



PLANNING COMMISSION MEETING AGENDA

City of New Prague

Wednesday, July 22, 2026 at 6:30 PM

City Hall Council Chambers - 118 Central Ave N

1. CALL TO ORDER

2. PUBLIC FORUM

(Public Forum is intended to afford the public an opportunity to address comments, questions and concerns with the Planning Commission. Speakers limited to five minutes.)

3. APPROVAL OF REGULAR AGENDA

4. APPROVAL OF PREVIOUS MEETING MINUTES

[a.](#) June 24, 2026 Regular Meeting

5. NEW BUSINESS

- [a.](#) Request for Concept Plan Review
Harvest Fields, 63-acre residential development
JPB Land LLC - Applicant
- [b.](#) Concept Review of UDC 2nd Miscellaneous Amendments

6. OLD BUSINESS

[a.](#) None

7. MISCELLANEOUS

[a.](#) Monthly Business Updates

8. ADJOURNMENT

*Anyone speaking to the Planning Commission
shall state their name and address for the record.
Thank you.*

THE PURPOSE OF THE ZONING ORDINANCE IS TO PROMOTE THE HEALTH, SAFETY, ORDER, CONVENIENCE AND GENERAL WELFARE, BY REGULATING THE USE OF LAND, THE LOCATION AND USE OF BUILDINGS AND THE ARRANGEMENT OF BUILDINGS ON LOTS, AND THE DENSITY OF POPULATION IN THE CITY OF NEW PRAGUE.



PLANNING COMMISSION MINUTES

City of New Prague

Wednesday, June 24th, 2026

City Hall Council Chambers - 118 Central Ave N

1. CALL TO ORDER

The meeting was called to order at 6:31pm by Chair Dan Meyer.

The following members were present: Chair Dan Meyer, Vice Chair Brandon Pike, Jennifer Schultz, Jason Bentson, and Rik Seiler.

The following members were absent: Shawn Ryan.

The following City Staff were present: Community Development Director Ken Ondich and Planner Evan Gariepy.

2. INTRODUCTION OF NEW MEMBER – JENNIFER SCHULTZ

The Planning Commission was introduced to the new member, Jennifer Schultz.

3. ELECT CHAIR AND VICE CHAIR FOR 2026/2027

There was discussion regarding the new Chair and Vice Chair for 2026 and 2027.

A motion was made by Seiler, seconded by Pike, to elect Meyer as the Chair and Pike as Vice Chair for the remainder of 2026 and into 2027.

Motion carried (4-0)

4. PUBLIC FORUM

A motion was made by Pike, seconded by Schultz, to open the public forum at 6:33pm.

Motion carried (4-0)

No comments were given.

A motion was made by Pike, seconded by Seiler, to close the public forum at 6:33pm.

Motion carried (4-0)

5. APPROVAL OF REGULAR AGENDA

a. June 24th, 2026 Regular Meeting

A motion was made by Pike, seconded by Schultz, to approve the June 24th, 2026 regular meeting agenda.

Motion carried (4-0)

6. APPROVAL OF PREVIOUS MEETING MINUTES

a. May 27th, 2026 Regular Meeting

A motion was made by Seiler, seconded by Pike, to approve the May 27th, 2026 regular meeting minutes.

Motion carried (4-0)

7. NEW BUSINESS

a. Public Hearing for Request for Conditional Use Permit #C1-2026 – Cannabis Cultivation Business located at 100 2nd Ave. SW in the I-1 Light Industrial Zoning District

Gariepy presented the CUP request.

Ravi Seeley and José Maltos, representing the applicant Bold North Hemp LLC, were in attendance. Seeley stated that they are headquartered in Minnetonka, and have opened up other cannabis cultivation businesses as well as retail locations existing or in the works.

Seiler asked for clarification regarding the loading dock access. Maltos stated that the loading dock in the southeast portion of the building will not be utilized by the proposed cultivation business, and will be completely blocked off from it. It will solely be for use by 2 If By Sea Tactical. Maltos stated that the cultivation business would only use the proposed entrance on the northeast side of the building, which would have direct access to outside.

Maltos stated that all waste material, including wastewater and all plant clippings, will be securely held then transported to Minnetonka for processing and disposal. He noted that the state requires tracking of the product from seed to its end use. He also stated that this is the third cannabis grow facility he has assisted in setting up.

Schultz inquired about the security. Maltos stated that the cameras will have full overlap, with backups in two different locations. He stated that it is regulated by the OCM, and they require that they cannot have signage advertising the facility. Seeley stated that they will have 24 hour security. Maltos stated that all people who enter will have to sign in, and that each door will be locked at all times and have to be scanned into, and that different employees will have different levels of access.

Meyer stated that he appreciates that the proposed site within the mill is good for security.

Maltos stated that even the transport company must be licensed by the state and follow a number of protocols. He additionally noted that potency of product is tested and determined at a different location before it can be sold to consumers.

Seiler asked Austin Reville, owner of 2 If by Sea Tactical, what his thoughts on the proposed use were.

Austin Reville, owner of 2 If By Sea Tactical stated that he was not thrilled with the use but he was not sure what he can do about it.

A motion was made by Seiler, seconded by Schultz, to open the public hearing at 7:25pm.
Motion carried (4-0)

No comments were given.

A motion was made by Seiler, seconded by Schultz to close the public hearing at 7:26pm.
Motion carried (4-0)

A motion was made by Seiler, seconded by Schultz, to recommend approval to City Council regarding Conditional Use Permit #C1-2026 to allow for a cannabis cultivation business in the I-1 Light Industrial District.
Motion carried (4-0)

8. OLD BUSINESS

b. Public Hearing for Minor Miscellaneous Unified Development Code (UDC) Amendments

Ondich presented the proposed minor miscellaneous UDC amendments.

A motion was made by Seiler, seconded by Pike, to open the public hearing at 7:32pm.

Motion carried (4-0)

No comments were given.

A motion was made by Seiler, seconded by Pike, to close the public hearing at 7:32pm.

Motion carried (4-0)

A motion was made by Pike, seconded by Schultz, to recommend approval to City Council regarding the minor miscellaneous amendments to the Unified Development Code.

Motion carried (4-0)

7. MISCELLANEOUS

a. Monthly Business Updates

Ondich presented the monthly business update as information.

b. Consider Establishing New Regular Meeting Time

Ondich presented the memo regarding potentially moving the meeting start time from 6:30pm to 6:00pm.

Meyer stated he prefers the 6:30pm meeting due to difficulties making the 6:00pm meeting time. Seiler stated he supports the 6:30pm start time. Shultz and Pike stated they are fine with either time.

No action was taken, as the meeting start time is to remain 6:30pm.

8. ADJOURNMENT

A motion was made by Seiler, seconded by Pike, to adjourn the meeting at 7:45pm.

Motion carried (4-0)

Respectfully submitted,



Evan C. Gariepy
Planner



118 Central Avenue North, New Prague, MN 56071
phone: 952-758-4401 fax: 952-758-1149

MEMORANDUM

TO: PLANNING COMMISSION
FROM: KEN ONDICH, COMMUNITY DEVELOPMENT DIRECTOR
EVAN GARIEPY, PLANNER
SUBJECT: CONCEPT REVIEW OF HARVEST FIELDS SINGLE FAMILY RESIDENTIAL DEVELOPMENT CONSISTING OF 185 LOTS ON 63.05 ACRES ON LAND GUIDED AS R1 SINGLE FAMILY RESIDENTIAL AND RM MEDIUM DENSITY RESIDENTIAL, AS PROPOSED BY JPB LAND, LLC, APPLICANT.
DATE: 7/16/2026

Background / History

On July 1st, 2026, City Staff received a concept review application for a proposed residential development from JPB Land, LLC named Harvest Fields. The concept plan being reviewed is labeled “Harvest Fields – Concept Plan” and is dated July 7, 2026. Additionally submitted were a “Concept Plan – Surrounding View” also dated July 7, 2026 which shows the City/County’s nearly completed Alton Ave. NE corridor study and roadway connections to confirm that the concept would fit the planned area intersections, as well as a set of slides about JPB Land and JP Brooks Builders and finally a set of slides specific to the proposed concept development for Harvest Fields. All files and documents are attached to this report.

The concept plan encompasses 63.05 acres of land, directly north of 7th St NE, east of the Heritage Estates Development/Heritage Park and north/west of the Bohemia Acres Development near Wencel Ave. NE.

A total of 185 single family residential lots are shown with a mix of general lot size categories as follows:

- 42’ Wide – 28
- 52’ Wide – 34
- 62’ Wide – 100
- 72’ Wide - 23

Additionally, lands are shown as possible public dedications including an expansion of Heritage Park of approximately 1.41 acres and likely other land for the continuation of the Greenway Trail System, Stormwater Ponds and existing delineated wetland areas.

Concept reviews occurring at public meetings include the July 14th Park Board Meeting, the July 22nd Planning Commission Meeting and the August 3rd City Council Meeting. Concept Review would be followed up by Annexation and Rezoning/Preliminary Planned Unit Development (PUD) as the next steps, with platting and a final PUD for each phase approved as the final step.

Legal Description

The legal description of the area has not yet been provided. The land is approximately 63.05 acres.

A full legal description will be required for any future land use applications.

Annexation

The subject property is currently not located within City Limits and would need to be annexed.

The City of New Prague has an orderly annexation agreement with Helena Township. An annexation application and petition for annexation are required to start the process.

The City is in the early stages of initiating discussions with Helena Township regarding a new Orderly Annexation Agreement, but considering the timing of this development the existing OAA would prevail.

Comprehensive Plan

Within the 2045 Comprehensive Plan, multiple goals for the City to work towards are listed. Staff believes that the proposed concept plan meets the following goals:

Housing Goal 1: Attract and retain residents including young professionals, families, and retirees by supporting Life Cycle Housing throughout the community.

- The concept plan proposes a life cycle housing neighborhood, with smaller houses and lots for young professionals and retirees, including single-family villa houses, while also providing larger houses and yards for larger families.

Parks and Recreation Goal 1: Develop and support a comprehensive system of safe, aesthetically pleasing, and useful open spaces and trails that serve the entire community.

- The proposed concept plan shows an expansion of Heritage Park, as well as an expansion of the Greenway Trail.
- The proposed expansion of Greenway Trail also gives the opportunity for it to link west back into the existing Heritage Estates Greenway Trail, east potentially towards Cedar Lake with future developments and finally south into the existing Highview Greenway

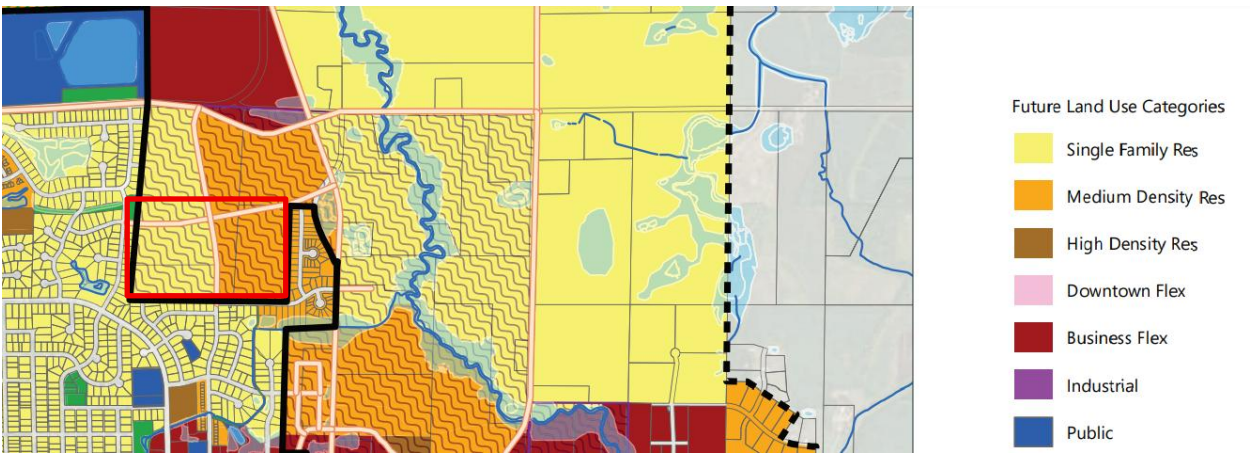
Trail, thereby closing a gap on the existing system. Being part of the Greenway, this trail would also fit well besides the natural wetland features rather than be a roadside trail.

Agriculture and Natural Resources Goal 1: Protect and enhance and natural settings unique to the character of New Prague.

- The proposed expansion of the Greenway Trail would go through a natural wetlands feature.

Zoning

The property is currently unannexed. In the Comprehensive Plan, the west side is zoned as Single Family Residential and the east side as Medium Density Residential.



As the property is currently within Helena Township, at the time it is annexed it would have to be rezoned (or better referred to as establishing the zoning). Staff does not know if the applicant intends to apply to rezone the property as Single Family, Medium Density, both, or neither. The applicant does intend to also apply for a Planned Unit Development (PUD), which would overlay the zoning that is established.

PUD

The applicant stated that they intend to apply for the development through what is called a Planned Unit Development (PUD). This would functionally provide something akin to variances for requirements set forth in the UDC, in exchange for something beneficial for the City. The process for granting a PUD is outlined in the Unified Development Code Section 3.002 (I).

This section outlines benefits that may be granted to the City through permitting a PUD. Staff believes that the proposed concept plan would provide the following benefits, as listed in the UDC Section 3.002 (I) (3):

- (b) More creative, efficient, and effective use of land, open space, and public facilities through mixing of land uses.
- (f) Increasing transportation options, such as walking, biking, or busing.

- (g) Providing opportunities for life cycle housing to all ages.
- (h) Providing more efficient and effective use of streets, utilities, and public facilities that support high quality land use development at a lesser cost.
- (i) Enhanced incorporation of recreational, public and open space components in the development...
- (j) Preserving and enhancing desirable site characteristics and open space and protection of sensitive environmental features including but not limited to steep slopes, wetlands and trees.

Section 3.002 (I) (4) also states that a PUD may allow for density transfer and district integration. The proposed concept plan shows a mix of small and large lots, combining principals behind the R1 and RM Zoning Districts to provide for efficient and integrated life cycle housing throughout the proposed development area rather than segregating said lot types from each other.

