

OSSEO COMPREHENSIVE PLAN

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Chapter 1 : Introduction

This version of Comprehensive Plan will guide future development in Osseo, Minnesota. This plan covers the period from 2018-2040. It builds upon and replaces previous plans, bridging the community's rich history with plans for the coming decades.

As its name suggests, the Comprehensive Plan addresses a wide variety of topics. The plan seeks to identify and coordinate development activities across a range of areas. The plan covers everything from infrastructure to community amenities and housing. It incorporates input from community members, city leaders, staff, and consultants.

*We shape our buildings, and afterwards our
buildings shape us.*

–Winston Churchill, 1943

The Comprehensive Plan is a tool to guide Osseo's physical growth in coming years, as well as acknowledge and anticipate changes to its social and economic conditions. It establishes goals and policies for the city, and is the basis for many future decisions.

The updated version of the city's Comprehensive Plan continues to:

- o Influence the form, pace, and location of new development, as well as redevelopment;
- o Establish a vision developed through community input;
- o Provide a basis for zoning, subdivisions, and other land use and development regulations and policies;
- o Protect property investment by establishing consistency and compatibility of land uses and development policies;
- o Encourage ongoing maintenance and reinvestment in existing neighborhoods and commercial districts; and
- o Guide the city's limited opportunities for investment in roads, utilities, and public facilities.

Authority and Requirement to Plan

State law provides cities with the power to develop comprehensive plans. Minnesota Statutes, Sections 462.351 to 462.364 establish planning powers for Minnesota cities.

These plans have been required for the seven-county Twin Cities metropolitan area since 1976. Communities must adopt--and update--their plans at least every ten years. The Metropolitan Land Planning Act establishes this requirement. The Act is administered by the Metropolitan Council, a regional government for the area. The Metropolitan Council is often abbreviated as the “Met Council” or METC.

The Act also requires the Met Council to prepare a comprehensive development guide for the metro. *ThriveMSP 2040* is the name for the Met Council’s 2040 Regional Development Framework. This document provides communities with direction on what to “plan for”. It considers development, transportation, water resources, and regional parks and trails. All affected local governments must update their comprehensive plans to be consistent with the *ThriveMSP 2040* framework.

Planning and Health

As much as it is an obligation, planning is an opportunity for cities to strategize about their future investments. For this update to the comprehensive plan, Osseo has chosen to focus on opportunities to improve public health.

This focus acknowledges that decisions made over the coming decades will impact the community’s physical, social, civic, and economic environments. Accordingly, opportunities to improve community and public health have been emphasized in this update to the Comprehensive Plan.

HEALTH: a state of complete physical, mental, and social well-being and not merely the absence of disease or infirmity.

–World Health Organization, 1948

The World Health Organization focuses on health as wellbeing, not just the absence of disease. This plan takes a similar perspective. Most people acknowledge that genes and biology, clinical care, and behavior influence health. The plan acknowledges that health also results from environmental, societal, and economic factors. The Center for Prevention at BlueCross BlueShield of Minnesota has evaluated factors that influence health. They estimate that health results from

environment as much as biology. A person's economic and physical environment is as influential as their behavior, medical care, and biology.

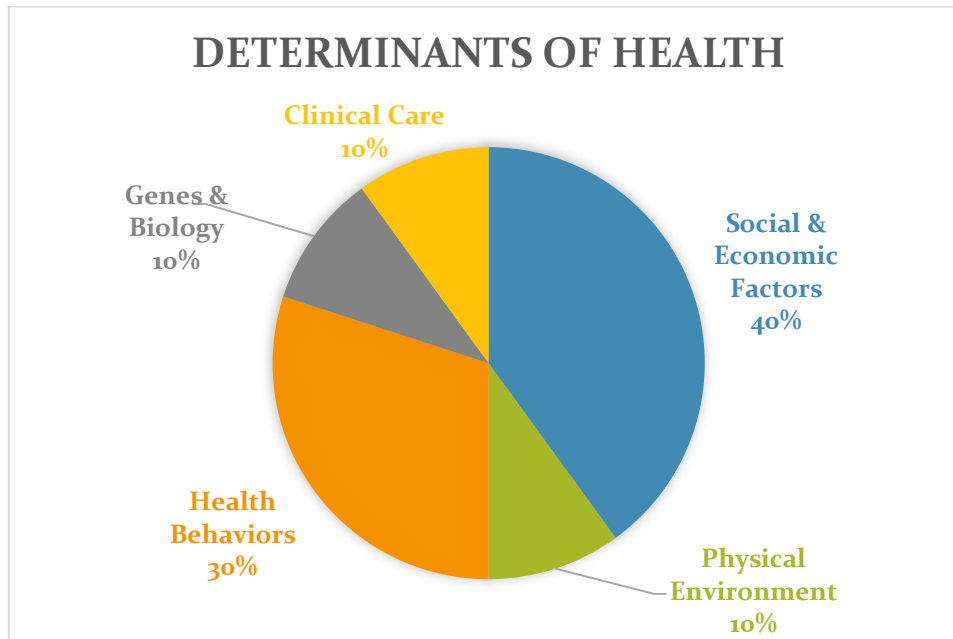


FIGURE 1-1: DETERMINANTS OF HEALTH

Source: Center for Prevention,
BlueCross BlueShield of MN,

Social Determinants of Health

In addition to medical care and biology, social and environmental factors affect health. The Center for Prevention lists several social determinants of health. “Social determinants of health” are structural factors and conditions into which people are born, grow, live, work and age. According to Hennepin County, most premature deaths are connected to these determinants. Things like air and water quality and access to physical activity and healthy food affect health.



Source: Hennepin County

FIGURE 1-2: SOCIAL DETERMINANTS OF HEALTH

Several facets of social determinants of health are emphasized in the comprehensive plan. Policies, goals, and strategies that relate to public health are

highlighted. They are identified with a corresponding shield icon. The five health themes are described below:

Access to healthy food

Having enough adequate food and nutrition is a necessary for health. Physical, mental, and social wellbeing require proper nutrition. The comprehensive plan identifies ways to ensure access to these elements. This includes food produced or purchased, or donated by through social service and charities. Food access-related elements are identified with yellow “apple” shield.



Physical activity and active living

The city's physical arrangement environment affects safety. Locations of streets and sidewalks, residences and work places, and destinations affect health. Their spatial relationships determine whether daily physical activity is safe and enjoyable. Osseo's environment also decides whether households without cars can to access transportation options. These factors influence whether vehicle trips are necessary. Ease of walking and biking contributes to a community's level of physical activity. The plan seeks to help "make the healthy choice, the easy choice". Active living strategies are identified with an orange “running figure” shield.



Community safety

Freedom from danger and harm are essential for wellbeing. Development decisions make it easier or harder to prevent crime and fire. They also influence whether properties are safely maintained. All these factors contribute to community safety. In the plan, these strategies are identified with a blue “check mark” shield symbol.



Social health and equity

Personal relationships and strong social networks contribute to wellbeing. Both individuals and communities enjoy these factors. However, treatment of different social groups also affects health status. Inequities exist when barriers prevent individuals and groups from reaching their full potential. Everyone in Osseo should be able to be healthy. Age, race, income, or disability should not limit wellbeing. Acknowledging and addressing these barriers can help promote equity. Plan elements that address social health and equity are identified with a “hand-in-hand” shield.



Healthy natural and built environment

The locations where Osseoites live, work, and recreate affect health. A clean, uncontaminated environment and a functioning ecosystem provide the basis for health. Natural and built environment elements are identified with a green “leaf” shield.



Support for Healthy Planning

These “Healthy Comprehensive Plan” elements were supported by a “Creating Healthier Communities” project. The project provided funding and technical assistance to the city. Active Living Hennepin County and the Minnesota Department of Health’s Statewide Health Improvement Partnership (SHIP) sponsored the project.

The project included a broad focus on community-wide health. Policies, systems, and environments that influence health were examined. Increasing active living and access to healthy food and reducing tobacco exposure were goals. The work was guided by a community leadership team. Team members included City and County staff, residents, officials, nonprofit organizations, and other stakeholders (see ACKNOWLEDGEMENTS).



Hennepin County
Public Health



Chapter 2 : Community Context

This chapter examines the current context for Osseo's Comprehensive Plan update. It also provides some insights into who lives in Osseo, and how that has changed over time. The chapter outlines important topics that influence planning for the future.

Regional setting

The City of Osseo is in the northern portion of Hennepin County in the Twin Cities Metropolitan Area. Osseo is approximately ten miles northwest of Minneapolis. It is not far outside of the Twin Cities' Interstate 694/494 Beltway. Osseo is approximately three-quarters of a mile square in area. The city is surrounded by much larger suburban communities. Brooklyn Park is to the northeast, east, and southeast, and Maple Grove is to the northwest, west, and southwest. The City of Osseo is served by several major roadways. These include County Road 81, which runs through the city, and Trunk Highway 169 along its eastern border. County Road 81 is also known as Bottineau Boulevard, County State Aid Highway 81, and CSAH 81. The city's population was 2,430 in the 2010 Census and estimated at 2,717 in 2016.

Historic Development

The City of Osseo is one of the oldest communities in Hennepin County. Osseo was first organized in 1852 and incorporated as the Village of Osseo in 1875. Located along a railroad line, Osseo served as a rural town center for the agricultural area. Transportation has long been important to the community. Because of the railroad and early regional highways, Osseo has long been a center of activity in the area. U. S. Highway 52, which later became TH 169, and MN Highway 152, which became County Road 81, were completed in the 1920s and 1930s. These roads contributed to the city's growth.

Osseo's history as a freestanding rural community was surpassed by new development. The expanding metro has brought urban growth to Osseo and its neighbors. Former townships of Brooklyn (now Brooklyn Park) and Maple Grove incorporated as cities in 1969 and 1973. Now, Osseo is surrounded by these two large and growing suburban communities.

An aerial photograph of Osseo from 1945, **FIGURE 2-1**, shows development flanking Central Avenue north of County Road 81 and the railroad. North-south streets extended for two blocks west of Central Avenue, and 3 ½ blocks east. **Farmland surrounded the small city.**





FIGURE 2-1: OSSEO, 1945

Source: Minnesota Historical Aerial Photographs
Online, University of Minnesota Libraries

Regional planning area designation

Osseo's development pattern is designated by the Metropolitan Council as "Urban". This term identifies communities that developed rapidly in the post-World War II era. (This period follows closely after the 1945 image above.) "Urban" areas also exhibit the transition toward development dominated by automobiles.

Like other Urban communities, Osseo is served by highways that predate the interstate system. Unlike other Urban communities, Osseo is not adjacent to another Urban or Urban Center community. It is a freestanding community. It is also much smaller than other communities with Urban designations. The city's compact development contrasts with its small size. It is distinct from its Suburban (i.e., Brooklyn Park) and Suburban Edge (i.e., Maple Grove) neighbors.

The Urban designation identifies expectations for the community's growth levels and standards. These include:

- o maintaining current public infrastructure,
- o renewing and improving public infrastructure,
- o planning for adequate land and development to provide additional future growth,
- o accommodating growth through redevelopment at appropriate densities, and
- o supporting developments that integrate different land uses.

These expectations coincide with Osseo's priorities for redevelopment.

City's physical pattern

Osseo has an authentic small town pattern. The City features traditional commercial "main street" of small local businesses and services. A traditional grid street system supports residential neighborhoods of mainly detached homes. Downtown includes civic facilities, including public safety offices and a central civic park. Osseo also has three public school facilities.

As a traditional regional hub, the community contains several sub-regional public facilities. This includes Osseo Senior High and Middle Schools, a Hennepin County branch Library, and a branch of the U.S. Postal Service. The 55369 "Osseo" zip code, identifying areas served by the Osseo branch of the U.S. Postal Service, far exceeds the area of Osseo itself. Independent School District 279, Osseo Area Schools, likewise serves a much larger geographic area. This leads some residents of nearby cities to associate with Osseo despite living outside the city.

As the Twin Cities metro area has expanded, small town Osseo has been increasingly surrounded by suburban growth. Newer and larger suburban retail areas that have created competition for downtown Osseo. Consequently, the city's downtown business area has experienced periods of higher store vacancies. The economic downturn in the late 2000s was marked by high vacancies. Occupancy rates have begun to increase in recent years. As of late 2017 it was difficult to find available commercial space in Osseo's downtown core.

In 2006-2007, the City established a Redevelopment Master Plan for the community. This plan laid the groundwork for the 2008 Comprehensive Plan Update. The plan established a community vision and framework redevelopment. With the 2008 economic downturn, the City saw relatively little progress on the Redevelopment Master Plan. Recent economic improvements have seen redevelopment return to the city. Much of the work identified in the RMP remains. So, the plan is a relevant document for planning Osseo's future.

Current Demographics

A comprehensive plan focuses most closely on the physical aspects of community—land use, housing, streets, utilities, and public facilities. But this planning is also intertwined with the physical, human, and social aspects of community. The land use and development pattern of a community influences:

- o The characteristics of people who live there;
- o Where people work;
- o Where people go to obtain goods and services;
- o Residents' health and well-being; and
- o Places for interaction among residents.

In turn, the characteristics of the population influence many aspects of the community:

- o Demands for goods and services;
- o Demands for public services (including public safety, recreation, education); and
- o Economic capacity to support both private businesses and local government.

Planning for the future cannot be done without a careful examination of the current characteristics and trends of a community. What characteristics exist today and are likely to be the same in 2040? How are the community and the broader region changing, and how might these trends influence the future? Do these characteristics point to potential public actions through the Comprehensive Plan?

The best available data for this investigation of Osseo's current socio-economic demographics comes from the U.S. Census Bureau. The bureau conducts a Census of the entire population every ten years. The organization also conducts the American Community Survey (ACS). The ACS surveys a representative sample of the population each year to produce statistically valid estimates of community characteristics. The ACS draws on a 1, 3, or 5-year period of data. (Because Osseo is a small community, only 5-year ACS estimates are available for the city. Not enough people are surveyed annually to produce valid samples for 1- or 3-year periods.)

The Metropolitan Council also produces estimates related to population, housing, and other community characteristics. The Metropolitan Council's data draws on Census Bureau figures as well as more local data sources.

The most recent available Census data is from the 2010 Census. This Comprehensive Plan Update is based on 2010 Census data, average characteristics from the 2011-2015 ACS period, and comparisons to Hennepin County and metro area level data. The data from the Census and the ACS describes many important aspects of Osseo and its population. Following is a brief summary of findings from

the 2010 Census and 2011-2015 ACS data. Appendix A contains a more substantial summary of Census and ACS data and charts.

Introduction to Demographic Issues

As a small community, Osseo is strongly influenced by changes in even relatively small numbers of its residents. Shifts in population distribution, household characteristics, and corresponding impacts on housing and service needs and economic base can have a strong impact on the community. To some extent, Osseo is partly able to anticipate, plan for, and address some of these changes. But many of the forces initiating these shifts are the result of issues outside any individual city's control. An overall aging and diversifying population, changes in housing and transportation preference, and work patterns will influence Osseo in coming decades.

Population size

From the 2000 to 2010 Censuses, Osseo's population hardly changed, decreasing from 2,434 to 2,430 people. However, the community's population appears to have grown since 2010, with the ACS estimating a 2016 population of 2,752. The most recent population estimate (7/14/2017) from the Metropolitan Council shows 2,717 people living in Osseo. These more recent numbers represent approximately a 12-13 percent population increase since 2010.

Meanwhile, the Metropolitan Council predicts continued growth in Osseo. The organization expects a 30 percent population increase from 2010 to 2040. This projected growth is consistent with Osseo's vision for community growth and redevelopment expectations. See **TABLE 2- 1** below.

Source	Year	Population	Households	Employment
Census	1990	2,704	995	
Census	2000	2,434	1,035	
Census	2010	2,430	1,128	1,749
ACS 5-year est.	2011-2015	2,480	1,138	
Met Council est.	2016	2,717	1,284	
Met Council Forecasts	2020	2,730	1,300	1,920
	2030	2,940	1,400	2,120
	2040	3,170	1,500	2,300

TABLE 2- 1: POPULATION TRENDS

Population Age

In 2010 and 2011-2015, the median age of Osseo's population was 46.1 and 47.3 years, respectively. Those ages are substantially higher than the median for both Hennepin County and the metro region—35.9 and 36.1 years, respectively. Osseo's median age increased from 2000 to 2010 due in part to population decline in

young- and middle-age groups. Additionally, groups age 49 and older have registered significant gains since 2000.

Between 2000 and 2015, the largest decline was in the middle age group, between 40 and 49 years old. This group declined by an estimated 31 percent, from 343 to 238 adults. Osseo's proportion of residents age 65 and older was 25.6, more than double Hennepin County's 12.2 percent rate, and the metro area's 10.8 percent.

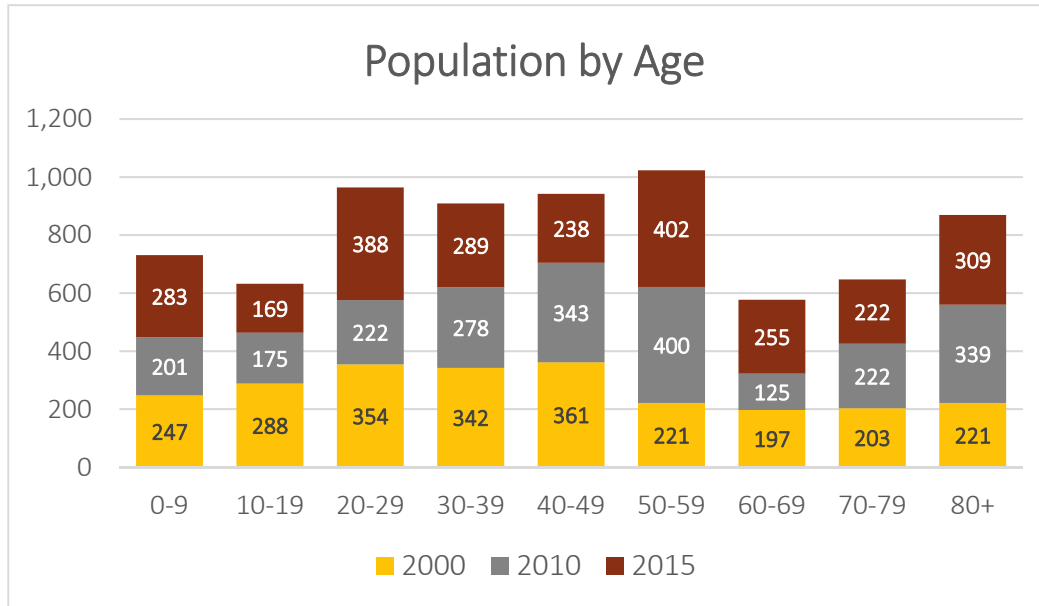


FIGURE 2-2: POPULATION AGE

As shown in **FIGURE 2-2**, age 10-19 has remained one of the smallest age groups, while adults age 50-59 and 80 and older have become a larger share of the population. Anecdotal evidence suggests that more families with young children have moved to Osseo in recent years.

Osseo remains an attractive environment for both older adults and young families. The city's houses are smaller and lower-priced than many surrounding communities. An increasing share of multi-family housing options provide a variety of living options. Future investment in housing and community facilities, discussed in later chapters, will continue to influence Osseo's demographics.

Race and Ethnicity

Osseo's population is primarily White, but the proportion and diversity of non-white and Latino residents has increased significantly since 1990. Characteristics of Osseo's non-white populations are shown in **FIGURE 2-3**.

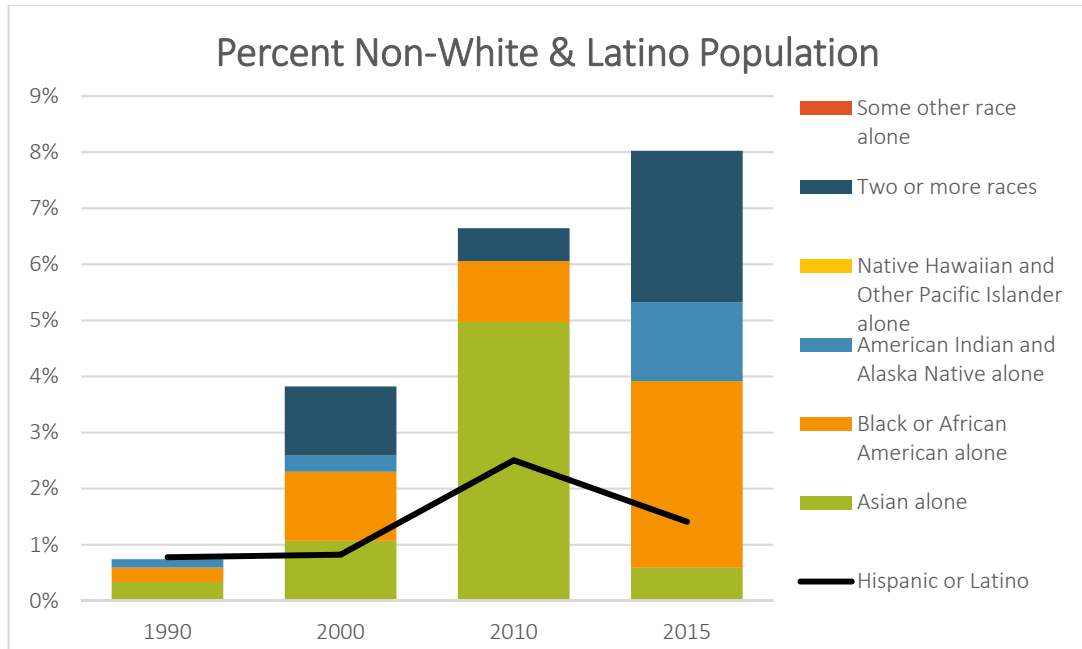


FIGURE 2-3: RACE AND ETHNICITY OVER TIME

Source: US Census Bureau

Household Size

Despite Osseo's steady population numbers in the decade between 2000 and 2010, the number of households in the community actually increased about 9 percent during that period. Between 2000 and 2010, the number of households in Osseo increased from 1,035 to 1,128, a net gain of 40. Accordingly, the average household sized dropped from 2.35 to 2.15. The most recent household estimate from the Met Council (7/14/2017) shows 1,284 households in Osseo, an average size of 2.11 people per household.

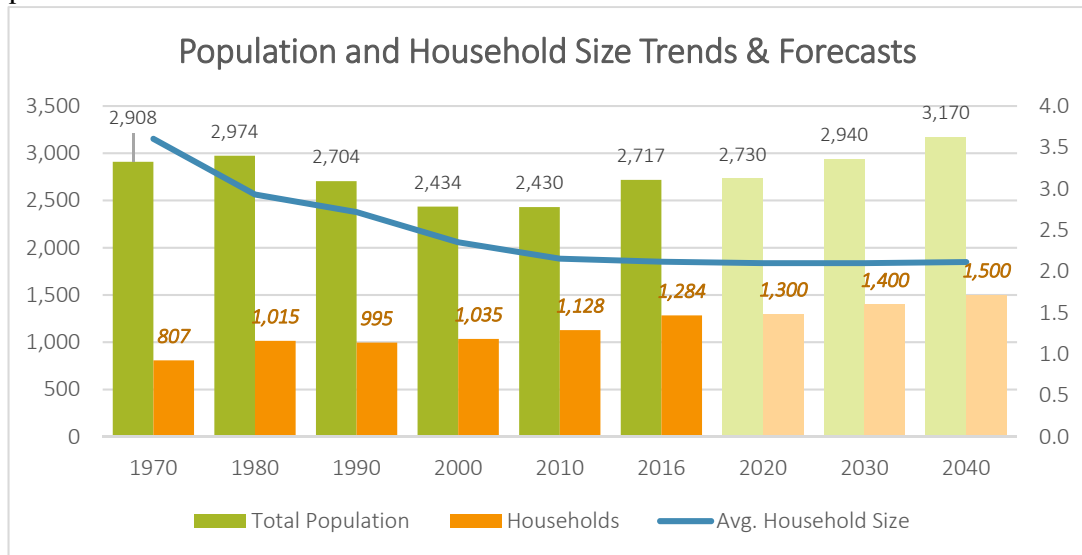


FIGURE 2-4: POPULATION AND HOUSEHOLD SIZE OVER TIME

Source: US Census Bureau; Metropolitan Council Estimates

Smaller household sizes indicate that more housing units are needed for the same number of residents. Additionally, Osseo's current population of renters is comprised primarily of 1-person households, while most owner-occupied housing has two or more residents (see [FIGURE 2-5](#)).

