



ECONOMIC DEVELOPMENT ADVISORY COMMITTEE AGENDA

Thursday, November 6, 2025

Broadcast on Cable TV Channel 16
and northmetrotv.com/lino-lakes-stream

ADVISORY COMMITTEE MEETING, 8:00 A.M.

Community Room (not televised)

1. Call to Order and Roll Call
2. Approval of Minutes: October 2, 2025
3. Discussion Items
 - A. Town Center Master Plan Proposal Discussion
 - B. Metropolitan Council 2050 System Statement
 - C. Otter Lake Road Business Communication Plan
 - D. Project Updates
4. Notices and Communications

ADJOURNMENT

**CITY OF LINO LAKES
ECONOMIC DEVELOPMENT
ADVISORY COMMITTEE
MINUTES**

DATE:	October 2, 2025
TIME STARTED:	8:00 a.m.
TIME ENDED:	9:40 a.m.
MEMBERS PRESENT:	Andrew Cravero, Blakely LaCroix, Patrick Kohler, Nathan Vojtech, Suzy Guthmueller, Randy Rennaker, Chad Wagner, Sam Bennett
MEMBERS ABSENT:	Barbara White, Chris Spenner
STAFF PRESENT:	Michael Grochala, Jessica Eller, Marissa Ertel

1. CALL TO ORDER

Mr. Vojtech called the Economic Development Advisory Committee meeting to order at 8:00 a.m. on October 2, 2025.

2. APPROVAL OF MINUTES

Mr. Cravero made a motion to approve the August 7, 2025 meeting minutes. Motion was supported by Mr. LaCroix. Motion carried 7-0.

3. DISCUSSION ITEMS

A. Town Center Master Plan Update Scoping Discussion

Mr. Grochala presented the staff report.

Staff was looking to get EDAC's input on project scope including:

- Study limits
- Objectives
- Interest in Market Study
- Degree of community engagement
- Development of action plan i.e., Comp plan, zoning or PUD amendments to implement.

The Committee had questions regarding the existing gas station on the west side. Mr. Vojtech wanted to know what would happen with the gas station if development

DRAFT MINUTES

started to occur on the west side. Mr. Grochala explained that the gas station would most likely stay, and development would happen around the site.

Mr. Wagner does not believe we need a study, that we would need more residential to get commercial. Mr. Cravero agreed that a study would be unnecessary.

Mr. Kohler had questions about senior housing in the City and the availability of the existing senior housing. Mr. Kohler believes that adding senior housing and apartments on the east side would be beneficial to bringing commercial to the area.

Mr. Bennett had questions about how close the middle school is to this area, and whether a trail could be added to connect to the corridor.

Ms. Guthmueller wants to know what the benefit of a study would be for this area and what we might learn from doing a study. Ms. Guthmueller understands that we need more rooftops but wonders what else we might learn.

Mr. Rennaker wanted to know what costs would be involved with doing a study. Mr. Grochala stated that a study would be around \$10,000.00 not including a market study. Mr. Bennett wants to know what would be included in the \$10,000.00 proposal. Mr. Grochala explained it would include site planning, land uses, drawing work for layouts, and building elevation designs.

Mr. Wagner stated that in the grand scheme the lot cost isn't going to be the deciding factor when it comes to commercial development.

Mr. LaCroix wanted to know if economic forecasting is considered when thinking about how we want to develop this area.

Ms. Guthmueller wanted to know how much say the City has when it comes to what types of housing would be able to develop in the area. Mr. Grochala explained that the City would have a say on the land use.

Mr. Bennett wanted to know if there was a way to leverage the area, such as providing a Rookery membership. Mr. Grochala agreed that this is an idea that the City has considered.

Mr. Vojtech believes that putting the high-density housing here on the east side would make the most sense, since there is already high-density housing in this area.

The Committee believes utilizing the area for events in the summer would potentially help bring eyes to the area for developers.

Mr. Rennaker thinks holding an open house would be beneficial to get ideas for uses in the area and how to move forward with development.

Mr. Grochala explained that the next steps would be to move forward with a study and hold an open house.

4. PROJECT UPDATES

Mr. Grochala updated the committee on current City projects.

5. ADJOURNMENT

Mr. Vojtech made a motion to adjourn the meeting at 9:40 a.m. Motion was supported by Mr. LaCroix. Motion was carried 5-0.

Respectfully submitted,
Marissa Ertel, Community Development Administrative Assistant

ECONOMIC DEVELOPMENT ADVISORY COMMITTEE AGENDA ITEM 3A

STAFF ORIGINATOR: Michael Grochala, Community Development Director

MEETING DATE: October 2, 2025

TOPIC: Town Center Master Plan Update Proposal Discussion

BACKGROUND

Based on discussion at the last EDAC meeting staff has been working with Tushie Montgomery to develop a scope of services and proposal that includes:

1. Development of conceptual site masterplan that outlines overall density, land use, and conceptual organization
2. Masterplan Financial Analysis including analysis of highest and best use and most feasible scenarios, Projections of ROI and funding
3. Civil Engineering and Utility review
4. Market Study

Staff is anticipating a specific proposal will be available at the meeting for discussion.

EDAC CONSIDERATION

Review of proposal.

ATTACHMENTS

None.

ECONOMIC DEVELOPMENT ADVISORY COMMITTEE AGENDA ITEM 3B

STAFF ORIGINATOR: Michael Grochala, Community Development Director

MEETING DATE: November 6, 2025

TOPIC: Metropolitan Council 2050 System Statement

BACKGROUND

Minn. Stat. 473.145 requires the Metropolitan Council (Met Council) to adopt a comprehensive development guide for the metropolitan area. Minn. Stat. 473.175 requires the Met Council to review local government comprehensive plans to determine compatibility with this regional development guide. These plans are developed and updated every 10 years.

In early 2025, the Met Council adopted Imagine 2050 as the comprehensive regional development guide. It establishes the regional vision for the 7-county metropolitan area for the next 25 years. The guide includes 5 policy plans:

1. 2050 Land Use Plan
2. 2050 Transportation Policy Plan
3. 2050 Water Resources Policy Plan
4. 2050 Regional Parks Policy Plan
5. 2050 Housing Plan

On September 25, 2025, the Met Council issued the 2025 System Statement for Lino Lakes. The system statement explains the implications of the policy plans for each individual community. Pursuant to Minn. State 473.864, subd. 2, within 3 years after receiving a system statement Lino Lakes is required to review its comprehensive plan to ensure continued conformity with metropolitan system plans and amend if necessary. The amendment/update of the City's 2040 Comprehensive Plan is due by December 31, 2028.

ANALYSIS

Community Designation

Imagine 2050 identifies Lino Lakes with the community designation of Suburban Edge. The City's prior designation of Emerging Suburban Edge has been eliminated. Suburban Edge communities include cities, townships and portions of both that are primarily located on the edge of the Metropolitan Urban Service Area (MUSA) and primarily developed after the 1990's. Other Anoka County and surrounding communities that share this designation include Centerville, Blaine, Andover, Ramsey and Hugo, Forest Lake.

Residential density requirements

Communities designated Suburban Edge are expected to plan for forecasted population and household growth at a minimum average net density of 3.5 - units per acre for new development and redevelopment.

From Imagine 2050 Regional Development Guide: Local governments and land within the MUSA receive a higher level of regional services and investments than those in the rural service area, such as regional wastewater services, regional highways, transit service, and programs that support redevelopment. In return, the Met Council expects jurisdictions in the MUSA to plan for and build the higher levels of development that economically support those regional services. Compact development also reduces the pressure on agricultural land areas and decreases the impact of development on natural systems which helps manage the region's land supply consistently and more effectively.

As discussed with the City Council in the fall of 2024, the minimum average density was originally proposed to increase from the existing 3.0 units per acre to 4.0. The 3.5 units per acres was ultimately what was adopted by Metropolitan Council.

Forecasts

Imagine 2050 forecasts for Lino Lakes' population, households and employment are:

	2020 (actual)	2030	2040	2050	Change
Population	21,399	24,600	26,600	29,200	4,600
Households	6,957	8,300	9,200	10,200	1,900
Employment	3,786	5,200	5,600	6,000	800

Overall, the 2050 population and household forecasts show a decrease in what is currently for in the 2040 plan. The following chart compares the City's current 2040 Comprehensive Plan projections with Imagine 2050.

	Comp Plan 2040	Thrive 2050	Difference
Population	31,100	29,200	(1,900)
Households	10,600	10,200	(400)
Employment	6,000	6,000	NC

The forecasted 2050 population projections decrease by 1,900 persons and 400 households over what is currently forecasted for 2040. The reduction in forecasted growth is, in part, due to the continued evaluation and study of the northeast metro water supply constraints.

Employment projections are expected to remain the same.

Housing Policy Plan

Communities are required to include a housing element and implementation program in their comprehensive plan. Minn. Stat. 473.859, Subd 2(c) states:

"A land use plan must also include a housing element containing standards, plans and programs for providing adequate housing opportunities to meet existing and projected local and regional housing needs, including but not limited to the use of official controls and land use planning to promote the availability of land for the development of low- and moderate-income housing."

For 2025, the rental affordability limit is 60% and the ownership affordability limit is 80% of the area median income (AMI). In 2025, the area median income for a household of four is \$132,400. The current affordability amounts are as follows:

2025 Rental housing

# Bedrooms	30% AMI	50% AMI	60% AMI	80% AMI
Efficiency	\$694	\$1,158	\$1,389	\$1,852
1 Bedroom	\$744	\$1,241	\$1,489	\$1,985
2 Bedrooms	\$894	\$1,490	\$1,788	\$2,384
3 Bedrooms	\$1,032	\$1,721	\$2,065	\$2,753
4 Bedroom	\$1,152	\$1,920	\$2,304	\$3,072

Ownership housing

For owner-occupied housing, the income limit includes principal, interest, property taxes and home insurance.

Family Income Level	Affordable Home Price
80% AMI (\$104,200)	\$306,500
60% AMI (\$79,440)	\$225,300
50% AMI (\$66,200)	\$183,700
30% AMI (\$39,700)	\$98,000

The Region's Total Future Need for Affordable Housing for 2031 to 2040 is forecasted to be 39,700 units. Per the System Statement, Lino Lakes' share of the region's need for low- and moderate-income housing for the decade is 428 new units affordable to households up to 60% of area median income (AMI) or below. In comparison, the Met Council's goal for 2021-2030 was 515 units up to 80% of area median income.

Affordable Housing Unit Needs for Lino Lakes	
Threshold	# Housing Units
At or below 30% AMI	207
31 to 50% AMI	190
51 to 0% AMI	31
Total Units	428

To accommodate our share of the region's affordable housing need, we are required to guide residential land at densities sufficient to create opportunities for affordable housing. The City may choose between two options:

Option 1: Guide sufficient land at minimum residential densities of 10 units/acre to support your city or township's total allocation of future affordable housing need for 2031-2040

Or

Option 2: Guide sufficient land at minimum residential densities of:

- 12 units/acre to support your city or township's 2031-2040 allocation of future affordable housing need at 30% AMI or less.
- 8 units/acre to support your city or township's allocation of future affordable housing need at 31-60% AMI. This combines your city or township's allocation of 31-50% AMI and 51-60% AMI.

The City chose to implement option 1 in the 2040 plan. However, staff notes that the densities in Imagine 2050 represents a change from a minimum of 8 units/acre to 10 units/acre.

Under Option 1 we can guide 42.8 acres of residential land at 10 units per acre to satisfy our affordable housing unit needs (428 units/10 units per acre = 42.8 acres). Alternatively, the City could choose to guide 17.25 acres of residential land at 12 units per acre and 27.6 acres at 8 units per acre under Option 2 to meet the minimum requirements.

Currently the City's Planned Residential/Commercial, and Signature Gateway Land Use Districts allow 8-10 units per acre. The Town Center District allows 10 – 24 units per acre. The City does not currently have a district that has a minimum density of 12 units per acre.

This requirement will require some modification to our individual land use district density requirements.

Climate Policy

New requirements were added by the State Legislature in 2023 to address climate mitigation and adaptation. This will include a plan that acknowledges statewide targets for GHG reductions of 50% by 2030 and net zero by 2050, greenhouse gas emission inventory and at least one strategy to reduce greenhouse gas emissions.

Transportation Policy Plan

The 2050 Transportation Policy Plan is the metropolitan system plan for highways, transit and aviation to which local comprehensive plans must conform. The only major improvement to the highway (I-35E, I-35W or CR 14), transit (Metro Transit) or aviation (Seaplane Base) systems, identified in the System Statement, is the reconstruction of the I-35E/CRJ interchange currently underway. During the comprehensive plan update, we will identify potential transit service options and review any updates to Met Council's aviation long term comprehensive plan.

Other plan considerations include Regional Bicycle Transportation Network, Minor System/Functional Classification and Freight changes. The Regional Bicycle Transportation Network (RBTN) identifies trunk arterials of the overall bikeways system that connect to regional employment and activity centers. The RBTN identifies routes along CR 14 (Main Street), CSAH 23 (Lake Drive) and CSAH 21 (Centerville Road) and through the Regional Park and these routes have already been incorporated into the City's Park, Greenway and Trail System Plan. Lino Lakes will describe and map the functional classification of all existing roads and identify any changes from the existing to proposed classifications. No freight terminals are identified in Lino Lakes.

Water Resources Policy Plan

The Water Resources Plan takes an integrated approach to water supply, water quality and wastewater issues and identifies key concepts to maximize the benefits of regional investments into wastewater, water supply and surface water. Lino Lakes shall develop components in the

comprehensive plan to address wastewater, surface water and water supply issues. The City currently will be updating its Surface Water Management Plan and Water Supply Plans in 2026-27.

Regional Parks Policy Plan

The Met Council Regional Parks System includes 66 regional parks and 487 miles of regional trails. Regional parks and trails within Lino Lakes are:

- Park Reserves
 - Rice Creek Chain of Lakes Park Reserve
- Regional Trails
 - Bunker Hills-Chain of Lakes Regional Trail
 - Central Anoka Trail
 - Chain of Lakes – Otter Lake Regional Trail
 - Rice Creek North Regional Trail

Anoka County is one of Met Council's ten regional park implementing agencies and Lino Lakes will continue to work with the County on regional park development. The above parks and trails are currently addressed in the City's 2040 Comprehensive Plan.

EDAC CONSIDERATION

None. Discussion only.

ATTACHMENTS

1. 2050 System Statement



**CITY OF
LINO LAKES**

2025 SYSTEM STATEMENT



IMAGINE⁵⁰



2025 SYSTEMS STATEMENT CITY OF LINO LAKES

Regional Development Plan Adoption

On February 12, 2025, the Met Council adopted Imagine 2050 as a comprehensive development guide for the Twin Cities metro region. Imagine 2050 includes regional systems plans, including the 2050 Transportation Policy Plan, the 2050 Water Policy Plan, the 2050 Regional Parks and Trails Policy Plan, and the 2050 Housing Policy Plan. The development guide also outlines land use policies and community designations important for local comprehensive planning updates.

The Metropolitan Council is now issuing systems statements pursuant to [State statute](#).

Systems Statements

Metropolitan systems plans are long-range comprehensive plans for the regional systems – transit, highways, and airports; wastewater services; and parks and open space – along with the capital budgets for those systems. Systems statements explain the implications of metropolitan system plans for each community in the region. They are intended to help communities prepare or update their comprehensive plan, as required by the Metropolitan Land Planning Act:

Within nine months after receiving a system statement for an amendment to a metropolitan system plan, and within three years after receiving a system statement issued in conjunction with the decennial review required under [section 473.864, subdivision 2](#), each affected local governmental unit shall review its comprehensive plan to determine if an amendment is necessary to ensure continued conformity with metropolitan system plans. If an amendment is necessary, the governmental unit shall prepare the amendment and submit it to the council for review.

The system statement includes information specific to a community, including:

- community designation or designation(s)
- forecasted population, households, and employment through the year 2050
- guidance on appropriate densities to ensure that regional services and costly regional infrastructure can be provided as efficiently as possible
- affordable housing need allocation.

