us)

## RGU DECISION EXTENSION EMAIL

**From:** [Steven Gilmore](#)  
**To:** [Collins, Melissa \(DNR\)](#); [Dingle, Sand](#); [Mike Sandager](#); [MN\\_ADM\\_ENV\\_Review\\_SHPO](#); [Twin\\_Cities, FW3](#); [EPA Region 5 NEPA Program](#); [Green, Chris \(MPCA\)](#); [Swanson, Regina \(MPCA\)](#); [stephan.roos@state.mn.us](#); [raymond.kirsch@state.mn.us](#); [health.review@state.mn.us](#); [jill.townley@state.mn.us](#); [chris.green@state.mn.us](#); [waterprograms.bwsr@state.mn.us](#); [katherine.lind@state.mn.us](#); [mn.osa@state.mn.us](#); [isaac.weston@state.mn.us](#); [ENReviewSHPO@state.mn.us](#); [govdoc@hclib.org](#); [TwinCities@fws.gov](#); [usace\\_requests\\_mn@usace.army.mil](#); [RSNEPA@epa.gov](#); [reviewscoordinator@metc.state.mn.us](#)  
**Cc:** [R\\_Zoning](#)  
**Subject:** Notice of Extension – EAW Determination (Timm’s Marina Dock Addition)  
**Date:** Tuesday, February 24, 2026 5:19:07 PM  
**Attachments:** [image003.png](#)

---

All,

Pursuant to Minn. R. 4410.1700, the City of Forest Lake, as the Responsible Governmental Unit (RGU), is providing notice that it is extending the time to make its determination regarding the need for an Environmental Impact Statement (EIS) for the Timm’s Marina Dock Addition Project.

The Forest Lake City Council will consider the need for an EIS at its **March 9, 2026** City Council meeting.

**This extension applies only to the RGU’s decision timeline. The public comment period has closed and is not being reopened.**

If the March 9, 2026 meeting is continued or rescheduled for any reason, the determination will be considered at the next City Council meeting, and notice of any further extension will be provided consistent with Minn. R. 4410.1700.

This notice is being provided to all agencies and individuals who submitted comments during the EAW review period.

To ensure orderly administration of the record and to protect individual privacy, **please refrain from using “reply all.”** If you have procedural questions, please direct them to me individually.

Steven Gilmore



**Steven Gilmore, AICP**  
Assistant Community Development Director  
City of Forest Lake

# APPENDIX E – TIMM'S MARINA DOCK ADDITION - EAW

**BRAUN INTERTEC**  
the science you build on

## Environmental Assessment Worksheet

**Timm's Marina Dock Addition**

*Prepared for*

**City of Forest Lake**

*Prepared by*

**Braun Intertec Corporation**  
11001 Hampshire Avenue  
Bloomington, MN 55438

Project B2507049  
December 15, 2025





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# Environmental Assessment Worksheet

**Cumulative potential effects** can either be addressed under each applicable EAW Item or can be addressed collectively under EAW Item 21.

**Note to reviewers:** Comments must be submitted to the RGU during the 30-day comment period following notice of the EAW in the EQB Monitor. Comments should address the accuracy and completeness of information, potential impacts that warrant further investigation and the need for an EIS.

## 1. Project Title:

Timm's Marina Dock Addition

## 2. Proposer:

*Proposer:* Timm's Marina  
*Contact Person:* Joe Maslow  
*Title:* Operations Manager  
*Address:* 9080 Jewel Lane North  
*City, State ZIP:* Forest Lake, MN 55025  
*Phone:* 651.263.0767  
*E-Mail:* joe@timmsmarina.com

## 3. Responsible Governmental Unit (RGU):

*RGU:* City of Forest Lake  
*Contact Person:* Abbi Wittman  
*Title:* Community Development Director  
*Address:* 1408 Lake Street South  
*City, State ZIP:* Forest Lake, MN 55025  
*Phone:* 651.209.9752  
*E-Mail:* Abbi.Wittman@ci.forest-lake.mn.us

## 4. Reason for EAW Preparation (check one):

<b>Required:</b>	<b>Discretionary:</b>
<input checked="" type="checkbox"/> Mandatory EAW	<input type="checkbox"/> Citizen's Petition
<input type="checkbox"/> Proposer Initiated	<input type="checkbox"/> RGU Discretion



If EAW or EIS is mandatory give EQB rule category subpart number(s) and name(s):

4410.4300 Subp. 25. Marinas and Harbors.

## 5. Project Location:

<i>County:</i>	Washington County
<i>City/Township:</i>	Forest Lake
<i>PLS Location:</i>	SE 1/4 of SE 1/4 in Section 14, NE 1/4 of NE 1/4 in Section 23, Township 32N, Range 21W
<i>Watershed:</i>	Major Watershed #37 – St. Croix River - Stillwater
<i>GPS Coordinates:</i>	45.253720, -92.921122
<i>Tax Parcel Numbers:</i>	1403221430011, 2303221110001, 2303221110002

At a minimum attach each of the following to the EAW:

- *County map showing the general location of the project;*
- *U.S. Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries (photocopy acceptable); and*
- *Site plans showing all significant project and natural features. Pre-construction site plan and post-construction site plan.*
- *List of data sources, models, and other resources (from the Item-by-Item Guidance: Climate Adaptation and Resilience or other) used for information about current Minnesota climate trends and how climate change is anticipated to affect the general location of the project during the life of the project (as detailed below in item 7. Climate Adaptation and Resilience).*

## 6. Project Description:

- Provide the brief project summary to be published in the EQB Monitor, (approximately 50 words).*

Timm's Marina proposes to add two new non-permanent slip docks to the existing marina in Forest Lake, Minnesota. The new docks would provide an additional 72 boat slips on Forest Lake and increase the size of on-water marina operations by approximately 1.48 acres (including boat slips, docks, and boat navigation areas).

- Give a complete description of the proposed project and related new construction, including infrastructure needs.*

The proposed project consists of adding two 312-foot non-permanent slip docks to Timm's Marina on the southeast shore of Forest Lake. The two new docks would be placed west of the existing 320-foot slip dock on the lake's shoreline (northwest corner of the project area). Each new 312-foot slip dock would also include 18 divider dock sections to provide 36 additional boat slips for a total of 72 new boat slips.



The new slip docks would consist of aluminum and/or composite decking material with the aluminum divider dock sections. The existing slip docks and dividers are secured on a seasonal basis to the substrate of Forest Lake via anchor poles. The anchor poles are currently driven by hand into the lakebed until suitable substrate is reached at a sufficient depth to hold the poles in place. Historically, Timm's Marina personnel have never had problems successfully installing anchor poles for the docks due to the sandy substrate of Forest Lake within the project area. This sand is consistent with the mapped unconsolidated sediments (silt, clay, and sand) for the project area vicinity according to the Minnesota Geological Survey (Stanley, 2016). The same hand driven installation method is proposed for anchor poles to secure the new slip docks and divider sections. Installation of the new slip docks by hand would be completed within three to four days.

The new slip docks, along with all of the marina's existing docks would be seasonally disassembled with divider sections stored on shore within the marina property and the main slip docks floated and anchored into the east bay during the winter months (typically October- March). Following ice out in the spring (generally between April 1 and May 1) the process is reversed when the main slip docks would be floated from the east bay to the Forest Lake shoreline and reinstalled with anchor posts in the lakebed. The divider sections would also be removed from their winter storage locations and reconnected to the main slip docks.

No electrical connections or lighting are currently provided on the existing docks, and neither are proposed for installation with the new slip docks. Additionally, no expansion or significant modification of the existing boat fueling shed, restrooms, or other marina amenities (playground, swimming pool, RV sites etc.) is proposed. Overflow parking and boat storage areas would be designated for additional parking spaces (refer to Section 20 for additional information).

As shown in [Table 6-1](#), current usage of the marina includes 96 total boat slips with up to 30 used in connection with/by RV sites, and the remaining slips (66) available for seasonal rental by area boat owners. With the proposed additional slip docks, a total of 168 boat slips would be available for RV site and seasonal use. Twenty-six (26) slips will be used for/by RV site users, and the remaining 142 slips for seasonal rental. No additional or changes to the RV sites are planned as part of the proposed project. Currently, the observed average usage of the available boat slips (non-RV user slips) is approximately 20 percent for a weekend day, with a peak usage of 48% on a summer holiday weekend (4<sup>th</sup> of July etc.).

**Table 6-1. Boat Slip Usage**

Boat Slip Usage	Current	Proposed	Net Change (+/-)
RV Sites	30	26	-4
Seasonal (Non-RV)	66	142	+76
Total No. Slips	96	168	+72

- 1) *Construction, operation methods and features that will cause physical manipulation of the environment or will produce wastes.*



Minimal physical manipulation of the environment would be required to install the new slip docks and would include seasonal (twice per year) disturbance to the substrate of Forest Lake from hand installation and removal of anchor poles for the docks.

Major changes to any shoreline vegetation or existing landscaping are not proposed. No earthwork (excavation, site grading, placement of fill etc.) would occur as part of the proposed project if requested variance requests for City of Forest Lake Standards for Uses (road/drives) and Off Street Parking Standards (curbing, parking surfaces, number of parking stalls) are approved. If City variance requests are not approved, the project proposer will be required to pave gravel drive aisles and gravel and grass parking areas, which may require minor grading for subgrade grade corrections and stormwater best management practices.

Wastes generated from the first installation of the new slip docks would include general packaging materials of the new docks and any temporary fasteners (zip ties, twine, etc.). Following the initial installation of the new slip docks in 2026, no further wastes would be generated from the seasonal installation and removal of the docks.

*2) Modifications to existing equipment or industrial processes*

No existing equipment or industrial processes exist on the Site, therefore no modifications to existing equipment or industrial processes will occur.

*3) Significant demolition, removal or remodeling of existing structures*

No significant demolition, removal or remodeling of structures would occur as part of the proposed project.

*4) Timing and duration of construction activities*

The proposed project would include the following activities within the project area in 2026 and bi-annually after spring 2026:

- Planning and Zoning approvals, permits- early 2026
- Delivery of new dock materials – late winter/spring 2026
- Installation of new slip docks – spring 2026
- Seasonal removal and installation of all marina docks (fall 2026- operational life marina)



c. *Project magnitude:*

**Table 6-2. Project Magnitude**

Description	Number
Total Project Acreage	1.48 acres*
Linear project length	1,488 feet**
Number and type of residential units	N/A
Residential building area (in square feet)	N/A
Commercial building area (in square feet)	N/A
Industrial building area (in square feet)	N/A
Institutional building area (in square feet)	N/A
Other uses – specify (in square feet)	64,896 Sq. feet*
Structure height(s)	2-3 feet above observed lake water level at time of spring installations

\*Area including docks, docking & watercraft maneuvering space

\*\*Total length of all new dock sections

d. *Explain the project purpose; if the project will be carried out by a governmental unit, explain the need for the project and identify its beneficiaries.*

The proposed project would provide an additional 72 boat slips on Forest Lake and expand the number of slips provided by Timm's Marina from 96 to 168. Growing area population, combined with the limited number of available seasonal boat slips, has created a need for the additional seasonal boat slips. This need is evidenced by area citizens' being subject to long waiting lists for a seasonal boat slip on Forest Lake. The additional seasonal boat slips will benefit Forest Lake area citizens in providing increased access to recreational opportunities. .

The project is not being carried out by a governmental unit. Project beneficiaries include Timm's Marina, current RV users of the marina, and boaters in the Forest Lake area seeking seasonal boat slips.

e. *Are future stages of this development including development on any other property planned or likely to happen?*  Yes  No

*If yes, briefly describe future stages, relationship to present project, timeline and plans for environmental review.*

f. *Is this project a subsequent stage of an earlier project?*  Yes  No

*If yes, briefly describe the past development, timeline and any past environmental review.*

Previous development of the project area included construction of the existing residences and marina including docks, associated buildings (restrooms, fuel shed etc.) and amenities (playground, swimming pools, RV sites). According to the Washington County assessor's records, the two residences within the project area were built in 1920.



There are no known records of previous environmental review for the original marina construction.

## 7. Climate Adaptation and Resilience:

- a. Describe the climate trends in the general location of the project (see guidance: *Climate Adaptation and Resilience*) and how climate change is anticipated to affect that location during the life of the project.

**Table 7-1. Summary of Reported Climate Trends**

State of Minnesota historic climate trends (data-driven) and projected climate changes (model-driven)	County/local trends	Project impacts (climate effects on project location)
Average annual temperature increasing	<p>The average temperature in Washington County has been increasing by an average of 0.21°F per decade from 1895-2024 (Exhibit E1 (1)) (Minnesota Department of Natural Resources, n.d.)</p> <p>The annual temperature is expected to increase from 45.91°F in 1995-2014, to 49.3°F by 2059, and to as high as 55.68°F by 2099 (Minnesota Department of Natural Resources, n.d.).</p> <p>Based on the range of future emissions scenarios (intermediate, high, very high) modeled by the Minnesota Climate Mapping and Analysis Tool (CliMAT), the daily average temperature is predicted to increase to an average of 49.0 to 49.9°F by mid-century (2040-2059) depending on the emissions scenario adopted (University of Minnesota, n.d.)</p>	No project impacts. Increased aquatic vegetation growth or algal blooms on Forest Lake may occur from higher temperatures.
Average precipitation increasing	<p>The average annual precipitation in Washington County has been increasing an average of 0.34” per decade from 1895-2024 (Exhibit E-1 (3)) (Minnesota Department of Natural Resources, n.d.)</p> <p>Based on the range of future emissions scenarios (intermediate, high, very high) modeled by the Minnesota Climate Mapping and Analysis Tool (CliMAT), annual average precipitation is projected to decrease to an average of 31.5 inches by mid-century (2040-2059) under a high emissions scenario and increase to an average of 34.8 inches by mid-century (2040-2059) under intermediate and very high emissions scenarios (University of Minnesota, n.d.).</p>	Higher lake water levels are expected from additional precipitation. Docks will be placed 2-3 feet above the observed water level each spring and dock heights adjusted if significant shifts in lake water levels occur each season. Permanent Stormwater Management Practices (if



State of Minnesota historic climate trends (data-driven) and projected climate changes (model-driven)	County/local trends	Project impacts (climate effects on project location)
		required, due to variance denial), will be designed for increased future precipitation events.
Cold weather warming	<p>Washington County's annual average minimum daily temperature has been increasing from 1895 to 2025 at a rate of 0.34°F per decade (Exhibit E-1 (4)) (Minnesota Department of Natural Resources, n.d.).</p> <p>Based on the range of future emissions scenarios (intermediate, high, very high) modeled by the Minnesota CliMAT, the minimum temperature is predicted to continue to increase to an average of 40.0-40.6°F by mid-century (2040-2059) depending on the emissions scenario adopted (University of Minnesota, n.d.)</p> <p>Annual winter snow cover depth in Washington County is also expected to decrease 0.3-0.5 inches by mid-century (2040-2059) depending on the emissions scenario adopted (University of Minnesota, n.d.)</p>	Less snowfall is expected from warmer winters and decreased snow cover may affect lake hydrology in the region, resulting in longer open water boating seasons.
Heavier, more damaging rains	<p>In higher emissions scenarios, days with precipitation totals over one inch are projected to increase slightly from the modeled historical (1976-2005) value of 3.6 to 4.3 days by mid-century (2035-2064). (Minnesota Department of Natural Resources, n.d.)</p> <p>Storm intensity and flood risk are additional factors that are predicted to increase in Washington County by mid-century. The 100-year storm intensity for the project area region will increase by 2.4% - 13.6% by 2035 and by 4.7% - 26.5% by 2060 according to the Environmental Protection Agency's (EPA) CREAT Climate Change Scenarios Projection Map (Exhibit E-1 (7), (University of Minnesota, n.d.)</p> <p>Annual days that exceed 99th percentile of precipitation will slightly increase from 4.9 to 6.2 days by 2064 according to the U.S. Climate Resilience Toolkit (U.S. Global Change Research Program, 2023)</p>	Temporary increases in lake water levels may result from heavier rainfall events. Docks will be placed 2-3 feet above the observed water level each spring. Permanent Stormwater Management Practices (if required, due to variance denial), will be designed for increased future precipitation events.
Increasing heat waves	The annual days with maximum temperatures above 90°F is predicted to increase from 9.6 days, which is based on 1976-2005 data, up to as many as 33.7 days by 2044 and as to as many as 41.7 days by 2064 depending on the emissions scenario adopted (Exhibit E-1 (6) (U.S. Global Change Research Program, 2023).	No project impacts. Increased evaporation from more frequent hot weather is expected



State of Minnesota historic climate trends (data-driven) and projected climate changes (model-driven)	County/local trends	Project impacts (climate effects on project location)
		to lower lake water levels.
Increasing risks of drought	<p>Although storm intensity and precipitation are predicted to increase, the precipitation is expected to come in less days. Days per year with precipitation is projected to decrease from 168.3 days (modeled history 1976 to 2005) to 165.9 days by 2064 (mid-century) depending on the emissions scenario adopted (U.S. Global Change Research Program, 2023)</p> <p>The predicted stability in precipitation is not expected to counteract the increased temperatures and associated rise in evaporation. These expected trends are projected to cause an overall decrease in water availability and will increase risk of drought for the project area vicinity.</p>	No project impacts. Lower lake water levels would occur during drought periods.

**Table 7-2. Climate Trends and Projections Resource Tools**

	Climate Trend Tools	Tools Used in the EAW	How the Tool was Used
Current Trends	<a href="#">Minnesota Climate Trends</a>	Minnesota Climate Trends (Minnesota Department of Natural Resources, n.d.)	<ul style="list-style-type: none"> <li>■ Past temperature and precipitation trends</li> </ul>
Projected Changes	<a href="#">Climate Mapping for Resilience and Adaptation (CMRA) Assessment</a>	Climate Mapping For Resilience and Adaptation (CMRA) (U.S. Global Change Research Program, 2023)	<ul style="list-style-type: none"> <li>■ Predicted annual days above 90°F</li> <li>■ Predicted days with precipitation totals over 1 inch</li> <li>■ Predicted change in number of days with precipitation per year</li> </ul>
	MN Climate Mapping and Analysis Tool (CliMAT)	MN Climate Mapping and Analysis Tool (CliMAT)	<ul style="list-style-type: none"> <li>■ Predicted annual daily average temperature</li> <li>■ Predicted annual daily minimum temperature</li> <li>■ Predicted annual precipitation</li> <li>■ Predicted change in winter snow cover</li> </ul>
Climate Hazard Projections	<a href="#">Climate Mapping for Resilience and Adaptation (CMRA) Assessment</a>  <a href="#">Climate Resilience Evaluation and Awareness Tool (CREAT)</a>		<ul style="list-style-type: none"> <li>■ Projected change in 100-year storm intensity</li> </ul>



	Climate Trend Tools	Tools Used in the EAW	How the Tool was Used
Additional Information	<a href="#">National Climate Assessment (NCA4)</a>  <a href="#">The Intergovernmental Panel on Climate Change (IPCC) Interactive Atlas</a>  <a href="#">National Oceanic and Atmospheric Administration Climate</a>		

b. For each Resource Category in the table below: Describe how the project's proposed activities and how the project's design will interact with those climate trends. Describe proposed adaptations to address the project effects identified.

**Table 7-3. Interaction of Proposed Activities with Each Climate Trend and Projection Listed in 7a**

Resource Category	Climate Trends and Climate Projections	Project Components	Environmental Effects	Adaptation Strategies (with applicable timeframe – construction to end of expected lifespan)
Project design	Average annual temperature increasing	Increased impervious surfaces.	Environmental impacts are not expected from interaction between increased impervious surfaces and increased average temperatures.	Minimize impervious surface area and choose decking materials for docks to withstand extreme temperatures.
		Increased boat traffic on Forest Lake.	Environmental impacts are not expected from interaction between increased boat traffic on Forest Lake and increased average temperatures.	Track boat traffic within project area to determine if a significant increase results from the proposed project.
	Average annual precipitation increasing	Increased impervious surfaces.	A slight increase in stormwater runoff may occur from additional impervious surfaces in combination with an increase in long term average precipitation.	Ensure docks are kept clean to minimize potential pollutants in minor additional runoff that may result from increased precipitation. Permanent Stormwater Management Practices (if required, due to variance denial), will be designed for increased future precipitation events.



Resource Category	Climate Trends and Climate Projections	Project Components	Environmental Effects	Adaptation Strategies (with applicable timeframe – construction to end of expected lifespan)
		Increased boat traffic on Forest Lake.	During periods of high water increased shoreline erosion may result from additional boat traffic on Forest Lake.	Enact no wake zones within project area during periods of high-water levels resulting from increased precipitation.
	Cold weather warming	Increased impervious surfaces.	Environmental impacts are not expected from interaction between increased impervious surfaces and warmer winter temperatures.	Minimize impervious surface area and choose decking materials for docks to withstand extreme temperatures.
		Increased boat traffic on Forest Lake.	Environmental impacts are not expected from interaction between increased boat traffic on Forest Lake and warmer winter temperatures.	N/A- Marina is a seasonal facility that does not operate during the winter months.
	Heavier more damaging rains	Increased impervious surfaces.	A temporary increase in stormwater runoff may occur from additional impervious surfaces in combination with higher intensity rainfall.	Ensure docks are kept clean to minimize potential pollutants in minor additional runoff that may result from increased precipitation. Permanent Stormwater Management Practices (if required, due to variance denial), will be designed for increased future precipitation events.
		Increased boat traffic on Forest Lake.	During periods of high water increased shoreline erosion may result from additional boat traffic on Forest Lake.	Enact no wake zones within project area during periods of high-water levels resulting from increased precipitation.
	Increasing risk of heatwaves	Increased impervious surfaces.	Damage to dock materials results from extreme high temperatures. Vinyl can delaminate & failure under high temperatures. Aluminum will also expand and contract when exposed to extreme changes in temperature.	Minimize impervious surface area and choose decking materials for docks to withstand extreme temperatures.



Resource Category	Climate Trends and Climate Projections	Project Components	Environmental Effects <ul style="list-style-type: none"> <li>• Identify climate change risks &amp; vulnerabilities.</li> <li>• Identify long-term impacts that climate conditions pose to proposed activities.</li> </ul>	Adaptation Strategies (with applicable timeframe – construction to end of expected lifespan)
		Increased boat traffic on Forest Lake.	More frequent heatwaves may result in an additional increase of boats on Forest Lake, beyond the additional boats expected from the proposed project as area residents seek relief from hot weather via the lake.	Work with local regulatory authorities to remind boaters of applicable laws/regulations to minimize impacts of high usage on lake water quality.
	Increasing risk of drought	Increased impervious surfaces.	Environmental impact not expected from interaction between increased impervious surfaces and increased drought risk.	Minimize impervious surface area and choose decking materials for docks to withstand extreme conditions.
		Increased boat traffic on Forest Lake.	Environmental impact not expected from interaction between additional boats on Forest Lake and increased drought risk.	Mitigation/adaptation strategies unlikely to be necessary during drought periods. Lower lake water levels increase difficulty of launching boats and presumably would result in a reduction of boat traffic.
Land Use	Address in item 10	Address in item 10	Address in item 10	Address in item 10
Water Resources	Address in item 12	Address in item 12	Address in item 12	Address in item 12
Contamination/ Hazardous Materials/ Wastes	Address in item 13	Address in item 13	Address in item 13	Address in item 13
Fish, wildlife, plant communities, and sensitive ecological resources (rare features)	Address in item 14	Address in item 14	Address in item 14	Address in item 14



## 8. Cover Types

Estimate the acreage of the site with each of the following cover types before and after development:

**Table 8-1. Land Cover Types (Existing and Proposed)**

Cover Types	Before (acres)	After (acres)
Wetlands and shallow lakes (<2 meters deep)	0.42	0.42
Deep lakes (>2 meters deep)	6.52*	6.40*
Wooded/forest	0	0
Rivers/streams	0	0
Brush/Grassland	N/A	N/A
Cropland	N/A	N/A
Livestock rangeland/pastureland	N/A	N/A
Lawn/landscaping	3.82	3.86
Green infrastructure TOTAL (from table below*)	0**	0**
Impervious surface	2.02*	2.14*
Stormwater Pond (wet sedimentation basin)	0**	0**
Other (describe): Grass Parking (Impervious Surface)	0.69**	0.65**
<b>Total</b>	<b>13.47</b>	<b>13.47</b>

\*Temporary seasonal increase in impervious surface area when docks are installed (0.12 acres), however elevated docks are disconnected surfaces do not prohibit stormwater runoff from natural infiltration/filtration when on land or direct run-off or flows into Forest Lake. No permanent change in Lake acreage when docks are removed in the Fall.

\*\*Grass Parking is defined as impervious surface due to overflow vehicle, trailer, and boat storage which compacts soil surfaces over time. If variance requests are denied, permanent stormwater management practices may be required and include constructed infiltration, filtration, wet sedimentation basins and/or other green infrastructure practices. Design and location of stormwater best management practices will vary based on City requirements and site feasibility.

**Table 8-2. Green Infrastructure**

Green Infrastructure*	Before (acreage)	After (acreage)
Constructed infiltration systems (infiltration basins/infiltration trenches/rainwater gardens/bioretention areas without underdrains/swales with impermeable check dams)	0	0
Constructed tree trenches and tree boxes	0	0
Constructed wetlands	0	0
Constructed green roofs	0	0
Constructed permeable pavements	0	0
Other (describe)	0	0
<b>Total*</b>	<b>0</b>	<b>0*</b>

\*No new green infrastructure is proposed as part of the project. If variance requests are denied, permanent stormwater management practices may be required and include constructed infiltration, filtration, wet sedimentation basins and/or other green infrastructure practices.



**Table 8-3. Tree Cover**

Trees*	Percent	Number
Percent tree canopy removed, or number of mature trees removed during development	N/A	N/A
Number of new trees planted	N/A	N/A

\*Tree removal/planting not proposed as part of the project.

## 9. Permits and approvals required:

List all known local, state and federal permits, approvals, certifications and financial assistance for the project. Include modifications of any existing permits, governmental review of plans and all direct and indirect forms of public financial assistance including bond guarantees, Tax Increment Financing and infrastructure. All of these final decisions are prohibited until all appropriate environmental review has been completed. See Minnesota Rules, Chapter 4410.3100.

**Table 9-1. Permits and Approvals**

Unit of Government	Type of Application	Status
<b>State</b>		
Minnesota Department of Natural Resources (DNR)	Dock Permit #2002-6087 Modification	Submitted, pending
	Aquatic Vegetation Control Permit	To be submitted, if necessary
Minnesota Pollution Control Agency	NPDES Construction Stormwater General Permit	To be submitted, if necessary
<b>Local</b>		
City of Forest Lake	CUP Amendment - Timm's Marina	To be submitted
	CUP - Expansion of Legal Nonconforming Use	To be submitted
	CUP - Floodplain Ordinance	To be submitted
	Variance - Shoreland Overlay District	To be submitted
	Variance - Standards for Uses (minimum lot area)	To be submitted
	Variance - Standards for Uses (roads/drives)	To be submitted
	Variance - Off Street Parking Standards (curbing)	To be submitted
	Variance - Off Street Parking Standards (parking surfaces)	To be submitted
Comfort Lake- Forest Lake Watershed District (CLFLWD)	Erosion and Sediment Control Permit	To be submitted, if necessary
	Other stormwater related permits	To be submitted, if necessary

Cumulative potential effects may be considered and addressed in response to individual EAW Item Nos. 10-20, or the RGU can address all cumulative potential effects in response to EAW Item No. 22. If addressing cumulative effect under individual items, make sure to include information requested in EAW Item No. 21.



## 10. Land use:

### a. Describe:

- i. *Existing land use of the site as well as areas adjacent to and near the site, including parks and open space, cemeteries, trails, prime or unique farmlands.*

The existing land use of the project area is a recreational vehicle park/campground with a marina with boat slips on Forest Lake. Use of the project area parcels as a privately-owned recreational facility was originally approved by Forest Lake Township before 1974. The City of Forest Lake considers the existing RV park and marina a legal non-conforming land use. The existing land uses of the adjacent properties to and those in the surrounding vicinity includes single family homes to the east, undeveloped property to the south across Jewel Lane owned by Hosanna Lutheran Church that is primarily wetland, and open space/wetlands to the west of the project area.