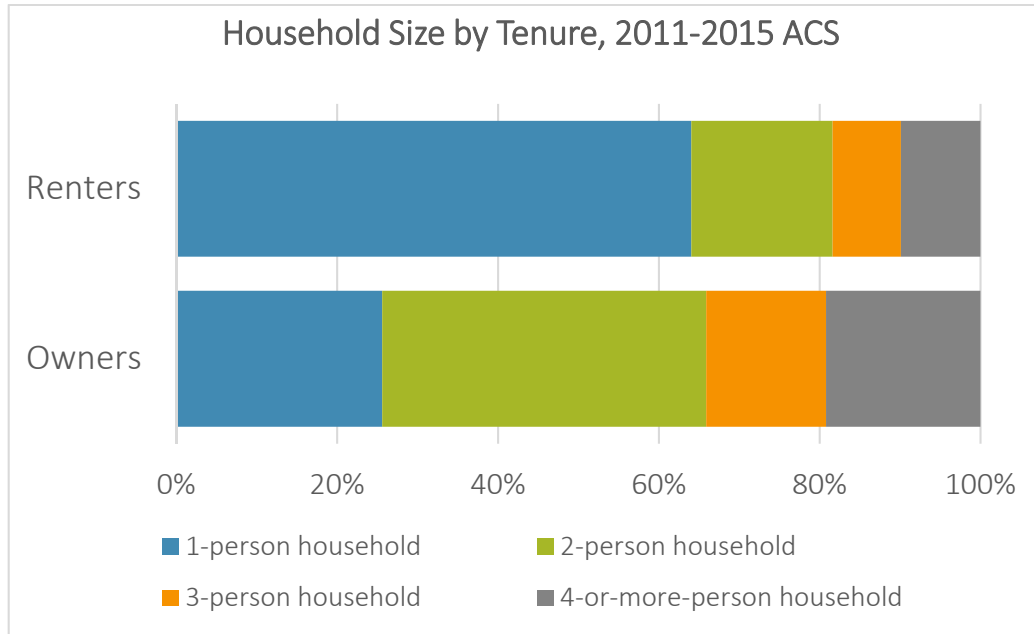


FIGURE 2-5: HOUSEHOLD SIZE BY TENURE

Source: US Census Bureau

Household types

A household includes all the people who live in one housing unit.

Types of households include families, who are related to other household members, and non-families, where household members are not related to each other. Households also include people living alone.

Over the period from 1990 to 2015, the types of households in Osseo has shifted. The proportion of people living alone has increased from 26 to 42 percent. The percentage of married families with children decreased by approximately one third, from 22 percent in 1990 to 14 percent in 2015. However, the 2015 percent does reflect an increase from 9 percent in 2000.

Families without children continue to comprise approximately one third of Osseo's households, a figure that has remained steady through the survey period. Information about Household Types, as well as the total number of households, is presented in [FIGURE 2-6](#).

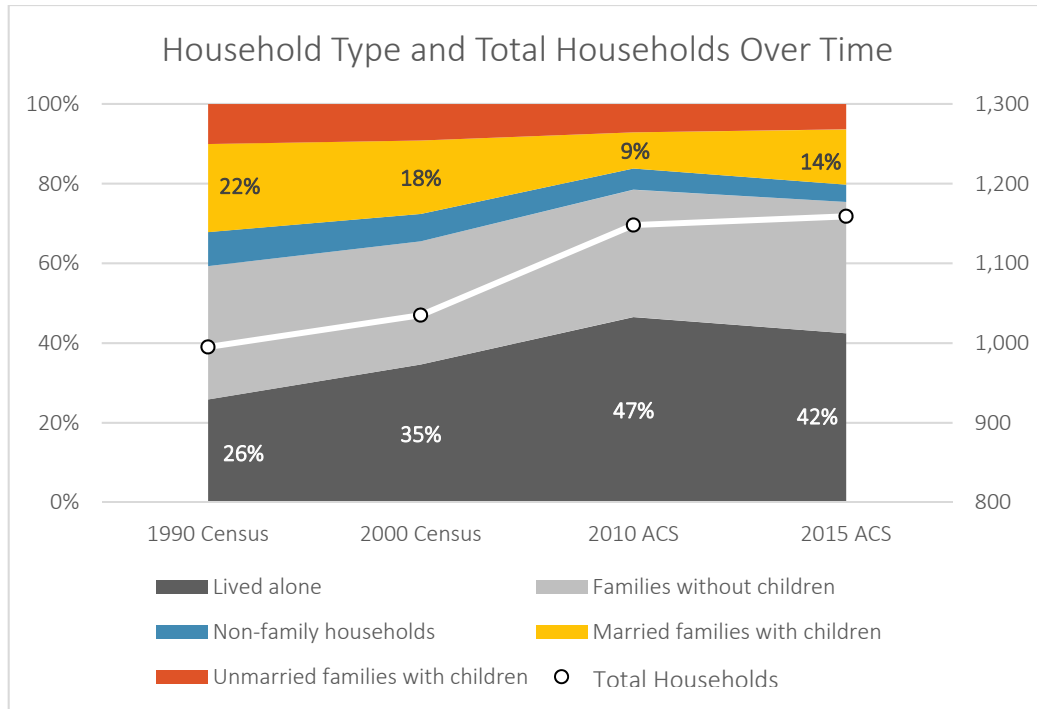


FIGURE 2-6: HOUSEHOLDS OVER TIME

Source: US Census Bureau

Income

In recent years, the per capita income for Osseo residents was approximately \$28,500, around \$10,000 less than Hennepin County's per capital income. Median Household income was about \$46,000, about \$20,000 below the Hennepin County level. However, household incomes are more evenly distributed in Osseo than in the County as a whole (FIGURE 2-7).

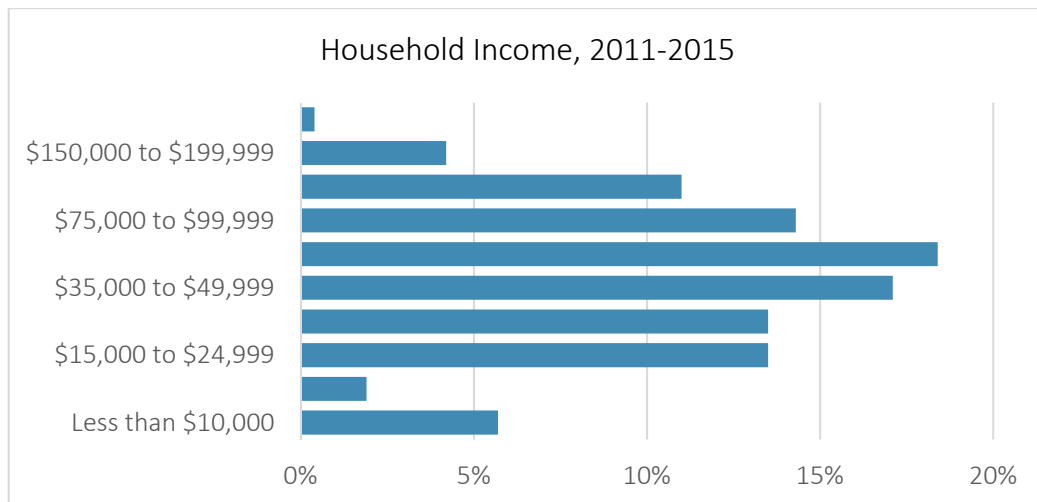


FIGURE 2-7: HOUSEHOLD INCOME IN OSSEO

Source: US Census Bureau

Poverty

In 2015, the poverty threshold for a family of four was a pre-tax income of \$24,257. The Federal government establishes the poverty line based on an amount three times the cost of a minimum food diet. This figure is compared to pre-tax income and family size to determine poverty status. Criticisms of this way to set the poverty level include its failure to consider other costs of living. Some argue that “poverty level” does not represent a true ‘minimum cost of living’ for many people.

Even so, residents whose incomes fall below the poverty level are an indicator of a community’s economic climate. In the five-year period ending in 2015, the poverty level in Osseo was slightly higher than in 1990. However, the proportion of people “near” poverty, earning up to \$44,876 for a family of four—had grown (see **FIGURE 2-8**). Efforts to plan for Osseo’s future should take into account the needs of residents on limited incomes.

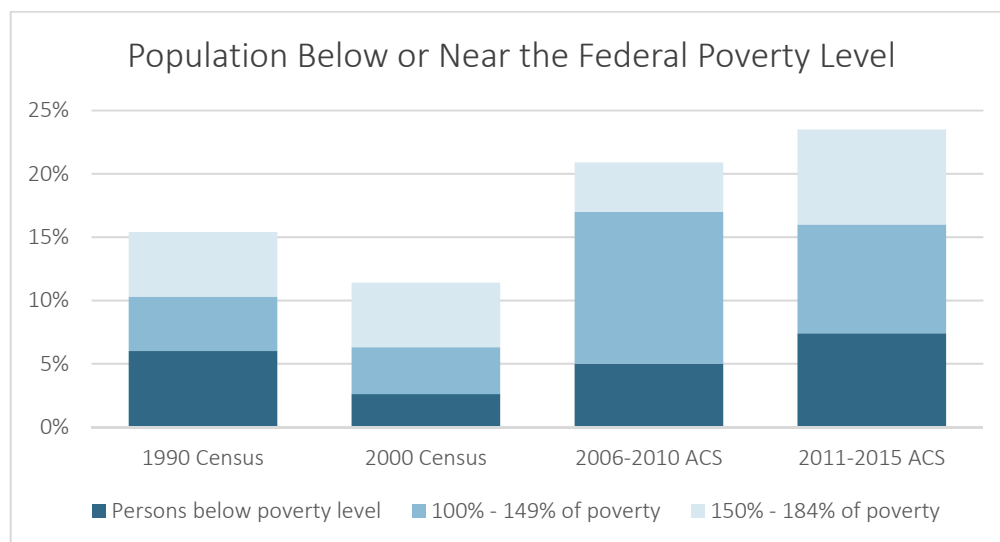


FIGURE 2-8: POPULATION BELOW OR NEAR THE FEDERAL POVERTY LINE

Source: US Census Bureau

Educational Attainment

Education is one of the most important indicators for the potential for personal economic success, and lack of education is closely linked to lower incomes. In the 2011-2015 survey period, most Osseo residents age 25 and over had completed High School or an equivalency program. Only 5 percent did not have an equivalent High School education, compared to over 20 percent of Hennepin County residents. Approximately a third of residents had some college experience but no degree. While 16 percent of Osseo held a bachelors’ degree or higher, almost 50 percent of Hennepin County residents had this level of education. Educational Attainment is shown in

FIGURE 2-9.

FIGURE 2-9: EDUCATIONAL ATTAINMENT, 2011-2015

Occupations

Employment by industry is reported by DEED, the Minnesota Department of Employment and Economic Development. Total employment for Osseo has grown from approximately 1,800 jobs reported in 2005, to 2,400 in 2015. The industry mix has shifted in the intervening years. Educational services and retail trade employment has decreased in the years since 2005. Administrative and Waste Services employees have increased, while other industries' representation has changed between reporting periods, as is shown in **FIGURE 2-10**.

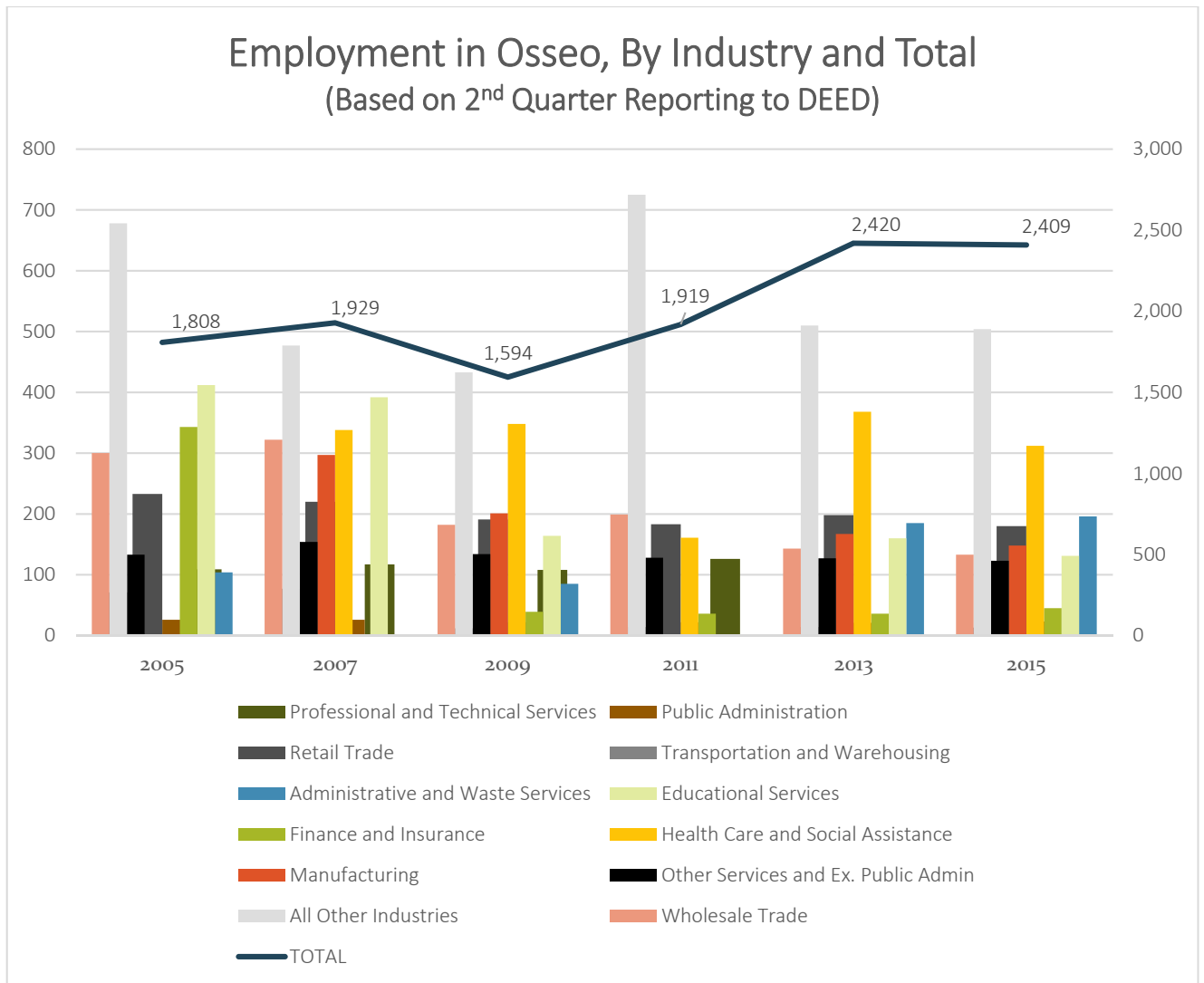


FIGURE 2-10: EMPLOYMENT BY INDUSTRY

Populations at Risk



Some groups are more likely to experience poor health. Race, age, gender, income level, or other socioeconomic indicators can influence health. Considering the effects of planning on vulnerable groups can help improve outcomes for all people.

Some characteristics of groups at risk were already discussed. Very young and very old residents, racial and ethnic minorities, those with minimal education, and those experiencing poverty have been evaluated. Populations at risk also include those receiving public assistance, households with no car, and people over 65 years and living alone. In the 2011-2015 American Community Survey period, almost one in ten of Osseo's households was comprised of a person age 65 or older and living alone. During that same period, approximately 12 percent of the city's households were without a car. See **FIGURE 2-11**.

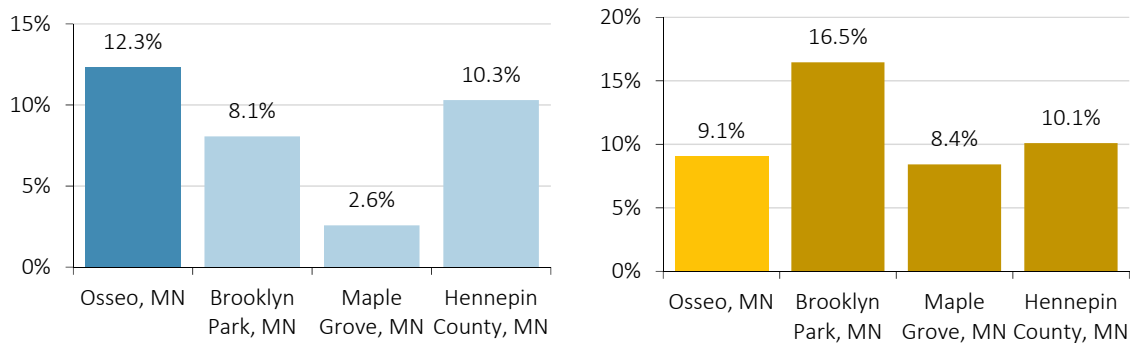


FIGURE 2-11: POPULATIONS AT RISK, AS A % OF THE ENTIRE POPULATION, 2011-2015 ACS

Food insecurity

Approximately 9 percent of Osseo households receive assistance through the Supplemental Nutrition Assistance Program (SNAP, commonly referred to as “food stamps”). Otherwise, there is relatively little comprehensive information about food access for the City of Osseo. However, regional and local anecdotal information suggest that food security is a growing concern in the Osseo area, even as the economic recovery continues. Emergency food resources, including The Nest, a grassroots backpack program that provides weekend bags of food to Osseo Senior High and Osseo Middle School students during the school year, have seen a growing demand for their services. Ensuring all residents have adequate nutrition is an important precursor to many other health promotion strategies. Participation in future regional community food security assessments and planning efforts will allow the community to better understand its residents’ ability to access fresh and healthy food.



Community Vision

During the public engagement phase of the planning process, several key themes emerged from the process as important components of the community's overall vision for the future of Osseo. These six vision themes combined form the ***vision statement*** for Osseo's 2040 plan, illustrated on the following page. This ***vision statement*** forms the highest level of guidance for each section of the comprehensive plan, followed by aspirational ***goals*** and more concrete ***implementation strategies*** in each chapter.

FIGURE 2-12: OSSEO'S 2040 VISION STATEMENT



Chapter 3 : Land Use

A key purpose of a Comprehensive Plan is to incorporate forecasted population growth, housing needs, and development opportunities into future land use decisions. The Future Land Use Map is the primary way to do that. Updating the city's land use plan offers Osseo the opportunity to anticipate the physical landscape and development patterns that will best meet the needs of the community. City officials can then make forward-thinking decisions that direct land use in a way that moves the city closer to its stated goals.

As a smaller suburban community under 500 acres located near a large metropolitan city, the land in Osseo is largely “built out”. Less than one percent of Osseo's land remains undeveloped. However, when opportunities for redevelopment and change arise, the future land use plan offers targeted guidance on the specific redevelopment locations and land uses that will fit with the community's vision.

What we Heard

While the topic of land use planning was not often addressed *directly* during community engagement sessions, the following themes were expressed that relate to land use and comprehensive planning:

- Support a **robust downtown area** that draws businesses and visitors
- Maintain a high level of **community vitality** through quality design and attractive destinations
- **Improve connections** – both within Osseo and those linking Osseo with external destinations
- Use the limited **green space** within Osseo wisely in terms of environmental and recreational quality as well as inclusive programming

Land Use Vision

There are several aspects of Osseo's 2040 vision statement that relate to land use. Primarily, the following vision components specifically relate to land use:

- **Accommodating:** *Osseo strives for spaces, places and services that cater to people in all stages of life.*

Land Use and Health

Land use has an impact on the health of communities in relation to diseases and injuries, as well as quality of life and wellbeing. In order to ensure a better quality of life and the sustainability of our communities, it is important for planners and public health officials to collaborate on healthy solutions to the environmental health problems that exist where we live, work, and play.

Healthy land use policy considers walkability, food access, transportation, and recreation.

(Paraphrased from the National Association of County & City Health Officials fact sheet on Public Health in Land Use Planning & Community Design)

Throughout this chapter, look for the **highlighted text** and our health shield symbol to read about land use policies that help to advance community health.



Access to healthy food



Physical activity/
Active living



Community safety



Social health and equity



Healthy natural and built environment

- **Community Vitality:** *Osseo continues to be a lively community that attracts visitors and new residents and families.*
- **Business-friendly:** *Osseo encourages businesses to locate and flourish within the city.*
- **Connected:** *Osseo supports excellent access to services and key destinations both inside and outside the city.*

Land Use Plan Goals and Implementation Strategies

The following goals and implementation strategies were developed to address Osseo's land use aspirations for the 2040 planning time horizon.

Residential Land Use Goals and Strategies



- Promote and support the provision of sufficient affordable housing options within the community.
- Promote the development of a wide range of new housing types that meet the community's lifecycle housing needs.
- Promote and support reinvestment in the City's older housing stock through program referrals and continuation of code enforcement to enhance the long-term desirability and livability of the community's older residential neighborhoods.
- Review City Code and policy for opportunities to promote parking approaches in higher-density residential developments that optimize the development potential of the site while minimizing negative impacts to the surrounding residential area.

Commercial Land Use Goals and Strategies



- Apply zoning and economic development incentives to create a unified highway commercial district on Bottineau Boulevard (County Road 81) that is designed to attract highway travelers as well as meet the community's needs for larger scale retail and service uses.
- Recognize and encourage the continued vitality of the Central Avenue corridor as a core component of Osseo's economic and cultural identity.
- Encourage connectivity between commercial business districts and residential areas to encourage walkability and business patronage.
- To support a diverse variety of retail options and to promote public health, the City should consider limiting the number of fast food and drive-through food retailers, tobacco retailers, and businesses with licensed liquor sales. The City may also specifically seek to attract businesses with a health-promotion focus when completing economic development projects.

Industrial Land Use Goals and Strategies

- Apply economic development incentives and external funding opportunities to retain and redevelop light industrial land uses as a vital component of the community's economy, tax base and jobs base.

Mixed-Use Land Use Goals and Strategies



- Maintain and enhance downtown's character as a traditional small town downtown with development oriented to Central Avenue and the pedestrian scale.
- Create a downtown area that provides a healthy and compatible mix of uses, including retail services, institutional, residential, office, and open space.
- Encourage redevelopment that brings more residents and activity to downtown through higher residential densities and increased lot coverages.
- Establish a downtown district parking approach that optimizes downtown redevelopment potential, maximizes the use of public and shared parking, and lessens the cost impacts of providing parking on developers.
- Encourage new developments of all types, including industrial/office facilities, to provide bicycle infrastructure.

Park/ Open Space Land Use Goals and Strategies



- Maintain the quality and function of Osseo's limited open space areas through continuous attention to maintenance and effective programming and amenities that benefit the community.

Other Goals and Strategies



- Consider the principles of Crime Prevention through Environmental Design (CPTED) when contemplating new developments.
- Implement specific zoning code changes that bring the zoning map and district definitions into alignment with 2040 land use guidance (full list of zoning update considerations provided in Chapter 11: Implementation).

Existing Residential Land Use

Osseo's existing land use illustrates the pattern of the city landscape as it exists today. The roadway arteries of the city – Highway 81 and Central Avenue – have played a role in shaping the city's development and have attracted higher-intensity development in their corridors. Highway 81 separates industrial uses from the remainder of the city, and the Central Avenue roadway has become a commercial and higher density residential corridor. The city hosts a very large middle and high school campus in its northwest corner, while the majority of the city's residential properties are small-lot single family homes situated between Central Avenue, Highway 169 to the east and Highway 81 to the south.

The primary land use type in Osseo is residential. Around 33 percent of the city's land is devoted to the combined residential uses of single family detached, attached housing, and multifamily housing. Of these, single family detached housing remains the most prominent residential land use with six times the amount of land area devoted to single family compared to multifamily housing.

Existing Commercial and Industrial Land Use

Retail, office, and industrial land uses make up 18 percent of Osseo by area. Commercial uses, dominated by retail and dining establishments, are prominent along the Bottineau (Highway 81) corridor as well as along Central Avenue north of Highway 81. Industrial uses are concentrated south of Highway 81 along Jefferson Highway.

Existing Public Land Use

Institutional uses make up 20 percent of the city by area, while Parks and Recreational uses are less than one percent of the city's land. Sipe Park and Boerboom Park are the city's two public parks, while the city's schools and their associated fields provide semi-public recreation areas. As of 2017, the City of Osseo is planning and revisioning of Boerboom Park to include an expanded area and incorporation of new design elements and community features.