In the following sections, this systems statement contains an overview of key changes and updates to the policies and plans from the previous 2040 regional development guide and specific system changes that affect your community:

- Transportation, including metropolitan highways, aviation, and transit
- Water Resources, including wastewater, surface water, and water supply planning

- Regional parks and trails

Regional Development Guide

The development guide adopted in February 2025 reflects the vision and plans adopted by communities for a prosperous, equitable, and resilient region with abundant opportunities for all to live, work, play, and thrive.

Regional values are shared core beliefs or principles that guide the work of developing and implementing Imagine 2050. The values build on those identified in Thrive MSP 2040 and incorporate what we've learned over the last ten years as well as the common values expressed by local governments and partners across the region. These values guide the Met Council in building partnerships and developing policies and programs to support Imagine 2050.

The Met Council has endorsed the following goals for our region to achieve through our policies, practices, programs, and partnerships:

- Our region is equitable and inclusive.
- Our communities are healthy and safe.
- Our region is dynamic and resilient.
- We lead on addressing climate change.
- We protect and restore natural systems.

Dispute Process

If your community disagrees with elements of this systems statement or has any questions about the process, please contact your Sector Representative, Emma Dvorak, at 651-602-1399, to review and discuss potential issues or concerns. The Council and local government units and districts have usually resolved issues relating to the system statement through discussion.

Request for Hearing

If a local governmental unit and the Met Council are unable to resolve disagreements over the content of a system statement, the unit or district may, by resolution, request that a hearing be conducted by the Met Council's Land Use Advisory Committee or by the State Office of Administrative Hearings to consider amendments to the system statement. According to Minnesota Statutes [section 473.857](#), the request shall be made by the local governmental unit or school district within 60 days after receiving the system statement. If the Met Council does not receive a hearing request within 60 days, the statement becomes final.

Next Steps in the Regional Planning Cycle

Receipt of this system statement and the metropolitan system plans triggers a community's obligation to review and amend its comprehensive plan by December 2028. Local comprehensive plans and amendments will be reviewed by the Met Council for conformance to

metropolitan system plans, consistency with Met Council policies, and compatibility with adjacent and affected governmental units. Updated local comprehensive plans are due to the Met Council for review by Dec. 31, 2028.

Forecasts

The Met Council uses the forecasts developed as part of Imagine 2050 to plan for regional systems. Communities should base their planning work on these forecasts. Given the nature of long-range forecasts and the planning timeline undertaken by most communities, the Met Council will maintain on-going dialogue with communities to consider any changes in growth that may have an impact on regional systems.

Imagine Forecasts for the City of Lino Lakes

	2020 (actual)	2030	2040	2050
Population	21,399	24,600	26,600	29,200
Households	6,957	8,300	9,200	10,200
Employment	3,786	5,200	5,600	6,000

Housing Policy

The purpose of the Housing Policy Plan, adopted by the Metropolitan Council in February 2025, is to provide leadership and guidance on regional housing needs and challenges and to support Imagine 2050. The Housing Policy Plan provides an integrated policy framework that unifies our existing roles in housing and identifies opportunities to expand our role in supporting safe, affordable and dignified housing in the region.

Consistent with state statute (Minn. Stat. 473.859, subd. 2(c) and subd. 4), cities and townships must include a housing element and implementation program in their local comprehensive plans that address existing and projected housing needs.

The Met Council has determined the regional need for low-income housing for the decade of 2031-2040 (see Appendix B in the Housing Policy Plan).

Based on regional forecasts, the regional need for future affordable housing units is 39,700. Lino Lake' share of the region's future need for low-income housing is 428 new units of affordable housing. Of these new units, the need is for 207 affordable to households earning at or below 30% of AMI, 190 affordable to households earning 31% to 50% of AMI, and 31 affordable to households earning 51% to 60% of AMI.

Affordable Housing Need Allocation for the City of Lino Lakes

	Units
At or below 30% AMI	207
31 to 50% AMI	190
51 to 60% AMI	31
Total Units	428

Future Affordable Housing Need allocations may be updated throughout the decade if local projected sewerage growth changes.

Lino Lakes should consult the complete Housing Policy Plan when preparing its local comprehensive plan. In addition, Lino Lakes should consult Imagine 2050 and the Local Planning Handbook for specific requirements necessary for the housing element and housing implementation programs of local comprehensive plans.

Climate Policy

In 2023, the State legislature amended the Metropolitan Land Planning Act ([Minn Stat. § 473.859, subd. 2 and 7](#)) to include new requirements that comprehensive plans address climate mitigation and adaptation. In climate policy, mitigation strategies focus on minimizing contributions to climate change through efficiency measures and reducing greenhouse gas emissions. Adaptation strategies focus on how to change policies and practices to adjust to ongoing and future impacts of climate change.

The Met Council will assist communities in addressing climate mitigation and adaptation elements by providing communities with greenhouse gas inventories and technical assistance for identifying appropriate strategies.

Community Designation

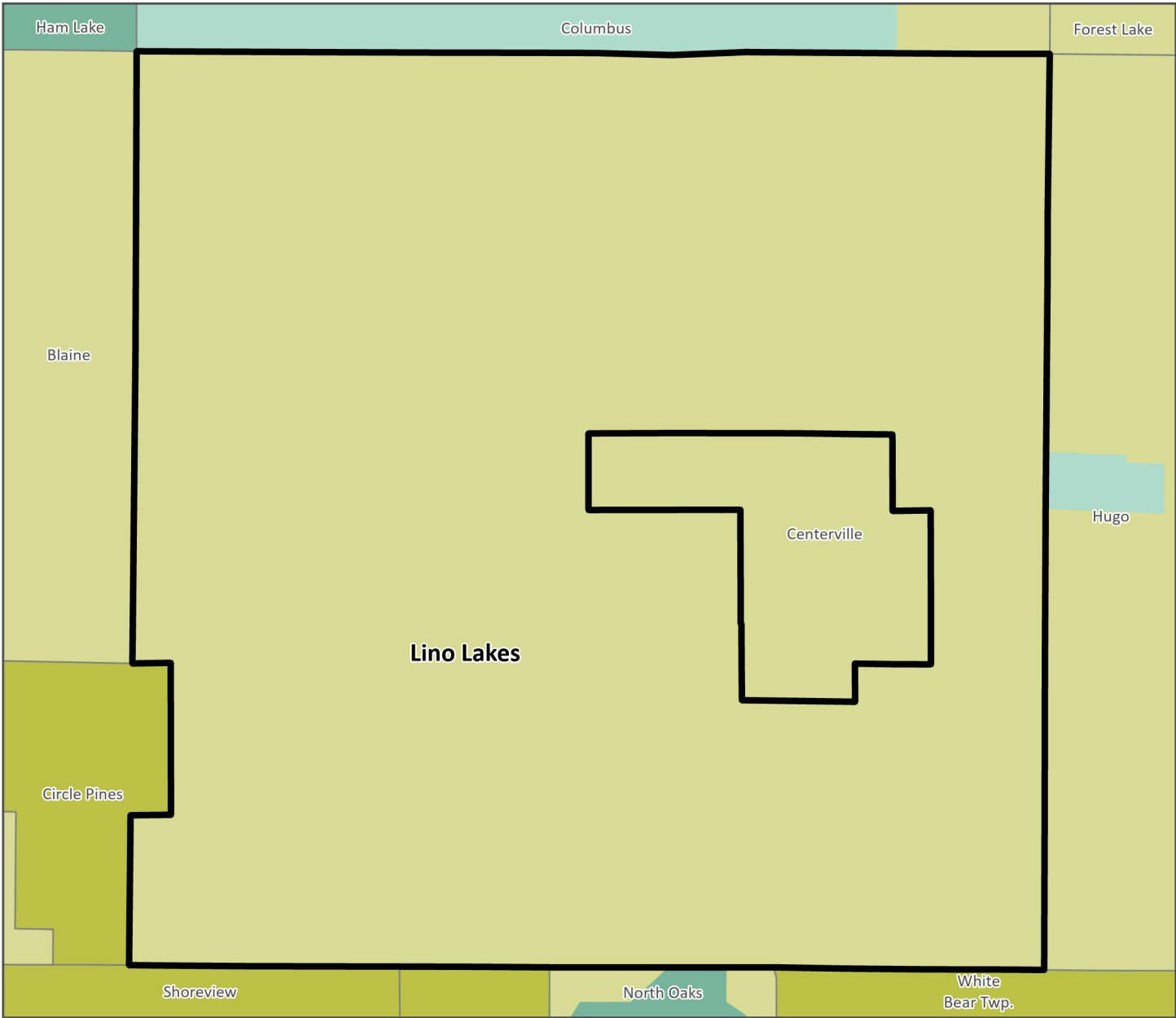
Community designations group jurisdictions with similar characteristics for the application of regional policies. The Council uses community designations to guide regional growth and development; establish land use expectations including overall development densities and patterns; and outline the respective roles of the Council and individual communities, along with strategies for planning for forecasted growth. If there are discrepancies between the Imagine 2050 Community Designations Map and the Community Designation map contained within this systems statement, communities should follow the specific guidance contained in this document. Imagine identifies the City of Lino Lakes with the community designation of Suburban Edge on the Community Designation map.

Suburban Edge municipalities are on the edge of the Metropolitan Urban Service Area (MUSA) and primarily developed after the 1990s. While denser downtown or core areas are often present, the predominate development pattern is low or medium density residential subdivisions characterized by cul-de-sacs and limited access to major thoroughfares for traffic movement. These areas also feature extensive undeveloped land planned for low to medium residential densities along with some areas guided for industrial and commercial uses, often near highway intersections. The planning challenge in Suburban Edge areas is to improve street connectivity and integrate sustainable development practices, ensuring that growth and conservation effectively coexist. Suburban Edge cities may have more than one community designation based on forecasted growth and current or planned development patterns. This happens generally when areas in a municipality either have an historic development pattern more appropriate for a different designation or portions of the municipality are not currently planned for future development and are still considered rural or agricultural in nature.

Specific strategies for Lino Lakes can be found on your [Community Page](#) in the [Local Planning Handbook](#).

City of Lino Lakes Community Designations

Suburban Edge



Urban Service Areas

- Urban
- Urban Edge
- Suburban
- Suburban Edge

Rural Service Areas

- Rural Center
- Diversified Rural
- Rural Residential
- Agricultural
- Non-Council Community

2025 TRANSPORTATION SYSTEM STATEMENT CITY OF LINO LAKES

Transportation Policy Plan Overview

The 2050 *Transportation Policy Plan* (TPP) is the metropolitan system plan for transportation, including highways, transit, bicycle, pedestrian, freight, aviation, and travel demand management, to which local comprehensive plans must conform. The TPP also includes regional transportation objectives, supporting policies and actions, and regional performance measures. The full TPP can be found at the following url:

<https://imagine2050.metrocouncil.org/chapters/transportation>.

This system statement summarizes the regional systems and any significant changes to them, other important regional transportation considerations, and changes made to the 2050 TPP since the 2040 TPP was adopted in 2015. Additionally, this system statement highlights those elements of the system plan that apply to your community. The TPP incorporates policy direction and new 2050 socioeconomic forecasts adopted by the Metropolitan Council in Imagine 2050 and extends the planning horizon from 2040 to 2050.

Federal and State Requirements

The TPP is a document that meets both state requirements outlined in statute for a metropolitan system plan, and federal requirements as a fiscally constrained long-range investment plan for surface transportation. As the region has recently received a significant number of new and increased sources of transportation revenue, the 2050 TPP no longer includes an increased revenue scenario, but it does include additional opportunities for investment. The plan also continues to assume competitive transportation funding (e.g., state and federal discretionary programs like INFRA and Corridors of Commerce) will be sought and amended into the plan as awarded.

Under the Metropolitan Land Planning Act, local comprehensive plans are expected to conform to the projects currently identified as funded in the fiscally constrained plan, which is the official metropolitan system plan. The additional opportunities for investment may be identified separately in local plans as unfunded proposals but are not required to be included.

Federal requirements also call for metropolitan transportation plans to be performance based, so the TPP includes objectives, policies, and actions for the regional transportation system. These objectives, policies, and actions guide the Council and regional partners in their planning and investment in the surface transportation system.

In addition to reviewing this system statement, consult the TPP to ensure that your community's local comprehensive plan and plan amendments conform to the metropolitan transportation system plan. Communities should also review the Imagine 2050 Land Use Policy for land use considerations near certain transportation infrastructure. The format of this plan is different than past TPPs. The plan is no longer separated by chapter, rather each modal plan is distinguished from each other as individual investment or system plans. If the Council has a role in the funding of a regional system, the plan is identified as an investment

plan, if not, then it is identified as a system plan. There is no appendix in the 2050 TPP, supporting documentation is combined directly with the specific investment or system plan and identified as support documentation.

2050 Transportation Policy Plan Regional Systems

Adopted by the Metropolitan Council in February 2025, the TPP identifies the regional transportation systems, regional transportation objectives and policies, and other regional transportation issues communities should consider when producing their own comprehensive plans. This section will cover descriptions of each system and key changes made to these systems in the TPP.

Regional Transportation Policies and Actions

In addition to identifying regional systems and investment needs, the TPP includes a set of policies and related actions to guide investments, planning and priorities for the regional transportation system. The policies and actions cover many topics including safety, highway planning priorities, complete streets, non-motorized transportation, equity, climate and natural systems. Communities are encouraged to incorporate regional policies in their local plans.

Regional Highway System

The Metropolitan Highway System is made up of principal arterials, shown in Figure 1 of the *Highway Investment Plan* and included with this system statement. This system is federally known as the National Highway System. The Metropolitan Highway System is a vital element of the regional transportation system; while minor arterials are lower order roadways that provide connectivity to and relieve congestion in the principal arterial system. Principal and minor arterials combined represent the Regional Highway System.

Key Changes from the 2040 TPP

- A major shift from previous TPPs is that potential new revenues are no longer considered a means to resolve unmet needs on the system. The 2050 TPP does not have a current and increased revenue scenario as a result. Instead, the 2050 TPP identifies funded projects in the fiscally constrained plan and additional opportunities beyond what is funded. Multiple studies completed since the 2040 TPP identified additional opportunities for investment, these are shown in figures 8 and 10.
- The 2050 TPP identifies highway investments in five major categories:
 - Safety: Figure 7 in the *Highway Investment Plan* shows regionally significant safety investments.
 - Spot mobility: Figure 8 in the *Highway Investment Plan* shows funded regionally significant spot mobility projects alongside identified additional opportunities for investment.
 - Interchanges: Figure 9 in the *Highway Investment Plan* shows funded and planned regionally significant interchange investments.
 - Managed lanes: Figure 10 in the *Highway Investment Plan* shows the existing, under construction and planned E-ZPass system. It also includes managed lane corridors which are identified additional opportunities for investment.

- Targeted regional capacity: Figure 11 in the *Highway Investment Plan* shows funded and planned regionally significant highway capacity investments. It also includes potential future capacity enhancements identified in studies.
- Modifications were made to the 2050 TPP that removed appendix naming found in previous plans and reworks previous chapters. Support documents for the *Highway Investment Plan* are now: Functional Classification, Preliminary Interchange Approval Process, and Congestion Management Process. The project list appendix item is now a separate section of the TPP, titled Long Range Highway and Transit Capital Project List. This updated list identifies projects from 2025 to 2050.

Regional Transit System

The regional transit system is comprised of the region's transitways, regular route bus services, demand response services, transit centers and park and rides, and transit advantages. This system is operated by six different service providers in the region. The COVID-19 pandemic upended transit, and some services vary dramatically from pre-pandemic levels. Many routes were suspended in the region and are still in the process of restructuring.

Key Changes from the 2040 TPP

- A major shift from previous TPPs is from new revenues raised to fill budget gaps in the system. A new source of revenue for transit was created in 2023 to fund operations and maintenance for the region. Similar to highways, the *Transit Investment Plan* no longer contains a current and increased revenue scenario. The projects shown in the 2050 TPP are those in the fiscally constrained plan. Additional opportunities for investment are also identified in the plan and these may be incorporated into local comprehensive plans.
- Several transitways have been implemented and opened and additional transitways have been identified in the region. Multiple arterial bus rapid transit (BRT) routes have been completed and put into operation, while more alignments have been identified in studies for future implementation. The *Transit Investment Plan* identifies investments planned to be implemented in the 2050 TPP:
 - Two light rail extensions (Green Line Extension, Blue Line Extension)
 - Two dedicated BRT routes (Gold Line, Purple Line)
 - Five arterial BRT routes (B Line, E Line, F Line, G Line, H Line)
- Modifications were made to the 2050 TPP that removed appendix naming found in previous plans and reworks previous chapters. Support documents for the Transit Investment Plan are now: Transit Design and Performance Guidelines.

