

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

Thursday, December 1, 2022

8:00 A.M.

Community Room

AGENDA

1. CALL TO ORDER AND ROLL CALL
2. APPROVAL OF MINUTES: October 6, 2022
3. DISCUSSION ITEMS
 - A. Otter Lake Road Master Plan
 - B. Existing Small Business Financial Assistance & Housing Maintenance Assistance
 - C. Purchase and Development Agreement with Silver Creek Equity, LLC, Update.
4. ADJOURN

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

DATE:	October 6, 2022
TIME STARTED:	8:05 A.M.
TIME ENDED:	9:02 A.M.
MEMBERS PRESENT:	Patrick Kohler, Chad Wagner, Don Johnson, Steve Marchek, Andrew Cravero, Keith Hembre, Jim Schueller, Nathan Vojtech, Julie Jeffrey-Schwartz, Blakely LaCroix
STAFF PRESENT:	Michael Grochala, Harrison Maxwell, Julie Whitney

I. CALL TO ORDER

Chair Schueller called the Economic Development Advisory Committee meeting to order at 8:05 A.M. on October 6, 2022.

II. APPROVAL OF MINUTES

Mr. Cravero made a MOTION to approve the September 8, 2022 meeting minutes. Motion was supported by Mr. Vojtech, passing unanimously.

III. DISCUSSION ITEMS

A. Clearwater Creek Business Park, TIF Plan for District 1-14

Mr. Grochala, Community Development Director, presented the staff report.

The committee discussed the TIF Plan for District 1-14 in greater detail.

Mr. Cravero made a MOTION to recommend approval of Clearwater Creek Business Park, TIF Plan for District 1-14. Motion was supported by Mr. Hembre, passing unanimously.

B. 2020 Census Data Report

Mr. Maxwell, Community Development Intern, presented the staff report.

The committee discussed the 2020 Census Data Report in greater detail.

DRAFT MINUTES

C. Project Updates

Mr. Grochala updated the committee on current City projects.

IV. ADJOURNMENT

Mr. Vojtech made a MOTION to adjourn the meeting at 9:02 A.M. Motion was supported by Mr. Marchek, passing unanimously.

Respectfully submitted,
Harrison Maxwell, Community Development Intern

DRAFT

**ECONOMIC DEVELOPMENT ADVISORY COMMITTEE
AGENDA ITEM 3A**

STAFF ORIGINATOR: Mike Grochala, Community Development Director
EDAC MEETING DATE: December 1, 2022
TOPIC: Otter Lake Road Master Plan

BACKGROUND

The NE quadrant of 35E and Main Street has been the focus of a number of planning and infrastructure projects over the past 10 years. These projects included:

- 2012 The Northeast Drainage Area study to develop a drainage route for future storm water management.
- 2018 Comprehensive Plan amendment establishing a business park land use district and extending utility staging.
- 2019 The City evaluated trunk utility needs and conceptual layouts for the Otter Lake Road extension.
- 2021 The City completed the drainage outlet to Peltier Lake, completing the new drainage system from 35E to Peltier Lake.
- 2021 Winter Wetland bank evaluation was started.
- 2022 Wetland delineations for Otter Lake Road alignment and stormwater management completed.
- 2022 The City awarded the construction contract for extending storm sewer from Watermark under I-35E to serve the NE 35E area.

Development along Main Street has reached a point where trunk drainage improvements are required to provide a stormwater route to the I-35E crossing. These improvements also need to consider location and stormwater requirements for the Otter Lake Road extension.

Because much of the infrastructure planning is interrelated, the City Council authorized a master plan covering approximately 400 acres lying north of Main Street and east of 35E. The purpose of the plan would be to determine a preferred alignment of Otter Lake Road, create a regional stormwater plan and routing for the area, determine sanitary sewer and water routing, and obtain land and engineering information necessary to apply for various state and federal funding economic development grant opportunities. WSB and Associates, was retained to prepare the plan.

With completion of the study and selection of a preferred alignment alternative the City will be able to move forward with preparation of construction documents for future improvements to both Otter Lake Road and the trunk stormwater system. Construction of the trunk stormwater system from existing Otter Lake Road (McDonald's area) to the 35E outlet is the first priority. Without this improvement additional commercial development along Main Street is extremely

limited.

Discussion Items:

1. Review of alignment alternatives and consideration of preferred alternative. WSB and staff are recommending Alternative 2.
2. Review of proposed land use alternatives.

The plan proposes certain land use changes for consideration, given market conditions, proposed road alignment and topographic features. The plan and recommendation are intended for guidance and support for possible land use changes should these be proposed with future development interests.

Bernier Property – west of Otter Lake Road: Proposed change from commercial land use to business campus with consideration for high density residential on east side of wetland 3. Recognizes that physical limitation of site may limit commercial viability. Allows additional flexibility for site development with property to north. High density residential fits in behind wetland and strengthens commercial market along with employment base for growing business area.

Winter Property – north end of project area: Proposed change from office/residential to business campus with consideration for high density residential. Limited office demand in metro market doesn't support this land use. Business campus designation would allow for office along with other commercial/industrial uses. Allows for additional site flexibility and possible assembly with property to south to avoid physical limitations of site. Offers another potential area for high density residential to support growing commercial market and strengthen employment base for growing business area.

EDAC CONSIDERATION

Staff is requesting feedback on the alignment alternatives and possible land use alternatives.

ATTACHMENTS

1. Otter Lake Road Master Plan draft



Otter Lake Road Master Plan

2022



Otter Lake Road Master Plan

2022

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CHAPTER 1: INTRODUCTION



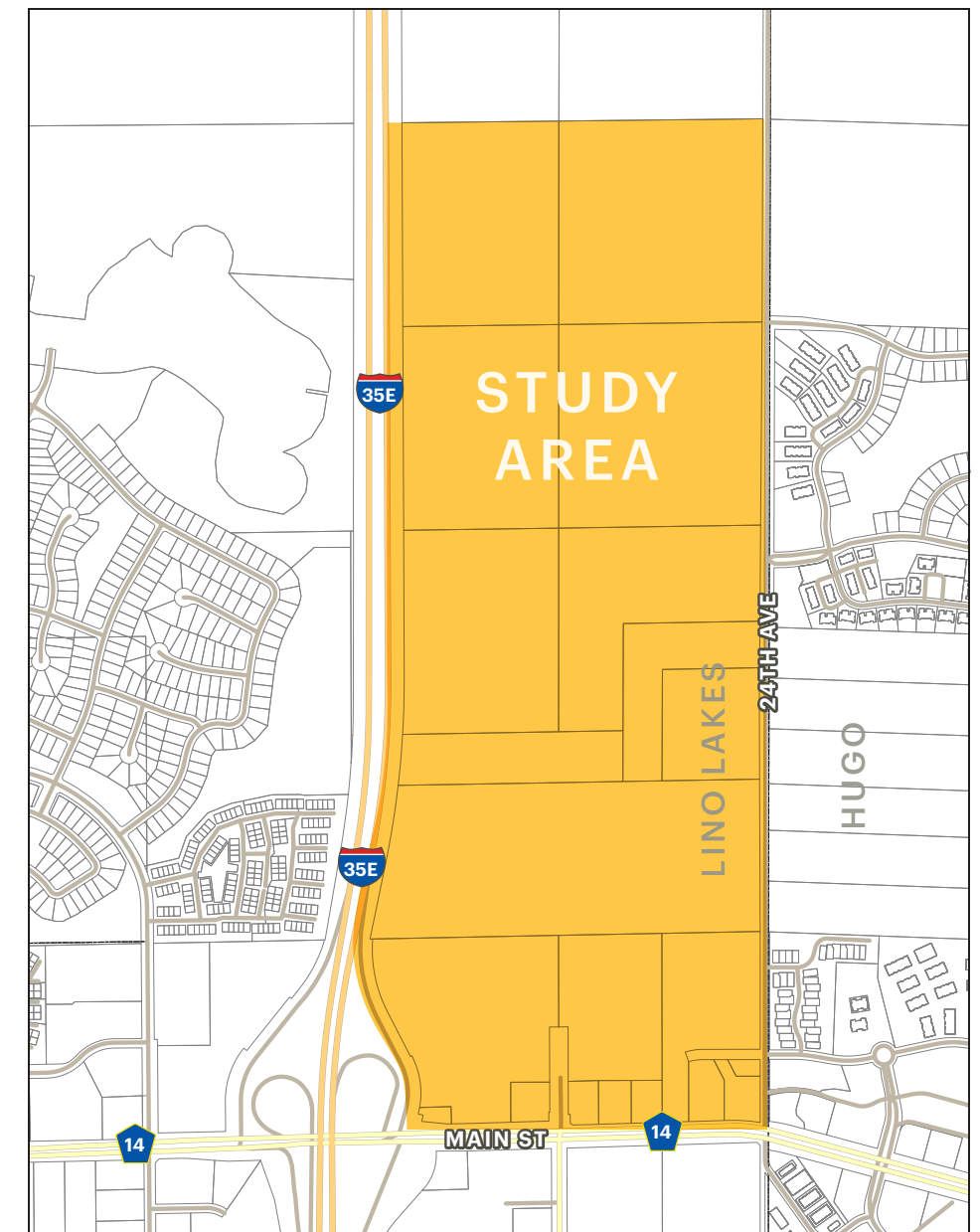
CHAPTER 1: INTRODUCTION

The City of Lino Lakes is an amenity rich outer ring suburb of the Twin Cities filled with lakes, wetlands, and open spaces. The City has had its fair share of housing, commercial and industrial development over the years but as an outer ring suburb, Lino Lakes still has plenty of undeveloped land. The location of this land makes the City a desirable destination for even more commercial and industrial development, as explained below.

The Metropolitan Council designates the City of Lino Lakes as an Emerging Suburban Edge community. This designation is for communities in the early stages of transitioning from rural to urban and comes with increased population forecasts. Planning for this increase in population is critical. Designating areas in Lino Lakes for industry and job opportunities as the population grows makes Lino Lakes desirable for new businesses.

The City is in a prime location as both Interstates 35W and 35E run through the community providing direct access to both downtown Minneapolis and downtown St. Paul. Having access to two major interstates makes the City of Lino Lakes a desirable town for commuters and for development opportunities. Some of the undeveloped land in Lino Lakes comes with challenges. Lino Lakes has plenty of water rich areas that can constrain development. The City has placed high value on protecting the natural amenities through all aspects of community development.

The City of Lino Lakes has designated 400 acres of undeveloped land north of County Road 14 immediately east of Interstate 35E for commercial, industrial and office/residential uses. Otter Lake Road is currently positioned in the middle of this 400 acres along County Road 14, and only partially extends north to serve the existing businesses in this area. The city is planning Otter Lake Road as an extension of County Road 84. The city's transportation plan identifies the northerly extension of Otter Lake Road to be an "A" minor expander, and it will act as a reliever to Interstate 35E. The extension will also serve all adjacent land uses. Because of the development constraints within this study area it is important for the City to think critically about future development including future road extension scenarios for Otter Lake Road and wetland and natural resource management in the area. For these reasons, the City has chosen to create a master plan for the Otter Lake Road extension to ensure orderly and efficient development maximizes development potential while managing and protecting natural resources.



The master plan provided in this document accounts for the future Otter Lake Road alignment and other local street connections, utilities, land use designations, and natural resource management. Specifically, this document includes the following information:

- a review of the existing conditions in the study area
- an analysis of regional drainage patterns
- wetland sequencing
- review of road alignment scenarios, traffic conditions and needs, trail and bicycle planning
- land use scenarios and economic development strategies
- implementation measures and strategies.

CHAPTER 2: BACKGROUND INFORMATION



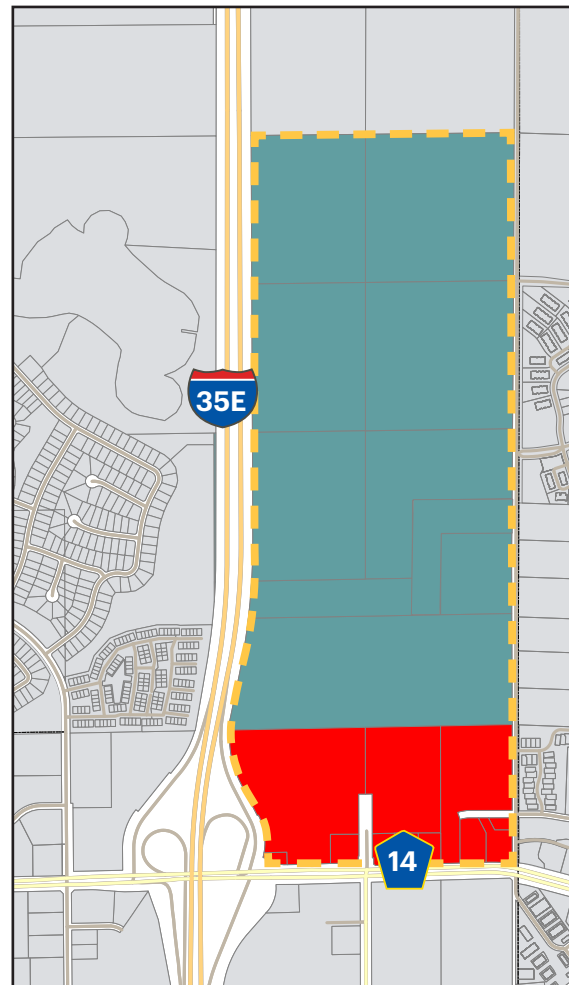
Change to Existing Zoning and Future Land Use Designations

The southern portion of the subject area is zoned General Business. With quick access from the 35E via the County Road 14 exit, this district allows for smaller lots and a variety of businesses, specifically retail and service uses. Two newer smaller commercial developments have occurred in this area north of County Road 14 & east of Otter Lake Road, with another one in the process of being developed to the west of Otter Lake Road. The 2040 Comprehensive Plan designates this portion as Commercial.

The remaining portion of the subject area is zoned Rural/Business Reserve. With the adoption of the new zoning ordinance the R-BR designation will be eliminated and replaced with the R, Rural zoning designation. This district is intended to preserve a rural very low density environment until such time as

the land is needed for commercial and industrial uses. Most of this land is existing farmland or contains large wetlands. Since the land is dedicated for future development as needed, the 2040 Comprehensive Plan divides this area into two future land use designations, Business Campus to the south bordering the Commercial area, and Office Residential north of Business Campus.

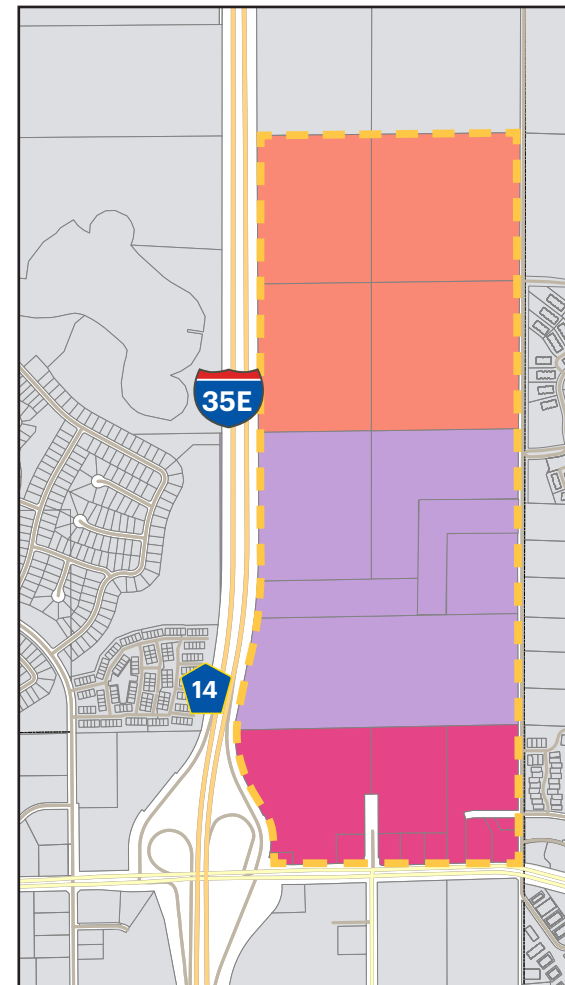
Business Campus is for high quality, integrated development of a wide range of business uses at high visibility locations. Office Residential is for a mix of office, business and residential uses. Residential development is not required in the Office Residential designation and should not exceed 50% of the land area.



CURRENT ZONING

LEGEND

- STUDY AREA
- PARCELS
- GB - GENERAL BUSINESS
- R BR - RURAL/BUSINESS RESERVE



2040 FUTURE LAND USE

LEGEND

- STUDY AREA
- PARCELS
- OFFICE RESIDENTIAL
- COMMERCIAL
- BUSINESS CAMPUS

Existing Transportation Network

The study area is in a strategic location with immediate access from Interstate Highway 35E and County Road 14. The area lies directly northwest of the exits and is bound between 35E to the west and 24th Avenue to the east. The area currently has limited access. Otter Lake Road is proposed to be extended further into the area to provide access for future development as well as providing east-west connections to the existing streets in the City of Hugo.