No public parks or open space, cemeteries, prime or unique farmlands are present within or adjacent to the project area (Figure B-4 and Figure C-1). The Washington County Star Trail (snowmobile) is located directly south of the project area along State Highway 97.

A map depicting the City of Forest Lake zoning designations for the project area and immediate surrounding area is located in [Appendix B](#) (Figure B-3). The project area is currently zoned as SF-Single Family Residential District.

- ii. *Plans. Describe planned land use as identified in comprehensive plan (if available) and any other applicable plan for land use, water, or resources management by a local, regional, state, or federal agency.*

### **City of Forest Lake 2040 Comprehensive Plan**

Within the Land Use section of the City of Forest Lake 2040 Comprehensive Plan current land use of the project area is identified as “retail/other commercial”. Under future land use designations in the 2040 Comprehensive Plan, the project area is identified as low-density residential (1.5 to 4 dwelling units per acre)(City of Forest Lake, 2020).

### **Comfort Lake - Forest Lake Watershed District Watershed Management Plan 2022-2031**

The Watershed Management Plan overviews an assessment of all waterbodies and watersheds. The plan also outlines responsibilities, goals, and action items for the watershed and its waterbodies. The primary management issues listed in the plan include:

- Primary: lake water quality, stream water quality, and floodplain management
- Secondary: wetlands, upland habitat, and groundwater

Marinas are only briefly referenced in the plan as part of Aquatic Invasive Species (AIS) prevention efforts at lake access sites: “*The District may work with private entities, such as marinas, as owner interest allows.*” (Comfort Lake-Forest Lake Watershed District , 2022).



### **Washington County 2040 Comprehensive Plan**

While the project area is not specifically identified in Washington County's 2040 Comprehensive Plan, the county does not have jurisdiction over shoreland developments in the city of Forest Lake.

- iii. Zoning, including special districts or overlays such as shoreland, floodplain, wild and scenic river critical area, agricultural preserves, etc.*

The project area is currently zoned as SF-Single Family Residential District within the Forest Lake City Code (Figure B-3) (City of Forest Lake, 2025). The permitted uses of the SF Residential District include dwelling single family detached and recreation, public (Sec. 153.069). Conditional uses also allowed within the SF Residential District but subject to applicable provisions of Section 153.069 (requires a Conditional Use Permit (CUP) based upon procedures set forth in and regulated by 153.034) include: marina among several other principal uses (cemetery, daycare, government buildings/storage, utility substation, place of worship, school, yard waste facility etc.) subject to a CUP (City of Forest Lake, 2025).

Several amendments to the original CUP granted for the project area were requested and approved by Forest Lake Township and/or Washington County as amenities were added to Timm's Marina from the 1970s through the 1990s. Historic CUP amendments granted for the project area included:

- 1974- Increase number of camping units (RV sites) to 30 with construction of indoor restroom building.
- 1976- Storage shed construction
- 1984- Overflow parking for cars and boat trailers
- 1987- Construction and operation of a 60' x 48' indoor swimming pool
- 1993- Request for sewer extension to connect property to municipal sanitary sewer.

Copies of the historic CUP amendment approvals for the project area are included in [Appendix B](#) (Exhibit B-1).

The project area is located within the shoreland overlay district of Forest Lake and is mapped by the Federal Emergency Management Agency (FEMA) as partially (lake channel in western portion) within a 1% chance annual flood hazard area.

There are no wild and scenic rivers, critical area, or agricultural preserve special districts or overlays within or adjacent to the project area.

- iv. If any critical facilities (i.e. facilities necessary for public health and safety, those storing hazardous materials, or those with housing occupants who may be insufficiently mobile) are proposed in floodplain areas and other areas identified as at risk for localized flooding, describe the risk potential considering changing precipitation and event intensity.*

No critical facilities are proposed within a floodplain as part of the proposed project.



- b. *Discuss the project's compatibility with nearby land uses, zoning, and plans listed in Item 9a above, concentrating on implications for environmental effects.*

### **City of Forest Lake 2040 Comprehensive Plan**

The proposed project is compatible with the Forest Lake 2040 Comprehensive Plan. Current and planned future land use are both designated as single family residential, which with a CUP allows for commercial recreational operations such as a marina and RV park. Timm's Marina will apply for a CUP amendment for the proposed dock expansion to allow continued operation as a marina and RV park on parcels zoned for single family residential use. The proposed project would help obtain the City's goal to "Ensure the City's aesthetic character is enhanced through the beautification of its infrastructure and property." The proposed plan would maintain the current aesthetics to the Site while being compatible with the current uses of the Site.

### **Comfort Lake- Forest Lake Watershed District Watershed Management Plan 2022-2031**

The proposed project aligns with the outlined watershed goals within the plan as the new docks are an allowed use on shorelines of lakes designated as "General Development Lakes (82-159)." At the discretion of Timm's Marina, the proposed project may also use marina operation/use policies to aid watershed goals of AIS prevention efforts at lake access sites.

### **Zoning**

The proposed project requires an amendment to the existing CUP to continue current recreational operations as a marina and RV park, specifically for the expansion of a legal non-conforming use in a single-family residential district. Since no other significant modifications or improvements (earthwork, new building/structure construction, utility modification etc.) are included as part of the proposed project, Timm's Marina would also request variances from the City of Forest Lake for the existing uses (minimum lot size and road/parking) and off-street parking requirements.

- c. *Identify measures incorporated into the proposed project to mitigate any potential incompatibility as discussed in Item 10b above and any risk potential.*

The proposed project would be required to amend the existing CUP for current marina & RV park operations. Through the amended CUP and variances, the proposed project would also gain flexibility from the City of Forest Lake for use of the current gravel and grass parking surfaces and spaces available within the project area. Additional mitigation measures that may be included as condition(s) of the CUP, include signage and/or visual screening.

## **11. Geology, soils, and topography/land forms:**

- a. *Geology - Describe the geology underlying the project area and identify and map any susceptible geologic features such as sinkholes, shallow limestone formations, unconfined/shallow aquifers, or karst conditions. Discuss any limitations of these features for the project and any effects the project could have on these features. Identify any project designs or mitigation measures to address effects to geologic features.*



The surficial geology in the project area vicinity is quaternary-age Silt, Clay and Sand (QI) deposits that consist of very fine grained organic matter to organic rich massive dark brown silty clays/clayey silts and sand in modern lake basins. Sand is also common on modern lakeshores and beneath wetlands (Stanley, 2016).

The uppermost bedrock unit in the project area vicinity is the Upper Cambrian, Tunnel City Group, found between 250 to 300 feet below ground surface (Steenberg, 2016). The Tunnel City Group contains two thick formations, the Mazomanie and Lone Rock. The Mazomanie formation consists of a white to yellowish, fine to medium grained, cross stratified, generally friable quartz sandstone. The Lone Rock formation consists of a pale yellowish-green very fine to fine glauconitic feldspathic sandstone and siltstone with thin greenish-gray shale partings. The Lone Rock formation underlies the Mazomanie and frequently intertongues with it (Retzler, 2016).

No known karst conditions, sinkholes, unconfined/shallow aquifer, shallow limestone formations, or karst conditions are known or mapped within the project area or in the surrounding vicinity. The project area is also located over 60 miles south of the Mille Lacs Sole Source Aquifer (Department of Natural Resources, n.d.).

There are no anticipated limitations of these geological features on the project or effects the proposed project could have on the identified geological features.

- b. Soils and topography - Describe the soils on the site, giving NRCS (SCS) classifications and descriptions, including limitations of soils. Describe topography, any special site conditions relating to erosion potential, soil stability or other soils limitations, such as steep slopes, highly permeable soils. Provide estimated volume and acreage of soil excavation and/or grading. Discuss impacts from project activities (distinguish between construction and operational activities) related to soils and topography. Identify measures during and after project construction to address soil limitations including stabilization, soil corrections or other measures. Erosion/sedimentation control related to stormwater runoff should be addressed in response to Item 12.b.ii.*

Three soil units and open water are mapped within the project area. Soil characteristics and properties are provided below in [Table 11-1](#) and illustrated in [Figure C-1 \(Appendix C\)](#).

**Table 11-1. USDA-NRCS Soil Types**

Map Unit Symbol	Map Unit Name	Site Coverage (%)	Farmland Class	Hydrologic Soil Group	Hydric Rating
W	Water	38	Not Prime Farmland	---	0
1033	Udifluvents	32	Not Prime Farmland	---	10
540	Seelyville muck	25	Not Prime Farmland	A/D	100
481	Kratka fine sandy loam	5	Not Prime Farmland	B/D	97

Elevations within the project area range from 900 feet above mean sea level (amsl) to 908 feet amsl. The topography of the Site is relatively flat with distinct depressions where channels or bays of Forest Lake are



present in the located in western and east central portions of the project area. Elevations gradually rise to the south and east of the project area (Figure A-4).

Minimal seasonal disturbance of Forest Lake's substrate would occur from hand installation (spring) and removal (fall) of anchor poles for the proposed new slip docks. No grading, excavation or placement of fill would occur as part of the proposed project since no other construction, improvements or modifications above Forest Lake's 901.8 feet (NGVD 29) Ordinary High-Water Level (OHWL) elevation are proposed.

No concerns on the sediment stability of Forest Lake's substrate for installation of the dock anchor poles are expected due to the sandy substrate within the project area. Additionally, due to the sandy substrate present, minimal sediment suspension within the lake water column is expected during dock anchor pole installation and removal. The project area also has rip-rap lined shoreline and is within a no-wake zone on Forest Lake. Therefore, no sediment control BMPs are planned to be used during dock installation.

## 12. Water resources:

- a. *Describe surface water and groundwater features on or near the site in a.i. and a.ii. below.*
  - i. *Surface water - lakes, streams, wetlands, intermittent channels, and county/judicial ditches. Include any special designations such as public waters, shoreland classification and floodway/floodplain, trout stream/lake, wildlife lakes, migratory waterfowl feeding/resting lake, and outstanding resource value water. Include the presence of aquatic invasive species and the water quality impairments or special designations listed on the current MPCA 303d Impaired Waters List that are within 1 mile of the project. Include DNR Public Waters Inventory number(s), if any.*

The project area is on the southeast shore of Forest Lake, a Minnesota DNR public water (82015900) and Minnesota Pollution Control Agency (MPCA) impaired water. The lake is impaired for aquatic consumption from PCB's in fish tissue (Minnesota Pollution Control Agency, 2024). A portion of one wetland is also located in the western portion of the project area as shown on Figure C-2 ([Appendix C](#)).

Several additional surface waters are mapped within 1-mile of the Site including four unnamed public water wetlands/ponds, Cranberry (82016100), Keewahtin (82008000) and Shields (82016200) lakes. All surface waters mapped within 1-mile of the project area can be seen on Figure C-2. No additional Minnesota DNR public waters are located within or adjacent to the Site.

In addition to Forest Lake, within 1-mile of the Site Shields Lake (82016200) is also listed as a 2024 MPCA 303d Impaired Water for aquatic recreation due to nutrients (Minnesota Pollution Control Agency, 2024).

Numerous wetlands are mapped in the surrounding area by the Minnesota DNR Wetland Finder including a large freshwater emergent wetland complex adjacent to the west of the project area and a large freshwater emergent & forested wetland complex located south of the project are across State Highway 97 (Figure C-2) (Minnesota Department of Natural Resources, 2024)



The United States Geological Survey (USGS) National Hydrography Dataset (NHD) mapped no additional water resources within the project area. An artificial path for the Sunrise River is mapped flowing into Forest Lake, adjacent to the west of the project area (U.S. Geological Survey, n.d.). Additionally, the western portion of the project area is partially within the location of a 100-year floodplain designated by FEMA (Figure C-3). The project area is also located within Forest Lake's shoreland district.

The project area is not within, nor does it contain any designated trout streams or lakes, wildlife lakes, migratory waterfowl feeding/resting lakes, or outstanding resource value water (Minnesota Department of Natural Resources, n.d.) (Minnesota Department of Natural Resources, n.d.) (U.S. National Park Service, 2021). However, aquatic invasive species documented in Forest Lake include Eurasian watermilfoil, flowering rush, and zebra mussels (Minnesota Department of Natural Resources, 2024).

- ii. *Groundwater – aquifers, springs, seeps. Include: 1) depth to groundwater; 2) if project is within a MDH wellhead protection area; 3) identification of any onsite and/or nearby wells, including unique numbers and well logs if available. If there are no wells known on site or nearby, explain the methodology used to determine this.*

The depth of ground water within the project area ranges from 0-10 feet below ground surface (Minnesota Department of Natural Resources, 2019) and the project area is not located within a Wellhead Protection Area (Figure B-5).

Three wells are mapped by the Minnesota Department of Health (MDH) Minnesota Well Index within or directly adjacent to the project area. Additionally, several wells are mapped within one quarter mile of the project area and are shown in [Table 12-1](#) and [Figure B-5](#) ([Appendix B](#)).

**Table 12-1. MDH Well Index Wells within 0.25 miles**

Well ID Number	Name	Use	Depth (ft)	Status
00412255	Unknown	Domestic	138	Active
00690753	GRUN, BILL	Domestic	88	Active
00487521	KENNEDY, GARY D.	Public Supply/ Non-community-transient	92	Unknown
00824047	KENNEDY, GARY D.	Domestic	109	Active
00162242	Unknown	Domestic	202	Active
00212672	PROULX, RICHARD	Domestic	265	Active
00177912	MCNAIR, JAMES & AILEEN	Domestic	76	Active
00448236	RUNEBERG, NORMAN	Domestic	246	Active
00525195	CHRISTIANSON, JIM	Domestic	100	Active
00420316	TRUMPER, JOHN	Domestic	85	Active
00535228	BACON, DAVE	Domestic	72	Active



Well ID Number	Name	Use	Depth (ft)	Status
00690790	HOSANNA LUTHERAN CHURCH 2	Public Supply/ Non-community/non-transient	207	Active
00564205	SCHNEIDER, GARY	Domestic	91	Active
00684589	MEYER, BETTE & JIM	Domestic	79	Active
00162279	BURGESS, WILLIAM	Domestic	202	Active
00264182	TIMM'S MARINA AND CAMPGR	Public Supply/ Non-community-transient	0	Active
00565249	GRAMSE, GREGG	Domestic	194	Active
00409675	MAIN, MARK	Domestic	230	Active
00545859	FRITZINGER, BERNIE	Domestic	103	Active
00588183	KECKHAFFER, BRUCE	Domestic	240	Active
00450708	SCHRIBER, WALT	Domestic	96	Active
00404194	YARY, ANTHONY RONALD	Domestic	56	Active
00124363	HOSANNA LUTHERAN CHURCH	Public Supply/ Non-community/non-transient	245	Unknown
00162241	Unknown	Domestic	217	Active
00653581	SYVERSON, SCOTT	Domestic	93	Active
00774906	FRANSEN, ADRIAN	Domestic	67	Active
00737078	SCOTT, BRUCE	Domestic	240	Active
00706723	FRITZINGER, BERNIE	Domestic	38	Active
00780297	STEVENS, VINCE	Domestic	110	Active
00817183	DOUDALL, MATT	Domestic	60	Active

b. Describe effects from project activities on water resources and measures to minimize or mitigate the effects in Item b.i. through Item b.iv. below.

i. Wastewater - For each of the following, describe the sources, quantities and composition of all sanitary, municipal/domestic and industrial wastewater produced or treated at the site.

1) If the wastewater discharge is to a publicly owned treatment facility, identify any pretreatment measures and the ability of the facility to handle the added water and waste loadings, including any effects on, or required expansion of, municipal wastewater infrastructure.

Wastewater generated from the project area would be domestic wastewater from restroom use and the existing 30 active RV sites. Generated wastewater would be discharged directly to the municipal sanitary sewer located along State Highway 97. Wastewater flows into the local municipal sanitary sewer will continue to the Metropolitan Wastewater Treatment Plant, a facility owned by the Metropolitan Council. This



facility does have the capacity to receive a minimal increase in wastewater generated from the proposed project.

However, total wastewater generated from the project area may decrease from current operations due to the planned discontinued operation of the swimming pool and retirement of four (4) RV sites. Additionally, based on a 20 percent average daily weekend boat use factor (current usage) with 4 people per boat, and approximately 50 percent restroom usage at an average of 3 gallons per use, the estimated average wastewater volume would be approximately 177.2 gallons per day for non-RV sites (142 total non-RV boat slips x 0.20 usage factor \* 4 people per boat x 0.52 restroom usage factor x 3 gallons per use).

The Metropolitan Wastewater Treatment Plant would have the capacity for the proposed project as the facility has the capacity for 251 million gallons per day. Additionally, Metropolitan Council has plans to upgrade their facilities due to the region-wide population increases which are outlined in their 2040 Water Resources Policy Plan. The 2040 Water Resources Policy Plan summarizes the Capital Improvement Program which includes upgrades based on the estimated future population of their service areas (Metropolitan Council, 2015).

While the number of boat slips is proposed to increase approximately 75 percent, the existing restrooms within the project area would also be adequate to accommodate additional marina users from the new boat slips due the expected usage factors described above, and Minnesota Rules 327.20 requirements for "Special Event Recreational Camping Area" of one toilet per sex per 150 camping sites (no standard exists specifically for marinas) which are provided by the current restroom building (one toilet per sex, single user with lock).

Boats using the marina are day use style watercraft (pontoons, fishing boats etc.) that do not have septic tanks and since the RV sites are connected to municipal sewer, no dump stations or additional temporary wastewater storage capacity is necessary.

Therefore, project specific wastewater infrastructure expansion would not be needed.

- 2) *If the wastewater discharge is to a subsurface sewage treatment systems (SSTS), describe the system used, the design flow, and suitability of site conditions for such a system. If septic systems are part of the project, describe the availability of septage disposal options within the region to handle the ongoing amounts generated as a result of the project. Consider the effects of current Minnesota climate trends and anticipated changes in rainfall frequency, intensity and amount with this discussion.*

There is no proposed wastewater discharge to any SSTS within the project area.

- 3) *If the wastewater discharge is to surface water, identify the wastewater treatment methods and identify discharge points and proposed effluent limitations to mitigate impacts. Discuss any effects to surface or groundwater from wastewater discharges, taking into consideration how current Minnesota climate trends and anticipated climate change in the general location of the project may influence the effects.*



There is no proposed wastewater discharge to any surface or groundwater resources within or surrounding the project area.

- ii. Stormwater - Describe changes in surface hydrology resulting from change of land cover. Describe the routes and receiving water bodies for runoff from the project site (major downstream water bodies as well as the immediate receiving waters). Discuss environmental effects from stormwater discharges on receiving waters post construction including how the project will affect runoff volume, discharge rate and change in pollutants. Consider the effects of current Minnesota climate trends and anticipated changes in rainfall frequency, intensity and amount with this discussion. For projects requiring NPDES/SDS Construction Stormwater permit coverage, state the total number of acres that will be disturbed by the project and describe the stormwater pollution prevention plan (SWPPP), including specific best management practices to address soil erosion and sedimentation during and after project construction. Discuss permanent stormwater management plans, including methods of achieving volume reduction to restore or maintain the natural hydrology of the site using green infrastructure practices or other stormwater management practices. Identify any receiving waters that have construction-related water impairments or are classified as special as defined in the Construction Stormwater permit. Describe additional requirements for special and/or impaired waters.*

The project proposer intends to submit variance requests from the City of Forest Lake Standards for Uses (road/drives) and Off Street Parking Standards (curbing, parking surfaces, number of parking stalls), which requires paved surfaces. If City variance requests are not approved, the project proposer will be required to pave existing gravel drive aisles and gravel and grass parking areas, which may require minor grading for subgrade grade corrections and stormwater best management practices. The extent of paving areas and stormwater management are unknown at this time, but may require up to 1.75 acres of reconstructed and/or new impervious surfaces for drive aisles and parking surfaces. Stormwater management practices could include constructed infiltration, filtration, wet sedimentation basins and/or other green infrastructure practices throughout the Site. Design and location of stormwater best management practices will vary based on City requirements and site feasibility to meet applicable city, watershed district, and/or State NPDES Construction Stormwater General Permit requirements.

Since the seasonal dock installations will not result in any land cover changes, no changes in surface hydrology are expected. While the new docks will add a small amount of impervious surface, they are only present on a seasonal basis and any increase in run-off would not be significant. Implementation of best management practices (BMP's) on a temporary basis may be necessary during seasonal (spring) installation of the new slip docks to prevent any shoreline erosion. BMP's may include but would not be limited to maintaining shoreline vegetation (seeding, mulching) and temporary use of sediment control logs or erosion control blanket.

- iii. Water appropriation - Describe if the project proposes to appropriate surface or groundwater (including dewatering). Describe the source, quantity, duration, use and purpose of the water use and if a DNR water appropriation permit is required. Describe any well abandonment. If connecting to an existing municipal water supply, identify the wells to be used as a water source*



*and any effects on, or required expansion of, municipal water infrastructure. Discuss environmental effects from water appropriation, including an assessment of the water resources available for appropriation. Discuss how the proposed water use is resilient in the event of changes in total precipitation, large precipitation events, drought, increased temperatures, variable surface water flows and elevations, and longer growing seasons. Identify any measures to avoid, minimize, or mitigate environmental effects from the water appropriation. Describe contingency plans should the appropriation volume increase beyond infrastructure capacity or water supply for the project diminish in quantity or quality, such as reuse of water, connections with another water source, or emergency connections.*

No new permanent water appropriations would be required as part of the proposed project. Temporary short-term dewatering of groundwater would also not occur for the proposed project.

*iv. Surface Waters*

*1) Wetlands - Describe any anticipated physical effects or alterations to wetland features such as draining, filling, permanent inundation, dredging and vegetative removal. Discuss direct and indirect environmental effects from physical modification of wetlands, including the anticipated effects that any proposed wetland alterations may have to the host watershed, taking into consideration how current Minnesota climate trends and anticipated climate change in the general location of the project may influence the effects. Identify measures to avoid (e.g., available alternatives that were considered), minimize, or mitigate environmental effects to wetlands. Discuss whether any required compensatory wetland mitigation for unavoidable wetland impacts will occur in the same minor or major watershed and identify those probable locations.*

The proposed project would not alter or impact any wetlands on temporary or permanent basis.

*2) Other surface waters- Describe any anticipated physical effects or alterations to surface water features (lakes, streams, ponds, intermittent channels, county/judicial ditches) such as draining, filling, permanent inundation, dredging, diking, stream diversion, impoundment, aquatic plant removal and riparian alteration. Discuss direct and indirect environmental effects from physical modification of water features, taking into consideration how current Minnesota climate trends and anticipated climate change in the general location of the project may influence the effects. Identify measures to avoid, minimize, or mitigate environmental effects to surface water features, including in-water Best Management Practices that are proposed to avoid or minimize turbidity/sedimentation while physically altering the water features. Discuss how the project will change the number or type of watercraft on any water body, including current and projected watercraft usage.*

The proposed project would increase the number and type of watercrafts used on Forest Lake by providing an additional 72 boat slips at Timm's Marina for a new total of 168 slips. The additional boats expected to occupy the new slips are expected to be primarily pontoon-style boats. Seasonal (twice per year) minimal disruption of Forest Lake's substrate for installation and removal of the dock anchor poles would occur.



However, due to the sandy substrate present, minimal sediment suspension within the lake water column is expected during dock anchor pole installation and removal. Additionally, the project area also has a rip-rap lined shoreline and is within a no-wake zone on Forest Lake. Therefore, minimal sedimentation or turbidity of the lake is anticipated from the proposed project.

The increase in boat slips and subsequently boats operating on the lake increases the risk of potential fuel leaks into Forest Lake either from the boats themselves or during refueling in the east bay. However, docks are walked daily to monitor fuel leakage, and any leaking boats would be immediately removed from the water to contain a spill. Additional details on fueling operations and storage and provided in Section 13.

With increased precipitation, heavier rainfall from more intense storms, increased risks of drought and more frequent heat waves projected in Minnesota from climate change, water levels within Forest Lake may fluctuate more frequently and at a greater range than in the past. If significant shifts in lake water levels occur during the marina's operational season (April-October), adjustments to dock heights may be required for efficient and safe access to boats.

### 13. Contamination/Hazardous Materials/Wastes:

- a. *Pre-project site conditions - Describe existing contamination or potential environmental hazards on or in close proximity to the project site such as soil or ground water contamination, abandoned dumps, closed landfills, existing or abandoned storage tanks, and hazardous liquid or gas pipelines. Discuss any potential environmental effects from pre-project site conditions that would be caused or exacerbated by project construction and operation. Identify measures to avoid, minimize or mitigate adverse effects from existing contamination or potential environmental hazards. Include development of a Contingency Plan or Response Action Plan.*

Based on the available regulatory information, the following two sites were identified within or adjacent to the project area in the MPCA's What's in my Neighborhood (WIMN) and U.S. Environmental Protection Agency (EPA) databases (Minnesota Pollution Control Agency, n.d.) (Figure B-6):

**Table 13-1. Listed Sites on Adjoining Properties**

Site Name	Identification	Activity	Status	Date
Timm's Marina	TS0131554	Aboveground Tank	Active	04/29/2025
Conrad Hansen Painting	MNR000107060	Hazardous Waste, Very small quantity generator	Inactive	2024
Hosanna Lutheran Church Expansion	C00001800	Construction Stormwater	Active	2025

Based on the type of regulatory listings and inactive status of one site, these adjoining facilities are not expected to impact or be impacted by the proposed project.



A search of MPCA tank sites in Forest Lake identified one onsite 1,000 gallon fuel tank and no off-site tanks in close proximity to the project area location. According to the MPCA, there is one active leak site, Lyon's Pride, within the city of Forest Lake. This site is over 3 miles away from the project area location and is not expected to impact or be impacted by the proposed project.

- b. Project related generation/storage of solid wastes - Describe solid wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from solid waste handling, storage and disposal. Identify measures to avoid, minimize or mitigate adverse effects from the generation/storage of solid waste including source reduction and recycling.*

Packaging-related waste materials (plastics, cardboard and temporary fasteners (zip ties, twine, etc.) would be generated from initial installation of the new slip docks. The waste from packaging materials would be recycled or disposed of at approved facilities through the solid waste hauler that services the project area.

Following the initial installation of the new slip docks in 2026, no further wastes would be generated from the seasonal installation and removal of the docks.

While not expected, the proposed project may generate a small amount of new solid waste from additional boat users at the Marina. A six-yard dumpster with weekly pickup by Republic Services is currently utilized for solid waste removal from the project area. During the peak operational season, current weekly utilization of the dumpster is approximately 70 percent, leaving 1.8 yards of capacity per week for any new solid waste generated from the additional boat slips.

The proposed project would comply with applicable laws, rules, and ordinances related to the management of solid and hazardous waste per Minnesota Statutes, section 473.811.

- c. Project related use/storage of hazardous materials - Describe chemicals/hazardous materials used/stored during construction and/or operation of the project including method of storage. Indicate the number, location and size of any new above or below ground tanks to store petroleum or other materials. Indicate the number, location, size and age of existing tanks on the property that the project will use. Discuss potential environmental effects from accidental spill or release of hazardous materials. Identify measures to avoid, minimize or mitigate adverse effects from the use/storage of chemicals/hazardous materials including source reduction and recycling. Include development of a spill prevention plan.*

No toxic or hazardous substances would be used during installation of the new docks. During marina operations, outside of boat fuel, limited if any use of hazardous substances would occur (i.e., petroleum products and other chemical products). Any hazardous substances used would be stored and disposed of following local and state guidelines. If necessary, Safety Data Sheets (SDSs) for any applicable substances would be maintained on-site by marina personnel.

Fuel (gasoline) will be utilized by boats at the marina, with refueling occurring from an existing tank on the property, (one, 1,000-gallon, above ground tank (AST) with cement containment structure). The fuel tank is



located approximately 400 feet to the southeast of the proposed new dock locations on the western shore of the east bay and approximately 200 feet from closest shoreline of Forest Lake.