The current concept plan does not meet all of the Unified Development Code's specified density and lot size requirements. Notably, it proposes lot widths down to a width of 42' (which are 8' less than the RM district would allow by right) on up to 72' wide lots which exceed the minimum lot size for the R1 district by 12'. Additionally, a side yard reduction is sought throughout the development from 7' down to 6'. These deviations are allowed if specifically set forth in a PUD plan.

Density / Lot Size / Setbacks

The minimum lot size in the R1 Single Family Residential Zoning District is 8,3000 sq. ft. with a minimum lot width of 60'. Setbacks are 25' front, 7' sides, and 30' rear, and no specific density minimum or maximum required.

The minimum lot size in the RM Medium Density Residential Zoning District for single family houses is 5,500 sq. ft. with a minimum lot width of 50'. Setbacks are 25' front, 7' sides, and 30' rear, and with a density of up to 12 units per acre. The concept plan currently shows only single-family units, with no two-family or other multi-family units.

The lowest floor elevation of buildings must be at least 2 feet above the seasonal high-water level of any/all wetlands in the vicinity. Buildings can be constructed to the edge of a conservation easement adjacent to a wetland if the above provision is met.

The proposed concept plan shows lots with a width of 42', 52', 62', and 72'. The lots that are 52' in width would be permitted within the RM Zoning District, and the lots that are 42' in width are not permitted by right within either the R1 or RM Zoning Districts. However, this reduction in lot width would be part of the PUD approval process. The proposed overall density is 2.93 units per acre (based on 63.05 net acres) or 3.56 units per acre based on net developable area of 51.90 acres (removing the wetlands and pond/park/open space areas).

It is notable that the slides submitted do not show any home designs/layouts for the 42' wide lots as they are still in the design phase.

Easements

Section 6.003 (H) of the Unified Development Code provides for easement requirements for drainage ways, trails, and utilities.

General drainage and utility easements must be provided for on the front lot lines at 10' and the rear lines at 10' and 5' along interior lot liens at minimum (and larger easements will be required adjacent to underground utilities and for conservation easements around wetlands per Section 6.002 (S) of the Unified Development Code – minimum of 25', but can be larger based on MnRAM assessment).

Staff also notes that the conservation easement areas around the wetland areas are required to be signed as wetland areas and have signage installed per the Unified Development Code 6.002 (S) (5) (e) (12) which states that the signs shall be installed at 200' intervals along the wetland easement to define its edge, with additional signs placed as needed. The signs must be at least 12" x 12" in size at least 4' above grade.

Access / Road Layout / Street Improvements

The transportation chapter of the Comprehensive Plan identifies:

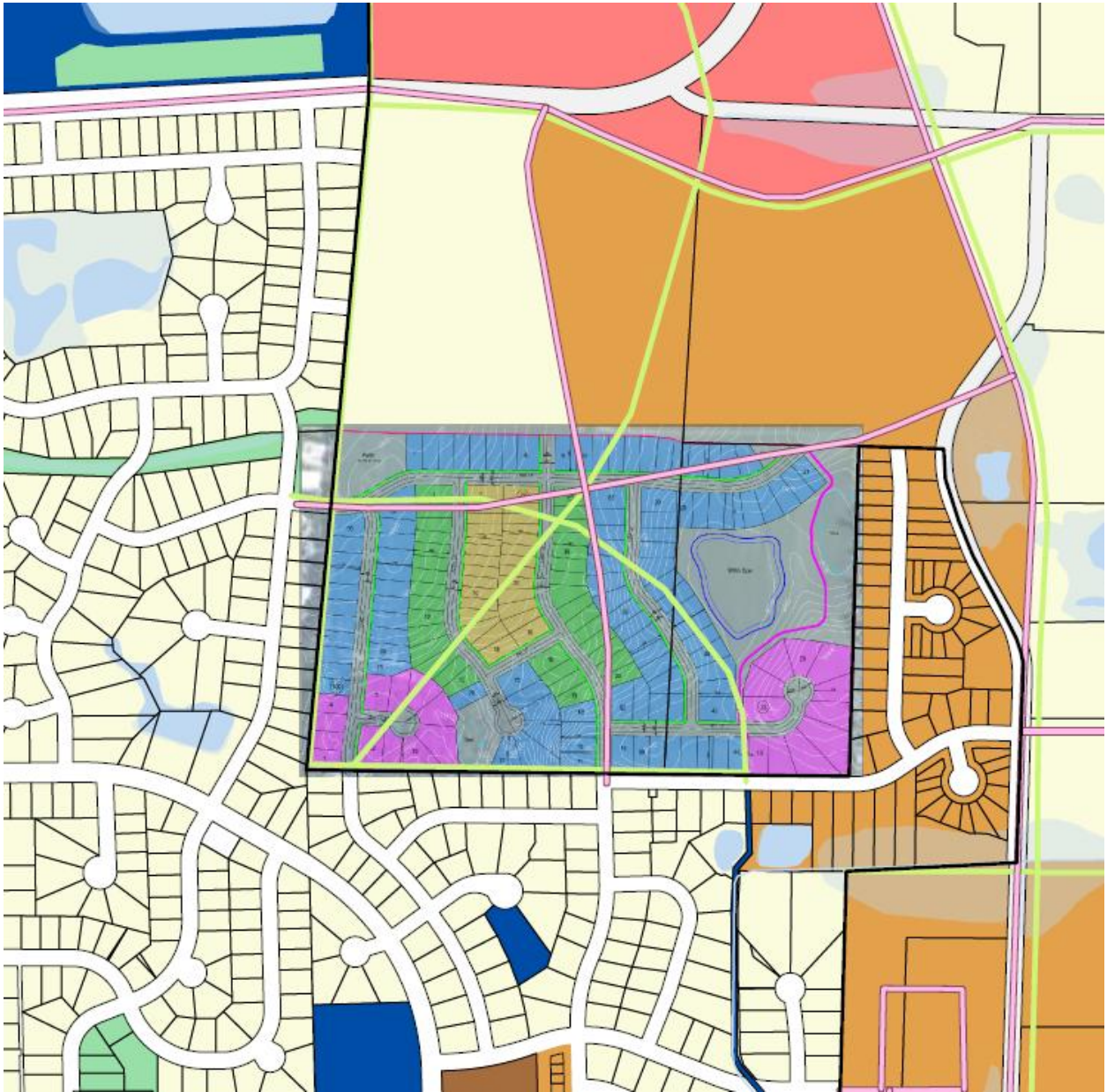
- Ladyslipper Ave. NE as a minor collector (must extend north to a previously identified connection point at 12th Street NE (CR 15) per an MOU with Scott County and Helena Township). This is also reflected in the nearly completed Alton Ave. NE corridor study update.
- Bohemia Street as a minor collector (must extend east to a previously identified connection point at Alton Ave. NE per an MOU with Scott County and Helena Township and additionally as reflected in the new study that is almost completed.)
- All other proposed roads (Ironwood Ave. NE and other unnamed) will be local roads.

Per Section 5.003 (V) of the Unified Development Code, a Traffic Impact Study (TIS) will be required for this development as it exceeds 90 units upon full buildout.

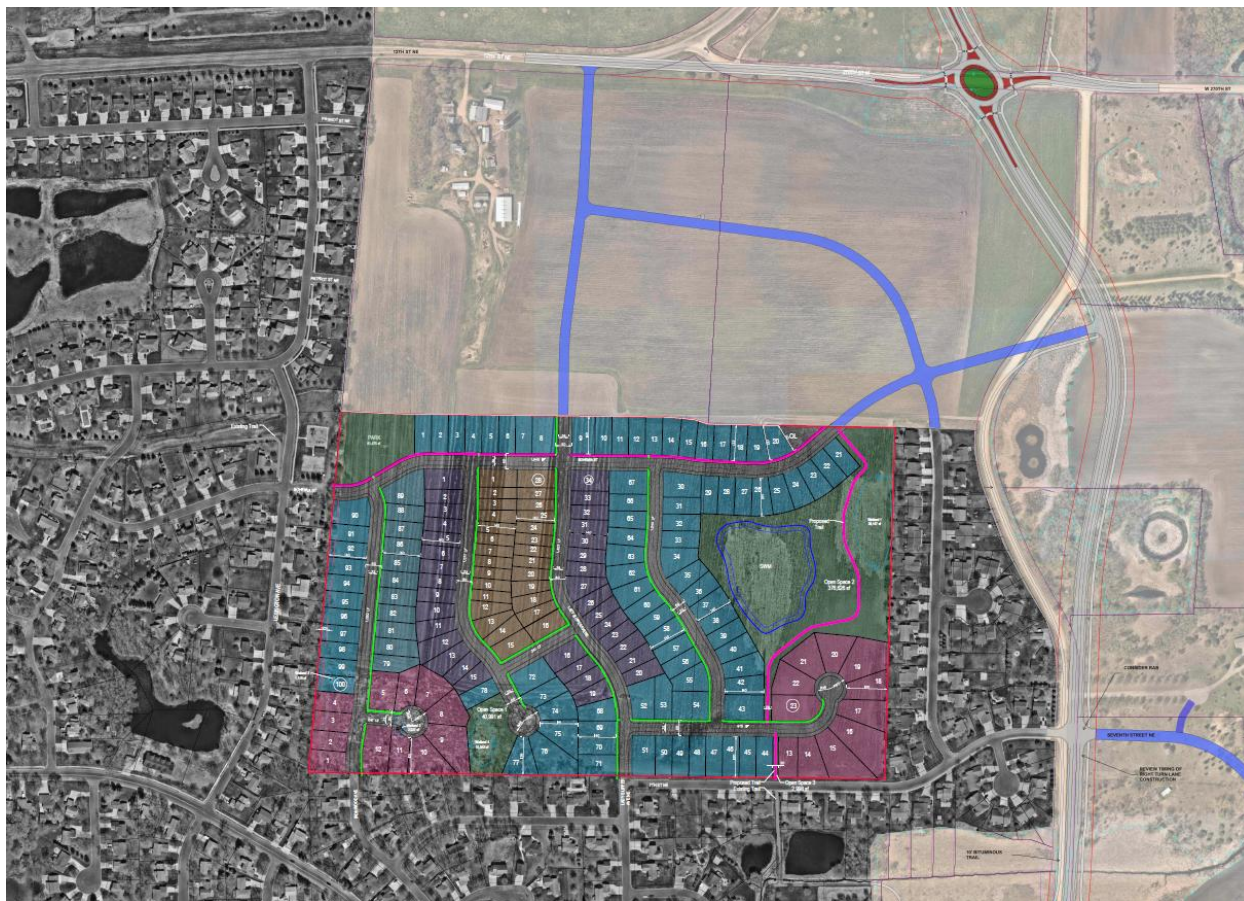
Absent having a traffic impact study completed at this time, staff makes a general observation that the connections to existing Ironwood Ave. NE and Ladyslipper Ave. NE are required connections as well as Bohemia Street NE. Staff notes a general lack of alternate roadway connections to the property to the north, however, the traffic impact study will provide more insight into this topic.

The map below shows the minor collector roads in the city's transportation plan overlaid on the proposed development along with a general connection of the Greenway Trail through the development to connect at Heritage Park. Not shown on this map is a secondary trail from Ironwood Ave. NE north to 12th Street NE. All trails shown are simply identified as "potential" in the comprehensive plan and are not specific requirements. Staff supports the greenway's proposed continuation into the concept development and interim solution of providing connectivity east to

Heritage Park via a trail adjacent to Bohemia Street SE, but notes that the greenway trail must continue through future development of land to the north and ultimately back to Heritage Park.



The map below shows the concept plan for the development overlaid on the still ongoing revision to the Alton Ave. NE. corridor study that is expected to be completed by the end of July 2026 between the City, County and Helena Township regarding required connection points for roadways. When said corridor study is completed, the proposed development must continue to fit into those future roadway corridors.



Also, as part of the corridor study, it is expected that a new MOU will be put into place and contain more details of possible costs to adjacent development that might occur. For this first phase of development, it would not be expected to have any impacts as it does not abut Alton Ave. NE.

UDC Section 6.003(C) provides street improvement requirements for all new city streets. The roadways all appear to be proposed at 32' wide which would meet the subdivision requirement of a maximum of 32'. Staff does, however, note that Bohemia Street NE and Ladyslipper Ave. NE are minor collector roads and should be increased in width and possibly be designated as MSA routes.

UDC Section 6.003(F) for lot and block standards recommends that for double frontage lots that a planting screen be provided along the backyards of all the lots that the rear yard abuts 7th Street NE and that right of access shall be limited.

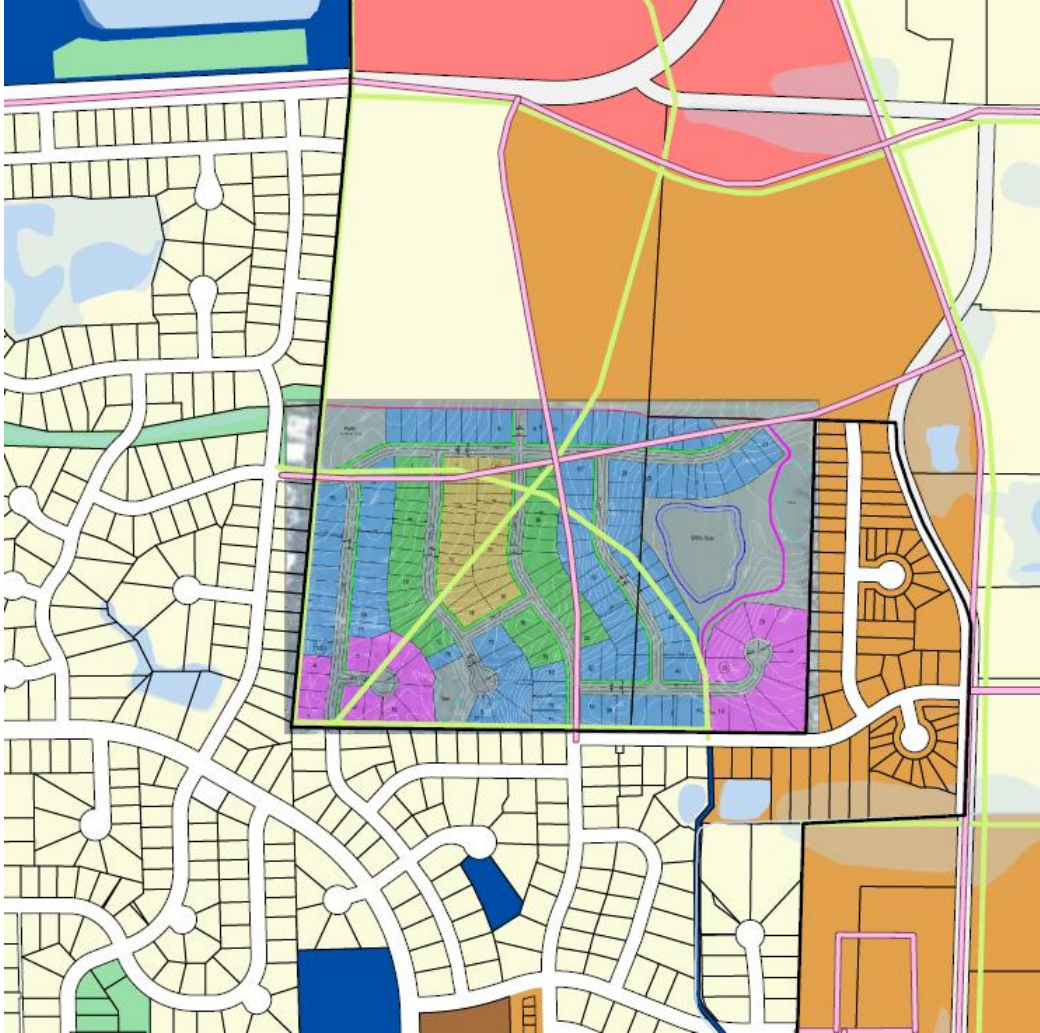
Trails / Sidewalks

The Unified Development Code Section 6.003 (C) (6) states that a sidewalk is required on one side of the street, including cul-de-sacs, and that additional sidewalks leading to parks may be required by the City Council.