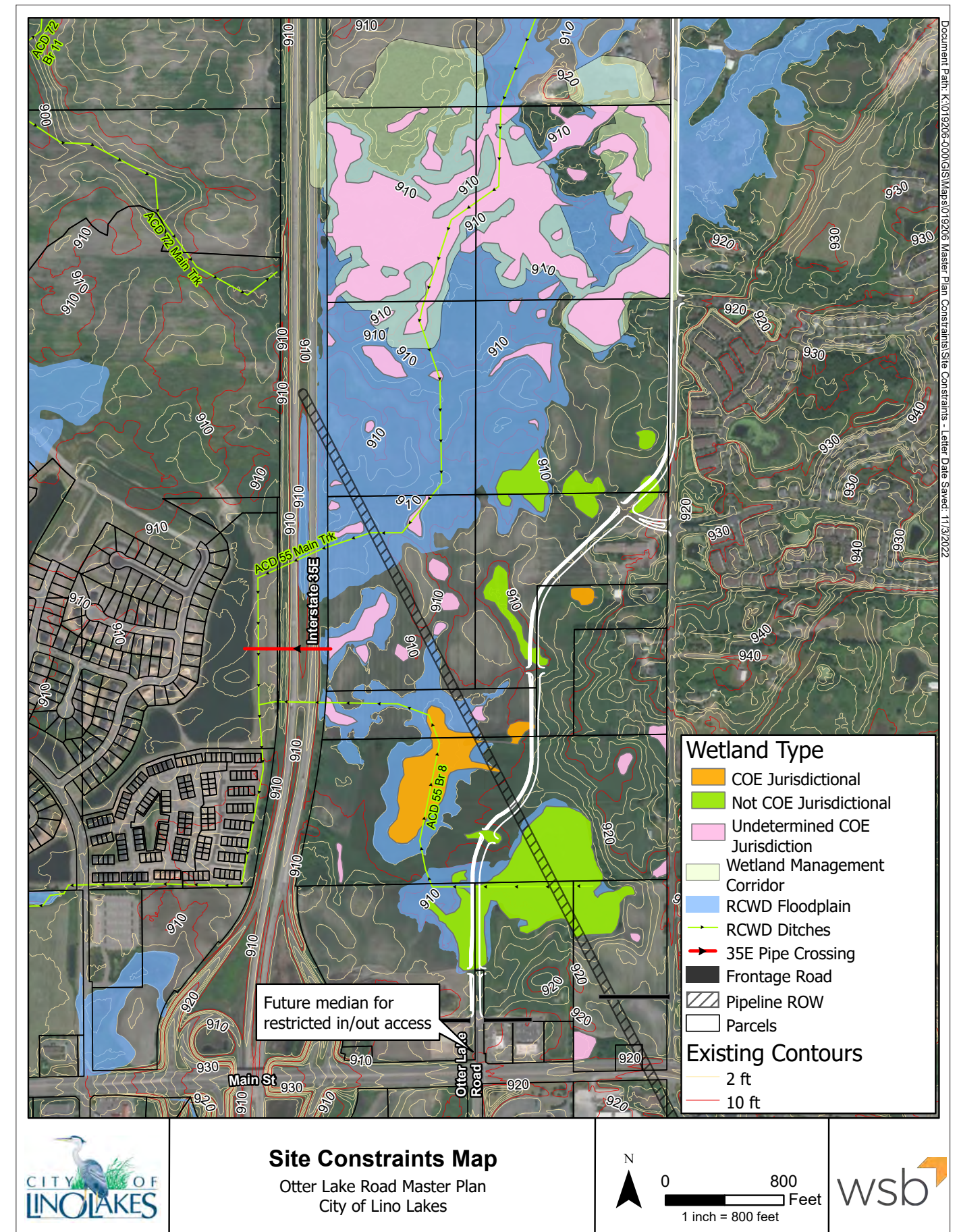
The primary purpose of the Otter Lake Road extension is to implement the city's transportation plan goal of creating an "A" minor expander in this location. The access for future development of this area is secondary to the transportation plan implementation but it is critical to the alignment decision. It will provide principal access to developing parcels in the City of Lino Lakes and east-west connections with the existing transportation system in the City of Hugo.

The large wetland system in the northern part of the study area is proposed to be included in the Greenway System. The Greenway System includes large open areas in the City of Lino Lakes used for trail networks and open space activities. The proposed wetland area will be connected by a future tunnel/bridge over Interstate 35E to a greenway and trail network to the west. It may also be the location of a future wetland bank to be owned and operated by the City. The status of the bank has not been solidified or approved by governing bodies as it is still being explored as a possibility for this area.

Site Constraints

The subject area has plenty of physical constraints which come with unique challenges. These physical constraints include:

- Access constrained by Interstate 35E on the west and Main Street on the south.
- Underground pipeline that runs from the southeast corner near County Road 14 & 24th Avenue N to the northeast of the site and then crossing Interstate Highway 35E.
- Multiple wetlands exist on the site with some under the jurisdiction of the Army Corps of Engineers.
- Flood plain and ditches are located within the study area and the ditches are under the jurisdiction of the Rice Creek Watershed District.

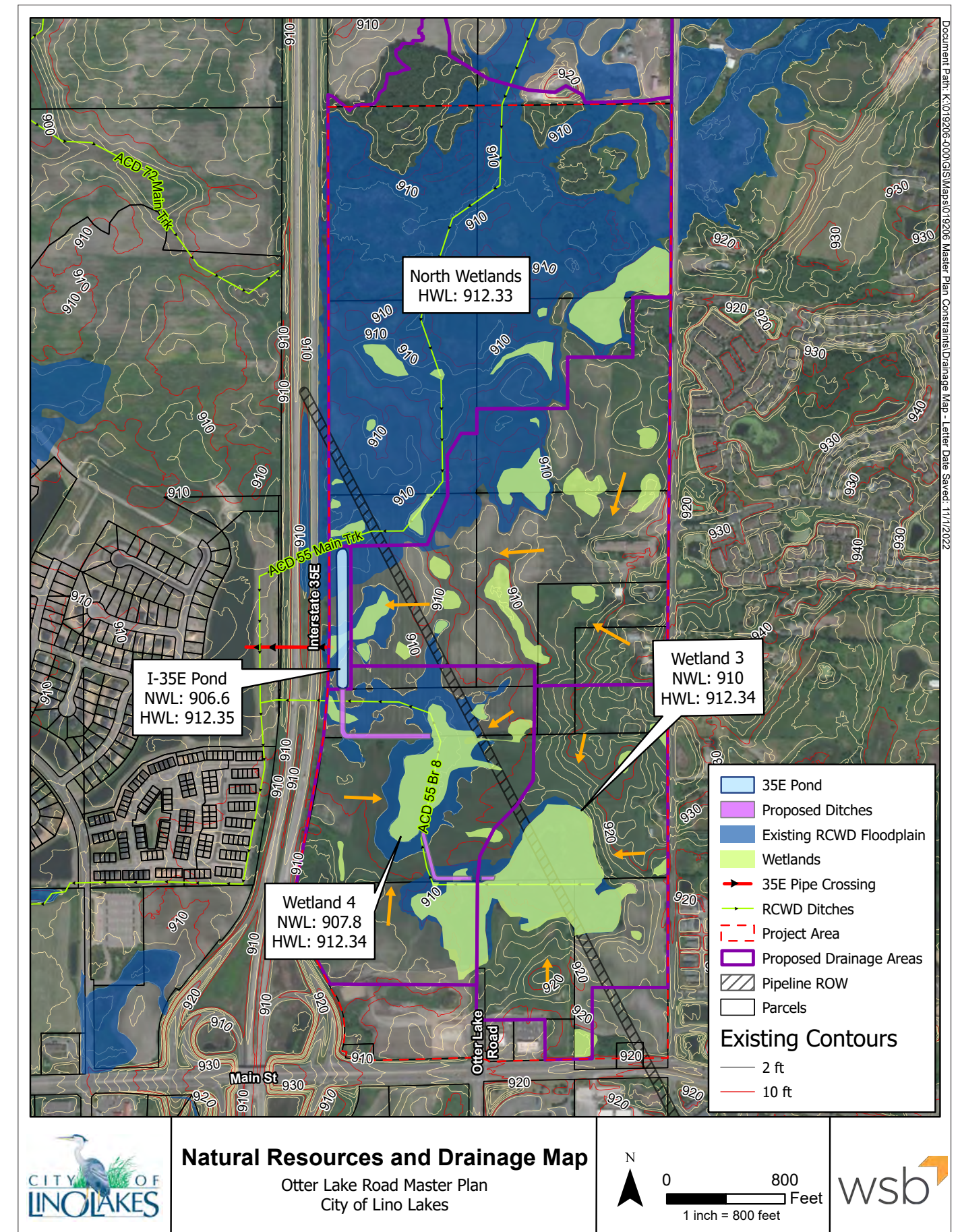


CHAPTER 3: NATURAL RESOURCES AND DRAINAGE



Natural Resources

The study area has a historical plant community of Big Woods – Hardwoods, which would have contained forest dominated by oak, maple, basswood, and hickory. Under existing conditions, most of the area is used for agricultural production and few remnants of a historical plant community exist. Few other natural resources are located within one mile of the study area. A query of the Department of Natural Resources Natural Heritage Information System database (License Agreement No. 1003) showed that there is one known occurrence of the Blanding’s turtle (*Emydoidea blandingii*) located to the southeast within one mile of the study area. A mapped complex of Public Waters Wetlands are located at the north end of the study area and includes delineated Wetland G. To the west of the study area across I-35 is DNR Public Waters Basin Peltier Lake (DNR PWI No. 02000400) which also includes Rice Creek (DNR PWI No. M-059) flowing through the basin. To the north of the study area is Hardwood Creek (DNR PWI No. M-059-009) which connects to Rice Creek at the north end of Peltier Lake. Based on the Minnesota Pollution Control Agency’s 2022 impaired waters list, Peltier Lake has impaired uses of aquatic consumption and aquatic recreation and has an approved TMDL for mercury and nutrients. Hardwood Creek is also listed with an impaired use of aquatic life (AQL) and has an approved TMDL for dissolved oxygen and fish bioassessments. Peltier Lake is also mapped by the Minnesota County Biological Survey as having areas of rare species and native plant communities with a moderate biological significance. These areas don’t extend into the study area.





Drainage

The City has worked with its consultant, WSB, to create a regional drainage system to serve the study area. This regional system will provide rate control as well as flood storage for stormwater within the area. Under existing conditions, the study area is functionally landlocked, only outletting via the draitile of the Main Trunk and Branch 8 of Anoka County Ditch 55. Stormwater from the site ultimately reaches Peltier Lake, which has a TMDL for nutrient loading. Due to a combination of this TMDL and the very limited flow capacity of the draitiles, Rice Creek Watershed District (RCWD) has set restrictive flow limits on proposed development that routes to the draitile system. WSB is proposing an outlet pipe under Interstate 35E, routed to the Watermark development to the west, ultimately reaching Peltier Lake. This pipe will allow the area to avoid the restrictive limits of the draitile system and no longer function as a land locked basin.

While this regional system will provide ultimate control of flows coming out of the area, it is not proposed as water quality treatment for the sites in the area. All sites will be required to meet RCWD's standard stormwater management requirements, including water quality, volume, and peak rate control; infiltration and filtration BMPs will be suggested for site water quality treatment. These site-specific stormwater systems will then outlet to the proposed regional system.

The system primarily consists of three water storage areas, two existing wetlands and a constructed wet pond. See the Drainage and Natural Resources map on the previous page for proposed system layout. Outflows from site-specific stormwater systems will be routed to one of these storage areas and then through the rest of regional system from there. Storage areas are proposed to be interconnected with a combination of culverts and open ditches. The final and lowest stage of this regional system will be a 0.6-acre wet pond. This pond will have an outlet control structure with a sluice gate to limit flow rates under I-35E and close when needed if Peltier reaches flood stages as required by RCWD.

A regional system as proposed has numerous advantages over smaller, individual stormwater management BMPs as sites develop. It takes the burden off site developers to meet the restrictive rate limits set by RCWD and allows them to develop with the standard requirements seen in other regions of Lino Lakes. This system also allows for high-level flood management. As development occurs, more runoff will be generated, potentially raising flood elevations at lower-elevation locations of the region. With this regional system, these flood elevation increases can be anticipated and incorporated into site designs at an early stage. It allows developers to understand what outlots and freeboard requirements will be needed based on area flood conditions. The regional system will also enhance and protect the wetlands used as stormwater storage. The main drawback of a regional system is the cost to the City to construct and maintain it. Parts of the system will need to be built before development can occur and therefore will require an initial investment from the City. In addition, potentially developable land will be needed for the system, somewhat reducing buildable area in the region. The city has established a trunk surface water management charge to recover these costs.

Approval of this drainage system will be regulated by RCWD. The watershed is setting the rate control and flood condition requirements and regional plan approval will be needed in order for specific sites to develop without the highly restrictive rate limits. In addition, improvements proposed for Wetlands 4, 7 and 8 within the system will require approval from the Wetland Conservation Act Local Government Unit and the US Army Corps of Engineers. The pipe alignment under I-35E has been approved by MnDOT and is under construction as of Fall 2022.

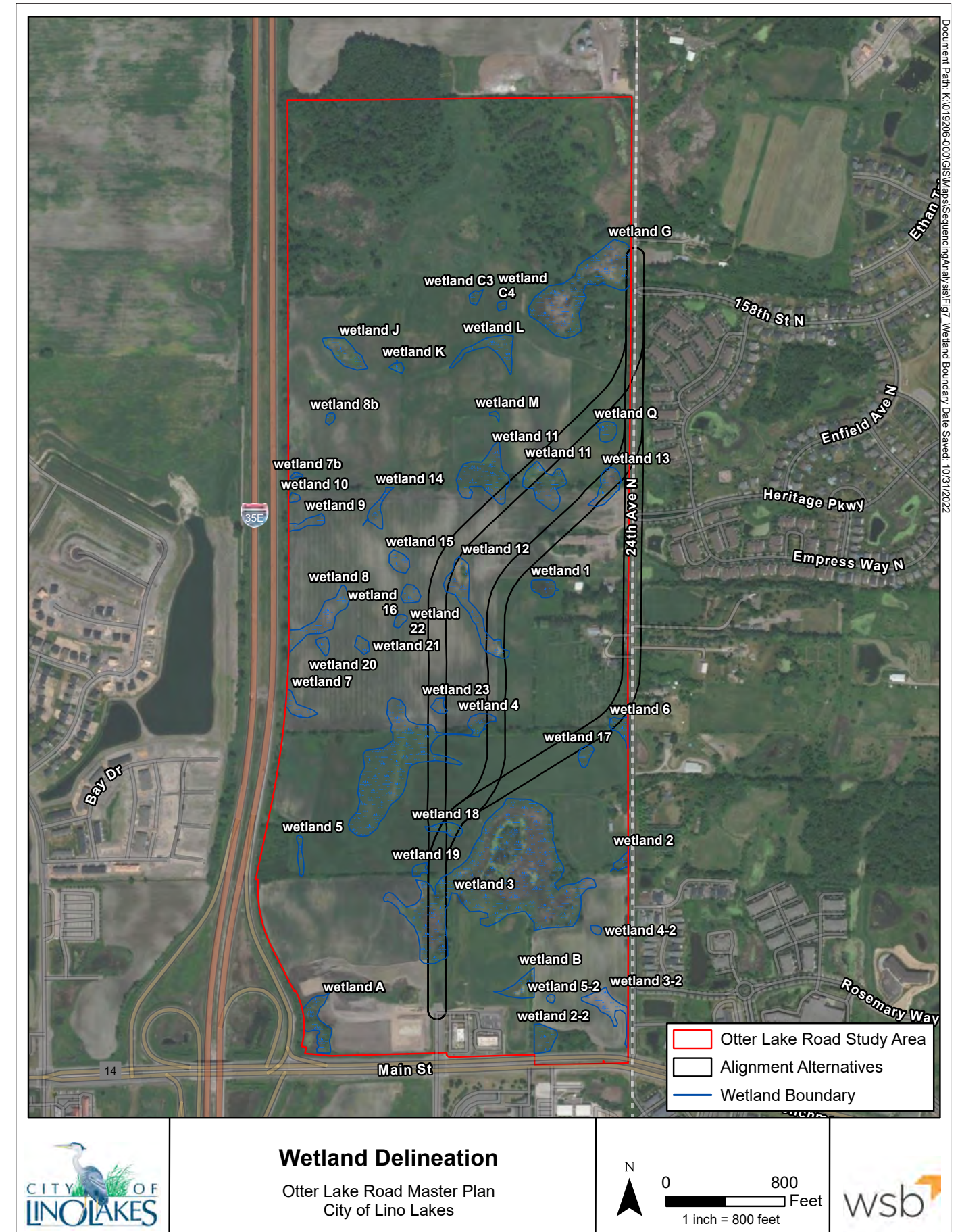
Wetlands

Wetlands within the subject area have been delineated and the locations of the wetlands are shown on the figure on the right. The majority of the wetlands are degraded, being used for active agriculture or hay production. The Wetland Table in the appendix outlines the wetlands and wetland characteristics within the subject area.