To address any potential spills from leaking boat fuel tanks or during boat refueling, a spill kit with absorbent booms and fire extinguishers are located in a shed adjacent to the fuel AST within the project area. The spill kit would also be used to address any substantial fuel leaks onto the grass parking surface from vehicles parked at the marina. Boat refueling would only be completed by marina personnel to reduce risks of spills and increase operational safety of the AST & fueling equipment.

The current 1,000-gallon fuel AST was installed in 2005 to replace an existing tank. The AST notification form to renew registration of the existing fuel AST was submitted to the MPCA on April 29, 2025 (AST registration TS0131554).

The current 1,000-gallon fuel AST would be sufficient to accommodate the increased number of boats from the additional 72 slips. Current fuel usage is approximately 350-500 gallons on a busy weekend and up to 700 gallons over a three-to-four-day holiday weekend. Annual fuel usage for the 2024 operational season was approximately 5,700 gallons with 30 percent used by boats renting slips and 70 percent used by neighboring resident's boats on Forest Lake. This historical fuel usage indicates a remaining 300 gallons to accommodate additional boats from the new slips. Additionally, historical observations of boat use indicates approximately 60 percent of slip user boats require mid-season refueling and approximately 40% of the slip user boats arrive full and do not require refueling during the season. If necessary, the marina's fuel supplier is also available for daily service to ensure adequate fuel capacity for additional boats.

- d. Project related generation/storage of hazardous wastes - Describe hazardous wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from hazardous waste handling, storage, and disposal. Identify measures to avoid, minimize or mitigate adverse effects from the generation/storage of hazardous waste including source reduction and recycling.*

No hazardous wastes would be generated or stored within the project area other than gasoline fuel as discussed in Section 13.c above.

## **14. Fish, wildlife, plant communities, and sensitive ecological resources (rare features):**

- a. Describe fish and wildlife resources as well as habitats and vegetation on or near the site.*

The project area is on the southeastern shore of Forest Lake within a portion of the City primarily occupied by low-density single-family residences. Existing land cover within the project area consists of wetlands, lake shore and open water, turf grasses and individual mature trees spread throughout the parcels.

Large wetland complexes and woodlands are also present within the surrounding area. Wildlife habitat within the project area is primarily limited to the lake which in addition to a number of fish species supports aquatic



insects, small invertebrates, small reptiles, and amphibians. Fish species present within Forest Lake include black bullhead, black crappie, bluegill, bowfin (dogfish), brown bullhead, common carp, green sunfish, hybrid sunfish, largemouth bass, muskellunge, northern pike, pumpkinseed, rock bass, walleye, white crappie, white sucker, yellow bullhead, and yellow perch.

Additionally, the mature trees onsite may provide roosting and nesting habitat for migratory birds.

- b. Describe rare features such as state-listed (endangered, threatened or special concern) species, native plant communities, Minnesota Biological Survey Sites of Biodiversity Significance, and other sensitive ecological resources on or within close proximity to the site. Provide the license agreement number (LA-038) and/or correspondence number (MCE 2025-00099) from which the data were obtained and attach the Natural Heritage Review letter from the DNR. Indicate if any additional habitat or species survey work has been conducted within the site and describe the results.*

Braun Intertec Corporation holds a license agreement from the Minnesota Department of Natural Resources (DNR) for a local copy of the Natural Heritage Information System (NHIS) geodatabase (License #038). A query of the database was made on September 25, 2025, for Element Occurrences (EO) within a 3-mile radius of the project area. EOs for ten (10) species were identified by the NHIS database (spatial location information of each species cannot be shared in a public document per the license agreement) within 3-miles of the project area. Two of the EOs are for state threatened or endangered species including one fish and one reptile. The remaining entries are species of special concern or watchlist species.

An online query was also submitted to the U.S. Fish & Wildlife (USFWS) database through the Information for Planning and Conservation (IPaC) tool on October 10, 2025 (U.S. Fish and Wildlife Service, n.d.). The IPaC results (Exhibit C-1) indicated that the Site is within the range of two federally listed species and two species proposed for listing as endangered or threatened: the endangered Rusty Patched Bumble Bee (RPBB) (*Bombus affinis*), Whooping Crane (*Grus americana*), the proposed endangered Salamander Mussel (*Simpsonaias ambigua*) and the proposed threatened Monarch Butterfly (*Danaus plexippus*). No species Critical Habitat areas were identified by the IPaC database for the project area location.

The IPaC results do not indicate observations of these species near or within the project area. IPaC results identify species that may occur within the project area based on the broad geographic ranges of the species (such as occurrence within the county). In contrast, the NHIS results report actual observations within a set distance (three miles was used for this report). A summary of the listed species identified in the IPaC and NHIS queries is listed below.



**Table 14-1. Listed State and Federal Threatened and Endangered Species**

Common Name	Scientific Name	State Status	Federal Status
American Ginseng	<i>Panax quinquefolius</i>	Special Concern	---
Blanding's Turtle	<i>Emydoidea blandingii</i>	Threatened	---
Least Darter	<i>Etheostoma microperca</i>	Special Concern	---
Least Moonwort	<i>Botrychium simplex</i>	Special Concern	
Monarch Butterfly	<i>Danaus plexippus</i>	---	Proposed Threatened
Mudpuppy	<i>Necturus maculosus</i>	Special Concern	---
Pugnose Shiner	<i>Notropis anogenus</i>	Threatened	---
Red-shouldered Hawk	<i>Buteo lineatus</i>	Special Concern	---
Rusty Patched Bumble Bee	<i>Bombus affinis</i>	---	Endangered
Salamander Mussel	<i>Simpsonaias ambigua</i>	Endangered	Proposed Endangered
St. Lawrence Grapefern	<i>Sceptridium rugulosum</i>	Special Concern	---
Trumpeter Swan	<i>Cygnus buccinator</i>	Special Concern	---
Whooping Crane	<i>Grus americana</i>	---	Experimental Population, Non-Essential

The IPaC results also noted that the bald and golden eagles along with eight (8) migratory birds of conservation concern have been documented within the project area vicinity. Eagles are protected by the Bald and Golden Eagle Protection Act (BGEPA) which prohibits the take of bald or golden eagles, and this protection extends to body parts, eggs, or nests. A “taking” includes the following actions: pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest, or disturb. In addition to direct impacts, this Act covers disturbance around eagle nests that could disrupt nesting or cause nest abandonment.

Migratory birds are legally protected by the Migratory Bird Treaty Act (MBTA), which implements international treaty agreements through federal law. The Act prohibits take of protected migratory bird species. Take encompasses killing, capturing, selling, trading or transport. Prohibitions extend to adult birds, juveniles, and active nests during the breeding season. Both the BGEPA and MBTA are administered by USFWS, and since no tree clearing is planned as part of the proposed project, it is not expected to be a concern if migratory birds or eagles are found occupying the project area.

A natural heritage review request was also submitted to the DNR through the Minnesota Conservation Explorer on January 30, 2025. In the March 13, 2025 DNR letter, a DNR natural heritage review specialist identified the following for the project area:

- Forest Lake is a lake of Outstanding Biological significance based on the presence of unique plants or animals.
- The lake is known to contain the state threatened Pugnose shiner (*Notropis anogenus*), special concern species least darter (*Etheostoma microperca*), and mudpuppy (*Necturus maculosus*). All of these species are intolerant of environmental degradation particularly from native vegetation removal, invasive species contributing to lake eutrophication and turbidity and siltation from pollution/runoff. According to the letter from the DNR, no impacts to the pugnose shiner is anticipated.



- The state threatened Blanding's turtle has been documented within the project area vicinity. As a result, implementation of avoidance measures to minimize potential impacts to the turtle.
- The project area overlaps with a USFWS high potential zone for the Rusty Patched Bumble Bee (RPBB).

A copy of the natural heritage review letter is included in Appendix C (Exhibit C-2).

An online Conservation Planning Report query was also submitted to the DNR Minnesota Conservation Explorer on October 27, 2025. No Minnesota Biological Survey (MBS) Sites of Biodiversity Significance, DNR Native Plant Communities, DNR Old Growth Stands or MN Prairie Conservation Plan designations were identified with 330 feet of the project area. Additionally, no Important Bird Areas were identified within 1 mile of the project area, nor were any Calcareous Fens identified within 5 miles. A copy of the Minnesota Conservation Explorer report is included in Appendix C (Exhibit C-3).

- c. Discuss how the identified fish, wildlife, plant communities, rare features and ecosystems may be affected by the project including how current Minnesota climate trends and anticipated climate change in the general location of the project may influence the effects. Include a discussion on introduction and spread of invasive species from the project construction and operation. Separately discuss effects to known threatened and endangered species.*

Since the project area does not contain any bogs, prairies, savannas, forests, large rivers, or tidal flats suitable habitat is not present for the majority of species identified in state and federal databases. Additionally, herbaceous vegetation within the project area overwhelmingly consists of turf grasses that are regularly mowed and therefore suitable foraging habitat is absent for pollinators such as the monarch butterfly and Rusty Patched Bumble Bee (RPBB).

While the project area is located within a designated USFWS high potential zone for the RPBB, due to the lack of dense woody vegetation and leaf litter, suitable nesting/overwintering habitat for the RPBB is also not present. As a result, the monarch butterfly and RPBB are unlikely to forage or reside within the project area but may be transient visitors during certain times of the year.

While there is potential Blanding's Turtles may use the wetlands within and move through the project area to reach surrounding sandy upland soils for nesting, it is unlikely that the turtle would be impacted by the proposed project. The installation of additional docks does not pose an immediate threat to Blanding's turtle mortality, nor would the docks create an additional barrier that would impede turtle movement into or out of the project area. Since a significant increase in vehicle traffic within the project area is not expected from the additional docks (see Section 20), the proposed project would also not increase hazards to the turtle from vehicle movements beyond the level already present from existing traffic on State Highway 97, directly south of the project area.

The monarch butterfly is listed as a species proposed for listing as threatened by the USFWS. As a species proposed for listing, the monarch butterfly is not currently protected under the Endangered Species Act



(ESA). However, the implementation of voluntary conservation measures for the monarch butterfly are encouraged for development projects that occur within its range.

While placement and use of the new docks may affect the growth of lily pads in the area of the docks, no mechanical aquatic vegetation control is expected or requested. Should any vegetation control be requested, or deemed necessary, control must be limited to the boating navigation areas, provided by a licensed provider, and permitted by the DNR.

As discussed in Section 7, Minnesota's climate is projected to change in the following decades primarily through increases in both average temperatures and precipitation. These climatic changes along with the projected increased frequency of droughts, are expected to exacerbate habitat stressors (habitat loss, fragmentation, degradation, and pollution along with the introduction of invasive species and/or disease) at varying levels of severity for wildlife across Minnesota. Aquatic systems in Minnesota (including lakes) are expected to experience shifts in fish populations to higher numbers of warm-water species such as largemouth bass and bluegill from increased air temperatures or reduced ice cover. Warmer air temperatures, reduced ice cover and/or lower precipitation may also reduce nutrient availability and result in oxygen depletion within lakes. Lower water levels may also concentrate pollutants. Additionally, aquatic systems may be further impacted during dry periods if there is increased human demands for water (Minnesota Department of Natural Resources, 2016).

There is a minimal risk for the introduction and spread of invasive species from or into the project area. The additional dock's materials will be new, with no previous exposure to other waterbodies or potential invasive species. Equipment used during seasonal installation and removal of the docks would be visually inspected by Marina personnel and cleaned if necessary to minimize adhesion of invasive vegetation or mussels. Since the docks are stored within the project area during the winter months, there is no risk of spreading invasive species to other waters.

While the proposed project would result in additional operation of boats on Forest Lake, the majority of marina slip users operate their boat only on Forest Lake and do not visit other waterbodies during the season, which minimizes the potential for introduction or transfer of invasive species. Regardless of water body operated on, all boats utilizing the marina slips are subject to Minnesota Rules 84D.03 that restrict activities in and around infested waters; Eurasian watermilfoil, flowering rush and zebra mussels have been documented in Forest Lake as discussed in Section 12.a.i.

- d. Identify measures that will be taken to avoid, minimize, or mitigate the adverse effects to fish, wildlife, plant communities, ecosystems, and sensitive ecological resources.*

The implementation of voluntary conservation measures for the monarch butterfly and RPBB are encouraged for projects that occur within both species ranges. Designed conservation measures may include planting native trees, shrubs, and flowering vegetation species in landscaped areas that bloom spring through fall and removal/control of invasive plant species that establish. The project proposer may implement conservation measures as part of this project or future projects within the project area.



To minimize potential impacts to wildlife and plant species during dock installation and marina operations, marina personnel and any contractors working within the project area would follow the DNR *Recommendations for Avoiding and Minimizing Impacts* as outlined in the Blanding's Turtle Fact Sheet.

If shoreline vegetation removal is required for installation of the new docks, implementation of best management practices (BMP's) on a temporary basis (seasonal) would be used during installation to prevent any shoreline erosion or sedimentation into the lake that would affect aquatic species. Temporary BMP's to be used may include but would not be limited to sediment control logs or erosion control blanket until vegetation was reestablished. If aquatic vegetation control is requested, or deemed necessary, it would be limited to the boating navigation areas and completed by a licensed and DNR permitted provider.

Seasonal installation and removal of docks would also be completed outside (spring installation prior to May 1 and fall removal in October) of typical fish spawning periods.

## **15. Historic properties:**

*Describe any historic structures, archeological sites, and/or traditional cultural properties on or in close proximity to the site. Include: 1) historic designations, 2) known artifact areas, and 3) architectural features. Attach letter received from the State Historic Preservation Office (SHPO). Discuss any anticipated effects to historic properties during project construction and operation. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to historic properties.*

On January 30, 2025, a request for technical assistance was made to the Minnesota State Historic Preservation Office (SHPO) to determine whether historic structures, archaeological sites, and/or traditional cultural properties may exist on or near the project area. The SHPO response indicated there are no properties listed in the National or State Register of Historic Places and no known or suspected archaeological properties in the area would be affected by the proposed project. A copy of the SHPO response (dated February 19, 2025) is included in Appendix D.

The Minnesota Statewide Historic Inventory Portal (MNSHIP) was reviewed on December 12, 2025 for state and federally listed historical sites (State Historic Preservation Office, n.d.). No historical sites were identified within the project area. However, Trunk Highway 97 south of the project area is listed as a historic structure.

Since the MNSHIP database does not show archaeological resources, an additional search of the Office of the State Archaeologist (OSA) portal was conducted on December 12, 2025 (Department of Administration State Archaeologist, n.d.). According to the portal, no recorded archaeological resources are present within or adjacent to the project area.



## 16. Visual:

*Describe any scenic views or vistas on or near the project site. Describe any project related visual effects such as vapor plumes or glare from intense lights. Discuss the potential visual effects from the project. Identify any measures to avoid, minimize, or mitigate visual effects.*

While the additional docks will be visible from Forest Lake, the new docks will be of similar size and height to the existing marina docks. Therefore, no obstruction of scenic views or vistas would occur from the proposed project. Since no lighting is present on the existing docks and additional lighting is not proposed for the new slip docks, no additional vapor plumes or glare from exterior lights is expected to be significantly visible beyond the project area.

## 17. Air:

- a. *Stationary source emissions - Describe the type, sources, quantities and compositions of any emissions from stationary sources such as boilers or exhaust stacks. Include any hazardous air pollutants, criteria pollutants. Discuss effects to air quality including any sensitive receptors, human health or applicable regulatory criteria. Include a discussion of any methods used assess the project's effect on air quality and the results of that assessment. Identify pollution control equipment and other measures that will be taken to avoid, minimize, or mitigate adverse effects from stationary source emissions.*

The proposed project would not include any stationary sources of significant emissions (stacks, towers, or other continuous sources). The project area, along with the majority of the seven-county metropolitan area surrounding Minneapolis, Minnesota is within a National Ambient Air Quality Standards (NAAQS) designated Carbon Monoxide (CO) (1971 Standard) moderate maintenance area (U.S. Environmental Protection Agency, 2025). The proposed project would not hinder or be negatively impacted by the NAAQs CO maintenance area.

- b. *Vehicle emissions - Describe the effect of the project's traffic generation on air emissions. Discuss the project's vehicle-related emissions effect on air quality. Identify measures (e.g. traffic operational improvements, diesel idling minimization plan) that will be taken to minimize or mitigate vehicle-related emissions.*

Vehicle tailpipe emissions include particle pollution, carbon monoxide, hydrocarbons, and nitrogen oxides and would occur from vehicles traveling to and from the project area and during the marina's operational season.

As described in EAW question 20, there would be an increase in vehicular traffic to the project area; however, it is not expected that additional air emissions from the proposed project's additional traffic generation would substantially affect air quality in the vicinity.

Best practices to minimize idling from vehicles within the Site would be evaluated and implemented (if feasible) by the marina personnel prior to the start of seasonal operations.



- c. *Dust and odors – Describe sources, characteristics, duration, quantities, and intensity of dust and odors generated during project construction and operation. (Fugitive dust may be discussed under item 17a). Discuss the effect of dust and odors in the vicinity of the project including nearby sensitive receptors and quality of life. Identify measures that will be taken to minimize or mitigate the effects of dust and odors.*

Vehicle travel to and from the project area is expected to generate minimal amounts of fugitive dust periodically during seasonal marina operations. Fugitive dust is expected from the resuspension of loose material on both paved and unpaved roads from vehicle traffic. The amount of fugitive dust generated would vary based on the amount of vehicle traffic and the prevailing meteorological conditions. Effects on air quality from fugitive dust generated from vehicle traffic would be temporary and localized. Fugitive dust would be minimized with best management practices as necessary and comply with all applicable local and state regulations.

## 18. Greenhouse Gas (GHG) Emissions/Carbon Footprint:

- a. *GHG Quantification: For all proposed projects, provide quantification and discussion of project GHG emissions. Include additional rows in the tables as necessary to provide project-specific emission sources. Describe the methods used to quantify emissions. If calculation methods are not readily available to quantify GHG emissions for a source, describe the process used to come to that conclusion and any GHG emission sources not included in the total calculation.*

Table 18-1 includes a summary of the potential new docks installation-related GHG emissions for the proposed project. The calculations were completed using the EQB Climate Calculator. The outputs are presented in Appendix E, Exhibit E-2. Inputs into the Climate Calculator were defaults combined with project-specific information to arrive at the estimates presented below.

**Table 18-1. Construction GHG Emissions**

Phase	Cumulative CO <sub>2</sub> e Emissions	Annualized CO <sub>2</sub> e Emissions
Material inputs	10.74	0.43
Transportation of material inputs	0.14	0.01
Construction equipment	5.54	0.22
<b>Total</b>	<b>16.43</b>	<b>0.66</b>

Table 18-2 includes a summary of the potential operations-related GHG emissions for this project. The supporting calculations are presented in Appendix E, Exhibit E-2. Operations-related GHG emissions from the use of the completed project are expected to consist of only traveling to and from the Site for the use of the marina and the usage of the boats using the marina. Assumptions of individual users were made for the calculation of emissions because specific information on the users of the marina is not known at this time.



**Table 18-2. Operational Emissions**

Phase	Cumulative CO <sub>2</sub> e Emissions	Annualized CO <sub>2</sub> e Emissions
On-road vehicles	7.12	0.28
Boat Usage	732.5	29.3
<b>Total</b>	<b>739.62</b>	<b>29.58</b>

*b. GHG Assessment*

*i. Describe any mitigation considered to reduce the project's GHG emissions.*

No GHG mitigation was incorporated into the construction project due to the necessity of the product for the project. Operational emissions are not within the control of the project proposer; therefore mitigation cannot be incorporated. The marina may be adding capacity, but it is assumed that the boats' usage would be similar to if the boats were not using the new slips and the boaters would use other means to use the lake, such as a public boat ramp.

*ii. Describe and quantify reductions from selected mitigation, if proposed to reduce the project's GHG emissions. Explain why the selected mitigation was preferred.*

Not applicable.

*iii. Quantify the proposed projects predicted net lifetime GHG emissions (total tons/#of years) and how those predicted emissions may affect achievement of the Minnesota Next Generation Energy Act goals and/or other more stringent state or local GHG reduction goals.*

The net lifetime total GHG emissions from the project, as illustrated in [Table 18-1](#) and [Table 18-2](#), is estimated at approximately 30.24 tons per year.

This quantity of GHG emissions is not expected to significantly impede Minnesota's progress towards its Next Generation Energy Act goals, targets set to reduce greenhouse gas emissions in Minnesota. This expectation is based on the magnitude of the above number in comparison to Minnesota's estimated total GHG emissions for calendar year 2020 at greater than 150,000,000 tons (i.e., 150 million tons) CO<sub>2</sub>e, as discussed in the MPCA's 2023 legislative report.

**19. Noise:**

*Describe sources, characteristics, duration, quantities, and intensity of noise generated during project construction and operation. Discuss the effect of noise in the vicinity of the project including: 1) existing noise levels/sources in the area, 2) nearby sensitive receptors, 3) conformance to state noise standards, and 4) quality of life. Identify measures that will be taken to minimize or mitigate the effects of noise.*

Minnesota's noise pollution rules are based on statistical calculations that quantify noise levels over a one-hour monitoring period. The L10 calculation is the noise level that is exceeded for 10 percent, or six minutes,



of the hour, and the L50 calculation is the noise level exceeded for 50 percent, or 30 minutes, of the hour. There is not a limit on maximum noise. The statutory limits for a residential location are L10 = 65 dBA and L50 = 60 dBA during the daytime (7:00 a.m. – 10:00 p.m.) and L10 = 55 dBA and L50 = 50 dBA during the nighttime (10:00 p.m. – 7:00 a.m.) (Minn. R. 7030.0040). This means that during the one-hour period of monitoring, daytime noise levels cannot exceed 65 dBA for more than 10 percent of the time or 60 dBA more than 50 percent of the time. The basic noise rules for other noise area classifications are:

**Table 19-1. State Noise Standards**

Noise Area Classification	Daytime		Nighttime	
	L <sub>10</sub>	L <sub>50</sub>	L <sub>10</sub>	L <sub>50</sub>
1	65	60	55	50
2	70	65	70	65
3	80	75	80	75

Since the proposed project does not include typical construction activities (demolition, earthwork, asphalt/concrete placement etc.) no noise would be generated from construction equipment. Installation of the new docks and marina operations are not expected to contribute to noise levels above that of the existing activities. Marina personnel would also enforce the existing dock rules regarding noise, along with the no wake zone in the dock area to minimize potential excessive noise.

Marina operational noise is not expected to contribute to excessive noise or nonconformance with the State noise standards (Minnesota State Statute 7030.0040) for nearby receptors or negatively affect the nearby receptors' quality of life.

## 20. Transportation:

- a. *Describe traffic-related aspects of project construction and operation. Include: 1) existing and proposed additional parking spaces, 2) estimated total average daily traffic generated, 3) estimated maximum peak hour traffic generated and time of occurrence, 4) indicate source of trip generation rates used in the estimates, and 5) availability of transit and/or other alternative transportation modes.*

The installation of the new docks is expected to include eight truckload deliveries between 10:00 a.m. and 5:00 p.m. on weekdays, which are typically non-peak traffic periods. Marina operations will include vehicle traffic resulting from boat owners travel to and from the project area.

### Existing Marina Parking

The project area currently provides parking spaces for up to 115 vehicles across unfilled/discontinued RV sites, designated gravel parking spaces and informal grass parking areas (as illustrated on Figures A-5 and B-1). Users of active RV sites (30 total) have separate designated vehicle parking on their assigned sites and therefore not included in the total number of parking spaces.



Current marina use primarily occurs on weekend days with approximately 20 percent of non-RV boat slips utilized at an average of 2 cars per slip. For the existing non-RV boat slips (66) this usage rate results in approximately 26 vehicles (non-RV users) requiring parking on a typical weekend day. However, vehicle counts of marina users were collected on July 4th, 2025, to determine above average or expected “peak” vehicle traffic from boat slip usage. With 43 vehicles utilizing parking spaces (32 vehicles for non-RV boat slips and 11 for RV sites), a non-RV boat slip usage of 48 percent was observed during this peak use day for the Marina.

#### Proposed Marina Parking

Applying the July 4<sup>th</sup> peak weekend day usage rate (48 percent) and assumed 2 vehicles per non-RV boat slip to the additional 72 slips provided by the new docks would result in approximately an additional 69 vehicles for an expected total of 101 vehicles for non-RV boat slip users during a peak July 4<sup>th</sup> weekend day use.

101 vehicles per peak July 4<sup>th</sup> weekend day use is below capacity of the existing 115 parking spaces and provides an ample buffer of parking spaces for weekends when additional boat slips are used. Despite the capacity provided by the existing 115 parking spaces, the project area does not provide a 1.5 parking spaces to boat slips ratio to meet Forest Lake ordinance requirements. With the existing 115 parking spaces, a parking ratio of 0.68 would be provided for the expanded marina with 168 boat slips (after addition of the new docks). Removing 4 boat slips designated for RV use (remaining 142 boat slips for non-RV use) provides a parking ratio of 0.81. Both of the parking ratios provided by the existing 115 parking spaces are well above the expected peak usage for the marina and exceed parking standards required by ordinances for marinas in other local communities on large lakes (Ex: White Bear Lake 0.25 parking ratio). The existing parking and peak marina usage data for the project area provides strong support for a variance request to Forest Lake’s parking ordinance requirements.

No additional parking would be added as part of the proposed project since the current number of parking spaces is sufficient to accommodate the expected increase in vehicles from the proposed additional boat slips. Additionally, boat slip user trips will be sporadic, and not all boat owners would travel to the marina at the same time.

Based on the existing marina usage and parking capacity, the increased number of vehicles from the additional boat slips is not expected to affect maximum peak hour traffic in the surrounding vicinity. Additionally, as previously described, the marina currently has an existing excess of designated parking that would be sufficient for use by new boat slip users.

Use of public transportation to travel to the project area is unlikely. The nearest transit station is approximately 5.5 miles to the west in Forest Lake near Interstate 35. Bike or pedestrian access to the project area is also unlikely as there are no designated sidewalks or multi-use trails in the immediate vicinity.

- b. Discuss the effect on traffic congestion on affected roads and describe any traffic improvements necessary. The analysis must discuss the project's impact on the regional transportation system. If the peak hour traffic generated exceeds 250 vehicles or the total daily trips exceeds 2,500, a traffic impact study must be prepared as part of the EAW. Use the format and procedures described in the*



*Minnesota Department of Transportation's Access Management Manual, Chapter 5 (available at: <http://www.dot.state.mn.us/accessmanagement/resources.html>) or a similar local guidance.*

Traffic in the vicinity of the project area would increase on weekends as a result of the proposed project but is not expected to increase congestion in the surrounding area. Eastbound State Highway 97 provides a bypass lane to allow traffic to continue unimpeded while vehicles are turning left onto Jewel Lane to access the project area.

No traffic improvements would be necessary for the project area. Based on the number of parking spaces available as part of the proposed project, traffic generated is not expected to exceed 250 vehicles per peak hour or 2,500 total daily trips. Therefore, a traffic study is not required as part of the EAW.

- c. Identify measures that will be taken to minimize or mitigate project related transportation effects.*

No transportation mitigation strategies for the project area have currently or are proposed to be implemented. This is due to the established existing road design of State Highway 97 and since the number of existing parking spaces is sufficient for the projected increase in traffic.

## **21. Cumulative potential effects:**

*(Preparers can leave this item blank if cumulative potential effects are addressed under the applicable EAW Items)*

- a. Describe the geographic scales and timeframes of the project related environmental effects that could combine with other environmental effects resulting in cumulative potential effects.*

The geographic scale considered in the cumulative potential effects analysis would include land adjacent to and within an approximately one-mile radius of the project area. Reasonably foreseeable future projects that are funded or planned to be constructed within the next ten years would be considered for the cumulative potential effects analysis.

- b. Describe any reasonably foreseeable future projects (for which a basis of expectation has been laid) that may interact with environmental effects of the proposed project within the geographic scales and timeframes identified above.*

A review of current and reasonably foreseeable future projects was conducted using the *EQB Monitor publication* of upcoming projects and current/planned projects posted or known by the City of Forest Lake and/or Washington County. No projects are currently proposed (funded or planned) within the general geographic location of the project area. Additional future projects within the general region are reasonable to expect as Forest Lake's population continues to grow. Environmental impacts from future projects are unlikely to contribute to cumulative impacts as each future project would be individually mitigated to ensure minimal cumulative impacts.