Osseo's Existing Land Use

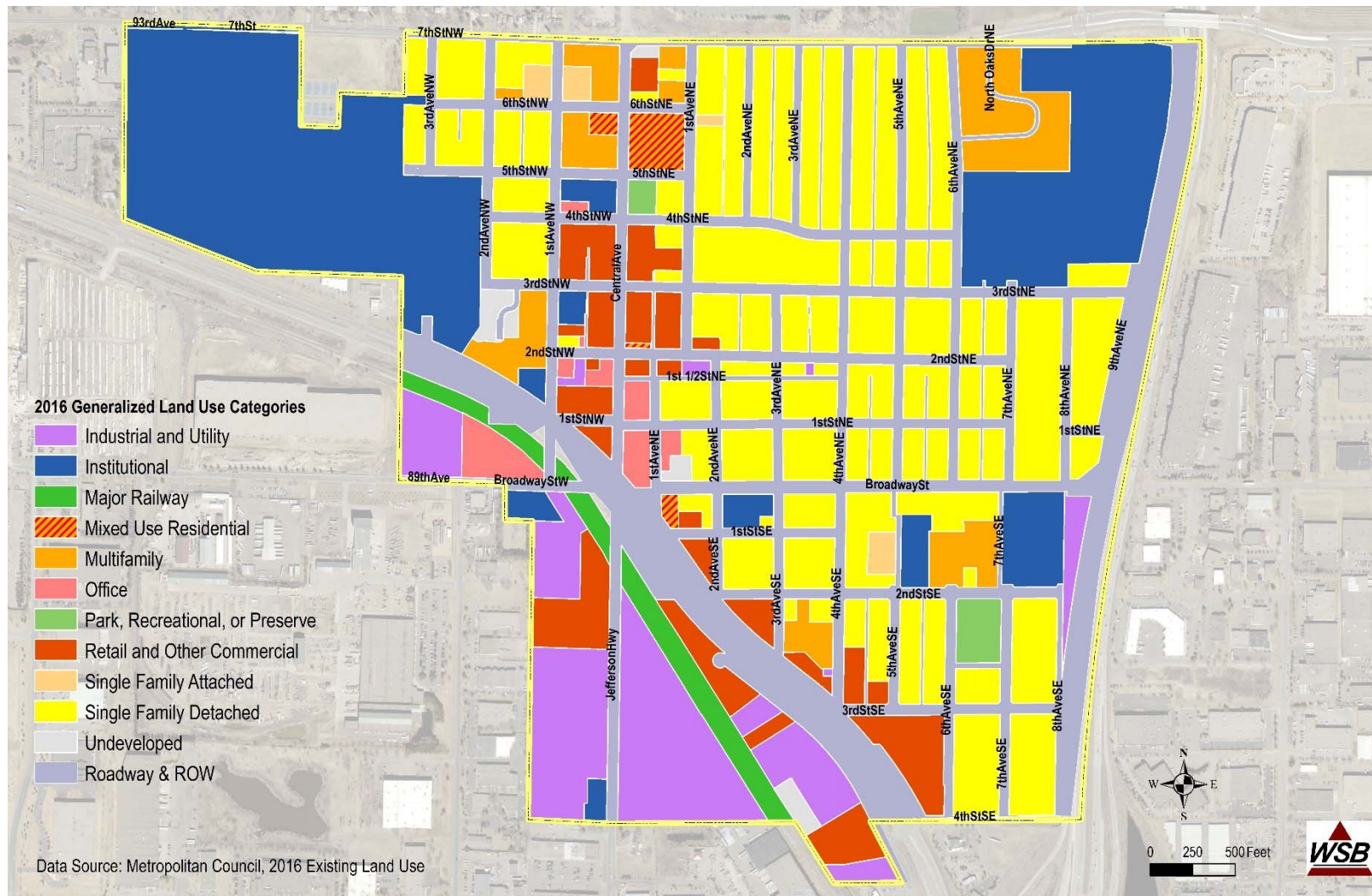


FIGURE 3-1 EXISTING LAND USE

TABLE 3-1: 2016 EXISTING LAND USE CATEGORIES

2016 Land Use Categories	Acres	Percent
Residential Total	156	33.1%
Single Family Detached	131	27.8%
Single Family Attached	3	0.6%
Multifamily	21	4.4%
Commercial Total	36	7.6%
Retail and Other Commercial	30	6.4%
Office	6	1.3%
Industrial Total	50	10.6%
Industrial and Utility	41	8.7%
Railway	9	1.9%
Institutional Total	95	20.1%
Park and Recreational	3	0.6%
Park, Recreational or Preserve	3	0.6%
Mixed Use Total	4	0.8%
Mixed Use Residential	4	0.8%
Roadways & Right of Way	121	25.6%
Agricultural and Undeveloped Total	3	0.6%
Agriculture	0	0.0%
Undeveloped Land	3	0.6%
Total	472	100.0%

Regional Context: Community Designation

In *ThriveMSP 2040*, the regional plan for the seven-county Twin Cities metro, the Metropolitan Council groups metropolitan jurisdictions with similar characteristics into categories based on urban or rural character for the purpose of applying of the regional policies outlined in *Thrive*. As shown in **FIGURE 3-2**, Osseo’s “Urban” designation translates to specific expectations in terms of development density and incorporation of transit services as a transition city between the urban core and more auto-dependent suburban communities.

Comprehensive planning often involves planning for people and jobs that are not yet here. The Council develops population, housing and employment forecasts as a component of a city’s System Statement to help set realistic goals and policies to plan for the future needs and trajectories of the community over the decades to come. The Council’s forecasts for Osseo have been incorporated into this plan update, and are specifically addressed through the expected redevelopment areas discussed in this chapter.

Community Designation: The Metropolitan Council identifies Osseo as an Urban community. Urban communities experienced rapid development during the post-World War II era, and exhibit the transition toward the development stage dominated by the influence of the automobile. Urban communities are often, but not always, located in close proximity to major urban center communities.

Urban communities are expected to plan for forecasted population and household growth at average densities of **at least 10 units per acre** for new development and redevelopment. In addition, Urban communities are expected to target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the *2040 Transportation Policy Plan*

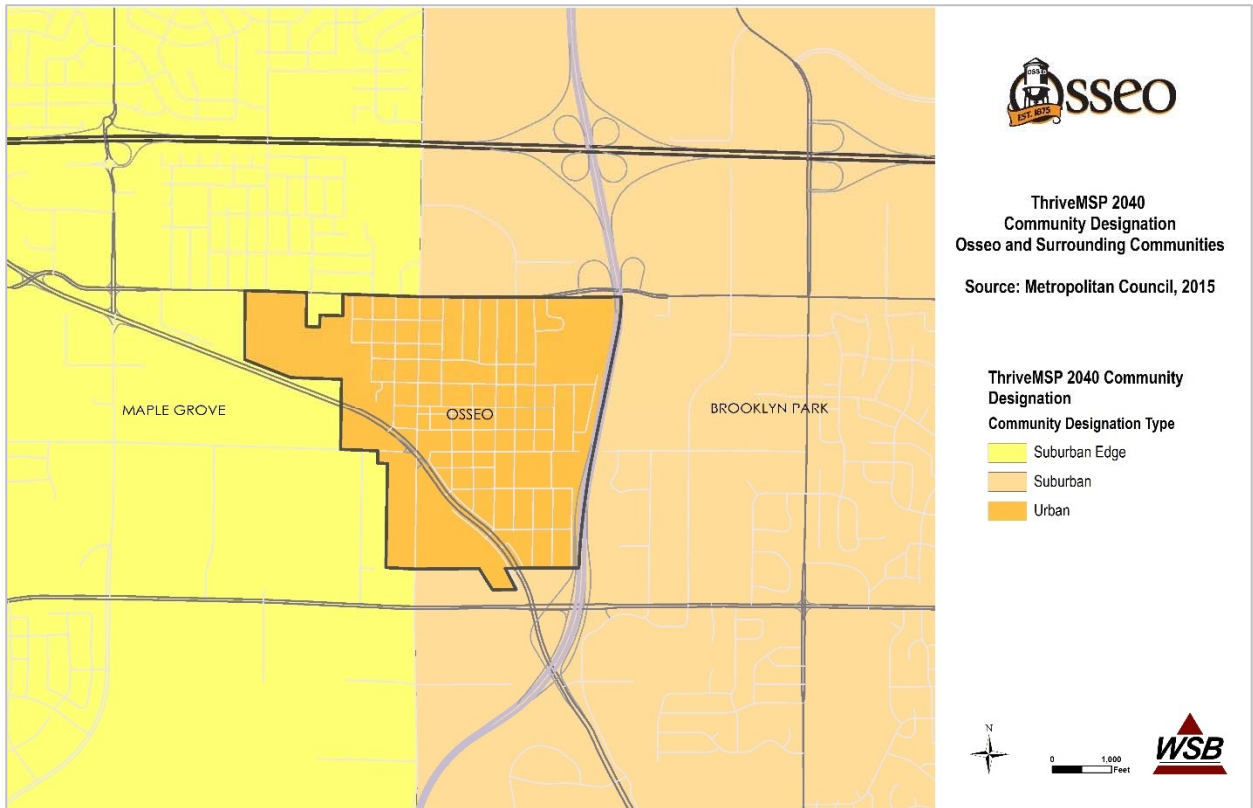


FIGURE 3-2: METROPOLITAN COUNCIL COMMUNITY DESIGNATION (OSSEO HAS AN URBAN COMMUNITY DESIGNATION)

Land Use: What will be here in the future?

Expected Growth and Change

Future land use planning begins with incorporating forecasts of community growth, and anticipating the needs that will arise because of this growth and change. The Metropolitan Council has developed growth forecasts for Osseo by decade. These forecasts address the projected population, number of households, and number of jobs expected out to the year 2040. By 2040, the community can expect to grow by 453 residents and 216 households. Meeting expected growth projections requires intentional land use planning and strategic guidance of likely development areas to appropriately accommodate growth potential.

Forecast Year	Population	Households	Employment
2010	2,430	1,128	1,749
2016 (estimate)	2,717	1,284	1,805
2020	2,730	1,300	1,920
2030	2,940	1,400	2,120
2040	3,170	1,500	2,300
<i>Overall Change from 2016</i>	+453	+216	+495
Source: 2010 U.S. Census, Metropolitan Council Estimates and Forecasts			

TABLE 3-2: FORECASTED POPULATION, HOUSEHOLD AND EMPLOYMENT GROWTH

The Twin Cities region overall is experiencing a period of growth, especially in areas closest to the region’s urban core. That growth is expected to continue through the year 2040. It is predicted that the overall regional population in 2040 will be older, more racially diverse and more likely to live in smaller households than the present-day population. The needs and preferences of an aging and diversifying population are likely to translate to a need for more smaller housing units and multifamily development, and if trends endure, a continued preference for locating in areas closer to the urban center. Communities such as Osseo that are considered “urban” suburbs and are fully developed can reasonably expect to be part of this regional shifting demographic landscape, and should consider opportunities to encourage multifamily infill development to meet a growing demand.

Future Land Use Categories

The development of Osseo’s 2040 land use plan involves reviewing and revising the land use descriptions and density ranges of each land use category. There are no new land use categories in this guide plan, but land use definitions have been amended slightly to reflect changing community goals and desired outcomes. Density ranges have been updated to reflect modern development trends and realistic density targets for Osseo. **TABLE 3-3** below summarizes the Land Use Category Descriptions.

Land Use Category	Category Definition	Examples of Appropriate Uses	2040 Density Range DU/ACRE (2030 figures)	
			Min	Max
Detached Residential	This land use category represents the traditional detached single-family house, which has been the largest land use in Osseo by area. The density range for detached residential housing is four to eight dwelling units per acre. In addition to single family detached houses, this land use category could allow accessory units and duplexes. Primary and secondary schools and places of worship are appropriate uses in this district. The density range of this land use district is not intended to prevent or preclude densification through lot splits.	• Single-family detached houses • Duplexes • Accessory units • Density range of 4 to 8 units per acre	4 (3)	8 (8)
Attached Residential	This land use category represents areas of attached housing units. The most common housing forms reflected by this land use category include rowhouses, side-by-side townhouses, triplex or quadruplex buildings. Units are arranged vertically or horizontally in this unit type with a density range of eight to 20 units per acre	• Rowhouses, side-by-side townhouses • Triplex, quadruplex • Mansion townhouses • Density range of 8 to 20 units per acre	8 (8)	20 (16)
Stacked Residential	This land use category represents areas of stacked residential units in apartments, townhouses, lofts, and flats with a vertical housing orientation of two to four stories in height and a density of 20 to 40 dwelling units per acre. Higher densities than 40 may be considered when the development proposal provides a compelling public benefit. The higher density residential represented by this category will expand housing options for people of all income levels and lifestyles, and this style of housing can support neighborhood walkability and patronage of local businesses.	• Apartments, lofts, flats • Stacked townhouses • Vertical housing orientation (2 to 4 stories) • Density of 20-40 units per acre	20 (16)	40 (No upper limit)
Bottineau Boulevard Commercial	This land use category represents areas of one and two story retail uses providing retail goods, services and entertainment with convenient auto access and high visibility from highways. Limited office uses are allowed within this category. In areas adjacent to residential neighborhood streets, structures will be oriented toward both Bottineau Boulevard (County Road 81) and the adjacent neighborhood streets. Development in this area will serve as a gateway to Osseo and may incorporate public amenities such as public plazas, fountains, public art, or other landmarks. Development in accordance with Osseo's Architectural Design Guidelines is encouraged in areas adjacent to residential neighborhood streets.	• Retail goods, services and entertainment • Double building orientation when lots are adjacent to neighborhood streets) • One and two story buildings • "Gateway" quality architecture and features • Incorporation of open space or park-like amenities encouraged		

Land Use Category	Category Definition	Examples of Appropriate Uses	2040 Density Range DU/ACRE (2030 figures)	
			Min	Max
Office	This land use category represents multi-story office and service employment areas. Office-showroom and research-development services could also fit within this category. Development might include limited retail, but not large generators of retail traffic. Office buildings with two (2) stories or greater in height and a high quality architectural design will be encouraged.	• Employment intensive office uses • Limited supporting retail uses • Buildings of two (2) stories or greater preferred • “Gateway” quality architecture and features		
Light Industrial	This land use category represents light industrial activity areas, such as light manufacturing, assembly, processing, research facilities, warehousing, storage, and distribution with limited outside storage and good access to county and state highways. Light industrial buildings may be one level with mezzanine space and truck loading facilities.	• Light manufacturing, assembly, processing • Warehousing, storage, distribution • One level buildings with mezzanine • Truck traffic • Limited outside storage		
Downtown Core Mixed Use	This land use category represents a mix of uses that are typically found along a traditional small town “main street.” Land uses include retail, services, entertainment, civic, institutional, housing, and office that are mixed within the core downtown area or mixed within single buildings. Development in this category will have 100% active retail, services or entertainment uses on the street level of buildings with a mix of uses above. Overall, it is assumed the mix of development in the Downtown Core will be close to 30% residential and 70% commercial . Off-street parking areas will be located behind buildings or in parking structures. Residential development in this category shall have a density of 20-40 units/acre. Higher densities than 40 may be considered when the development proposal provides a compelling public benefit, especially on small development sites. Development in this category will be 2-4 stories with the front facades of the first and second stories placed up to the sidewalk with existing architecture. Upper stories may be set back from street to respect the existing architectural scale and character and to avoid a “canyon” feeling along the street. Development in accordance with Osseo’s Architectural Design Guidelines is encouraged.	• Mix of commercial, entertainment, civic, housing, office • Vertical orientation with 100% active use on street (retail, entertainment) • Residential density of 20-40 units/acre (2 to 4 story structures) • Incorporation of open space or park-like amenities encouraged	20 (20)	40 (40)

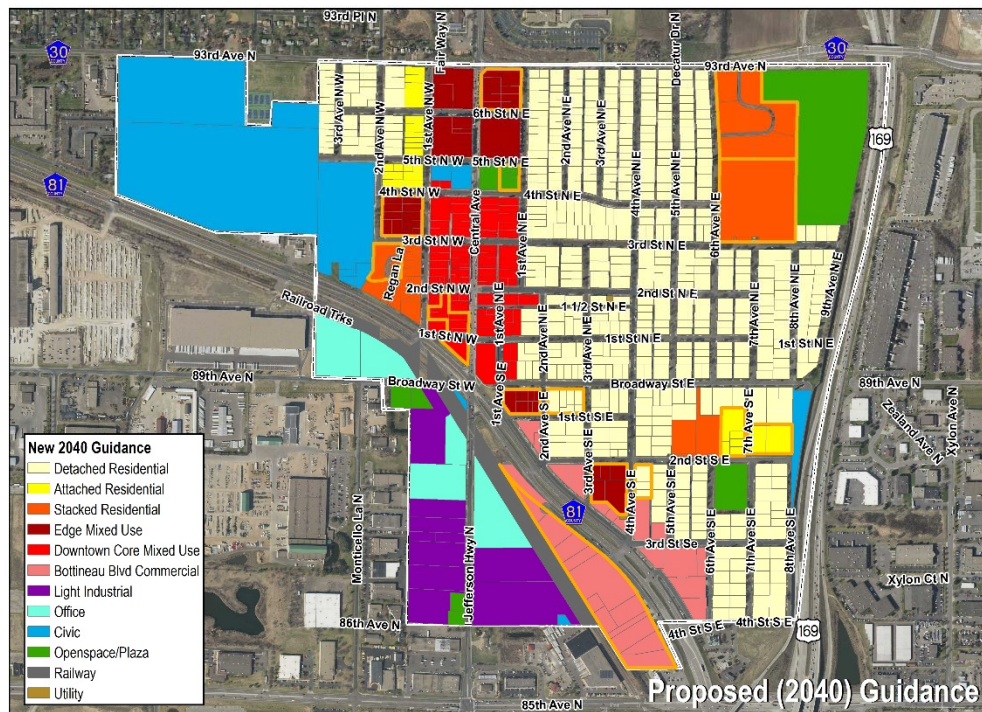
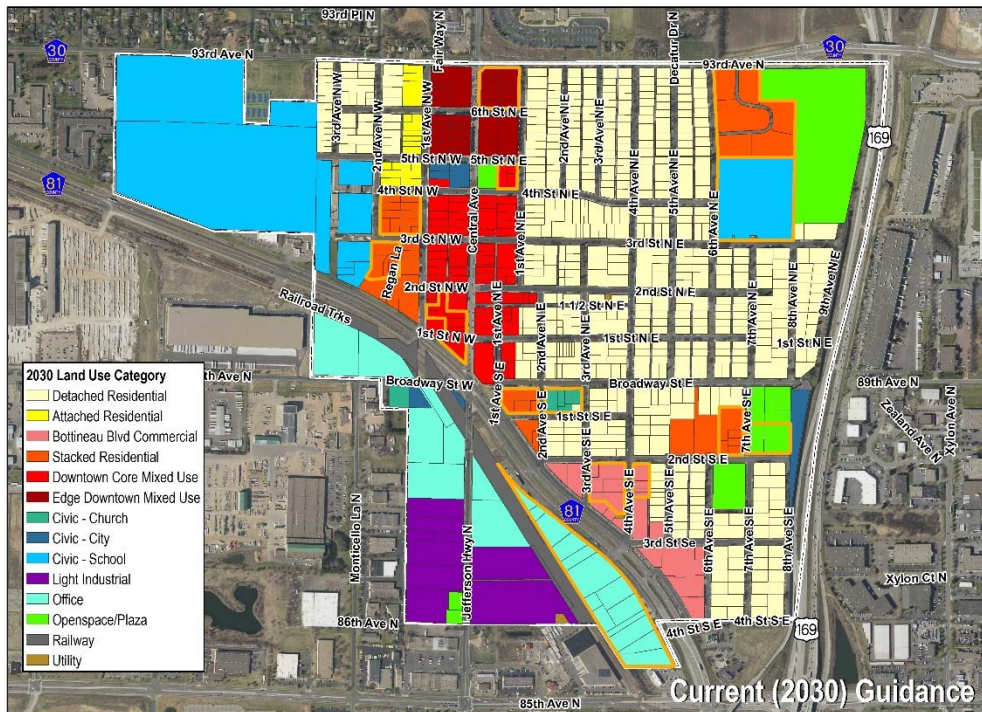
Land Use Category	Category Definition	Examples of Appropriate Uses	2040 Density Range DU/ACRE (2030 figures)	
			Min	Max
Edge Mixed Use	This land use category represents an area predominantly residential in nature, but with a wide mix of uses allowed, including but not limited to commercial, entertainment, civic, institutional and office. Development in this land use pattern is assumed to be approximately 80% residential and 20% commercial . Priority siting for commercial uses are the street corners, with residential uses located midblock. It is not required that 100% of the street level be active retail. Residential development in the area shall have a density of 20-40 units/acre. Higher densities than 40 may be considered when the development proposal provides a compelling public benefit, especially on small development sites. Residential parking should be accommodated on site and may be considered as part of a joint parking strategy with other uses.	• Wide mix of uses with predominant use more of a residential nature • Commercial pushed to corners, not 100% street level • Incorporation of open space or park-like amenities encouraged	20 (20)	40 (40)
Civic	This land use represents institutional land uses in the community, both public and semi-public. These uses include, but are not limited to, city facilities, post office, library, and schools that are used for public or semi-public purposes. As an older, formerly freestanding community, Civic land uses have traditionally been a major land use component within the city.	• Government facilities • Schools & associated uses • Library		
Parks and Open Space	This land use category includes parks, plazas, open spaces, trails, recreational playfields, cemeteries, and playgrounds.	• Parks • Playfields, playgrounds • Plazas, open spaces • Trails		

TABLE 3-3: FUTURE LAND USE CATEGORIES



The land use plan shown in **FIGURE 3-3** shows the guided expectations for land use in Osseo out to the year 2040.

FIGURE 3-4: COMPARISON OF 2030 AND 2040 FUTURE LAND USE MAPS



Land Use Focus Areas (Redevelopment or Change)



2040 Comprehensive Plan Update
City of Osseo



Total Guided Land Use by Category

TABLE 3-4 summarizes 2040 Future Land Use acreage by Land Use category. Detached residential uses are the largest future land use by percentage, while Attached Residential is the future land use district comprising the smallest percentage of Osseo's total area. The 2040 acreages designated by TABLE 3-4 also apply to the 2020 and 2030 decadal milestones, as the land use guidance is assumed to remain the same for each decade.

2040 Land Use Category	Total Acres	Total land area (%)
Detached Residential	127.2	27%
Attached Residential	7.7	2%
Stacked Residential	26.2	6%
Bottineau Boulevard Commercial	21	4%
Office	15	3%
Light Industrial	23.5	5%
Downtown Core Mixed Use	17.9	4%
Edge Mixed Use	16.2	3%
Civic	58.9	13%
Parks and Open Space	22.9	5%
Roadway/ROW/Railway	125.1	25%
Total	472	

TABLE 3-4: OSSEO 2040 PLANNED LAND USES BY AREA

Planning for Growth in a Developed Community

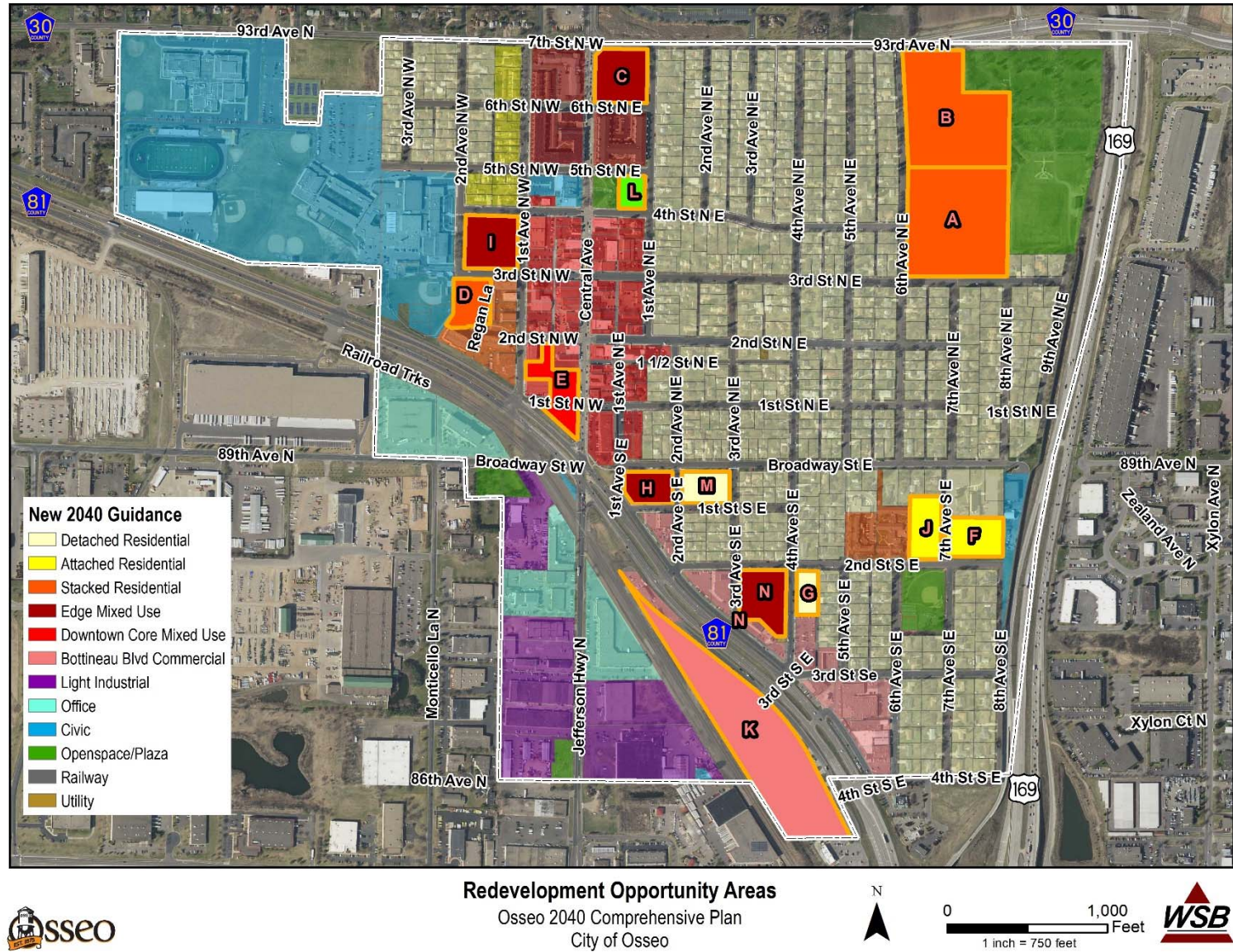
The areas outlined in yellow on **FIGURE 3-5** are “likely redevelopment” areas, defined either by their changing land use guidance from 2030 to 2040 or by their potential for market redevelopment or strategic community redevelopment value. As a smaller built-out suburban community, planning for an increase in population and housing in Osseo necessitates looking for redevelopment opportunity areas because little to no undeveloped land remains in the community. The “likely redevelopment” areas in Osseo are currently locations that are either underutilized, mismatched with surrounding uses, potential areas of revitalization, or locations where developers have expressed interest in a project.