Wetland Regulation and Sequencing

All wetlands within the study area are subject to regulations under the Wetland Conservation Act (WCA), US Army Corps of Engineers (USACE) Section 404, and MN Pollution Control Agency (Section 401) unless otherwise determined to be non-jurisdictional. The DNR also regulates a portion of Wetland G within the study area as a Public Waters. A sequencing analysis has been reviewed and approved by the WCA LGU, which provides approval of the outlined alternatives analysis. Sequencing flexibility was also received for Wetlands 6, 11a, 11b, 12, 13, 18, and 23 through this approval due to their degraded quality and alterations due to agricultural practices. The city also received an Approved Jurisdictional Determination from the USACE, stating that the USACE does not regulate Wetlands 3, 11, 12, 13, 18, 19, and Q.. Impacts to all wetlands will require mitigation through WCA. Mitigation will also be required for impacted wetlands under the jurisdiction of the USACE.



CHAPTER 4: TRANSPORTATION



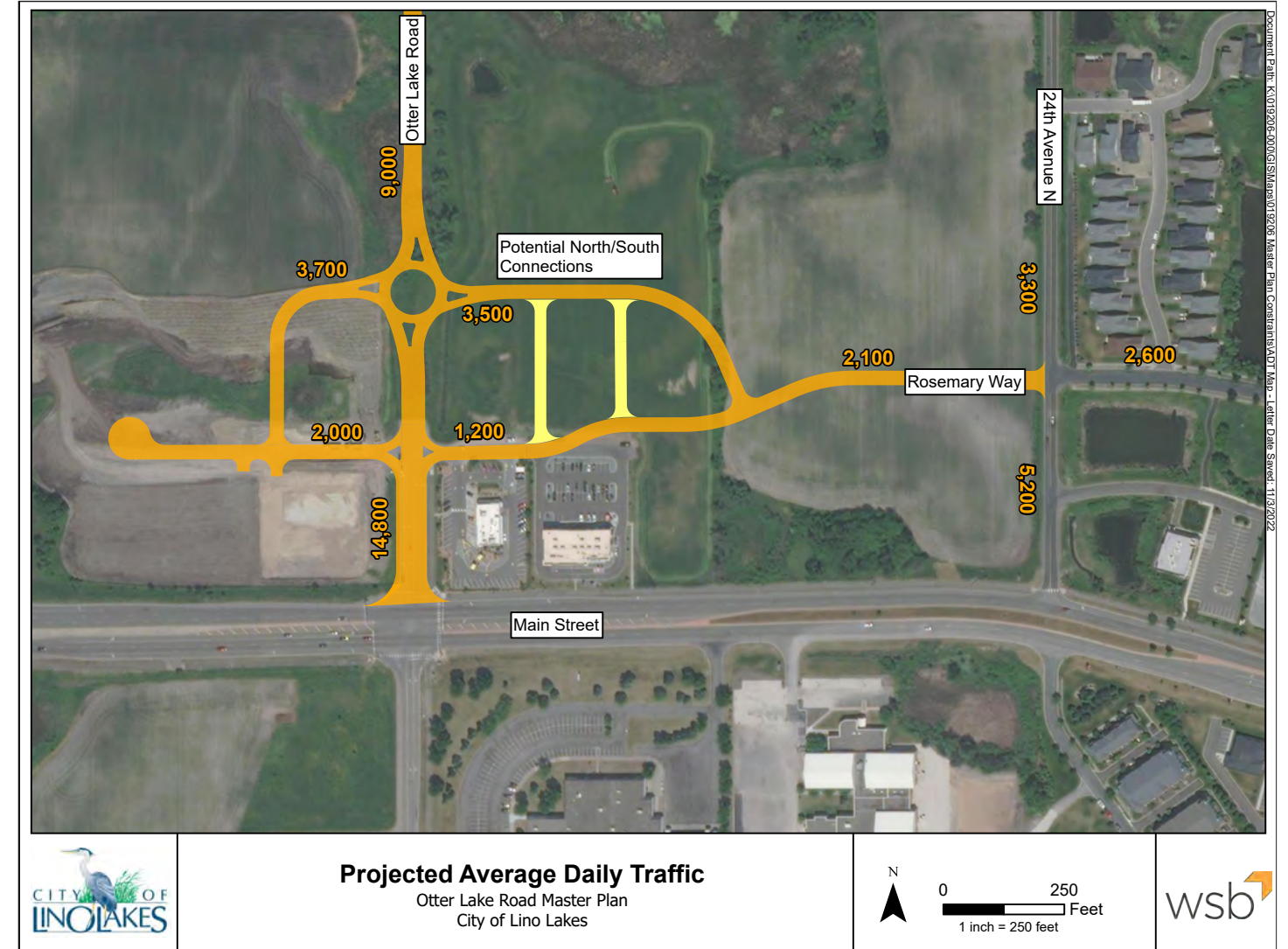
CHAPTER 4: TRANSPORTATION

The city's 2040 Comprehensive Plan identified the need for a new roadway network north of Main Street (CSAH 14) between I-35E and 24th Avenue. The roadway network, including Otter Lake Road and the other supporting streets, will provide local and regional access for this 400 acre portion of the city. The planned roadway network will accommodate the orderly development of the existing and anticipated commercial properties north of Main Street. The area adjacent to the proposed Otter Lake Road just north of Main Street (CSAH 14) is currently experiencing development pressure. A supplemental Traffic Study was completed for this area to determine the appropriate local street network. A copy of the South Otter Lake Road Study is included in the Appendix of this Master Plan.

Traffic forecasts were prepared for the 2040 conditions assuming full build of the anticipated land use for the area. Based on the traffic projections the Otter Lake Road extension will have a daily volume of 14,800 vehicles per day (vpd) at Main Street (CSAH 14) and 9,000 vpd to the north. A portion of the existing traffic on 24th Avenue will be redistributed to the Otter Lake Road extension. Reviewing the city of Lino Lakes and city of Hugo Transportation Plans, approximately 40% of the existing traffic could be redistributed. The attached figure on the right shows the projected 2040 average daily traffic (ADT) volumes on the local roadway network assuming that Otter Lake Road at Rosemary Way is restricted to a right-in/right-out. The roadway design will be based on City design guidelines and MnDOT State Aid Standards. The roadway will consist of a two-lane cross section with left and right turn lanes at the primary access locations in a 120ft right of way corridor.

The first intersection on Otter Lake Road north of Main Street (CSAH 14) at Rosemary Way will be converted to a right-in/right-out access. The first full movement access would be located approximately 660ft north of Main Street (CSAH 14) providing access to the planned commercial and retail land uses. The intersection will be controlled with either a roundabout or traffic signal. The remaining intersections to the north would be spaced approximately 1/4 apart with side street stop control. A pedestrian path will be included on the east side of the roadway extending the path adjacent to the existing Otter Lake Road from Main Street (CSAH 14) to Rosemary Way. The trail will connect the Regional Trail on Main Street (CSAH 14) to the neighborhoods to the north. A sidewalk will also be provided on the west side of Otter Lake Road.

The extension of Rosemary Way from Otter Lake Road to 24th Avenue has been identified as part of the city's Comprehensive Plan as well as the I-35E AUAR. This connection will provide full movement access for the intersection of Main Street (CSAH 14) at 24th Avenue, which is currently a right-in/right-out, as well as access to the planned commercial development north of Main Street (CSAH 14). The exact alignment of the Rosemary Way extension will be determined as the area develops.



Rosemary Way at 24th Avenue currently is stop controlled for the Rosemary Way approaches. As the area develops the level of service at the intersection will start to cause a backup past the existing Kwik Trip access road. The future intersection operations will likely warrant intersection control improvements such as northbound and southbound left turn lanes on 24th Avenue with all-way stop control or a traffic signal or a possible roundabout. These improvements will be coordinated with the City of Hugo.



PRIMARY NEEDS

Traffic Demand: The City has identified a need for a new regional roadway parallel to I-35E north of Main Street to meet the future traffic demands for the northeast portion of the city. Based on projected traffic volumes, a north-south arterial road will be needed north of Otter Lake Road's current terminus at Main Street to accommodate the existing neighborhoods and anticipated development of commercial, industrial and residential properties north of Main Street, between I-35E and 24th Avenue. The proposed Otter Lake Road connection will provide the opportunity for a regional link on the east side of I-35E from TH 96 in White Bear Lake to TH 97 in Forest Lake.

Property Access: The Otter Lake Road extension will be constructed through existing agricultural parcels. Based on the City's 2040 Comprehensive Plan, these parcels are planned for commercial, industrial and residential land use. Access roads for any potential lot will stem from Otter Lake Road, and there is a need to construct this roadway in a location that allows for the construction of access roads to each parcel.

SECONDARY NEEDS

Limited Parcel Impacts: The parcels surrounding the Otter Lake Road extension have a planned land use of commercial, industrial and residential. To maximize buildable lot sizes for this type of development, there is a need for the city to select an alignment that will preserve large tracts of land on both sides to maximize development. The roadway alignment design will need to include reasonable primary access from Otter Lake Road and secondary access from the local street system to limit impacts to each development parcel. Given the environmental concerns in the area, the new road will allow property owners to maximize development on their parcels while also protecting wetlands as much as possible.

Existing Infrastructure: There is a need to build off of the existing infrastructure (roads, sewer, water main, etc.) in this area so that new infrastructure for the commercial, industrial and residential lots can be easily extended and more cost efficient.

Each commercial lot will need a connection to the City's sewer and water systems. The location of the Otter Lake Road extension determines how sewer and water can be extended to each lot. Existing sewer and water lines are located at the Otter Lake Road terminus (Phase I) near Main Street. The sewer and water will be extended along Otter Lake Road and sewer and water connections to each lot will stem from Otter Lake Road. Shorter extensions of sewer and water will be possible if Otter Lake Road is located near each lot line. Sewer and water will also be extended between Otter Lake Road and 24th Avenue along the Rosemary Way alignment with each site development.

Pipeline Crossing: There is an existing gas pipeline and easement that extends from near Wetland 3 to the northwest. When Otter Lake Road is extended across the pipeline, the road elevation will need to be heightened to provide

appropriate coverage. A rise in elevation requires the road to tie down to existing contours for a length of roadway. Constructing the Otter Lake Road extension at a right angle to the existing pipeline will allow for the shortest length of heightened roadway which may result in fewer wetland impacts from slope tie-down, and less impact to the utility easement.

State Aid Design: The Otter Lake Road extension will need to meet State Aid geometric design standards for urban design roads because the roadway will become a County State Aid Highway in the future when 24th Avenue is improved to 80th Street (City of Lino Lakes Transportation Plan), including the minimum standards shown in Wetland Table in the Appendix. Drainage from the road extension will be accommodated for by constructing ponds adjacent to the roadway in upland areas.

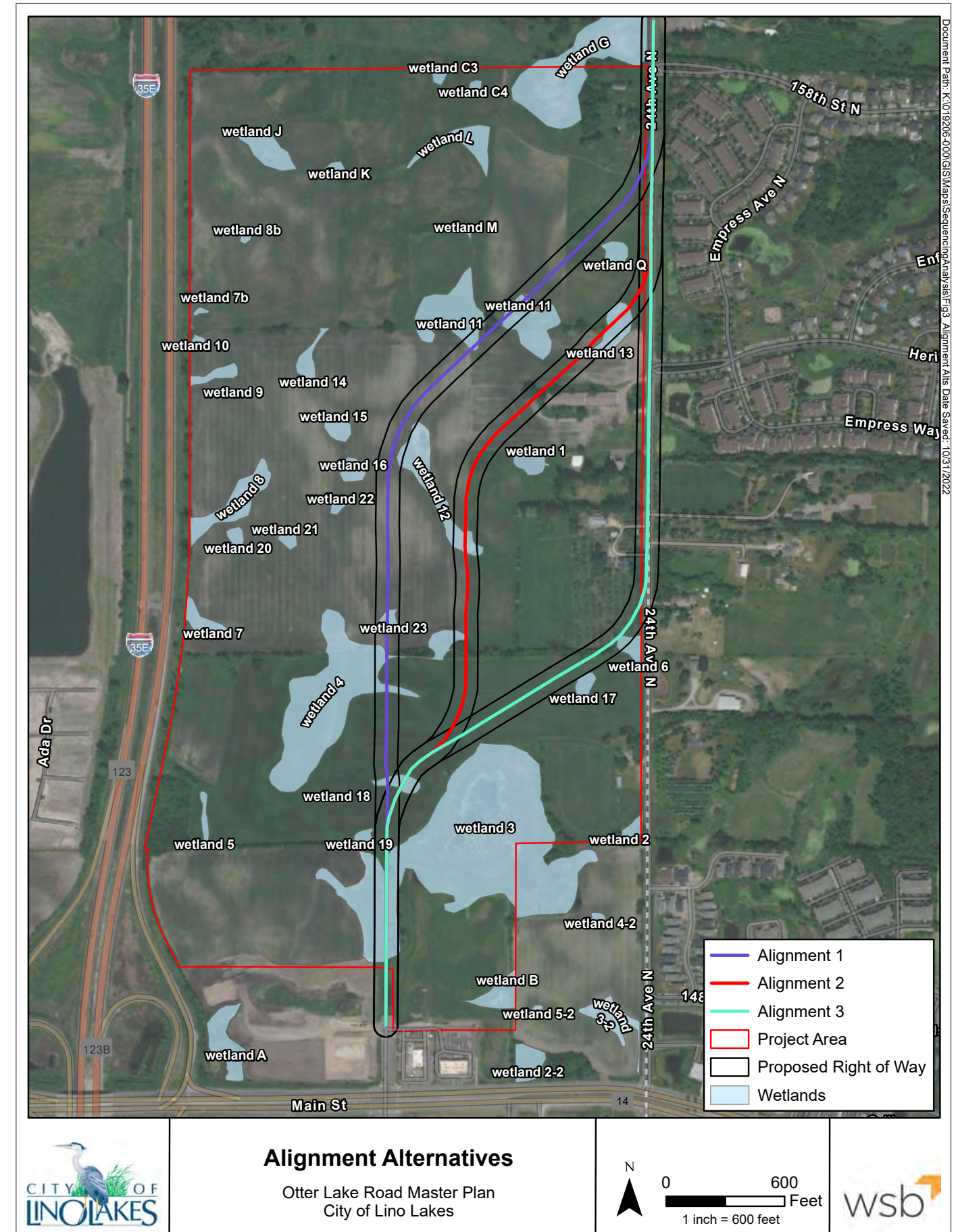
Avoidance Alternatives

Each alignment alternative studied in this Master Plan was evaluated based on its ability to avoid wetland impacts and meet the needs of the project including meeting traffic demand and state aid design standards, providing property access, limiting parcel impacts, allowing for reasonable extension of existing infrastructure, and reducing roadway coverage within an existing gas pipeline easement. All of the alternatives, except the no-build, have proposed impacts to wetlands. The figure to the right and the tables on the following page summarize the total wetland impacts for each of the alternatives, and how each alternative meets the needs of the project. The city will engage the regulatory agencies in evaluation of the avoidance and minimization measures incorporated into the selection of a preferred alternative. Permits for impacts to wetlands will be required prior to construction.

ALTERNATIVE 1

Alternative 1 extends Otter Lake Road from the existing terminus near Main Street to the north 0.56 miles where it then curves to the northeast and connects into 24th Ave. This alternative generally follows lot lines but does split parcels 133122410009 and 133122420001 which are under the same ownership. This creates an undesirable configuration for the landowner. The location of the alignment also provides access to all lots without the need for extensive access-road construction and extension of utilities. This alternative does cross an existing pipeline easement at an angle causing significantly more coverage over the pipeline than if approached at a right-angle. This causes the road to be constructed at a higher elevation for a longer portion of the roadway by increasing the length the two are sharing the same space.

This alternative would impact a total of 2.80 acres of wetlands (**Table 4-2**). The roadway would impact the east side of the main Wetland 4 basin avoiding the largest part of the wetland. The east side of this wetland is essentially a constructed low-quality ditch channel and farmed hay field. The entirety of Wetland 23 would be impacted by this alignment; however this wetland is not likely under the jurisdiction of the USACE and likely qualifies for sequencing flexibility due to its degraded quality as a farmed wetland. The alternative generally avoids the main part of Wetland 12 to the north with minor impacts and then cuts between two lobes of Wetlands 11a and 11b, avoiding the larger parts of these basins. Wetlands 12, 11a, and 11b are also farmed wetlands. Alternative 1 results in the highest amount of wetland impact and does not meet the needs of the project and therefore was rejected.



ALTERNATIVE 2 (PREFERRED ALIGNMENT)

Alternative 2 extends Otter Lake Road from the existing terminus near Main Street to the north 0.22 miles then slightly curves to the northeast, then back north for 0.25 miles before finally curving to the northeast to connect into 24th Avenue parallel to Alternative 1. This alignment generally follows north-south lot lines eliminating the need to split most of the parcels. The location of the road provides access to all of the lots which then requires fewer, shorter access roads and utility extensions. Limiting the future access roads will ultimately reduce the amount of wetland impacts due to roadways. This alignment also approaches the pipeline easement at a right angle reducing the height of the road at the crossing and any future conflicts with small utilities that run parallel to the roadway.