Regional Aviation System

The regional aviation system is composed of Minneapolis-St Paul International Airport, eight publicly owned regional airports, and two privately owned seaplane bases. These regional airports are owned and operated by the Metropolitan Airports Commission (MAC) and local communities.

Key Changes from the 2040 TPP

- The MAC completed an update to the Long-Term Comprehensive Plan (LTCP) for the Minneapolis-St Paul International Airport in 2024. This update moves the planning horizon to 2040 with new operation forecasts, anticipated noise impacts and capital project needs.
- The Aviation System Plan now identifies all facilities where aviation activity may take place in the region beyond regional airports. These facilities may be incorporated into and considered in local planning. Aviation appendix items of the TPP are now included as a single support document titled Aviation Supporting Information.

Regional Bicycle System

The regional bicycle system is identified through the Regional Bicycle Transportation Network (RBTN). The RBTN is made up of alignments and corridors. Corridors are shown where more specific alignments within those corridors have not yet been designated. The process used to develop the RBTN, the general principles and analysis factors used in its development, and studies done to analyze and update the network can be found in the *Bicycle Investment Plan*. The RBTN was established in the 2040 TPP with the intent of achieving the following goals:

- Establish an integrated and seamless network of on-street bikeways and off-road trails.
- Provide the vision for a “backbone” arterial network to serve daily bicycle trips by connecting regional destinations and local bicycle networks.
- Encourage cities, counties, park agencies, and the state to plan and implement future bikeways in support of the network vision.

The RBTN also incorporates regional bicycle barriers which are established in the TPP as the region’s most significant physical barriers to everyday bicycle travel and include freeways and expressways, railroad corridors, and secondary rivers and streams. They were developed and analyzed through the [Regional Bicycle Barrier Study](#), the map which displays these barriers can be found here: [Regional Bicycle Barriers Map](#).

Key Changes from 2040 TPP

- The RBTN has been refined and expanded since it was first implemented in the 2040 TPP. Requests from local governments to add and revise RBTN corridors and alignments prompted the [Regional Bicycle Guidelines and Measures Study](#) which developed specific measures used in reviewing update requests submitted by local agencies.
- The RBTN undergoes a formal update of alignments and corridors about every 2 years. The next formal update will take place in 2025 prior to the 2026 Regional Solicitation.

Regional Freight System

The regional freight system is composed of interconnecting transportation modes, some of which are unique to freight and some which overlap with passenger travel modes. There are five distinct modes of freight transportation: highway trucks, railroads, river barges, air freight, and pipelines. Combined with intermodal or warehouse/distribution terminals and supporting

infrastructure these modes of transportation comprise the regional freight system, known as the Metropolitan Freight System.

Key Changes from 2040 TPP

- E-commerce has become an increasingly important segment of freight movements and deliveries of goods to homes. The [Urban Freight Distribution Study](#) focused on e-commerce trends and impacts or opportunities of last-mile parcel deliveries in regional communities. The study notes that as urban deliveries become more common local communities are encouraged to create curb management policies, consider delivery needs in their complete streets planning and identify microhubs for last mile parcel distribution in addition to other recommendations.

Pedestrian System

The Council coordinates with local partners on pedestrian issues and trends, and aids in funding for pedestrian needs in a variety of ways.

Key Changes from 2040 TPP

- In previous TPPs pedestrian and bicycle travel were combined into one chapter and discussed together. The pedestrian system is now discussed and considered as an independent investment section of the 2050 TPP.
- To address rising pedestrian danger on our streets, the Council undertook a study to create the [Pedestrian Safety Action Plan](#), which was released in 2022. This plan includes analysis of crash trends in the region, recommendations of actions to take to increase pedestrian safety, and a weighted crash score on every road in the region to aid in future safety planning and project prioritization. Communities are encouraged to incorporate the plan's findings into the pedestrian elements of their comprehensive plans.

Travel Demand Management

Travel demand management (TDM) is the application of strategies, programs and policies to increase the efficiency of transportation systems by reducing travel demand, or redistributing this demand in space or in time. These initiatives are intended to inspire new travel habits to support infrastructure investments and a more efficient use of the transportation system by reducing the demand for personal vehicle trips.

Key Changes from 2040 TPP

- TDM has its own dedicated investment plan and discussion in the 2050 TPP, which is completely new to the plan. This section describes key partners in TDM in the region and identifies roles and responsibilities for these partners. As a result of this new investment plan, local communities are being asked to discuss how they include travel demand management strategies in their local plans, since some of them have relationships to land use controls and ordinances.
- The Council conducted the Regional Travel Demand Management Study that concluded with the [Regional Travel Demand Management Action Plan](#) in 2023. The Action Plan outlines a structure for a regional TDM program to implement and operationalize

strategies, programs and incentives that achieve reductions in single-occupant vehicle trips, vehicle-miles traveled, and greenhouse gas emissions through travel behavior change. The Action Plan is summarized in the 2050 TPP Travel Demand Management Investment Plan.

System Plan Considerations Affecting Your Community

Your community should consult the complete TPP in preparing its local comprehensive plan. In addition, your community should consult Imagine 2050 and the current version of the Metropolitan Council's Local Planning Handbook (LPH) for specific information needed in its comprehensive plan. Specific system plan considerations affecting your community are detailed below.

Regional Highway System

There are principal arterials located within your community:

- Interstate 35E
- Anoka CSAH 14
- Anoka CSAH 23

The 2050 TPP includes the following regional highway mobility improvements in your community as shown in the *Highway Investment Plan* Figures 8, 9, 10, 11:

- Funded or Planned Interchanges
 - I-35E at County Road J

Regional Transit System

Your community is located within the following Transit Market Areas: TMA 4 and TMA 5.

- TMA 4 is primarily Suburban Edge communities along with portions of Suburban communities. It is characterized by low population and job densities that do not support frequent local transit service and a spread out, often circuitous, street network that hinders efficient routing. Transit service in Market Area 4 is mainly peak-period express and commuter service at park-and-rides which can effectively gather the lower density transit demand into one spot. There are some suburban local routes, including suburb-to-suburb connectors, although service is typically very infrequent. Non-regular route transit, usually dial-a-ride, is generally available.
- TMA 5 is primarily rural communities including rural centers but also some suburban edge communities as well as freestanding town centers characterized by very low-density development or undeveloped land not well suited for regular-route transit service outside of limited peak-period express and commuter service.

Your community is located within the Transit Capital Levy District.

There are no transitways or high frequency bus routes in your community.

Regional Aviation System

All communities must include an aviation element in the transportation sections of their comprehensive plans. The degree of aviation planning and development considerations that need to be included in the comprehensive plan varies by community. Even those communities not impacted directly by an airport have a responsibility to include airspace protection in their comprehensive plan. The protection element should include potential hazards to air navigation including electronic interference. Local comprehensive plans can also begin to consider other aviation uses which do not take place at airports, like drones.

- Your community is within the influence area of Anoka-Blaine Airport and Surfside Seaplane Base. The LTCP for the Anoka-Blaine airport is shown in the Aviation Supporting Information document of the TPP. The full Anoka-Blaine LTCP can be found [here](#). The Anoka-Blaine LTCP has not been updated since the 2040 TPP was last updated in 2020 but is planned to be updated and amended into the TPP in 2027.
- Consideration and information for Surfside Seaplane Base should be updated in your community's 2050 Comprehensive Plan.

Communities influenced by this airport should review the LTCP to ensure that the updated comprehensive plan developed by the community remains consistent with the airport plans. Consult the LPH for specific comprehensive planning requirements and considerations such as airport zoning, noise and other environmental mitigation, airport development and economic impacts, ground access needs, infrastructure requirements, and general land use compatibility.

Local communities should also consider other facilities which may generate aviation activity, such as heliports or private air facilities. To see all aviation facilities in the region including those that are not defined as a part of the regional aviation system, refer to Figure 6 of the *Aviation System Plan*.

Regional Bicycle Planning

The RBTN is depicted on Figure 2 of the *Bicycle Investment Plan*. The network consists of Tier 1 and Tier 2 corridors and alignments. These are not intended to be the only bicycle facilities in the region, and local units should also include local network plans in their communities.

In your community there are one RBTN corridors and three alignments. Your community should incorporate the RBTN map within your local bicycle plan maps and use your comprehensive planning process to identify suitable alignments within and along the RBTN corridors for future incorporation into the TPP. In addition, agencies should plan their local on and off-road bikeway networks to connect to the designated Tier 1 and Tier 2 alignments, as well as any new network alignments within RBTN corridors to be proposed in local comprehensive plans. Bikeway projects that complete segments of, or connect to, the RBTN are given priority for federal transportation funds through the Transportation Advisory Board's biannual regional solicitation.

In your community there are one or more identified bicycle barrier crossings. To determine which regional bicycle barriers and prioritized barrier crossing improvement locations occur within your community, please review the [Regional Bicycle Barriers Online Map](#). The tiered crossing improvement locations are used as one alternative criterion in the Regional Solicitation to distribute federal transportation funds. Communities are encouraged to analyze

and address the need for new bicycle barrier crossings or improved bicycle facilities at existing barrier crossings.

Regional Freight Planning

The Council encourages all local governments to plan for freight movement in their communities. Trucks are the major mode of freight movement in the region and across the nation to distribute consumer goods as well as move manufactured goods and commodities, and they operate in every community.

The Metropolitan Freight System and the National Highway Freight Network are shown in Figures 1 and 5 of the *Freight Investment Plan*, respectively. There is a freight facility in your community: Interstate 35E. These networks and facilities should be incorporated into your local comprehensive plan. The local plan should also plan for compatible adjacent land uses, consider last-mile freight delivery needs and curb management strategies for local deliveries, if applicable. Refer to the *Urban Freight Distribution Study* for specific guidance on how to consider e-commerce and local deliveries on the local transportation system.

Other Transportation Policy Plan Considerations

Pedestrian Planning

The Council encourages local governments to address pedestrian needs for transportation in their local comprehensive plans. The necessary planning for pedestrians can be done within your community's comprehensive plan. An adopted pedestrian, active transportation, or multimodal plan can be included as an addendum to or in addition to the comprehensive plan. This planning should also include ensuring your local community has a current ADA self-evaluation that covers the public rights-of-way for transportation. Agencies with 50 or more employees must also have an adopted ADA transition plan, not just a self-evaluation.

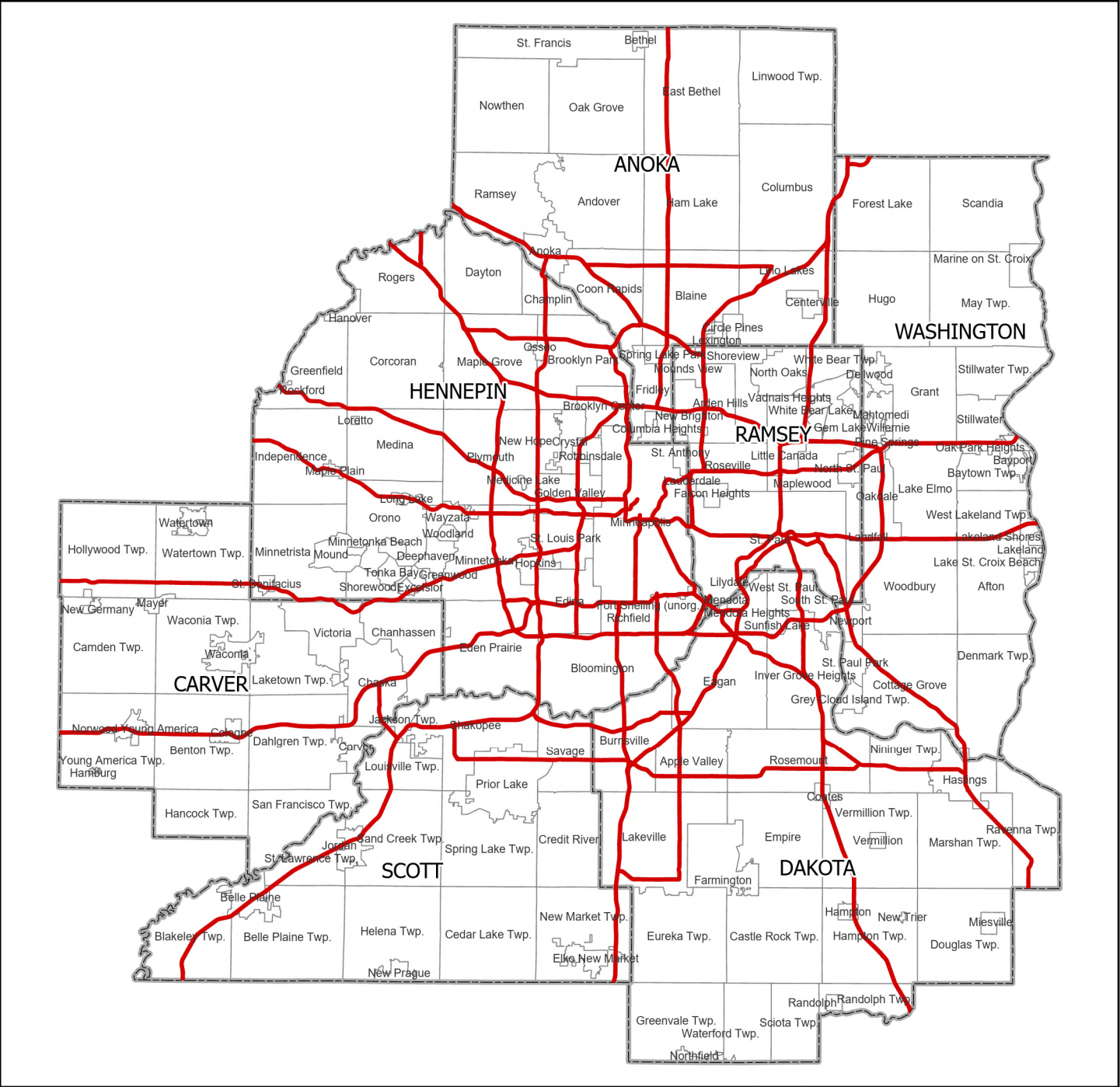
Travel Demand Management

The Council encourages local governments to address travel demand management needs for areas which experience traffic congestion. Your community is served by Anoka County TMO. Local governments should identify the transportation management organization which serves their community and describe any policies, ordinances, practices or programs in place which would aid in regional TDM work in their local comprehensive plans.

Greenhouse Gas Emissions

State law directs the Minnesota Department of Transportation to establish targets to meet greenhouse gas (GHG) emissions reduction for the seven-county metro to reach net-zero emissions in the transportation sector by 2050. Your community must include plans or strategies to limit GHG emissions on the surface transportation system in your comprehensive plan to meet the designated regional targets.