- c. *Discuss the nature of the cumulative potential effects and summarize any other available information relevant to determining whether there is potential for significant environmental effects due to these cumulative effects.*

Since no reasonably foreseeable future projects are expected within the project area vicinity, no interactions with the environmental effects of the proposed project are expected.

## **22. Other potential environmental effects:**

*If the project may cause any additional environmental effects not addressed by items 1 to 19, describe the effects here, discuss the how the environment will be affected, and identify measures that will be taken to minimize and mitigate these effects.*

No additional impacts from the proposed project other than those discussed above are anticipated.



**RGU Certification.** (The Environmental Quality Board will only accept **SIGNED** Environmental Assessment Worksheets for public notice in the EQB Monitor.)

**I hereby certify that:**

- The information contained in this document is accurate and complete to the best of my knowledge.
- The EAW describes the complete project; there are no other projects, stages or components other than those described in this document, which are related to the project as connected actions or phased actions, as defined at Minnesota Rules, parts 4410.0200, subparts 9c and 60, respectively.
- Copies of this EAW are being sent to the entire EQB distribution list.

Signature  \_\_\_\_\_

Date 12/22/25 \_\_\_\_\_

Title ASST COMMUNITY DEVELOPMENT DIRECTOR  
CITY OF FOREST LAKE

## **Appendix A. General Project Maps**

**Figure A-1. Project Location Map**

**Figure A-2. Project Area Boundary**

**Figure A-3. USGS Topographic Map**

**Figure A-4. Topographic Map**

**Figure A-5. Project Concept Plan**

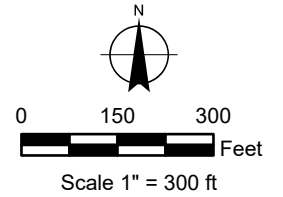


Data Sources: Esri, MNDOT, OpenStreetMap, Google



Approximate Site Boundary

Project Site



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Project No:  
B2507049

Drawing No:  
FigA-1\_ProjectLocMap

Drawn By: SL  
Date Drawn: 9/18/2025  
Checked By: BR  
Last Modified: 9/25/2025

Timm's Marina Dock Addition




9080 Jewel Lane N

Forest Lake, Minnesota


**Project Location  
Map**

Figure A-1




-  Approximate Site Boundary
-  County Parcels
-  County Parcels

N



0      75      150'



SCALE: 1" = 150'

Image Source: Google Earth

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Project No:  
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Drawing No:  
FigA-2\_ProjectAreaBndy

Drawn By: SL  
Date Drawn: 9/18/2025  
Checked By: BR  
Last Modified: 10/17/2025

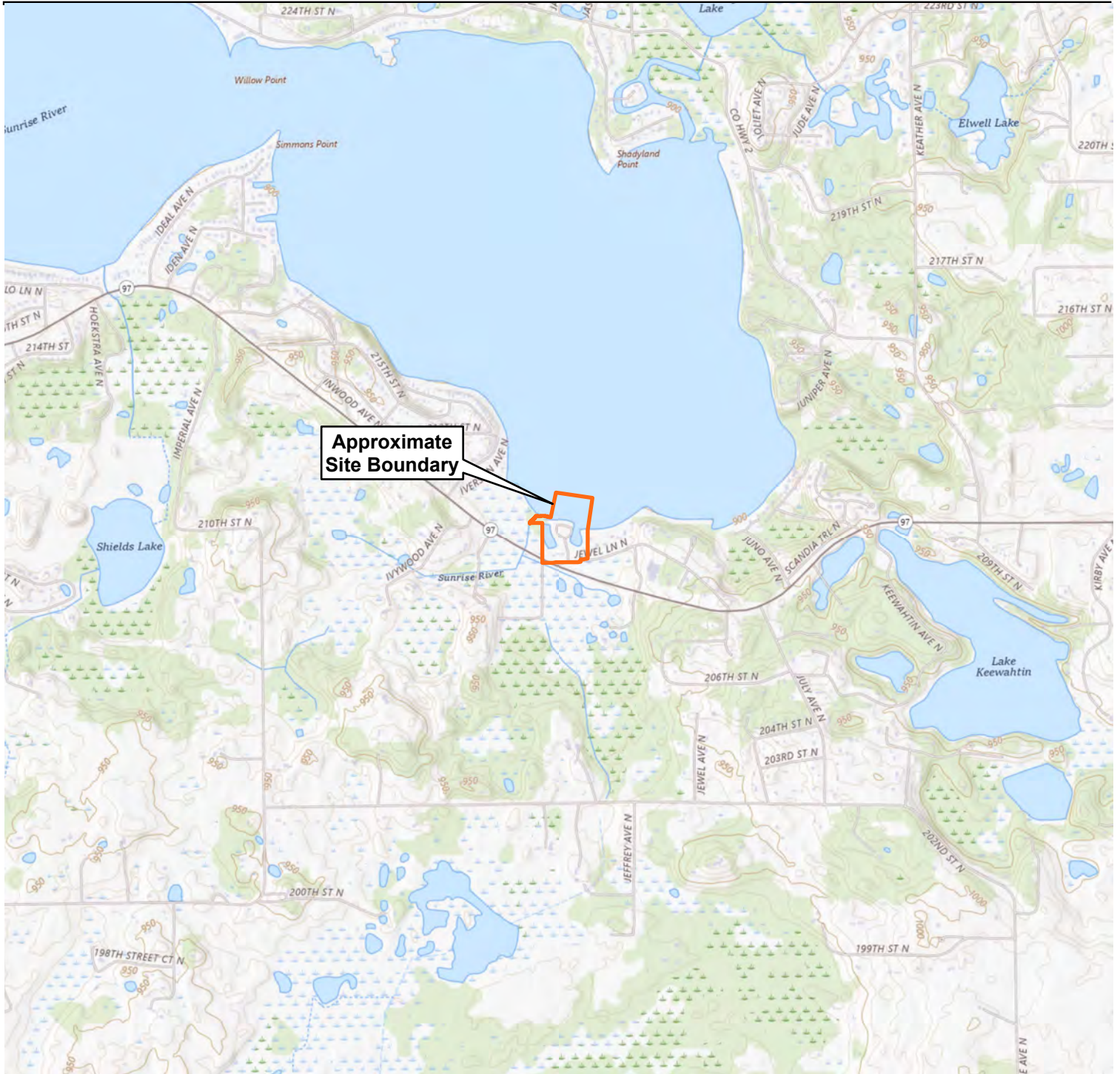
Timm's Marina Dock Addition

9080 Jewel Lane N


Forest Lake, Minnesota

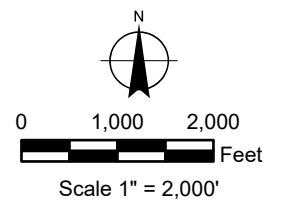
**Project Area  
Boundary**

Figure A-2



Data Sources: ESRI, USGS The National Map

 Approximate Site Boundary



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Project No:  
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Drawing No:  
FigA-3\_USGSTopo

Drawn By: SL  
Date Drawn: 9/18/2025  
Checked By: BR  
Last Modified: 9/25/2025

Timm's Marina Dock Addition

9080 Jewel Lane N

Forest Lake, Minnesota

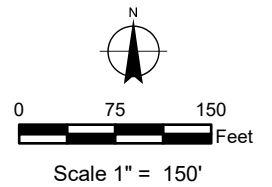
**USGS,  
Topographic Map**

Figure A-3



Data Sources: MN Topo, MNDOT

- Approximate Site Boundary
- MN Topo Elevation Contours
- 2-Foot Contour
- 10-Foot Contour



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Project No:  
B2507049

Drawing No:  
FigA-4\_Topo

Drawn By: SL  
Date Drawn: 9/18/2025  
Checked By: BR  
Last Modified: 9/25/2025

Timm's Marina Dock Addition

9080 Jewel Lane N

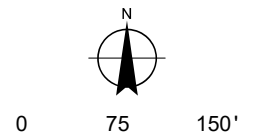
Forest Lake, Minnesota

**Topographic Map**

Figure A-4



  Approximate Site Boundary  
 Plan Drawing



SCALE: 1" = 150'  
 Image Source: Google Earth

**BRAUN  
INTERTEC**

the science you build on

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 952.995.2000  
 braunintertec.com

Project No:  
 B2507049

Drawing No:  
 FigA-5\_PrjConcept

Drawn By: SL  
 Date Drawn: 9/18/2025  
 Checked By: BR  
 Last Modified: 10/28/2025

Timm's Marina Dock Addition

9080 Jewel Lane N

Forest Lake, Minnesota

**Project  
Concept Plan**

Figure A-5

## **Appendix B. Land Use Features**

**Figure B-1. Existing Land Cover**

**Exhibit B-1. Timm's Marina Google Aerial Image**

**Figure B-2. Proposed Land Cover**

**Figure B-3. Zoning Map**

**Figure B-4. Parks, Trails, and Recreation Areas**

**Figure B-5. MDH Wells and Wellhead Protection Areas**

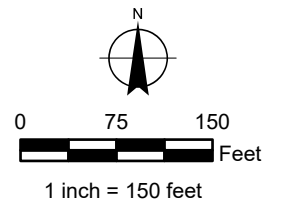
**Figure B-6. MPCA Permitted Features**

**Exhibit B-2. Past CUP Amendment Approvals**



Data Sources: Washington County, MNDOT

- Approximate Site Boundary (Approx. 13.47 Acres)
- Land Cover Classification**
- Deep Lake (Approx. 6.52 Acres)
- Impervious Surface (Approx. 2.02 Acres)
- Other: Grass Parking (Impervious Surface, Approx. 0.69 Acres)
- Lawn/Landscaping (Approx. 3.82 Acres)
- Wetland (Approx. 0.42 Acres)



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Project No:  
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Drawing No:  
FigB-1\_ExLandCover

Drawn By: SL  
Date Drawn: 9/18/2025  
Checked By: BR  
Last Modified: 12/15/2025

Timm's Marina Dock Addition

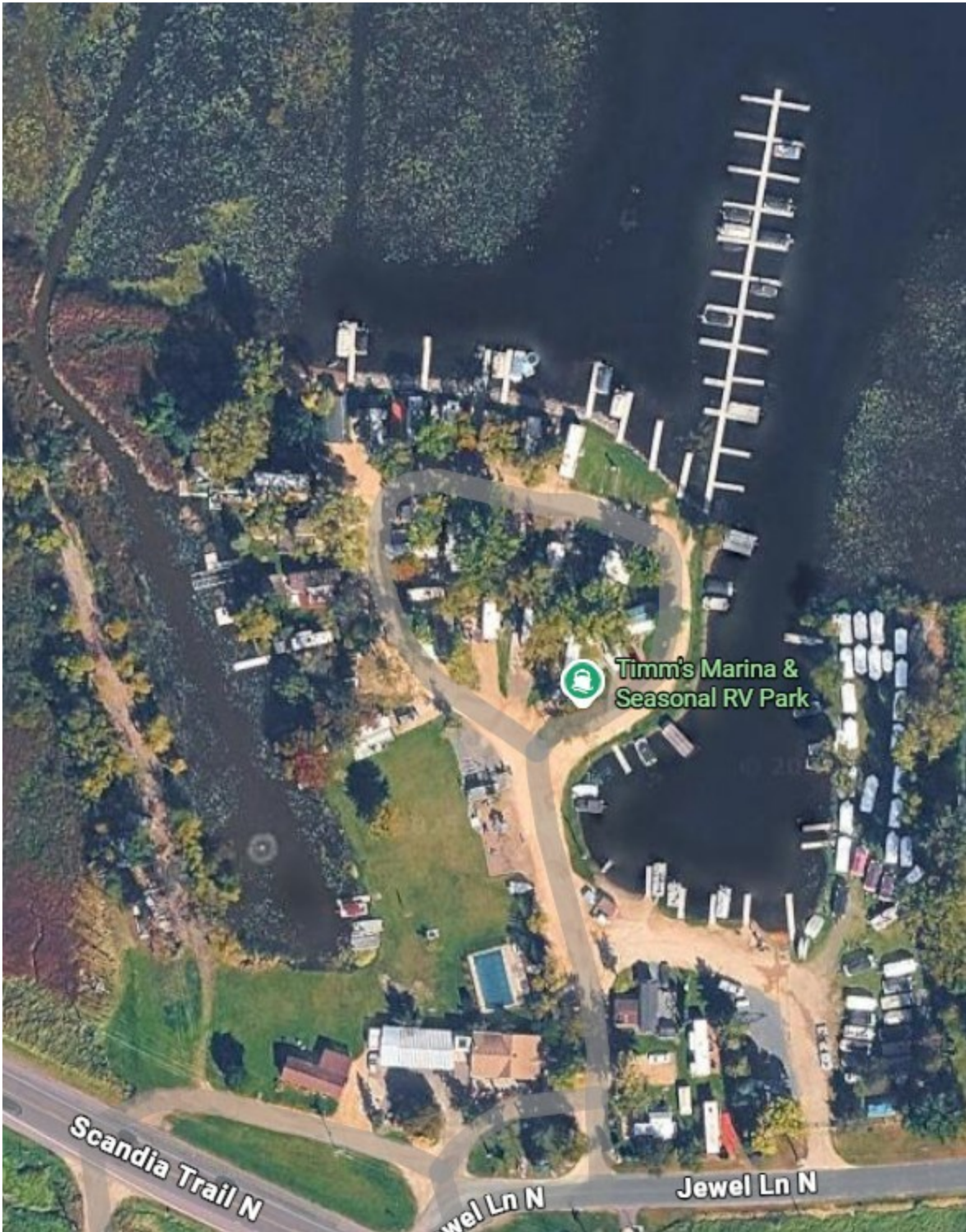
9080 Jewel Lane N

Forest Lake, Minnesota

**Existing  
Land Cover**

Figure B-1

Exhibit B-1. Timm's Marina Google Aerial Image





Data Sources: Washington County GIS, MNDOT

Approximate Site Boundary (Approx. 13.47 Acres)

Wetland (Approx. 0.42 Acres)

Plan Drawing

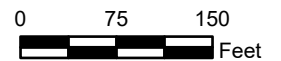
Land Cover Classification

Deep Lake (Approx. 6.40 Acres)

Impervious Surface (Approx. 2.14 Acres)

Other: Grass Parking (Impervious Surface, Approx. 0.65 Acres)

Lawn/Landscaping (Approx. 3.86 Acres)



1 inch = 150 feet

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Last Modified: 12/15/2025

Timm's Marina Dock Addition

9080 Jewel Lane N

Forest Lake, Minnesota

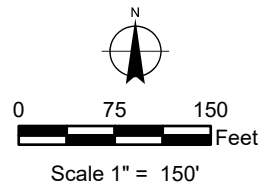
**Proposed  
Land Cover**

Figure B-2



Sources: City of Forest Lake, MN DOT

- Approximate Site Boundary
- County Parcels
- Forest Lake Zoning
  - RR - Rural Residential District
  - SF - Single Family Residential District



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Project No:  
B2507049

Drawing No:  
FigB-3\_Zoning

Drawn By: SL  
Date Drawn: 9/18/2025  
Checked By: BR  
Last Modified: 9/25/2025

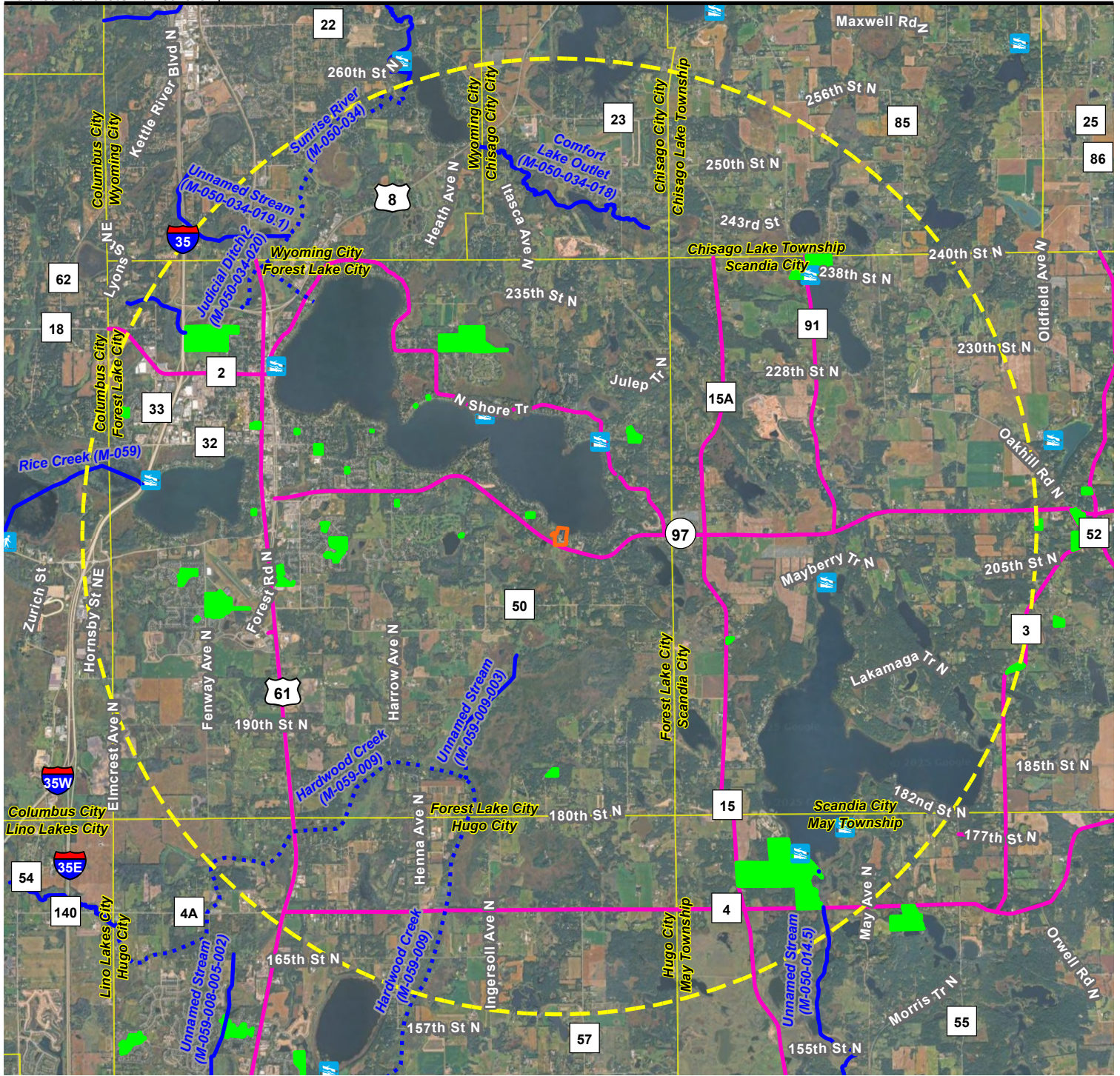
Timm's Marina Dock Addition

9080 Jewel Lane N

Forest Lake, Minnesota

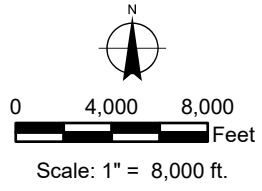
**Zoning Map**

Figure B-3



Sources: Washington County, MnDOT, Esri, Google Imagery

- Approximate Site Boundary
- 5 Mile Buffer
- Township Boundary
- City/County Parks (Washington County)
- Washington County Trails
- Public Water Watercourse
- Public Ditch/Altered Natural Watercourse
- W Carry-In
- T Trailer Launch



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Project No: B2507049	
Drawing No: FigB-4_RecAreas	
Drawn By: SL	
Date Drawn: 9/18/2025	
Checked By: BR	
Last Modified: 12/15/2025	

Timm's Marina Dock Addition

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9080 Jewel Lane N

---

Forest Lake, Minnesota

**Parks, Trails &  
Recreation Areas**

---

Figure B-4

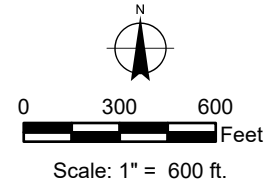


Sources: MPCA, MnDOT, Esri, Google Imagery

Approximate Site Boundary  
 0.25 Mile Site Buffer

**Verified Wells**  
 Domestic  
 Public Supply/Non-Comm.-Transient  
 Public Supply/Non-Comm.-Non-Transient

No Wellhead Protection Areas Identified Nearby.



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Project No:  
B2507049

---

Drawing No:  
FigB-5\_MNWellIndex

---

Drawn By: SL  
 Date Drawn: 9/18/2025  
 Checked By: BR  
 Last Modified: 10/10/2025

Timm's Marina Dock Addition

---

9080 Jewel Lane N

---

Forest Lake, Minnesota

**MDH Wells & Wellhead Protection Areas**

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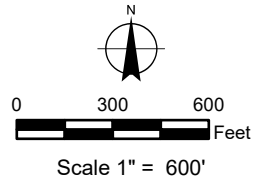
Figure B-5



Data Sources: MPCA, MNDOT

- Approximate Site Boundary
- 0.25 Mile Site Buffer

- Program Name
- Hazardous Waste
  - Stormwater
  - ▲ Tanks



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Project No:  
B2507049

Drawing No:  
FigB-6\_MPCAwimm

Drawn By: SL  
Date Drawn: 9/18/2025  
Checked By: BR  
Last Modified: 12/15/2025

Timm's Marina Dock Addition

9080 Jewel Lane N

Forest Lake, Minnesota

**MPCA Permitted  
Features**

Figure B-6

SEMI-MONTHLY FOREST LAKE TOWNSHIP MEETING, APRIL 15, 1974

Chairman Robert Rife called the meeting to order at 8:05 p.m. Present were Supervisors David Kulenkamp, Dean McGowan, and Robert Rife; Business Manager Vernon Buska; Attorney James Lammers; Engineer Don Grover; Treasurer Eunice Gould; and Clerk Jack Buys.

The minutes of the April 1 meeting were approved as presented in writing. The treasurer reported that the auditors has said that the roads should be included in the assets of the town because the town owns them.

Claire Pastorius requested a variance to build a home on 235 Street North on 4.7 acres. David Kulenkamp made motion to approve the variance for Claire and Penny Pastorius to build on their land in Section 2 on 4.7 acres as it is impossible to make this a full 5 acres because of the way the road cuts across the property and because there is no additional land available for purchase. Dean McGowan seconded. The motion passed unanimously upon roll call vote. Vernon Buska will forward the proper form to the county for their approval.

John Arendt appeared in regard to storm water and drainage from the Martin Luther Church area. The engineer will check this to see how drainage can be best accomplished.

Robert Medek was present to check the board's view regarding the Planning Commission's recommendation for minor subdivision of 7 acres described by metes and bounds on property located in part of the SE 1/4 SE 1/4 of Section 6, bounded on the one side by Everton Avenue North and on the west by 35W. Dean McGowan made motion to grant Robert Medek approval on his minor subdivision, described above, consisting of three lots. David Kulenkamp seconded. Upon roll call vote, the motion passed unanimously. Mr. Medek gave the treasurer a check for \$30 for the cost of a hearing for a minor subdivision.

Dennis Altman wished a variance to move a garage on the SE 50 feet of Lots 9 and 10, Block 7, Forest Grove Heights. The board said they would look at this when they hold a road inspection in the near future. Mr. Altman asked that they check the drainage situation when they are in the area. He said that if he cannot put the garage on the lot, he felt the assessments should be removed as they have been for others in the area.

Ken Backus and John Eklund requested a 5-foot variance on the east side of the house to be build on Lot 22, Block 5, King's Forest Hills, Section 10. They presented a written statement from James Swanberg, owner of the abutting property to the east, stating that Mr. Swanberg has no objection to granting the variance for Mr. Eklund to build within 5 feet of the Swanberg west property line. This variance was requested to protect the trees and the aesthetic value of the area. David Kulenkamp made motion that the board grant the variance upon the Planning Commission's recommendation because Mr. James Swanberg does not object and because this design causes the least damage to the existing trees and hillside and helps protect the beauty of the lot and adjacent lots. Dean McGowan seconded. The motion passed unanimously when a roll call vote was taken.

Howard Timm wished to increase his camping units to 30 lots because he now has inside toilets. David Kulenkamp made motion that the board make recommendation to the Minnesota Department of Health that they allow Howard Timm to increase his camping area to 30 units. Robert Rife seconded. Motion carried unanimously upon roll call vote. The clerk will type a letter to the State Health Department regarding this recommendation.

26x38

Sent to city - 11-14-75

Case Number \_\_\_\_\_  
Fee Paid \_\_\_\_\_  
Date Filed \_\_\_\_\_

### APPLICATION FOR CONSIDERATION OF PLANNING REQUEST

(This form should be filled out in duplicate by typing or printing in ink)

Street Location of Property: 9080 Jewel Lane Forest Lake

Legal Description of Property: All that part of Lot 1, Section 23, Township 32N, Range 21W, Washington County, Minnesota, lying north of Old Minnesota State Highway 97, now Jewel Lane.

Owner: Name JAMES & ELAINE WAXBERG Phone 464-3890  
Address 9080 Jewel Lane  
City FOREST LAKE State MINN. Zip 55025

Applicant (If other than owner):  
Name \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Type of Request:  Rezoning  Variance  Amended Special Use Permit  
 Subdivision Approval  Other: \_\_\_\_\_

Description of Request: PUT storage buildings on LAND 26x38 and continued present use of grounds.

Present Zoning Classification: R-4

Existing Use of the Property: MARINA & CAMP GROUND

Has a request for a Rezoning, Variance or special use permit on the subject site or any part thereof been previously sought? NO When? \_\_\_\_\_

Signature of Applicant: [Signature] Date \_\_\_\_\_

Approved  Denied \_\_\_\_\_ by the Planning Commission on 3-10-76 & 2-11-76  
(date)  
Approved  Denied \_\_\_\_\_ by the Council on 3-15-76  
(date)

TOWN \_\_\_\_\_ of FOREST LAKE \_\_\_\_\_

Permit Fee \_\_\_\_\_

### ZONING USE PERMIT

Special Use

Grading

Signs

Conditional Use

Vegetative Cutting

\_\_\_\_\_

Owner: Gary and Katy Kennedy (Timm's Marina)

Address: 9080 Jewel Lane North

City/State: Forest Lake, Minnesota 55025

Legal Description of Property: See Attached

Township/Municipality: Town of Forest Lake Zoning District: \_\_\_\_\_

Applicant (if other than owner): \_\_\_\_\_

Address: \_\_\_\_\_

City/State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Permitted Uses: Parking of overflow cars and boat trailers.

Subject to the following special conditions or restrictions:

1. No parking of vehicles shall be allowed closer than thirty (30) feet to the East property line.
2. "No Parking" signs shall be posted until shrubs and trees are large enough to prevent car from entering the thirty (30) foot "No Parking" zone.
3. No parking shall be allowed closer than fifty (50) feet to the lake.
4. Landscaping shall be completed within two (2) years as per submitted site plan, and key landscaping shall begin in the Fall of 1984 and be completed by the Fall of 1986.
5. No docks for commercial purposes shall be located on the property.
6. No picnicing or camping allowed on this property.
7. This permit shall be reviewed on an annual basis. Additions or deletions to these conditions shall take place at this time or at such time the Board feels it is appropriate.

We accept the conditions of this permit. We understand that any changes from these plans must be resubmitted for approval.

Kathleen Kennedy  
Gary Kennedy 10-11-84  
 OWNER DATE

Richard P. ... 11-5-84  
 LOCAL GOVERNMENT REPRESENTATIVE DATE

\_\_\_\_\_  
 COUNTY REPRESENTATIVE DATE

THE SEMI-MONTHLY FOREST LAKE TOWNSHIP MEETING, NOVEMBER 5, 1984

Chairman Richard Damchik called the meeting to order at the Town Hall at 7:30 p.m. Present were Supervisors David Copham, Richard Damchik, David Kulenkamp, Curtis Sparks, and Richard Tschida; Engineer Marvin Sorvala; Attorney Robert Briggs; Business Administrator Charles Robinson; Treasurer Eunice Gould; and Clerk Jack Buys. The meeting opened with the pledge of allegiance to the flag. The minutes of the October 15, 1984, meeting were approved as presented. Myron Tate reported there had been a break in the sewer line by station 11.