After cutting through Wetland 3, this alignment curves to the northeast before continuing to

the north avoiding most impacts to Wetland 4. The alignment follows the property lines to the north and cuts through a portion of Wetland 12. However, Wetland 12 at this location is degraded: farmed on the west side of the property line and pastureland to the east. The alignment avoids Wetlands 11a and 11b unlike Alternative 1 but does impact the majority of Wetland 13. The preferred alternative results in 0.13 acres less wetland impact than Alternative 1 and meets the needs of the project. This alternative results in a total of 2.67 acres of wetland impacts (Table 4-2).

ALTERNATIVE 3

Alternative 3 extends Otter Lake Road from the existing terminus near Main Street to the north 0.22 miles then slightly curves to the northeast where it continues northeast until it connects with 24th Avenue. After cutting through Wetland 3, this alignment impacts three farmed wetland areas:

Wetlands 18, 17, and 6. This alternative avoids most wetland impacts initially resulting in 1.90 acres of impact (Table 4-2). However, this alternative does not provide access to the northerly lots and would require extensive construction of access roads and extension of utilities which would result in additional wetland impacts likely exceeding the amounts of the other alternatives. This alternative does not meet the project's needs and was rejected due to the fact that it would not provide access to all properties and limited access to existing infrastructure would cause development of land within the planned land use for the area (commercial) to be challenging.

NO BUILD ALTERNATIVE

The no build alternative would not extend Otter Lake Road to the north. Access for the parcels would result in the construction of local roads from 24th Avenue. Access to the area would be

from 24th Avenue which is restricted to right-in/right-out at Main Street (CSAH 14). Access to or from eastbound Main Street (CSAH 14) would be through the Victor Hugo Boulevard intersection in Hugo. This would result in the need for 24th Avenue as well as Rosemary Way in the city of Hugo to be improved. There are no existing sewer and water connections along 24th Avenue that could easily be extended out to the lots as this road is the city boundary between Hugo and Lino Lakes. Sewer and water would be one sided and sewer water extension in this manner would result in over double the amount of infrastructure. This alternative would initially avoid wetland impacts but does not meet the needs of the property owners or the city and was rejected.

Table 4-1 summarizes each of the alternatives with respect to the primary and secondary needs of the project area. Table 4-2 summarizes the estimated wetland impacts for each alignment alternative.

TABLE 4-1: ALTERNATIVE ALIGNMENT SUMMARY

	Alternative 1	Alternative 2 (Preferred)	Alternative 3	No Build
Primary Needs				
Traffic Demand	●	●	●	
Property Access	●	●		
Secondary Needs				
Limited Parcel Impacts		●	●	
Access to Existing Infrastructure	●	●		
Ability To Meet State Aid Standards	●	●	●	
Pipeline Easement Crossing at Right-Angle		●	●	

TABLE 4-2. ESTIMATED WETLAND IMPACTS (ACRES) FOR EACH ALTERNATIVE ALIGNMENT

Wetland ID	Alternative 1	Alternative 2 (Preferred)	Alternative 3	No Build
Wetland 3 ¹	1.58	1.58	1.58	0
Wetland 4	0.32	0.06	0	0
Wetland 6 ²	0	0	0.09	0
Wetland 11a ^{1,2}	0.16	0	0	0
Wetland 11b ^{1,2}	0.34	0	0	0
Wetland 12 ^{1,2}	0.10	0.30	0	0
Wetland 13 ^{1,2}	0	0.52	0	0
Wetland 17	0	0	0.01	0
Wetland 18 ^{1,2}	0.13	0.21	0.21	0
Wetland 23 ²	0.17	0	0	0
Total	2.80	2.67	1.90	0

1 - Not regulated by USACE per AJD (dated 11/1/2022)

2 - Received sequencing flexibility approval per LGU Decision 22-063 (dated 9/14/2022)

CHAPTER 5: LAND USE AND FINAL MASTER PLAN





CHAPTER 5: LAND USE AND FINAL MASTER PLAN

The land in the project area currently is designated for commercial, industrial and office/residential uses. A further description of the zoning designations and land uses designations are provided below:





Current Zoning

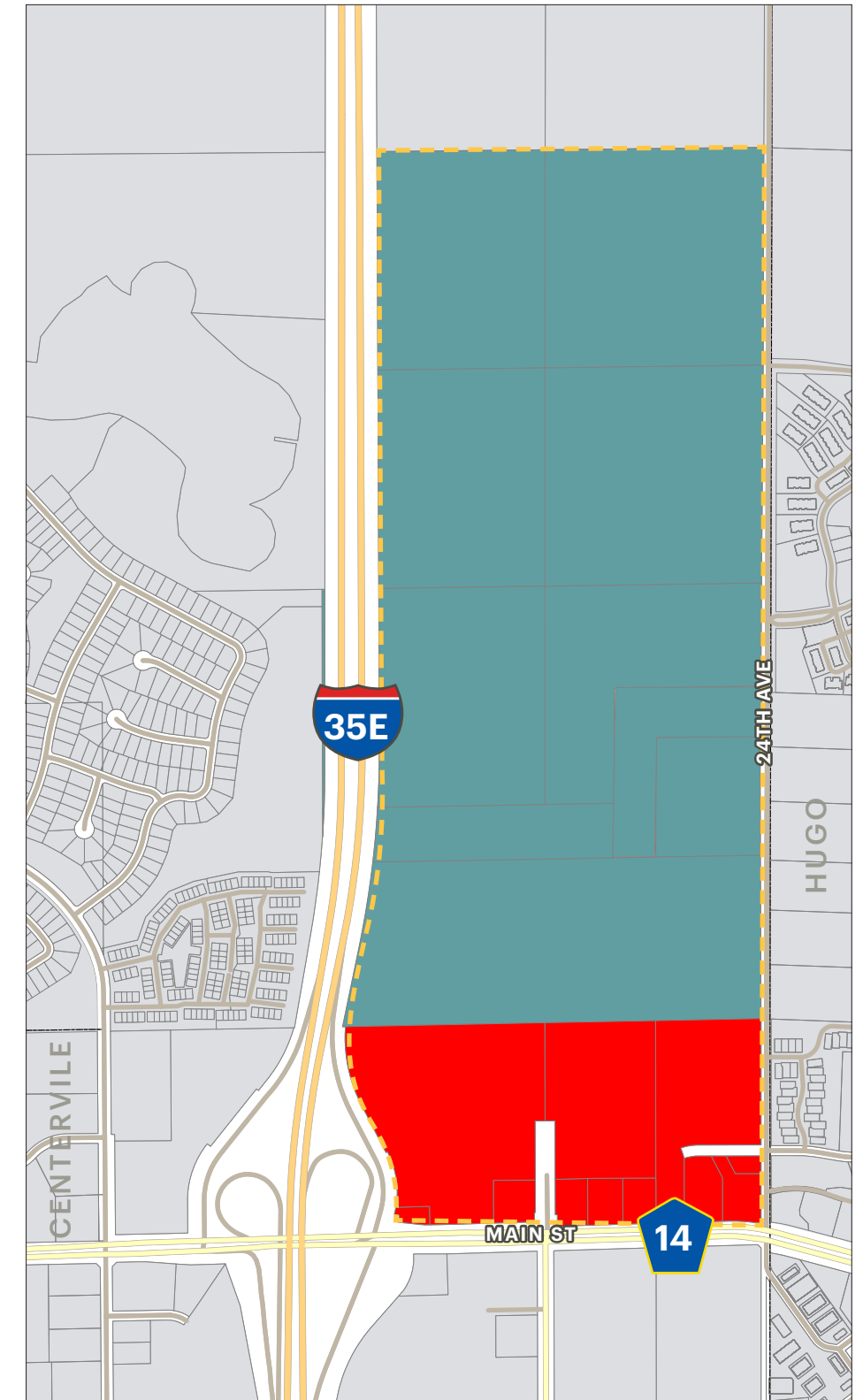
The current zoning designations for the project area are **General Business** (southern parcels) and **Rural Business Reserve** (the remainder of the site).

 According to the zoning ordinance, **General Business** allows for a wide variety of business uses including retail, service, and semi-industrial uses. The uses may contain businesses which tend to serve other business and industry as well as those catering to shoppers' needs.

 The zoning ordinance indicates the **Rural Business Reserve** district is intended to preserve a rural, very low density environment until such time as the land is needed for commercial and industrial uses. Residents of this district can expect to fully use the land for farming, grazing, animal husbandry, propagation of nursery stock, gardening, and other traditional rural uses. In addition, the district is meant to prevent incursion of those land uses that would adversely affect or diminish the rural character of the land. In particular, subdivisions of land for residential purposes as well as commercial and industrial uses without access to suitable infrastructure is not to be permitted. It should be noted that the City is currently in the process of amending the zoning ordinance at the time of this master plan creation and the Rural Business Reserve district will eventually be eliminated. The new zoning designation for these properties will be R, Rural, until such time as they are developed. The new Rural district generally has the same uses as the Rural Business Reserve district.

LEGEND

	STUDY AREA		GB - GENERAL BUSINESS
	PARCELS		R BR - RURAL/BUSINESS RESERVE



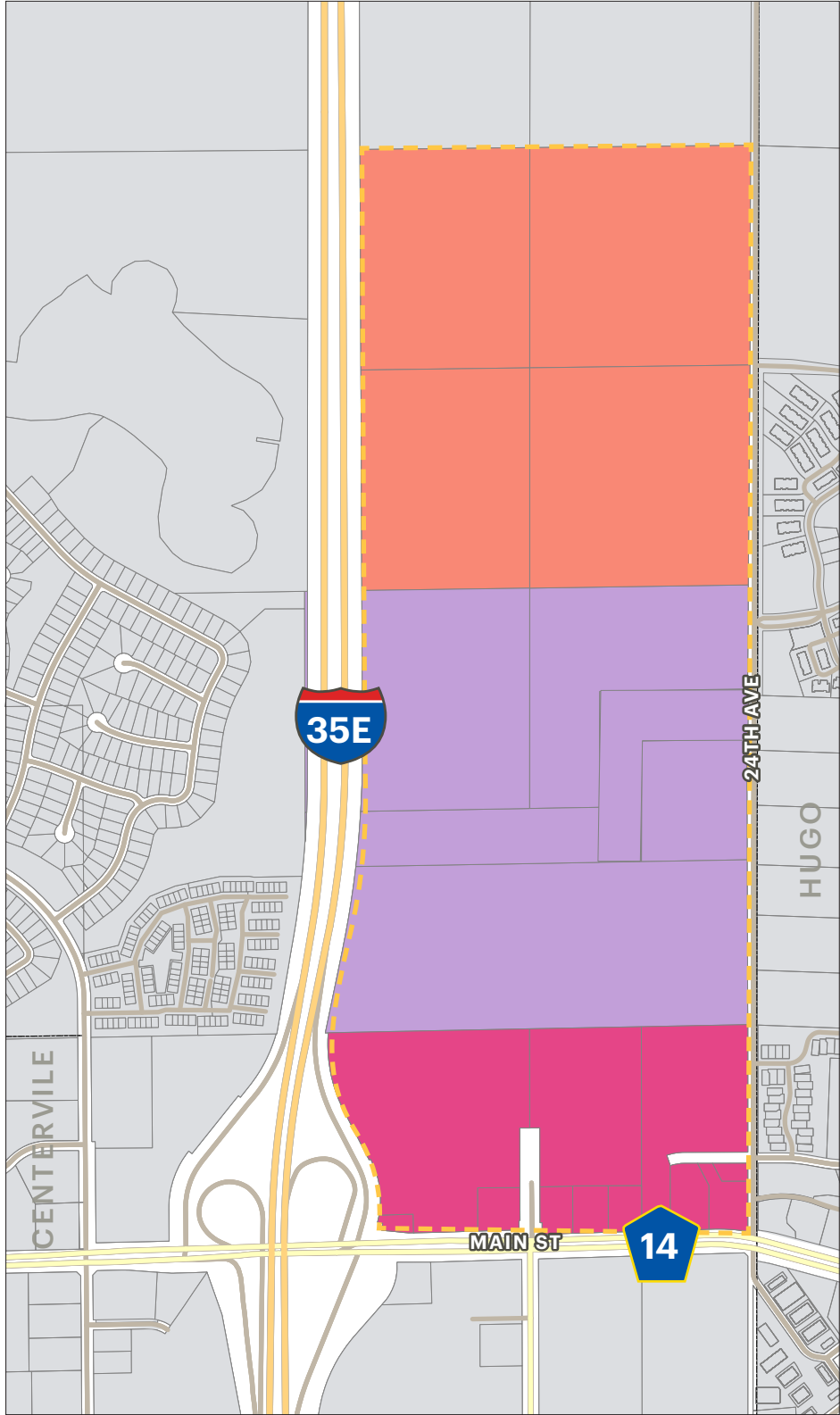
Future Land Use

The city’s 2040 Comprehensive Plan Update and Map indicate that the land uses for the project area include **Commercial, Business Campus** and **Office Residential**.

Commercial land use is intended to accommodate retail, office and service uses. Commercial areas are identified along major roadways within the City, as these corridors will provide higher traffic volumes and visibility to support commercial uses. The provision of additional commercial areas will increase employment opportunities for residents of the community and will also increase the city’s tax base and relieve pressure on residential property taxes. Creating commercial areas around the city will provide convenient retail opportunities for residents of all neighborhoods.

“Business Campus” is a new designation in the 2040 Plan Update. The purpose of this new designation is to provide for the high-quality, integrated development of a wide range of business uses at high visibility locations, particularly the area near the I-35E and I-35W corridors and interchanges. These areas will create a strong image for the city and serve primarily as employment centers, with office, service, research and development, data centers and light industrial uses. Warehousing and outdoor storage would be limited, as accessory to these primary uses. Other uses would include those that support the businesses and their employees, such as convenience retail or services, hotels, restaurants, daycare facilities, banks or other financial institutions, and park and ride facilities. Additional uses may include destination uses that have a market draw beyond the local area, such as entertainment, public institutions or non-profit or semi-public facilities. A master plan/ PUD plan will ensure a cohesive development pattern, and provide standards for good aesthetics and architectural quality, while protecting the natural resources of the area

The **Office Residential** land use category provides for office and business uses and residential units at a density of 4.0 to 6.0 units per acre. Residential development is not required but should not exceed 50% of the land area.





Current Trends

The Otter Lake Road extension will provide opportunities for property owners to develop their property in a way that was not possible prior to the extension. As part of this master plan it is appropriate to analyze current market trends to determine if the existing zoning and land uses are appropriate for maximizing development potential. The Twin Cities real estate market is seeing the following trends occurring at the time:



INDUSTRIAL

Properties adjacent to major interstates with good local access are being purchased by users intending to build 250,000 square feet or more for industrial uses. Smaller users also exist but the higher square footage is highly sought after at this point in time.



RESIDENTIAL

The high density residential market is strong in the Twin Cities Metropolitan Area.



COMMERCIAL

Commercial activity is occurring at this time but at a much slower rate than industrial activity.