The City's Comprehensive Plan shows the Greenway Trail extending through the development from both Heritage Park and 7th St NE. The greenway is intended to go through natural areas and

not adjacent to streets. The concept plan shows the trail extension going through the east side of the development, past a stormwater pond and wetland. The terminus of the proposed Greenway Trail extension ends at the northeast corner of the development. The proposed current end point of the trail provides a connection west to Heritage Park through an 8' trail along Bohemia Street NE. As noted in the previous section, long term the greenway must extend through this area (including possible future development to the north) fully as a greenway and the terminus in this phase is not an acceptable long-term solution but rather makes a connection via a trail adjacent to Bohemia Street NE as an interim solution. Staff additionally notes that the applicant did talk with the landowner of the property to the north but they did not support obligating their land for a greenway trail connection at this time, which is understandable as they are not a developer and do not have plans to develop the land at this time.

Bohemia Street's proposed roadside trail is a logical connection from Heritage Park east through the development which will connect eventually to Alton Ave. NE which will have a trail along its west side. Staff notes that it internally looked at the option of a trail being located adjacent to Ladyslipper Ave. NE within the development, that was ultimately not suggested due to Ladyslipper being better suited outside of the development to having a sidewalk from 1st Street NE north to this proposed development due to limited right of way and utilities in the ROW. It appears the appropriate location for the Ladyslipper sidewalk south of the proposed development is on the east side and therefore staff suggests this development move the sidewalk to the east side of Ladyslipper for continuity's sake. Staff also suggests the Ladyslipper sidewalk be increased from 5' to 6' to facilitate pedestrian traffic from outside the development to Heritage Park as an alternate to the Greenway Trail.



UDC Section 6.003 (F)(2) notes that for blocks longer than 800', pedestrian ways or easements may be required near the center of the block to provide for alternate means of pedestrian ingress/egress. Staff believes that none of the blocks are significantly over 800' to warrant a mid-block pedestrian connection.

The traffic impact study should also address the need for RRFB's at the greenway trail crossings

Drainage / Grading

Drainage/Grading will be reviewed in full by the City Engineer, Chris Knutson with SEH. Some comments can be found later in this report.

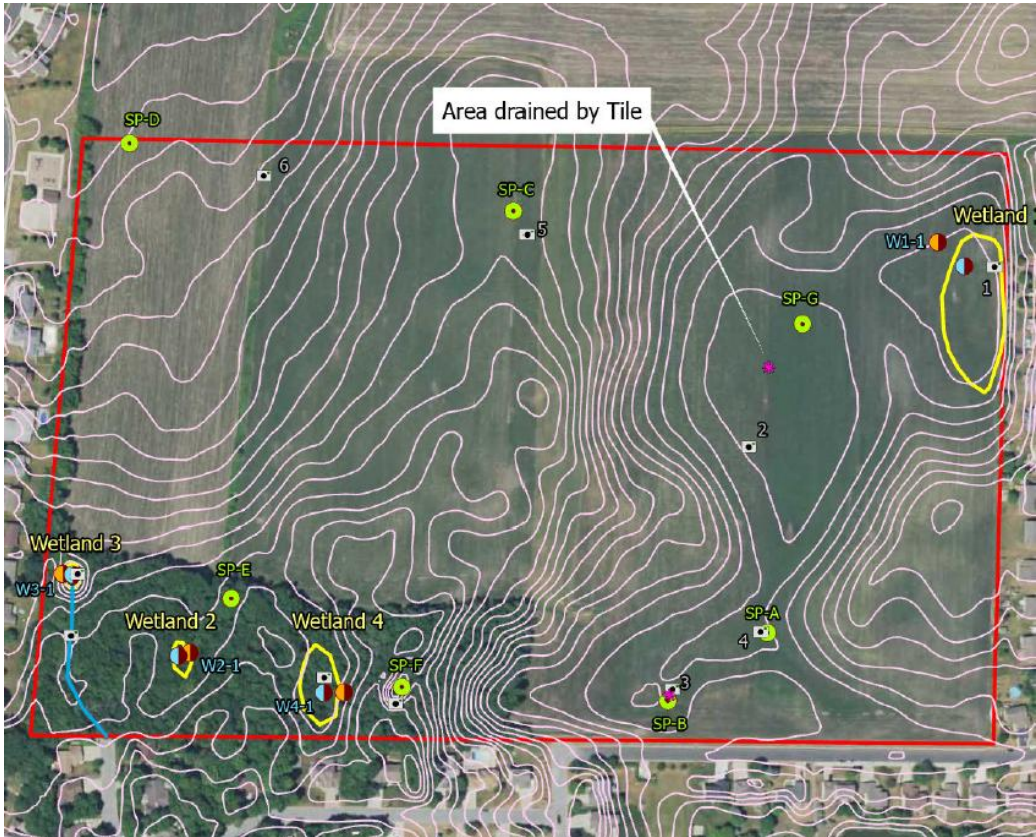
Flood Plain

As indicated on the FEMA FIRM panel #27139C0295E effective February 12, 2021, the property is located within the un-shaded Zone X which is determined to be outside the 500-year floodplain.

Wetland Conservation Act

In June 2024, there was a wetland delineation submitted to the City by Marty Anderson of Moore Engineering Inc. as a portion of a different proposed development. A notice of decision for “Wetland/Boundary Type” was issued by the City on August 5th, 2024. Wetlands were found to exist on the subject property as identified in the map below from the delineation report.

It appears that two of the wetlands (#2 and #3 in the SW corner) would be impacted by the development and would need to be mitigated (replaced) according to WCA requirements. An application to mitigate these wetlands has not been submitted at this time.



DNR Comments

There are no DNR protected waters on or adjacent to the site, however there are delineated wetlands on a portion of the property which is addressed in the previous section of this report.

Park Land Dedication Requirements:

Unified Development Code (UDC) Section 6.003 (G) provides for required park and public land dedication requirements. The City’s Official Fee Schedule additionally provides for calculations to be used for payment of park dedication in fees in lieu of land dedication. Utilizing the City’s most recent population estimate, the 185 lots being platted would be expected to have 2.669 residents per household which would equal 494 new residents. Calculating the number of residents

by the requirement of 815 sq. ft. of new park land per resident, a total of 9.2 acres of park land would be required if taken as just a land dedication. The City does, however, have the option to take all the land or to collect some land and the remainder in cash or park improvements. Park dedication would be based on the fair market value of the of the unplatted and undeveloped land which at this time is \$41,666 per acre based on the list price for the land. If no land were dedicated, the full payment is estimated at \$383,327.

The proposed site shows 1.4 acres of dedicated land for an expansion of Heritage Park (which is already 1.21 acres, thereby making Heritage Park 2.61 acres), and an extension of the Greenway Trail at approximately 1,500 lineal feet and assuming a 15' ROW for the 8' wide greenway trail, that would equal to about .52 acres of land to accommodate the trail. With both the park expansion and the greenway trail, a total of approximately 1.92 acres of park land is proposed to be dedicated which is still 7.28 acres (or \$303,328) short of the required dedication, however this does not take into account the value of the completed greenway trail which can count towards park dedication.

It is also notable that the concept plan shows 11.07 acres of "Additional Open Space" which is noted as including the trail and ponding areas. This includes a small wetland area of nearly 1 acre near the SW corner of the site as well as the area where the greenway trail is proposed and includes another wetland and the stormwater pond area. Typically, wetlands and ponds are not to be included as part of the park dedication accepted. An exception can be made for "areas of natural and environmental significance". Staff does not believe either of the existing wetland areas are of environmental significance as both are semi-drained wetlands as they exist today and are not providing great value from an environmental standpoint to be counted as park dedication. These areas are, however, required to be dedicated from a functional standpoint.

Regarding the greenway trail extension, as noted earlier, approximately 1,500' of greenway trail is proposed, which staff believes is a great step forward for the greenway trail system, as the ultimate goal is to connect the greenway trail that ends at 7th Street NE to the greenway trail that ends at Heritage Park. Within this phase of development, the proposed 1,500' of greenway ends at the easterly extension of Bohemia Street NE. Staff spoke with the developer about obtaining an easement or other corridor through the land to the north from the landowner and the landowner is not interested in providing that at this time, nor can they be expected to as that land is not developing at this time. While staff recommends the greenway trail be extended north into the land north of the concept plan area and ultimately have a section that loops back to Heritage Park as well as a section that continues north to 270th (12th Street NE), the developer has proposed utilizing a roadside trail as a temporary trail connection back to Heritage Park until the Greenway can be further completed with further development on the land to the north. Staff believes this is a reasonable temporary solution and provides connectivity via a trail to continue to the west even with this phase of development.

The Park Board reviewed the concept plan in terms of park dedication at their meeting on 7/14/26 and were asked the following questions:

1. Does the Park Board believe the additional 1.4 acres of park land (thereby making Heritage Park 2.61 acres) is adequate for the expansion of Heritage Park with this phase of development. It is possible to obtain additional land with a future development on the land to the north (which I would recommend to at least match up the existing north boundary

with), but the question at this time is if additional land should be dedicated beyond the 1.4 acres and why would additional land be needed?

- a. Related to this, what amenities does the park board wish to include on the additional park land? Staff would suggest a small parking lot for maybe 6-8 vehicles as well as an open area for a U12 Soccer Field (approx. 135' x 210'). Other amenities that should be considered? Already at Heritage Park is the playground, open field area, basketball court, picnic shelter and portable bathroom surround.
2. Does the Park Board believe that the continuation of the Greenway is appropriate as shown and with the noted continuation of the Greenway on land north of the proposed development to connect not only back to Heritage Park, but also continue north to 270th (12th Street NE) as noted in the Comprehensive Plan?

Discussion occurred at the meeting with the Park Board and Lucinda Spanier with JPB Land LLC. Ms. Spanier noted that the trail along the north side of Bohemia Street SE would be preferred to be 8' concrete versus bituminous due to all the driveways it would cross. Staff does not object to this trail being concrete.

Staff clarified that only the construction value of the greenway trail can be counted towards park dedication and not roadside trails.

Discussion about the greenway ending with the temporary connection via a trail along Bohemia occurred including simply having the greenway continue along the north side of the lots within the development back to Heritage Park. The Park Board consensus was that the greenway can be extended and designed to continue on the land to the north and that the City's UDC provides for the future development to accommodate the greenway.

Discussion also occurred regarding the greenway as it first enters into the development and the fact that it crosses a local street almost immediately and that the developer should look at the ability to route the greenway along the east side of the cul-de-sac to avoid the additional road crossing.

Discussion and Park Board consensus was also that the expansion of Heritage Park with the additional 1.4 acres within the development seemed appropriate along with the greenway trail and corridor.

A final note was made about whether a splash pad could be considered at the park.

Development Fees

Park Dedication Fee - \$383,327 if required all in cash, but it is likely the City will require land dedication for an expansion of Heritage Park and the Greenway Trail system. See notes in previous section of this report.

****We would be open to discussing delaying some fees to the time of building permit issuance potentially (such as park dedication fees where each home pays a set amount of park dedication at the time of the building permit issuance) or just simply allowing**

certain fees to be paid over time until a point of a certain % of the development being finished.

Emergency Warning Siren Fee – \$165 per acre for 63.05 acres = \$10,403.25

Sidewalk Fee - \$10,175 (\$55 per new lot created – negotiable based on if a PUD is applied for an amount of sidewalks actually provided for in the development)

Water Area Access Charge – \$2,814 acre x 63.05 acres = \$177,422.70 (collected at the time of platting – would not collect for outlots until they are final platted).

Sewer Area Access Charge – \$6,010 per acre x 63.05 acres = \$378,930.50 (collected at the time of platting – would not collect for outlots until they are final platted).

Lift Station / Trunk Sewer Upgrade – The previously noted Sewer Area Access Charge is collected to cover the costs of lift station improvements that might be necessary as well as any trunk sewer upgrades that might be necessary. No additional costs are collected for these improvements.

Electric Area Access Charge -
All newly platted lots must pay the New Prague Utilities install and materials “at cost plus 15%”.

On 6/26/26 the following was noted by Utilities General Manager Bruce Reimers:

With the current layout we are estimating the electric infostructure cost for the development to be between \$475,000 and \$500,000 for the 185-lot layout. Prices could change depending on equipment cost. We don’t charge for labor only the cost of materials and trenching.

Development Review Fees:
City Engineer (billed as invoiced for their review of plans)
City Attorney (review title work, development agreement, etc.)

Traffic Impact Study:
*For the overall 60 acres, a traffic impact study is required as it’s over 90 single family homes or 140 apartments.