The chairman read the restrictions on the conditional use permit of Timm's Marina. As the conditions agreed with those accepted at the September 17, 1984, meeting, the chairman signed the permit. Richard Tschida moved and Curtis Sparks seconded to approve the conditional use permit for Timm's Marina. The motion carried unanimously.

Carol Serbus was presented regarding a certificate of compliance for construction of an office and storage building on part of Lot C, Elm Park Ridge, Section 4, Forest Lake Township. Curtis Sparks moved to approve the request for a certificate of compliance to Carol Servus. Richard Tschida seconded. The motion carried unanimously.

The chairman read a letter from Paul Bracht stating that he plans to continue operation of the gravel pit as grandfathered into the ordinance. There was considerable discussion. It appears that Mr. Bracht has not met the conditions set forth at the October 1, 1984, meeting. The board directed Mr. Robinson to contact Mr. Bracht to be at the next meeting, the attorney to look into how the board could assess back any corrective actions the board might take, and the engineer to check whether guard rails need to be installed.

The business administrator presented a form regarding group term life and disability insurance, offered through PERA, which would cost \$9 per month. He suggested this might be considered as a fringe benefit for employees. The board decided they would rather check this matter when they review the increment steps for increases for the coming year.

Curtis Sparks moved and Richard Tschida seconded to pay bills Nos. 15175-15228, except voucher No. 15197, which they felt contained an error in the reading of the meter. The business administrator will check with the City of Forest Lake regarding this charge.

The business administrator presented request of William Muske for a minor subdivision to divide a 23-acre parcel into two parcels, a 5+ acre and an 18-acre parcel. This is 26.6 acres, Part of Govt. Lot 4, being S 50 rods of entire . . . excluding 81003-0785, Section 3, T32N, R21W, Washington County, and is at 7490 North Shore Trail North. The 5+-acre parcel contains the main house, pole buildings, and a garage; the other parcel contains an old house which has been used for storage. David Kulenkamp moved and Richard Tschida seconded to approve the minor subdivision for William Muske on this property. Curtis Sparks stated it meets all standards and he would have no objection. The motion carried unanimously.

The chairman read various items of correspondence which required no action. There was discussion regarding the PCA open burning situation. David Kulenkamp moved and Richard Tschida seconded for adjournment. The meeting adjourned at 9:10 p.m.

  
Jack Buys, Clerk

THE SEMI-MONTHLY FOREST LAKE TOWNSHIP MEETING, SEPTEMBER 17, 1984

Chairman Richard Damchik called the meeting to order at the Town Hall at 7:30 p.m. Present were Supervisors Richard Damchik, David Copham, David Kulenkamp, Curtis Sparks, and Richard Tschida; Engineer Marvin Sorvala; Attorney James Moberg; Business Administrator Charles Robinson; Treasurer Eunice Gould; and Clerk Jack Buys. The meeting opened with the pledge of allegiance to the flag. Minutes of the September 4, 1984, meeting were approved as presented. Eunice Gould presented the treasurer's report, which was filed subject to audit.

The business administrator presented conditions and restrictions he had determined and listed from the board for operation of Timm's Marina. The board added that there should be no camping or picnicking in the designated area. The special conditions and restrictions then read:

1. No parking of vehicles shall be allowed closer than 30 feet to the East property line.
2. "No Parking" signs shall be posted until shrubs and trees are large enough to prevent cars from entering the 30-foot "No Parking" area.
3. Landscaping shall be completed within two years as per submitted site plan, and key landscaping shall begin in the fall of 1984 and be completed by the fall of 1986.
4. No dock for commercial purposes shall be located on the property.
5. This permit shall be reviewed on an annual basis. Additions or deletions to these conditions shall take place at this time or at such time as the Board feels it is appropriate.
6. No parking shall be allowed closer than 50 feet to the lake.
7. No camping or picnicking shall be allowed on the lot.

Curtis Sparks moved, and David Copham seconded, to approve the conditions as amended for Gary and Katy Kennedy to operate Timm's Marina. The motion carried unanimously.

Mr. Robinson reported the funds in the amount of approximately \$69,000 for the 1984 Ideal Avenue project had been received.

Richard Tschida moved to approve the budget as presented at the second half of the annual meeting. David Kulenkamp seconded. The motion passed unanimously.

Mr. Robinson presented a request for variance for George Brackenbury, who was not present, to make addition to his existing garage which is 4 1/2 feet from the side property line instead of the required 10 feet. The addition is on the opposite side from the line and would not further encroach on the side line. This is on Block 1, west 1/2 of Lot 6 and all of Lot 7, Elm Park Addition, T32N, R21W, Washington County, and is at 6609 North Shore Trail North. David Copham moved, and David Kulenkamp seconded, to approve the variance for the addition to the garage for George Brackenbury. The motion carried with Curtis Sparks voting no.

Gerald Baxter requested variance to build a three-season porch to an existing home which is located 18.7 feet from the high watermark instead of the required 50 feet. This is Lot 10, Roger's Shadyland Point, T32N, R21W, Washington County, and is at 22130 Jason Avenue North. David Kulenkamp moved, and Richard Tschida seconded, to approve the variance request to Gerald Baxter based upon



# WASHINGTON COUNTY

## PLANNING DEPARTMENT

COURTHOUSE • 1400 61ST STREET NORTH • STILLWATER, MINNESOTA 55082  
612-435-3220

Robert J. Lock  
Planning Com.  
Lyle C. Douer  
Building Official

TO: FOREST LAKE TOWN BOARD AND PLANNING COMMISSION

FROM: DENNIS O'DONNELL, PLANNER *DO*

RE: KENNEDY CONDITIONAL USE PERMIT

DATE: JULY 9, 1984

The Washington County Planning Department has reviewed the amended Conditional Use Permit application submitted by Gary and Kathy Kennedy. The property is legally described as part of Government Lot 1, Section 23, T32N, R21W.

According to the information submitted, the applicants wish to amend the Conditional Use Permit for Timm's Marina to allow overflow parking of cars and trailers and provide extra dock space. As I understand it, the 14 extra docks have been in place for the past couple of years. The extra parking will be on the lot to the east which was not included in the original permit issued.

When reviewing any Conditional Use Permit, the Town should consider the effect of the proposed use upon the public health, safety, convenience and general welfare of occupants of surrounding lands, the effect of the proposed use on property values, and existing and anticipated traffic conditions. If you feel the proposed use will not have any negative impacts you may grant the permit. As proposed, I do not feel the applicants are significantly intensifying the use of this property. In order to avoid any potential conflicts with the adjoining landowner to the east, it may be advisable to require additional landscaping along that property line to provide a visual screening effect. With the additional screening, we would recommend approval of this request.

If you have any questions, please feel free to contact me.

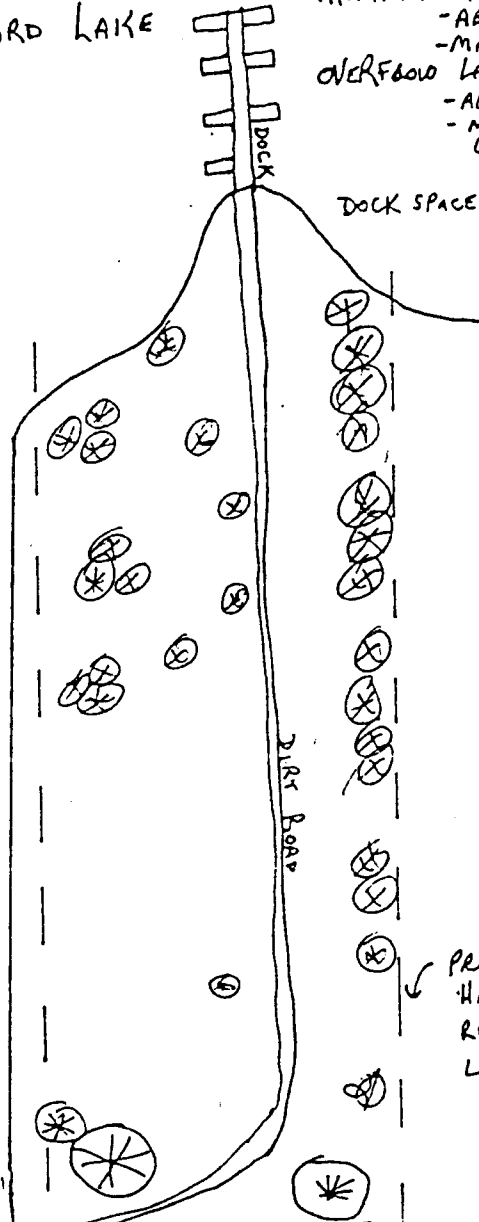
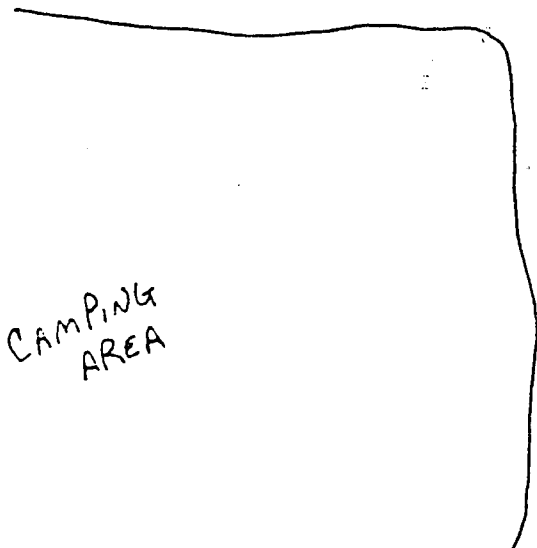
DO/rt

FOREST LAKE  
3RD LAKE

- PRIMARY LAUNCH PARKING:  
 - ABOUT 10 SPOTS  
 - MARKED BY POSTS
- OVERFLOW LAUNCH PARKING:  
 - ABOUT 25 SPOTS  
 - NOT TO BE CLOSER THAN 15' TO THE FENCE
- DOCK SPACE FOR 14 BOATS OR PONTOONS

APPROX. 50 FT

CAMPING AREA



LAGOON

RENTAL BOATS

RAMP

BOAT HOOD

ROAD

WASH HOUSE

PRIMARY LAUNCH PARKING

CAMPING AREA

OVERFLOW LAUNCH PARKING

PROPERTY LINE HAS A WIRE FENCE RUNNING ENTIRE LENGTH

NEIGHBOR'S PROPERTY

PLAY GROUND

BOAT RENTAL PARKING

TENNIS COURT

HOUSE OFFICE

JEWEL LANE

0060

0250  
100'

0100

road right of way of Cedar Drive and to move an existing garage to another location on his property provided it meets all setback requirements. The reason for this approval is that this is not a maintained road and probably never will be. The motion carried unanimously.

Gary Kennedy requested an amendment to the present conditional use permit of Timm's Marina to build an indoor swimming pool 60' x 48' and two decks 15' by 30' and 14' by 12' to the existing home. This is described as Pt of Govt Lot 1, Sec 23, T32N, R21W, Washington County, Minnesota, that pt lying N of Old MN State Hwy 97 (now Jewel Lane) exc the E 770 ft thereof & also exc that pt Govt Lot 1 desc as foll comm at NE cor of sd Sec thn S alg Sec line 546.1 ft to pt thn W a dist 1070.6 ft. to pt of beg of tract to be desc thenc alg a line N14°21'E a dist of 25 ft thenc N75°38"W a dist of 25 ft thnc S14°21"W a dist of 25 ft. M/L to the ease. of State Hwy 97 thnc S75°39' a dist of 25 ft M/L to pt of beg; Pt of Govt Lot 1 lying N of Hwy 97 as laid out in 1945 desc as foll--comm at a pt of Nly boundary line of sd Hwy 97 aforesaid as laid out in 1945 670 ft W from Ely Sec line of Sec 23 aforesaid thenc W par with sd Hwy 97 a dist of 100 ft thence N at rt angles to Forest Lake #3 thence E at right angles a dist of 100 ft thence S at rt angles to place of beg, Sec 23, T32N, R21W, Washington County, MN; Pt NW 1/4-NE 1/4 lying N of C/L of MN St Hwy 97 as same is traversed through sd 1/4-1/4 Sec acc. to US Govt Survey thereof, Sec 23, T32N, R21W, Washington County, Pt of Forest Lake to pt 250 ft N of place of beg thn S 250 ft to place of beg, it being understood between grantors hereto that they are conveying all land E of certain creek which crosses Lot 4, Sec 23, T32N, R21W, located in Sec 14, R21W, Washington County, MN, and is located at 9080 Jewel Lane North. The chairman read a letter from Dennis O'Donnel, Washington County, suggesting the board speak to legal counsel regarding this matter. The attorney stated he felt the size of the pool would not pose a problem. Richard McNamara moved and David Copham seconded to approve the amendment to the Conditional Use Permit of Timm's Marina to allow construction of a swimming pool and the proposed decks to the structure. The motion carried unanimously.

Gerald Murray requested a variance to build a 24' by 32' detached garage in front of the principal structure at his property at 8375 Scandia Trail North. This is described as Pt NW 1/4-SW 1/4 com at SE cor of sd NW 1/4-SW 1/4 thn N, 0°27'E assumed bearing along E line of sd NW 1/4-SW 1/4 dist of 44.3 ft to SWly R/W line of State Trunk Hwy 97 thn N50°51'W along sd Hwy R/L line dist of 984 ft to pt of beg thn cont N50°51'W along sd Hwy R/L line dist of 140 ft thn SWly dist of 738 ft M/L to NW cor of S 160 ft of sd NW 1/4-SW 1/4 thn Ely along N line of sd S 160 ft dist of 165 ft thn NEly dist of 630 ft M/L to pt of beg inc any rt of title existing in adj State Trunk Hwy 97 to C/L thereof subj to & tog with any valid ease., Sec 14, T32N, R21W, Washington County, Minnesota. The chairman read a letter from Dennis O'Connel stating they could recommend this if the structure is of the same material and color as the house. David Kulenkamp moved and David Copham seconded to approve the variance to Gerald Murray to build a detached 24' by 32' garage in front of the principal structure providing it meets 150 feet setback from the road and construction of the siding matches the home. The hardship is the lay of the land on this lot. The motion carried unanimously.

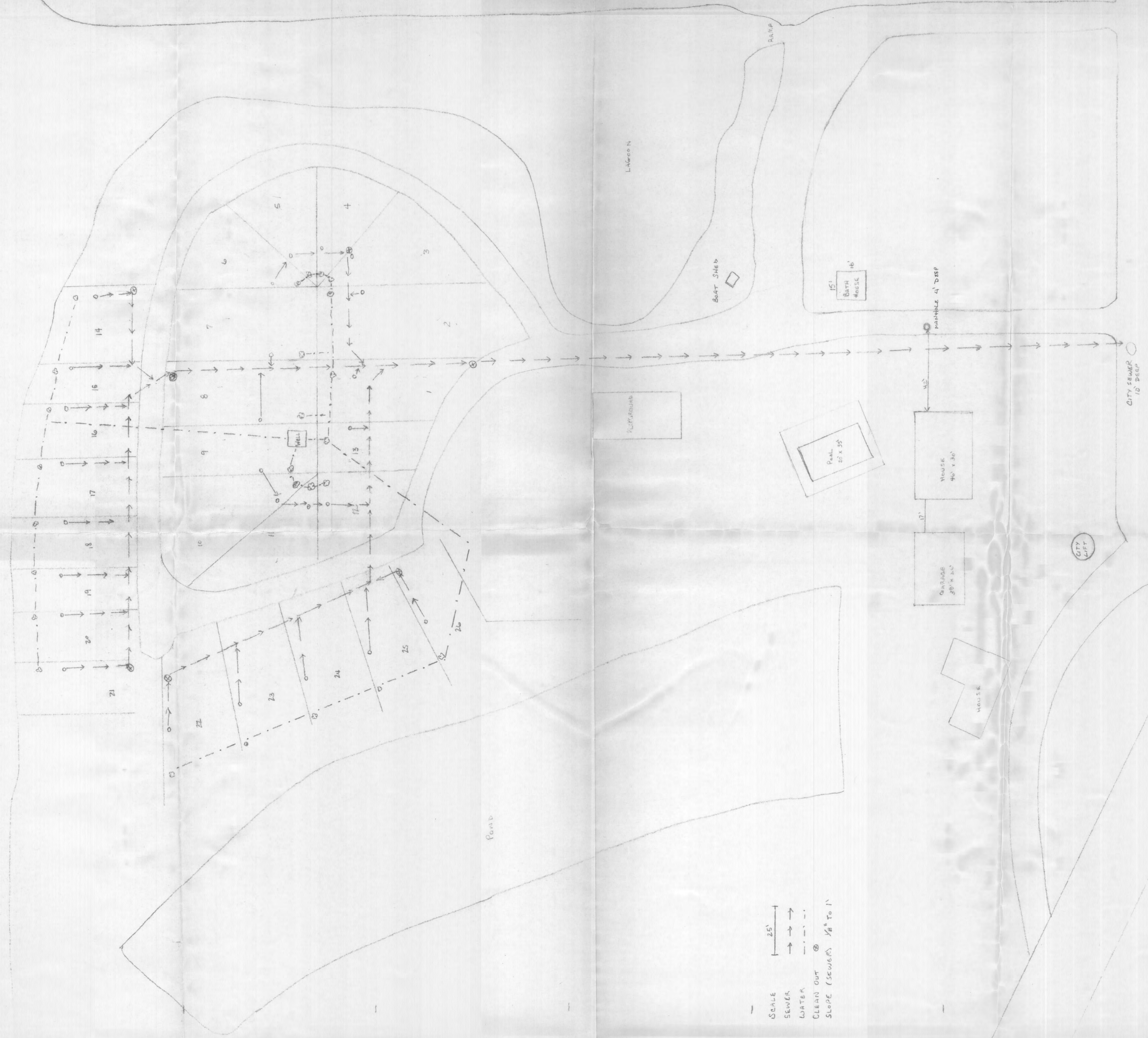
Steven Strand requested a minor subdivision to divide 20 feet from the north side of Lot 1, Block 1, Golf View. The division is requested because the Paul home is about 1 foot from the property line, and their pool encroaches onto the Strand property. Pauls were not aware they did not own this 20 feet. The split

Gary Kennedy was present regarding sewer extension into Timm's Marina. Town Engineer, Tom Peterson, met on site with Kennedy. He stated 6" piping will be sufficient. A report was presented to the board from Northern Pipe contractors. The engineer's biggest concern is infiltration during installation. He stated that the trenches will be inspected and pressure tested. The campground is designed for 26 units; however, Kennedy stated that they will not have that many sites. Engineer Peterson did not feel sewage amounts would be increased since sewage generated on the property in the past was released into the sewer system. Kennedy stated he is presently being charged for 4 units, \$60.00 per unit per quarter, a total of \$260.00 per year per unit. Engineer Peterson and Administrator Robinson will be discussing sewer usage rate increases for businesses and the number of units at Timm's Marina will also be discussed. L. Nelson motioned to approve the extension of sewer to Timm's Marina as presented providing all standards are approved by the town engineer and that an agreement is reached with the town administrator with regard to the number of chargeable units. R. Ashbach seconded. Motion carried.

Walt Christianson, Forest Lake area resident, spoke regarding concerns he has with District Memorial Hospital's proposed lease to Health One to be known as Health Span. His major concern is that of the ambulance service. He wants to see DMH maintain their present ambulance service. Christiansen, as well as Joe Grafft, former ambulance director in Forest Lake, stated that District Memorial presently operates under East Metro Protocols. HealthSpan operates under West Metro. East Metro, according to Grafft, allows paramedics more flexibility with vehicles carrying more drugs and equipment to handle emergencies. Opal Peterson, Senior Citizen Business Manager, spoke favoring the present ambulance service. She stated Forest Lake area presently has 2 ambulances and this will be reduced to 1.5. The doctors in Forest Lake are presently all part of the Health One system. Everyone agreed Health Span is probably the best for the hospital. The major concern residents have is ambulance service. They do not want less than what the community presently has. Chairman Tschida stated that Hospital Administrator, Jack Lannon, and Hospital Board Town representative, Joan Voelk, had stated that they would return to the Town Board to share the final contract before it is signed. A public informational meeting is scheduled for March 16th at 7:30 P. M. at the Forest Lake High School.

Dale Hebeisen, Hult & Assoc., and Roger Vik were present regarding the Forest Lake Highlands development. They stated that they wish to drop their previous plans and develop the Vik property which is to the north of Bittersweet 2. The property is zone R-1, 2½ acre minimums and consists of 9 acres. Their plans are to develop this property into 9 single family lots with a public road extending from the Bittersweet 2 plat through the Vik property to 235th St. N. This 9 acres is presently outside of the MUSA line. Vik would like to exchange property he has within the MUSA line to this property. R. Ashbach motioned that T. Peterson, Town Engineer, proceed with the request to Met Council for a change in the MUSA line - an exchange of property. L. Nelson seconded. Motion carried.

Jeff House and Mike Muske were present to discuss the Ned's Lake development. Preliminary plat approval was granted 3 years ago, an extension was granted 1½ years ago, and they would like to continue to move on this project at this time. They explained that there would be no changes from the preliminary plat. The development is to consist of 59 lots, the financing is in place and LeGran and Avalon will be the builders. The project will be done in two phases. The first phase will be the extension of Janero Ave. N. and a total of 30-35 lots. The entire project will be graded along with the first phase. House reminded the board that material used for the upgrading of Jeffrey Ave. N. was provided from the Ned's Lake property. Administrator Robinson stated that according to the ordinance 6 months is allowed from preliminary plat approval to final plat approval.



SCALE 25'  
 SEWER ———→  
 WATER - - - -  
 CLEAN OUT ····⊙  
 SLOPE (SEWER) 1/8" To 1'

DRAWING FOR  
 TIMM'S MARINA  
 2-18-53  
 KATY KENNEDY

## **Appendix C. Natural Resources**

**Figure C-1. County Soil Survey**

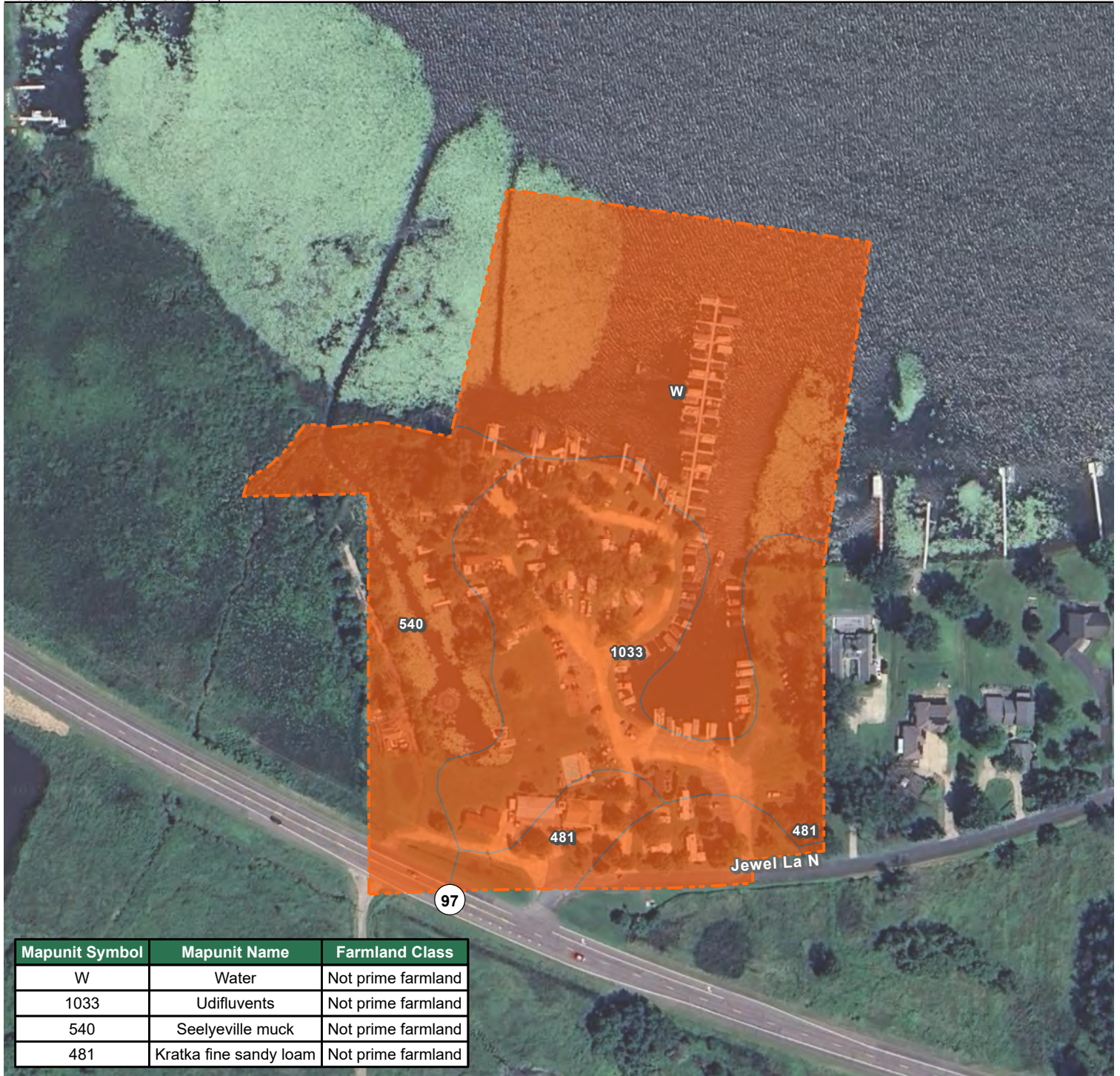
**Figure C-2. Surface Waters**

**Figure C-3. Flood Zone Map**

**Exhibit C-1. USFWS Information for Planning and Conservation (IPaC)  
Documentation**

**Exhibit C-2. Minnesota DNR Natural Heritage Review Letter**

**Exhibit C-3. Minnesota DNR Conservation Planning Report**



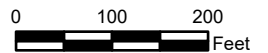
Data Sources: NRCS, MNDOT

Mapunit Symbol	Mapunit Name	Farmland Class
W	Water	Not prime farmland
1033	Udifluvents	Not prime farmland
540	Seelyeville muck	Not prime farmland
481	Kratka fine sandy loam	Not prime farmland

Approximate Site Boundary

NRCS Farmland Classification

- All areas are prime farmland
- Farmland of statewide importance
- Prime farmland if drained
- Not prime farmland



Scale 1" = 200'

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braunintertec.com

Project No:  
B2507049

Drawing No:  
FigC-1\_CountySoilSurvey

Drawn By: SL  
Date Drawn: 9/18/2025  
Checked By: BR  
Last Modified: 10/10/2025