Final Road Alignment & Recommended Future Land Use

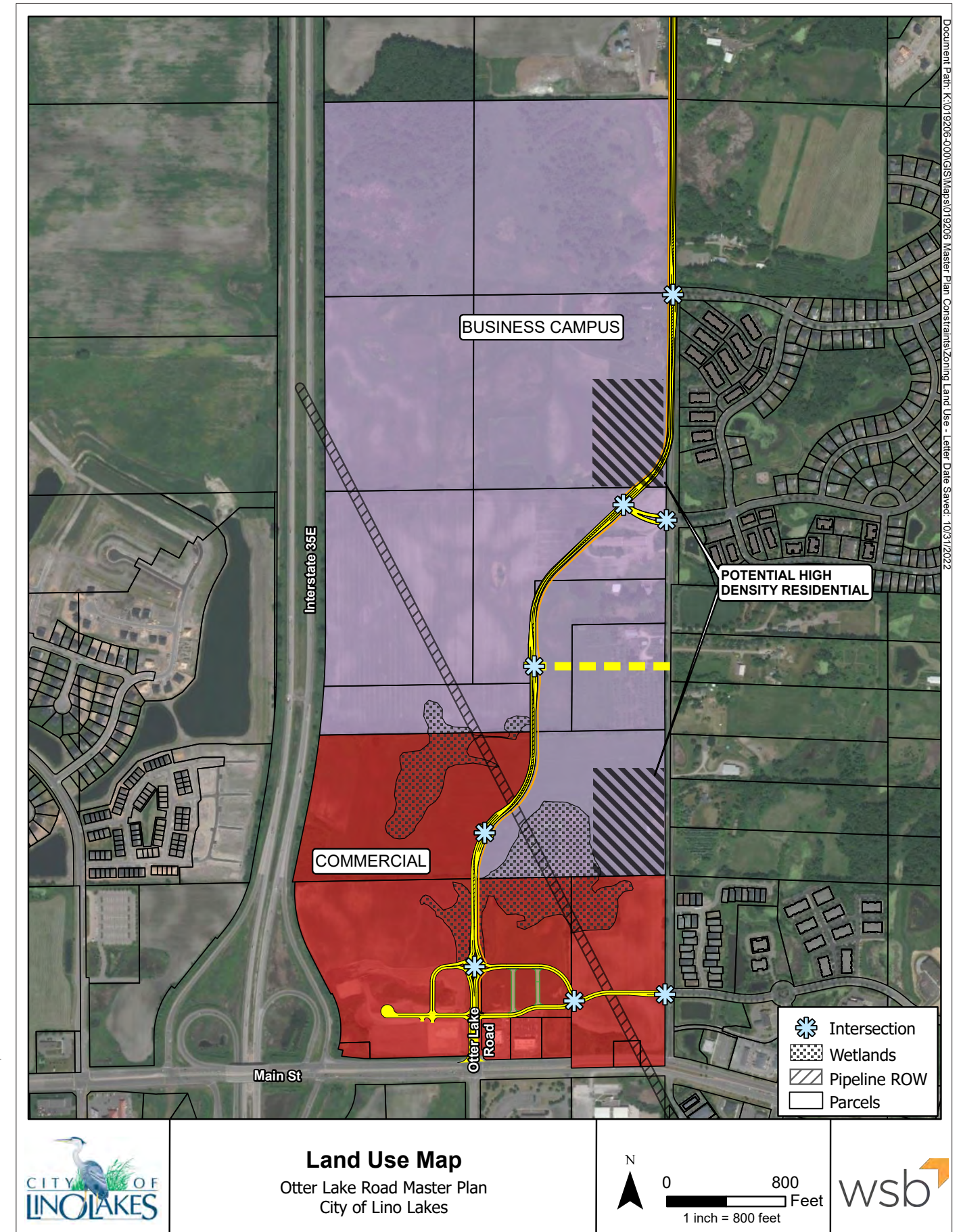
The project area is in a very desirable location adjacent to I35E with ramp access to Main Street on the south end of the project area. The Otter Lake Road extension will provide valuable access opportunities to the property owners within the project area. Because of the location and the access opportunities, it is important to merge market trends and land use regulations in order to achieve maximum development potential. The map on this page provides a glimpse of the recommended land uses and preferred road alignment.

RECOMMENDED LAND USE

- The current commercial zoning and future land use designations on the south end of the project area are appropriate based on current development trends. There are existing commercial uses within this area and it makes sense to allow for more commercial development in the future given that commercial activity is still doing well in the market today.
- The City should consider rezoning all properties currently zoned as Rural Business Reserve (or Rural as prescribed by zoning ordinance amendments) to LI Light Industrial, the new Business Campus zoning district, or create a new zoning district to accommodate and allow the types of uses that the City wishes to attract in this area. This rezoning should occur at the time of development. Properties not being developed can remain zoned as Rural Business Reserve or Rural (as prescribed by zoning ordinance amendments). A new zoning district could include a mix of certain types of commercial uses and light industrial uses, while ensuring the warehousing and outdoor storage is limited in nature or eliminated from potential uses all together.
- The land use of Business Campus would be the most appropriate for all land that is not designated for commercial development. The type of uses described in this chapter match the current trends for development on similar parcels throughout the metro area.

LEGEND

- BUSINESS CAMPUS
- COMMERCIAL





- The change from Office Residential to Business Campus on the north end of the project area is recommended due to current market conditions that do not support the mix of housing and office/commercial land uses that were previously envisioned for this site
- While high density residential development is occurring at a rapid pace in the metro at the time of this plan, it may be necessary to choose one location within the project area for high density residential development and include it in the land use plan accordingly. It is encouraged that the high density residential parcel be located away from the I35E intersection and towards the east side of the site. High density residential could be accommodated as part of larger master planned commercial area to ensure the uses adjacent to the high density use are compatible with an apartment building. The suggested location is in the southeast corner of the project area as shown on the recommended land use map. It could also be accommodated a bit farther north within the project area adjacent to the wetland bank. This area is also shown on the recommended land use map.

RECOMMENDED ROAD ALIGNMENT (ALTERNATIVE 2)

- Eliminates the need to split most of the parcels.
- Requires fewer, shorter access roads and utility extensions.
- Reduces the amount of wetland impact due to roadways.
- Approaches the pipeline easement at a right angle reducing the height of the road at the crossing and any future conflicts with small utilities that run parallel to the roadway.

CHAPTER 6: IMPLEMENTATION MEASURES AND STRATEGIES



CHAPTER 6: IMPLEMENTATION MEASURES AND STRATEGIES

As the City of Lino Lakes moves forward with development proposals for the study area, this Master Plan is meant to be a guide for development. In order to implement this plan and allow for development to occur, the Otter Lake Road extension needs to be constructed, zoning and land use changes will occur, environmental applications need to be pursued and economic development strategies need to be developed. This chapter outlines several implementation measures that need to occur in order to achieve full development of the study area.

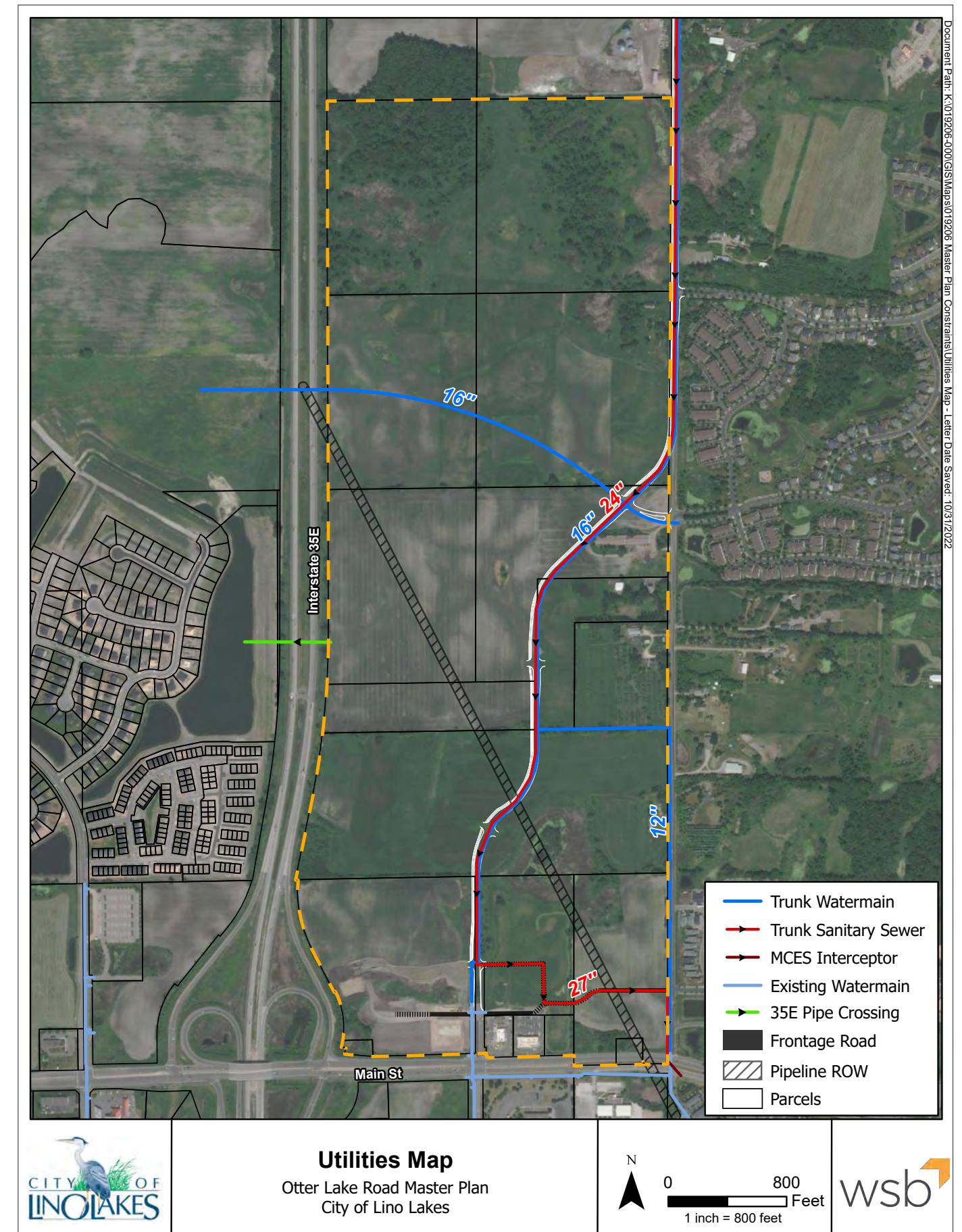
Utilities

WATER

The City's 2040 Comprehensive Plan and Water System Model identify the need for a 16-inch diameter trunk water line running north south through the development site, which will extend and be part of a broader future trunk water line loop crossing I-35E. Smaller size watermain, 8 to 12-inch diameter, will be looped throughout the commercial and industrial sites. The City's water supply and storage capacities will be expanded to keep pace with development and demand on the water system and in accordance with the City's 2040 Comprehensive Water Supply Plan.

SANITARY SEWER

The City's 2040 Comprehensive Plan identifies the need for a 27 to 18-inch diameter trunk sanitary sewer flowing southward and extending from south to north through the development site. This new trunk sanitary sewer will serve City Sanitary District 5 and will discharge to Metropolitan Council Environmental Services (MCES) Interceptor 802325 through a new flow meter vault currently under design and located near the intersection of Main Street and 24th Avenue. Smaller size sanitary sewer laterals, 8 to 12-inch diameter, will be extended from the trunk to the commercial and industrial sites.



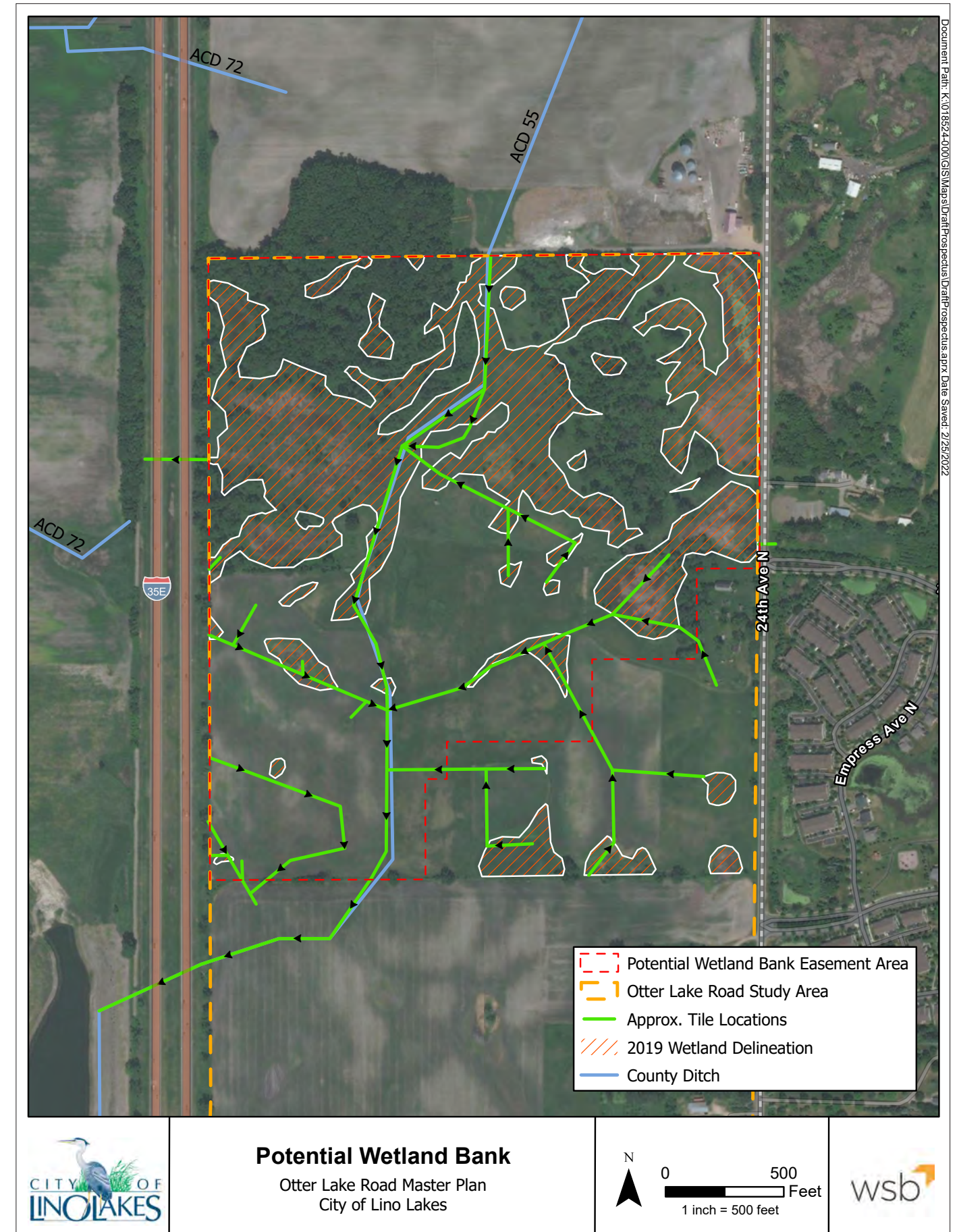
Wetlands

Wetlands throughout the study area have been identified and may be regulated by various agencies, including Rice Creek Watershed District (RCWD, for the Wetland Conservation Act), USACE, MN Pollution Control Agency (MPCA), and DNR (Wetland G). A sequencing analysis has been submitted to the agencies for potential impacts from the roadway alignment. Additional coordination will be necessary when designed plans become available to obtain permits from RCWD/WCA, USACE, and MPCA. Mitigation for impacts to wetlands is anticipated via purchase of credits from a wetland bank, and primarily from a potential wetland bank located on the parcels adjacent to the study area to the north. This potential bank would restore wetlands formerly drained by agricultural use and use of this potential bank would maintain a no-net loss of wetland within the local watershed.

Impacts to wetlands resulting from future development of the parcels throughout the study area will also require coordination with the various agencies who have regulatory authority over the wetlands. Each development will be responsible for developing site plans that avoid wetlands or minimize impacts if avoidance isn't practical or feasible. Replacement for impacts resulting from these developments will be encouraged through the potential wetland bank north of the study area, if available, to maintain a no-net loss of wetland within the local watershed.

Wetland Bank

Approximately 114 acres located partially within the study area and north of the study area have been identified as a potential wetland bank. Wetland banks are areas where wetlands have been restored or preserved and wetland credits are established based on the amount of restoration or preservation on the site. Projects that impact wetlands can purchase credits from the wetland bank as mitigation. The 114 acres identified north of the study area is currently used for agricultural production and has been in that land use as far back as 1938. Agricultural tile has been used to drain wet areas to promote agricultural production. Several wetlands are located throughout the potential wetland bank area and historic aerial photos indicate that they are smaller today as a result of tile drainage than they were historically. A study is currently underway to evaluate the potential to restore approximately 67 acres of fully or partially drained wetland by allowing hydrology to return to the wetlands and restoring native vegetation. Additionally, approximately 47 acres of upland native buffer vegetation will also be established. The resulting wetland bank would provide mitigation opportunities for local projects that result in wetland impacts and promote no-net loss wetlands within the area.





Road Construction

The Otter Lake Road Extension Project will require right of way or roadway easement acquisition prior to construction. It is anticipated that permits will be required from MPCA, USACE, and the DNR for wetland impacts. The project will be coordinated with government agencies including Anoka County, Washington County and the City of Hugo.

The Otter Lake Road Extension Project based on the approved concept alternative, including the east-west connections from Otter Lake Road to 24th Avenue as outlined in the “South Otter Lake Road Traffic Study” included in the appendix, will be designed to Municipal State Aid standards and is planned to be constructed in 2024. The project will be substantially completed within one construction season, however final construction is anticipated to carry into the next construction season.