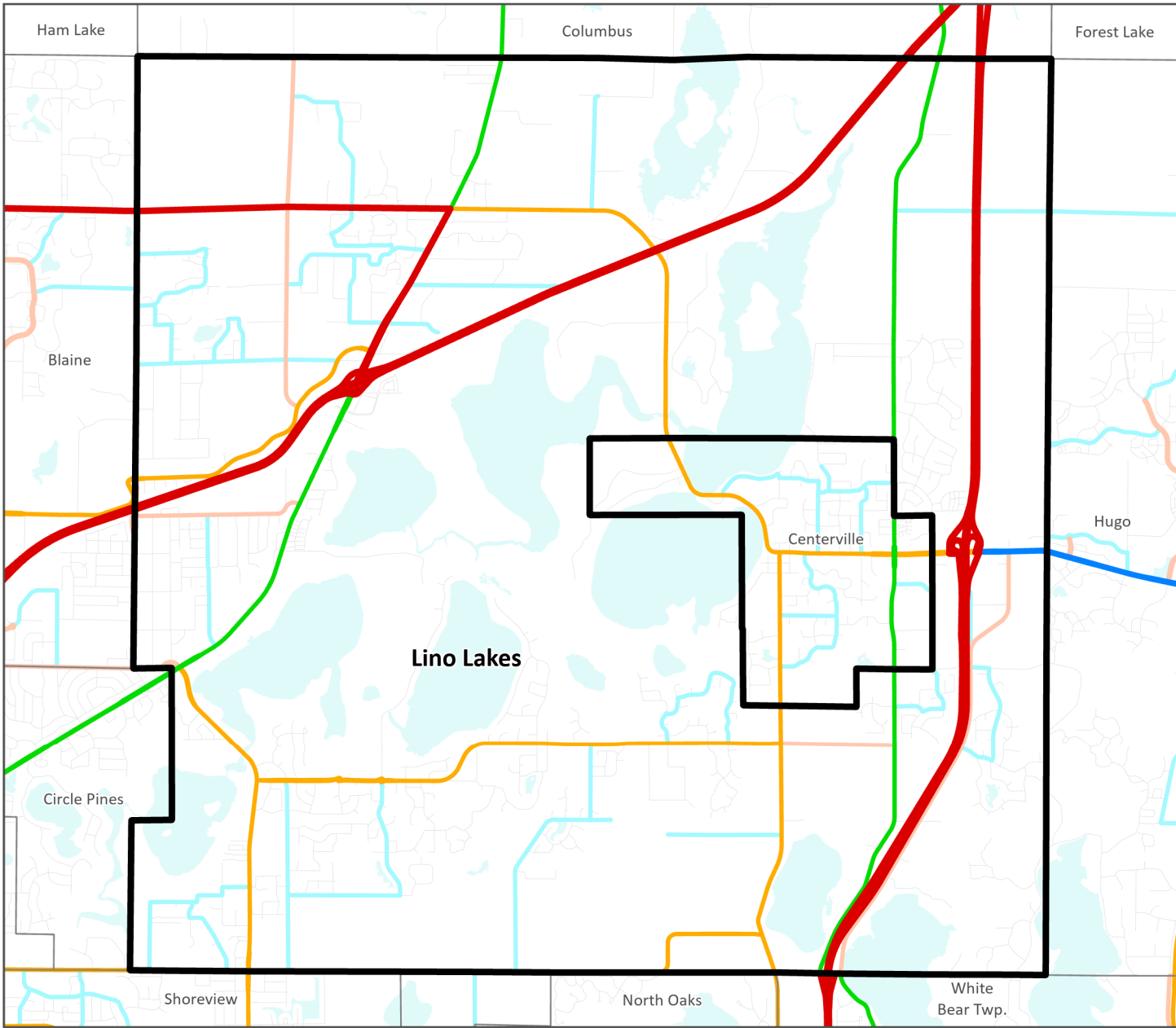
Principal Arterial Highways



— Principal Arterial Roads

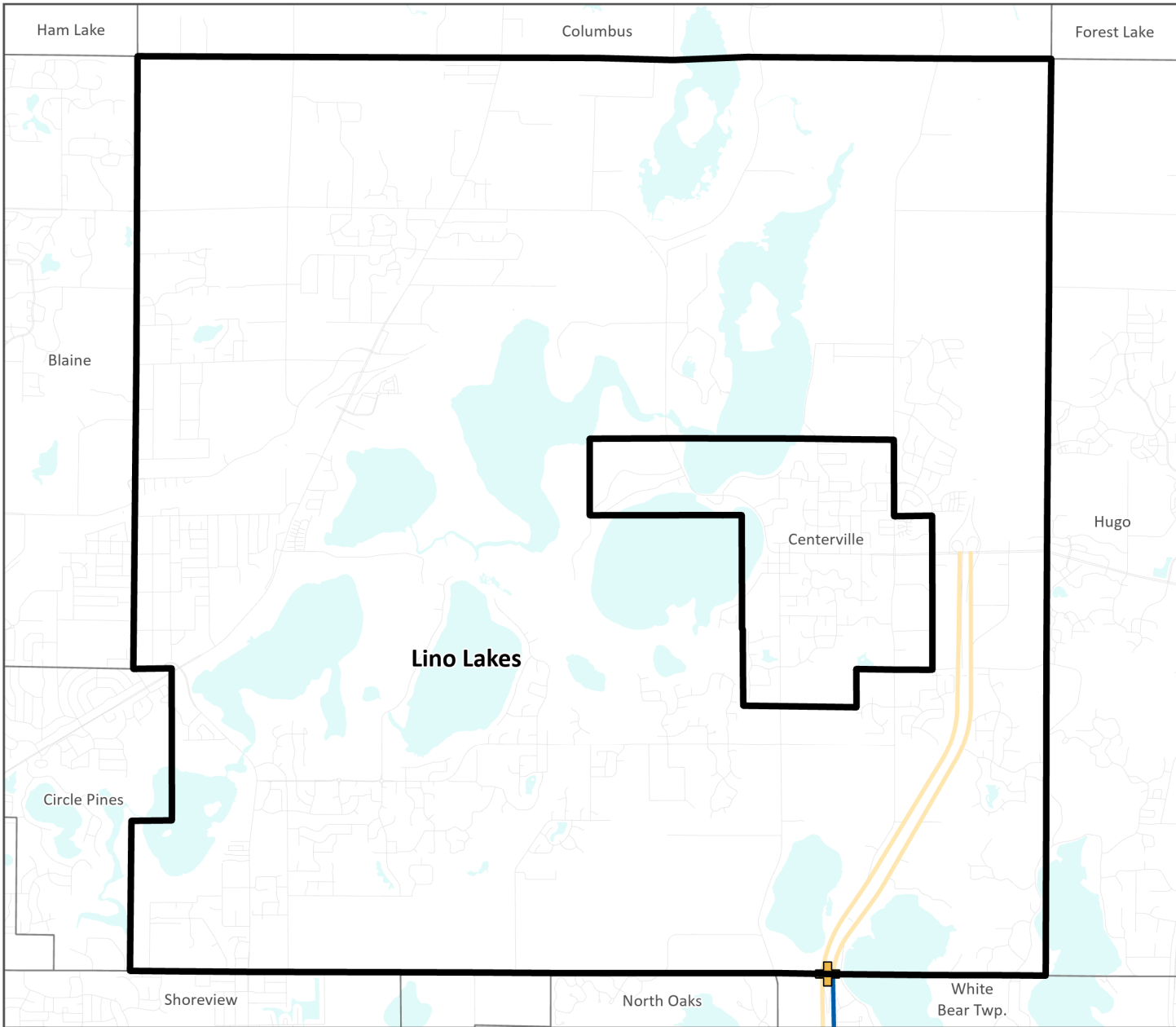
City of Lino Lakes

Functional Class - All Roads



- Functional Class**
- Principal Arterial
 - Minor Arterial Augmentor
 - Minor Arterial Reliever
 - Minor Arterial Expander
 - Minor Arterial Connector
 - Major Collector
 - Minor Collector
 - Local Roads

City of Lino Lakes Long Range Highway Projects



- +

Interchanges

▲

Targeted Regional Capacity

■

Safety

●

Spot Mobility
- E-ZPass System

—

Existing E-ZPass System

—

Under Construction E-ZPass

—

Planned Managed Lanes

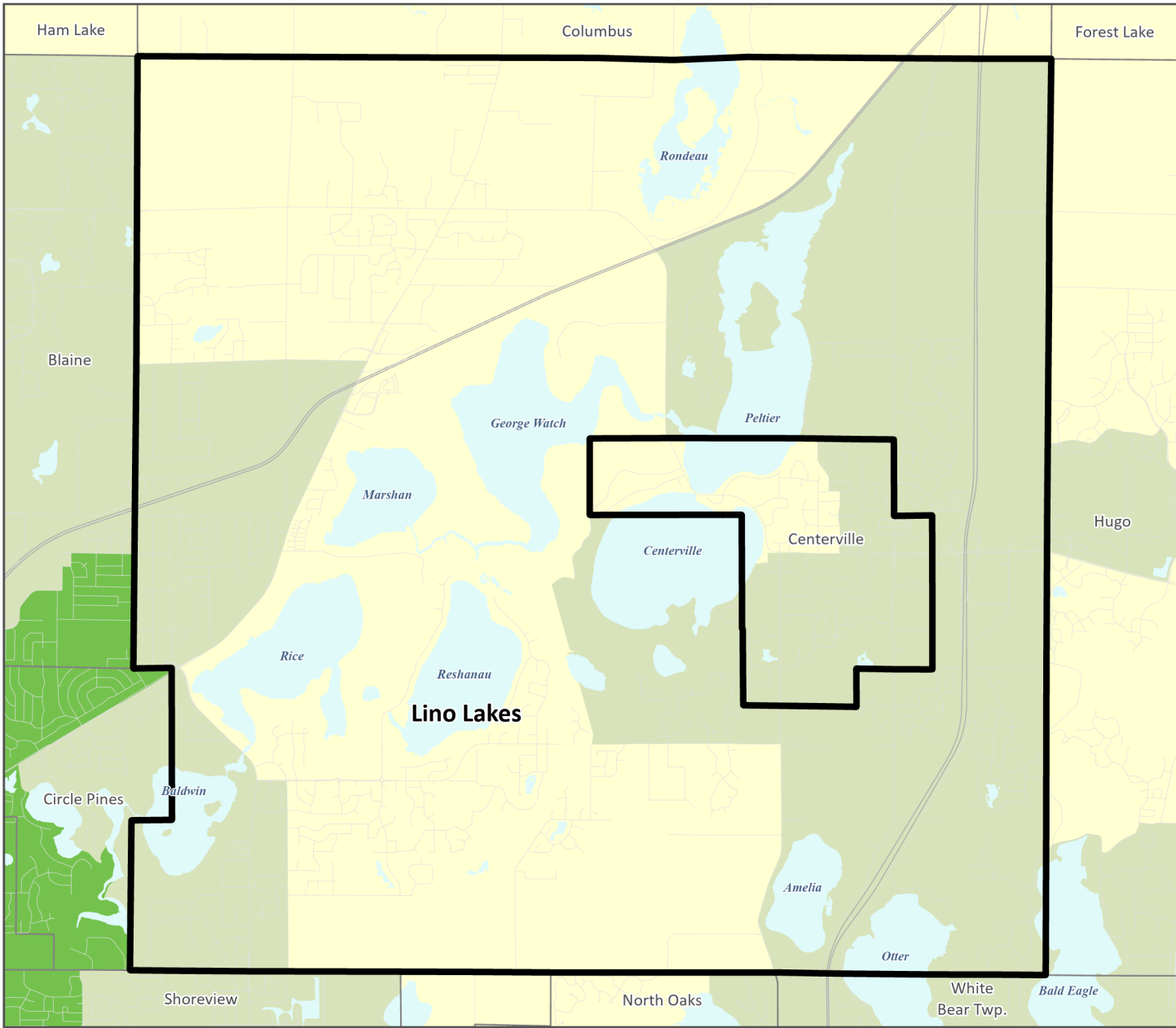
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Under Study Managed Lanes