“Likely redevelopment” areas of opportunity were identified early in the planning process, through a process of discussion with the Steering Committee and in consultation with staff, the city’s Planning Commission and City Council, and are shown labeled in **FIGURE 3-5** below. Consensus areas include locations of known redevelopment interest that are likely to be redeveloped within the 2040 planning horizon, while others are more aspirational redevelopment areas that are likely to become redevelopment targets due to land use reguidance, subsequent rezoning, future economic development incentives, incoming proximate light rail connections, anticipated market shifts, or a combination of these strategies. The few remaining vacant parcels within the city were also included as target redevelopment areas. The largest area of reguidance by area is the site formerly occupied by Osseo’s elementary school, which in the city’s former plan remained guided for institutional use but in this 2040 update is being reguided for high density residential development. **TABLE 3-5** fully describes each of the Redevelopment Opportunity Areas.

A complete analysis of the residential yields from the target redevelopment areas is included in **TABLE 3-6**, along with the expected staging for each redevelopment area. This table demonstrates how the 2040 land use plan will meet the city’s forecasted growth.

Note that Osseo is forecasted for minimal growth between 2016 and 2020. There are no residential development opportunities that are expected to be completed before 2020. Therefore the 2019-2020 category is not included in the staging tables that follow.

FIGURE 3-5: REDEVELOPMENT OPPORTUNITY AREAS IN OSSEO, PRESENT - 2040



Site	Decade of likely redevelopment	Reason for staging likelihood
A	Beyond 2040	Large site school district with existing development on it. Will require significant land deal for residential redevelopment. This area is in close proximity to planned light rail and has development potential, but ownership and existing use indicate long-term redevelopment.
B	2031-2040	Large site with existing housing on it will require significant land deal and development interest. This area is in close proximity to planned light rail and has development potential, although likely beyond the timeframe of this planning period.
C	2021 – 2030	Existing mixed use block with properties under private ownership, identified as a priority redevelopment site by the Osseo Economic Development Authority.
D	2021-2030	Privately-owned vacant land intended for stacked residential development when supported by the market.
E	2021-2030	Existing multi-owner commercial property that may intensify if property ownership consolidates.
F	2021-2030	Existing congregational property that may be developed as attached residential as guidance and zoning are upgraded.
G	2031-2040	Change in guidance from Bottineau Boulevard Commercial to Detached Residential is to reflect lack of probable redevelopment. Property is expected to remain single family residential.
H	2031-2040	Current mixed use property with long-term potential for redevelopment.
I	2031-2040	Current detached residential properties with long-term potential for redevelopment, given the proximity to downtown Osseo and Osseo Senior High and Osseo High School.
J	2031-2040	Current stacked and attached residential properties approaching functional obsolescence.
K	2031-2040	Change in guidance from Office to Bottineau Boulevard Commercial reflects current market conditions. Redevelopment is possible by 2040.
L	2021-2030	Current Boerboom Park plan in progress, and city has site ownership of ¾ properties for redevelopment.
M	2031-2040	Change in guidance from Institutional to Detached residential. The property has been home to the Osseo United Methodist Church since 1922. Reguidance is to correct for the updated 2040 land use category definitions that now incorporate places of worship into residential land use districts (no longer guided Civic/Institutional).
N	2031-2040	Change in guidance from Bottineau Boulevard Commercial to Edge Mixed Use to reflect current market conditions. Existing detached and stacked residential properties may be approaching functional obsolescence and are candidates for long-term redevelopment.

TABLE 3-5: REDEVELOPMENT OPPORTUNITY AREAS DESCRIPTIONS.

TABLE 3-6: EXPECTED RESIDENTIAL GROWTH FROM INDIVIDUAL REDEVELOPMENT AREAS (ACRES TO UNITS). NOTE THAT NO REDEVELOPMENT IS EXPECTED BEFORE THE YEAR 2021.

	A	B	C	D	E	F	G	H	I	J
Area	Expected Development Staging	Land Use Guidance	Would yield residential development?	Development Yield (Mixed Use Factor)	Acres	Minimum Density (du/ac)	Midpoint Density (du/ac)	Gross Unit Yield (D x E x G)	Existing Units on site	Net Unit Yield (H - I)
A*	Beyond 2040	Stacked Res	Yes	100%	9.7874	20	30	294	0	294
B	2031-2040	Stacked Res	Yes	100%	8.4798	20	30	254	167	87
C	2021-2030	Edge Mixed	Yes	80%	2.4866	20	30	60	28	32
D	2021-2030	Stacked Res	Yes	100%	1.3066	20	30	39	0	39
E	2021-2030	Downtown Core Mixed	Yes	30%	1.7724	20	30	16	0	16
F	2021-2030	Attached Res	Yes	100%	1.9944	8	14	28	0	28
G	2031-2040	Detached Res	No	100%	0.7958					
H	2031-2040	Edge Mixed	Yes	80%	1.3257	20	30	32	8	24
I	2031-2040	Edge Mixed	Yes	80%	2.506	20	30	60	11	49
J	2031-2040	Attached Res	Yes	100%	1.7879	8	14	25	58	-33
K	2031-2040	Bottineau	No		11.325					
L	2021-2030	Open Space	No		0.7642					
M	2031-2040	Detached Res	No		0.1263					
N	2031-2040	Edge Mixed	Yes	80%	2.3273	20	30	56	60	-4
Sum					34.6			864	332	532
	*Subtract Area A, which is a target area for redevelopment but is unlikely to become available during the 2040 planning horizon.									-294
TOTAL					24.8					238

Other Changes to Land Use Guidance from Current Plan

Additional updates to the land uses in the 2040 guide plan include the following:

- **Civic uses.** In the 2030 guide plan, Civic uses were further categorized into school, city or church type uses. In the 2040 plan, school and city uses are collapsed into one nonspecific Civic use category and churches and places of worship are now uses that are folded into residential land use categories.
- **Errors and inconsistencies resolved.** A close look at existing land use, zoning, and desired future land use conditions resulted in minor adjustments to individual areas or parcels that were guided in a manner incompatible with either their surrounding uses or the community's stated vision for the future. Two notable sites where guidance was corrected include the future expansion area of Boerboom Park to the east of the existing park (reguided from residential to Open Space) and several parcels west of Jefferson Highway south of Highway 81 that were previously guided Office and are being reguided to industrial to better convey the future intentions for that area.

Redevelopment Staging Overview

	Present - 2020*	2021-2030	2031-2040	Beyond
Development Acres	--	7.6	17.2	9.8
Expected Net Residential Units	--	115	123	294
*Currently Osseo is forecasted for minimal growth between 2016 and 2020. There are no residential development opportunities that are expected to be completed before 2020, although some in the 2030 category may more realistically develop by 2025.				

Redevelopment Opportunities

Residential Redevelopment

At this stage, most residential redevelopment opportunities exist as infill development, redevelopment of older-style housing or incorporation of mixed-use into sites that are already higher intensity uses. Osseo has experienced several residential redevelopment projects in the past decade. The 5 Central apartments and the Realife Housing Cooperative independent living housing are two prominent examples located directly on Central Avenue in the downtown core of the city. Both of these projects incorporated higher densities into their design.





(Above) The 5 Central apartments along Central Avenue were developed at 72 units per acre, while the Realife Cooperative senior housing development across the street is 31 units per acre.

The Central Avenue corridor continues to be the higher-intensity development artery of the city, and there continue to be opportunity areas identified for mixed-use residential development in this area. The 600 block of Central (Area C) is one such example of a redevelopment opportunity within this corridor.

The 2040 land use plan identifies key residential redevelopment opportunities that are located outside of the Central Avenue corridor, in other areas of the city. These residential opportunity sites include:

- Existing North Oaks Drive site (Area B).** About 250 units of apartment housing already exists on this site. However, given that this area is within a half mile of a proposed Blue Line extension station and the existing apartment units are of an older style, this site presents an attractive residential redevelopment opportunity to bring more housing units to Osseo in close proximity to public transit.
- Celtic Crossing vacant site (Area D).** The vacant lot adjacent to the school ballfields is already guided high density residential and is available for residential development.
- Southern portion of St. Paul's Lutheran Church lot (Area F).** With existing medium density housing in the area already, this site is currently an underutilized field that presents an opportunity for new medium density units.
- Areas H and N.** Both of these sites are re-guided to Edge Mixed Use to reflect their strategic location within transition zones between full commercial uses and lower density residential areas. The guidance to Edge Mixed Use allows for a certain amount of commercial development to continue while incorporating residential uses into the land use.
- Former elementary school site (Area A).** This is a 10-acre site in the northeast corner of the city that is being re-guided from institutional to stacked residential. This is the largest opportunity site, by area, for residential growth in Osseo. This site is well-suited for future residential





development. It is a large site capable of supporting higher density residential housing, and it is located less than one mile from a proposed Blue Line extension station. However, Area A is unlikely to redevelop within the 2040 planning horizon because it will require site control and a significant land acquisition deal that has not yet been negotiated. The City would like to signal its intent for this area to eventually be redeveloped as high density residential while acknowledging that this area has an extremely low likelihood of being redeveloped by the year 2040.

Commercial and Industrial Infill and Redevelopment

Osseo's opportunity areas for commercial and industrial growth are chiefly along the main city roadway arteries of Jefferson Highway/Central Avenue and Highway 81. In particular, the area located south of Highway 81 and north of the railroad line has been reguided from Office to Bottineau Boulevard Commercial in the 2040 land use plan. Although access to this area can be a challenge, this strip is home to successful businesses and restaurants and the reguidance is an effort to increase development flexibility and open that area up to the opportunity for more general commercial and retail opportunities.

Reimagining the Bottineau Boulevard Commercial area was a focus of the 2030 land use plan, in part because of planned changes to Highway 81 access points. Hennepin County has since lowered the priority for reconstructing Highway 81, and as a result less redevelopment along the roadway is expected. However, additional safety concerns have been identified in the corridor. (See Chapter 5: Transportation for a further discussion of these concerns.) Should reconstruction of Highway 81 be considered again in the future, the strategies emphasized in the 2030 Comprehensive Plan may again become relevant for the community.

Along Central Avenue, there are several redevelopment sites highlighted along the Central Avenue corridor for their Mixed Use development potential. The continued introduction of Mixed Use development will increase commercial uses and create employment potential along this "main street" corridor.



The Jefferson Avenue corridor remains guided largely Light Industrial with some Office use areas. Supporting this area's employment growth will require continued attention to improved area access, including pedestrian access and navigation of the Jefferson Avenue/Highway 81 intersection.



Examining the opportunity areas identified in the 2040 guide plan, the following table summarizes the commercial and industrial redevelopment acreage in the city and translates this acreage into employment potential. From an estimated 1,805 jobs in Osseo in 2016, the Metropolitan Council estimates that Osseo will add 495 jobs by the year 2040. The table below shows that redevelopment of the identified commercial, industrial and mixed use opportunity areas could yield 496 jobs by 2040.

	ACRES	LAND YIELD	ADJUSTED ACRES	F.A.R.	NEW SQ FOOTAGE	AREA PER EMPLOYEE	EMPLOYEE YIELD
Bottineau Commercial	12.0	100%	12.0	0.2	104,544	400 sq ft	261
Light Industrial	3.6	100%	3.6	0.2	31,363	500 sq ft	63
Edge Mixed	7.3	20%	1.5	0.5	31,799	400 sq ft	80
Downtown Core Mixed Use	2.1	80%	1.7	0.5	36,590	400 sq ft	92
Office	0	100%	0				
Total							496

TABLE 3-7: EXPECTED EMPLOYEE YIELD BY COMMERCIAL & INDUSTRIAL LAND USE DISTRICT

Meeting Growth Expectations

Overall, the growth expectations for Osseo through the year 2040 can be met through the identified likely redevelopment areas in [FIGURE 3-5](#), excluding Area A.

TABLE 3-8 below shows the residential acreage associated with the parcels included in the likely redevelopment areas, as well as the land use density ranges associated with each of these residential categories. Note that a percentage assumption is applied to the Mixed Use land categories, reducing both the land area and the residential unit by the percentage amount.

Guided Land Use Type	Dev. Acres	Density Range			Yield %	Minimum Units	Midpoint Units
		Min	Mid	Max			
Detached Residential	0	4	6	8	100%	-	-
Attached Residential	3.78	8	14	20	100%	30	53
Stacked Residential	9.80	20	30	40	100%	196	294
Downtown Mixed Use	1.72	20	30	40	30%	10	15
Edge Mixed Use	8.65	20	30	40	80%	138	207
Guided Total	21.81					375	570
Subtract out existing units in developable areas for forecast							332
SUM TOTAL OF NET FORECASTED UNITS							238

TABLE 3-8: EXPECTED RESIDENTIAL GROWTH BY LAND USE DISTRICT (ACRES TO UNITS)

Overall Density and Forecast Expectations

Overall Community Density	17.8 units/acre
Expected Housing Unit Growth	238 units

TABLE 3-9: OVERALL COMMUNITY DENSITY AND FORECASTED GROWTH TOTALS

Applying the expected density ranges to the land use areas, TABLE 3-9 demonstrates the two ways in which the likely redevelopment areas will meet Osseo's forecasted and expected 2040 growth.

- **Overall Average Density:** Applying the *minimum* end of the density range to each residential land use category, the overall density is the total number of expected minimum units divided by the total number of acres in the likely redevelopment areas. Osseo's overall average density is about 18 units per acre, which is above the expected minimum of 10 units per acre for a community with an Urban designation.
- **Overall Forecasted Growth:** Applying the *midpoint* of the density range to each residential land use category, the net number of expected units from this calculation is 238, which is within 10 percent of the 216 units forecasted growth from 2016 to 2040.

Looking just at housing potential from areas guided at or above 8 units per acre in the 2021 to 2030 timeframe (from Table 3-6), Table 3-10 below summarizes the unit potential that meets the regional affordable housing need allocation. The calculation in the table uses the *minimum* end of the density range and factors in the "yield" value to account for the land percentage allocated to residential uses in the two mixed use districts. In summary, Table 3-10 shows that Osseo's future land use plan can produce 93 affordable housing units in the 2021-2030 timeframe.

Guided Land Use Types at or above 8 du/acre	Dev. Acres in 2021-2030 decade	Density Range			Yield %	Minimum Units (Acres x Min Density x Yield)
		Min	Mid	Max		
Attached Residential	1.994	8	14	20	100%	16
Stacked Residential	1.307	20	30	40	100%	26
Downtown Mixed Use	1.772	20	30	40	30%	11
Edge Mixed Use	2.487	20	30	40	80%	40
Guided Total Affordable Units						93

TABLE 3-10: CALCULATION OF AFFORDABLE HOUSING POTENTIAL FROM FUTURE LAND USE GUIDANCE

Aggregate Resource Protection

Aggregates are “bulk granular materials” (such as sand, gravel and rock) that can be extracted from the earth for use in building, roadway, and site construction projects. A portion of Osseo sits above the Osseo Outwash sand and gravel deposit, but this resource is no longer available for mining due to urbanization of the area.

Historic Resource Protection

As stated in the City’s Heritage Preservation Ordinance, Osseo finds that it is in the public interest to provide a sense of community identity and to preserve those properties in the city which represent and reflect elements of the state’s cultural, social, economic, religious, political, architectural, and aesthetic heritage. The City supports the protection of historic resources through its Heritage Preservation Ordinance, which establishes a City Heritage Preservation Commission and a procedure for the designation of Historic Preservation Sites. Osseo will continue to use the Heritage Preservation Ordinance as a guideline for the evaluation and protection of historic resources in the community.

Solar Access Protection

Solar energy resource protection is an increasingly important aspect of long-range planning, as communities prepare for incorporation of alternative and efficient energy technologies. The map below (FIGURE 3-6), developed by the Metropolitan Council, shows Osseo’s gross solar energy potential based on the current buildout and landscape, with high solar energy potential areas shown in brighter yellow. Darker areas commonly correspond with trees and other surfaces that would be incompatible with capturing solar energy through solar infrastructure.

According to the Metropolitan Council’s solar suitability analysis of the City, Osseo’s current gross solar energy generation potential can be measured at 138,818 megawatt hours per year. Rooftop solar potential generation alone is 22,648 megawatt hours per year. With little to no undeveloped land available, rooftop solar systems are the most likely and practical source of solar energy production in Osseo. The Central Avenue and Highway 81 corridors in particular are well-suited to solar energy production as they contain fewer trees and larger areas of uninterrupted solar access.

Over the coming decade, Osseo will consider opportunities to increase access to solar energy resources and other alternative energies. These opportunities should balance the value of retaining urban tree canopy and maintain the character of the community. The following strategies will be considered to increase access to solar energy resources:

- Following a more detailed study to evaluate the potential for solar and other alternative energy production in Osseo, the City may explore allowances for rooftop solar energy systems in the Zoning Ordinance as a

means of offsetting energy production costs through local alternative energy sources.

- The City may require or encourage redevelopment projects to evaluate the potential for on-site solar energy production.
- The City may increase the energy resilience of critical facilities such as police, fire, and emergency response facilities.
- The City may research and evaluate best practices for accessory solar and alternative energy development, drawing upon existing resources such as the Minnesota Grow Solar Toolkit for practical examples.

FIGURE 3-6: MAP OF GROSS SOLAR ENERGY POTENTIAL IN OSSEO



Chapter 4 : Housing

This chapter examines the physical features of Osseo's housing stock. It also provides some insights into housing affordability and general characteristics of those who live in Osseo's housing. The chapter outlines goals and policies to meet the community's vision for healthy, vibrant housing in the future.

Housing Vision

Housing was identified as an important feature in Osseo's 2040 **vision statement**, which includes these housing components:

- o **Housing Diversity:** *Osseo supports a wide spectrum of housing types and options that meet the needs of the community at all abilities, life stages and income levels.*
- o **Community Vitality:** *Osseo continues to be a lively community that attracts visitors and new residents and families.*

What We Heard

During visioning events for the comprehensive plan, community members indicated that housing was an important issue. Among the comments and feedback given during visioning, the following housing themes emerged:

- o One of Osseo's greatest features is its **quiet, small-town feel** and **strong sense of community**.
- o The community should embrace new housing options for **young professionals, individuals, and families**.
- o Building **high quality** housing developments is important to Osseo's future.
- o **Maintaining vitality** of the community to attract newcomers should be balanced with **preserving affordability**.
- o Housing should be accompanied by **amenities within walking distance**.

These community-driven housing themes shape the vision and tone of this chapter, as well as the Goals and Implementation Actions that conclude this section of the plan.

2040 Housing Goals and Strategies

The following goals and implementation strategies were developed to expand upon Osseo's intention and vision for housing for the 2040 planning time horizon.

HOUSING & HEALTH

The places we live have a profound impact on our health. Housing choices affect our ability to access food, exercise safely, enjoy a life free from crime and violence, and experience a healthy environment.

Throughout this chapter, policies that impact public health are identified in **highlighted text** and a corresponding health shield symbol.



Access to healthy food



Physical activity/
Active living



Community safety



Social health and equity



Healthy natural and built environment



Housing Goal #1: Provide housing options for a diverse community of all ages and life stages.

1. Support housing redevelopment projects that contribute to providing housing for a wide range of household types, including larger families, younger families, older residents, and single-person households, with both ownership and rental units.
2. Attract new residents and younger households to the community by focusing on maintaining the quality of the existing housing stock and providing better connections between housing and community amenities such as parks and retail.
3. Recognize the increasing need for all Twin Cities metro communities to provide affordable senior housing options, and continue to evaluate opportunities to support developments that offer appropriate housing for older residents.
4. Evaluate the feasibility of allowing Accessory Dwelling Units (ADUs) on the existing properties in Osseo and consider whether an ordinance amendment allowing this use would be appropriate.



Housing Goal #2: Promote and support the provision of sufficient safe and affordable housing options within the community.

1. Support the development of new affordable housing units to meet the community's share of the regional affordable housing needs.
2. Guard against a substantial loss of existing affordable housing through City involvement in new development proposals, and by enforcing property management of existing rental housing to keep it from falling into disrepair. This includes fire inspections, as well as property maintenance and code enforcement.
3. Identify and support funding programs to financially assist affordable housing redevelopment projects, both at the City level and in collaboration with other jurisdictions (Use the Affordable Housing Tools Matrix in this Chapter as a guide).
4. Support affordable housing by considering reductions to the minimum off-street parking quantity requirements to reflect alternative travel and parking strategies, such as on-street parking, shared parking, public parking facilities, and public transit access.



Housing Goal #3: Protect the unique and historic character of Osseo's older residential neighborhoods of diverse single-family detached houses from potential negative impacts from major redevelopment.

1. Encourage redevelopment that is compatible with adjacent traditional Osseo residential neighborhoods.

2. Consider the redesign of downtown edge streets as “complete streets” with green amenities and provisions for bicycles and pedestrians to provide an attractive buffer between the downtown mixed-use district and the traditional Osseo residential neighborhood.
3. Protect residential areas from encroachment by industrial or commercial uses or any other uses that generate traffic volumes that are incompatible with residential neighborhoods.

Housing Goal #4: Promote and support reinvestment in the City’s older housing stock to enhance the long-term desirability and livability of the community’s older residential neighborhoods.



1. Identify and implement ordinance changes that would allow for easier expansion and upgrading of existing houses.
2. Identify and implement ordinance changes that allow for additional accessory uses in older residential neighborhoods, including home occupations and food production.
3. Seek out and support reinvestment funding programs, both local and in collaboration with other jurisdictions, that assist homeowners with maintaining and updating older houses.
4. Continue to support housing inspection and maintenance programs that enforce standards and policies intended to maintain rental and owner-occupied housing.

Housing Goal #5: Promote parking approaches in higher-density residential developments that optimize the development potential of the site and minimize negative impacts on the surrounding residential area.



1. Encourage enclosed parking that is incorporated into the residential building rather than a separate parking structure.
2. Promote innovative storm water management techniques such as permeable pavers and raingardens in all surface parking lots.

Summary of Housing Issues Needs

Analysis of existing housing assessment provided by the Metropolitan Council (detail beginning on page 55) leads us to several key themes and housing needs. These needs are summarized below and are explored in greater detail throughout the chapter.

- The housing stock in Osseo is aging, and residents will have increasing maintenance and upkeep requirements in the coming decades.** Despite being more affordable, the smaller-lot single family homes developed in the 1960s and 1970s may not be as attractive or suitable for modern households as they once were. Maintaining and updating Osseo's existing housing stock to meet modern demands will remain a significant challenge in order to continue to attract newcomers to the city.
- The population of Osseo is becoming older and more diverse.** As this trend towards an aging and diversifying population continues not only in Osseo but across the region overall in the decades to come, **Osseo must consider what initiatives to undertake if it wants to provide housing opportunities for people of all ages and in all stages of life.** The need for affordable and appropriate rental housing is expected to increase with this trend, as well as an increased demand for housing styles that meet the needs of older adults. Osseo should continue to evaluate how well its housing stock meets the physical, financial and social needs of its residents. The city must also assess whether its regulatory structure, financial tools and housing partnerships create opportunities for enhancements and changes to its housing stock to meet the changing demands of the market.
- Only half of the housing units in Osseo are owner-occupied.** It may be surprising that 47 percent – nearly half – of the occupied housing units in the city are rental units. Homeowners and renters are not so different in many ways and share the same basic needs, but may have differing priorities when it comes to things like public amenities, transit access, city investments and parking requirements. Ensuring that land use and housing policies meet the needs of both homeowners and renters should be an area of focus for the city.
- Homes in Osseo, compared to other Hennepin County and Twin Cities communities, are more affordable to homebuyers and renters alike.** Both Osseo's median home value and the median gross rent is lower than the average for Hennepin County. Osseo's affordable housing share is 94 percent. This high rate of affordable housing likely makes the community attractive to young families, younger or lower-income homebuyers, and populations looking to have the amenities and proximity of an urban suburb at a lower cost.



As Osseo expects to experience moderate growth over the next several decades and identifies residential redevelopment opportunities, one challenge the city faces is balancing a desire to retain housing affordability and attract newcomers and young families in the face of growth opportunities.