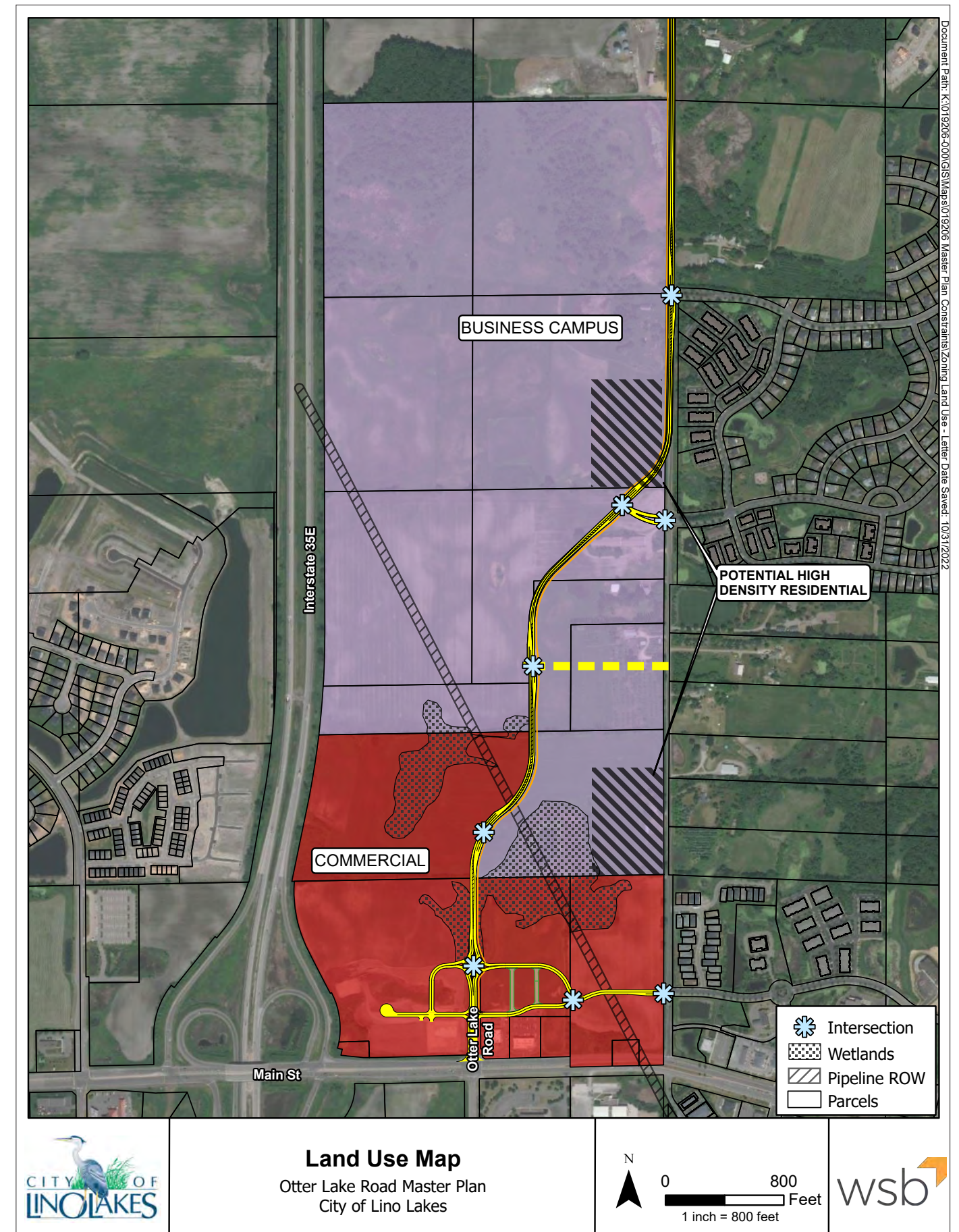
Land Use

Land use and zoning amendments should occur with development of the study area to match the future land use and zoning map. As development applications are received, or if the City prefers to be proactive and initiate these changes prior to development, the following amendments must occur:

- All properties currently zoned as Rural Business Reserve should be rezoned to LI (Light Industrial), the new Business Campus district, or the City could create a new flexible district that incorporates uses that the City wishes to attract in this area.
- With the exception of the current commercial land use district on the south end of the study area, the land use for all remaining land in the study area should be amended to Business Campus to provide for the high-quality, integrated development of a wide range of business uses at high visibility locations.
- High density residential uses should be considered for locations within the study area. The location of this type of use would be adjacent to 24th Avenue and immediately north of the commercial land uses on the south end of the study area or on the northwest corner of the northernmost proposed intersection of Otter Lake Road and 24th Avenue North. A comprehensive land use amendment and rezoning would be required to implement the housing in the study area.
- The City will be required to process land use amendments with the Metropolitan Council in order to accommodate the land uses suggested in this Master Plan. This can be done proactively before development occurs, or at the time of development of each parcel.

Economic Development

This area will continue to grow and develop as the infrastructure is completed allowing for a smooth and expeditious development process to be implemented. The completion of the master planning of the area allows for the sites to be bordering on shovel ready for potential projects. The City will be working with the property owners and potential developers on the identification of funding sources to help mitigate the effects of the costs of development. These may include funding from the Department of Employment and Economic Development, Federal EDA and other governmental agencies. As the sites move closer to availability for development, the City will use their traditional marketing strategies to promote the area for development. In addition, the City will be working with the Minnesota Technology Corridor on the promotion of the sites to expand the reach of potential development partners.



APPENDIX

WETLAND TABLE

SOUTH OTTER LAKE RD TRAFFIC STUDY

WETLAND TABLE:

WETLANDS WITHIN THE OTTER LAKE ROAD MASTER PLAN SUBJECT AREA

Wetland ID	Notice of Decision: Project Name & Date	Delineation Method	Eggers and Reed	Circular 39 (Cowardin)	NWI*	DNR PWI**	Wetland Size (acres)
1	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1Ax)	Yes	NA	0.38
2	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Fresh Wet Meadow	Type 2 (PEM1Bf)	Yes	NA	0.17
3	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Shallow Marsh/Shallow Open Water	Type 3/ Type 5 (PEM1Ff/ PABG)	Yes	NA	5.77
4	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1Af)	Yes	NA	4.47
5	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1Af)	Yes	NA	0.19
6	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1A)	Yes	NA	0.32
7	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1Af)	No	NA	0.40
8	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1Af)	Yes	NA	1.22
9	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1Af)	No	NA	0.31
10	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1Af)	No	NA	0.09
11a, 11b	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1	Yes	NA	0.94
12	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin/ Fresh (wet) Meadow	Type 1/2 (PEM1Af/ PEM1B)	Yes	NA	1.57
13	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin/ Shallow Marsh	Type 1/3 (PEM1Af/ PEM1C)	Yes	NA	0.39
14	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1Af)	No	NA	0.36
15	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1Af)	No	NA	0.34
16	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1Af)	No	NA	0.29
17	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1Af)	No	NA	0.23
18	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1Af)	No	NA	0.33
19	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1Af)	No	NA	0.15
20	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1Af)	No	NA	0.18
21	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1Af)	No	NA	0.19
22	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1Af)	No	NA	0.13
23	Otter Lake Road Extension 2/11/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1Af)	No	NA	0.17
7B	Lester Winter Property 12/18/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1Af)	No	NA	Unknown
8B	Lester Winter Property 12/18/22	Level 1 and Level 2	Fresh Wet Meadow	Type 2 (PEM1B)	No	NA	Unknown
J	Lester Winter Property 12/18/22	Level 1 and Level 2	Fresh Wet Meadow	Type 2 (PEM1B)	No	NA	Unknown
K	Lester Winter Property 12/18/22	Level 1 and Level 2	Fresh Wet Meadow	Type 2 (PEM1B)	No	NA	Unknown
L	Lester Winter Property 12/18/22	Level 1 and Level 2	Fresh Wet Meadow	Type 2 (PEM1B)	No	NA	Unknown
M	Lester Winter Property 12/18/22	Level 1 and Level 2	Fresh Wet Meadow	Type 2 (PEM1B)	Yes	NA	Unknown
C3	Lester Winter Property 12/18/22	Level 1 and Level 2	Fresh Wet Meadow	Type 2 (PEM1B)	No	NA	Unknown
C4	Lester Winter Property 12/18/22	Level 1 and Level 2	Fresh Wet Meadow	Type 2 (PEM1B)	No	NA	Unknown
G	Lester Winter Property 12/18/22	Level 1 and Level 2	Sedge Meadow/Shallow Marsh	Type 2/3 (PEM1B/ PEM1C)	Yes	Yes	Unknown
Q	Lester Winter Property 12/18/22	Level 1 and Level 2	Seasonally Flooded Basin	Type 1 (PEM1A)	No	No	Unknown
A	Tyme Properties	Unknown	Unknown	Unknown	Yes	No	0.96
B	MFC Properties 12-21-10	Level 1 and Level 2	Seasonally Flooded Basin	Type 1	No	No	Unknown
2-2	Belland Farm Site 9/7/21	Level 1 and Level 2	Shallow Marsh/Shrub Carr/ Wet Meadow	Type 3/6/2	Yes	No	0.56
3-2	Belland Farm Site 9/7/21	Level 1 and Level 2	Farmed Seasonally Flooded Basin	Type 1	No	No	0.74
4-2	Belland Farm Site 9/7/21	Level 1 and Level 2	Farmed Seasonally Flooded Basin	Type 1	No	No	0.08
5-2	Belland Farm Site 9/7/21	Level 1 and Level 2	Farmed Seasonally Flooded Basin	Type 1	No	No	0.05

Technical Memorandum

To: Michael Grochala, AICP, Community Development Director
City of Lino Lakes

From: Chuck Rickart PE, PTOE, Principal Traffic Engineer
WSB

Copy To: Diane Hankee, PE, City Engineer
City of Lino Lakes

Date: October 9, 2022

Re: South Otter Lake Road Area
Traffic Study
Lino Lakes, MN
WSB Project No. 20985-000

Introduction

The City has initiated the creation of a Master Plan for north of Main Street (CSAH 14) between I-35E and 24th Avenue/Elmcrest Avenue to ensure orderly and efficient development that maximizes development potential while managing and protecting natural resources. The Master Plan provides for the future extension of Otter Lake Road from where it currently ends at Rosemary Way to the north as well as other local street connections to the area.

The primary purpose of the Otter Lake Road extension is to implement the city's transportation plan goal of creating an "A" minor expander in this location north of Main Street (CSAH 14) and providing access for future development of this area as well as connections to the City of Hugo.

Figure 1 - Project Location



The area adjacent to Otter Lake Road just north of Main Street (CSAH 14) is currently experiencing development pressure and the need to determine the appropriate local street network. With that in mind the City requested that a Traffic Study be completed to document the appropriate lane configuration and geometrics for the South Otter Lake Road area. **Figure 1** show the overall project location for the Master Plan and the Study Area included as part of this memorandum.

Existing Conditions

Roadway Characteristics

The existing roadway and street conditions in the area include:

Otter Lake Road:

- Main Street (CSAH 14) to Rosemary Way:
 - Two lanes in each direction
 - Right lane, Thru lane and Left Lane approaching Main Street (CSAH 14)
 - Left lane and right lane approaching Rosemary Way
 - Traffic Signal control at Main Street (CSAH 14)
 - Side street stop control at Rosemary Way
 - Existing ADT = 2,300vpd (estimate based on existing land use)

Rosemary Way:

- Otter Lake Road to approx. 450ft east
 - One lane in each direction
 - Existing ADT = 1,000vpd (estimate based on existing land use)
- Otter Lake Road to approx. 350ft west
 - One lane in each direction
 - Existing ADT = 1,400vpd (estimate based on existing land use)

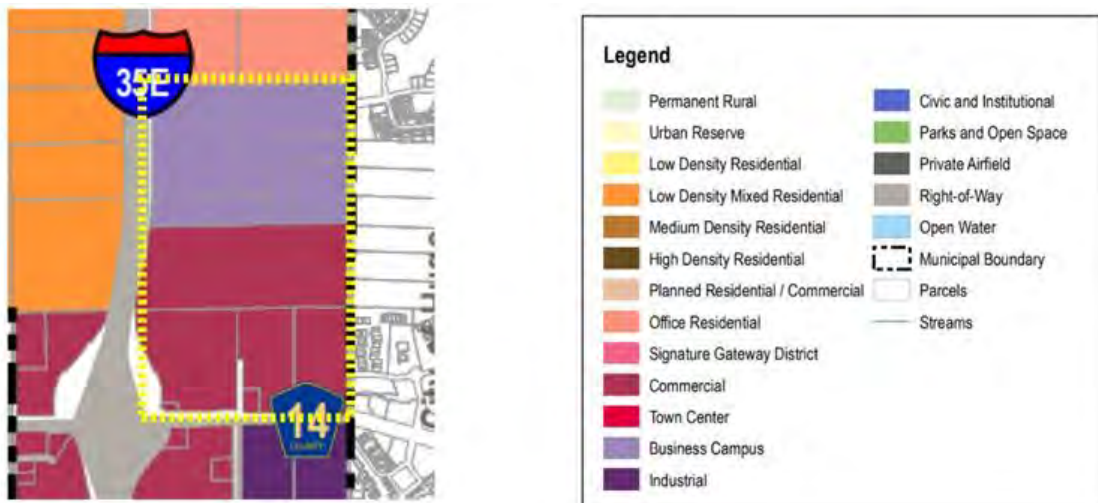
24th Ave / Elmcrest Ave:

- Main Street to the north:
 - One lane in each direction
 - Right-in/right-out at Main Street
 - Existing ADT = 6,100vpd (2018)

Land Use

The South Otter Lake Road area is zoned General Business and is designated as Commercial in the 2040 Comprehensive Plan. **Figure 2** shows the 2040 area Comprehensive Plan Land Use. Currently there are several small lot commercial developments including stripe retail, office and a fast food restaurant.

Figure 2 – Existing Land Use



Future Conditions

Proposed Area Development

There are three general areas that could be developed within the Study Area. The assumed land use for each is discussed below:

Belland Farms – New Horizon Academy Development, East of Otter Lake Road adjacent to 24th Avenue/Elmcrest Avenue:

- 13,200 sf Daycare
- 12,230 sf Medical/Office
- 19,380 sf General Office
- 28,930 SF Strip Retail
- 1,800 sf Coffee/Donut with Drive Thru

Main Street Shoppes Development, East of Otter Lake Road on the west end on Rosemary Way:

- 20,000 sf Grocery Store
- 50,000 sf Strip Retail

Otter Crossings Development, West of Otter Lake Road:

- 3,500 sf Car Wash
- 8,000 sf Strip Retail
- 115,000 sf Big Box Retail

For the area north of the Study Area it was assumed that the land use would consist of up to 1,400,000 sf of light industrial uses.

Roadway Improvement Alternatives

The City's 2040 Comprehensive Plan has identified a need for a new road north of Main Street (CSAH 14) to meet the future traffic demands for the northeast portion of the city. Based on projected traffic volumes, a north-south arterial road will be needed north of Otter Lake Road's current terminus at Rosemary Way to accommodate the existing and anticipated development of commercial properties north of Main Street, between I-35E and 24th Avenue/Elmcrest Avenue. Otter Lake Road is currently classified as an A-Minor Collector roadway and is proposed with the extension as a future A- Minor Arterial Expander roadway.

Three alignment alternatives were considered for the extension of Otter Lake Road to address based on their ability to avoid wetland impacts and meet the needs of the project including meeting traffic demand and state aid design standards, providing property access, limiting parcel impacts, allowing for reasonable extension of existing infrastructure, and reducing roadway coverage within an existing gas pipeline easement. **Figure 3** shows each of the Alignment Alternatives. As can be seen in the figure, the alignment of Otter Lake Road in the subject Study Area is the same.

Currently Otter Lake Road at Rosemary Way is operating as a full movement intersection, however previous studies had identified the intersections as a right-in/right-out and the full movement intersection location approximately 660ft to the north. The access to the existing and proposed area development would be via local streets connecting Rosemary Way to the full movement access location.

The intersection of Rosemary Way at 24th Ave/Elmcrest Ave is currently a tee intersection with access only to the developed area to the east in Hugo. With the current Belland Farm development the roadway will be extended to the west. The current plan identifies only a eastbound right turn lane approaching 24th Ave/Elmcrest Ave.

Traffic Projections

To determine the roadway lane configuration and traffic control needs projected traffic volumes were determined for the area. Future year projections were prepared for the year 2040 assuming the area is fully developed.

The following sections outline the anticipated background traffic growth and traffic generation from the proposed study area development and traffic projections from the I-35E AUAR.

Background (Non-Site) Traffic Growth

Traffic growth in the vicinity of a proposed development area will occur between existing conditions and any given future year due to other development within the region. This background growth must be accounted for and included in future year traffic forecasts. The background traffic growth rate was estimated to be 1.5% per year for projecting traffic from existing conditions to the Full Build 2040 analysis year.

Proposed Study Area Development Traffic Generation

The estimated trip generation from the proposed Study Area development discussed previously is shown below in **Table 3a – 3c**. The trip generation for the light industrial development area north the Study Area is shown in **Table 3d**. The trip generation used to estimate the proposed site traffic is based on rates for other similar land uses as documented in the Institute of Transportation Engineers *Trip Generation Manual*, 11th Edition. The traffic generation outlined in this study better defines the area land use than that included in the I-35E AUAR. Therefore, providing more accurate traffic projections for the area.

The tables shows the daily, AM peak hour and PM peak hour trip generation for the proposed Study Area development.