—

Vision Managed Lanes

City of Lino Lakes Transit Market Areas



- Transit Market Areas

TMA 1

TMA 2

Emerging TMA 2

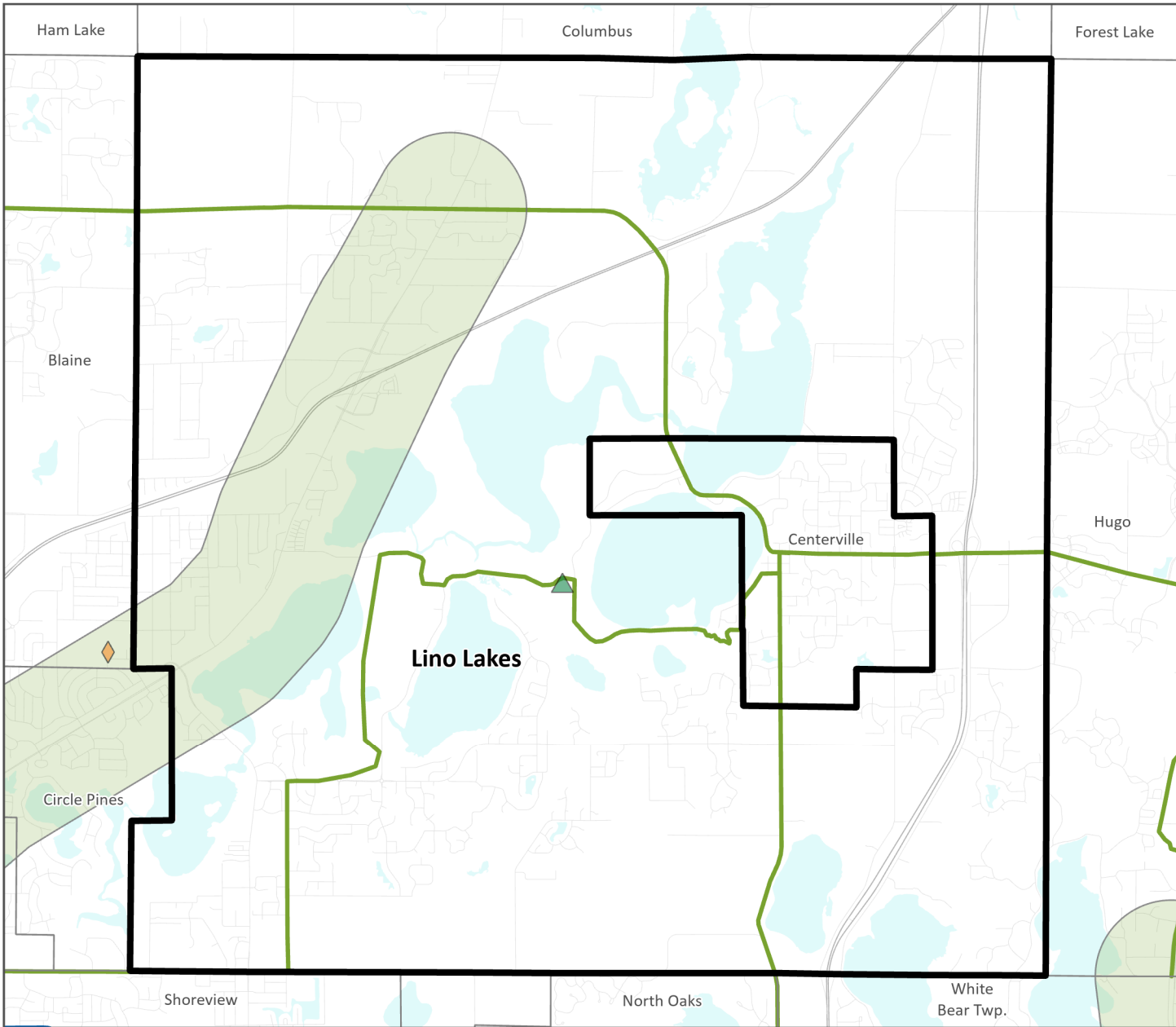
TMA 3

Emerging TMA 3

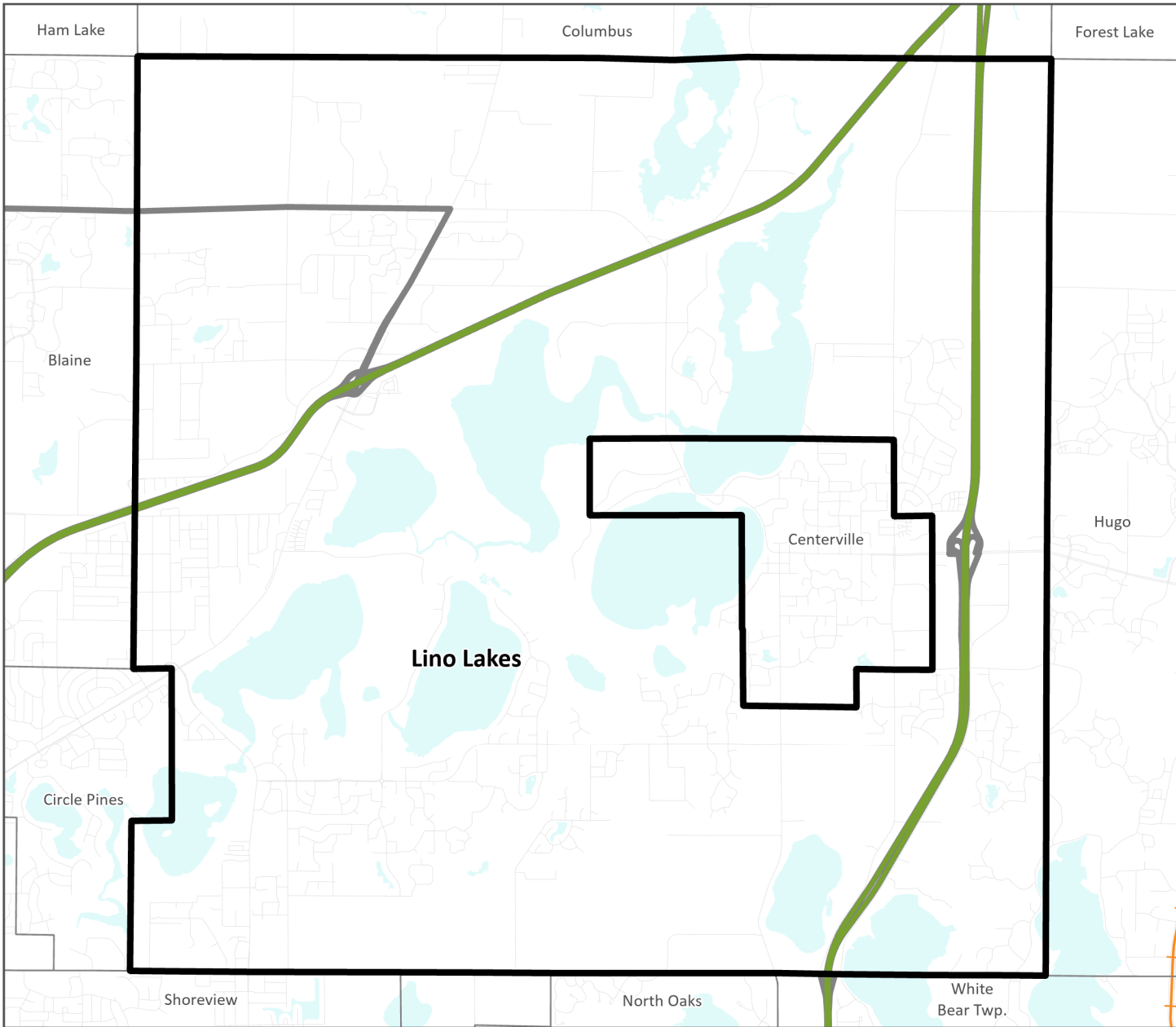
TMA 4

TMA 5
- Freestanding Town Center

City of Lino Lakes Regional Bicycle Transportation Network



City of Lino Lakes Metropolitan Freight System

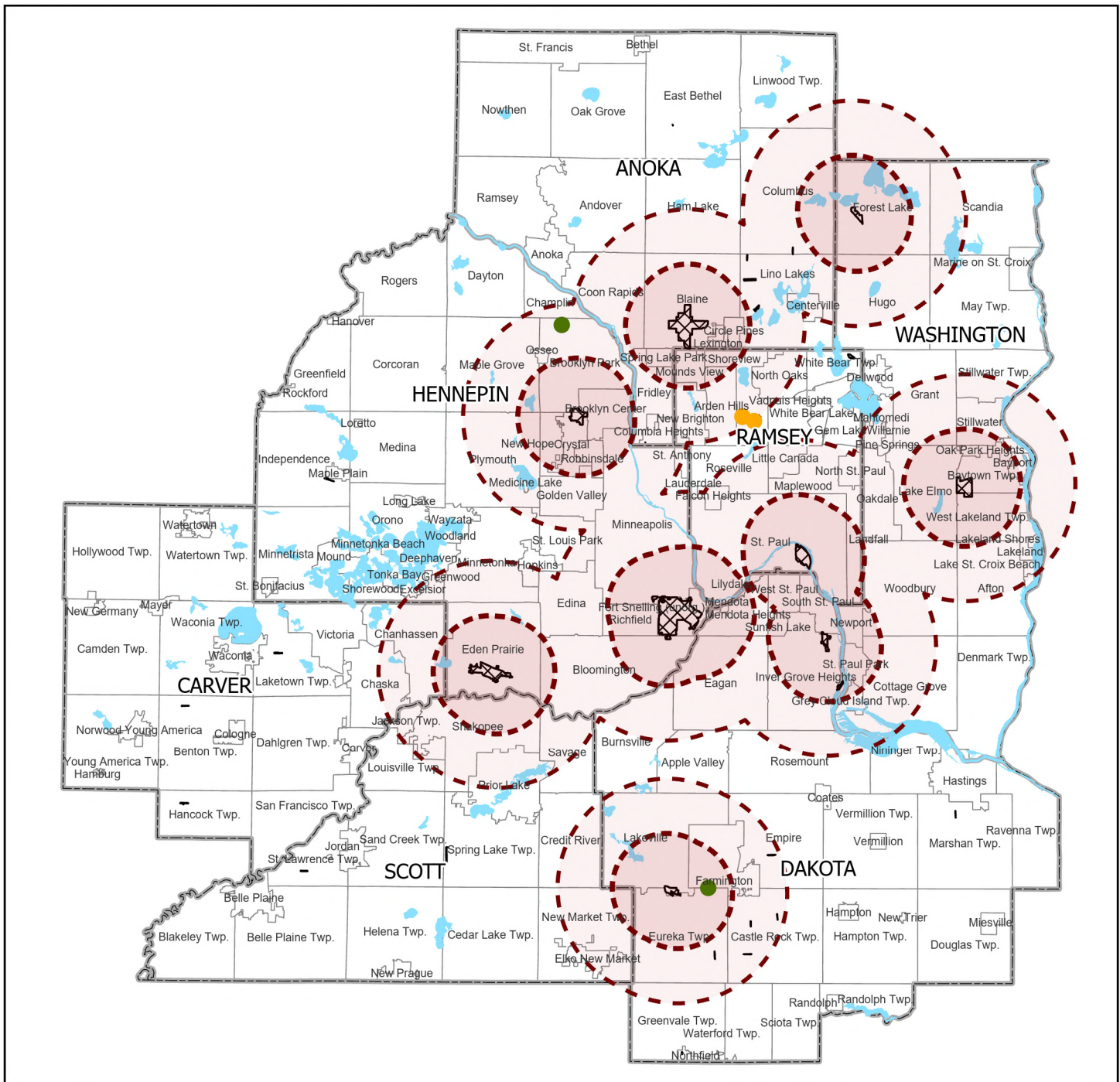


Terminal Type
 Airport Terminal
 Pipeline
 Rail Terminal - Container
 Rail Terminal - Non Container
 River Terminal
 Trucking Terminal / Warehouse

Railroad Class
 Class I Railroads
 Class III Railroads

Primary Highway Freight System
 Non-Primary Highway Freight System Interstates
 Critical Urban and Rural Freight Corridors

Regional Aviation System and Airport Influence Areas



- Tall Tower
- VOR
- ⋯ 3 Mile Airport Influence Area - Noise, Zoning, Infrastructure
- ⋯ 6 Mile Airport Influence Area - Landfills, Wind Towers
- ⊠ Airport Land Area
- Aircraft Permitted Water

2025 WATER RESOURCES SYSTEM STATEMENT CITY OF LINO LAKES

Water Policy Plan Overview

The 2050 Water Policy Plan includes policies and strategies to achieve four objectives that support our regional goals:

- **CLIMATE:** The region's waters and water services are protected from and made resilient to the ongoing and future effects of climate change.
- **INVESTMENTS:** Water protection, planning, management, and infrastructure investments are optimized to ensure public and ecosystem health are fully protected now and for future generations.
- **HEALTH:** Natural waters, source waters, water services, and infrastructure are managed, restored, and enhanced to protect public and ecosystem health that ensures a high quality of life in the region.
- **EQUITY:** The benefits of clean and abundant water and water services are defined by local needs and environmental context, accessible, and justly shared by all residents and communities.

These objectives help to protect our region's groundwater and surface water, ensure the sustainability of water sources and utility service providers, support public and ecosystem health, and promote a thriving economy, sound development decisions, and a high quality of life for all who call this region home.

The Water Policy Plan strives to generate innovative actions, including water reuse, resource recovery, and nature-based approaches, that have multiple benefits at both the local and regional scales. Additionally, the plan includes policies and strategies to address the impacts of climate change, equitable access to water benefits, and water sector workforce concerns. The region has a strong history of water planning and management, and the 2050 Water Policy Plan continues this tradition. It progresses our organization and the region to ensure clean and abundant water for current and future generations.

Key Concepts

Adopted by the Metropolitan Council in February 2025, the 2050 Water Policy Plan - including the regional water policies, Wastewater System Plan, and the Metro Area Water Supply Plan - outline the conditions for regional wastewater service, surface water management, and water supply planning. Local comprehensive plans shall conform to these conditions. The Policy Plan incorporates the following changes:

Integrated Planning (next steps)

The Water Policy Plan is a guide for managing wastewater, water supply, surface waters, and groundwater. It takes an integrated approach to water planning and management from local to federal and Tribal levels, which helps to ensure a clean and plentiful water future. Water planning organizations need to work together to address issues that transcend political boundaries to achieve holistic water management.

Subregional Approach to Planning

The Met Council is committed to continuing and broadening the subregional approach to integrated water planning. Subregional groups will be expanded to include stakeholders from Tribal Nations, state agencies, county planning staff, municipal public works and planning staff, watershed organizations, non-governmental organizations, and others who want to participate in discussions about localized, integrated water concerns.

Water Equity

The Water Policy Plan prioritizes equitable access to clean water and water services, especially for historically marginalized communities. Reaching these outcomes requires initiatives such as prioritizing investments in overburdened communities, addressing historical harms, creating accessible information and communications, and including diverse perspectives of community members in water planning and management decisions.

Climate and Natural Systems

The Water Policy Plan includes climate and natural systems objectives, policies, and actions, which guide the Met Council and communities to employ approaches that lead to sustainable water and water services. This includes building water resiliency, limiting risks, and benefiting a growing and a thriving economy through convening partners, new tools and technologies, water conservation and protection efforts, and water planning and technical assistance.

Considerations Affecting Your Community

Regional Sewer Service

The treatment of wastewater is foundational to ensure public health and protect the region's natural environments. Reclamation of water and byproducts from the wastewater treatment process can help our region meet sustainability and climate goals. To operate and steward the regional wastewater system, it is essential for the Met Council to understand local conditions, identify current and future needs, and take innovative approaches to address the region's water sustainability challenges.

Local governments are required to submit both a wastewater plan element to their comprehensive plan and a comprehensive sewer plan describing service needs from the Met Council (Minnesota Statutes 473.513). A complete list of requirements for the comprehensive sewer plan, depending on wastewater service methods in your community, can be found in the Water Resources section of the [Local Planning Handbook](#).

Forecasts

The forecasts of population, households, employment, and wastewater flows for Lino Lakes can be found on your Community Page in the Local Planning Handbook. These forecasts are for sewer development. The sewer forecasts were estimated using Met Council's census block forecast data, individual and communal sewage treatment system data, Sewer Availability Charge (SAC) data, annual city reports, current trends, existing and future local wastewater service areas and other municipal information. The wastewater flows are based on historical wastewater flow data, future wastewater generation rates, and the sewer population and employment forecast data.

The Met Council will use these growth and wastewater flow forecasts to plan future regional wastewater conveyance and treatment system improvements needed to serve your community.

Lino Lakes, through its comprehensive planning process, must decide the location and staging of development, and then plan and design its local wastewater collection system to serve this development.

Wastewater Service

Metropolitan Council Environmental Services (Environmental Services) designs, constructs, and operates the regional wastewater system (Metropolitan Disposal System): a publicly owned system of regional sanitary sewers and water resource recovery facilities (wastewater treatment plants), for the conveyance, treatment and disposal of domestic waste, industrial waste and other waste from residential, commercial, institutional, and industrial users in the metropolitan area. The regional wastewater system currently serves 111 communities and through its work it protects public health, protects the environment, and fosters the economic growth of the seven-county Twin Cities Metropolitan Area.

A Regional Sanitary Sewer System map is provided to assist in the completion of your community's comprehensive sewer plan. The map shows Environmental Services' wastewater infrastructure located within your community's boundaries, if your community is provided regional wastewater service.

A complete list of items required for inclusion in your community's comprehensive sewer plan, depending on wastewater service methods in your community, can be found in the Local Planning Handbook. A comprehensive plan will be found incomplete for review if all submittal requirements are not met.

If your community has multiple methods of wastewater service (including regional service, local (municipal) wastewater treatment system, private communal systems, and/or subsurface sewage treatment systems), review the information in each corresponding section and refer to the Local Planning Handbook for a complete list of requirements that must be included in the comprehensive sewer plan for these systems. We strongly encourage you to include this information in a water chapter of your comprehensive plan.

Areas Served by the Regional System

Current wastewater treatment services are provided to the City by Environmental Services. Wastewater generated within the City is conveyed by Met Council Interceptors 9106, 9708, and 8361 with treatment at the Metropolitan Water Resource Recovery Facility in St. Paul.

Environmental Services has made investments in the area with the Blaine Relief Interceptor to support the growth in the western portion of the City.

Regional Inflow and Infiltration Program

The Met Council is continuing implementation of its inflow and infiltration (I/I) reduction program and will continue to establish I/I goals for all communities discharging wastewater to the regional wastewater system. Communities that have excessive I/I in their sanitary sewer systems will be required to eliminate the excessive I/I. Those communities will be required to submit a work plan that details work activities to identify and eliminate I/I sources from both municipal and private sources. The Met Council will not design future regional sanitary sewer improvements or water resource recovery facilities to handle peak hourly flows in excess of the allowable rate for your community. Increases in service may be limited in communities that do not demonstrate progress in reducing excess I/I.

Two grant programs are currently available for communities with excessive I/I in their sanitary sewer systems: The Municipal Inflow and Infiltration Grant Program and the Private Property Inflow and Infiltration Grant Program. It is recommended that communities review these programs and determine if participation fits into their I/I work plan. The Municipal Inflow and Infiltration Grant Program is based on annual legislative action and funding amount and availability may vary year to year.

Areas Served by Local Wastewater Treatment System

The requirements of this element do not apply because Lino Lakes does not have a local wastewater treatment system.

Areas Served by Private Communal Treatment Systems and/or Subsurface Sewage Treatment Systems

The Met Council's position is that private communal wastewater treatment systems should only be permitted in areas not programmed for regional sewer service in the foreseeable future and they are provided for in a community's comprehensive plan. The community is responsible for permitting all private communal or cluster wastewater treatment systems consistent with current Minnesota Pollution Control Agency standards (Minnesota Rules Chapter 7080-7083). The Met Council will not provide financial support to assist communities if these systems fail.

Communities with individual subsurface sewage treatment systems (SSTS), commonly known as septic systems, must adopt a management program consistent with current Minnesota Pollution Control Agency regulations (Minnesota Rules Chapter 7080-7083). A description of the management plan and current SSTS ordinance must be included in the community's comprehensive sewer plan.

Surface Water Management

The metro region consists of hundreds of miles of rivers, streams, thousands of acres of wetlands, and nearly a thousand lakes. These surface waters define our region. They are where we play, exercise, find peace, and celebrate with friends and family. They support the region's ecosystems and biodiversity. They provide drinking water for the region's residents and energy for industry. They are critical transportation corridors and places to recreate, fueling local economies. Yet these waters are threatened by complex issues like ongoing pollution stress, climate change, and unsustainable development pressures. Comprehensive community planning includes surface water planning to ensure the region's residents, businesses, and ecosystems can benefit from clean and abundant water.

In 1995, Minnesota Statutes Section 473.859, subd. 2 was amended to make the local water plan (often referred to as local surface water management plans) required by Section 103B.235 a part of the land use plan of the local comprehensive plan. Minnesota Rules Chapter 8410, updated in July of 2015, includes the requirements for local water management plans. All communities in the metro region must update their local water plan between Jan. 1, 2027 and Dec. 31, 2028. This means that Lino Lakes must update its local water plan as part of the comprehensive plan update. The community's updated local water plan should be submitted to the Met Council for its review concurrent with the review by the local watershed management organizations.