Saw and Seal Fee (for developers installed roadways):
All new developer installed streets must pay the City to complete a saw and seal fee of \$3.50 per lineal foot for a saw joint every 40’ of new roadway.

Roughly speaking it appears there are just over 8,000 lineal feet of roadway proposed in the development at full buildout. This would mean that there would be approximately 200 saw/seal joints at 32’ wide for a total fee of approximately \$22,400. The saw and seal would be done approximately 2 weeks following installation of the final lift.

Roadway Assessments for future projects (12th Street NE (aka 270th) and Alton Ave. NE)

For road improvements along Alton Ave. NE and assessments, the proposed 60-acre development does not touch/about Alton so there would not be any assessment for that future roadway improvement. However, there could be development north of the proposed 60-acre development does abut Alton. It is notable that the Alton Ave. study update is not complete but should be by the end of July 2026. Additionally, the City and Scott County will be having a meeting before the end of July 2026 to discuss the cost share and timing of any Alton Ave. NE improvements.

For road improvements along 12th Street NE/270th, while none of the first phase/concept touches this roadway, that will just be a local road and would be subject to our assessment policy if there's a city project for improving the roadway. When Alton Ave. NE is improved beyond its current gravel road condition, most of 12th Street NE/270th that abuts the Bisek property would be reconstructed when that improvement is made and will be subject to the cost share agreement that I mentioned earlier that is not yet in place.

If the traffic impact study requires improvements (turn lanes, etc.), those would be at the expense of the developer.

Financial Security Required:

Financial Security is required in the amount of 125% of the engineers estimate or actual build of all public improvements the developer is making. We allow a cash escrow deposit, or letter of credit (city attorney approved) or performance bond with corporate surety (city attorney approved).

Water Service

See comments elsewhere in this report.

Sanitary Sewer Service

See comments elsewhere in this report.

Stormwater System

See comments elsewhere in this report.

Outlots containing stormwater ponds are to be dedicated to the City for ownership and maintenance.

Engineering Comments

City Engineer Chris Knutson from SEH was solicited for comments and provided the following on June 23rd, 2026:

A few comments I can provide:

1. Sanitary Sewer
 - a. Matt and I may need to review sewer connection points. I mentioned Lady Slipper on the call yesterday but now expect Bohemia Street would be the main connection point. The Lady Slipper lift station is no longer being decommissioned due to depth issues, so the trunk sewer main previously expected on that street is likely not needed.
 - b. The higher density development may require a sanitary model review. This area was at one time expected to flow to the NE lift station and include redirection of the Lady Slipper lift station. This could potentially influence full development.
 - c. Based on the sanitary connection at Bohemia street, project phasing will likely need to be west to east.
 - d. Typical material would be PVC SDR 35 sewer main and services.
2. Water Main
 - a. Water main connections should be expected at Lady Slipper, Ironwood, and Bohemia Street. There will be an eventual connection on the east side at Alton Avenue N.
 - b. I expect the watermain on Lady Slipper should be 10" and the rest 8". Not sure if Bruce Reimers has better information for sizes.
 - c. Typical material would be PVC C900 water main and HDPE water services.
3. Storm Sewer
 - a. Concept plan for pond location appears fine.
 - b. Applicant will need to consider volume management in addition to rate control. The pond can do both but needs to be designed accordingly.
 - c. Storm sewer outside of the roadway should be limited. Storm sewer in backyards is discouraged and will not be a city owned utility.
 - d. Storm sewer through side yards is discouraged. If there is not an alternate option, a wider easement will be needed that could affect lot dimensions. Public works will need to comment regarding width. I expect at least 20ft.
 - e. Pond structures will need to be easily accessible for maintenance and inspections.
 - f. The existing low area appears to be tiled into city storm sewer on 7th ST NE. This should be included with the existing condition when providing stormwater modeling.
 - g. Typical materials would be RCP or polypropylene. Inlets and outlets from pond should be RCP only.
4. Streets and Trails
 - a. The City may want to consider Bohemia Street as an MSAS route. This would typically be a 38ft road (face to face). Could be as narrow as 36-feet.
 - b. Bohemia Street would benefit from a trail on the north side. This would connect the trail on Lexington to the trail at Alton Avenue. There will likely be a green space/park or potentially a trailhead at Alton Avenue N in the future. Could be an 8ft concrete walk to accomplish this.
 - c. A wider RW (66-feet) on Bohemia ST would likely be needed for the above two comments.

- d. We will want to review sidewalk locations (side of street) for future connections outside of the development. I understand there may be some preferences based on site topography.
- e. Sidewalk on the north side of 7th ST NE should be considered, at least west of the trail. I'm not sure we'll be able to get sidewalk on the south side of the street west of the trail built in the future due to topography.
- f. Sidewalks will be needed on dead end streets. It can terminate at the bulb with a ped ramp. Applicant will want to consider this early as it could affect lot line locations and driveways.
- g. Typical section is 4" bituminous, 8" CL 5 aggregate, 24" select granular, geotextile, and 6" edge drains. Each house needs a sump basket. Sump baskets can be omitted for slab on grade homes.
- h. Mountable curbs are allowed. They will need to transition to B618 at catch basin locations and intersections.
- i. The existing trail ped ramp at 7th ST NE needs work to become ADA compliant. I'd like to discuss with City staff options for potential relocation of the drainage structure. Applicant will likely need to rebuild this ped ramp as I expect the drainage structure will be outlet for the pond.
- j. Skewed trail crosswalks should be avoided. The one at 7th ST NE is okay, the one at the new road just north of 7th ST NE is not.

Thanks,

Chris Knutson, PE (MN)
Associate, Sr. Project Engineer
Short Elliott Hendrickson Inc.
507.237.8383 direct | 651.490.2000 main

Public Works and Utility Comments

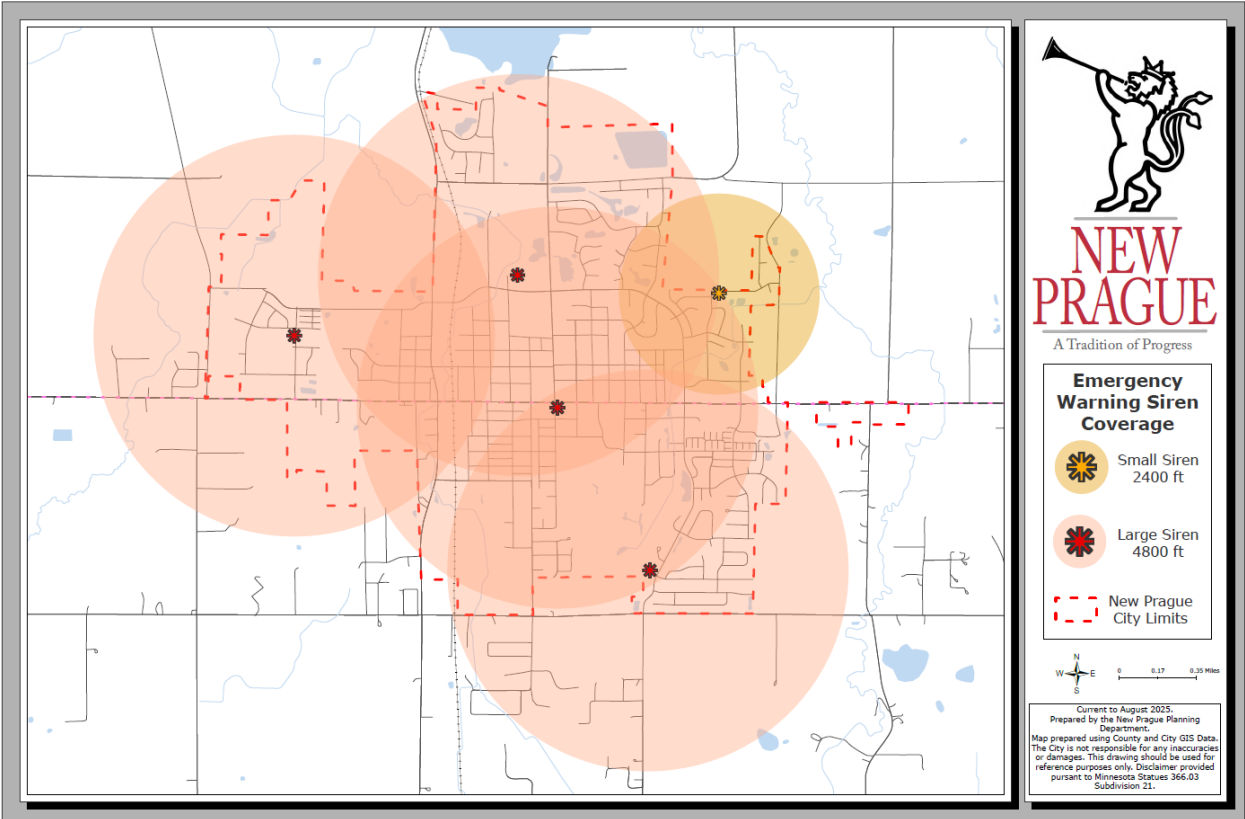
Matt, Public Works Director, was solicited for comments but did not have anything to add beyond the City Engineer's comments.

Bruce Reimers, Utilities General Manager, was solicited for comments but at the time of writing this staff report he did not have any comments other than listing the costs for the electrical infrastructure.

Police Department Comments

Police Chief Tim Applen noted via e-mail on 7/6/26 that regarding emergency sirens, the closest emergency siren near Ladyslipper and 7th Street NE was partially "plugged" in 2009 at the request of a nearby resident with a medical condition and that the coverage of the siren may be limited as partially plugged.

It is notable that while the proposed concept plan is well within the coverage area, additional to the development to the north will require either the unplugging of the siren or the addition of a new siren.



Fire Department Comments

Comments were solicited from Fire Chief Steve Rynda, but at the time of writing this report, none were received.

City Attorney Comments

Scott Riggs, City Attorney, will need to review a title commitment for the property along with the preliminary and final plat drawings as part of his review process.

School District Comments

The following letter was submitted by Superintendent Vollmuth regarding district enrollment and capacity to service the proposed development.



July 2026

To Whom It May Concern:

The purpose of this letter is to provide data regarding the current and historical capacity of the New Prague Area Schools (NPAS) as the City of New Prague evaluates future housing development.

From an elementary school perspective, we are projecting 496 students to be enrolled at Falcon Ridge Elementary in the Fall of 2026, as well as 505 students enrolled at Raven Stream Elementary this Fall. While these schools remain vital community hubs, enrollment has steadily decreased over the past several years. For context, Falcon Ridge's enrollment peaked during the 2015–16 school year with 642 students and Raven Stream's highest enrollment occurred during the 2018–19 school year when 695 students were enrolled.

Declining enrollment, while most immediate at the elementary level, is projected to become a significant district-wide trend. NPAS enrollment reached its peak during the 2019–20 school year with 4,227 students (1,914 elementary; 991 middle school; and 1,322 high school). Since then, figures have trended downward; for the 2025–26 school year, total enrollment across all programs was 3,698 students.

Based on these data points, NPAS maintains significant capacity to welcome additional students at both elementary schools located within the City of New Prague as well as throughout our secondary schools. We are well-positioned to support the potential growth of the City of New Prague and eager to partner with you however possible to ensure productive development that benefits both the city and school district.

Please feel free to contact my office should you require further data or clarification. Go Trojans!

Sincerely,

Dr. Andrew J. Vollmuth, Superintendent

Scott County Highway Department Comments

Comments were solicited from the Scott County Highway Department to gather comments regarding conformance with the revised Alton Ave. NE layout. At the time of writing this report, no comments had been received.

State Highway Department Comments

N/A

Environmental Issues

None.

Street Names

Existing street names that are being continued must be utilized, which includes Ironwood Ave NE, Lady Slipper Ave NE, and Bohemia St NE. All street names must include the NE direction.

New local streets must follow Section 6.003 (J) of the Unified Development Code regarding street names. Proposed new street names must be substantially different in spelling and pronunciation with existing streets to prevent confusion.

Misc. Staff Comments

Mailbox placement must be in accordance with USPS regulations by checking with the New Prague Postmaster.

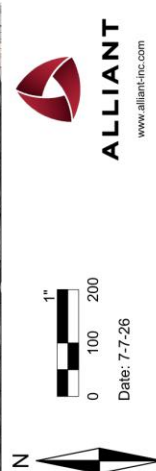
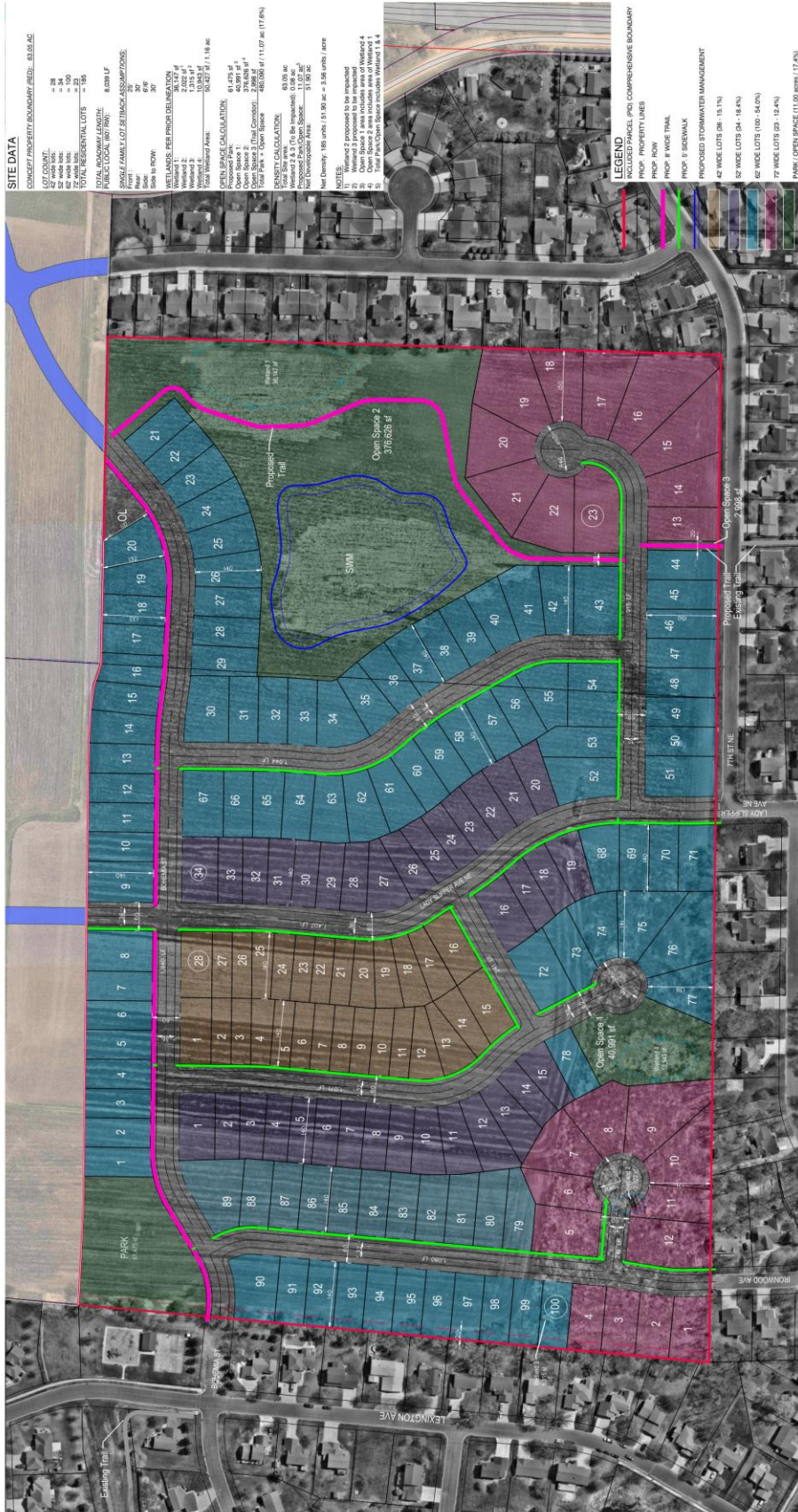
Overall, staff likes the concept and believes it fits well with the area and also seems to line up well with the Alton Ave. corridor study plans.