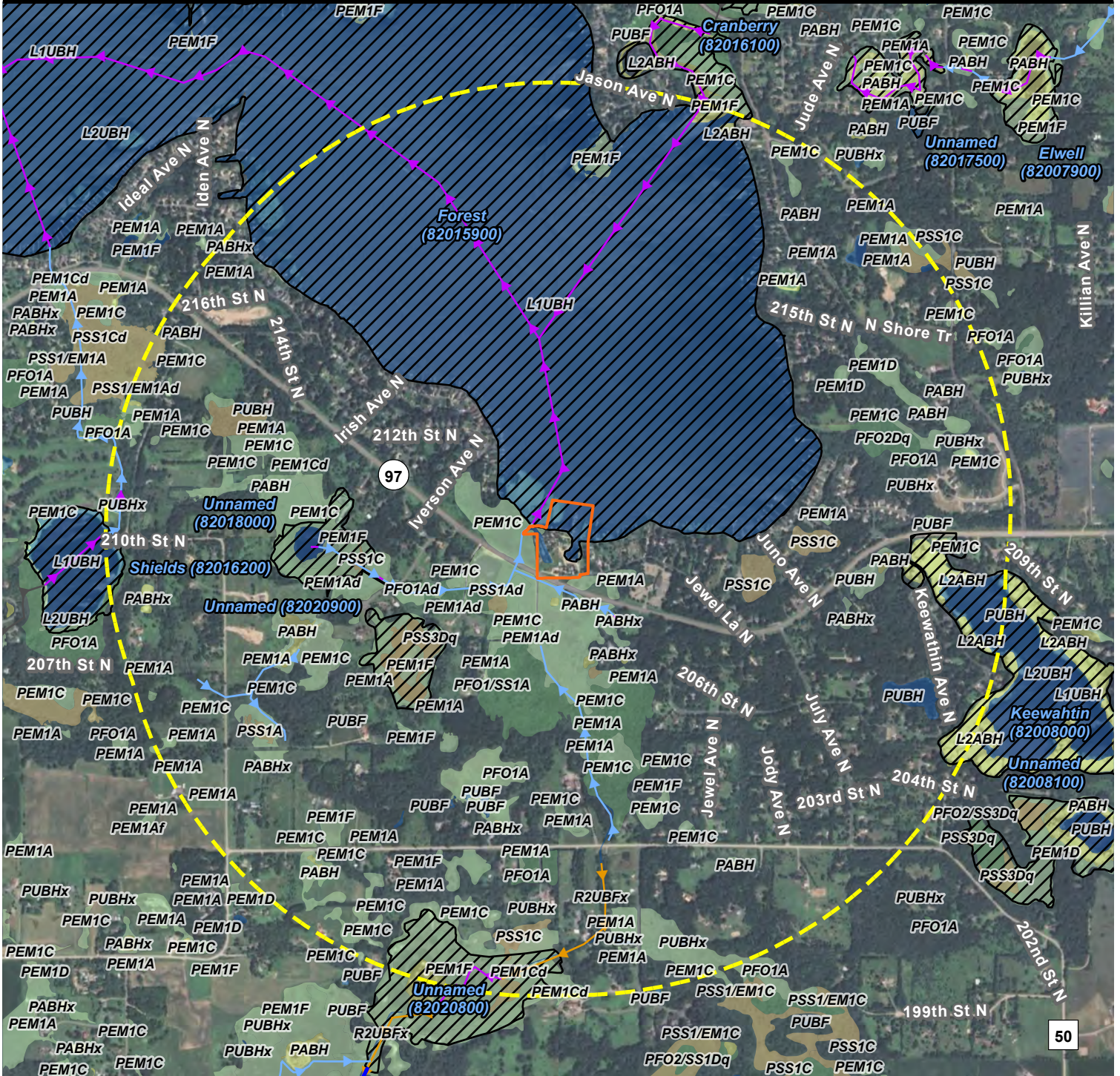
Timm's Marina Dock Addition

9080 Jewel Lane N

Forest Lake, Minnesota

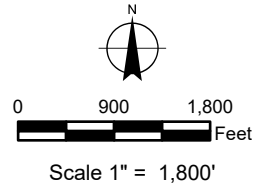
**County Soil  
Survey**

Figure C-1



Data Sources: MnDNR, MNDOT, FEMA, USFWS, USGS

- Approximate Site Boundary
- 1 Mile Site Buffer
- Mn DNR Public Waters Data
- Public Waters Basins
- Public Water Watercourse
- USGS (NHD) Flowline
- Artificial Path
- Canal Ditch
- Connector
- Stream River
- National Wetland Inventory
- Aquatic Bed/Nonpersistent Emergent
- Emergent
- Forested
- Scrub-Shrub
- Unconsolidated Bottom (Open Water)



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braunintertec.com

Project No:  
B2507049

---

Drawing No:  
FigC-2\_SurfaceWaters

---

Drawn By: SL  
Date Drawn: 9/18/2025  
Checked By: BR  
Last Modified: 9/25/2025

Timm's Marina Dock Addition

---

9080 Jewel Lane N

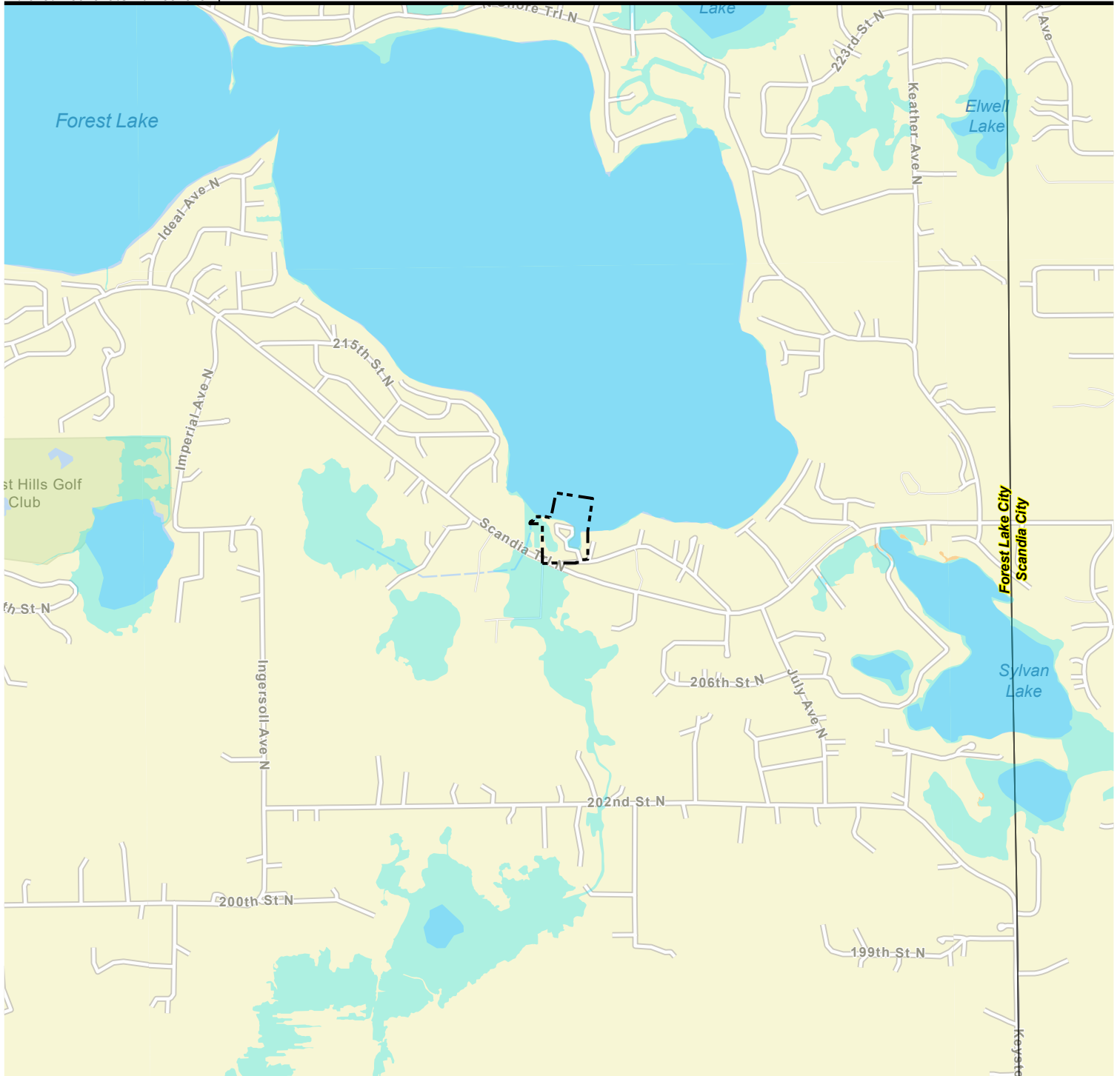
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Forest Lake, Minnesota

**Surface Waters**

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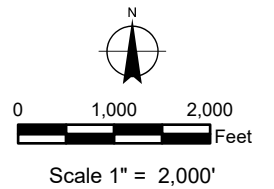
Figure C-2



Data Sources: MNDOT, FEMA, USGS

Approximate Site Boundary  
 Township Boundary

FEMA Flood Hazard Zones  
 1% Annual Chance Flood Hazard  
 0.2% Annual Chance Flood Hazard



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Project No:  
B2507049

Drawing No:  
FigC-3\_FloodZones

Drawn By: SL  
 Date Drawn: 9/18/2025  
 Checked By: BR  
 Last Modified: 9/25/2025

Timm's Marina Dock Addition

9080 Jewel Lane N

Forest Lake, Minnesota

**Flood Zone Map**

Figure C-3



# United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Minnesota-Wisconsin Ecological Services Field Office  
3815 American Blvd East  
Bloomington, MN 55425-1659  
Phone: (952) 858-0793

In Reply Refer To:

10/10/2025 21:13:06 UTC

Project Code: 2026-0003547

Project Name: Timm's Marina Dock Addition

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

This response has been generated by the Information, Planning, and Conservation (IPaC) system to provide information on natural resources that could be affected by your project. The U.S. Fish and Wildlife Service (Service) provides this response under the authority of the Endangered Species Act of 1973 (16 U.S.C. 1531-1543), the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d), the Migratory Bird Treaty Act (16 U.S.C. 703-712), and the Fish and Wildlife Coordination Act (16 U.S.C. 661 *et seq.*).

### **Threatened and Endangered Species**

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and may be affected by your proposed project. The species list fulfills the requirement for obtaining a Technical Assistance Letter from the U.S. Fish and Wildlife Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

### **Consultation Technical Assistance**

Please refer to our [Section 7 website](#) for guidance and technical assistance, including [step-by-step instructions](#) for making effects determinations for each species that might be present and for specific guidance on the following types of projects: projects in developed areas, HUD, CDBG, EDA, USDA Rural Development projects, pipelines, buried utilities, telecommunications, and requests for a Conditional Letter of Map Revision (CLOMR) from FEMA.

We recommend running the project (if it qualifies) through our **Minnesota-Wisconsin Federal Endangered Species Determination Key (Minnesota-Wisconsin ("D-key"))**. A [demonstration video](#) showing how-to access and use the determination key is available. Please note that the Minnesota-Wisconsin D-key is the third option of 3 available d-keys. D-keys are tools to help Federal agencies and other project proponents determine if their proposed action has the potential to adversely affect federally listed species and designated critical habitat. The Minnesota-Wisconsin D-key includes a structured set of questions that assists a project proponent in determining whether a proposed project qualifies for a certain predetermined consultation outcome for all federally listed species found in Minnesota and Wisconsin (except for the northern long-eared bat- see below), which includes determinations of "no effect" or "may affect, not likely to adversely affect." In each case, the Service has compiled and analyzed the best available information on the species' biology and the impacts of certain activities to support these determinations.

If your completed d-key output letter shows a "No Effect" (NE) determination for all listed species, print your IPaC output letter for your files to document your compliance with the Endangered Species Act.

For Federal projects with a "Not Likely to Adversely Affect" (NLAA) determination, our concurrence becomes valid if you do not hear otherwise from us after a 30-day review period, as indicated in your letter.

If your d-key output letter indicates additional coordination with the Minnesota-Wisconsin Ecological Services Field Office is necessary (i.e., you get a "May Affect" determination), you will be provided additional guidance on contacting the Service to continue ESA coordination outside of the key; ESA compliance cannot be concluded using the key for "May Affect" determinations unless otherwise indicated in your output letter.

**Note: Once you obtain your official species list, you are not required to continue in IPaC with d-keys, although in most cases these tools should expedite your review.** If you choose to make an effects determination on your own, you may do so. If the project is a Federal Action, you may want to review our section 7 step-by-step instructions before making your determinations.

### **Using the IPaC Official Species List to Make No Effect and May Affect Determinations for Listed Species**

1. If IPaC returns a result of "There are no listed species found within the vicinity of the project," then project proponents can conclude the proposed activities will have **no effect** on any federally listed species under Service jurisdiction. Concurrence from the Service is not required for **no effect** determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records.
2. If IPaC returns one or more federally listed, proposed, or candidate species as potentially present in the action area of the proposed project – other than bats (see below) – then project proponents must determine if proposed activities will have **no effect** on or **may affect** those species. For assistance in determining if suitable habitat for listed, candidate, or proposed species occurs within your project area or if species may be affected by project activities, you can obtain [Life History Information for Listed and Candidate Species](#) on our office website. If no impacts will occur to a species on the IPaC species list (e.g., there is no habitat present in the project area), the appropriate determination is **no effect**. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records.

3. Should you determine that project activities **may affect** any federally listed, please contact our office for further coordination. Letters with requests for consultation or correspondence about your project should include the Consultation Tracking Number in the header. [Electronic submission is preferred.](#)

### **Northern Long-Eared Bats**

Northern long-eared bats occur throughout Minnesota and Wisconsin and the information below may help in determining if your project may affect these species.

Suitable summer habitat for northern long-eared bats consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags  $\geq 3$  inches dbh for northern long-eared bat that have exfoliating bark, cracks, crevices, and/or hollows), as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit the characteristics of a potential roost tree and are located within 1,000 feet (305 meters) of forested/wooded habitat. Northern long-eared bats have also been observed roosting in human-made structures, such as buildings, barns, bridges, and bat houses; therefore, these structures should also be considered potential summer habitat and evaluated for use by bats. If your project will impact caves or mines or will involve clearing forest or woodland habitat containing suitable roosting habitat, northern long-eared bats could be affected. For bat activity dates, please review Appendix L in the [Range-wide Indiana Bat and Northern Long-Eared Bat Survey Guidelines](#).

Examples of unsuitable habitat include:

- Individual trees that are greater than 1,000 feet from forested or wooded areas,
- Trees found in highly developed urban areas (e.g., street trees, downtown areas),
- A pure stand of less than 3-inch dbh trees that are not mixed with larger trees, and
- A monoculture stand of shrubby vegetation with no potential roost trees.

If IPaC returns a result that northern long-eared bats are potentially present in the action area of the proposed project, project proponents can conclude the proposed activities **may affect** this species **IF** one or more of the following activities are proposed:

- Clearing or disturbing suitable roosting habitat, as defined above, at any time of year,
- Any activity in or near the entrance to a cave or mine,
- Mining, deep excavation, or underground work within 0.25 miles of a cave or mine,
- Construction of one or more wind turbines, or
- Demolition or reconstruction of human-made structures that are known to be used by bats based on observations of roosting bats, bats emerging at dusk, or guano deposits or stains.

*If none of the above activities are proposed*, project proponents can conclude the proposed activities will have **no effect** on the northern long-eared bat. Concurrence from the Service is not required for **No Effect** determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC

species list report for your records.

*If any of the above activities are proposed*, and the northern long-eared bat appears on the user's species list, the federal project user will be directed to either the northern long-eared bat and tricolored bat range-wide D-key or the Federal Highways Administration, Federal Railways Administration, and Federal Transit Administration Indiana bat/Northern long-eared bat D-key, depending on the type of project and federal agency involvement. Similar to the Minnesota-Wisconsin D-key, these d-keys help to determine if prohibited take might occur and, if not, will generate an automated verification letter. Additional information about available tools can be found on the Service's [northern long-eared bat website](#).

### **Whooping Crane**

Whooping crane is designated as a non-essential experimental population in Wisconsin and consultation under Section 7(a)(2) of the Endangered Species Act is only required if project activities will occur within a National Wildlife Refuge or National Park. If project activities are proposed on lands outside of a National Wildlife Refuge or National Park, then you are not required to consult. For additional information on this designation and consultation requirements, please review "[Establishment of a Nonessential Experimental Population of Whooping Cranes in the Eastern United States](#)."

### **Other Trust Resources and Activities**

*Bald and Golden Eagles* - Although the bald eagle has been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. It is the responsibility of the project proponent to survey the area for any migratory bird nests. If there is an eagle nest on-site while work is on-going, eagles may be disturbed. We recommend avoiding and minimizing disturbance to eagles whenever practicable. If you cannot avoid eagle disturbance, you may seek a [permit](#). A [nest take permit](#) is always required for removal, relocation, or obstruction of an eagle nest. For communication and wind energy projects, please refer to additional guidelines below.

*Migratory Birds* - The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the mortality of migratory birds whenever possible and we encourage implementation of [recommendations that minimize potential impacts to migratory birds](#). Such measures include clearing forested habitat outside the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.

*Communication Towers* - Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed [voluntary guidelines for minimizing impacts](#).

*Transmission Lines* - Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can also collide with power lines. In addition, mortality can occur when birds, particularly hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. To minimize these risks, please refer to [guidelines](#) developed by the Avian Power Line Interaction Committee and the Service. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas that support large numbers of raptors and migratory birds.

*Wind Energy* - To minimize impacts to migratory birds and bats, wind energy projects should follow the Service's [Wind Energy Guidelines](#). In addition, please refer to the Service's [Eagle Conservation Plan Guidance](#), which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

### **State Department of Natural Resources Coordination**

While it is not required for your Federal section 7 consultation, please note that additional state endangered or threatened species may also have the potential to be impacted. **Please contact the Minnesota or Wisconsin Department of Natural Resources for information on state listed species that may be present in your proposed project area.**

#### *Minnesota*

[Minnesota Department of Natural Resources - Endangered Resources Review Homepage](#)

Email: [Review.NHIS@state.mn.us](mailto:Review.NHIS@state.mn.us)

#### *Wisconsin*

[Wisconsin Department of Natural Resources - Endangered Resources Review Homepage](#)

Email: [DNRRERReview@wi.gov](mailto:DNRRERReview@wi.gov)

We appreciate your concern for threatened and endangered species. Please feel free to contact our office with questions or for additional information.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

## **OFFICIAL SPECIES LIST**

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

### **Minnesota-Wisconsin Ecological Services Field Office**

3815 American Blvd East

Bloomington, MN 55425-1659

(952) 858-0793

## PROJECT SUMMARY

Project Code: 2026-0003547  
Project Name: Timm's Marina Dock Addition  
Project Type: Marina - Maintenance/Modification  
Project Description: Addition of two 312' docks to marina for approximately 72 additional boat slips for the 2026 season and beyond.

**Project Location:**

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@45.25364825,-92.92170978789393,14z>



Counties: Washington County, Minnesota

## ENDANGERED SPECIES ACT SPECIES

There is a total of 4 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

**BIRDS**

NAME	STATUS
Whooping Crane <i>Grus americana</i> Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/758">https://ecos.fws.gov/ecp/species/758</a>	Experimental Population, Non-Essential

**CLAMS**

NAME	STATUS
Salamander Mussel <i>Simpsonaias ambigua</i> There is <b>proposed</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/6208">https://ecos.fws.gov/ecp/species/6208</a>	Proposed Endangered

**INSECTS**

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> There is <b>proposed</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	Proposed Threatened
Rusty Patched Bumble Bee <i>Bombus affinis</i> There is <b>proposed</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/9383">https://ecos.fws.gov/ecp/species/9383</a> General project design guidelines: <a href="https://ipac.ecosphere.fws.gov/project/K7XDL2P3LFHWXJZ4F424WVY5CY/documents/generated/9225.pdf">https://ipac.ecosphere.fws.gov/project/K7XDL2P3LFHWXJZ4F424WVY5CY/documents/generated/9225.pdf</a>	Endangered

**CRITICAL HABITATS**

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

**USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES**

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

## BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act <sup>2</sup> and the Migratory Bird Treaty Act (MBTA) <sup>1</sup>. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

- 
1. The [Bald and Golden Eagle Protection Act](#) of 1940.
  2. The [Migratory Birds Treaty Act](#) of 1918.
  3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your [project](#) area.

### Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the [National Bald Eagle Management Guidelines](#). You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#).

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

If disturbance or take of eagles cannot be avoided, an [incidental take permit](#) may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the [Do I Need A Permit Tool](#). For assistance making this determination for golden eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

### Ensure Your Eagle List is Accurate and Complete

If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information on Migratory Birds and Eagles](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
<b>Bald Eagle <i>Haliaeetus leucocephalus</i></b> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <a href="https://ecos.fws.gov/ecp/species/1626">https://ecos.fws.gov/ecp/species/1626</a>	Breeds Dec 1 to Aug 31

## PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

### Breeding Season (■)

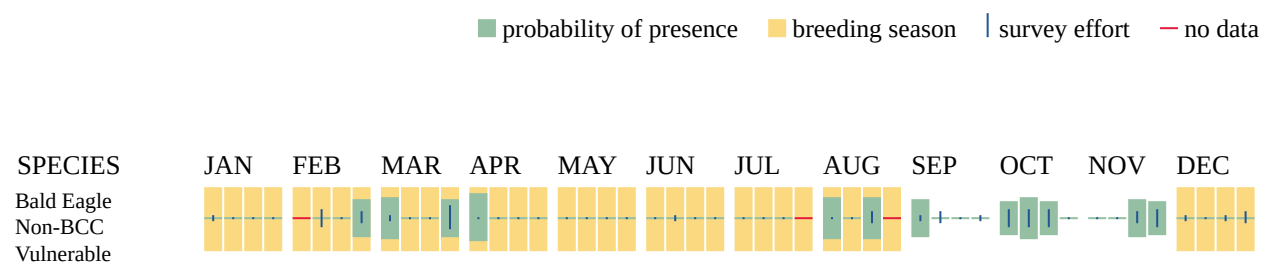
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

### Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

### No Data (-)

A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>

- Nationwide avoidance and minimization measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

## MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) <sup>1</sup> prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

- 
1. The [Migratory Birds Treaty Act](#) of 1918.
  2. The [Bald and Golden Eagle Protection Act](#) of 1940.
  3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <a href="https://ecos.fws.gov/ecp/species/1626">https://ecos.fws.gov/ecp/species/1626</a>	Breeds Dec 1 to Aug 31
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9454">https://ecos.fws.gov/ecp/species/9454</a>	Breeds May 20 to Jul 31
Canada Warbler <i>Cardellina canadensis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9643">https://ecos.fws.gov/ecp/species/9643</a>	Breeds May 20 to Aug 10
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9406">https://ecos.fws.gov/ecp/species/9406</a>	Breeds Mar 15 to Aug 25

NAME	BREEDING SEASON
Grasshopper Sparrow <i>Ammodramus savannarum perpallidus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA <a href="https://ecos.fws.gov/ecp/species/8329">https://ecos.fws.gov/ecp/species/8329</a>	Breeds Jun 1 to Aug 20
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9398">https://ecos.fws.gov/ecp/species/9398</a>	Breeds May 10 to Sep 10
Ruddy Turnstone <i>Arenaria interpres morinella</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA <a href="https://ecos.fws.gov/ecp/species/10633">https://ecos.fws.gov/ecp/species/10633</a>	Breeds elsewhere
Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA <a href="https://ecos.fws.gov/ecp/species/9478">https://ecos.fws.gov/ecp/species/9478</a>	Breeds elsewhere
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9431">https://ecos.fws.gov/ecp/species/9431</a>	Breeds May 10 to Aug 31

## PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

### Breeding Season (■)

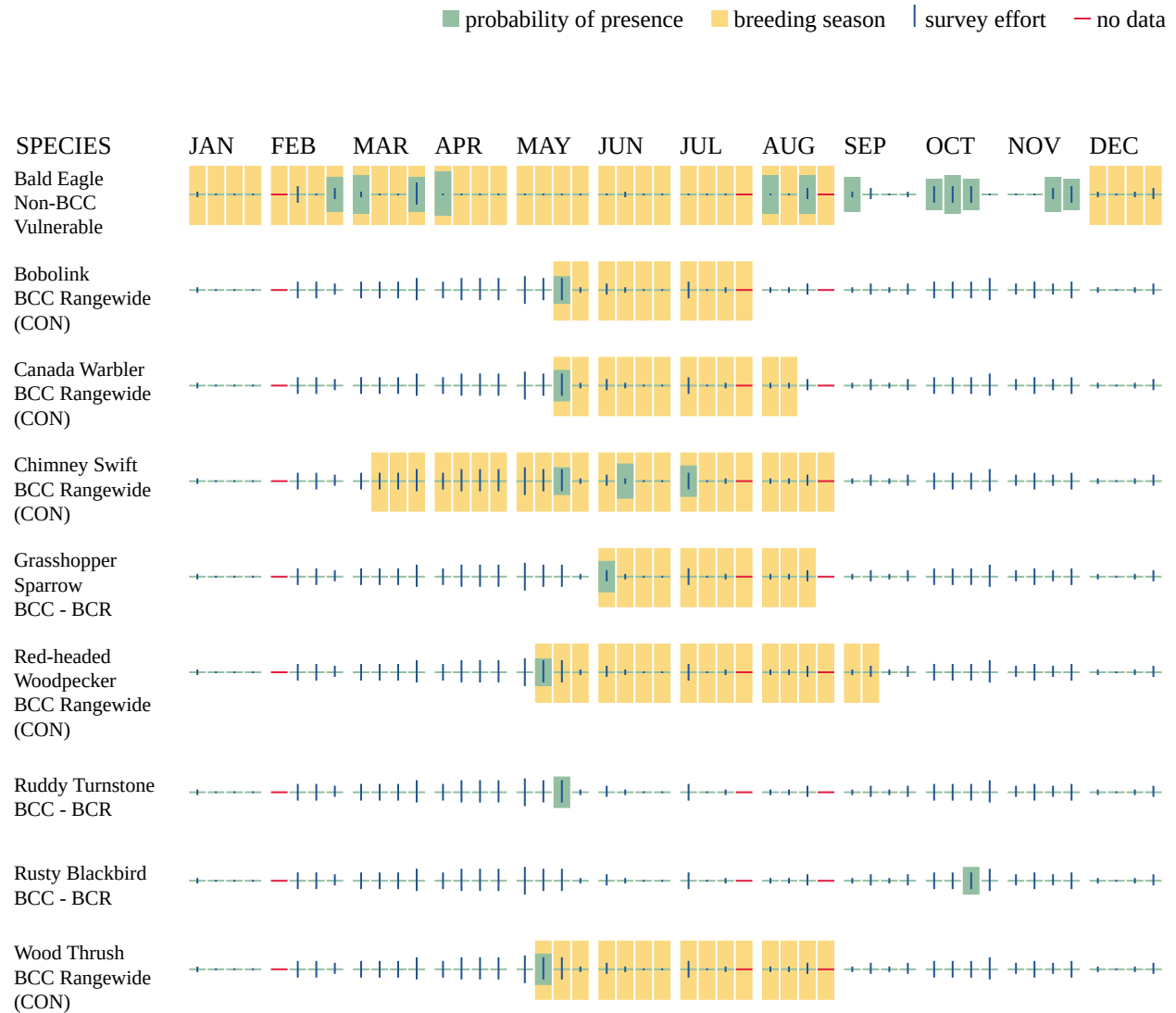
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

### Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

### No Data (—)

A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

## WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

### LAKE

- L2UBH

### RIVERINE

- R5UBH

### FRESHWATER EMERGENT WETLAND

- PEM1A
- PEM1C

## **IPAC USER CONTACT INFORMATION**

Agency: Braun Intertec  
Name: Ben Ruhme  
Address: 11001 Hampshire Ave South  
City: Minneapolis  
State: MN  
Zip: 55438  
Email: bruhme@braunintertec.com  
Phone: 6125082770



Minnesota Department of Natural Resources  
Division of Ecological & Water Resources  
500 Lafayette Road, Box 25  
St. Paul, MN 55155-4025

March 13, 2025

Joe Maslow  
Timm's Marina

RE: Natural Heritage Review of the proposed Timm's Marina Dock Addition,  
T32N R21W Sections 14, 23; Washington County

Dear Joe Maslow,

For all correspondence regarding the Natural Heritage Review of this project please include the project ID **MCE-2025-00099** in the email subject line.

As requested, the [Minnesota Natural Heritage Information System](#) has been reviewed to determine if the proposed project has the potential to impact any rare species or other significant natural features. Based on the project details provided with the request, the following rare features may be impacted by the proposed project:

#### *Ecologically Significant Areas*

- Forest Lake has been identified as a Lake of *Outstanding* Biological Significance. Lakes of Biological Significance were ranked as Outstanding, High, or Moderate based on unique plant and animal presence. This lake is known to contain least darter (*Etheostoma microperca*), a state-listed fish species of special concern, and mudpuppy (*Necturus maculosus*), a state-listed salamander species of special concern. These species are intolerant of environmental degradation, especially turbidity and siltation, that can be caused by pollution, pesticides, and runoff. As such, it is important that effective erosion and sediment control practices are implemented and maintained near the lake throughout the project. Indirect impacts, such as the introduction or spread of invasive species, should also be considered and minimized.