The Surface Water Features map shows the watershed management organizations, Rice Creek WD and Vadnais Lake Area WMO, that have jurisdiction in Lino Lakes.

Failure to have an updated local water plan approved by your watershed management organizations will result in the comprehensive plan being incomplete for review. Local water plans shall be submitted to the Met Council for review in the timeframe described above, comments are sent from the Met Council to the appropriate watersheds for inclusion in their review and approval of the plan, and finally the plan is approved by the appropriate watersheds.

Local water plans must meet the requirements for local water plans in Minnesota Statutes, section 103B.235 and Minnesota Rules Chapter 8410. In general, local water plans need to include a summary of the priorities and problems in the community; structural, nonstructural and programmatic actions to take to address the priorities and problems; and clearly identified funding mechanisms to fix the problems.

More detailed guidance for the local water plans can be found in Appendix A of the [2050 Water Policy Plan](#) and in the Met Council's current Local Planning Handbook.

Priority Waters List

The Met Council updated its Priority Waters List (formerly Priority Lakes List) in July 2022. This new version includes rivers, lakes, and streams. With more than 950 lakes and hundreds of miles of rivers and streams in the region, waterbodies needed to be prioritized to adequately dedicate staff and financial resources. The Met Council uses the Priority Waters List to focus

its limited resources. The list is also used in the environmental review process. The Surface Water Features map and Priority Waters List table show the priority waters for Lino Lakes.

When using this Priority Waters List, for projects near a specific waterbody, we recommend you connect with local residents to understand how they value and interact with the waterbody. The Twin Cities region is home to many diverse communities with different cultural and personal relationships to water, so it's important to incorporate those perspectives in addition to the Priority Waters List when working on local-scale projects. Communities should identify the Priority Waters and the projects and/or programs that will protect or restore these waters.

The Water Contamination and Impaired Waters map includes any water bodies that are on the Minnesota Pollution Control Agency's 303d Impaired Waters List.

Table of Priority Waters for City of Lino Lakes

Waterbody Type	Name	DNR Lake ID	DNR Kittle Number
Lake	Amelia	02001400	---
Lake	Bald Eagle	62000200	---
Lake	Baldwin	02001300	---
Lake	Centerville	02000600	---
Lake	George Watch	02000500	---
Lake	Marshan	02000700	---
Lake	Otter	02000300	---
Lake	Peltier	02000400	---
Lake	Rice	02000800	---
Lake	Rondeau	02001500	---
River/stream	Rice Creek	---	M-059

Water Supply

Water supply is not a regional system. However, water supply information is required for local comprehensive plan updates to meet statutory requirements and for consistency with regional policy.

To ensure that there is a safe and plentiful supply of water—for a wide range of residential, commercial, institutional, industrial, recreational, and other purposes—it is important to make sure local water supply sources, infrastructure, and planned investments are aligned with planned land use changes.

The Met Council recognizes the local responsibility and authority for water supply planning. However, a regional perspective is also valuable, because the effects of local water supply decisions do not stop at community boundaries. The Met Council provides regional planning, guidance, and resources to support communities and help safeguard our shared water resources.

Water supply plan-related requirements generally include:

- Clearly identifying the locations of water sources and amount of water that is currently used and is planned to be used for things like agriculture, homes, businesses,

industries, and other public and private purposes. This includes areas that affect those water sources, such as source water protection areas.

- Creating a program for how to implement local rules and regulations about water supply, including when and how these rules will be developed, adopted, and administered.

Communities served by a municipal community public water supply system must fulfill part of these requirements by attaching a local water supply plan approved by the Minnesota Department of Natural Resources as an appendix to the comprehensive plan.

The Water Supply Considerations map illustrates some key content for your community, including Drinking Water Supply Management Areas, Special Well and Boring Construction Areas, and Priority Waters qualifying as drinking water sources.

We strongly encourage you to include any required information that isn't in the local water supply plan—such as source water protection and privately-owned wells—in a water chapter of your comprehensive plan.

A customized checklist of minimum requirements for your community is included in the Local Planning Handbook, along with resources to help you meet and go beyond minimum requirements.

Source Water Protection

Your comprehensive plan should consider water use (including water supply sources) as part of land use planning, to promote land use practices and development decisions that protect public health for your community and the region. Include information about the location of both groundwater and surface water source water protection areas and their vulnerability for all community public drinking water source(s) within your community's borders and associated contaminant threats. Also include a commitment to collaborate with neighbors on source water protection, when applicable.

Privately-Owned Wells and Nonmunicipal Public Water Supply Systems

Your comprehensive plan should include information about the current and planned use and management strategies for privately-owned wells and nonmunicipal public water supply systems, because people, institutions, and businesses in your community use those sources for a wide range of agricultural, residential, commercial, industrial and/or other nonmunicipal purposes.

If a new municipal community public water supply system is planned by 2050, a water chapter of the updated comprehensive plan should include details about the planned system.

Municipal Community Public Water Supply Systems

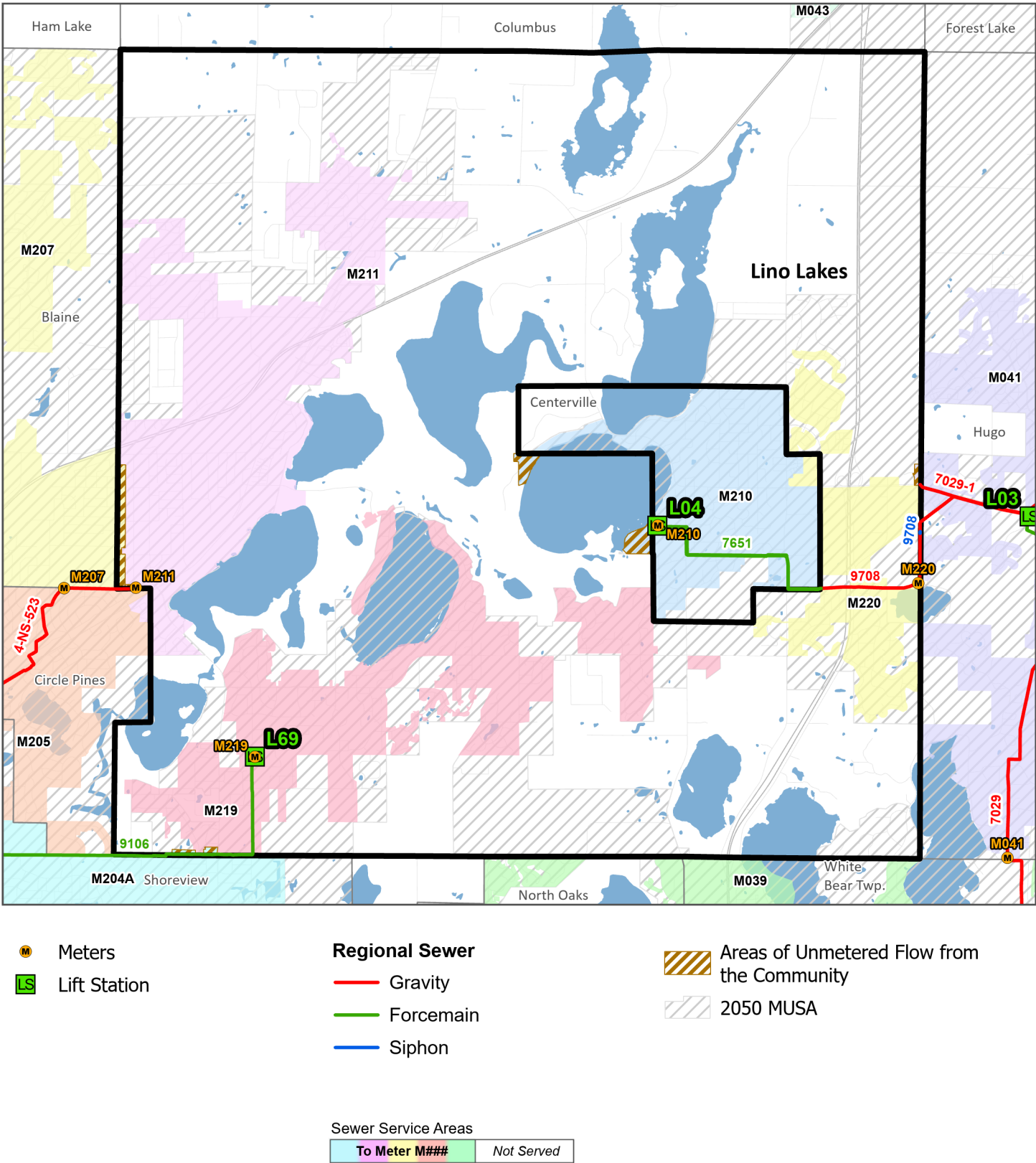
Water Supply System Information

Because people, institutions, and businesses in your community get water through a municipal community public water supply system, you must include information about that system and an implementation program in your comprehensive plans, to demonstrate the availability of clean,

safe drinking water to meet projected water demand consistent with the Met Council's forecasts.

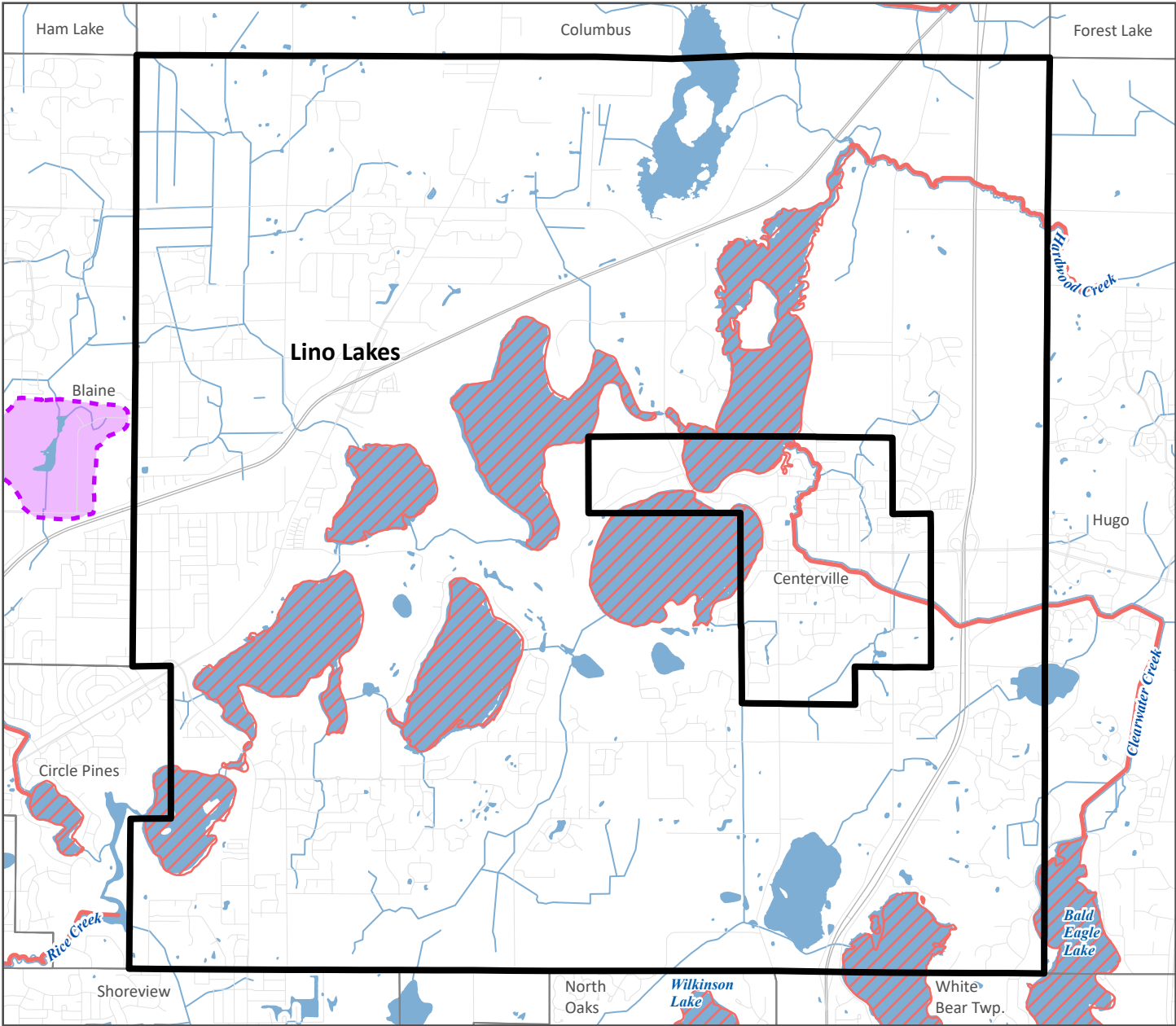
The Minnesota Department of Natural Resources (DNR)-approved local water supply plan for the municipal public water supplier providing service to your community must be attached as an appendix to the comprehensive plan. To ensure that the DNR-approved local water supply plan is consistent with regional policies and is compatible with adjacent and affected governmental units, you should provide the Met Council and adjacent and affected jurisdictions with the opportunity to review and comment on your draft local water supply plan update. Failure to include an updated local water supply plan approved by the DNR will result in the comprehensive plan being incomplete for review until the required plan is submitted to the Met Council.

City of Lino Lakes Regional Sanitary Sewer System



City of Lino Lakes

Water Contamination and Impaired Waters



Minnesota Groundwater Contamination Atlas

- High Confidence Boundary
- Low Confidence Boundary
- Groundwater area of concern *

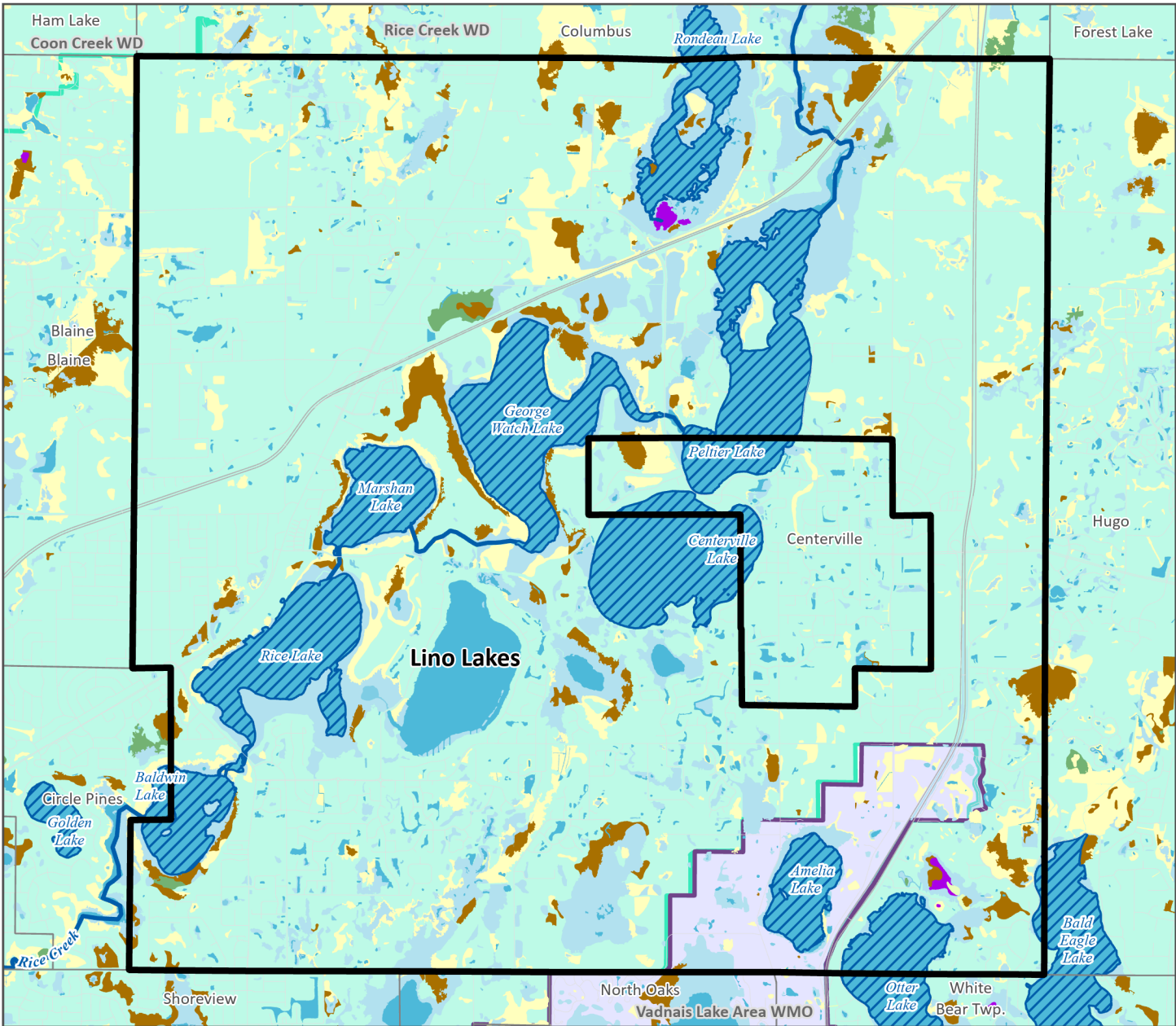
Minnesota's 2024 Impaired Waters List

- Impaired Rivers or Streams
- Impaired Lake

* darker shades of purple represent multiple overlapping areas of concern

City of Lino Lakes

Surface Water Features



Watershed Management Type

- County Administered Planning
- Watershed District (WD)
- Watershed Management Organization (WMO)