Staff Recommendation

Staff recommends that the developer consider all comments within this concept report before applying for Annexation, Planned Unit Development, Platting, etc. The City does not take formal action on concept plan reviews.

ATTACHMENTS

1. Concept Plans – Dated 7/7/26
2. Misc. Maps - Undated
3. Pictures – Dated 7/2/26
4. Concept Plan Slides – Dated 7/1/26
5. Information Slides about JPB Land - Undated



ALLIANT

www.alliant-inc.com

HARVEST FIELDS - CONCEPT PLAN

NEW PRAGUE, MINNESOTA

File Location: P:\Alliant\JPB Land LLC\New Prague\GIS\New Prague - Concept Plan A3.dwg Plotted By: Mark Rausch on July 7, 2026 at 7:18:05 AM



HARVEST FIELDS

Site Plan

DATA

Gross Site Area: 63 acres

Proposed Single Family Lots: 185

- 42' wide lots (30'x65' pad): 28
- 52' wide lots (40'x65' pad): 34
- 62' wide lots (50'x65' pad): 100
- 72' wide lots (60'x65' pad): 23

Gross Density: 2.94 units/acre

Net Density: 3.56 units/acre

Dedicated Parkland: 1.4 ac

Additional Open Space: 11.07 ac
(includes trail & ponding areas)

Wetlands: 1.16 ac

Gateway Trail connecting Bohemia St to 7th St NE

Sidewalks: 1 side of all streets, except cul-de-sacs

Setbacks

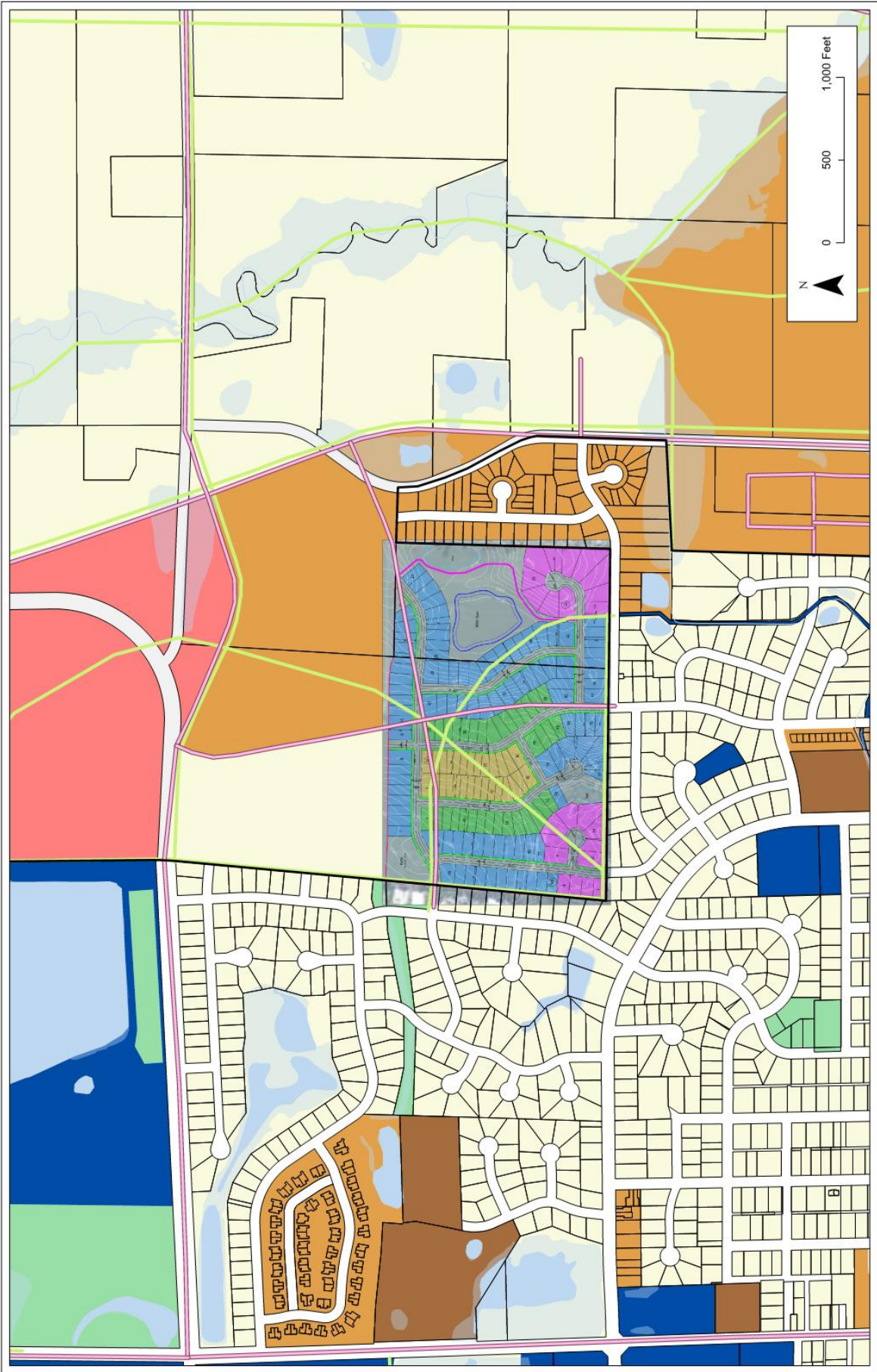
Front: 25'

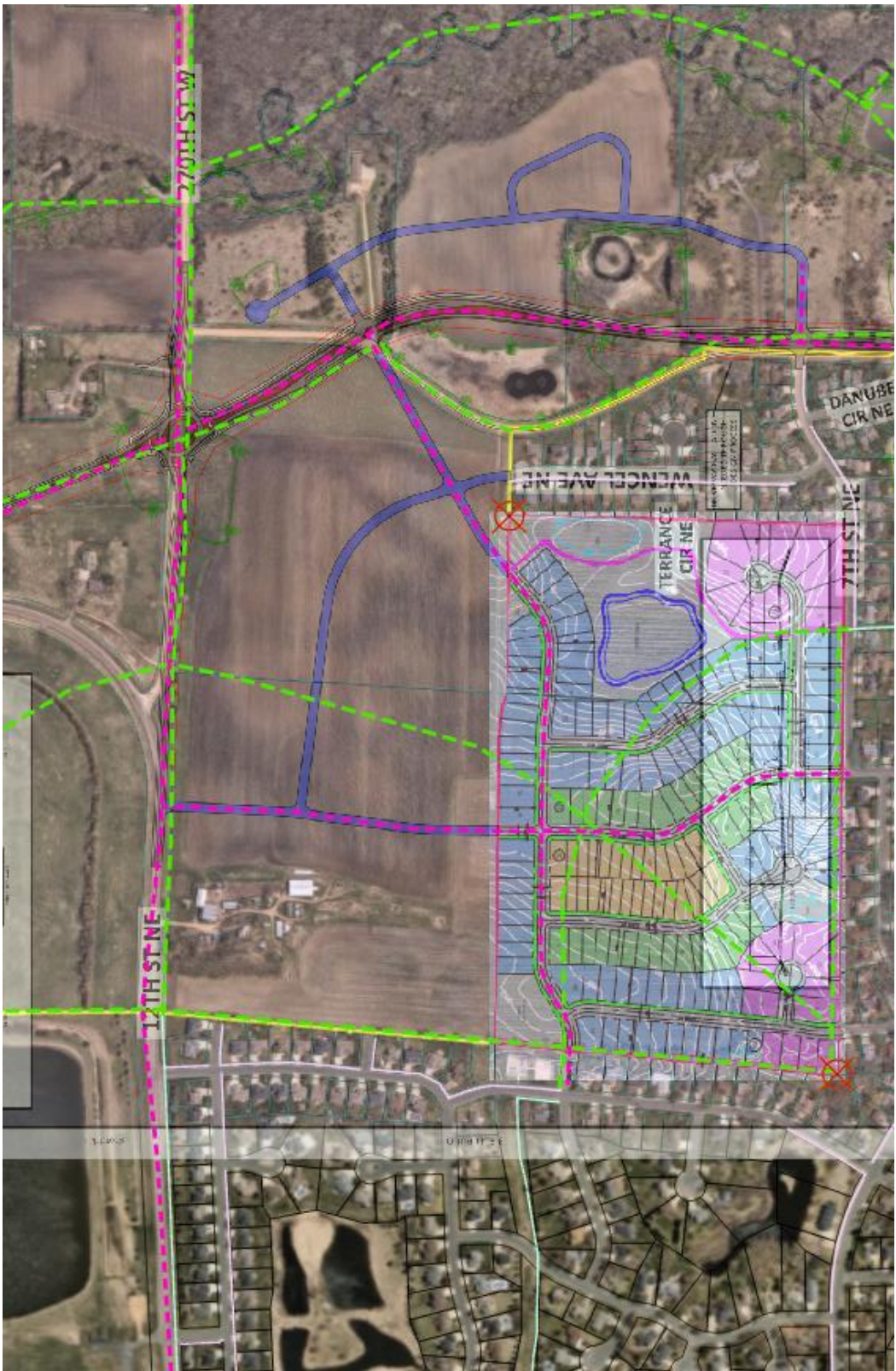
Side: 6'

Side (Corner): 25'

Rear: 30'

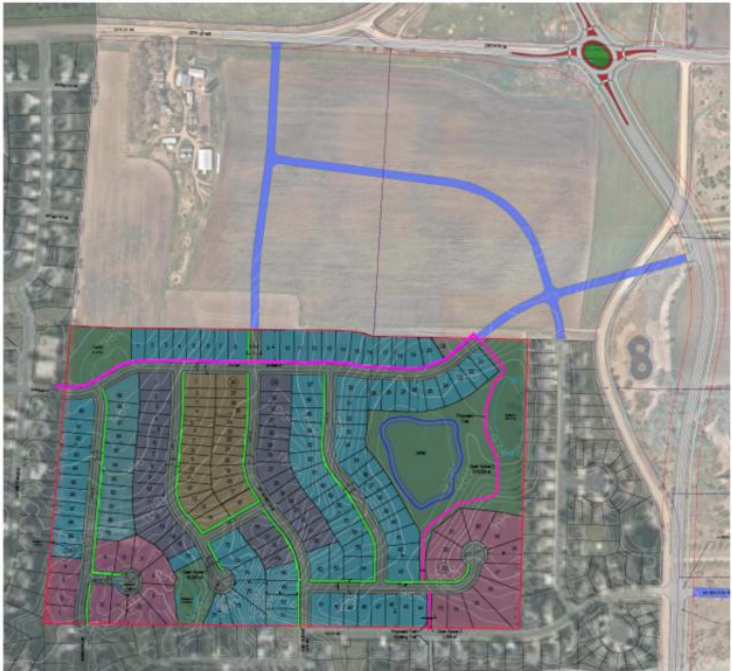






HARVEST FIELDS

Anticipated Phasing



PLATTED IN FOUR ADDITIONS

1st Addition - 2027
~50 lots

2nd Addition - 2028 or 2029

Locations to be determined



Looking East at current terminus of Bohemia Street NE at Heritage Park.



Looking west at greenway trail from Heritage Park (Lexington Ave. N. is in the foreground).



Looking NE from current terminus of Ironwood Ave. NE.



Looking west from 7th Street NE at current terminus of the north end of Ladyslipper Ave. NE.



Looking North from current terminus of Ladyslipper Ave. NE.



Looking NE along 7th Street NE from terminus of Ladyslipper Ave. NE.



Looking NW from 7th Street NE towards subject area.