- **One third of Osseo's households are cost-burdened.** Despite more affordable housing costs in the city, a significant portion of the city's residents pay more than one-third of their income toward housing. The lowest-income households feel this cost burden the hardest. Maintaining a range of housing options to meet the needs of residents at all income levels is one of the city's aspirations in its Vision Statement for this plan, and one aspect of this is examining the opportunities that exist to produce or maintain housing at multiple levels of affordability.

Housing and Neighborhood Assets

As one of the oldest communities in Hennepin County, Osseo strongly values aspects of its traditional small town feel. In the community's housing stock, this character is exemplified by residential neighborhoods of diverse older homes located on traditional blocks and streets, in proximity to downtown retail. Recent multi-family developments have integrated more traditional features. Approaches have included mixed-use structures including ground-floor retail, minimal setbacks along commercial corridors with parking located behind or underneath buildings, or relatively small multi-family structures, with 10 or fewer units per structure.

There have been several waves of housing development within the city over its history. Around twelve percent of Osseo's homes were built prior to 1940, but nearly half of the homes in Osseo were built after 1970. These (relatively) newer homes are located toward the southern and eastern edges of the community, as well as interspersed throughout older neighborhoods. Some newer homes have been built as part of a "scattered site" housing program intended to upgrade substandard housing, while others are the result of market demand for newer housing. Today, the housing stock in Osseo is also diversifying – you can find single family homes and four-story apartment buildings within one block of each other. Typical housing types in Osseo are illustrated in the following chart:



Traditional Single Family Homes. There are many styles of single family homes in Osseo, some older and some more modern structures.



Attached Townhomes. Attached housing units have shared walls and can be one or two stories. The few townhomes in Osseo have been popular.



Apartment Buildings. Newer construction apartments are a more recent feature of downtown Osseo. Older apartment building styles can be found outside the downtown core. Apartment buildings range from four to 140 units in size.



Senior Living. Senior living facilities are designed with higher levels of care for older adults, and tend to have features and facilities specifically geared toward elderly residents. Osseo includes four age-restricted house facilities and three skilled care/nursing homes.

TABLE 4-1: EXISTING RESIDENTIAL LAND USE IN OSSEO (BASED ON ACRES)

Housing type	Total Acreage	Percent (of residential)
Detached Residential	132	84.6
Attached Residential	3	1.9
Stacked Residential	21	13.5
Total residential acres	156	100.0

Although single-family detached residential accounts for nearly 85 percent of existing residential land uses based on acreage, it represents about 53 percent of the community's existing housing units – 630 out of 1,343 total units in 2015, according to the Metropolitan Council Housing Stock Estimates. Around 44 percent of the housing units in the city are located in apartment or multi-family buildings with 10 or more units. Altogether, there are an estimated 713 housing units located in multi-family structures in Osseo.



The large proportion of land dedicated to single family residential housing provides additional benefits to the community. These districts contribute to Osseo’s charm and character and sense of small town living. The integrated street network and small blocks provide a variety of comfortable and interesting walking or biking routes for residents and visitors. In addition to primary use as a home, residential properties in Osseo can also be used in producing fresh food. Residential areas may be used to raise fruit and vegetable crops as well as small and unobtrusive livestock (e.g., chickens or ducks). Food growing opportunities do not need to be limited to residents in single-family homes. When community food production sites (e.g., community gardens) are considered, proximity to high-density and rental housing should be considered.



All housing developments can also provide a sense of place and community connection for their residents. City events and programs that encourage awareness between neighbors, like the annual Night to Unite crime prevention event and neighborhood watch programs, can help improve health and safety. The city should continue to encourage these programs and activities into the future.

Existing Housing Assessment

As FIGURE 4-1 shows, the total number of housing units in Osseo has grown over the past 25 years, and the number of multifamily units has approximately doubled.

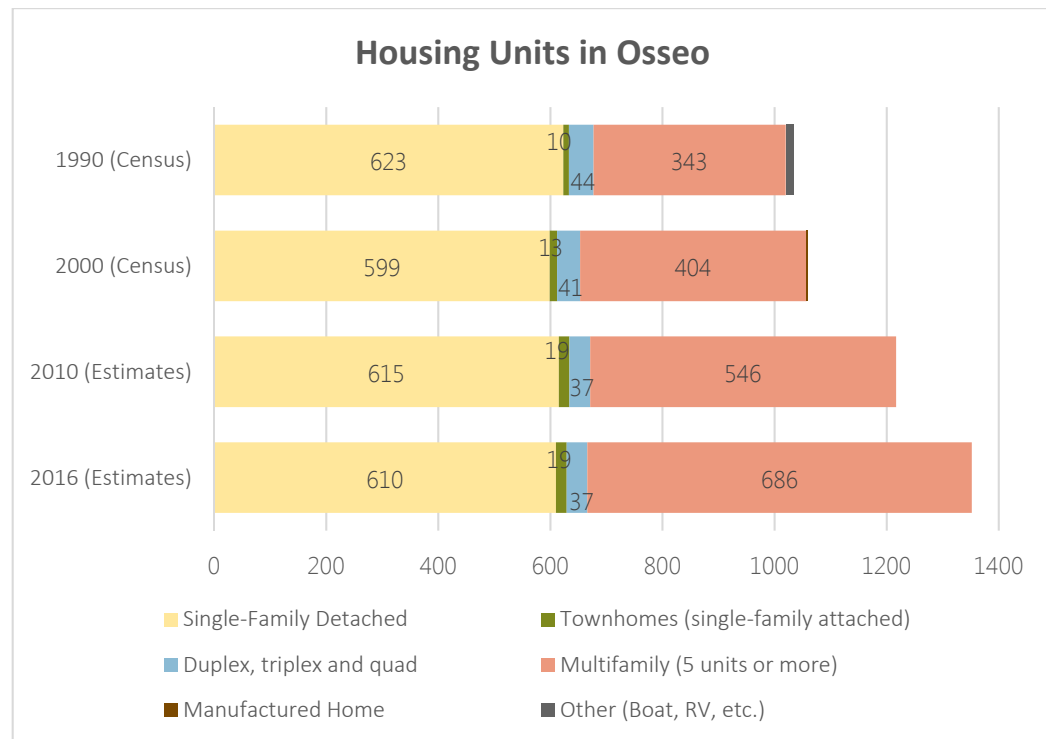


FIGURE 4-1: HOUSING UNITS IN OSSEO, 1990-2016

As the number of housing units in Osseo has increased, so has the city's population. The numbers in **FIGURE 4-1** describe the types of housing units in Osseo. But because not all housing units are always occupied, the characteristics of Osseo residents differs from the characteristics of the housing stock. An increase in the number of housing units does not directly translate into a precise increase in population, and a regional decline household sizes also contributes to this difference. Not all single-family detached homes are owner-occupied, and not all homes in multifamily structures are rented. Even as the numbers of housing units have changed, the proportions of Osseo residents who own or rent their homes has been relatively steady since the 1990 Census, when 58 percent of the city's households were homeowners, to present-day, when 56 percent of households were homeowners (2011-2015 ACS estimates). Of homeowners, 70 percent had a mortgaged property while 30 percent owned their home free and clear (**FIGURE 4-2**).

Homeowners and renters are similar in many of their preferences and needs, but might have differing priorities regarding public amenities, city investments, and parking requirements. New or short-term residents, regardless of housing type, may be less likely to participate in local civic life.

Housing Type by Units in Structure	Percent
1-unit, detached	48.6
1-unit, attached	1.1
2 units	0.4
3 or 4 units	1.5
5 to 9 units	1.0
10 to 19	16.2
20 or more units	31.2
Mobile home	0.0
Total housing units	100.0

FIGURE 4-3: EXISTING HOUSING TYPES IN OSSEO

The median value of an owner-occupied home in Osseo is \$161,700, compared to the Hennepin County median home value of \$229,200. (See **FIGURE 4-3**). Most homes in the city are considered affordable to moderate-income households. More information about housing affordability is included later in this chapter.

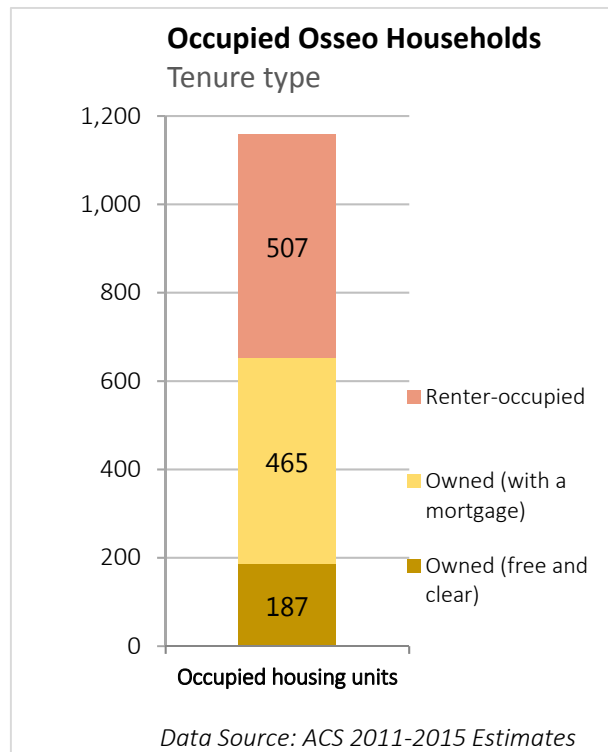


FIGURE 4-2: OCCUPIED HOUSEHOLDS BY TENURE

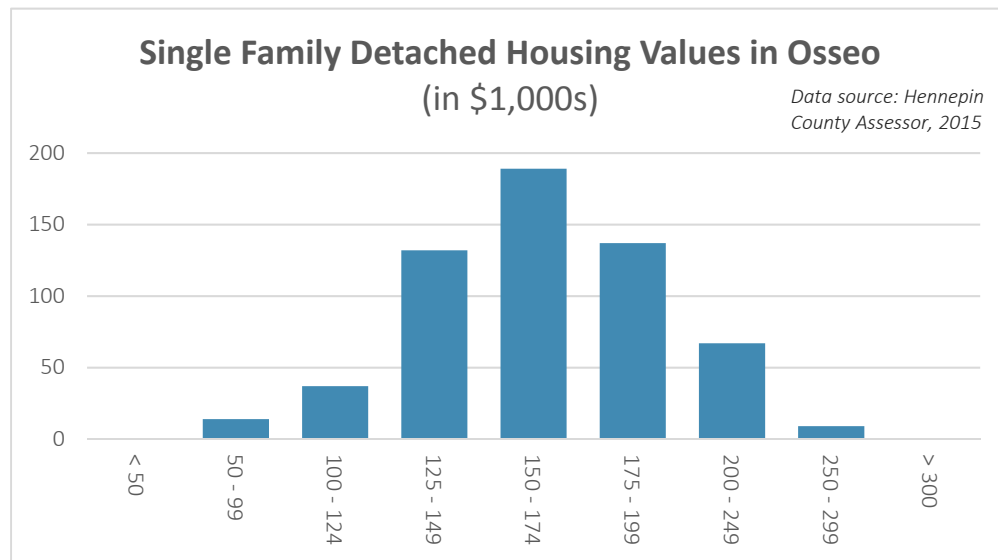


FIGURE 4-4: SINGLE FAMILY HOUSING VALUES IN OSSEO, 2015

In the past, the community's multi-family housing developments have been primarily located along the edges of the community. In recent years, new higher density residential development has occurred downtown on and near Central Avenue. The future land use plan builds upon this downtown housing trend and guides the core downtown area to be redeveloped with higher density residential uses as part of a traditional mixed-use downtown environment. As much as possible, these new higher density developments should seek to complement the city's traditional character.

Osseo's current multi-family housing stock consists primarily of older rental apartment buildings and multi-level age-restricted housing developments. Only four rental apartment buildings—though comprising a third of the city's rental units—have been constructed since 2000, while 60 percent of the city's rental units are in buildings constructed between 1960 and 1971. The City is also home to 181 beds across 3 supportive housing/nursing home facilities; these beds have not been included in the city's count of housing units.

Lifecycle housing

Osseo's population includes people of all ages and life stages. Most people live in housing stock that consists primarily of older single-family detached houses, older rental apartment buildings, and large senior-oriented buildings. The city's housing plan encourages additional housing types that would accommodate a broader diversity of housing preferences and needs. These factors include household size, lifestyle, and affordability needs. Facilitating construction of innovative housing strategies for residents of all ages and income levels will help provide a healthy environment for Osseotes. In addition to more conventional housing types,



innovative strategies identified in the planning process may include accessory dwelling units in lower-density residential areas, as well as multi-generational and co-housing strategies in all districts. To support housing for all, the City will consider adopting a local Fair Housing Policy. Potential redevelopment in and adjacent to downtown offers opportunities for expanding higher-density housing, particularly low-maintenance downtown housing types, more modern affordable housing, and, simply, new housing.



New higher density housing types are encouraged along and near Central Avenue to attract those interested in living in a walkable downtown environment and to increase the customer base for downtown businesses. To support choice in mobility as well as housing types, higher density redevelopments should incorporate options for residents to store and maintain bicycles as well as cars. Additionally, integrating multiple land uses within a quarter mile of housing provides a variety of destinations within walking or biking distance and strengthens ties between residents and local retail.



Neighborhood character & quality

To preserve Osseo's unique historic identity, efforts to provide lifecycle housing must be compatible with the character of existing traditional neighborhoods. This can be accomplished with a variety of design strategies. New stacked housing and mixed-use residential/commercial buildings that are appropriate for downtown, which could be as tall as four stories, will also need to be designed for compatibility with neighboring low-rise homes. Techniques such as articulation of building facades, landscaping, and upper level stepbacks can contribute to compatibility of high density redevelopment and adjacent residential neighborhoods. Attached row houses and twin homes could be incorporated in areas adjacent to commercial areas, major roadways, and existing higher density residential uses to similarly serve as a buffer for traditional residential neighborhoods, while increasing housing type diversity.

In Osseo's older traditional neighborhoods, the dimensions of single-family detached lots vary slightly, with an overall density of approximately four dwelling units per acre. Osseo's existing detached homes are a mix of one and two stories.

Newly constructed housing in Osseo is likely to occur on redevelopment sites, and may be in traditional residential areas or in mixed use districts. The places where housing is located can affect the quality of the home environment. Because of Osseo's age and variety of historic uses, almost all locations in the City are brownfield (previously used) sites and may have some level of legacy contamination. The City and other environmental regulators must continue to ensure there is appropriate environmental cleanup for redevelopments on brownfield sites. To limit new and ongoing contamination, the City should also carefully consider the impact of locating housing developments near possible sources of pollution, including high-volume roads and heavy industry. In some cases, such negative impacts may be partially mitigated by advanced



manufacturing and/or building and operation technologies, or by natural buffers including trees and other plantings. Therefore, housing on brownfield sites can be encouraged, under certain conditions.

In addition to adding new housing through redevelopment, it is also important to prevent deterioration of existing houses in older neighborhoods. More than half of the city's housing units were built prior to 1960, and 79 percent of the housing units were built prior to 1990. Since a large proportion of the existing housing stock is older and requires maintenance and reinvestment, the condition of the existing housing stock can be considered average. Many of the older homes were also built prior to building codes being in place and may require substantial reinvestment to bring up to code.

Regardless of age, code enforcement and building management strategies can help ensure all housing in Osseo remains viable for years to come. Encouraging smoke-free policies in multi-family housing lowers fire risk and exposure to second-hand smoke, and should be emphasized for both new development and existing properties.



Housing affordability

As is typical for most communities, a portion of Osseo's residents will have a critical need for affordable housing over the next twenty years. Promoting the provision of affordable housing options ensures that ordinary, contributing members of the community, including service workers such as teachers and retail employees, large families, and older adults can afford to live in the places where they work and contribute to the quality of life. Oftentimes housing costs increase at a faster pace than wages and incomes and greatly affect low- and medium-income households. The Metropolitan Council has established multiple levels of affordable housing based on the Twin Cities median family income. In 2016, the Twin Cities' Area Median Income (AMI) for a family of four was \$85,800. (Meanwhile, Osseo's average household size was 2.15 in 2010, indicating that affordability levels for many Osseotes fall below this number.) Households that have an income at or below 80 percent of the regional AMI are the targeted population for affordable housing. Affordability at different levels is shown in the following charts.



TABLE 4-2: RENTAL HOUSING AFFORDABILITY LEVELS: MONTHLY PAYMENTS INCLUDING UTILITIES (2016)

# of bedrooms	30% of AMI	50% of AMI	80% of AMI
Efficiency	\$450	\$751	\$1,201
1 Bedroom	\$483	\$805	\$1,288
2 Bedrooms	\$579	\$966	\$1,545
3 Bedrooms	\$669	\$1,115	\$1,784
4 Bedrooms	\$747	\$1,245	\$1,992

TABLE 4-3: HOME OWNERSHIP AFFORDABILITY LEVELS (2016)

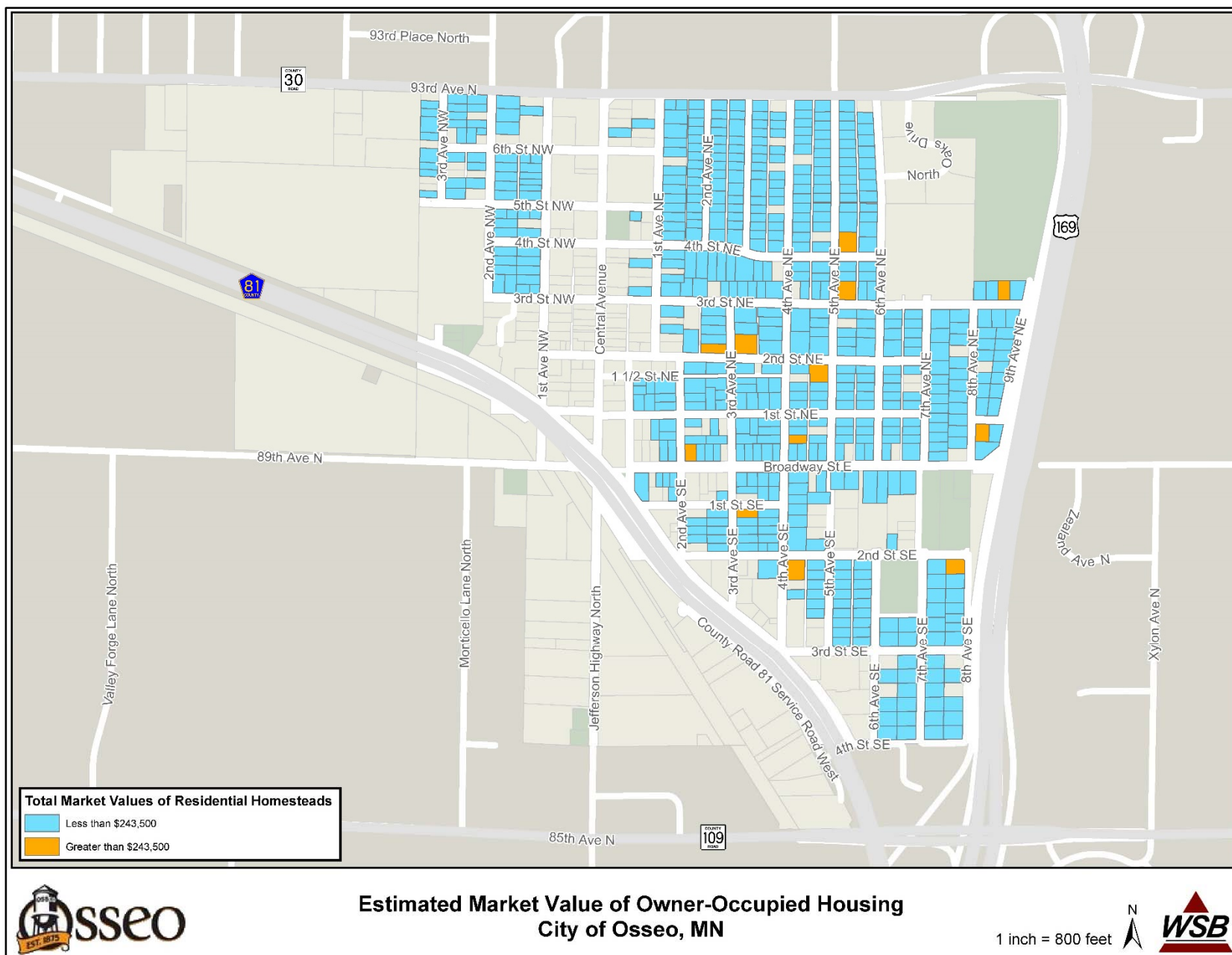
Percent of AMI	Household Income Level	Affordable Home Price
30	\$25,750	\$85,500
50	\$42,900	\$153,500
80	\$65,700	\$243,500*

MAP 4-1 from the Metropolitan Council gives a look at home affordability in Osseo, with homestead properties valued at or below \$243,500 shown in blue. This value is considered the threshold at which homes are affordable to those households making at or below 80% of AMI. From this map, it is notable that most homes in Osseo are relatively accessible to homebuyers whose incomes are at or below 80% of AMI.

Of the 98 percent of Osseo homes that are considered affordable to households at or below 80% of AMI, most are affordable to those in the 51-80% AMI range. The table below shows the full affordability breakdown of homestead properties by AMI level in Osseo, based on 2016 affordability thresholds.

Affordability level (% AMI)	Number of Homes in this affordability range	Percent
<30%	4	<1%
31-50%	151	28%
51-80%	373	69%
Above 80%	12	2%

There are housing tools identified later in this chapter (Table 4-6 and the “Affordable Housing Tools” section) such as down payment assistance and first-time homebuyer programs that are designed to help prospective homebuyers overcome moderate financial barriers to home ownership. Such tools may be used to allow households at the 80% AMI income level to pursue homeownership in Osseo.



MAP 4-1, OWNER-OCCUPIED HOUSING AFFORDABILITY IN OSSEO (SOURCE: METROPOLITAN COUNCIL)

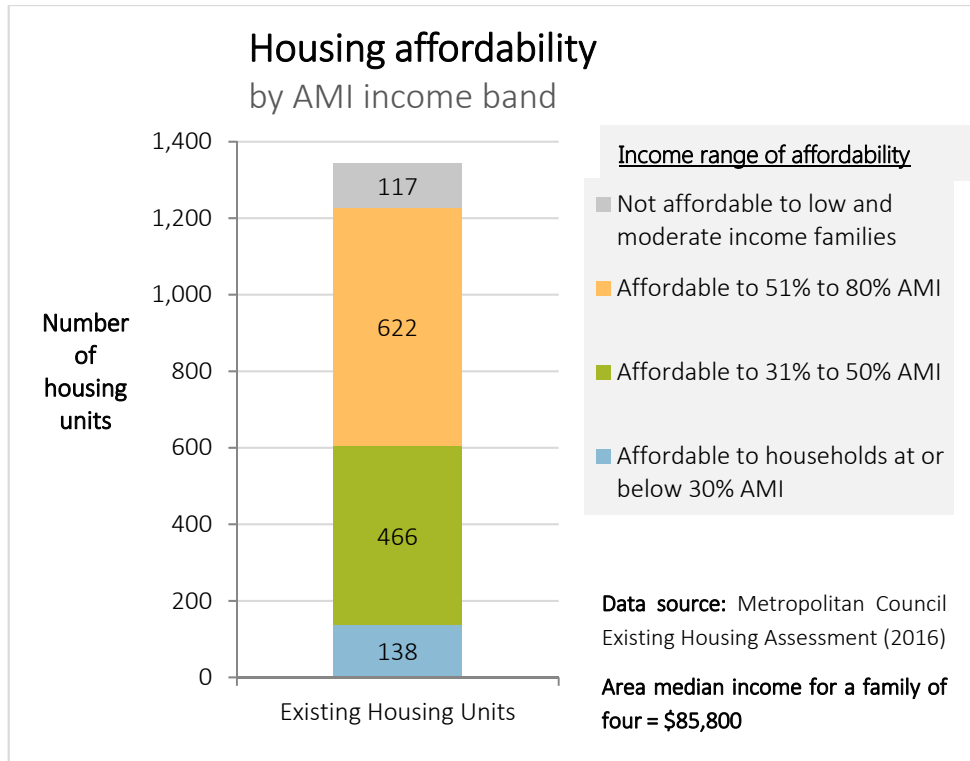


FIGURE 4-5: HOUSING AFFORDABILITY BY AMI INCOME BAND

About half of Osseo's current households make less than 50 percent of AMI, a percentage which is mirrored in the city's housing stock: around 45 percent of housing units are affordable to households making 50 percent of AMI or less. Of the 1,343 total housing units in Osseo, around 91 percent are affordable to low or moderate-income households that are at or below 80 percent of AMI. As shown in

TABLE 4-4, most of Osseo's affordable housing is affordable to households making 80 percent of AMI, or those making incomes of \$43,758 to \$65,700 annually. For those with yearly incomes of less than \$25,740, a much smaller percentage (around 10 percent of Osseo's housing units) can be considered affordable. There are currently no publicly subsidized housing units in Osseo. Income-restricted rooms are also provided in some of the city's supportive senior care facilities.