Table 3a – Area Development Site Trip Generation

Belland Farm - East of Otter Lake Road								
Planned Use	Size (Sq Ft)	ADT	Weekday AM Peak			Weekday PM Peak		
			Total	In	Out	Total	In	Out
Daycare	13,200	639	144	75	69	146	67	79
Medical Office	12,230	440	38	30	8	48	14	34
General Office	19,830	215	30	27	4	29	5	24
Strip Retail	28,930	1,575	68	41	27	191	95	95
Coffee Shop	1,800	960	155	79	76	70	35	35
Total Site Trips		3,830	435	251	184	483	216	267
Shared and Passby Trip Reduction		1,831	251	128	121	121	114	119
Total Adjusted Trips		1,999	185	123	62	252	103	148

Source: Belland Farms Traffic Analysis Memo (Institute of Transportation Engineers Trip Generation Manual)

Table 3b – Area Development Site Trip Generation

Main Street Shoppes - East of Otter Lake Road								
Planned Use	Size	ADT	Weekday AM Peak			Weekday PM Peak		
			Total	In	Out	Total	In	Out
Grocery Store	20,000	1,877	57	34	23	179	90	90
Strip Retail	50,000	2,723	118	71	47	330	165	165
Total Site Trips		4,599	175	105	71	509	254	254
Shared and Passby Trip Reduction (25%)		1,150	44	26	18	127	64	64
Total Adjusted Trips		3,449	131	78	53	381	191	191

Source: Institute of Transportation Engineers Trip Generation Manual

Table 3c – Area Development Site Trip Generation

Otter Crossings - West of Otter Lake Road								
Planned Use	Size	ADT	Weekday AM Peak			Weekday PM Peak		
			Total	In	Out	Total	In	Out
Car Wash	3,500	467	50	40	9	50	11	39
Strip Retail	8,000	436	19	11	8	53	26	26
General Retail	115,000	6,262	271	168	103	758	364	394
Total Site Trips		7,164	340	220	120	860	401	459
Shared and Passby Trip Reduction (25%)		1,791	85	55	30	215	100	115
Total Adjusted Trips		5,373	255	165	90	645	301	344

Source: Institute of Transportation Engineers Trip Generation Manual

Table 3d – Area Development Site Trip Generation

North Otter Lake Road - Industrial Sites								
Planned Use	Size	ADT	Weekday AM Peak			Weekday PM Peak		
			Total	In	Out	Total	In	Out
Industrial Park	1,400,000	4,718	476	386	90	476	105	371

Source: Institute of Transportation Engineers Trip Generation Manual

Projected Traffic Volumes

Traffic forecasts were prepared for the 2040 full build conditions. The traffic forecasts were prepared by adding the projected Study Area Development traffic and the annual background traffic growth to the existing traffic volumes to determine the 2040 build condition.

A portion of the existing traffic on 24th Ave/Elmcrest Ave will be redistributed to the Otter Lake Road extension. Reviewing the city of Lino Lakes and city of Hugo Transportation Plans, approximately 40% of the existing traffic could be redistributed. **Figure 4** shows the projected 2040 average daily traffic (ADT) build traffic volumes on the South Otter Lake Road local roadway network assuming that Otter Lake Road at Rosemary Way is restricted to a right-in/right-out.

Figure 4 – Projected 2040 Build Traffic Volumes



Traffic Operations Analysis

Forecasted traffic operations were evaluated for the intersections of Otter Lake Road at Rosemary Way, Otter Lake Road at the proposed New Street Intersection and Rosemary Way at 24th Ave/Elmcrest Ave. The analysis was conducted with two options: Rosemary Way as a full movement intersection, and as a right-in/right-out. The New Street Intersection was analyzed as a roundabout and with traffic signal control.

The following sections describe the methodology used to assess the operations and provides a summary of traffic operations for each scenario.

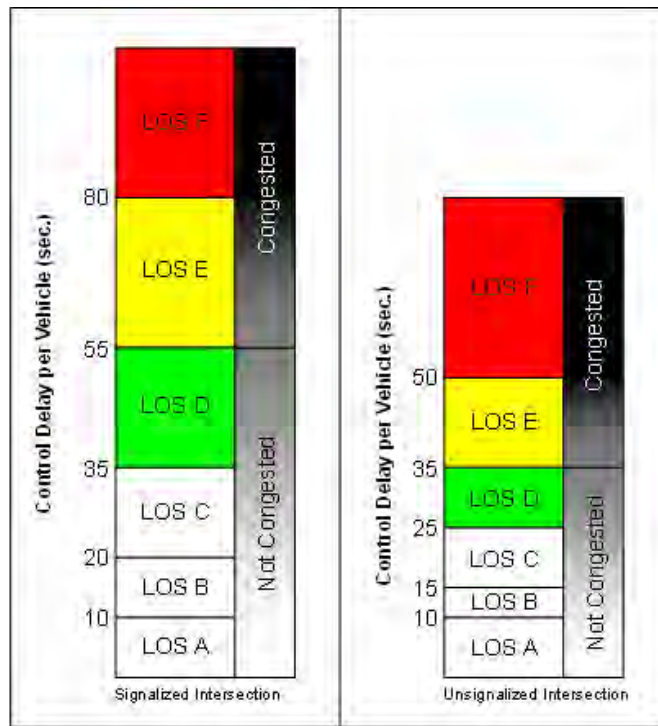
Methodology

The intersections in the study area were evaluated during the AM and PM peak hours using Synchro/SimTraffic micro simulation software. The results are derived from established methodologies documented in the Highway Capacity Manual (HCM) The software was used to evaluate the characteristics of the roadway network including lane geometrics, turning movement volumes, traffic control, and signal timing. In addition, the signal timing parameters for future conditions were optimized using Synchro. This information was then transferred to SimTraffic, the traffic simulation model, to estimate average peak hour vehicle delays and queues. Due to the stochastic nature of the simulation models, there can be minor variations in the MOEs reported by the model between various runs.

One of the primary measures of effectiveness used to evaluate intersection traffic operations, as defined in the HCM, is Level of Service (LOS) – a qualitative letter grade, A – F, based on seconds of vehicle delay due to a traffic control device at an intersection. LOS A conditions represent high quality operations (i.e., motorists experience very little delay or interference) and LOS F conditions represent very poor operations (i.e., extreme delay or severe congestion). For side street stop intersections, the intersection LOS is reported as the worst side street movement.

Figure 5 depicts a graphical interpretation of delay times that define level of service. The delay thresholds are lower for un-signalized intersections than signalized intersections due to the public’s perception of acceptable delays for different traffic controls as indicated in the HCM. In accordance with the Minnesota Department of Transportation (MnDOT) guidelines, this analysis used the LOS D/E boundary as an indicator of acceptable traffic operations.

Figure 5: LOS Ranges for Signalized and Un-signalized Intersections



SOURCE: Level of Service Thresholds from the Highway Capacity Manual, 2000.

LOS and other Measure of Effectiveness (MOEs) were calculated from the models and are discussed below for each intersection scenario.

Table 4 shown below, summarizes the LOS, delays and queues for the Otter Lake Road at Rosemary Road intersection. The analysis results show that as a full movement intersection the worst movement level of service in the AM and PM peak hour would be operating at a LOS F which in the AM peak hour is the westbound left turn and the PM peak hour is the northbound left turn.

The analysis of the maximum movement queues shows that during both the AM and PM peak hours the northbound left turn would back up to Main Street (CSAH 14) and the westbound approach would back up past the existing driveway into McDonalds.

Table 4 – Otter Lake Rd at Rosemary Way Traffic Operations Summary

Control	Intersection	AM Peak		Queue			PM Peak		Queue		
		LOS	Delay (s/v)	Mvt	Calc	Stor	LOS	Delay (s/v)	Mvt	Calc	Stor
Thru - Stop	Otter Lake Rd at Rosemary Way (Full Movement)	(F)	(65)	NB LT	295	270	(F)	(82)	NB LT	320	270
				WB	120	90			WB	145	90
				EB	105	250			EB	130	250
Thru - Stop	Otter Lake Rd at Rosemary Way (Right-in/Right-out)	(B)	(16)	NB LT	NA	NA	(B)	(15)	NB LT	NA	NA
				WB	45	90			WB	75	90
				EB	95	250			EB	100	250

C = Overall LOS (D) = Worst movement LOS s/v = Sec / Vehicle
 Mvt = Movement Calc = Calculated Queue Stor = Available Queue Storage

Table 5 shown below, summarizes the LOS, delays and queues for the Otter Lake Road at the New Street intersection. The analysis results show that with either a traffic signal system or roundabout at the intersection would operate in the AM or PM peak hour with an overall LOS of C or better with all movements at a LOS D or better.

The analysis of the maximum movement queues shows that none of the approaches would exceed the available queue storage during the AM or PM peak hour.

Table 5 – Otter Lake Rd at New Street Intersection

Control	Intersection	AM Peak		Queue			PM Peak		Queue		
		LOS	Delay (s/v)	Mvt	Calc	Stor	LOS	Delay (s/v)	Mvt	Calc	Stor
Signal	Otter Lake Rd at New Street	B (C)	12 (65)	NB LT	175	250	C (D)	22 (40)	NB LT	220	250
				SB LT	110	250			SB LT	125	250
				WB LT	80	200			WB LT	120	200
				EB LT	45	200			EB LT	105	200
Roundabout	Otter Lake Rd at New Street	A (B)	9 (16)	NB	75	300	B (C)	12 (20)	NB	100	300
				SB	50	300			SB	85	300
				WB	35	250			WB	65	250
				EB	20	250			EB	50	250

C = Overall LOS (D) = Worst movement LOS s/v = Sec / Vehicle
 Mvt = Movement Calc = Calculated Queue Stor = Available Queue Storage

Table 6 shown below, summarizes the LOS, delays and queues for the Rosemary Way at 24th Ave/Elmcrest Ave intersection. The analysis results show that with the addition of an eastbound right turn lane as proposed with the Belland Farm development plan, and with stop control on the Rosemary Way approaches, the intersection would operate with the worst movement at an LOS D in the AM peak hour and LOS E in the PM peak hour. Both the northbound approach and westbound approach would be operating at LOS E in the PM peak hour. In addition, the northbound queues would back up past the existing Kwik Trip access road in the PM peak hour.

To improve the level of service and safety in the intersection a northbound and southbound left turn lanes on 24th Avenue was assumed. The results indicate that the worst movement LOS would improve to a LOS C in the AM peak hour and LOS D in the PM peak hour and the northbound queue would not back up past the Kwik Trip access.

To further improve the operations a traffic signal (with turn lanes) or a roundabout (turn lanes not needed) could be considered in the future should the intersection operations or safety indicate a need for additional improvement.

Table 6 – Rosemary Way at Elmcrest Ave / 24th Ave

Control	Intersection	AM Peak		Queue			PM Peak		Queue		
		LOS	Delay (s/v)	Mvt	Calc	Stor	LOS	Delay (s/v)	Mvt	Calc	Stor
Thru - Stop	Rosemary Way at Elmcrest Ave / 24 th Ave (EB right turn lane)	(D)	(28)	NB	120	200	(E)	(50)	NB	210	200
				SB	95	315			SB	120	315
				WB	140	190			WB	175	190
				EBR	105	150			EBR	140	150
Thru - Stop	Rosemary Way at Elmcrest Ave / 24 th Ave (NB and SB left turn lan)	(C)	(23)	NBL	80	200	(D)	(34)	NBL	175	200
				SBL	75	200			SBL	100	200
				WB	130	185			WB	160	185
				EBR	95	150			EBR	125	150

C = Overall LOS (D) = Worst movement LOS s/v = Sec / Vehicle
 Mvt = Movement Calc = Calculated Queue Stor = Available Queue Stora

Conclusions / Recommendation

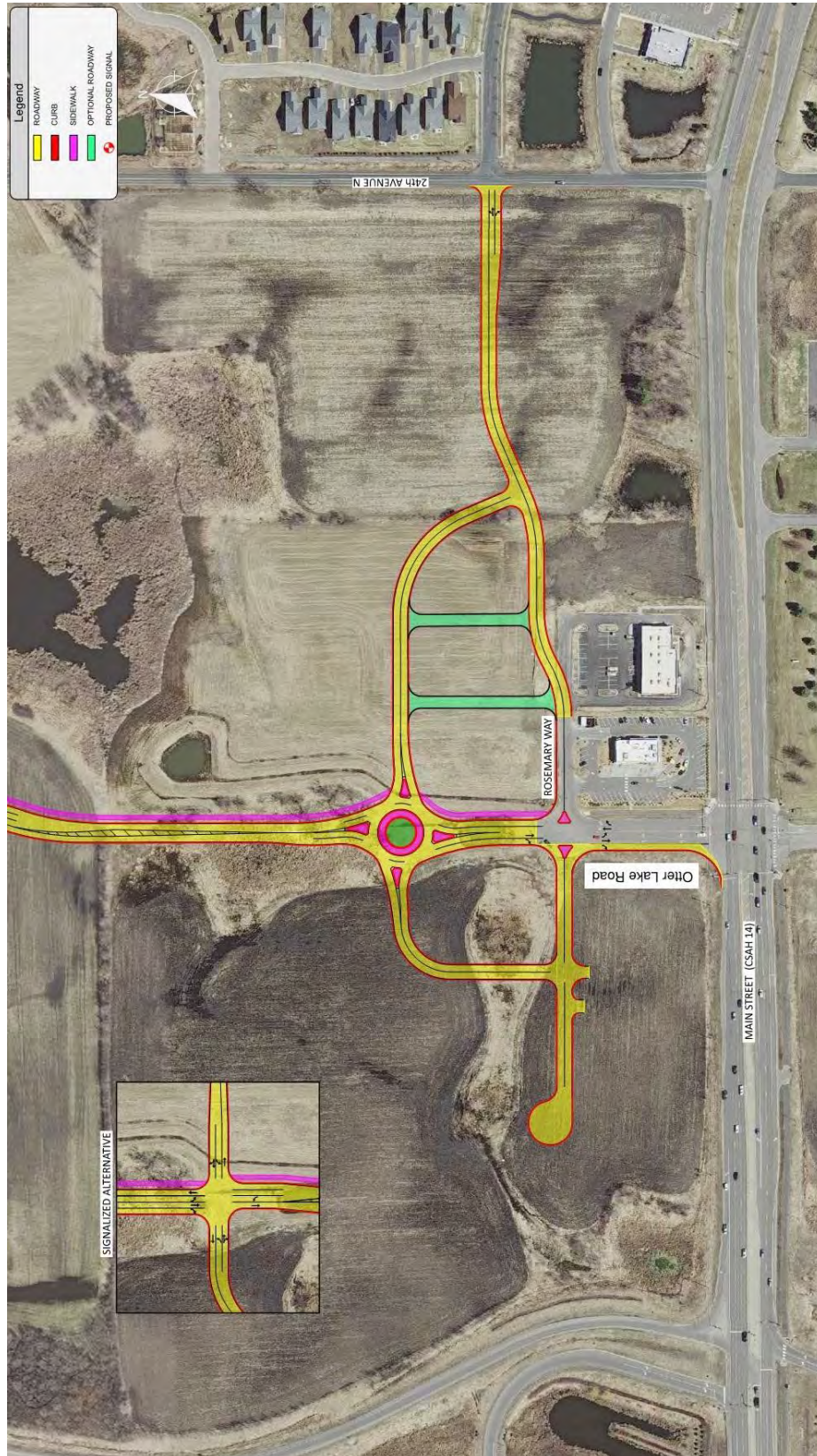
Based on the analysis documented in this memorandum, WSB has concluded that with full buildout of the area a full movement intersection at Otter Lake Road and Rosemary Way would have operational impacts to the local and regional roadway system. Based on this conclusion the following is recommended:

1. The full movement intersection providing access to the adjacent commercial areas be located approximately 660ft north of Main Street (CSAH 14).
2. The existing Otter Lake Road and Rosemary Way intersection be converted to a right-in/right-out with raised concrete medians islands on the Rosemary Way approaches and a southbound right turn lane on Otter Lake Road.
3. A single lane roundabout with a northbound and southbound right turn lane be constructed at the Otter Lake Road and New Street intersection.
4. Construct a local street system to provide access to the full movement intersection on Otter Lake Road at the New Street location.
5. Continue to monitor the operations and safety at the Rosemary Way and 24th Avenue/Elmcrest Avenue intersection for possible addition of northbound and southbound left turn lanes with a traffic control signal or a roundabout.

Figure 6 on the next page shows a concept plan for South Otter Lake Road area roadways including possible connections through the adjacent development parcels.

If you have any questions or comments, please feel free to contact Chuck Rickart at (612).360.1283.

Figure 6 – Recommended South Otter Lake Road Area Roadway Network





**ECONOMIC DEVELOPMENT ADVISORY COMMITTEE
AGENDA ITEM 3B**

STAFF ORIGINATOR: Mike Grochala, Community Development
Director

EDAC MEETING DATE: December 1, 2022

TOPIC: Existing Small Business Financial Assistance
& Housing Maintenance Assistance

BACKGROUND

Staff would like to discuss establishing a small business financial assistance program for existing businesses and a housing maintenance program for low income households:

- The City of Lino Lakes currently has financial assistance options for larger new construction projects, such as Tax Increment Financing assistance and tax abatement, but does not have an opportunity for existing businesses with smaller expansion projects. Staff would like to discuss business needs and potential programs.

- The City of Lino Lakes has grant proceeds to implement a possible housing maintenance program for low-income households and is looking for the Committee's input. This could be in the form of a grant or low interest loan for properties that meet affordability guidelines.

EDAC CONSIDERATION

None required. Discussion only.

ATTACHMENTS

**ECONOMIC DEVELOPMENT AUTHORITY
AGENDA ITEM 3C**

STAFF ORIGINATOR: Michael Grochala

MEETING DATE: December 01, 2022

TOPIC: Update Purchase and Sale Agreement with Silver Creek Equity, LLC, Michael Grochala

VOTE REQUIRED: Simple Majority.