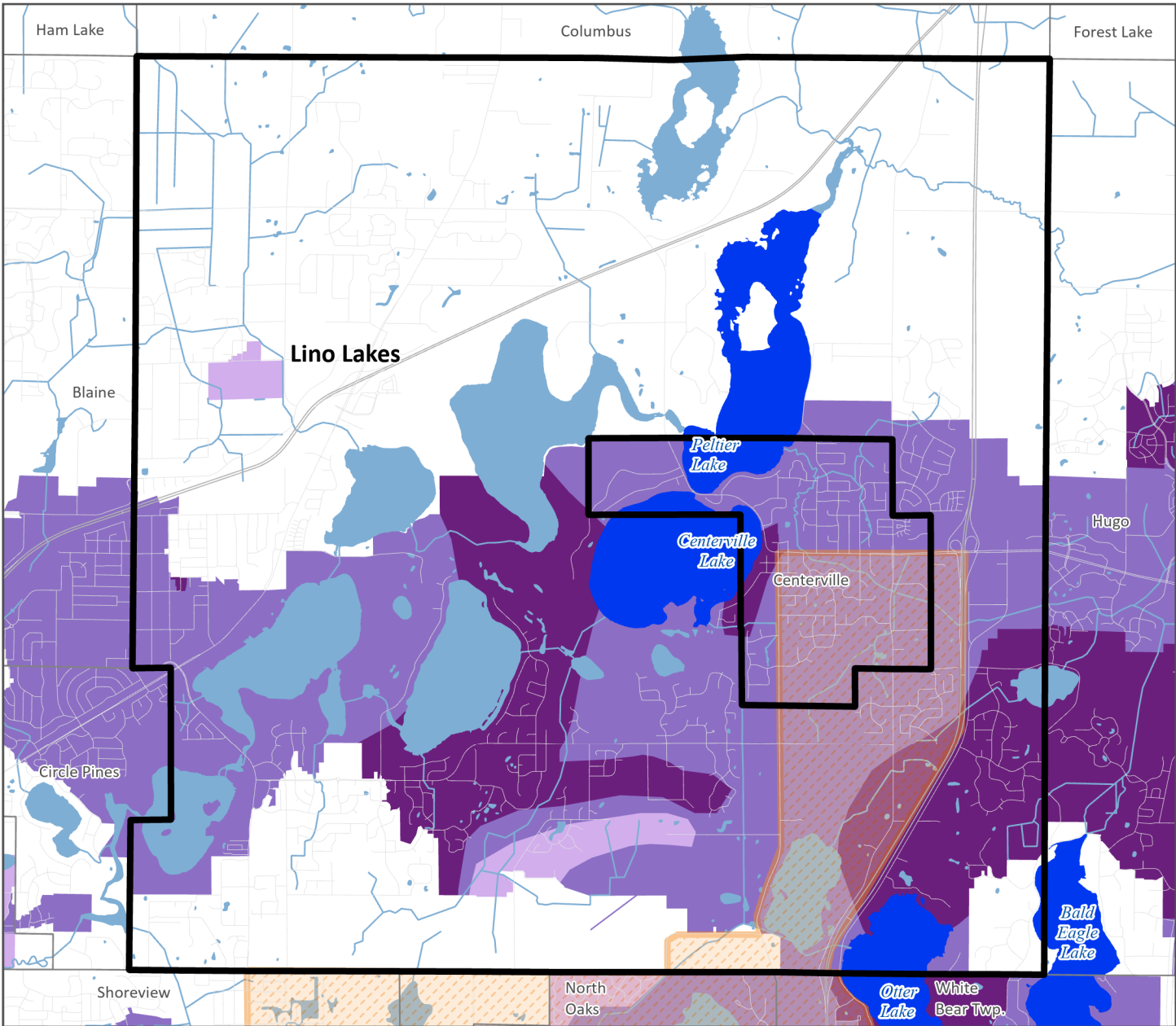
Wetland Type

- Seasonally Flooded Basin or Flat
- Wet Meadow
- Shallow Marsh
- Deep Marsh
- Shallow Open Water
- Shrub Swamp
- Wooded Swamp
- Bog

Priority Water

- Priority River or Stream
- Priority Lake

City of Lino Lakes Water Supply Considerations



Drinking Water Supply Management Areas for Groundwater (DWSMA)

- High Vulnerability
- Moderate Vulnerability
- Low Vulnerability

Drinking Water Supply Management Areas for Surface Water (DWSMA)

- Surface Water DWSMA Priority Area A
- Special Well and Boring Construction Area
- Priority river or stream qualifying as a drinking water source
- Priority lake qualifying as a drinking water source

REGIONAL PARKS AND TRAILS SYSTEM STATEMENT CITY OF LINO LAKES

Overview of the Regional Parks and Trails System

The Regional Parks and Trails System includes 66 regional parks, park reserves, and special features, plus more than 487 miles of regional trails that showcase the unique landscapes of the region and provide year-round recreation. The Regional Parks and Trails System is well-loved by our region's residents and attracted over 69 million visits in 2023.

The organizational structure of the Regional Parks and Trails System is unique, built upon a strong partnership between the Met Council and the ten regional park implementing agencies that own and operate Regional Parks and Trails System units. The regional park implementing agencies are:

Anoka County	Ramsey County
City of Bloomington	City of Saint Paul
Carver County	Scott County
Dakota County	Three Rivers Park District
Minneapolis Park and Recreation Board	Washington County

The 2050 Regional Parks and Trails Policy Plan advances the Imagine 2050 regional goals and core values including Equity, Leadership, Accountability, and Stewardship by striving to:

- **Foster equity and belonging:** Connect people with nature, community, and cultural landscapes to better support their physical, mental, and emotional well-being
- **Take care of what we have:** Reinvest in existing regional parks and trails to maintain and enhance visitor experiences
- **Protect and restore:** Protect and restore natural systems to safeguard the well-being of all living things
- **Adapt and mitigate:** Increase the region's resilience to climate change through land stewardship practices that mitigate greenhouse gases and adapt to future climates
- **Meet future needs:** Meet the growing demand for regional parks and trails through strategic and timely land acquisition and development.

Key Concepts in the 2050 Regional Parks and Trails Policy Plan

The 2050 Regional Parks and Trails Policy Plan includes the following policies, each with specific associated strategies:

- **System Plan policy:** Maintain a robust and current set of data, maps, plans, processes, and applications to support regional parks and trails planning.

- **Natural Systems policy:** Identify lands with high-quality natural features and/or with high restoration potential that are desirable for Regional Parks and Trails System activities and put these lands in a protected status so they will be available for recreational uses and preservation purposes in perpetuity.
- **Climate Resilience policy:** Adapt and enhance the Regional Parks and Trails System to promote resilience to climate change, including the mitigation of greenhouse gas emissions.
- **Planning policy:** Promote long-range planning and help provide integrated resource planning across jurisdictions in order to create a seamless system that connects everyone to the outdoors.
- **System Protection policy:** Protect public investments in acquisition and development by assuring that every component in the system is able to fully carry out its designated role.
- **Recreation, Facilities, and Programming policy:** Foster a sense of belonging by providing a wide spectrum of leisure and play opportunities while connecting people, places, and the natural world.
- **Finance policy:** The Met Council administers, provides financial oversight, and collaborates with a range of partners to fund the ten regional park implementing agencies in support of the Regional Parks and Trails System.

The 2050 Regional Parks and Trails Policy Plan is the metropolitan system plan for regional recreation open space with which local comprehensive plans must conform. This system statement highlights the elements of the system plan which apply specifically to your community. Find the complete text of the 2050 Regional Parks and Trails Policy Plan at the following url:

<https://imagine2050.metrocouncil.org/chapters/regional-parks-and-trails>.

Key Changes in the 2050 Regional Parks and Trails Policy Plan

Adopted by the Met Council in February 2025, the 2050 Regional Parks and Trails Policy Plan incorporates the following changes:

- Unit name changes
 - Anoka County
 - “Northwest Search Area” changed to “Sugar Hills Search Area”
 - Dakota County
 - “Lebanon Hills-Big Rivers Greenway Trail Search Corridor” changed to “Lebanon Hills-Minnesota River Greenway Trail Search Corridor”
 - “Lebanon Hills-Mendota Greenway Regional Trail, Highway 62 segment” changed to “Lebanon Hills Greenway Regional Trail”
 - Scott County
 - “Scott West Regional Trail” changed to “Big Woods Regional Trail”
 - “Minnesota River Bluffs Extension and Scott County Connection Regional Trail” changed to “Merriam Junction Regional Trail”
 - “Louisville Trail Search Corridor” changed to “Merriam Junction Regional Trail”
 - Portion of “Southern Scott Trail Search Corridor” changed to “Shallow Waters Regional Trail”

- Trail refinements
 - Three Rivers Park District's Dakota Rail Regional Trail Search Corridor Extension moving the trail terminus from Highway 494 to Minnetonka City Hall
 - Three Rivers Park District is transferring a portion of the Lake Minnetonka Regional Trail to Carver County
- Future 2028/2029 system additions process candidates
 - Ramsey County's Rice Creek North Regional Trail Boundary Adjustment adding 2,407 acres to the current 792 acres at the former Twin Cities Army Ammunition Plant
 - Three Rivers Park District's 5.5-mile West Minnehaha Creek Trail Corridor Study Area
 - Dakota County's 58-acre Thompson County Park Study Area in West St. Paul serving the outdoor recreational needs of the more than 50,000 residents who live in the northern portion of Dakota County

The 2050 Regional Parks and Trails System Plan Map is depicted in Figure 1. Lino Lakes should consult the complete 2050 Regional Parks and Trails Policy Plan in preparing its local comprehensive plan. In addition, Lino Lakes should consult Imagine 2050 and the current version of the Met Council's Local Planning Handbook for specific comprehensive plan requirements.

2050 Regional Parks and Trails System Units

The Regional Parks and Trails System comprises four main types of units: regional parks, park reserves, special features and regional trails.

- **Regional parks** contain a diversity of natural features, either naturally occurring or restored, and are typically 200-500 acres in size. Regional parks accommodate a variety of outdoor recreation activities. In 2024, a total of 46 regional parks are open to the public.
- **Park reserves**, like regional parks, provide for a diversity of outdoor recreation activities. One major distinguishing feature is that the minimum size for a park reserve is 1,000 acres. Additionally, regional park implementing agencies are required to manage at least 80% of the park reserve as natural lands that protect the ecological functions of the native landscape. As of 2024, a total of 12 park reserves were open to the public.
- **Special features** provide opportunities not generally found in the regional parks, park reserves, or trail corridors. Special features often require a unique managing or programming effort. As of 2024, there are eight special features open to the public.
- **Regional trails:** The Met Council has defined two major types of trails to serve the region: destination or greenway trails and linking trails. Destination or greenway trails typically follow along corridors with high-quality natural features that make the trail itself a destination. Linking trails are predominately intended to provide connections between various Regional Parks and Trails System units. As of 2024, 56 regional trails totaling approximately 487 miles were open for public use.

2050 Regional Parks and Trails System Components

The 2050 Regional Parks and Trails Policy Plan identifies five components which together comprise the vision for the Regional Parks and Trails System in 2050, as described below.

- **Existing Regional Parks and Trails System facilities** are open for public use and include land that is owned by regional park implementing agencies. They may include inholding parcels within the boundaries of these parks and trail corridors that have not yet been acquired. Existing regional trails may include planned segments that will be developed in the future.
- **Planned Regional Parks and Trails System facilities (not yet open to the public)** have a Council-approved long-range plan and may be in stages of acquisition and development but are not yet open for public use.
- **Regional Parks and Trails System boundary adjustments** include general areas identified as potential additions to existing Regional Parks and Trails System facilities to add recreational opportunities or protect natural resources. Specific adjustments to park or trail corridor boundaries have not yet been planned.
- **Regional Park and Special Feature search areas** include general areas for future regional parks and special features to meet the recreational needs of the region by 2050 where the regional park boundary has not yet been planned.
- **Regional trail search corridors** include proposed regional trails to provide connections between Regional Parks and Trails System facilities where the trail alignment has not yet been planned.

System Plan Considerations Affecting Your Community

The following Regional Parks and Trails System Components within Lino Lakes are identified in the 2050 Regional Parks and Trails Policy Plan:

Regional Parks, Park Reserves, and Special Features

- **Rice Creek Chain of Lakes Park Reserve:** This is an existing regional park reserve with an established boundary. Rice Creek Chain of Lakes Park Reserve, at nearly 5,500 acres, is located in the cities of Columbus, Lino Lakes, and Centerville. It includes significant native wildlife habitat, archeological sites, and family-friendly amenities such as a playground and a beach on Centerville Lake. The regional park boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.