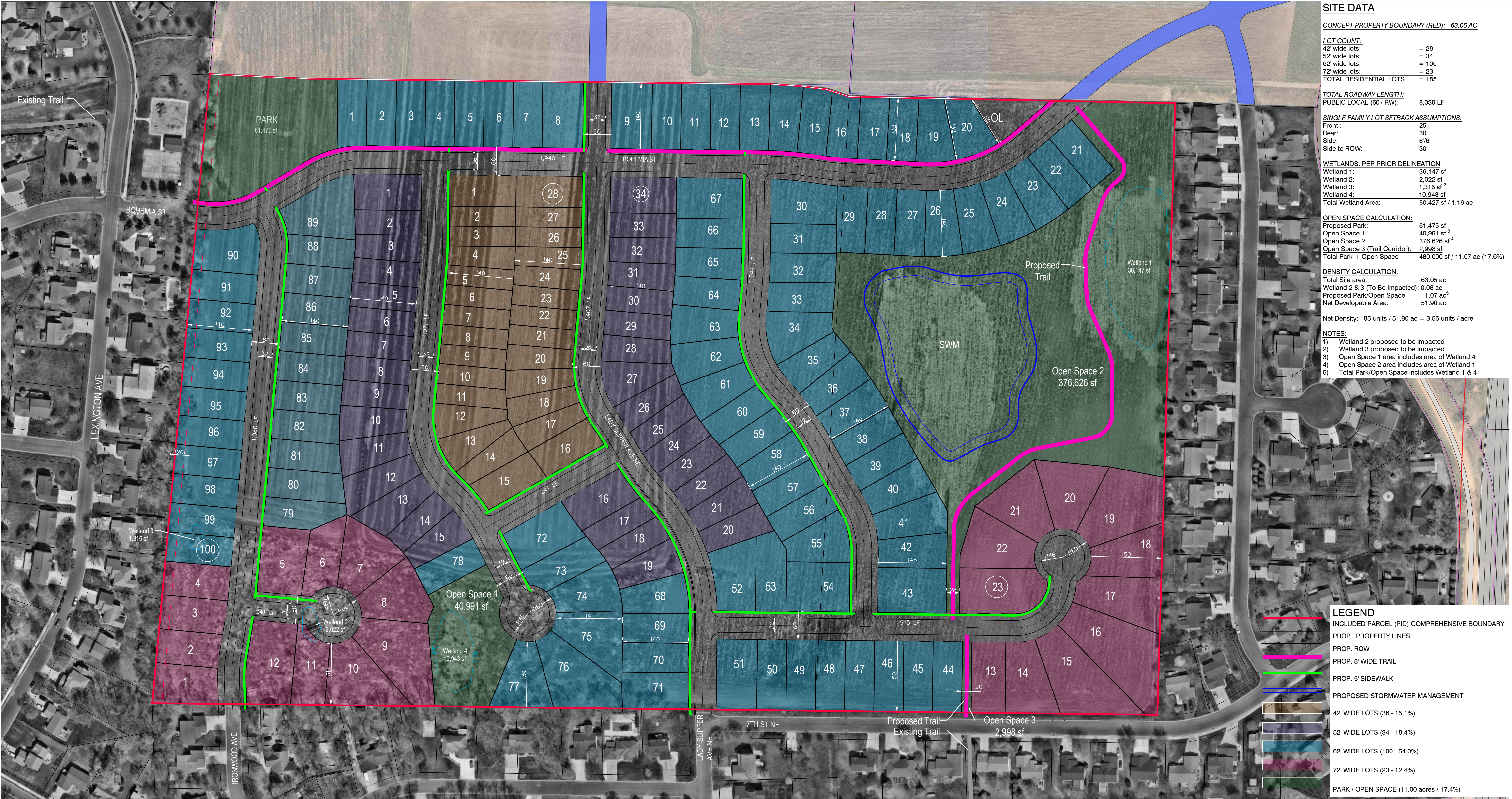


Looking SE from 7th Street NE at the terminus of the greenway trail.



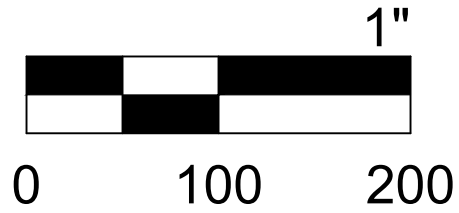
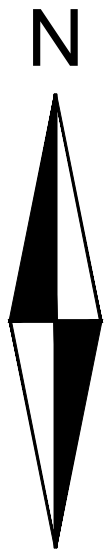
Looking north from current terminus of the greenway trail at 7th Street NE.





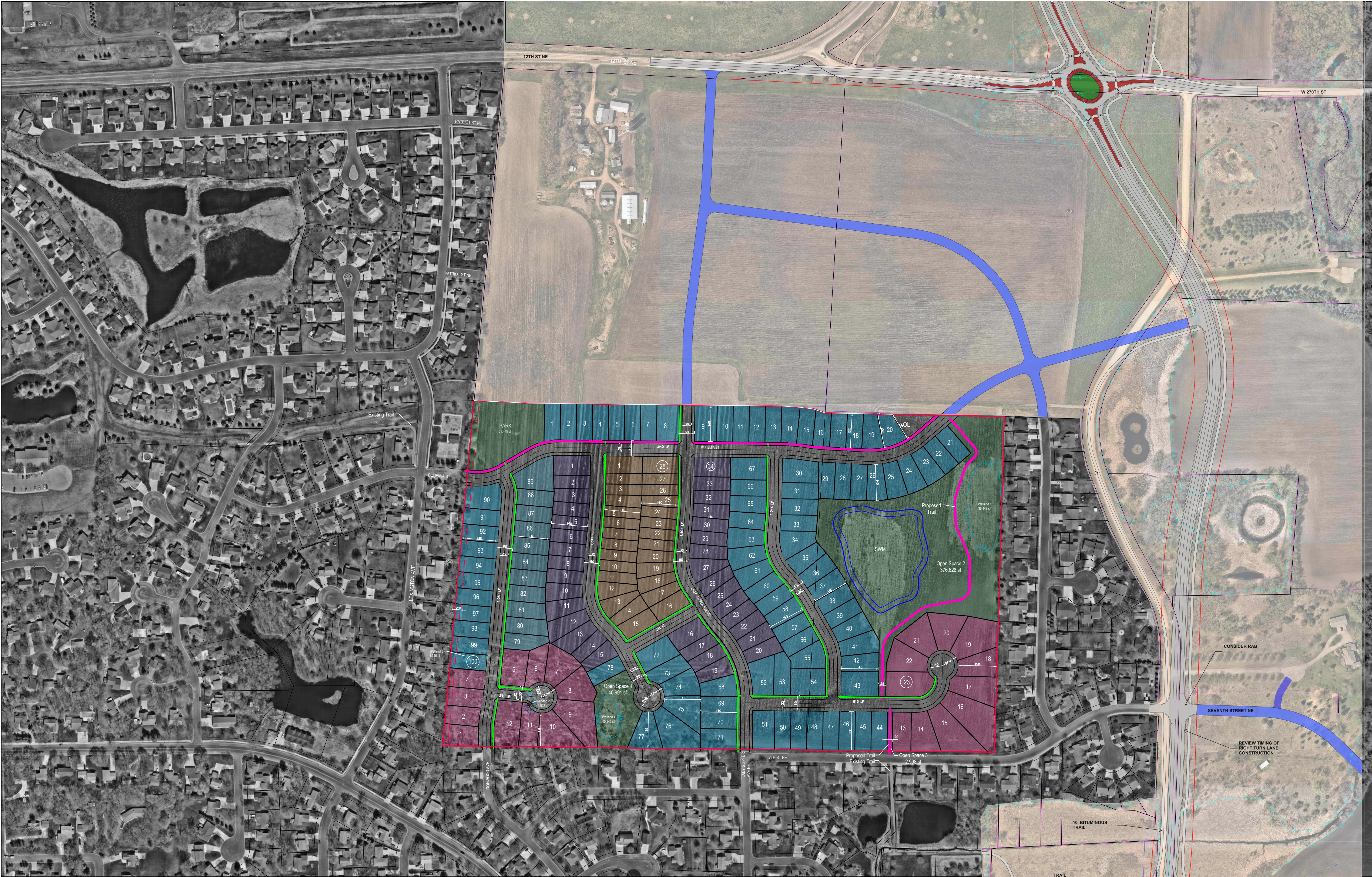
HARVEST FIELDS - CONCEPT PLAN

NEW PRAGUE, MINNESOTA



Date: 7-7-26





SITE DATA

CONCEPT PROPERTY BOUNDARY (RED): 63.05 AC

LOT COUNT:
42' wide lots: = 28
52' wide lots: = 34
62' wide lots: = 100
72' wide lots: = 23
TOTAL RESIDENTIAL LOTS = 185

TOTAL ROADWAY LENGTH:
PUBLIC LOCAL (60' RW): 8,039 LF

SINGLE FAMILY LOT SETBACK ASSUMPTIONS:
Front: 25'
Rear: 30'
Side: 6'/6'
Side to ROW: 30'

WETLANDS: PER PRIOR DELINEATION
Wetland 1: 36,147 sf
Wetland 2: 2,022 sf¹
Wetland 3: 1,315 sf²
Wetland 4: 10,943 sf
Total Wetland Area: 50,427 sf / 1.16 ac

OPEN SPACE CALCULATION:
Proposed Park: 61,475 sf
Open Space 1: 40,991 sf³
Open Space 2: 376,626 sf⁴
Open Space 3 (Trail Corridor): 2,998 sf
Total Park + Open Space 480,090 sf / 11.07 ac (17.6%)

DENSITY CALCULATION:
Total Site area: 63.05 ac
Wetland 2 & 3 (To Be Impacted): 0.08 ac
Proposed Park/Open Space: 11.07 ac⁵
Net Developable Area: 51.90 ac

Net Density: 185 units / 51.90 ac = 3.56 units / acre

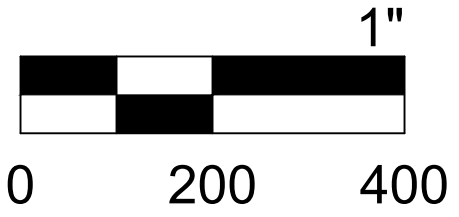
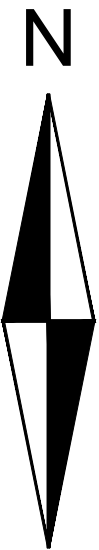
- NOTES:
- 1) Wetland 2 proposed to be impacted
 - 2) Wetland 3 proposed to be impacted
 - 3) Open Space 1 area includes area of Wetland 4
 - 4) Open Space 2 area includes area of Wetland 1
 - 5) Total Park/Open Space includes Wetland 1 & 4

LEGEND

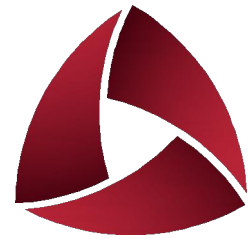
- INCLUDED PARCEL (PID) COMPREHENSIVE BOUNDARY
- PROP. PROPERTY LINES
- PROP. ROW
- PROP. 8' WIDE TRAIL
- PROP. 5' SIDEWALK
- PROPOSED STORMWATER MANAGEMENT
- 42' WIDE LOTS (36 - 15.1%)
- 52' WIDE LOTS (34 - 18.4%)
- 62' WIDE LOTS (100 - 54.0%)
- 72' WIDE LOTS (23 - 12.4%)
- PARK / OPEN SPACE (11.00 acres / 17.4%)

HARVEST FIELDS - CONCEPT PLAN - SURROUNDING VIEW

NEW PRAGUE, MINNESOTA



Date: 7-7-26



ALLIANT

www.alliant-inc.com



Harvest Fields

NEW PRAGUE, MN

CONCEPT PLAN



ALLIANT

WHO WE ARE



Section 5, Item a.

JPB Land, LLC | JP Brooks Builders is a local developer and homebuilder based in Maple Grove, MN. All decisions are made locally ensuring a consistent and unified community vision from start to finish.

Our Mission is Simple:

To build high quality, well designed homes that reflect the lifestyle and dreams of our homeowners

- JP Brooks has been in business since 2013 and has constructed over **1,000 homes in 45+ communities**
- Currently building **19** neighborhoods in **16** jurisdictions within the Twin Cities metro and western Wisconsin
- Average number of homes closings 2024-2025 = **188** homes
- **Top 15 Builder** in the Twin Cities Market (2025), consistent ranking 7 consecutive years
- Minnesota Green Path Certified Builder



HARVEST FIELDS

Site Plan


JP Brooks
BUILDERS

DATA

Gross Site Area: 63 acres

Proposed Single Family Lots: 185

42' wide lots (30'x65' pad): 28
 52' wide lots (40'x65' pad): 34
 62' wide lots (50'x65' pad): 100
 72' wide lots (60'x65' pad): 23



Gross Density: 2.94 units/acre
Net Density: 3.56 units/acre

Dedicated Parkland: 1.4 ac
Additional Open Space: 11.07 ac
 (includes trail & ponding areas)
Wetlands: 1.16 ac

Gateway Trail connecting Bohemia St to 7th St NE

Sidewalks: 1 side of all streets, except cul-de-sacs

Setbacks

Front: 25'
 Side: 6'
 Side (Corner): 25'
 Rear: 30'





Planned Unit Development

	R-3 Zoning	PUD Zoning
Setbacks		
Front	25'	25'
Rear	30'	30'
Side	7'	6'
Corner side	-	30'
Lot Standards		
Area (average)	6,200 SF	42 x 140 (5,880 SF) 52 x 140 (7,280 SF) 62 x 140 (8,680 SF) 72 x 140 (10,080 SF) *average lot size is 8,173 SF
Width	50'	42' (28) 52' (34) 62' (100) 72' (23) *average lot width is 58'

- PUD zoning is requested to allow flexibility in lot size and side yard setbacks.



2045 Comprehensive Plan

The Harvest Fields concept contributes positively to the City's housing, land use, transportation and natural resource goals.

- Incorporates the life cycle housing approach that is expected to both retain and attract residents including young professionals, families and retirees. (Housing, p. 31)
 - Mixture of lot sizes featuring homesites intended for entry level and move-up buyers with two and three car garage options, and slab, split level, and full basement foundations.
- Preserves existing wetlands to provide attractive views and scenic enjoyment for those living in the neighborhood and those passing through on the Greenway Trail. (Agriculture & Natural Resources p. 28)
- Expands the multi-modal transportation network through extension of the Greenway Trail, local roadways and minor collector roadways. (Transportation p. 22)
- Utilizes a creative and efficient approach with curvilinear streets, varying lot sizes and views, and links to existing neighborhoods and infrastructure. (Land Use p. 47)



PUD Benefits

The varied lot sizes- from 42' wide up to 72' wide - are intended to attract a range of households. From first-time home buyers to retirees, Heritage Farms is envisioned to be a life-cycle single family neighborhood.