TABLE 4-4: EXISTING AFFORDABLE UNITS AS A PERCENT OF TOTAL HOUSING

City	Existing Affordable Units as a Percent of Total Housing Stock			
	% affordable at <30% AMI	% affordable at 31-50% AMI	% affordable at 51-80% AMI	Total % Affordable Units
Osseo	10	34	49	94
Maple Grove	1	12	40	53
Brooklyn Park	6	24	51	82
Brooklyn Center	5	57	33	95
Champlin	2	13	61	76
<i>Twin Cities region</i>	6	22	40	68
<i>Source: Met Council Existing Housing Assessment 2017</i>				

As shown in

TABLE 4-4, Osseo has a similar or higher rate of affordable housing units available compared to neighboring communities, and its existing affordable housing rate is higher than the regional rate in every income category.

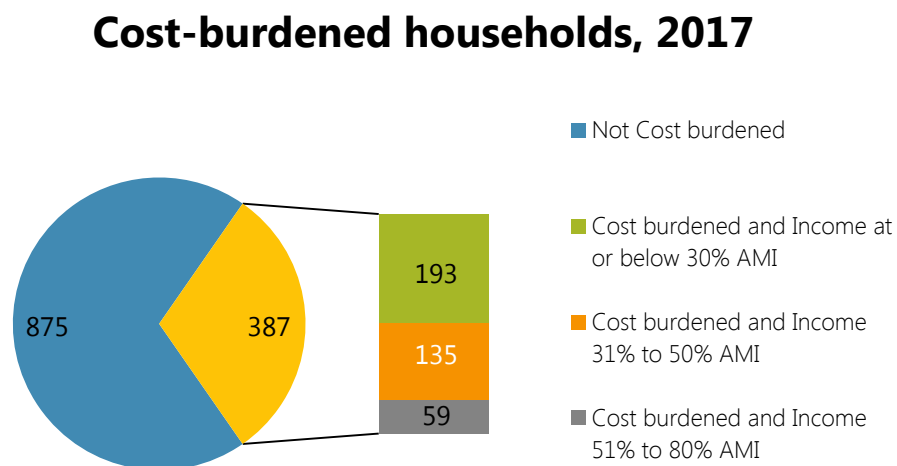
Existing Cost-Burdened Households

While the price of housing units relative to area median income is one measure of housing affordability in a community, another way to examine the impact of housing costs is by looking at **cost-burdened households**. Households are “cost-burdened” if their housing costs are at or over 30 percent of their income. This is an indicator of households that are spending a disproportionate share of their income on housing. The implications of a housing cost burden are most severe for households in the lowest income tier.

Figure illustrates the share of low-to-moderate income households that are cost-burdened in Osseo, by AMI level. About one third of Osseo’s total households are cost-burdened, and the majority of the cost-burdened households are those whose incomes are in the lowest income tier.

As shown in TABLE 4-5, Osseo’s rate of cost-burdened households is similar or higher than neighboring cities and the region overall, despite having a larger percentage of affordable housing units than many metro communities. This indicates that while affordable housing is more readily available in Osseo than other communities, many of its residents are still experiencing a financial burden when it comes to meeting their housing needs.

FIGURE 4-6: COST-BURDENED HOUSEHOLDS, 2017



Source: Metropolitan Council Existing Housing Assessment, 2017

TABLE 4-5: PROPORTION OF COST BURDENED HOUSEHOLDS

City	Proportion Cost Burdened Households by AMI levels			
	at <30% AMI	at 31-50% AMI	at 51-80% AMI	Total Affordable Units
Osseo	15%	11%	6%	30%
Maple Grove	5%	6%	5%	16%
Brooklyn Park	11%	11%	7%	29%
Brooklyn Center	18%	13%	7%	38%
Champlin	4%	8%	6%	18%
<i>Twin Cities region</i>	<i>10%</i>	<i>8%</i>	<i>6%</i>	<i>24%</i>
<i>Source: Met Council Existing Housing Assessment, 2017</i>				

Planning for Housing Affordability

In 2014, the Metropolitan Council published the “Housing Policy Plan” component of Thrive MSP 2040, which projected total regional need for newly-constructed housing affordable to low- and moderate-income households in the Twin Cities to be approximately 37,400 units between 2020 and 2030. The Met Council projects Osseo will require a total of 26 new Affordable Housing units before 2040, half of them affordable to families at or below 30 percent of AMI, and half affordable to households with incomes from 51 to 80 percent AMI. To meet the Metropolitan Council’s affordable housing allocations, local governments are required to guide sufficient land for medium or high density residential on their land use plan to allow the market to develop affordable housing units in the future. In Osseo’s future Land Use Plan, the downtown mixed use and higher density residential land use categories that are designated for redevelopment areas could accommodate development of the 26 affordable housing units allocated to the City.

As demonstrated in the Land Use chapter of this Plan, Osseo is guiding sufficient land at 8 units per acre or above in the decade from 2021 – 2030 to meet its affordable housing allocation of 26 units.

Osseo’s Affordable Housing Need Allocation

At Or Below 30% AMI	13
From 31 to 50% AMI	0
From 51 to 80% AMI	13
Total Units	26

AMI = Area Median Income

Housing Land Use Categories

- Detached Residential
- Attached Residential
- Stacked Residential
- Downtown Core Mixed-Use
- Edge Mixed Use

However, simply guiding land at these densities does not guarantee the development of affordable housing, nor does the goal of developing affordable housing fully represent the community’s housing goals. Supplying, maintaining and supporting safe and affordable housing requires intentional goal setting and the aid of various programs, funds, resources and tools.

Cities have some discretion over the generation and maintenance of affordable housing, mainly through exercising financial tools and by creating flexibility for affordable housing development through local regulation and policy. Many affordable housing tools and strategies require partnerships with outside entities, counties, Housing Redevelopment Authorities, funding and granting agencies, and non-profits that offer programs, funding and policies on a wider scale that support affordable housing. Tools that can be used to generate or maintain housing affordability can generally be grouped into the following categories:

- Local funding (city or county)
- Local policy or strategy

- Regional or Federal funding source
- Affordable housing preservation

The following table lists Osseo's affordable and life-cycle housing goals for 2040 and tools that may be used to achieve those goals:

2040 Affordable Housing Goals

Affordable Housing Tools		Retain the quality affordable housing that currently exists in Osseo. <i>(Intended target: 80% AMI category)</i>	Strive for a wide spectrum of housing in 2040, with a variety of types and price points. <i>(Intended target: 30-50% AMI category)</i>	Build out the remaining open, vacant, and/or underutilized spaces in Osseo. <i>(Intended target: 50-80% AMI category)</i>	Provide housing options for a diverse community of all ages and life stages. <i>(Intended target: 30-80% AMI category)</i>	More housing options to attract younger populations to the community. <i>(Intended target: 50-80% AMI category)</i>	Support housing maintenance programs, particularly for lower-income households and existing affordable housing. <i>(Intended target: 30-80% AMI category)</i>
Local funding mechanisms	Development Authorities (city & county)	X	X	X	X	X	X
	Tax Increment Finance		X	X	X	X	
	Housing Bonds (county)		X	X	X	X	
	Tax Abatement		X	X	X	X	
Local policy/strategy	Low Interest Loans			X	X	X	X
	Rental Assistance	X			X		
	Effective referrals				X	X	X
	Homebuyer assistance programs (Hennepin County)	X				X	
	Repair & Rehab Support	X			X		X
	Foreclosure prevention	X			X		X
	Site assembly		X	X			
	Zoning and subdivision policies	X	X	X		X	
	Fee waivers or adjustments			X	X		X
	Rental license and inspections program	X					X
Regional & Federal Funding	Affordable Housing Incentive Funds (County)	X					
	NSP Funds (County)	X			X		
	MHFA Consolidated RFP	X	X	X	X	X	
	CDBG grants & HOME funds (County)	X	X	X	X	X	X
	Livable Communities grant (Metropolitan Council)		X	X	X	X	
Affordable Housing Preservation	4(d) tax program & private unsubsidized	X	X		X		
	Public Housing and project-based assistance		X	X	X		
	LIHTC Properties	X			X		X
	Community Land Trusts	X			X	X	

TABLE 4-6: HOUSING GOALS AND CORRESPONDING TOOLS MATRIX

Affordable Housing Tools

This section explains each of the affordability tools from **TABLE 4-6** in greater detail.

Scale and Strategy	Housing Affordability Tool
Local funding for Affordable Housing	Development Authorities (County HRA & Osseo EDA) The Hennepin County Housing Redevelopment Authority can levy funds for affordable housing maintenance and production within Osseo. Although the City does not currently have an active HRA, its Economic Development Authority can carry out the functions of a HRA. A HRA's functions include funding affordable housing projects and programs, as well as setting levies to support specific affordable housing needs, such as specific developments and/or housing maintenance programs. The Osseo EDA is able to exercise HRA powers, including levying the HRA tax, if desired. The Osseo EDA is expected to have some involvement in multi-unit housing redevelopment projects at all affordability levels, and will consider financial assistance as required by individual projects. When we would use this: The City will consider using available funds from the County HRA for new rental and ownership housing units that are affordable at or below 50% AMI. The City will also consider using these funds for affordable housing redevelopment projects targeting at or below 80% AMI or providing more housing units designed to attract younger populations (including those that provide better connections to community amenities such as parks and retail). Development authorities will also be considered for programs that retain quality affordable housing or for housing maintenance programs at the 80% AMI level and below. Given the city's limited tax base, it is unlikely the Osseo EDA would levy funds for affordable housing projects.
	Tax Increment Financing A city may elect to create a tax increment financing (TIF) district to support housing redevelopment. TIF is a public financing method that is used as a subsidy for community improvement projects. Through TIF, future gains in property taxes are used to subsidize current improvements. By legislative definition, Housing TIF Districts must meet provide affordability to those at 60% of AMI or less. The affordability threshold is 115% of AMI for owner-occupied housing projects. When we would use this: TIF will be considered for all large-scale redevelopment projects that would not occur "but for" assistance, including project with an affordable housing component. The City will use TIF to support the development of both rental and ownership housing units that are affordable at or below 50% of the AMI, if the project contributes to a wide spectrum of housing (including types and price points) in the City, is financially viable, and meets other community redevelopment goals. The City will also use TIF for financially-viable projects targeting 80% AMI or below which would attract younger residents, or more generally contribute to the mix of housing for all stages of life, and meet other community redevelopment goals.

Local funding for affordable housing	Housing Bonds HRAs have the ability to issue bonds that help to develop and administer affordable housing developments or programs. Cities and counties may make or purchase loans using the proceeds of the bond sales for activities such as new construction, acquisition and rehabilitation, or refinancing bond debt. Bond-supported projects would typically support affordable housing for the 50% and 80% AMI bands. When we would use this: The City will consider issuing bonds at the request of housing developers. The City will consider using housing bonds to support the development of both rental and ownership housing units that are affordable at or below 50% of the AMI, if the project is financially viable and contributes to a wide spectrum of housing (including types and price points) in the City and bonds are requested by housing developers. The City will also consider using housing bonds for financially viable projects targeting 80% AMI or below which would attract younger residents, or more generally contribute to the mix of housing for all stages of life. Tax Abatement Tax abatement is a financing tool that reduces taxes or tax increases for owners of specific properties. Local governments offer the tax reduction to provide a financial incentive for a public benefit, such as creation of housing affordable to low and moderate-income households. When we would use this: This not currently a preferred financing strategy. The City is unlikely to consider using tax abatement to support development. However, Osseo will consider requests for tax abatement in extraordinary circumstances.
Local policies and strategies to promote access to affordable housing	Effective referrals The City supports providing appropriate resources and education about existing housing support programs offered by other agencies and organizations. The City seeks to effectively communicate to residents and prospective residents about existing programs offered through non-profits serving the area. Effective housing referrals will increase opportunities for residents to enter the community who would otherwise have barriers, and improve the likelihood of existing housing maintenance, addressing two of Osseo’s major housing needs. When we would use this: The City will use effective referrals to support those with incomes at or below 50% of the AMI. The City will also use effective referrals to support those earning 80% AMI or below. Housing Improvement Areas: Under state law, a Housing Improvement Area is a defined area in which a city finances housing improvements from fees imposed on the properties within that same area. Common users of HIAs are townhome or condominium associations that lack reserves to finance maintenance and petition their city council for a HIA. In these cases, the homeowners’ association invests money borrowed from the city in permanent improvements to common areas (e.g., roofing, siding, landscaping), and the units’ owners repay the city’s loan through fees. Cities often create HIAs to maintain the condition of local housing stock. When we would use this: The City does not anticipate the use of this tool because of the unlikelihood of the city’s few townhome and condominium associations in the City requiring assistance.

Local policies and strategies to promote access to affordable housing	Rental Assistance Hennepin County and local nonprofits offer some emergency funds to households or individuals in crisis, and who qualify financially. Metro HRA offers portable Section 8 vouchers on a limited basis that can be used on rental properties throughout the metro. The City aspires to connect income-qualifying residents to these resources when they are available if it helps them stay in their homes and in the community while managing a crisis. This strategy will be implemented in conjunction with the Effective referrals activities. When would we use this: The City will encourage residents in need to use rental assistance to occupy rental housing units that are affordable at or below 50% of the AMI.
	First time homebuyer, down payment assistance, and foreclosure prevention programs The City encourages residents to access existing programs available through Hennepin County, the Minnesota Homeownership Center, Minnesota Housing, and other nonprofits. Osseo aspires to create strong partnerships with external organizations who offer these programs and seek to provide referral information wherever possible. These programs will be especially valuable to households at or below 80% AMI who would otherwise face extreme hardships in purchasing or maintaining a home. When will we use this: The City will continue promoting available programs residents and to support the efforts of external organizations to offer these programs to residents at or below 80% AMI, particularly targeting those low-income residents most in need.
	Repair and rehabilitation programs Many programs support housing repair and rehabilitation assistance for homeowners and rental housing properties. These sources of assistance can be accessed through the County HRA, Greater Minnesota Housing Corporation, Minnesota Housing, and other nonprofits. MHFA offers multiple rehab loan programs at different affordability levels; its emergency loans may help families with very limited incomes at 30% or below AMI. When will we use this: The City will continue promoting available programs residents and to support the efforts of external organizations to offer these programs to residents, particularly targeting those low-income residents most in need.
	Site assembly Osseo supports policies that encourage strategic land banking at the city or county level. The City will monitor and consider acquisition of properties that can be assembled and developed into a public good project, including the production of affordable housing or maintaining existing affordable housing. When we will use this: Osseo will collaborate with the Land Bank Twin Cities to support land banking opportunities as they arise. The City expects to participate in site assembly for many major housing redevelopment projects.
	Participation in housing-related organizations, partnerships, and initiatives: City staff or elected officials will consider increased involvement in events, collaborations, or programs that support furthering fair and affordable housing. Staying proactively involved in affordable housing discussions with other jurisdictions and agencies will allow Osseo to stay apprised of current programs, opportunities, and best practices.

Local policies and strategies to promote access to affordable housing	Fair Housing Policy: It is the policy and commitment of the City to ensure that fair and equal housing opportunities are granted to all persons in all housing opportunities and development activities funded by the city regardless of race, color, religion, gender, sexual orientation, marital status, status with regard to public assistances, familial status, national origin, or disability. When we will use this: The City’s commitment will be exercised through strong external policies that provide meaningful access to all constituents and fair housing informational and referral services; and internal practices and procedures that do not discriminate and that affirmatively further fair housing.
	Fee Waivers or Adjustments Osseo will consider the use of regulatory fee waivers for housing development opportunities, but only where these fee waivers will not result in a significant loss of funding for needed services that would be required to support the new development. This may support affordable housing at all income levels. When we would use this: The City will consider the use of fee waivers or adjustments for projects targeting 30-80% AMI that are focused on affordable housing redevelopment projects, that contribute to a diverse mix of housing for all life stages, and help meet the community’s other redevelopment goals.

Local policies and strategies to promote access to affordable housing

Zoning and subdivision ordinances To achieve affordability goals, City ordinances will encourage and streamline development of affordable housing. Osseo will consider adopting zoning policies that incentivize higher density or greater affordability.

These include:

- **Adoption of an accessory dwelling unit ordinance**
 - Currently the city's zoning code does not facilitate accessory dwelling units (ADUs) on most residential lots. Osseo will consider a feasibility assessment evaluating the potential for ADUs to be successful in the community and whether there are sufficient lots that can support an ADU before deciding whether to adopt such an ordinance.
- **Continuing to use Planned Unit Developments (PUDs) as a means of supporting mixed-use and/or dense and walkable projects**
 - The City relies on PUDs as a tool to help create a more flexible, creative, and efficient development pattern. They will continue to be used in cases where there are public benefits granted by a variety of development approaches, sensitivity to unique site contexts, and mixed use developments. Planned Unit Developments are a strategy to streamline development and accommodate creative solutions to providing affordable housing.
- **Considering of upzoning in areas where appropriate**
 - Upzoning properties will be considered in areas identified as having higher density potential in the Land Use chapter of this Plan, and in other instances where appropriate.
- **Evaluation of existing dimensional requirements for barriers to production of multifamily housing**
 - The city's existing dimensional requirements for setbacks, building heights, and lot sizes for housing should be evaluated to determine their effects on housing production. If current requirements serve as an undue barrier to constructing and maintaining housing, they should be reconsidered.
- **Expansion of Subdivision Ordinance**
 - With at least one larger tract of developable land guided for higher-intensity residential uses, the City should consider reviewing and expanding its subdivision ordinance to facilitate the process and stated outcomes of a subdivision and/or PUD development.

When we would use this: Such updates to zoning ordinances are most likely to meet rental demand and produce housing that is affordable to households at or above 50% AMI.

Rental license and inspections programs: Osseo manages a rental inspection and licensing program. The rental licensing program ensures all properties are maintained to a minimum standard. Rental licensing data also provides the city with information about the overall state of the existing housing stock in the community and the most common maintenance needs. The program applies to all properties regardless of affordability level.

When we would use this: The City currently licenses and inspects rental properties and intends to continue this program.

	Low Interest Loans Home owners and potential developers may apply for low interest or forgiveness loans to make improvements on properties. The loaned money is then provided to the Developer to complete projects, and the funder pays the small interest payments on the loan. The funds are prioritized for home owners who demonstrate qualifying financial need. To lessen the administrative burden, the City prefers to partner with nonprofit organizations and Hennepin County to provide low interest loans to residents, but will consider participating in these programs if needed. When we would use this: The City will consider the use low interest loans as a tool for development and retention of both rental and ownership housing units that are affordable at or below 50% of the AMI, if the project contributes to a wide spectrum of housing (including types and price points) in the City. The City will also consider the use low interest loans for projects targeting 80% AMI or below which would attract younger residents.
Regional & Federal funding for Affordable Housing	MHFA Consolidated Request for Proposals This annual funding request from Minnesota Housing Finance Agency supports affordable housing developments across the metro area, and is very competitive. When we would use this: The City will continue to work with developers in coordination with MHFA in supporting RFP submissions for projects that will bring a significant number of new affordable units, and will consider support for projects that meet affordability thresholds of 50% AMI or below which reflects 50% of the city's affordable housing need.
	Livable Communities Demonstration Account (LCDA) Osseo is eligible for Met Council funding for innovative projects often involving affordable and connected housing. When we would use this: The City will continue to work with developers in coordination with the Met Council in supporting RFP submissions for projects that will bring a significant number of new affordable units, and will consider support for projects that meet affordability thresholds of 50% AMI or below as a reflection of the city's greatest cost-burdened need.
	Community Development Block Grant Funds (CDBG) Hennepin County oversees the allocation of these funds, which can be used on a number of housing and revitalization projects. Osseo may apply annually through a coordinated County RFP. When we will use this: The City apply for CDBG funds where those funds help to create housing opportunities for those most cost-burdened populations including seniors, minority populations and young singles and families. These funds may be used for projects at all affordability levels, but are most likely to be used for 50% AMI and above.
	HOME Investment Partnerships Program (HOME) Offered through Hennepin County for construction or rehabilitation projects. Osseo may apply annually through a coordinated County RFP. When we will use this: The City will actively consider opportunities to apply for and use HOME funds, particularly for projects to mitigate the loss of naturally occurring affordable housing.

Regional & Federal funding for Affordable Housing	Hennepin communities: Affordable Housing Incentive Fund (AHIF) Financing supports acquisition, rehabilitation or new construction activities. Osseo may apply annually through a coordinated County RFP. When we will use this: The City will actively consider opportunities to apply for and use AHIF funds, particularly for projects to mitigate the loss of naturally occurring affordable housing. Project Based Rental Assistance Typically HUD-funded, this type of assistance is a deep subsidy that remains with the units of a project or development. The City does not fund this type of assistance. When we will use this: Osseo will consider stating its intent of support for project-based assistance if such projects are considered in Osseo, as such projects are one of the only opportunities to support and retain housing affordable to households at or below 30% AMI.
Affordable Housing preservation Strategies	Low Income Housing Tax Credit Properties (LIHTC) With LIHTC, developers apply for tax credits to offset costs at the time of development. The City does not fund this type of assistance. When we will use this: Osseo will consider stating its intent of support for developers who pursue LIHTC and who intend to seek ways to retain the affordability of the LIHTC property after the terms of LIHTC are up. 4d tax program Non-subsidized properties may be eligible for a tax break if the owner of the property agrees to rent and income restrictions (serving households at 60% AMI or below) and receives “financial assistance” from federal, state or local government. When we will use this: Osseo will consider stating its intent of support for the 4d tax program as part of a broader strategy for preserving affordable multi-family housing. Private unsubsidized affordable housing May be naturally occurring, or supported through 4d tax program. When we will use this: Osseo will consider stating its intent of support for private unsubsidized affordable housing, and will explore opportunities to work with property owners to retain the affordability of these properties over the long term. Community Land trusts and Land Banks. Land trusts provide permanent affordability for income eligible households. Typically, a land trust is structured where a homeowner owns the building and the land trust leases the land to the homeowner. Households that make at or below 80% of AMI typically qualify for these homes. When we will use this: Although there is not an active CLT working within Osseo, the city will support CLT initiatives as a means of providing homeownership affordability in perpetuity in the community. Public Housing Typically HUD-funded or supported through Federal funding, this type of assistance is a deep subsidy that remains with the units of a project or development. The City does not fund this type of assistance. When will we use this: Osseo is unlikely to use this strategy as there is no Public Housing in the City.

Chapter 5 : Transportation

Introduction

The transportation system in Osseo generally operates well today. The multimodal transportation system includes facilities for personal vehicles, freight, walking, bicycling, and transit. Facilities are operated by a number of agencies, including the City of Osseo, Hennepin County, Three Rivers Park District, the Minnesota Department of Transportation (MnDOT), and BNSF Railway.

This transportation chapter has been prepared in compliance with state statutes and applicable Metropolitan Council guidelines. As part of this plan, the City has reviewed existing and future conditions for each mode and identified safety, operations, and network improvements that will be important to address over the 2040 planning horizon. The City has also developed goals and strategies to preserve and improve the transportation system.

Transportation and Health

Transportation planning can impact the health of communities by making walking an attractive option, by making it easy to reach goods and services without a car, and by mitigating injuries and fatalities. Healthy transportation policy includes consideration of who is using the roads and by which mode. Pedestrian safety is paramount as walking is the most accessible and equitable road use. To ensure a better quality of life and the sustainability of our communities, it is important for planners and public health officials to collaborate on healthy solutions to the environmental health problems that exist where we live, work, and play.

(Paraphrased from “Getting Involved in Transportation Planning: An Overview for Public Health Advocates.”)

Throughout this chapter, look for the **highlighted text** and our health shield symbol to read about land use policies that help to advance community health.



Access to healthy food



Physical activity/
Active living



Community safety



Social health and equity



Healthy natural and built environment

Summary of Regional Strategies

This plan has been prepared to be consistent with the regional transportation strategies outlined in the Metropolitan Council 2040 Transportation Policy Plan (TPP). The TPP is a regional plan that evaluates the existing transportation system, identifies transportation challenges to the region, and sets regional goals, objectives, and priorities to meet the transportation needs of current residents while accommodating the region's anticipated growth. The TPP also guides local agencies in coordinating land use and transportation and established regional performance measures and targets.

The TPP is guided by the following goals:

- **Transportation system stewardship:** Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.
- **Safety and Security:** The regional transportation system is safe and secure for all users.
- **Access to Destinations:** People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.
- **Competitive Economy:** The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and State.
- **Healthy Environment:** The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.
- **Leveraging Transportation Investment to Guide Land Use:** The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

Funding is a key constraint that is acknowledged in the TPP. Current transportation revenue will not meet the region's transportation needs through 2040. As a result, the TPP includes two long-term investment scenarios: a fiscally-constrained scenario that identifies projects anticipated to be funded based on current revenue projections, and an increased revenue scenario that identifies project priorities should additional transportation funding become available.

Under the current fiscally constrained revenue scenario, the TPP is focused on operations and maintenance of the existing transportation system. Investments in highway mobility and access are limited to those that address multiple TPP goals and objectives.