#### *State-listed Species*

- Pugnose shiner (*Notropis anogenus*), a state-listed threatened fish, has been documented in Forest Lake. This fish prefers clear, low velocity streams and lakes with an abundance of submerged vegetation such as eelgrass, Canadian elodea, pondweed, and muskgrass. This species is vulnerable to the removal of littoral vegetation from lakes, the invasion of Eurasian water milfoil (*Myriophyllum spicatum*), increases in eutrophication from nutrient enrichment, and increases in water turbidity. Minnesota's Endangered Species Statute (Minnesota Statutes, section 84.0895) and associated Rules (Minnesota Rules, part

6212.1800 to 6212.2300 and 6134) prohibit the take of threatened or endangered species without a permit. Given project details, including the annual timing of project activities, limited area of disturbance, and local habitat conditions, pugnose shiner is not anticipated to be affected. Contact the DNR at [Review.NHIS@state.mn.us](mailto:Review.NHIS@state.mn.us) if project details change as further action may be necessary.

- Blanding's turtles (*Emydoidea blandingii*), a state-listed threatened species, have been documented in the vicinity of the proposed project. Blanding's turtles use upland areas up to and over a mile distant from wetlands, waterbodies, and watercourses. Uplands are used for nesting, basking, periods of dormancy, and traveling between wetlands. Factors believed to contribute to the decline of this species include collisions with vehicles, wetland drainage and degradation, and the development of upland habitat. Any added mortality can be detrimental to populations of Blanding's turtles, as these turtles have a low reproduction rate that depends upon a high survival rate to maintain population levels.

This project has the potential to impact this rare turtle through direct fatalities and habitat disturbance/destruction due to proposed project activities associated with the project. Minnesota's Endangered Species Statute (Minnesota Statutes, section 84.0895) and associated Rules (Minnesota Rules, part 6212.1800 to 6212.2300 and 6134) prohibit the take of threatened or endangered species without a permit. As such, **the following avoidance measures are required:**

- Limit erosion and sediment control to [wildlife friendly erosion control](#).
- Avoid hydro-mulch products that contain any materials with synthetic (plastic) fiber additives, as the fibers can re-suspend and flow into waterbodies.
- Check bare ground within construction areas for turtles before the use of heavy equipment or any ground disturbance.
- The [Blanding's turtle flyer](#) must be given to all contractors working in the area.
- Report any sightings using the [Quick Species Observation Form](#).
- If turtles are in imminent danger, move them by hand out of harm's way; otherwise, they are to be left undisturbed. Directions on how to move turtles safely can be found at [Helping Turtles Across the Road](#).

Additional Blanding's turtle avoidance measures may include, but are not limited to, recommendations from List 1 of the [Blanding's turtle fact sheet](#). If greater protection for turtles is desired, implement recommendations from List 2.

- Please visit the [DNR Rare Species Guide](#) for more information on the habitat use of these species and recommended measures to avoid or minimize impacts.

#### *Federally Protected Species*

- The area of interest overlaps with a U.S Fish and Wildlife Service (USFWS) Rusty Patched Bumble Bee [High Potential Zone](#). The [rusty patched bumble bee](#) (*Bombus affinis*) is federally listed as endangered and is likely to be present in suitable habitat within High Potential Zones. From April through October this species uses underground nests in upland grasslands, shrublands, and forest edges, and forages where nectar and pollen are available. From October through April the species overwinters under tree litter in upland forests and woodlands. The rusty patched bumble bee may be

impacted by a variety of land management activities including, but not limited to, prescribed fire, tree-removal, haying, grazing, herbicide use, pesticide use, land-clearing, soil disturbance or compaction, or use of non-native bees. If applicable, **the DNR recommends reseeding disturbed soils with native species of grasses and forbs using [BWSR Seed Mixes](#) or [MnDOT Seed Mixes](#).**

**To ensure compliance with federal law, please conduct a federal regulatory review using the U.S. Fish and Wildlife Service's online [Information for Planning and Consultation \(IPaC\) tool](#).** Please note that all projects, regardless of whether there is a federal nexus, are subject to federal take prohibitions. The IPaC review will determine if prohibited take is likely to occur and, if not, will generate an automated letter. The [USFWS RPBB guidance](#) provides guidance on avoiding impacts to rusty patched bumble bee and a key for determining if actions are likely to affect the species; the determination key can be found in the appendix.

### *Environmental Review and Permitting*

- The Environmental Assessment Worksheet should address whether the proposed project has the potential to adversely affect the above rare features and, if so, it should identify specific measures that will be taken to avoid or minimize disturbance. Sufficient information should be provided so the DNR can determine whether a permit to take will be needed for any of the above protected species.
- Please include a copy of this letter and the MCE-generated Final Project Report in any state or local license or permit application. Please note that measures to avoid or minimize disturbance to the above rare features may be included as restrictions or conditions in any required permits or licenses.

The Natural Heritage Information System (NHIS), a collection of databases that contains information about Minnesota's rare natural features, is maintained by the Division of Ecological and Water Resources, Department of Natural Resources. The NHIS is continually updated as new information becomes available and is the most complete source of data on Minnesota's native plant communities, rare species, and other rare features. However, the NHIS is not an exhaustive inventory and does not contain the locations of all rare features in the state. Therefore, ecologically significant features for which we have no records may exist within the project area. If additional information becomes available regarding rare features in the vicinity of the project, further review may be necessary.

For environmental review purposes, the results of this Natural Heritage Review are valid for one year; the results are only valid for the project location and project description provided with the request. **If project details change or the project has not occurred within one year, please resubmit the project for review within one year of initiating project activities.**

The Natural Heritage Review does not constitute project approval by the Department of Natural Resources. Instead, it identifies issues regarding known occurrences of rare features and potential impacts to these rare features. Visit [Natural Heritage Review](#) for additional information regarding this process, survey guidance, and other related information. For information on the environmental review process or other natural resource concerns, please contact your [DNR Regional Environmental Assessment Ecologist](#).

Thank you for consulting us on this matter and for your interest in preserving Minnesota's rare natural resources.

Sincerely,

*James Drake*

Digitally signed by James Drake  
Date: 2025.03.13 12:07:30 -05'00'

Natural Heritage Review Specialist

[james.f.drake@state.mn.us](mailto:james.f.drake@state.mn.us)

Cc: Melissa Collins

# Conservation Planning Report: Timm's Marina Dock Addition

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**This document is intended for planning purposes only** for the area of interest defined by the user. The report identifies ecologically significant areas documented within the defined area of interest plus any additional search distance indicated below. These ecologically significant areas can be viewed in the Explore Tab of the Minnesota Conservation Explorer. Please visit [MN Geospatial Commons](#) for downloadable GIS data.

**This document does not meet the criteria for a Natural Heritage Review.** If a Natural Heritage Review is needed, please define an Area of Interest in the Explore Tab and click on the Natural Heritage Review option.

**This document does not include known occurrences of state-listed or federally listed species.**

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## MBS Sites of Biodiversity Significance

*Search distance = 330 feet*

Minnesota Biological Survey (MBS) Sites of Biodiversity Significance are areas with varying levels of native biodiversity that may contain high quality native plant communities, rare plants, rare animals, and/or animal aggregations. A [Biodiversity Significance Rank](#) is assigned on the basis of the number of rare species, the quality of the native plant communities, size of the site, and context within the landscape. MBS Sites are ranked Outstanding, High, or Moderate. Areas ranked as Below were found to be disturbed and are retained in the layer as negative data. These areas do not meet the minimum biodiversity threshold for statewide significance but may have conservation value at the local level as habitat for native plants and animals, corridors for animal movements, buffers surrounding higher quality natural areas, or as areas with high potential for restoration of native habitat. The DNR recommends avoidance of MBS Sites of Biodiversity Significance ranked High or Outstanding.

Wetlands within MBS Sites of Outstanding or High Biodiversity Significance may be considered Rare Natural Communities under the Wetland Conservation Act. For technical guidance on Rare Natural Communities, please visit [WCA Program Guidance and Information](#).

For more information please visit [MBS Sites of Biodiversity Significance](#).

**SEARCH RESULTS:** No features were found within the search area.

## DNR Native Plant Communities

*Search distance = 330 feet*

A native plant community is a group of native plants that interact with each other and with their environment in ways not greatly altered by modern human activity or by introduced organisms. These groups of native plant species form recognizable units, such as oak savannas, pine forests, or marshes, that tend to repeat over space and time. Native plant communities are classified and described by considering vegetation, hydrology, landforms, soils, and natural disturbance regimes.

DNR Native Plant Community types and subtypes are given a [Conservation Status Rank](#) that reflects the relative rarity and endangerment of the community type in Minnesota. Conservation Status Ranks range from S1 (critically imperiled) to S5 (secure, common, widespread, and abundant). Native plant communities with a Conservation Status Rank of S1 through S3 are considered rare in the state. The DNR recommends avoidance of rare native plant communities.

Wetland native plant communities with a conservation status rank of S1 through S3 may also be considered Rare Natural Communities under the Wetland Conservation Act. For technical guidance on Rare Natural Communities, please visit [WCA Program Guidance and Information](#).

DNR Native Plant Communities may be given a Condition Rank that reflects the degree of ecological integrity of a specific occurrence of a native plant community. The Condition Rank is based on species composition, vegetation structure, ecological processes and functions, level of human disturbance, presence of exotic species, and other factors. Condition Ranks range from A-rank (excellent ecological integrity) to D-rank (poor ecological integrity). A Condition Rank of NR means Not Ranked and a Condition Rank of MULTI mean multiple ranks are present because the record is a native plant community complex.

For more information please visit [Minnesota's Native Plant Communities](#).

**SEARCH RESULTS:** No features were found within the search area.

## Calcareous Fens

*Search distance = 5 miles*

A calcareous fen is a rare and distinctive peat-accumulating wetland that is legally protected in Minnesota under the Wetland Conservation Act (*Minnesota Statutes, section 103G.223*). Many of the unique characteristics of calcareous fens result from the upwelling of groundwater through calcareous substrates. Because of this dependence on groundwater hydrology, calcareous fens can be affected by nearby activities or even those several miles away. For more information regarding calcareous fens, please see the [Calcareous Fen Fact Sheet](#) or review the [List of Known Calcareous Fens](#).

**SEARCH RESULTS:** No features were found within the search area.

## DNR Old Growth Stands

*Search distance = 330 feet*

[Old-growth forests](#) are natural forests that have developed over a long period of time, generally at least 120 years, without experiencing severe, stand-replacing disturbances such as fires, windstorms, or logging. Old-growth forests are a unique, nearly vanished piece of Minnesota's history and ecology; less than 4% of Minnesota's old-growth forests remain. The DNR recommends avoidance of all DNR Old Growth Stands. The following DNR Old Growth Stands have been documented within the search area.

**SEARCH RESULTS:** No features were found within the search area.

## MN Prairie Conservation Plan

*Search distance = 330 feet*

The [Minnesota Prairie Conservation Plan](#), a twenty-five year strategy for accelerating prairie conservation in the state, identifies Core Areas, Corridors, and Corridor Complexes as areas to focus conservation efforts. The Plan's strategies include protection, enhancement, and restoration of grassland and wetland habitat. To meet the Plan's goals, approaches within Core Areas will need to include restoration and approaches within Corridors will need to include conservation of grassland habitat which can provide stepping stones between larger Core Areas.

**SEARCH RESULTS:** No features were found within the search area.

## Important Bird Areas

Search distance = 1 mile

[Important Bird Areas](#), identified by Audubon Minnesota in partnership with the DNR, are part of an international conservation effort aimed at conserving globally important bird habitats. They are voluntary and non-regulatory, but the designation demonstrates the significant ecological value of the area.

**SEARCH RESULTS:** No features were found within the search area.

## Lakes of Biological Significance

Search distance = 330 feet

[Lakes of Biological Significance](#) are high quality lakes as determined by the aquatic plant, fish, bird, or amphibian communities present within the lake. To be included in this layer, a lake only needs to meet the criteria for one of these four community types. The lake is assigned a biological significance of Outstanding, High, or Moderate based on the community with the highest quality.

The following Lakes of Biological Significance are within the search area:

Public Water Basin Name	Biological Significance	Plant Rank	Fish Rank	Amphibian Rank	Bird Rank
Forest	Outstanding		1		

## USFWS Habitat Conservation Plans

A [Habitat Conservation Plan \(HCP\)](#) is a mechanism for compliance with the federal Endangered Species Act for a given set of activities and protected species. An HCP is required by the U.S. Fish and Wildlife Service (USFWS) as part of an application for an [incidental take permit \(ITP\)](#). The ITP allows the permit holder to proceed with activities covered in the HCP that could result in the unintentional take of federally listed species.

[Lakes States Forest Management Bat Habitat Conservation Plan \(Bat HCP\)](#): (search distance = 0; within area of interest only) This HCP was created to provide flexibility to the Minnesota Department of Natural Resources (DNR) to manage forests while addressing federal Endangered Species Act (ESA) regulations related to federally threatened and endangered bat species. The Bat HCP covers three bat species within Minnesota: northern long-eared bat, little brown bat, and tricolored bat. This report is intended to help non-federal, non-DNR landowners evaluate their potential eligibility for the Landowner Enrollment Program of the Bat HCP (For DNR-administered land, DNR staff should refer to the Bat HCP Implementation Policy).

[Landowner Enrollment Program](#) – DNR's incidental take permit may be extended through the Landowner Enrollment Program (LEP) to eligible non-federal landowners who conduct forest management activities. Landowners may be eligible to enroll in the LEP if they are a county land administrator, own more than 10,000 acres, or own land that overlaps a Bat HCP feature. The results below indicate if the defined area of interest overlaps a Bat HCP feature. For more information on how to enroll in the LEP, please visit the [Landowner Enrollment Program \(LEP\)](#).

**SEARCH RESULTS:** No Bat HCP features were found within the area of interest. Landowners are only eligible to apply for the Landowner Enrollment Program if they are a county land administrator or they own more than 10,000 acres.

## USFWS Regulatory Layers

To ensure compliance with federal law, conduct a federal regulatory review using the U.S. Fish and Wildlife Service's (USFWS) online [Information for Planning and Consultation \(IPaC\) tool](#). This report is not a substitution for a Section 7 review.

For informational purposes only, this tool currently checks the following USFWS Regulatory Layers:

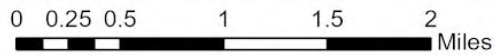
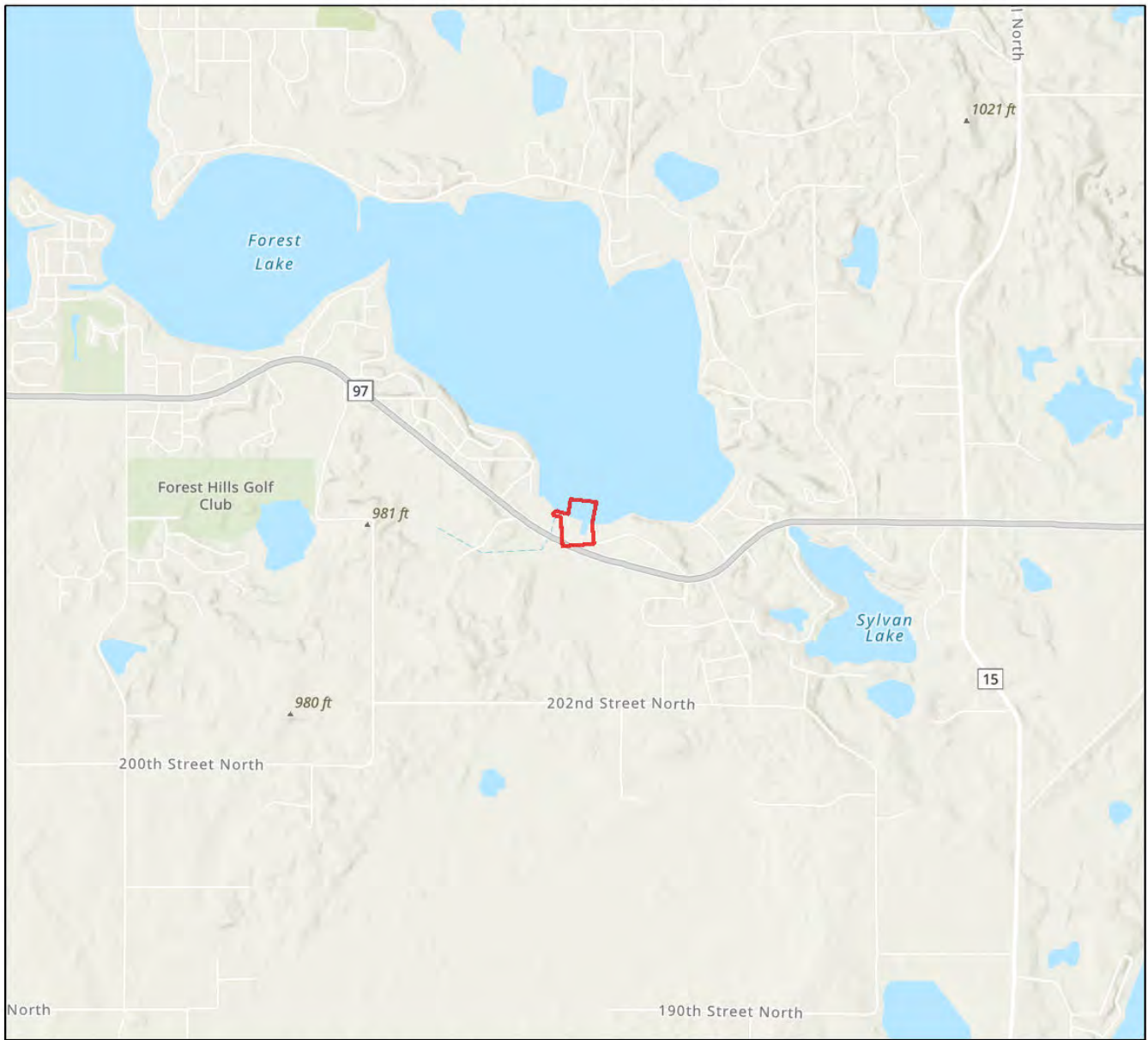
**Rusty Patched Bumblebee High Potential Zones:** (*search distance = 0; within area of interest only*) The rusty patched bumble bee (*Bombus affinis*), federally listed as endangered, is likely to be present in suitable habitat within the high potential zones. From April through October this species uses underground nests in upland grasslands, shrublands, and forest edges, and forages where nectar and pollen are available. From October through April the species overwinters under tree litter in upland forests and woodlands. The rusty patched bumble bee may be impacted by a variety of land management activities including, but not limited to, prescribed fire, tree-removal, haying, grazing, herbicide use, pesticide use, land-clearing, soil disturbance or compaction, or use of non-native bees. The [USFWS RPBB guidance](#) provides guidance on avoiding impacts to rusty patched bumble bee and a key for determining if actions are likely to affect the species; the determination key can be found in the appendix. Please visit the [USFWS Rusty Patched Bumble Bee Map](#) for the most current locations of High Potential Zones.

The following USFWS Regulatory Species are within the search area:

- Rusty Patched Bumble Bee High Potential Zone

# Timm's Marina Dock Addition

## Conservation Planning Map



Area of Interest

Size (acres): 14.07

County(s): Washington

Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS  
 Metropolitan Council, MetroGIS, MN Dept Natural Resources, Esri, TomTom,  
 Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS,



## **Appendix D. Studies, Reports, and Approvals**

**Exhibit D-1. State Historic Preservation Office (SHPO) Response  
(February 19, 2025)**

February 19, 2025

Joe Maslow  
Timm's Marina  
9080 Jewel Lane  
Forest Lake, MN 55025

RE: Timm's Marina Dock Addition  
9080 Jewel Lane N, Forest Lake, Washington County  
SHPO Number: 2025-0548

Dear Joe Maslow:

Thank you for consulting with our office during the preparation of an Environmental Assessment Worksheet for the above-referenced project.

Based on our review of the project information, we have determined that no significant archaeological sites will be affected by this project and that there are **no properties** listed in the National or State Registers of Historic Places, or within the Historic Sites Network, that will be affected by this project.

Please note that this comment letter does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 and 36 CFR § 800. If this project is considered for federal financial assistance, or requires a federal permit or license, then review and consultation with our office will need to be initiated by the lead federal agency. Be advised that comments and recommendations provided by our office for this state-level review may differ from findings and determinations made by the federal agency as part of review and consultation under Section 106.

Please contact Kelly Gragg-Johnson, Environmental Review Specialist, at (651) 201-3285 or [kelly.graggjohnson@state.mn.us](mailto:kelly.graggjohnson@state.mn.us) if you have any questions regarding our review of this project.

Sincerely,



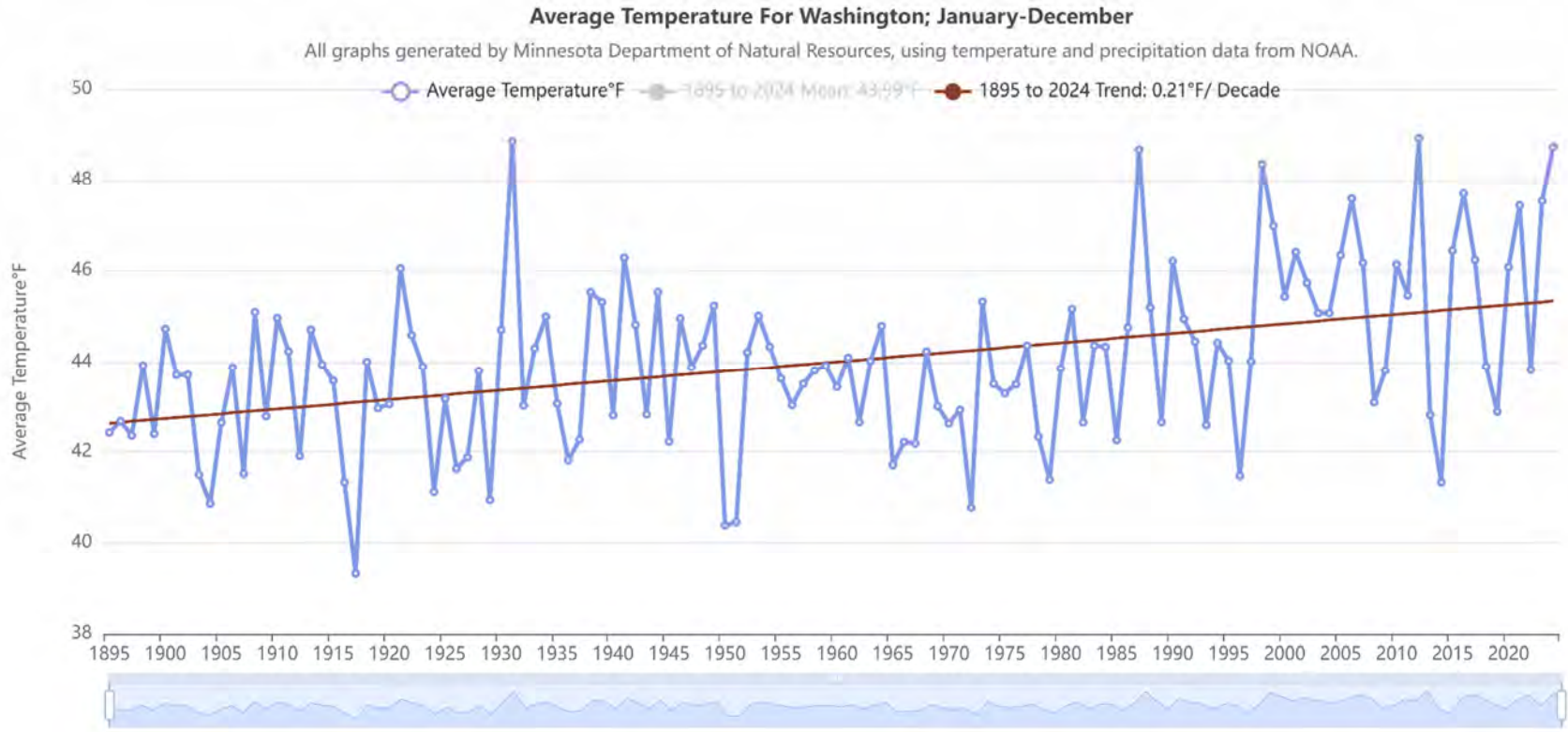
Amy Spong  
Deputy State Historic Preservation Officer

**Appendix E. Minnesota Climate Data Explorer and Greenhouse Gas Emissions**

**Exhibit E-1. Washington County Climate Data**

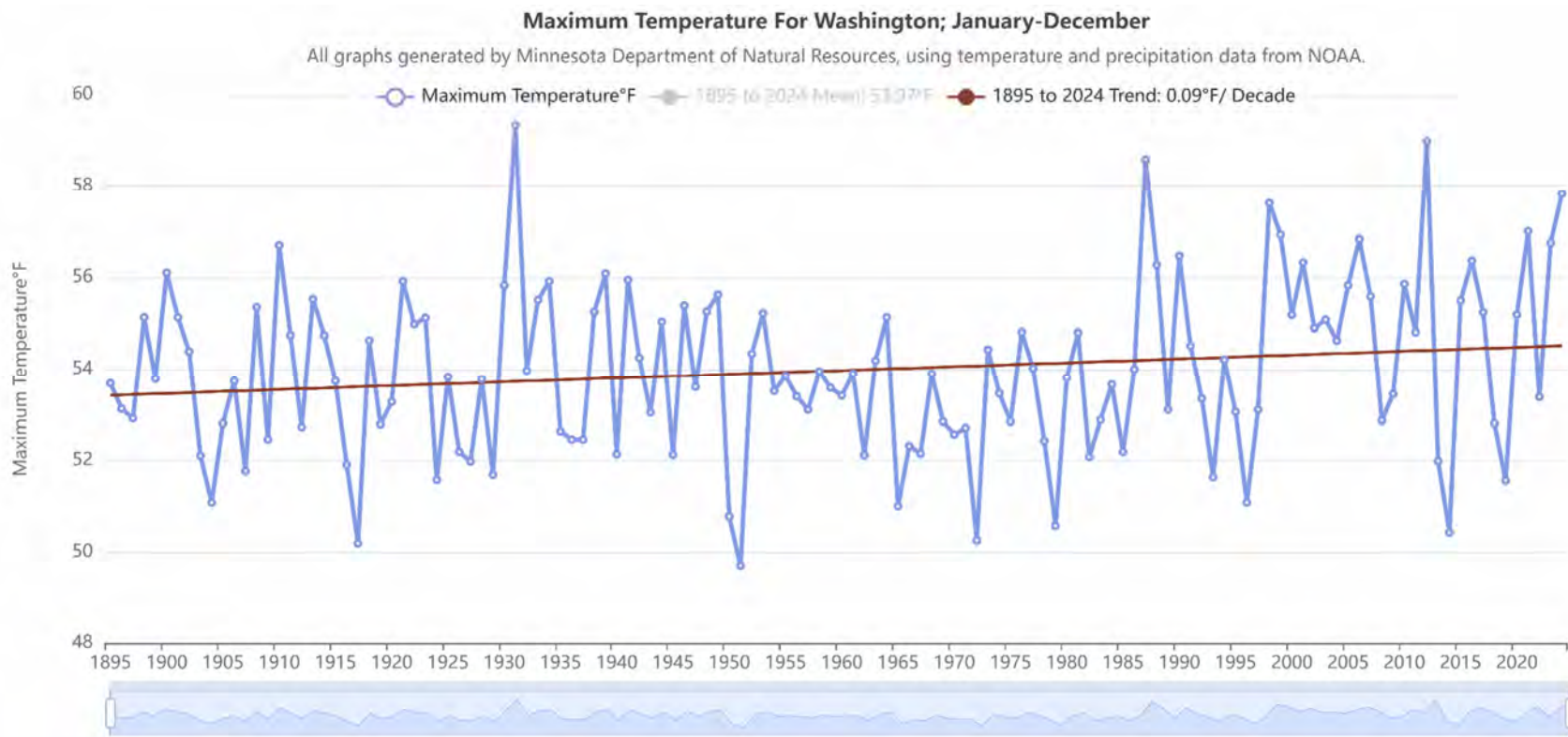
**Exhibit E-2. Estimated Project Greenhouse Gas Emissions**