- Dedicates 1.4 acres of parkland expanding Heritage Park
- Extends the Greenway Trail from Bohemia St to 7th St NE
 - Contributes to City's park dedication and improvement fund
 - Preserves existing wetlands, incorporating one of them along the Greenway Trail corridor as a public amenity
- Proposed Architectural Standards exceed City Standards (detailed on the next page)
- Each floorplan offers three (3) distinct elevations & color schemes for streetscape variation
- The same house/elevation will not be located directly adjacent or across the street

Architectural Distinctions

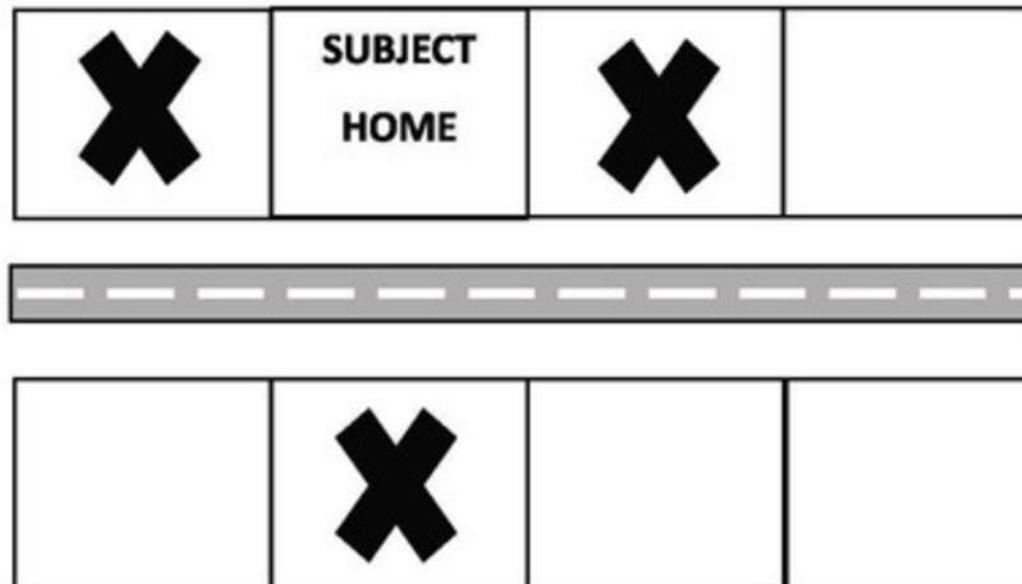
- Front porches with (SmartSide) LP pillars
- Stone base pillar upgrades
- Varying heights and quantities for stone
- Built out gables
- Coach lamps at garage door
- LP SmartSide window wrapping
- Transom or sidelight windows at front entry door
- Different siding options in gables (Board and Batten, Shakes, Built Outs, Dentils, Brackets)
- Garage door is an upgraded short raised panel garage door with grooves. Also allows for windows to be added. Multiple colors, including wood grain to provide higher quality look
- Stone address plaque upgrade option
- All homes Minnesota Green Path certified
- Included front door is an upgraded fiberglass door with a wide array of color options and wood grain options. (Most builders don't do the wood grain because of the cost, we include standard due to positive feedback from customers.)
- Full time designer on staff with over 25 years of experience planning out exterior packages for large, quality communities
- In house design studio where customers can choose their selections
- We are intentional with a self imposed anti-monotony code about not allowing the same elevation or color palette next door, on either side, or directly across the street

Many of these distinctions can be found when viewing the floor plan elevations and 3-D tours on our website at JPBrooks.com. City officials are welcome to tour any of our model homes throughout the metro - see JPBrooks.com for community locations.

Anti-Monotony Code

“X” Home cannot be the same elevation plan type or color scheme as Subject Home.

***You can have the same floor plan next to the subject home as long as the exterior elevation is different.**



HARVEST FIELDS

Proposed House Plans

JP Brooks
BUILDERS

Lot Type	House Type	Floor Plan	Bedrooms	Bathrooms	Garage Stalls	Sq. Ft.
52' Lots 40' Pad	Two Story, SOG	Harriet	4	3	2	1891
		Sullivan				2133
		Sylvia				2454
	Two Story	Hillcrest	4-5	3-4	3	1891-2694
		Stonybrook				2133-3022
		Silvercreek				2454-3412
	Villa	Madison	3	2	2	1596-1740
		Lakewood	2-3			1794-1830
		Waterford				1948-2068
	Split-level	Oak Ridge	2-4	2-3	2	1138-1994
		Washington	3-5			1305-2270
		Weston				1440-2251
62' Lots 50' Pad	Villa	Lakewood	2-3	2	3	1794-1830
		Waterford				1948-2068
		Madison	3			1596-1740
	Split-Entry/ Modified 2- Story	Oak Ridge	2-4	2-3	3	1138-1994
		Maplewood	4	4		2289
		Crestview				2562
		Washington	3-5	2-3		1305-2270
		Weston				1440-2251
	Rambler	Edgewater	2-5	2-3	3	1972-3563
		Madison	3-5			1596-2919
		Somerset	2-5			1846-3193
	Two Story	Brookview	4-5	3-4	3	2295-3506
		Summit				2539-3810
		Tahoe				2899-4384
Sedona		5-6	4-5	3164-4794		
72' Lots 60' Pad	Rambler	Stonewood	4-5	3-4	3-4	1914-3465
		Riverview				2179-4129

- The 42'-wide lots accommodate a newly designed 30'-wide, two-story home with a two-car garage.
- House plans are subject to change with market conditions.
- Every floorplan comes in at least three elevations.
- Four-car garages fit on the 72'-wide lots.

TWO STORY EXAMPLES - 42' WIDE LOTS

JP Brooks
BUILDERS



Designs in Process

3+ beds
2+ baths
2-car garage
Slab on grade
1,800-2,400 square feet

TWO STORY EXAMPLES - 52' WIDE LOTS

JP Brooks
BUILDERS

Hillcrest



4 - 5

Bedrooms



3 - 4

Bathrooms



1,891 - 2,694

Square Feet



3

Car Garage

TWO STORY EXAMPLES - 52' WIDE LOTS

JP Brooks
BUILDERS

Stonybrook



4 - 5

Bedrooms



3 - 4

Bathrooms



2,133 - 3,022

Square Feet



3

Car Garage

TWO STORY EXAMPLES - 52' WIDE LOTS

Silvercreek

JP Brooks
BUILDERS



4 - 5
Bedrooms



3 - 4
Bathrooms



2,454 - 3,412
Square Feet



3
Car Garage

VILLA FLOOR PLAN EXAMPLE

Waterford



JP Brooks
BUILDERS



2 - 3
Bedrooms



2
Bathrooms



1,948 - 2,068
Square Feet



2 - 3
Car Garage

VILLA FLOOR PLAN EXAMPLE

JP Brooks
BUILDERS

Lakewood



2 - 3

Bedrooms



2

Bathrooms



1,794 - 1,830

Square Feet



2 - 3

Car Garage

The Madison



JP Brooks
BUILDERS



3 - 5

Bedrooms



2 - 3

Bathrooms



1,596 - 2,919

Square Feet



2 - 3

Car Garage

SPLIT LEVEL FLOOR PLAN EXAMPLE

Washington

JP Brooks
BUILDERS



3 - 5

Bedrooms



2 - 3

Bathrooms



1,305 - 2,270

Square Feet



2 - 3

Car Garage

The Weston



JP Brooks
BUILDERS



3 - 5
Bedrooms



2 - 3
Bathrooms



1,440 - 2,251
Square Feet



2 - 3
Car Garage

TWO STORY FLOOR PLAN EXAMPLE - 62' LOTS

JP Brooks
BUILDERS

Brookview



4 - 5

Bedrooms



3 - 4

Bathrooms



2,295 - 3,506

Square Feet



3

Car Garage

TWO STORY FLOOR PLAN EXAMPLE - 62' LOTS

Summit

JP Brooks
BUILDERS



4 - 5
Bedrooms



3 - 4
Bathrooms



2,539 - 3,810
Square Feet



3 - 4
Car Garage

TWO STORY FLOOR PLAN EXAMPLE 62' LOTS

JP Brooks
BUILDERS

Sedona



5 - 6

Bedrooms



4 - 5

Bathrooms



3,164 - 4,794

Square Feet



3 - 4

Car Garage

RAMBLER FLOOR PLAN EXAMPLE - 72' WIDE LOTS

JP Brooks
BUILDERS

Stonewood





4 - 5
Bedrooms



3 - 3
Bathrooms



1,914 - 3,653
Square Feet



3 - 4
Car Garage

HARVEST FIELDS



JP Brooks
BUILDERS

Anticipated Phasing

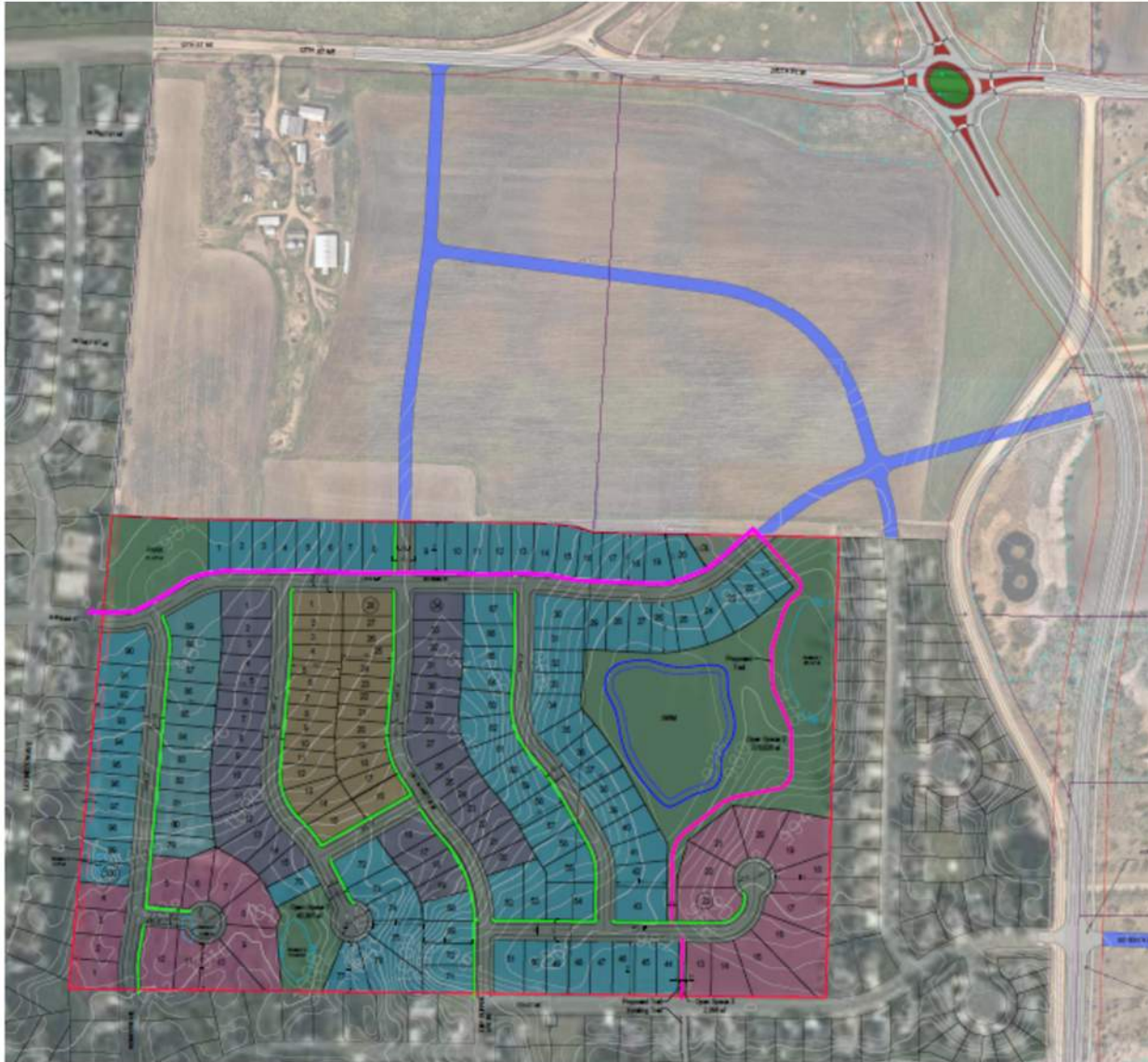
PLATTED IN FOUR ADDITIONS

1st Addition - 2027

~50 lots

2nd Addition - 2028 or 2029

Locations to be determined





JP Brooks
BUILDERS

HARVEST FIELDS

DEVELOPER / BUILDER

JPB Land, LLC. | JP Brooks, Inc.

13700 Reimer Drive North, Suite 100

Maple Grove, MN 55311

jpbrooks.com

Paul Tabone

Office: (763) 285-4794

Mobile: (952) 221-4032

Lucinda Spanier

Office: (763) 285-4789

Mobile: (612) 979-3965

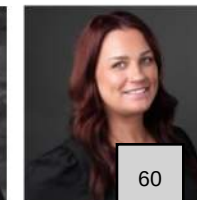
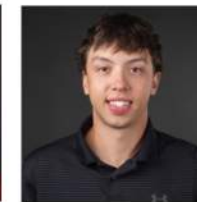
ENGINEERING / SURVEYING CONSULTANT

Alliant Engineering, Inc

733 Marquette Ave. Ste 700

Minneapolis, MN 55402

alliant-inc.com



ALLIANT



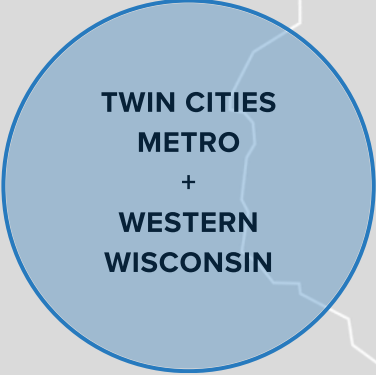
Crafting Communities. Building Futures.

LAND DEVELOPMENT IN THE TWIN CITIES
AND WESTERN WISCONSIN

jpb.land

MARKETS WE SERVE

Deep local knowledge.
Strong relationships.
Lasting communities.



**TWIN CITIES
METRO
+
WESTERN
WISCONSIN**

We focus on high-growth areas with strong demand, quality schools, and exceptional livability.

OUR APPROACH

Developer + Builder Advantage

Our integrated approach brings control, efficiency, and quality to every step of the process, creating value for landowners and communities alike.