The increased revenue scenario would allow additional investments in operations and maintenance, as well as regional mobility, access, safety, and bicycle/pedestrian improvements. However, congestion cannot be greatly reduced under even the increased revenue scenario. Under both scenarios, proposed investments are focused on areas of the metro with the greatest existing and future challenges and anticipated growth.

Osseo is classified by the Metropolitan Council under the Urban community designation. Urban communities are expected to target opportunities for more intensive development near regional transit investments identified in the 2040 Transportation Policy Plan. The TPP does not include any planned regional investments in Osseo; however, there are planned investments nearby proposed as part of the Blue Line LRT Extension.

Transportation Vision

There are several aspects of Osseo's 2040 vision statement that relate to transportation. Primarily, the following vision components specifically relate to transportation:

- **Safety and Wellbeing:** *Osseo is a safe and healthy community for all families and individuals who live, work and visit here*
- **Connected:** *Osseo supports excellent access to services and key destinations both inside and outside the city*

The Transportation Goals and Implementation Strategies are outlined in Section 8 of this chapter.

Public Comments

Draft transportation plan strategies were presented for public comment at a May 2017 steering committee meeting. Meeting attendees were asked to identify their top priorities for the transportation plan and provide comments about specific strategies or transportation issues. Highest priority strategies:

- CSAH 81 safety, operations, and multi-modal improvements





- Plan for future transit feeder bus connection in coordination with adjacent communities to planned Blue Line LRT stations.
- Plan for accessible bicycle and pedestrian connections to planned Blue Line LRT stations.

Existing Roadway System

The sections below provide information about the existing roadway system in Osseo, including existing number of lanes, existing roadway jurisdiction, existing functional classification, existing traffic, existing safety, and access management. This chapter also includes summary recommendations from recent plans and corridor studies.

Functional Classification

The functional classification system groups roadways into classes based on roadway function and purpose. Functional classification is based on both transportation and land use characteristics, including roadway speeds, access to adjacent land, connection to important land uses, and the length of trips taken on the roadway.

The **functional classification system** organizes a roadway and street network that distributes traffic from local neighborhood streets to collector roadways, then to minor arterials and ultimately the principal arterial system. Roads are placed into categories based on the degree to which they provide access to adjacent land and mobility for through traffic. Functional classification gives an indication of the relative hierarchy of roadways in the transportation network.

Four classes of roadways are included in the Seven-County Metropolitan Area functional classification system: principal arterials, minor arterials, collector streets, and local streets. **FIGURE 5-1** shows the existing functional classification of each road in the City of Osseo and **FIGURE 5-2** shows existing roadway jurisdiction. The following sections describe each functional class in greater detail and indicate which roadways fall into each classification.

Principal Arterials

Along Osseo's eastern border there is one existing principal arterial. US Highway 169 generally follows the eastern boundary of the city. US Highway 169 is an important metropolitan highway that serves north-south vehicular movements throughout the region crossing the Minnesota River to the south and the Mississippi River to the north. Approximately ½ mile to the north of Osseo, Trunk Highway (TH) 610 is a principal arterial that provides an east-west connection north of the I-494/694 beltway. The 2040 Transportation Policy Plan does not propose any additional principal arterials in or near the city.

Principal arterials are roadways that provide the greatest level of mobility and access control. Within the metropolitan area, the great majority of principal arterials are under MnDOT jurisdiction. Principal arterials are typically Interstate highways or other state or US freeways or expressways. These facilities are intended to serve trips greater than 8 miles and express transit trips. Spacing of principal arterials varies within developing areas of the metropolitan area. Typically, these facilities are spaced between two and six miles apart. These facilities connect regional business and commercial concentrations, transportation terminals, and large institutions within the metropolitan areas. Principal arterials also connect to other cities, regions, and states outside of the metropolitan area.

Principal arterials are intended to maintain average speeds of 40 mph during peak traffic periods. To maintain mobility and speeds on principal arterials, land access and transportation system connections are limited. There is little to no direct land access from principal arterials. Access is limited to interstate freeways, other Principal Arterials, and A Minor Arterials. Access points are typically grade-separated or controlled with a signal and are spaced approximately one to two miles apart.

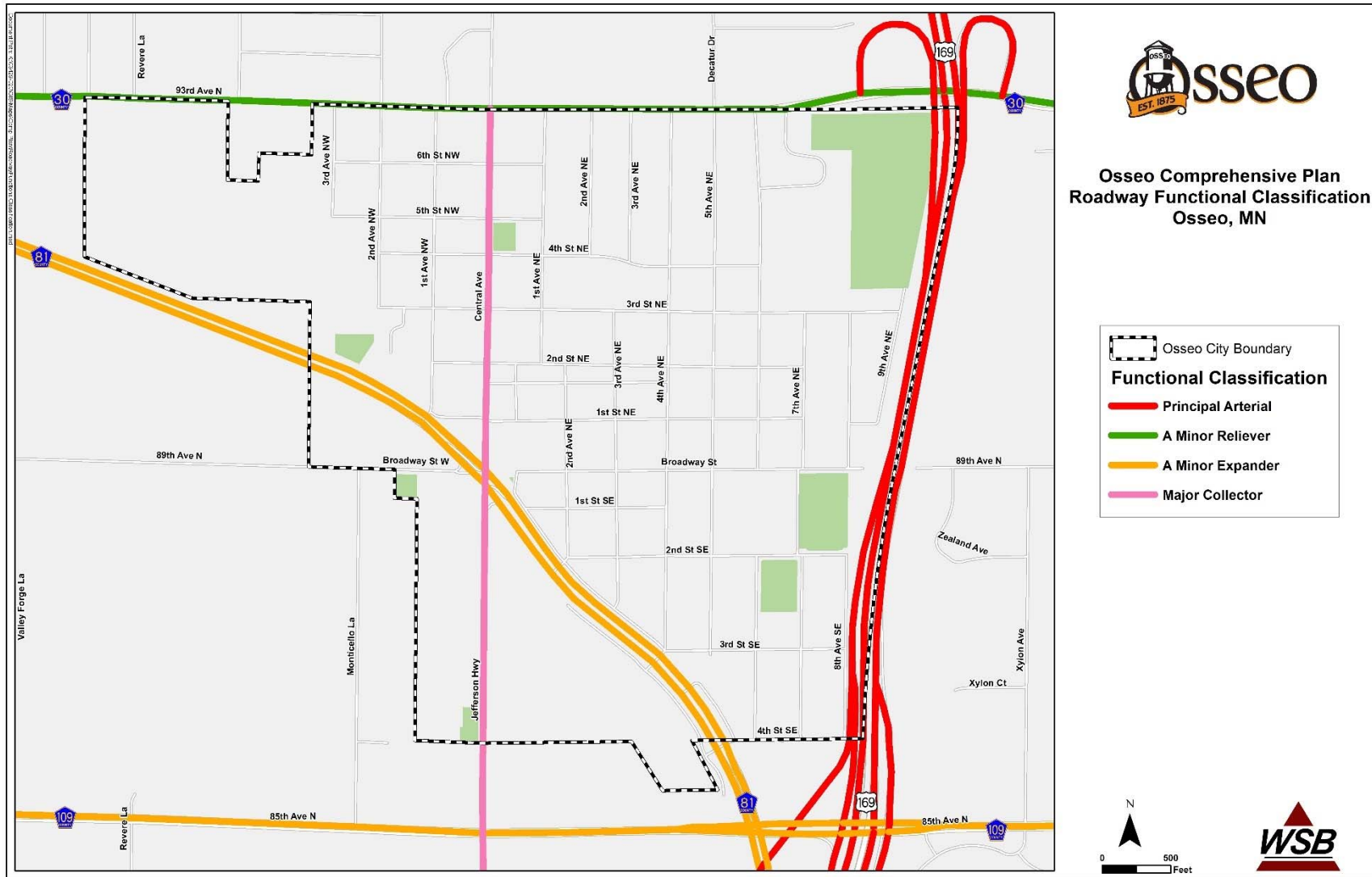


FIGURE 5-1: ROADWAY FUNCTIONAL CLASSIFICATION

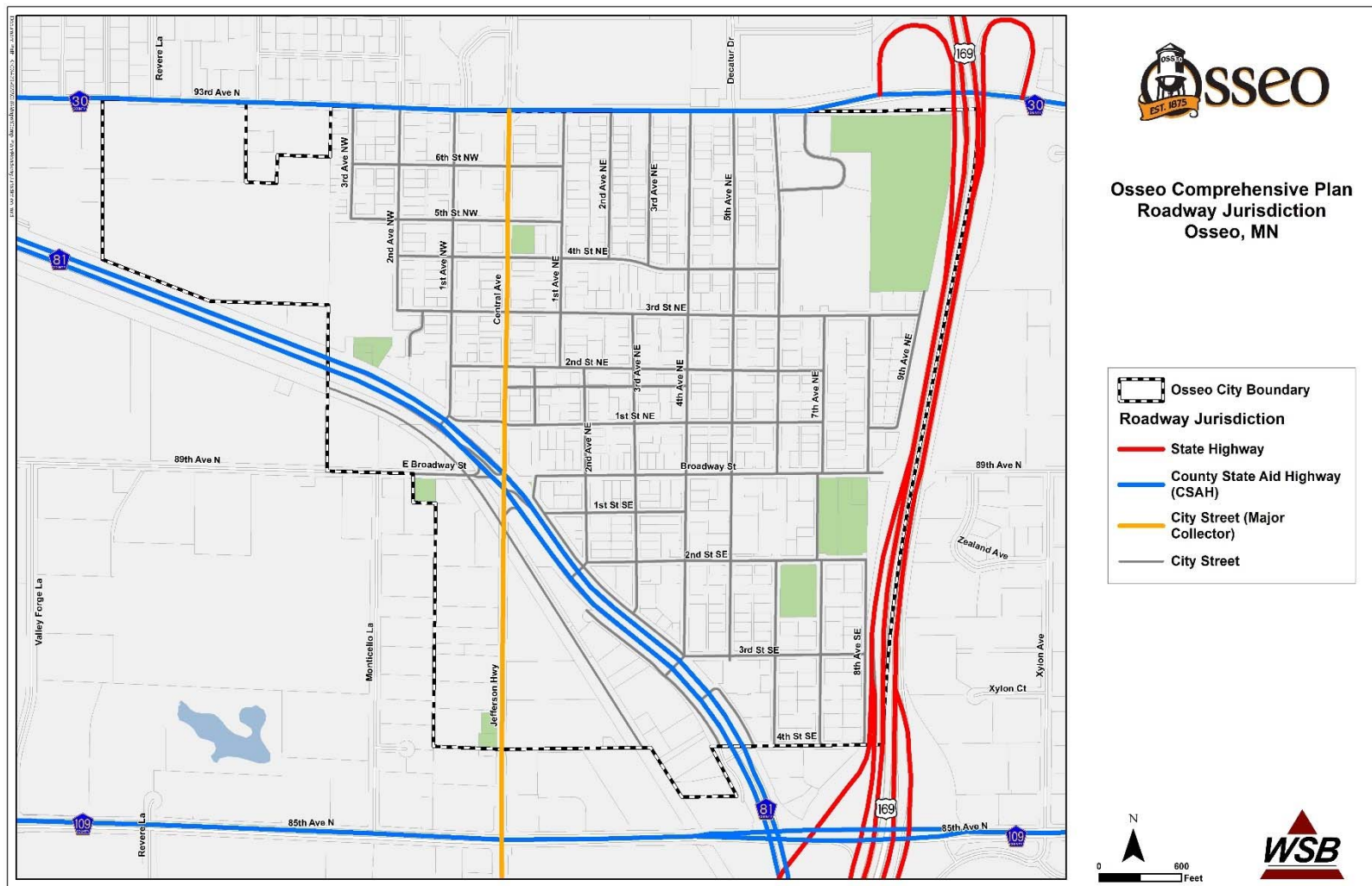


FIGURE 5-2: EXISTING ROADWAY JURISDICTION

Minor Arterials

There are two minor arterials within Osseo: County State Highway (CSAH) 30/93rd Avenue N and CSAH 81/Bottineau Boulevard. Within the City of Osseo, all minor arterials are under Hennepin County jurisdiction.

Minor arterials maintain a focus on mobility, but provide more land access than principal arterials. Minor arterials are intended to serve trips of four to eight miles in length. Within the suburban communities, these facilities are spaced between one and two miles apart. Minor arterials connect cities and towns within the region and link to regional business and commercial concentrations. Access points along minor arterials are generally at-grade and typically controlled with signals or stop signs.

During peak traffic, minor arterials are intended to maintain a minimum 30 mph average speeds. Land access is limited to concentrations of commercial and industrial land uses. The Metropolitan Council has established a system of “A” Minor and “B” Minor arterials. “A” Minor arterials are eligible for federal funding administered by the Metropolitan Council.

The Metropolitan Council has further split “A” Minor arterials into four types, described below:

- **Relievers:** Arterials located parallel to congested principal arterials. The purpose of “A” Minor Relievers is to provide additional capacity in congested corridors.
- **Augmenters:** Arterials that supplement the principal arterials system within urban centers and urban communities.
- **Expanders:** Arterials that supplement principal arterials in less-densely developed areas of the metro area.
- **Connectors:** Arterials that provide connections between rural towns and connect rural areas with the principal arterial system.

Given the purpose of “A” Minor Augmenters and Connectors, there are no existing or planned augmenters or connectors within the city. “A” Minor arterials in Osseo include the following roadways:

“A” Minor Relievers

- County State Aid Highway (CSAH) 30/93rd Avenue N

“A” Minor Expanders

- CSAH 81/Bottineau Boulevard

“B” Minor arterials have a similar focus on mobility above land access. These roadways connect major traffic generators in the region. “B” Minor arterials are not eligible for federal funding. “B” Minor arterials are also referred to as “Other”

arterials in the 2040 Transportation Policy Plan. There are no “B” Minor or “Other” arterials within the city.

Major and Minor Collectors

Jefferson Highway/Central Avenue is classified as a Major Collector in the City of Osseo. Many of Osseo’s business, commercial, and industrial properties are located adjacent to Jefferson Highway/Central Avenue. Major collectors typically serve higher density residential areas and concentrations of commercial and industrial land uses. These facilities tend to serve longer trips than minor collectors.

Major and minor collector roadways provide linkages to larger developments and community amenities. They generally do not link communities to one another. Collector roadways generally favor access to the system over mobility, but try to balance the two competing needs. These roadways are generally lower speed than the principal or minor arterial routes. Collectors are usually owned and operated by cities, although counties operate some of these facilities. Collectors are intended to serve trips of one to four miles in length. Collectors link minor arterials, other collectors, and local streets.

Minor collectors serve lower trips than major collectors and typically link lower density residential and commercial land uses. There are no designated minor collectors within Osseo.

Local Roadways

The primary function of local roadways is land access. Local roadways connect individual land parcels with other local roadways and collectors. Trips on local roadways are typically less than two miles and speeds are typically low. Local roadways are under the jurisdiction of the City of Osseo.

Existing Roadway Capacity and Safety

Roadway capacity and roadway safety are two key indicators of how well the roadway system is meeting the city's transportation needs. The sections below provide information to better understand capacity and safety issues within Osseo.

Existing Roadway Capacity

A roadway's capacity indicates how many vehicles may use a roadway before it experiences congestion. Capacity is largely dependent upon the number of lanes. **TABLE 5-1** below lists planning-level thresholds that indicate a roadway's capacity. Additional variation (more or less capacity) on an individual segment is influenced by a number of factors including: amount of access, type of access, peak hour percent of traffic, directional split of traffic, truck percent, opportunities to pass, and amount of turning traffic, the availability of dedicated turn lanes, parking availability, intersection spacing, signal timing and a variety of other factors.

TABLE 5-1: PLANNING-LEVEL ROADWAY CAPACITY

Facility Type		Daily Two-Way Volume	
		Lower Threshold	Higher Threshold
Arterials	Two-lane undivided	10,000	12,000
	Two-lane divided or three-lane undivided	15,000	17,000
	Four-lane undivided	18,000	22,000
	Four-lane divided or five-lane undivided	28,000	32,000
Freeways	Four-lane freeway	60,000	80,000
	Six-lane freeway	90,000	120,000
	Eight-lane freeway or higher	Calculated on a segment by segment basis	

Existing Capacity Problems on Arterial Roads

At the planning level, capacity problems are identified by comparing the existing number of lanes with current traffic volumes. **TABLE 5-2** and **FIGURE 5-3** illustrate the existing number of lanes on arterial roadways within the city. **FIGURE 5-4** illustrates existing traffic volumes on Principal Arterial, A-Minor Arterial and other significant roadways within the city.

As shown in the table, US Highway 169 and CSAH 81 are arterial roadways with four lanes. CSAH 30 expands to four lanes at the approaches to the US Highway 169 interchange, and then transitions back to two lanes through most of the city, and briefly adds a third lane near Osseo Senior High. US Highway 169 is a freeway design with existing traffic volumes approaching its capacity of approximately 60,000-80,000 vehicles per day. Congestion along US Highway 169 is most common during the morning rush hour period. Currently, CSAH 81 and CSAH 30

experience some peak hour congestion through Osseo, but are currently under capacity.

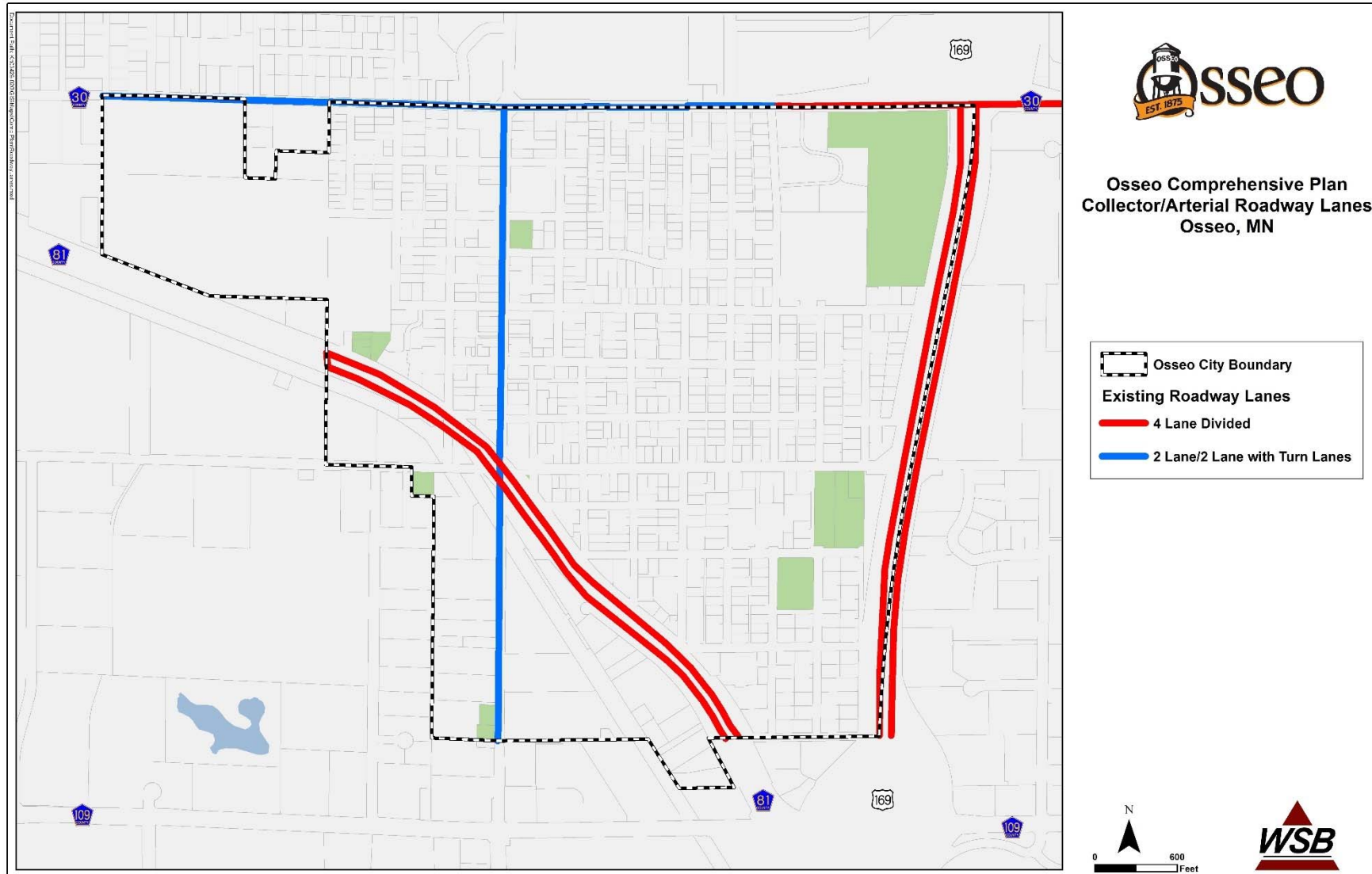


FIGURE 5-3: EXISTING NUMBER OF LANES



FIGURE 5-4: EXISTING TRAFFIC VOLUMES (DATA SOURCE: MN DEPARTMENT OF TRANSPORTATION, 2015)

All other arterial roadways in the city currently have two lanes. As described above in TABLE 5-1, these roadways have a planning-level capacity of 8,000-10,000 vehicles. Two-lane roadways are not experiencing major congestion issues.

TABLE 5-2: EXISTING NUMBER OF LANES ON ARTERIAL ROADS

Functional Classification	Roadway Name	Location	Number of Lanes
Principal Arterial	US Highway 169	Eastern Osseo-Brooklyn Park border	4
"A" Minor Expander	CSAH 81	Osseo-Maple Grove border to US Highway 169	4
"A" Minor Reliever	CSAH 30	Northern Osseo border	2-4
Major Collector	Jefferson Highway/Central Avenue	Southern Osseo border to CSAH 30	2

Existing Safety Problems on Arterial Roadways

Coordination with City and County officials has indicated that all intersections with CSAH 81/Bottineau Boulevard have a crash history or other safety issues. Due to the skewed geometry of these intersections and the close proximity of frontage roads and other intersections, there are sight line, turning movement, and stacking issues that are particularly difficult at peak periods (morning, noon, evening). These challenging intersections with CSAH 81 are:

- CSAH 81 & 4th Street SE
- CSAH 81 & 3rd Street SE/4th Avenue SE - confluence of CSAH 81 access, frontage road, gas station/business access, and traffic coming from the north add to the challenges at this intersection
- CSAH 81 & 2nd Street SE/2nd Avenue SE
- CSAH 81 & Central Avenue/Jefferson Highway - main connection into downtown Osseo, size and skew of intersection, and proximity to railroad line create additional challenges at this location
- CSAH 81 & Broadway Street W - close proximity to Central Avenue/Jefferson Highway and railroad line, skewed turning movements, driver confusion due to limited access, and proximity to business area create additional challenges at this location
- CSAH 81 & 1st Street NW/1st Avenue NW



Further study is recommended to identify specific safety issues and design, intersection control or other countermeasures that could be effective at reducing the rate and severity of crashes at these locations on CSAH 81. Several strategies are identified in TABLE 5-8 related to these key intersections on the CSAH 81 corridor.



The following intersections of CSAH 30/93rd Avenue N were also identified as having safety and operational issues that may warrant further analysis. New development in Brooklyn Park is facilitating a new street (Decatur Drive N) at the CSAH 30 and 5th Avenue NE intersection. The change in traffic will need to be monitored in order to ensure traffic controls at the intersection are appropriate and safety conditions do not deteriorate. In addition, the CSAH 30 and Revere Lane N intersection is heavily used by students to access Osseo Middle and High schools. Pedestrian and vehicle activity is high during short periods of the day at this all-way stop, which also has an additional eastbound travel lane through the intersection.

- CSAH 30 & 5th Avenue NE/Decatur Drive N
- CSAH 30 & Revere Lane N
- CSAH 30 & Pilgrim Lane N

Access Management

The purpose of access management is to provide adequate access to adjacent land development while maintaining acceptable traffic flow on higher level roadways. Access management consists of carefully controlling the spacing and design of public street intersections and private access points to the public roadway system. Arterials, being designed for higher speed and longer distance trips, generally have reduced or restricted access while local streets can accommodate much greater access. Collector roadways fall in between arterials and local roadways regarding the amount of access that is permitted.

The agency with jurisdiction over a roadway sets access management guidelines. Access to US Highway 169 must meet MnDOT access management guidelines and is permitted subject to conditions. See [TABLE 5-3](#) for MnDOT Access Management Guidelines. Given the status of US Highway 169 as a freeway, access is limited to the existing interchanges at CSAH 81/85th Avenue N and CSAH 30/93rd Avenue N.

Hennepin County has established access management guidelines for urban areas (within the 20-year MUSA boundary) and rural areas (outside the MUSA boundary). Hennepin County access management guidelines are displayed in [TABLE 5-4](#). Hennepin County requires permits for new driveway access to county roads and when land uses change at a site adjacent to a county road. Hennepin County typically requires that new access points meet its guidelines; however, the county can make exceptions to the guidelines with sufficient justification.