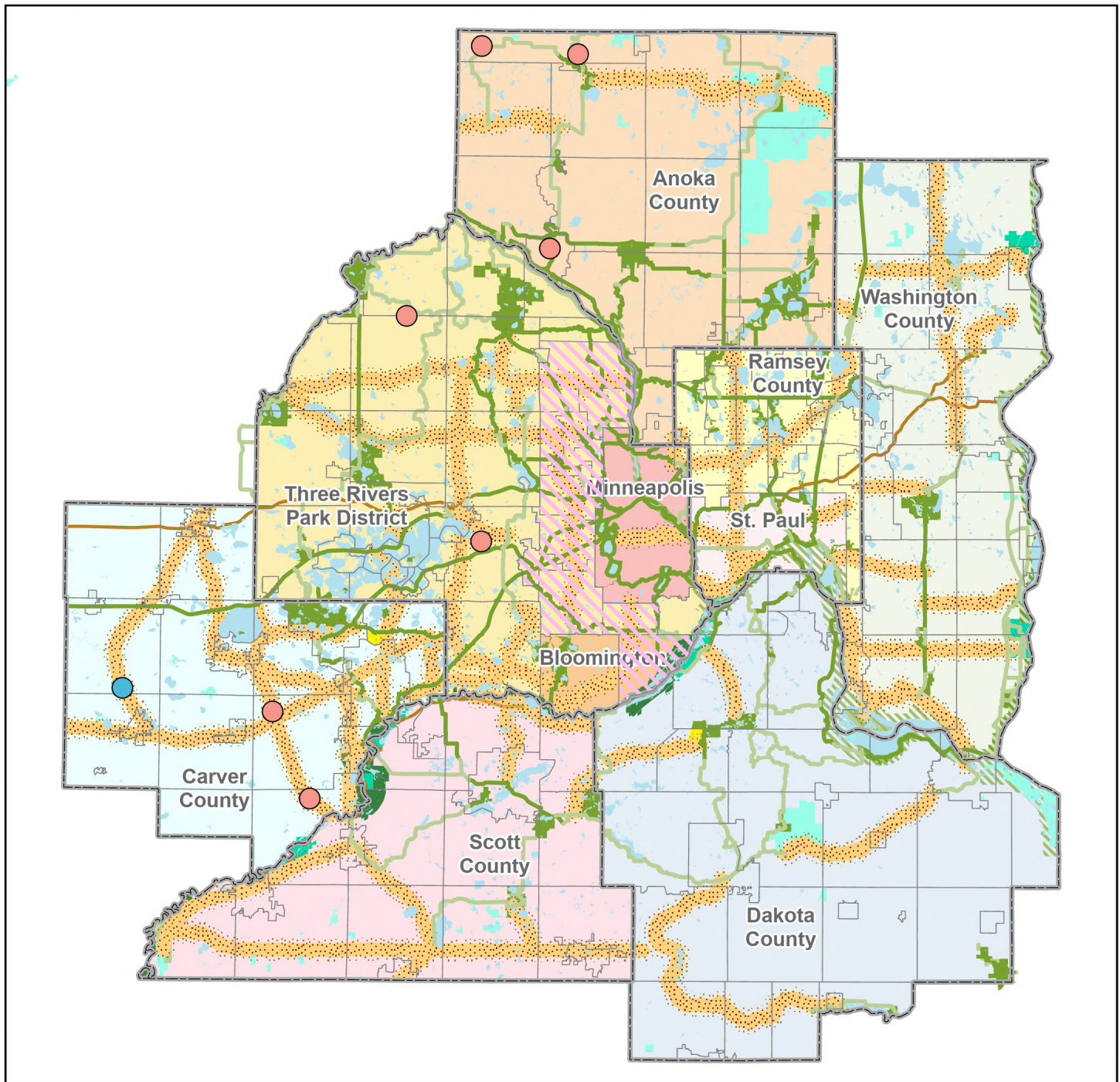
Regional Trails

- **Bunker Hills-Chain of Lakes Regional Trail:** This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Blaine, Lino Lakes, and Centerville as it connects Bunker Hills Regional Park, Rice Creek North Regional Trail, Rice Creek Chain of Lakes Park Reserve, and Central Anoka Regional Trail. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Central Anoka Regional Trail:** This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Ramsey, Anoka, Andover, Ham Lake, Blaine, Lino Lakes, and Centerville as it connects Mississippi West Regional Park, Rum River Regional Trail, Bunker Hills Regional Park, East Anoka County Regional Trail and Rice Creek Chain of Lakes Park Reserve. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

- **Chain of Lakes-Otter Lake Regional Trail:** This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Centerville and Lino Lakes as it connects Rice Creek Chain of Lakes Park Reserve and Bald Eagle-Otter Lake Regional Park in White Bear Township. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Rice Creek North Regional Trail:** This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through New Brighton, Arden Hills, Shoreview, Circle Pines, and Lino Lakes as it connects Long Lake Regional Park, Rice Creek West Regional Trail, Highway 96 Regional Trail, Lexington Parkway Regional Trail Search Corridor, Rice Creek Chain of Lakes Park Reserve, and East Anoka County Regional Trail. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

Please contact Anoka County for more information regarding Regional Parks and Trails System Components in Lino Lakes.

Regional Parks and Trails System



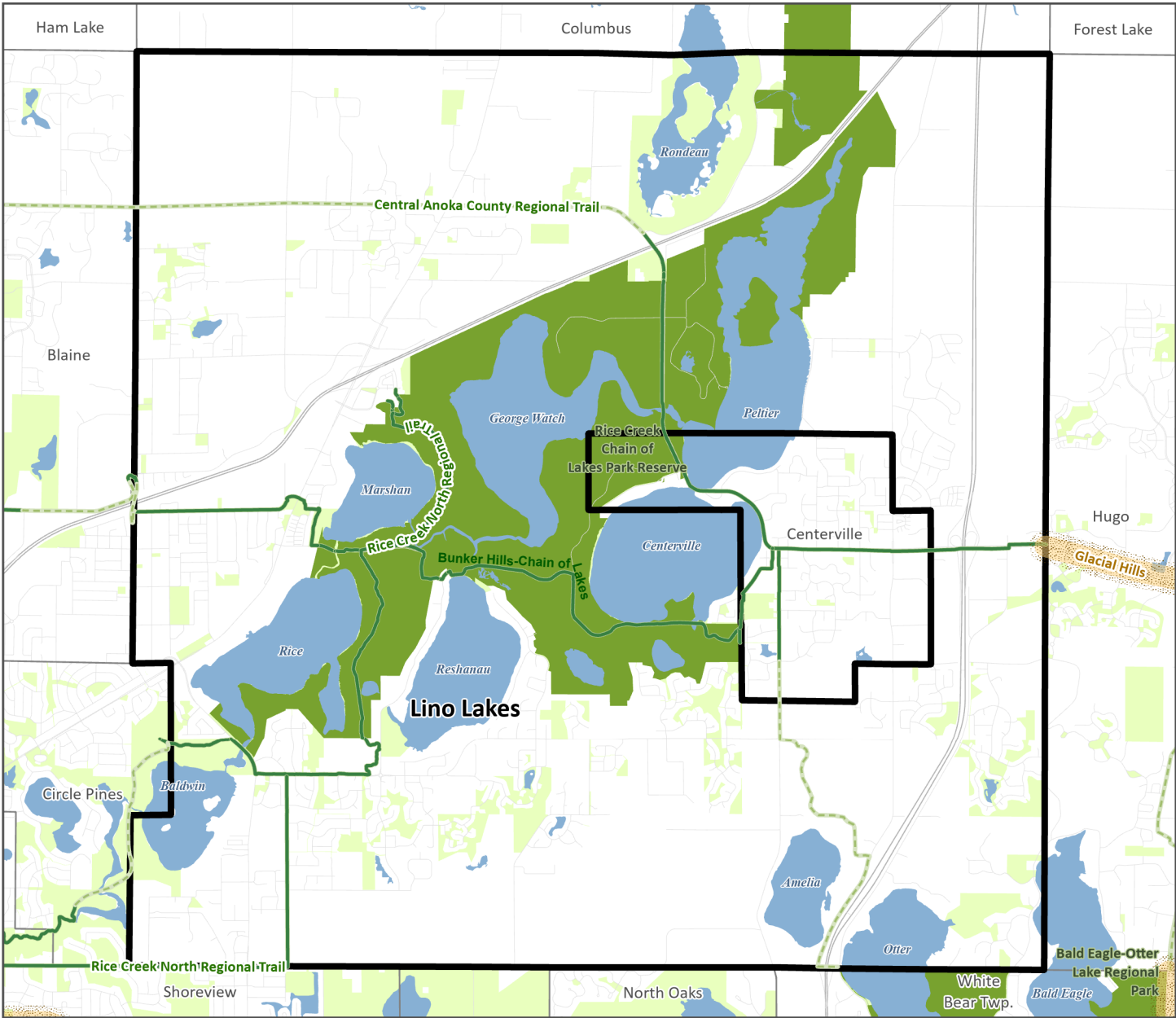
Long-Range Plan Boundary Adjustments and Search Areas

- Boundary Adjustment
- Park Search Area
- ▨ Special Feature Search Area

- ▨ Regional Trail Search Corridor
- Regional Trail (Open to the Public)
- Planned Regional Trail (Not Open to the Public)
- State Trails

- ▨ Regional Park (Open to the Public)
- ▨ Planned Regional Park (Not Open to the Public)
- ▨ Lower St. Croix National Scenic Riverway
- ▨ Mississippi National River & Recreation Area
- ▨ State Wildlife Management Areas
- ▨ State Parks and Recreation Areas
- ▨ MN Valley National Wildlife Refuge
- ▨ Special State Recreation Features

City of Lino Lakes Regional Parks and Trails System



Regional Parks and Trails Systems

Other State and National Features

- Boundary Adjustment

Search Area

Special Feature Search Area

Regional Trail Search Corridor
- Regional Trail (Open to the Public)

Planned Regional Trail (Not Open to the Public)

Regional Park (Open to the Public)

Planned Regional Park (Not Open to the Public)
- State Trails

State Parks and Recreation Areas

State Wildlife Management Areas

Special State Recreation Features
- Other Parks, Preserves, Refuges and Natural Areas

Lower St. Croix National Scenic Riverway

Mississippi National River & Recreation Area

MN Valley National Wildlife Refuge

ECONOMIC DEVELOPMENT ADVISORY COMMITTEE AGENDA ITEM 3C

STAFF ORIGINATOR: Michael Grochala, Community Development Director

MEETING DATE: November 6, 2025

TOPIC: Otter Lake Road Business Communication Plan

BACKGROUND

The Otter Lake Road extension project is proposed for construction in 2026. The project will extend from Main Street to 24th Avenue/Elmcrest approximately ¾ mile to the north. The project will also include the connection of Rosemary Lane to Otter Lake Road. Construction is expected to start in late spring and be completed in the fall of 2026.

Approximately 11 existing businesses are located within or adjacent to the work zone. Traffic operations will be impacted by construction including partial road closures and access limitations. In anticipation staff is proposing to work on a business communication and management plan to minimize business impacts. There are three plan components that are currently identified:

- Construction management including limitations on closures, signage requirements, construction staging etc.
- Business engagement and communication
- Public engagement and communication

The Minnesota Department of Transportation (MnDOT) has a mitigation checklist that the City will be using as a framework for communication during construction. We are also looking for ways to support businesses throughout the construction process. This includes making sure they are informed both prior to and during construction as well as making sure the public remains informed of accessibility.

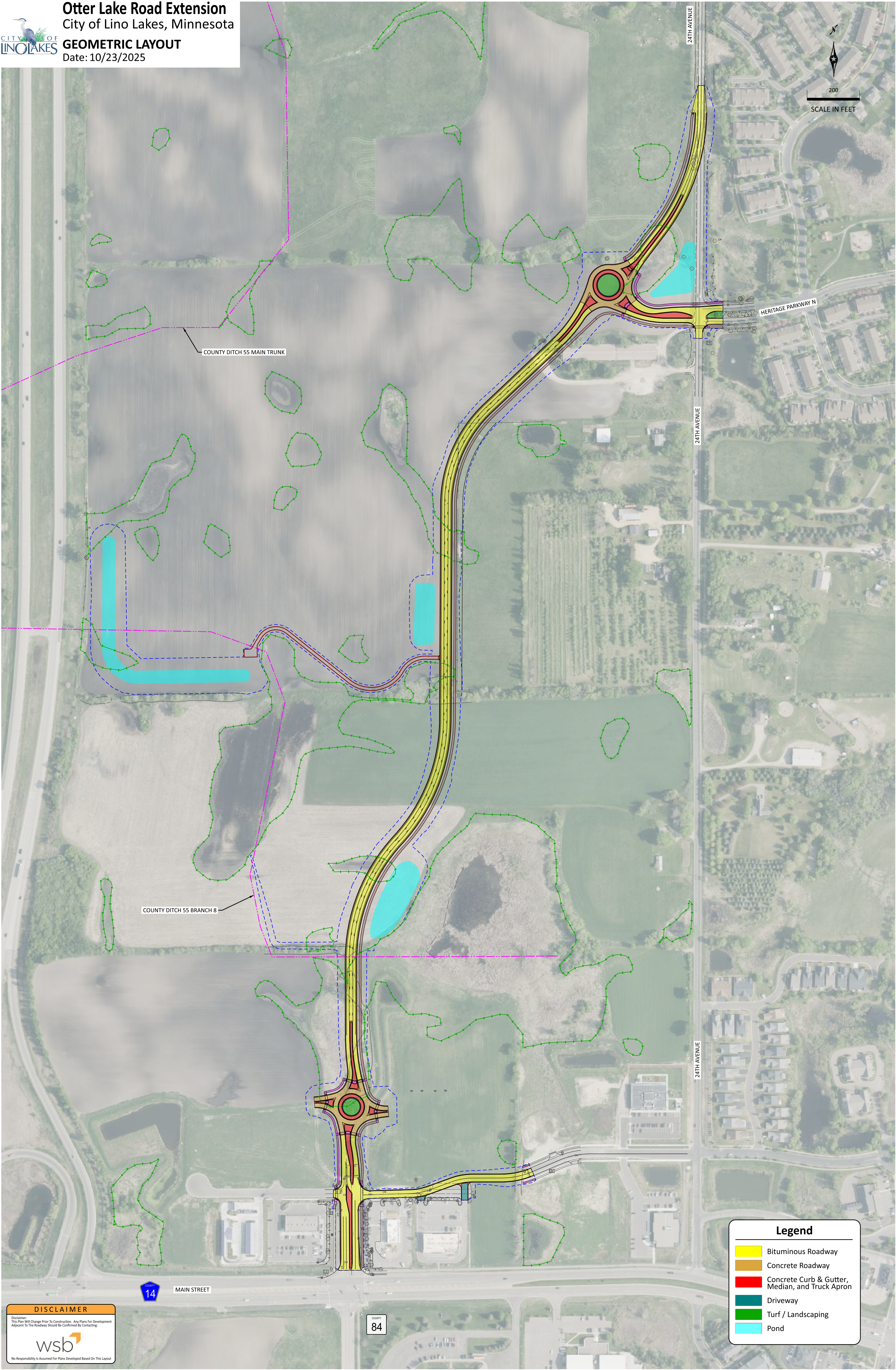
EDAC CONSIDERATION

Staff is requesting ideas for consideration in assisting businesses during the construction project.

ATTACHMENTS

1. Project Layout

2. MnDOT Business Impact Mitigation Checklist



Business Impact Mitigation**Checklist**

T.H.	S.P.
Federal Proj. No.:	
Project Name:	
Project Limits:	
Project Manager:	
Business Liaison:	
Date Done	Planning thru Scoping & Early Detail Design
	Compile list of potentially-affected businesses and their contact information. Include property owners and tenants.
	Identify potential impacts to businesses.
	Identify a Business Liaison (direct contact for businesses). • Small projects: Could be the Project Manager, Construction Engineer or Public Affairs Coordinator. • Large projects may need person/team dedicated to work with businesses, community, media.
	Consider initial contact with representative organizations (e.g., Chamber of Commerce, other local business organization, local governments).
	Consider special outreach for certain business populations, such as tenant-operated, recently-located, immigrant-owned, or employers of low-income or minority populations.
	Contact the MN Department of Employment and Economic Development: Request list of business resource organizations in the project area: (Madeline Harris, Business Advisor, Madeline.Harris@state.mn.us 651-259-7474)
	Prepare information packet; include: • Contact information (Business Liaison and Project Manager) • Overview of project • Schedule information • Potential impacts, including changes in parking, traffic, and access
	Determine when to send information packet.
	Send information packet.
	Identify measures to reduce business impacts, such as: • Signing and detours (typically start planning 3 to 9 months before project turn-in). • Accommodations for peak periods, events, unique situations (e.g., modifications to project schedule, traffic control, etc.). Involve internal decision-makers (District Traffic Engineer, Construction Engineer, Design Engineer, Public Affairs Coordinator, etc.) to ensure feasibility of mitigation commitments. Use input from business owners, local governments, and construction personnel.
	Document mitigation commitments for inclusion in contract documents (plans, specs, spec. provisions).

Business Impact Mitigation Checklist

T.H.	S.P.
Detail Design thru Pre-Letting	
	Research if there is concurrent construction planned (including private development) that might impact roadways in the area. If yes, notify Construction Engineer and other project partners. Consider possible complications with the other projects and consider changes to reduce impacts.
	Inform designers and Construction Engineer of mitigation measures committed to in pre-construction, including commitments made in the environmental review process.
	Provide more detailed project information to businesses, including the current construction schedule.
Construction Phase	
	Verify who will be the Business Liaison during construction.
	At Pre-Construction meeting tell Contractor: • Importance of keeping businesses informed during the project. • Changes to construction or schedule must be approved by the Construction Engineer, who will assess impacts on businesses and notification procedures for impacted businesses.
	Keep businesses up-to-date on construction progress and timing of impacts. Work with contractor to provide schedule information to businesses.
	Keep current on other construction work in the area (including private work).
	Evaluate effectiveness of communication with businesses and make necessary adjustments.
	Notify business owners when project is complete.
After Construction	
	Provide business owners an opportunity to give feedback: • What worked well? • What could be improved? • Were communication methods effective? • Were businesses able to plan around construction activities? Give this feedback to project staff. If appropriate, also give to HPDP Engineer and External Partnering Office to improve guidance for future projects.