# (1) Past Average Temperature Trends



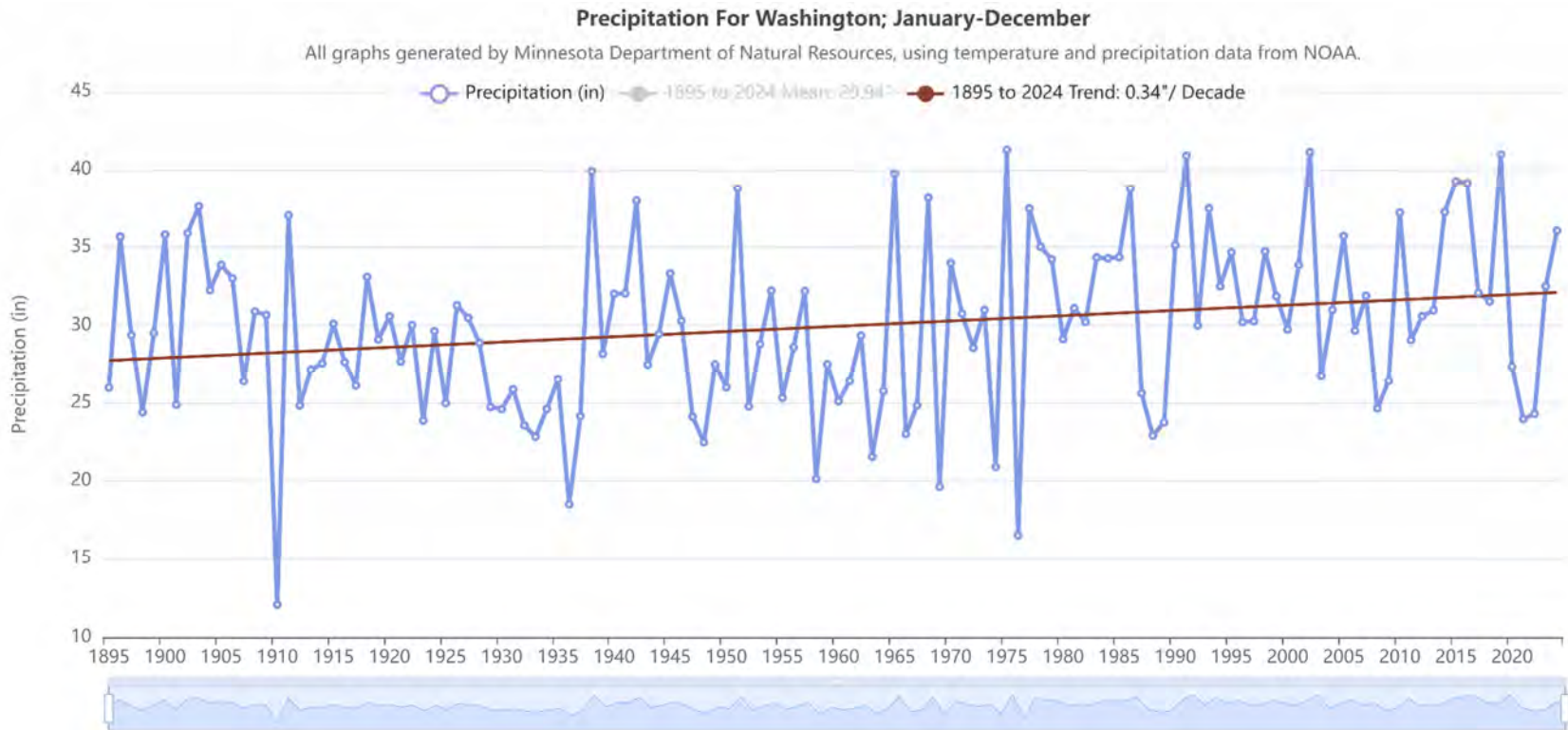
(Minnesota Department of Natural Resources)

## (2) Past Average Maximum Temperature Trends



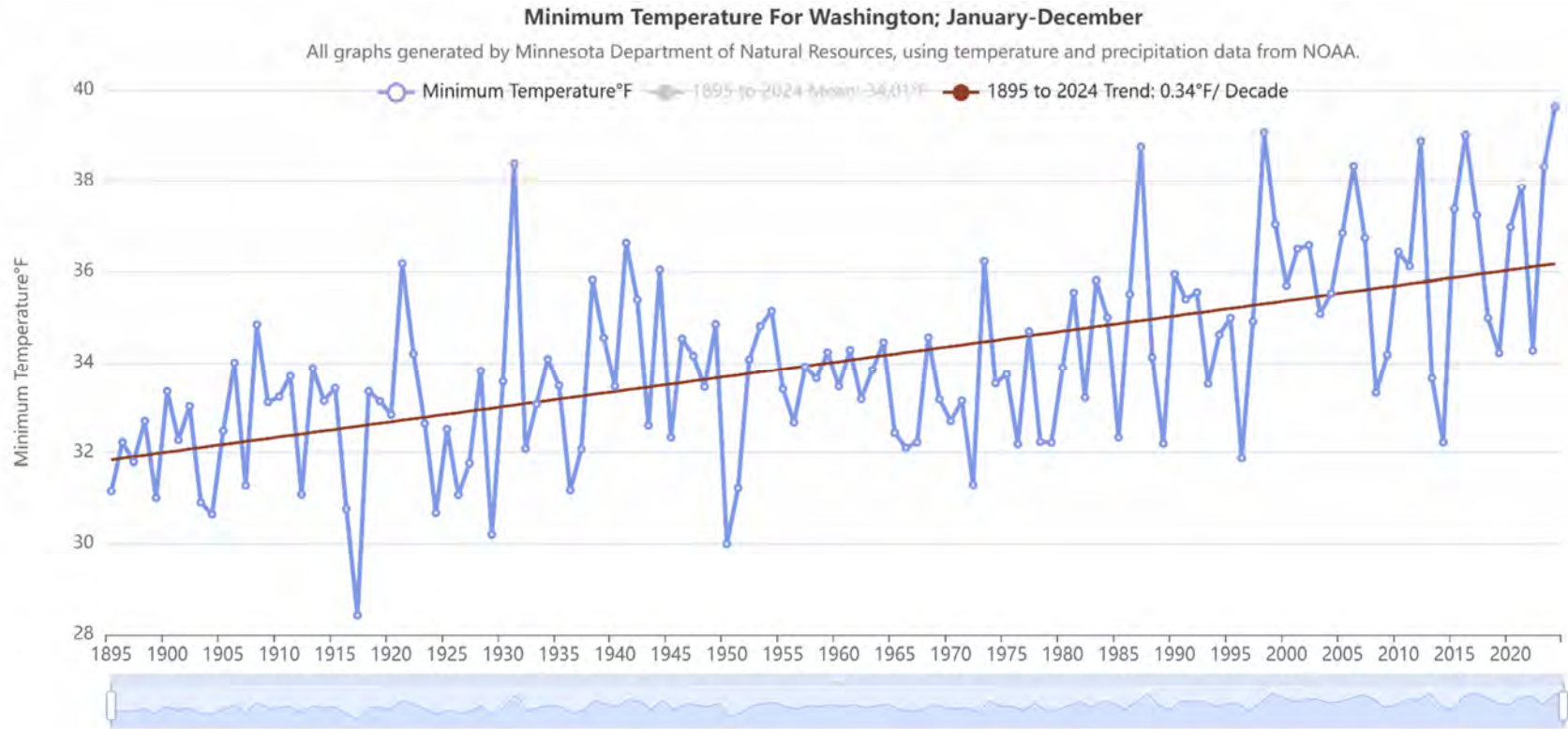
(Minnesota Department of Natural Resources)

### (3) Past Precipitation Trends



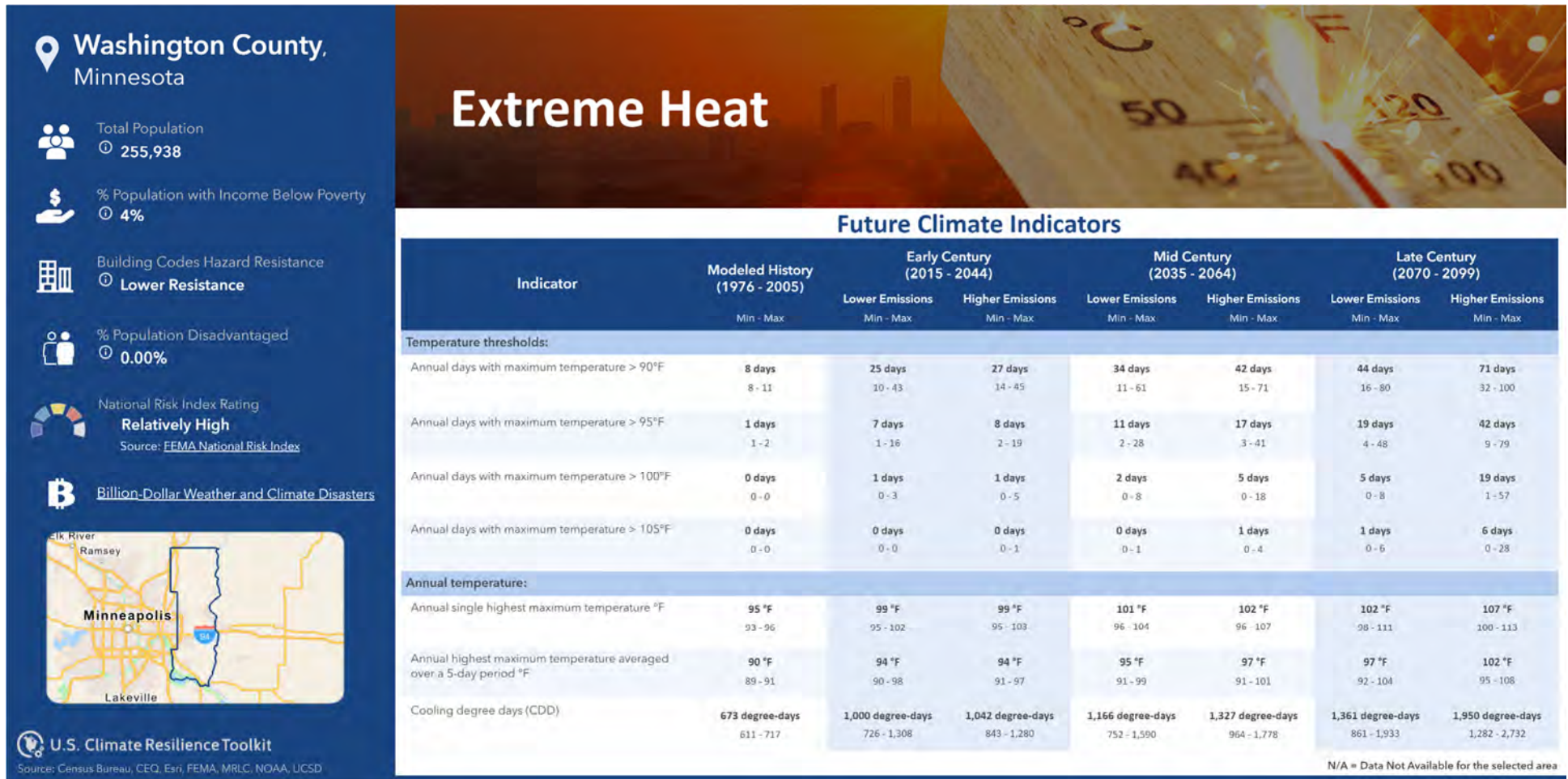
(Minnesota Department of Natural Resources)

## (4) Past Average Minimum Temperature Trends



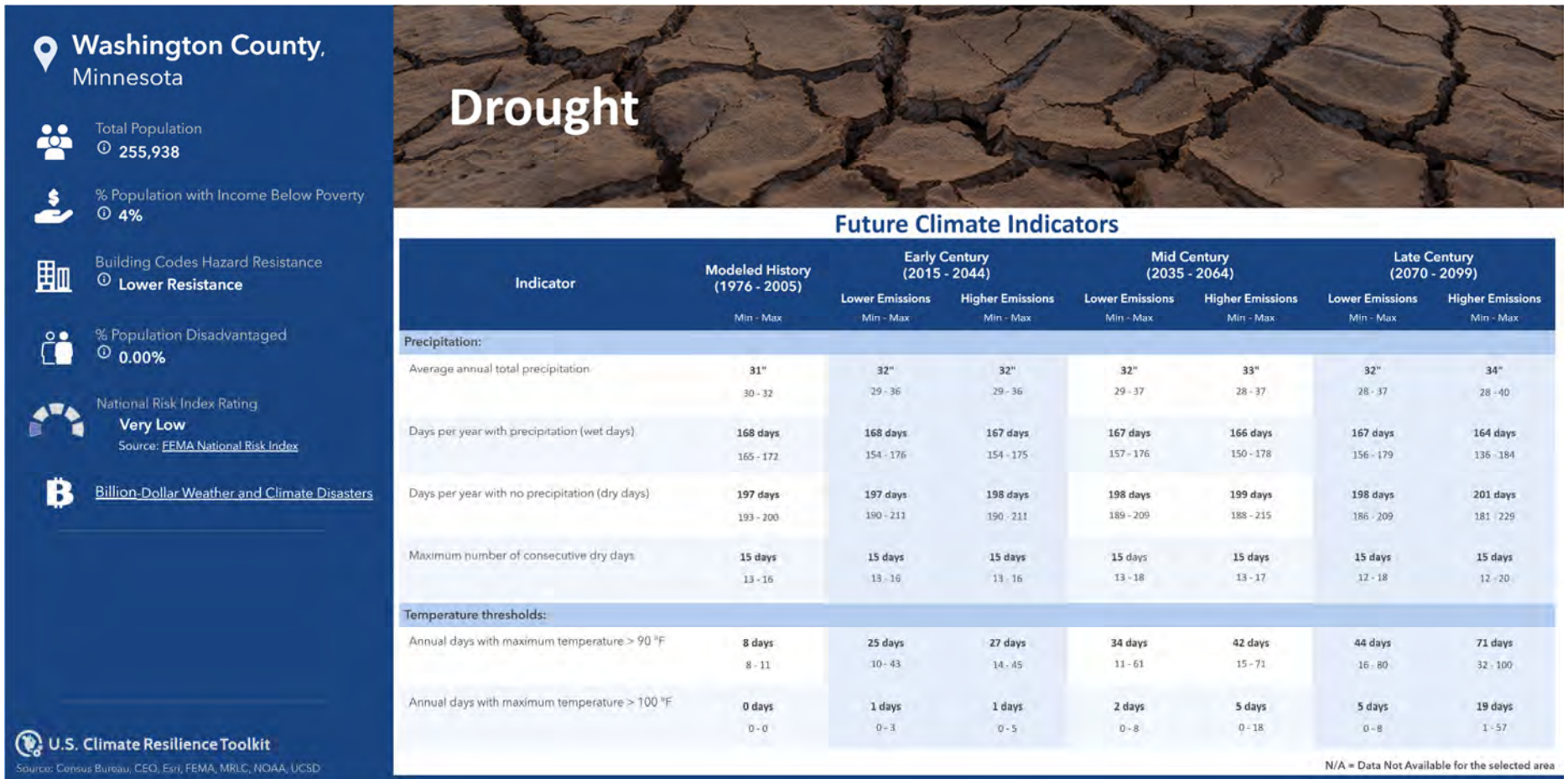
(Minnesota Department of Natural Resources)

## (5) Projected Washington County Extreme Heat Trends



(U.S. Climate Resilience Toolkit, 2024)

## (6) Projected Washington County Drought Trends



(U.S. Climate Resilience Toolkit, 2024)



# Minnesota Climate Calculator: Project Summary Report

Date Prepared: 10/28/2025

The results shown below were generated using the Minnesota Climate Calculator. The emissions quantified account for the full greenhouse gas impact of a potential project throughout the construction and operational phases of the project. This includes emissions from project activities that occur on-site as well as emissions that occur upstream and downstream of the project. The results are based on user inputs and assumptions; actual project emissions may vary.

## Background Information

Project Name	Timm's Marina	
Project Category (primary)	Subp. 25, Marinas	
Project Category (secondary)		
Location (County)	Washington	
Construction Start Date	5/1/2026	
Operational Year	2026	
Operational Lifetime (Years)	25	

Electricity Provider	Grid Average	
Portion of Building Electricity Consumption to be Generated On-Site via Renewables or Supplied through the Purchase of Renewable Energy Credits (RECs)		0%
Portion of Building Natural Gas Consumption to be Supplied from Renewable Sources		0%

Building Construction Project?	No
--------------------------------	----

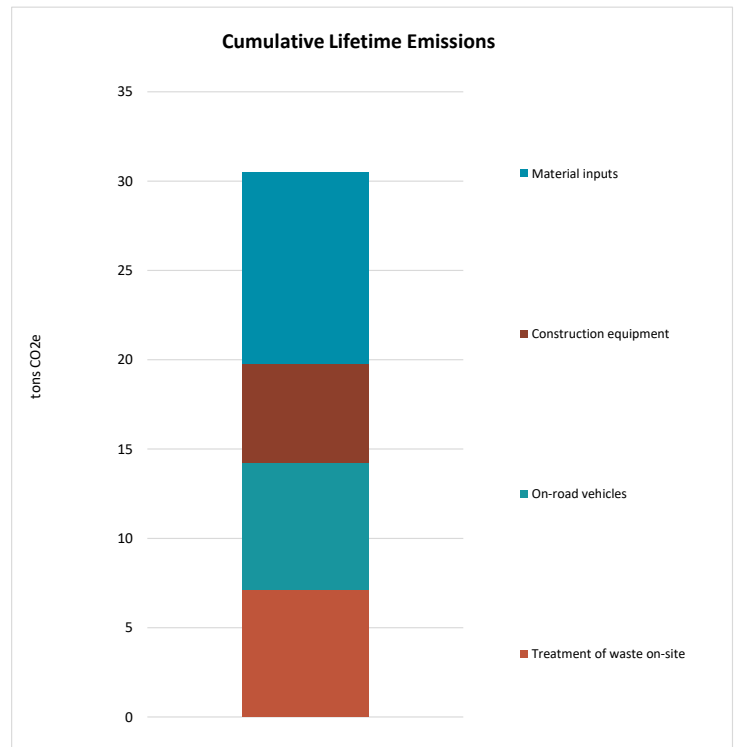
Construction Stage	Duration (Days)
Demolition	-
Site Preparation	7
Grading	-
Building Construction	-
Architectural Coatings	-
Paving and Landscaping	-

## Summary Results

Project Lifetime	25
Unit	tons

Phase	CO <sub>2</sub> e Emissions	
	Cumulative	Annualized
<b>Construction</b>		
Material inputs	10.74	0.43
Transportation of material inputs	0.14	0.01
Employee commuting	NA	NA
Construction equipment	5.54	0.22
Land use change (construction)	NA	NA
Construction waste	NA	NA
<b>Operation</b>		
Building energy consumption	NA	NA
Coal production	NA	NA
Natural gas and oil products	NA	NA
Industrial processes	NA	NA
HFC leakage	NA	NA
Land use change (operations)	NA	NA
On-road vehicles	7.12	0.28
Treatment of waste on-site	NA	NA
Treatment of wastewater on-site	NA	NA
Treatment of waste off-site	NA	NA
Enteric fermentation	NA	NA
Manure management	NA	NA
<b>Total</b>	<b>23.55</b>	<b>0.94</b>

Note: NA indicates that emissions were not quantified and/or are not applicable.



## User Inputs

Note: NA indicates that emissions were not quantified and/or activity is not applicable.

### Material Inputs

Material Type	Quantity	Unit	Geographical Sourcing
Aluminum	1.50	Tons	Unknown
Asphalt	0.00	Tons	Domestic
Brick	0.00	Tons	Unknown
Concrete	0.00	Tons	Domestic
Glass	0.00	Tons	Unknown
Insulation (residential)	0.00	Tons	Unknown
Insulation (commercial)	0.00	Tons	Unknown
Steel	0.00	Tons	Unknown
Wood Products	0.00	Tons	Unknown

### Employee Commuting

Construction Stage	Daily Average Number of Employees Commuting
Demolition	NA
Site Preparation	NA
Grading	NA
Building Construction	NA
Architectural Coatings	NA
Paving and Landscaping	NA

Transportation Mode	Percent of Employees
Single Occupancy Vehicle	NA
Carpool	NA
Motorcycle	NA
Bus	NA
Transit Rail	NA
Bike/Walk	NA

Average One-Way Commute Length (miles)	NA
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### Construction Equipment

Equipment Type	Fuel Type	Number of Hours per Day by Construction Stage					
		Demolition	Site Preparation	Grading	Building Construction	Architectural Coatings	Paving and Landscaping
Air Compressors	Diesel	0	0	0	0	0	0
Cement and Mortar Mixers	Diesel	0	0	0	0	0	0
Concrete/Industrial Saws	Diesel	0	0	0	0	0	0
Cranes	Diesel	0	0	0	0	0	0
Excavators	Diesel	0	0	0	0	0	0
Forklifts	Diesel	0	0	0	0	0	0
Generator Sets	Diesel	0	0	0	0	0	0
Graders	Diesel	0	0	0	0	0	0
Pavers	Diesel	0	0	0	0	0	0
Paving Equipment	Diesel	0	0	0	0	0	0
Rollers	Diesel	0	0	0	0	0	0
Rubber Tired Dozers	Diesel	0	7	0	0	0	0
Scrapers	Diesel	0	0	0	0	0	0
Tractors/Loaders/Backhoes	Diesel	0	0	0	0	0	0
Welders	Diesel	0	0	0	0	0	0

### Land Use Change

Land Use Type	Acres		
	Pre-Construction	Post-Construction	Post-Operation
Wetlands, forested	NA	NA	NA
Wetlands, not forested	NA	NA	NA
Forest	NA	NA	NA
Rivers and streams	NA	NA	NA
Brush and grassland	NA	NA	NA
Cropland	NA	NA	NA
Livestock rangeland/pastureland	NA	NA	NA
Lawn/landscaping	NA	NA	NA
Green Infrastructure: Constructed wetlands, paved	NA	NA	NA
Green Infrastructure: Constructed wetlands, vegetated	NA	NA	NA
Green Infrastructure: Constructed green roofs	NA	NA	NA
Green Infrastructure: Constructed permeable pavements	NA	NA	NA
Impervious surface	NA	NA	NA
Stormwater pond (wet sedimentation basin)	NA	NA	NA

Trees	Number
Number of mature trees removed	NA
Number of new trees planted	NA

**Construction Waste**

Material Type	Quantity (tons)
Aluminum	NA
Asphalt	NA
Brick	NA
Concrete	NA
Glass	NA
Insulation	NA
Steel	NA
Wood Products	NA
Mixed Waste	NA

**Building Energy Consumption**

Building Type	Energy Intensity (Btu/sq ft/year)			
	Electricity	Natural Gas	Propane	Kerosene or Fuel Oil
Residential	NA	NA	NA	NA
Commercial	NA	NA	NA	NA
Industrial	NA	NA	NA	NA
Institutional	NA	NA	NA	NA
Other	NA	NA	NA	NA

**Emissions from Coal Production**

Coal Type	Incremental Production (tons/year)
Mixed Coal	NA
Anthracite Coal	NA
Bituminous Coal	NA
Subbituminous Coal	NA
Lignite Coal	NA
Coal Coke	NA

**Emissions from Natural Gas and Oil Products**

Fuel Type	Incremental Throughput	Unit
Natural Gas	NA	Cubic Feet/year
Renewable Natural Gas	NA	Cubic Feet/year
Propane	NA	Gallons/year
Gasoline	NA	Gallons/year
Distillate Fuel Oil No. 1	NA	Gallons/year
Distillate Fuel Oil No. 2	NA	Gallons/year
Distillate Fuel Oil No. 4	NA	Gallons/year
Residual Fuel Oil No. 5	NA	Gallons/year
Residual Fuel Oil No. 6	NA	Gallons/year
Liquified Petroleum Gas (LPG)	NA	Gallons/year
Kerosene	NA	Gallons/year
Kerosene Jet Fuel	NA	Gallons/year
Biodiesel 100	NA	Gallons/year
Biodiesel 20	NA	Gallons/year
Renewable Diesel	NA	Gallons/year

**Natural Gas Assumptions**

Percent Reduction in Leakage and Venting Emissions	NA
Leakage and Venting Emissions (kgCO <sub>2</sub> e/MMBtu)	NA

**Industrial Processes**

Product Type	Quantity (tons/year)	Emission Factor (kgCO <sub>2</sub> e/ton)
Cement	NA	NA
Lime	NA	NA
Limestone Use	NA	NA
Magnesium	NA	NA
Iron and Steel	NA	NA
Ammonia	NA	NA
Aluminum	NA	NA
Nitric Acid	NA	NA

**HFC Leakage**

Building Type	Percent of Building Area Utilized
Residential	NA
Commercial	NA
Industrial	NA
Institutional	NA

**On-Road Vehicles**

Speed Bin (miles/hr)	Additional VMT (miles/year)
Fleet Average	720
0-30	0
31-55	0
56-75	0

**Treatment of Waste On-Site**

Waste Treatment Practice	Quantity of Waste Treated (tons/year)
	NA
	NA
	NA

**Treatment of Wastewater On-Site**

<b>Population Served by Treatment Plant</b>	NA
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Product Type	Production (MT/year)
	NA

**Treatment of Waste Off-Site**

Activity	Quantity	Waste Generation Rate	Unit
Number of single family households	NA	NA	lb/household/day
Number of employees (commercial)	NA	NA	lb/employee/day
Number of employees (industrial)	NA	NA	lb/employee/day
Number of employees (institutional)	NA	NA	lb/employee/day
Visitors per year (public venues)	NA	NA	lb/visitor

Waste Treatment Practice	Percent of Waste
Recycled	NA
Composted	NA
Landfilled	NA
Combusted	NA

**Enteric Fermentation and Manure Management**

Livestock Type	Population	Percentage of Manure Management System											
		Anaerobic digester	Anaerobic lagoon - liquid	Cattle deep litter	Composting	Daily spread	Deep pit	Dry lot	Liquid/slurry	Pasture, range, paddock	Poultry with litter	Poultry without litter	Solid storage
Bulls	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Beef cows	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Beef heifers	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Steer stockers	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Heifer stockers	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Feedlot beef	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Beef calves	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Dairy heifers	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Dairy cows	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Dairy calves	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Swine, <55 lbs	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Swine 55-330 lbs	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Swine 330+ lbs	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Poultry, layers	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Poultry, pullets	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Poultry, chickens	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Poultry, broilers	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Turkeys	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

<b>Percent of manure applied or sold for application to agricultural soils (pasture or cropland) as fertilizer</b>	0%
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## Notes

General Notes	
Material inputs	Weight assumed based on an online retailers of a 4x10" section of dock weighing 80lbs.
Transportation of material inputs	
Employee commuting	
Construction equipment	Assumed one week install using one piece of machinery for movement of dock pieces. Poles are hand driven.
Land use change (construction)	
Construction waste	
Building energy consumption	
Coal production	
Natural gas and oil products	
Industrial processes	
HFC leakage	
Land use change (operations)	
On-road vehicles	The users of the marina are not known at this time therefore for the calculations it was assumed that traveling to the marina would occur about once every other week during the operational season and vehicles would average about 20 miles each way to arrive at the marina.
Treatment of waste on-site	
Treatment of wastewater on-site	
Treatment of waste off-site	
Enteric fermentation	
Manure management	
Mitigation Measures	
Adaptation Strategies	

**Greenhouse Gas Equivalencies- Boat Gasoline Usage**

Current Fuel Usage	5700 gallons
Percentage Used by Boats in Slips	30 %
Fuel Used by boats using slips	1710 gallons
Estimated gallons per boat slip (current: 96 boats)	17.8 gallons per boat
Estimated gasoline usage by current and proposed slips	2990.4 gallons/year
Carbon Dioxide (CO2)Equivalent*	29.3 tons/year
Lifetime Emmissions (25 years)	732.5 tons

\*Based on EPA's Greenhouse Gas Equivalencies Calculator

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