BACKGROUND

In June, the City's Economic Development Authority (EDA) approved the purchase agreement (PA) with Silver Creek Equity (Developer) for the acquisition of 6.27 acres in the Legacy at Woods Edge development. The purchase price is \$2,376,154.00.

Under the terms of the agreement the Developer is required to construct a multi-tenant retail building or restaurant prior to, or concurrent with, the multi-family building. The agreement provided Developer with a 120 day due diligence period which ends on November 22, 2022. At such time the Developer must either terminate the agreement or deposit an additional \$40,000 in earnest money.

To date, the Developer has not been able to secure any firm retail/restaurant commitments. However, they would like to move forward with the development of the multi-family building. The Developer has developed a conceptual elevation of the proposed residential project and site plan. An alternative site plan with a 2nd multi-family building has also been developed.

The Developer is requesting an amendment to the PA that would allow for construction of a market rate multi-family building prior to retail/restaurant construction. The building would not be age-restricted. The developer is also requesting EDA consideration to place a 3 year cap on the requirement for retail/restaurant on the balance of the site.

The request was discussed at the November 7, 2022 work session. While there was support for allowing the multi-family to proceed, the timeline to limit the commercial requirement to three years was considered too short.

Following the work session staff and developer discussed some modifications to the request. Conceptually, the EDA, as the land owner, would include a deed restriction limiting the use of property to those commercial uses currently allowed in the Planned Unit Development Ordinance. This clause would be in effect for a period of five years from the date of occupancy of the first multi-family building. This would effectively require 7 years from the start of construction before the EDA would release the commercial use restriction on the balance of the site.

After seven years the deed restriction would be extinguished. At that time the Developer would still be required to request that the City, as the land use authority, amend the Planned Unit

Development to allow uses other than what is currently listed. As with any zoning amendment, this would still require a public hearing, review by Planning & Zoning Board, and adoption of an ordinance amendment by the City Council.

The EDA approved a 45 day extension of the disclosure period and will consider an amendment to the PA in December.

RECOMMENDATION

Staff is requesting EDAC comments on the proposed changes.

ATTACHMENTS

1. Concept Plan

LINO LAKES MIXED USE

PROPOSAL OVERVIEW

Building A- Total SF:	217,450 SF
Building A- Total Finished SF:	172,100 SF
Garage SF:	45,350 SF
Level 1 SF:	45,350 SF
Level 2 SF:	43,350 SF
Level 3 SF:	43,350 SF
Level 4 SF:	40,050 SF

Unit Estimate:	160
Total SF/Unit:	1,075 SF/Unit

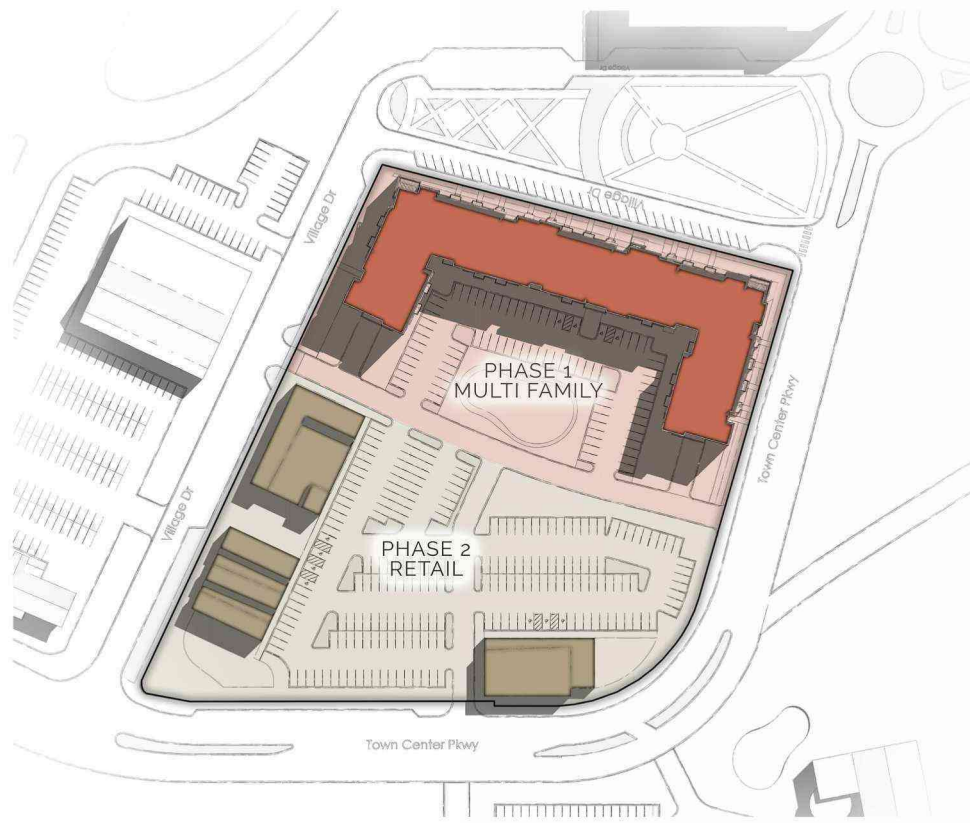
Total Parking Estimate:	482
Residential Garage:	137
Shared Surface:	278
Existing Street Parking:	67
Required Stall Size:	9' x 19'

Required Shared parking: **393**

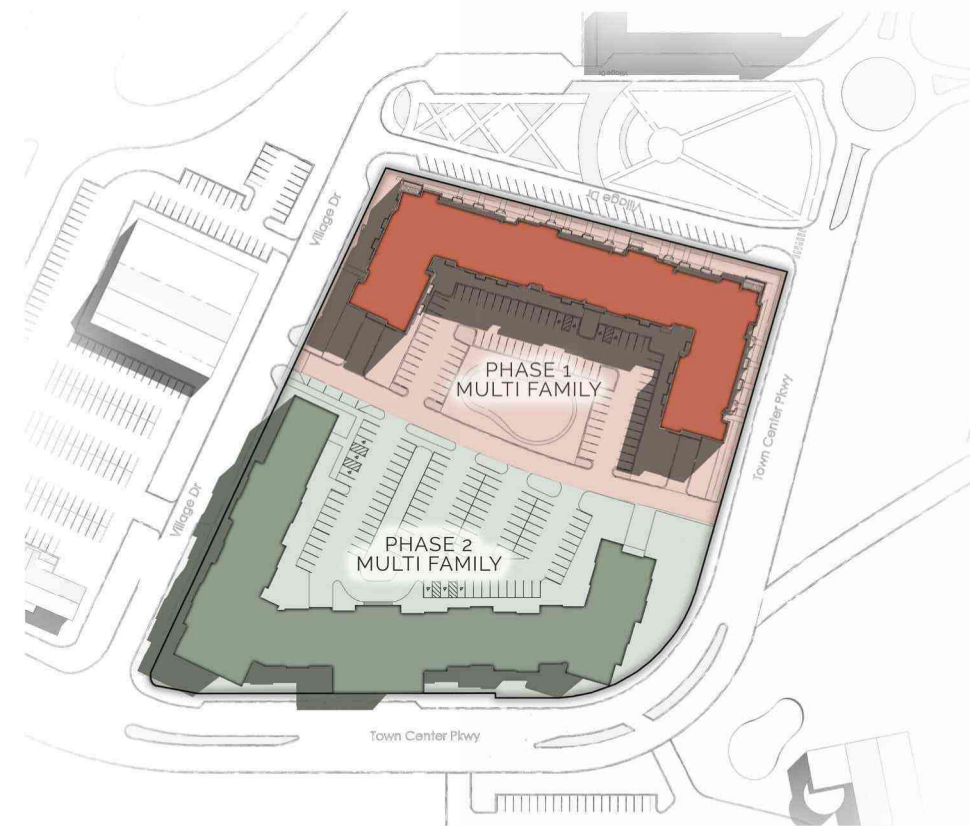
Site Information:	
Site Area (Approx):	6.27 Acres / 273,121 SF
Impervious Area:	3.53 Acres/153,915 SF (56%) (Shall not exceed 65%)

Lot Requirements:	
Building setback:	Max 5' from Property Lines

Height: Max of 45', & parapets may extend up to 10' above max height, provided they make up no more than 1/3 of the length of the buildings facade.



SITE PLAN



ALTERNATE SITE PLAN AFTER DECEMBER 31ST, 2025



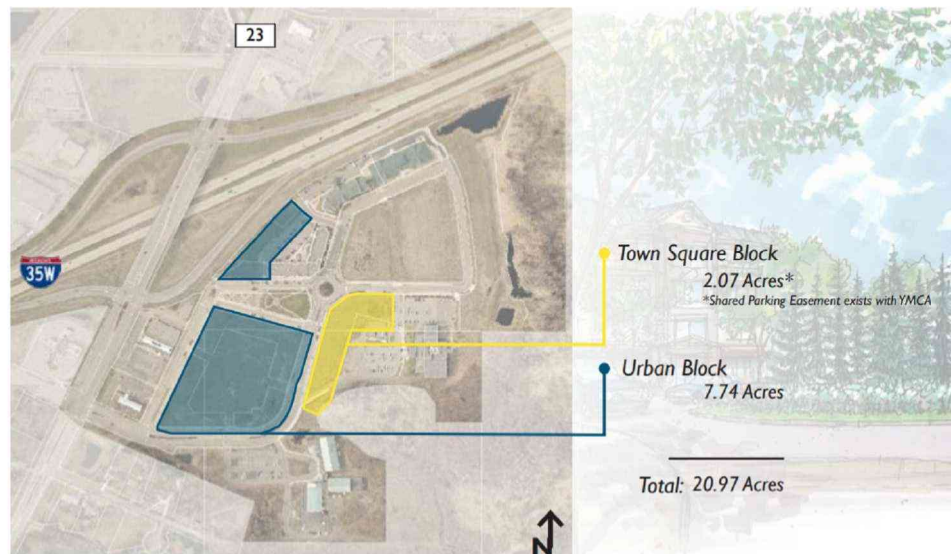
CONCEPTUAL NARRATIVE

THE LEGACY AT WOODS EDGE DEVELOPMENT SITE OFFERS A UNIQUE OPPORTUNITY AS AN URBAN BLOCK WITH ADJACENCIES TO THE RICE CREEK PARK RESERVE AND LINO LAKES COMMUNITY GREEN. ESTABLISHING AN AREA WITH THE CHARACTERISTICS OF A TRADITIONAL DOWNTOWN HAS BEEN LAID OUT BY THE CITY OF LINO LAKES AS A GOAL FOR THIS DEVELOPMENT SITE. ATTRIBUTES INCLUDE ARCHITECTURAL FEATURES AT DEFINING CORNERS, A STRONG STREETScape FACADE ESTABLISHED BY THE "BUILD-TO LINES", AND A BLEND OF RETAIL AND MIXED-USE PROGRAMMING.

UTILIZING THE EXISTING CURB CUTS AND UTILITY STUBS, A PRIMARY EAST/WEST CIRCULATION WOULD BIFURCATE THE SITE INTO DEVELOPMENT PHASES. THE CIRCULATION PATH WOULD SERVE BOTH VEHICULAR AND PEDESTRIAN TRAFFIC, AND BE ENRICHED WITH LANDSCAPE AND STORM WATER OPPORTUNITIES.

PHASE 1, THE NORTH SITE, IS ENVISIONED AS A FOUR-STORY, 155-160 UNIT MULTI-FAMILY STRUCTURE, WHICH WOULD WRAP THE NORTHERN PERIMETER OF THE SITE. CONCEPTUALLY, THE BUILDING WOULD USE AN ARTICULATED FACADE WITH ALTERNATING MATERIALS TO REINFORCE AN URBAN EDGE, AND IN A SENSE EMULATING A HISTORIC MAIN STREET CHARACTER. MATERIALS WOULD BE USED TO REINFORCE A CLASSICAL YET MODERN ORGANIZATION, AND POTENTIALLY INCLUDE ELEMENTS SUCH AS A STRONG BASE, DEFINED CORNICES, BAY WINDOWS AND WALK-UP UNIT ENTRANCES TO ACTIVATE THE STREETScape. MATERIALLY, THE CONCEPTUAL DESIGN ILLUSTRATES A COMBINATION OF BRICK MASONRY, METAL AND FIBER CEMENT SIDING.

PHASE 2, THE SOUTH SITE, IS ENVISIONED AS THREE TO FOUR COMMERCIAL OUTLOTS, WHICH WOULD PROVIDE FOR A MIX OF RETAIL AND RESTAURANT OPPORTUNITIES. TO DATE, MULTIPLE RETAIL AND RESTAURANT USERS HAVE EVALUATED THE DEVELOPMENT OPPORTUNITY ON THIS SITE, BUT NO COMMITMENTS HAVE BEEN MADE. WHILE ONGOING EFFORTS WILL BE MADE TO SECURE RETAIL TENANTS, THE PROPOSAL AT HAND SUGGESTS A SECOND PHASE OF MULTI-FAMILY DEVELOPMENT IF THE RETAIL VISION FAILS TO MATERIALIZE.



GRAPHIC FROM THE 2016 REVISED LEGACY AT WOODS EDGE BROCHURE



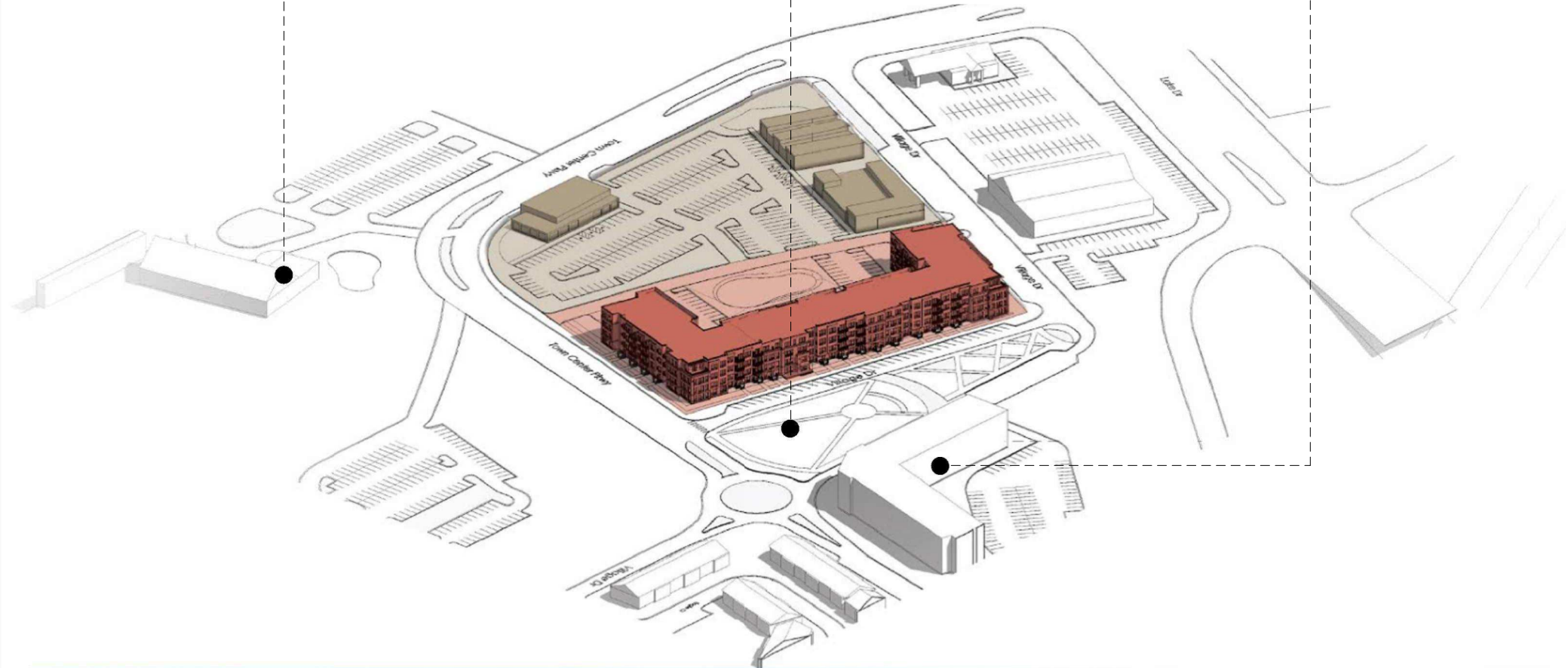
CITY HALL/ PUBLIC WORKS/ POLICE STATION



COMMUNITY GREEN



LAKWOOD APARTMENTS & COMMERCIAL SPACE



NORTH ELEVATION OF THE MULTI-FAMILY BUILDING



PRECEDENT IMAGERY (FROM TOP)- HIGHLAND BRIDGE TOWNHOMES, 610 WEST, CW LOFTS



CONCEPTUAL RENDERING OF THE INTERSECTION AT VILLAGE DR. & TOWN CENTER PKWY (TOP) & AERIAL FROM WEST SITE ENTRANCE (BOTTOM)