➤ LAND DEVELOPMENT

- Entitlements expertise
- Efficient timelines
- Lower risk
- Stronger returns

➤ HOME BUILDER

- Operational excellence
- Quality construction
- Design flexibility
- Long-term commitment

LAND DEVELOPMENT



Lot acquisition and development for
JP Brooks

Focused in Minneapolis and other
neighboring Midwest markets

200 to 300 lots/year growing to 1,000
lots/year over time

Separate, highly-experienced team



Section 5, Item a.



HOME BUILDER

Section 5, Item a.

JP Brooks

BUILDERS

Family-owned homebuilder in MN & WI

Successful track record of growth over past 12 years

Operational team in place to scale significantly over the coming years

Strong margins & financial profile

TOP 25
Builders



**best places
to work**



TRACK RECORD SINCE 2022

2,400

LOTS ACQUIRED

1,500

LOTS ENTITLED

900

LOTS DEVELOPED



29

COMMUNITIES

Key Midwest MSAs such as
Twin Cities Metro and Western
Wisconsin.

PIPELINE FOR 2026

Lots in Development

Section 5, Item a.

712

TOTAL LOTS

Subdivision sizes range between 50 and 200 lots. We require all entitlements before purchasing land, therefore minimizing risks. Typical duration of the land development process is 4-6 months once entitled, and is usually completed in multiple phases.

➤ **FOX RUN 8th & 9th ADDITIONS**

New Richmond, WI - **75 LOTS**

➤ **WILDFLOWER MEADOWS**

River Falls, WI - **92 LOTS**

➤ **MEADOWBROOK**

Monticello, MN - **180 LOTS**

➤ **OAKVIEW RIDGE**

Hanover/St. Michael, MN - **144 LOTS**

➤ **PRAIRIE RIDGE**

Delano, MN - **84 LOTS**

➤ **FAIRWAY GREENS 4TH ADDITION**

Isanti, MN - **46 LOTS**

➤ **CARRIGAN MEADOWS 5TH ADDITION**

Waverly, MN - **30 LOTS**

➤ **AUGUST FIELDS**

St. Michael, MN - **61 LOTS**

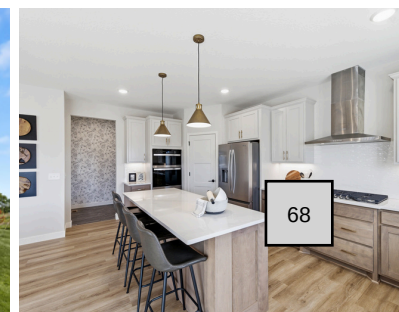
MINNESOTA COMMUNITY SPOTLIGHT

Oakview Ridge

Hanover / St. Michael, MN

- Single Family and Villa floor plans on executive homesites
- Wetlands, pond views, and dedicated open green spaces throughout, including a community park
- Prime location, with easy access to schools, parks, shopping, and highways
- Homes starting in the mid-\$400k's

Section 5, Item a.



WISCONSIN COMMUNITY SPOTLIGHT

Wildflower Meadows

River Falls, WI

- Single Family and Twin Home floor plans options available
- Community park, along with miles of nearby trails, parks, and river access along the Kinnickinnic River
- Convenient access to schools, parks, shopping, and downtown River Falls
- Homes starting in the \$300k's

Section 5, Item a.



OUR TEAM

Experienced.
Professional.
Local.
Dedicated.



Art Plante

Chief Operating Officer

- **40+ years** in residential development experience
- Leader in the industry
- Lots developed in Twin Cities since 1997: **7,000+**
- Lifetime total lots developed: **13,500+**

Section 5, Item a.



Josh Pomerleau

President

- **20+ years** in real estate industry
- **9+ years** of land development experience
- Lifetime total lots acquired: **2,400+**



Ethan Tramp

Senior Land
Development Manager

- **11+ years** in national and private building



Lucinda Spanier

Entitlements Manager

- **11+ years** in community planning and development



Paul Tabone

Director of Entitlements

- **22+ years** in the industry
- **10,000+** entitled lots



Carole Toohey

Land Development
Coordinator

- **24+ years** in the industry
- Managed 150+ HOAs

Let's Build Something Lasting.



jpb.land
(763) 496-4921
info@jpb.land



118 Central Avenue North, New Prague, MN 56071
phone: 952-758-4401 fax: 952-758-1149

MEMORANDUM

TO: PLANNING COMMISSION
FROM: KEN ONDICH, COMMUNITY DEVELOPMENT DIRECTOR
EVAN C. GARIEPY, PLANNER
SUBJECT: PROPOSED UNIFIED DEVELOPMENT CODE 2ND MISCELLANEOUS AMENDMENTS
DATE: JULY 13TH, 2026

In March of 2026, the Unified Development Code was adopted, and a minor amendment for it is on track to be adopted by the City Council by the end of July to correct portions of the UDC that were unintentionally changed from the old Zoning Ordinance.

Staff has continued to note portions of the UDC that Staff believes the Planning Commission should consider changing. The explanations regarding each proposed amendment has been stated prior to the amendment. These amendments concern the use of shipping and storage containers as structures, clarifications regarding solar, clarifications regarding vehicles, building design standards, and references that were not corrected.

Proposed deletions are ~~struck out~~, and proposed additions are underlined and highlighted.

Proposed Amendments: Shipping and Storage Containers

Staff believes that the use of shipping and storage containers as buildings, even as temporary buildings or as permanent dwelling units, shall be prohibited due to concerns of them being unable to meet building design standards or the building code. The proposed language has been modeled after the City of Elko New Market's.

2.001 Rules and Definitions

Shipping Container: A large, steel or similar material box designed and built to transport goods by sea or land. They may also be referred to as ISO or Intermodal Containers.

Portable Storage Container: A large, secured, weather-resistant box that can be moved from place to place and used for temporary storage purposes.

5.003 Performance Standards

(B) Exterior Storage
(1) Exceptions

(h) Portable storage containers or shipping containers

1. The use of portable storage containers or shipping containers or other similar structures or containers are permitted for temporary storage on a driveway or parking lot, but in no event shall such containers be present for more than 60 days within any one-year period.

2. Portable storage containers or shipping containers or other similar structures or containers may not be used as a dwelling, a primary structure, nor an accessory building or structure.

6.003 Character and Building Standards

(E) Accessory Buildings and Structures

(3) In All Districts

(e) Portable storage containers or shipping containers or other similar structures or containers may not be used as an accessory building or structure.

Proposed Amendments: Solar

Currently, the State only requires building permits for solar photovoltaic systems, which are thought of as the “typical” power-producing power systems. The City requires building permits for all solar energy systems, including those meant to just generate heat or to heat up water to confirm that all mounting, plumbing, and wiring is correct.

3.002 Administration

(K) Administrative Permits

(1) An administrative permit shall be required for the following activities:

~~(e) Solar energy system that does not require a building permit.~~

The UDC’s 5.001 Use Chart lists roof mounted solar structures as a permitted use in all zoning districts. Through omission, this means that ground mounted solar structures are not permitted. Clarifying this within 5.002 Prohibited Uses in all Zoning Districts just makes this more explicit.

5.002 Prohibited Uses in all Zoning Districts.

(H) Solar structures that are not roof mounted, including ground mounted solar structures.

Proposed Amendment: Vehicles

The following amendments are regarding clarifying vehicle Ordinances. The City’s current restrictions regarding passenger vehicles includes prohibiting vehicles from parking on the grass in a front or side yard, and only permitting it in rear yards with accessory structure setbacks, as well as restrictions regarding inoperative and junk vehicles. Due to how the law defines passenger vehicles, these regulations do not impact commercial vehicles, even if it is in a residential district. The proposed amendments will make these regulations apply to commercial vehicles as well as passenger vehicles. Clarification regarding the definition of carport is also proposed.

2.001 Rules and Definitions

Carport – A permanent roofed structure permanently open on at least ~~two sides~~ **one side**, designed for or occupied by ~~private passenger~~ vehicles. ~~Carports shall be prohibited.~~

5.002 Prohibited Uses in All Zoning Districts

(I) Carports.

2.001 Rules and Definitions

Garage, Private – An accessory building or accessory portion of the principal building which is intended for and used to store the ~~private passenger~~ vehicles of the family or family's resident upon the premises. A garage shall not include a carport.

5.003 Performance Standards

(B) Exterior Storage

(1) Exceptions

(e) Off-street parking of ~~passenger~~ motor vehicles.

1. Parking of ~~passenger~~ vehicles must be on an improved bituminous surface if located in the front or side yard. Parking of ~~passenger~~ vehicles is permitted on an unimproved surface in the rear yard if the vehicle meets accessory structure setbacks of the district.

(2) Refuse

(b) ~~Passenger~~ Vehicles in an inoperative state shall not be parked in residential districts for a period exceeding 7 days. "Inoperative" shall mean incapable of movement under the vehicle's own power and in need of repairs. All ~~passenger~~ vehicles shall be currently licensed.

Proposed Amendment: Building Design Standards

The building design standards outlined in 6.002 Character and Building Standards Building Design Requirements were added in March, with the enactment of the UDC. These were added to encourage higher design standards for commercial, industrial, and apartment buildings. Since beginning to utilize the UDC, Staff realized that these stricter regulations also applies to accessory buildings, which includes commercial and industrial sheds and garages. It was not the intent of this Ordinance to regulate the appearance of accessory buildings in the same way as primary structures.

6.002 Character and Building Standards

(Q) Building Design Requirements

(8) The provisions outlined in Section 6.002 (1) of this Ordinance shall not be applicable to accessory buildings or structures that are accessory to a building upon which these provisions apply.

Proposed Amendment: Unattached Decks and Garage Clarification

As currently written, the UDC prevents decks at all from being within 20 feet of the rear property line. Staff believes that decks that are not attached to a building or structure with frost footings – such as decks surrounding above-ground pools, or small decks surrounding pavilions – should not have as strict of requirements. The proposed amendments clarify the differences between unattached and attached

decks. Decks that are attached to the rear of a house must still be 20 feet from the rear setback line. Additional clarification regarding accessory building requirements for garages is also proposed.

6.002 Character and Building Standards

(D) Permitted Encroachments

- (2) Attached decks are also exempted from the rear yard setback requirements except that an attached deck may not be located closer than 20 feet from the rear property line including on through lots.

(E) Accessory Buildings and Structures

(1) In Residential Districts

- (b) Accessory buildings and structures are permitted in any rear or side yard. Accessory buildings and structures shall not be erected within six (6) feet of any lot line or ten (10) feet from any alley ~~and~~. Garages must provide a minimum of 20 feet of direct access to the entrance within the property lines.

(e) Unattached decks are considered an accessory structure for the purposes of this Section. Attached decks are not considered an accessory structure for the purposes of this Section.

Proposed Amendment: Zoning Ordinance References

As New Prague replaced its Zoning Ordinance and Subdivision Ordinance with the UDC, all mentions of them were to be replaced with references to the UDC. Some of these were missed, thus the following corrections are proposed.

2.001 Rules and Definitions

Practical Difficulty – Practical difficulties as used in connection with the granting of a variance, means that the property owner proposes to use the property in a reasonable manner not permitted by the ~~Zoning Ordinance~~ Unified Development Code; the plight of the landowner is due to circumstances unique to the property not created by the landowner; and the variance, if granted, will not alter the essential character of the locality. Economic considerations alone do not constitute practical difficulties. Practical difficulties include but are not limited to inadequate access to direct sunlight for solar energy systems.

5.003 Performance Standards

(V) Traffic Impact Study Guidelines and Process

(3) Need for Traffic Impact Study

- (b) Certain types of development, because of their size, nature, or location, are less likely to result in traffic impacts and therefore do not require the investment of time or effort in conducting a comprehensive traffic analysis. When a development is staged or phased over time, the City requires that a Traffic Impact Study be completed based on the impacts of the final phase or build out. At a minimum, all development projects will need to prepare some documentation such as driveway/access locations, showing consistency with the New Prague Comprehensive Plan, and compliance with the access spacing guidelines ~~which are part of the New Prague Zoning Ordinance~~ as outlined in this Ordinance.

Table 1 – Level of Analysis Required
Minimal Analysis
Required Information:
Consistency with Comp Plan and ~~Zoning Ordinance~~ Unified Development Code

- 6.003 Character and Building Standards
- (Q) Building design Requirements
 - (7) Multi-family buildings with 5 or more units located in the B-1 Central Business District must comply with the provisions of Section 6.002 (Q) of ~~the Zoning Ordinance~~ this Ordinance.

Proposed Amendment: Cannabis Reference to City Code
The City Code 121.23 (K) requires that cannabis businesses cannot be closer than 250 feet to a school. The UDC cites this, but the reference is incorrect and refers to 121.14, which does not exist. The proposed amendment fixes this citation to reference the correct City Code section.

- 5.003 Performance Standards
- (S) Cannabis Businesses
 - (1) Cannabis businesses may not be located within 250 feet of a school as established in City Code Section ~~121.14 (H).~~ 121.23 (K).

Recommendation
Staff recommends that the Planning Commission discuss the proposed 2nd miscellaneous amendments to the UDC and schedule a public hearing for the changes at the next Planning Commission meeting.

July 2026 EDA Business Updates:

- **0 new home permits** were issued in June (The year-to-date totals are: 2 single family homes, 0 townhome units and 0 apartment units). Two additional new home permits are available for pick up at this time.
- A Conditional Use Permit for **Bold North Hemp, LLC** to locate a cannabis cultivation facility at the former mill located at 100 2nd Ave. SW was recommended for approval by the Planning Commission on June 24th. The City Council will consider the application at the July 6th City Council meeting.
- **B&D Cannabis**, located at 410 Main Street W., hopes to be open within the next few weeks. B&D Cannabis is a cannabis micro business with a retail endorsement and is utilizing one of the maximum two cannabis retail licenses available in the City (as set by City Ordinance).
- **Near North Title Company** moved from 138 Main St. W. to 115 1st Ave. SE, Suite 100. The space at 138 Main St. W. is now available for lease and is about 2,600 sq. ft. and has a private parking lot.
- **D&D Mechanical** at 520 6th Street NW is winding down operations as the owner is retiring. The building will be available for lease in July and will likely also be made available for sale.
- **Scott Equipment** was issued a building permit for an accessory structure at 601 6th Street NW. The structure will be used for vehicle and equipment storage.