The City of Osseo recommends access standards and spacing guidelines as a strategy to effectively manage existing ingress/egress onto city streets and to provide access controls for redevelopment. The City's proposed access standards (driveway dimensions) are based on MnDOT State-Aid design standards. [TABLES](#)

5-5 AND 5-6 present the proposed access standards and access spacing for the Osseo roadway network.

It should be noted that there are existing access points that do not meet City, County, and MnDOT access spacing guidelines. In many cases these access points were established prior to agency access spacing guidelines. As roadways are reconstructed and as development or redevelopment occurs, each of these agencies generally works to modify and/or relocate access points that do not meet current access spacing guidelines, recognizing that this may not be feasible in many instances.

- (1) Access to Major Collectors shall be reserved for public street access. Steps should be taken to redirect private accesses on Major Collectors to other local streets. New private access to Major Collectors shall not be permitted unless deemed necessary by the City Engineer.
- (2) Private access to Minor Collectors shall be at the discretion of the City Engineer. Whenever possible, residential access should be directed to non-continuous streets rather than Minor Collector roadways. Commercial/Industrial properties shall provide common accesses with adjacent properties when access is located on the Minor Collector system. Cross-traffic between adjacent compatible properties is encouraged whenever feasible.

MnDOT Access Management Manual

TABLE 5-3.1: SUMMARY OF RECOMMENDED STREET SPACING FOR IRCs

Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
1 High Priority Interregional Corridors & Interstate System (IRCs)					
1F	Interstate Freeway	Principal Arterials	Interchange Access Only		 See Section 3.2.5 for Signalization on Interregional Corridors
1AF	Non-Interstate Freeway		Interchange Access Only (see Section 3.2.7 for interim spacing)		
1A	Rural		1 mile	1/2 mile	
1B	Urban/Urbanizing		1/2 mile	1/4 mile	
1C	Urban Core		300-660 feet dependent upon block length		
2 Medium Priority Interregional Corridors					
2AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (See Section 3.2.7 for interim spacing)		See Section 3.2.5 for Signalization on Interregional Corridors
2A	Rural		1 mile	1/2 mile	
2B	Urban/Urbanizing		1/2 mile	1/4 mile	
2C	Urban Core		300-660 feet, dependent upon block length		¼ mile
3	Regional Corridors				
3AF	Non-Interstate Freeway	Principal and Minor Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		Interim
3A	Rural		1 mile	1/2 mile	See Section 3.2.5
3B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile
3C	Urban Core		300-660 feet, dependent upon block length		1/4 mile

MnDOT Access Management Manual

TABLE 5-3.2: SUMMARY OF RECOMMENDED STREET SPACING FOR NON-IRCS

Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
4	Principal Arterials in the Twin Cities Metropolitan Area and Primary Regional Trade Centers (Non-IRCs)				
4AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		Interim
4A	Rural		1 mile	1/2 mile	See Section 3.2.5
4B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile
4C	Urban Core		300-660 feet dependent upon block length		1/4 mile
5	Minor Arterials				
5A	Rural	Minor Arterials	1/2 mile	1/4 mile	See Section 3.2.5
5B	Urban/Urbanizing		1/4 mile	1/8 mile	1/4 mile
5C	Urban Core		300-660 feet, dependent upon block length		1/4 mile
6	Collectors				
6A	Rural	Collectors	1/2 mile	1/4 mile	See Section 3.2.5
6B	Urban/Urbanizing		1/8 mile	Not Applicable	1/4 mile
6C	Urban Core		300-660 feet, dependent upon block length		1/8 mile
7	Specific Area Access Management Plans				
7	All	All	By adopted plan		

TABLE 5-4: HENNEPIN COUNTY ACCESS SPACING GUIDELINES

Access Type	Movements Allowed	Rural Arterial			Urban and Urbanizing Arterial		
		Greater than 7,500 ADT	Less than 7,500 ADT	Collector	Undivided	Divided	Collector
Single family residential driveway or farm field entrance	Full movements allowed	1/4 mile (1,320 feet)	1/8 mile (660 feet)	1/8 mile (660 feet)	Not allowed	Not allowed	1/8 mile (660 feet)
	Limited access	Not allowed	Not allowed	Not allowed	Not allowed	Not allowed	1/16 mile (330 feet)
Low Volume Driveway (less than or equal to 500 trips per day)	Full movements allowed	1/4 mile (1,320 feet)	1/8 mile (660 feet)	1/8 mile (660 feet)	Not allowed	Not allowed	1/8 mile (660 feet)
	Limited access	Not allowed	Not allowed	Not allowed	Not allowed	1/8 mile (660 feet)	1/16 mile (330 feet)
High Volume Driveway (greater than 500 trips per day)	Full movements allowed	1/4 mile (1,320 feet)	1/4 mile (1,320 feet)	1/8 mile (660 feet)	1/4 mile (1,320 feet)	1/4 mile (1,320 feet)	1/8 mile (660 feet)
	Limited access	Not allowed	Not allowed	Not allowed	Not allowed	1/8 mile (660 feet)	Not allowed
Low Volume Public Street (less than or equal to 2,500 ADT)	Full movements allowed	1/4 mile (1,320 feet)	1/4 mile (1,320 feet)	1/8 mile (660 feet)	1/4 mile (1,320 feet)	1/4 mile (1,320 feet)	1/8 mile (660 feet)
	Limited access	Not allowed	Not allowed	Not allowed	Not allowed	1/8 mile (660 feet)	Not allowed
High Volume Public Street (greater than 2,500 ADT)	Full movements allowed	1/2 mile (2,640 feet)	1/4 mile (1,320 feet)	1/4 mile (1,320 feet)	1/4 mile (1,320 feet)	1/4 mile (1,320 feet)	1/4 mile (1,320 feet)
	Limited access	Not allowed	Not allowed	Not allowed	Not allowed	1/8 mile (660 feet)	Not allowed

TABLE 5-5: CITY OF OSSEO PROPOSED ROADWAY ACCESS GUIDELINES

Driveway Dimensions	Residential	Commercial or Industrial
Driveway Access Width	11 – 22 feet, 16 feet desired	16 – 32 feet, 32 feet desired
Minimum Distance between Driveways	20 feet	20 feet
Minimum Corner Clearance from a Collector Street	50 feet	50 feet

TABLE 5-6: CITY OF OSSEO PROPOSED ACCESS SPACING GUIDELINES FOR COLLECTOR ROADWAYS

Type of Access	Major Collector (1)	Minor Collector (2)
Private Residential	Not Permitted	As Needed
Private Commercial/Industrial	As Needed	As Needed
Minimum Corner Clearance from a Collector Street	50 feet	50 feet

Recommendations from Recent Plans and Studies

Two roadways within the city have been the subject of recent plans and studies. These plans and studies are summarized below.

CSAH 81/Bottineau Boulevard Corridor Study

CSAH 81/Bottineau Boulevard was originally constructed as part of the state's Trunk Highway system and is currently under the jurisdiction of Hennepin County. The roadway is an important corridor for local and regional economic development that continues to experience growth in the northwest metropolitan area. This has resulted in congestion impacting the ability of CSAH 81 to deliver safe and efficient transportation service to its users.

In 2006-2007, Hennepin County completed a study evaluating the reconstruction of CSAH 81/Bottineau Boulevard in five segments between Highway 100 and CSAH 30 (93rd Avenue N). Identified improvements along the corridor included expanding the roadway from four- to six-lanes, access modifications to side streets and frontage roads, sidewalk and trail facilities, and improved stormwater systems. All but the final segment (between 83rd Avenue N/US Highway 169 and CSAH 30/93rd Avenue N) identified in the study are programmed or have been constructed.

Since the study was completed, the opening of TH 610 has redirected commuter traffic between I-94 and US Highway 169, and the planned alignment for the Bottineau LRT corridor has been shifted from Bottineau corridor north of Brooklyn Boulevard to West Broadway Avenue (east of US Highway 169). This has led the county to revisit needs for the previously identified improvements to the final segment from the study (within the City of Osseo).

Based on conversations with Hennepin County transportation planning staff, no funding has currently been allocated towards a capital project for reconstruction or expansion of CSAH 81 within Osseo. Furthermore, county staff does not anticipate the allocation of funds towards a capital project on this section of CSAH 81 in the near future based on recent project prioritization activities.

Reimagining the Bottineau Boulevard Commercial area was a focus of the 2030 land use plan. Should reconstruction of Highway 81 be considered again in the future, the strategies emphasized in the 2030 Comprehensive Plan may again become relevant for the community. This plan provides strategies in [TABLE 5-8](#) to identify and evaluate intersection safety improvement projects that could be implemented individually instead of as part of a full reconstruction.

Hennepin County Transportation Plan

The 2011 update of the Hennepin County Transportation Plan included a map entitled "Jurisdiction and Long-Range Transportation Issue Areas." The map displays potential candidates for jurisdictional transfers based on an evaluation of the county roadway system and discussions with MnDOT and a number of cities.

The segment of CSAH 30 along Osseo's northern boundary is identified as a potential "County to City" jurisdictional transfer. Further discussions with Hennepin County and the cities of Osseo, Brooklyn Park, and Maple Grove are needed to explore this issue in greater detail.

Future Roadway System

This section addresses future roadway improvement needs and roadway design guidelines.

Roadway Capacity – Traffic Forecasting

To determine future roadway capacity needs, year 2040 traffic forecasts were prepared using the Metropolitan Council travel demand model. The model was refined for application specifically for Osseo. The 2040 projections were compared against the assumed 2040 roadway network to see where roadway segment capacity deficiencies may result. The 2040 roadway network assumed for this analysis is the same as the current roadway network, as the City and County Capital Improvement Programs (CIPs) do not include any projects that add significant capacity to the roadway network.

While the travel demand model is a valuable tool used to identify future traffic based on the proposed land use impacts, it is not meant for use in detailed traffic operations studies. For a more accurate representation of the transportation impacts from specific developments, detailed traffic studies should be conducted to determine the operational impacts on adjacent roadways and intersections.

A central concept of travel demand forecasting is the use of Transportation Analysis Zones (TAZs). Each forecast study area, in this case the City of Osseo, is divided into a series of TAZs. Each TAZ has land use data which indicates trip generation and trip attraction including population, household, and employment data. **FIGURE 5-5** displays Metropolitan Council TAZs within Osseo.

The results of the Osseo modeling process are summarized on **FIGURE 5-6**, which displays 2040 projected average daily traffic volumes compared to the existing (2014) traffic volumes. **TABLE 5-7** provides the population, household, and employment allocations by TAZ assumed in the Metropolitan Council model. The Osseo Land Use Plan is consistent with these allocations and the community forecasts.



FIGURE 5-5: OSSEO TAZS – METROPOLITAN COUNCIL

The Metropolitan Council uses a numbering system to label all TAZ jurisdictions across the metro. The numbers shown on the map are an identifying label for each individual TAZ jurisdiction.

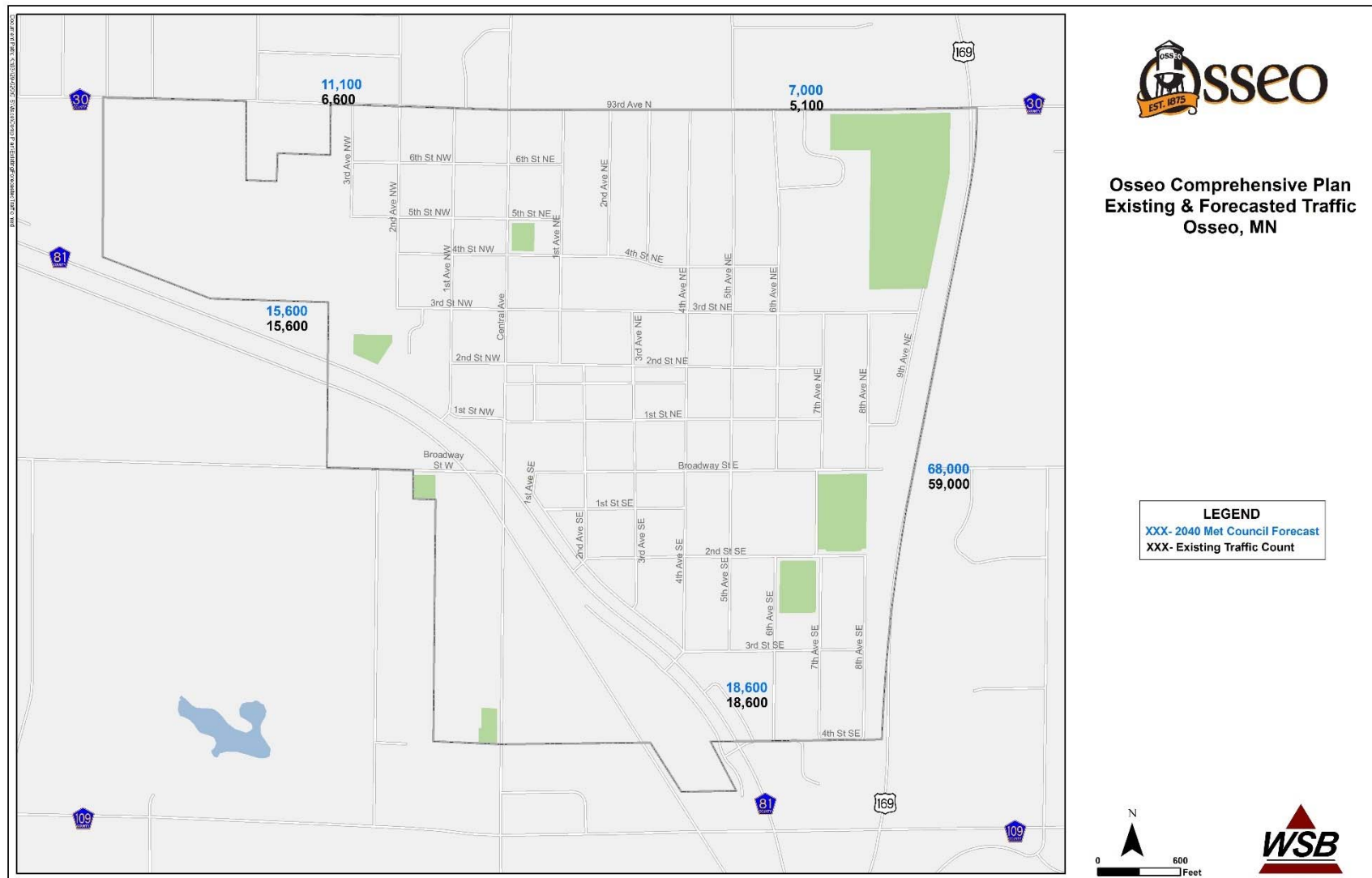


FIGURE 5-6: EXISTING AND FORECASTED TRAFFIC VOLUMES

TABLE 5-7: CITY OF OSSEO TRANSPORTATION ANALYSIS ZONES (TAZ) ALLOCATIONS

	2010 Census			2020 Forecast			2030 Forecast			2040 Forecast		
TAZ	Population	Households	Employment	Population	Households	Employment	Population	Households	Employment	Population	Households	Employment
851*	2,052	901	767	2,078	1,001	810	2,148	1,037	870	2,198	1,060	916
852*	378	227	459	651	299	537	792	363	634	972	440	735
853*	0	0	353	0	0	334	0	0	344	0	0	344
854*	0	0	170	0	0	239	0	0	272	0	0	304
Totals	2,430	1,128	1,749	2,730	1,300	1,920	2,940	1,400	2,120	3,170	1,500	2,299

*Portion of TAZ boundary extends beyond Osseo. Values only reflect estimates for area within the City of Osseo per Metropolitan Council data. Source: Metropolitan Council

2040 Future Roadway Capacity Improvement Needs

To identify the need for potential future capacity improvements, Metropolitan Council 2040 forecasts were compared to planning-level roadway capacities for Principal and A-Minor Arterial Roadways. Planning-level roadway capacities used for this analysis are illustrated in TABLE 5-1 in an earlier section of this chapter. Based on this comparison, all roadways in the city have adequate capacity to accommodate forecasted Metropolitan Council 2040 travel demands. CSAH 81 is expected to see a leveling off of daily traffic as TH 610 to the north may handle some of the previous trips from CSAH 81, as well as accommodate additional trips based on population growth.

Existing and Planned Non-Motorized Transportation Network

This section addresses network needs for walking and bicycling within the City of Osseo. This section also addresses the needs of people using wheelchairs and assistive mobility devices such as mobility scooters, as they are considered pedestrians.



Enhancing the non-motorized elements of Osseo's transportation system is a key goal in terms of improving transportation sustainability in the city and in the region. This approach gives residents an alternative to driving, supports transportation options for people who do not have consistent access to a personal vehicle, and encourages healthy activities and lifestyles.

This section includes information on the existing non-motorized transportation network within Osseo, connections to land use planning, the planned local non-motorized transportation network, and the planned regional non-motorized transportation network. This section also includes recommendations for intersection improvements and design best practices.

Existing and Planned Non-Motorized Transportation Network

The non-motorized transportation network in Osseo consists of sidewalks and multi-use paved trails. Sidewalks are located along both sides of many local streets, providing connections to the downtown area and Central Avenue. While the sidewalk system is extensive, there are gaps in the network. Existing and proposed Bicycle and Pedestrian Network facilities are illustrated in Figure 5-7.



Multi-use paved trail segments are located along CSAH 30 and CSAH 81. These trails are planned to be extended, completing connections through Osseo connecting to neighboring communities. Planned multi-use trails along CSAH 30 and 85th Avenue across US Highway 169 will provide bicycle and pedestrian connections to the planned Blue Line LRT Extension.

The Crystal Lakes Regional Trail is located along CSAH 81. The existing segment extends from 1st Avenue NW/1st Street NW to the Elm Creek Park Reserve in Maple Grove. The regional trail is planned to connect the Grand Rounds trail system, Crystal, Robbinsdale, Brooklyn Park, Osseo and Maple Grove before

joining with the Medicine Lake Regional Trail in Elm Creek Park Reserve. This trail is owned and operated by Three Rivers Park District.



Sidewalks and/or trails are recommended to be located along at least one side of each road within Osseo to accommodate pedestrian and other non-motorized movement in a safe manner, separate from vehicular traffic. The City supports completing gaps in the system network when opportunities arise, such as through redevelopment and roadway reconstruction projects. The also supports efforts from Hennepin County and the City of Brooklyn Park to complete trail connections to the planned 85th Avenue N and 93rd Avenue N Blue Line LRT stations.

Connections to Land Use Planning

The City of Osseo has development patterns consistent with its designation as an Urban community. Existing residential development is higher in density compared with suburban areas, but reflects the transition toward development patterns influenced by the rise of the automobile, with some commercial and industrial land uses (primarily south of CSAH 81) separated from largely single-family residential land uses. However, the development patterns in the city are well-suited to bicycling and walking, due to a largely regular street grid, relatively short blocks, and convenient connections to multi-use trails, parks, and schools. Downtown Osseo's central location provides commercial and institutional destinations within walking or biking distance of many residents.



The City's land use planning and coordination with redevelopment focused along Central Avenue can help improve opportunities for walking and bicycling for transportation. The City can encourage mixed-use development that situates residents within a short walk of commercial destinations. The City can also work with developers to construct sidewalks and trails within redevelopment projects.



Complete Streets

"Complete streets" is the planning, scoping, design, implementation, operation, and maintenance of roads in order to reasonably address the safety and accessibility needs of users of all ages and abilities. Complete streets considers the needs of motorists, pedestrians, transit users and vehicles, bicyclists, and commercial and emergency vehicles moving along and across roads, intersections, and crossings in a manner that is sensitive to the local context and recognizes that the needs vary in urban, suburban, and rural settings (MINN. STAT. 174.75, Subd. 1.).



Complete streets is a process for developing a transportation network that best accommodates all modes of transportation. Planners and designers must systematically consider all modes when developing their long-range plans and short-term maintenance and construction projects. In the spirit of its 2017 Complete Streets policy, the City of Osseo supports implementing a complete streets process in roadway reconstruction projects where appropriate and feasible.

Planned Regional Non-Motorized Transportation Network

The Metropolitan Council 2040 Transportation Policy Plan encourages the use of bicycles as a mode of transportation and establishes a Regional Bicycle Transportation Network (RBTN) to establish an integrated network of on street bikeways and off-road trails that complement each other to improve conditions for bicycle transportation at the regional level. The RBTN identifies Tier 1 and Tier 2 alignments where existing regional or other trails exist or where a specific alignment has been identified. The RBTN also identifies Tier 1 and Tier 2 corridors where specific alignments have not yet been defined.

Within Osseo, the RBTN identifies one Tier 1 RBTN corridor and one Tier 2 RBTN corridor. The Tier 1 corridor generally follows the CSAH 81/Bottineau Boulevard corridor diagonally through the city. This bikeway route is consistent with the Crystal Lake Regional Trail as planned by Three Rivers Park District. The Tier 2 corridor generally extends east-west along the CSAH 30 corridor, and is consistent with planned improvements identified in Hennepin County's 2040 Bicycle Transportation Plan. With both of these corridors, existing land use patterns and major roadway barriers do not provide other opportunities for an efficient and successful bikeway route.

Through the comprehensive planning update process, Metropolitan Council has requested communities to recommended specific alignments for planned bikeway connections that meet the intent of the RBTN corridors. The City proposes the following alignments for the RBTN corridors. These alignments are also shown in **Figure 5-8**.

- The existing and planned Crystal Lake Regional Trail segments to serve as the RBTN Tier 1 alignment.
- The existing and planned multi-use trail along CSAH 30 to serve as the RBTN Tier 2 alignment.

Intersection Improvements for Bicycling and Walking



Major roadways are often serve as barriers for people walking and bicycling, with limited crossing opportunities and increased traffic and safety concerns. Crossing CSAH 81 and CSAH 30 can be challenging for pedestrians and bicyclists due to lengthy crossing distances, long signal cycles that result in extended waits to cross CSAH 81, and the lack of sidewalk or trail on both sides of the roadways. The proximity of Osseo High School and Osseo Middle School to both CSAH 30 and CSAH 81 also create additional challenges as more intense pedestrian activity is focused to short periods of time. And with the planned Blue Line LRT Extension, additional pedestrian and bicyclist activity is expected along CSAH 30, CSAH 81, and 85th Avenue to cross US Highway 169 and access the planned LRT stations.



The City should work with Hennepin County, Brooklyn Park, and Maple Grove to explore opportunities to improve intersection crossing opportunities for pedestrians and bicyclists along these key county roadways.



Non-Motorized Transportation Design Considerations

Design dimensions for sidewalks are recommended to be five-feet or wider, with a minimum of a four-foot-wide boulevard between the sidewalk and the curb. Increased separation improves pedestrian comfort and provides space for street signs and snow storage.

Several types of bicycle facilities exist within the metropolitan area, with each having its own benefits and limitations depending on the surrounding environment and intended audience. Bicycle facilities include: off-street facilities, protected bikeways, buffered bicycle lanes, conventional bicycle lanes, bicycle boulevards, and wide paved shoulders. **Figure 5-9** shows examples of these facility types.

Multi-use trails are recommended to be a minimum of eight-feet wide. Regional trails are recommended to be a minimum of ten-feet wide due to higher use and the design requirements to comply with federal funding. Trails must have a two-foot wide clear zone on either side to reduce hazards for bicyclists and provide a recovery zone if a bicyclist leaves the edge of the trail. The clear zone can be paved or turf surface. No signs, furnishings, trees, or other obstructions can be in the clear zone.

Paved shoulders should be a minimum of four-feet wide if intended for bicycle and pedestrian use. Four-foot wide shoulders are adequate on streets with traffic volumes below 1,000 vehicles per day. Six- to eight-foot shoulders are recommended when traffic volumes exceed 1,000 vehicles per day. A wider shoulder improves pedestrian and bicyclist safety and comfort when vehicle traffic speeds and volumes are higher.



As non-motorized facilities are planned and designed, the City should consult additional planning and design resources, including:

- Hennepin County Bicycle Transportation Plan
- Hennepin County Pedestrian Plan
- Hennepin County Bottineau LRT/Metro Blue Line Extension Bicycle Study
- MnDOT Bikeway Facility Design Manual
- MnDOT Complete Streets Implementation Resource Guide
- Minnesota Manual on Uniform Traffic Control Devices
- Guide for the Development of Bicycle Facilities – American Association of State Highway and Transportation Officials
- Guide for the Planning, Design, and Operation of Pedestrian Facilities – American Association of State Highway and Transportation Officials

- Public Rights of Way Accessibility Guidelines (PROWAG) – US Access Board
- Federal Highway Administration Small Town and Rural Multimodal Networks guide

Accessibility is a very important consideration for non-motorized design. All new pedestrian and bicycle facilities must meet the ADA (Americans with Disabilities Act) accessibility guidelines established in the Public Rights of Way Accessibility Guidelines. These guidelines address the design needs of people with physical and/or visual impairments. Accessibility will become increasingly important over the next 20 years due to demographic changes. Baby boomers are aging and the population over age 65 is increasing. People over 65 are more likely to have physical and/or visual impairments that affect their ability to get around. To address accessibility issues, it is recommended that the City develop and implement an ADA transition plan to bring sidewalks, trails, and intersections into compliance with ADA.



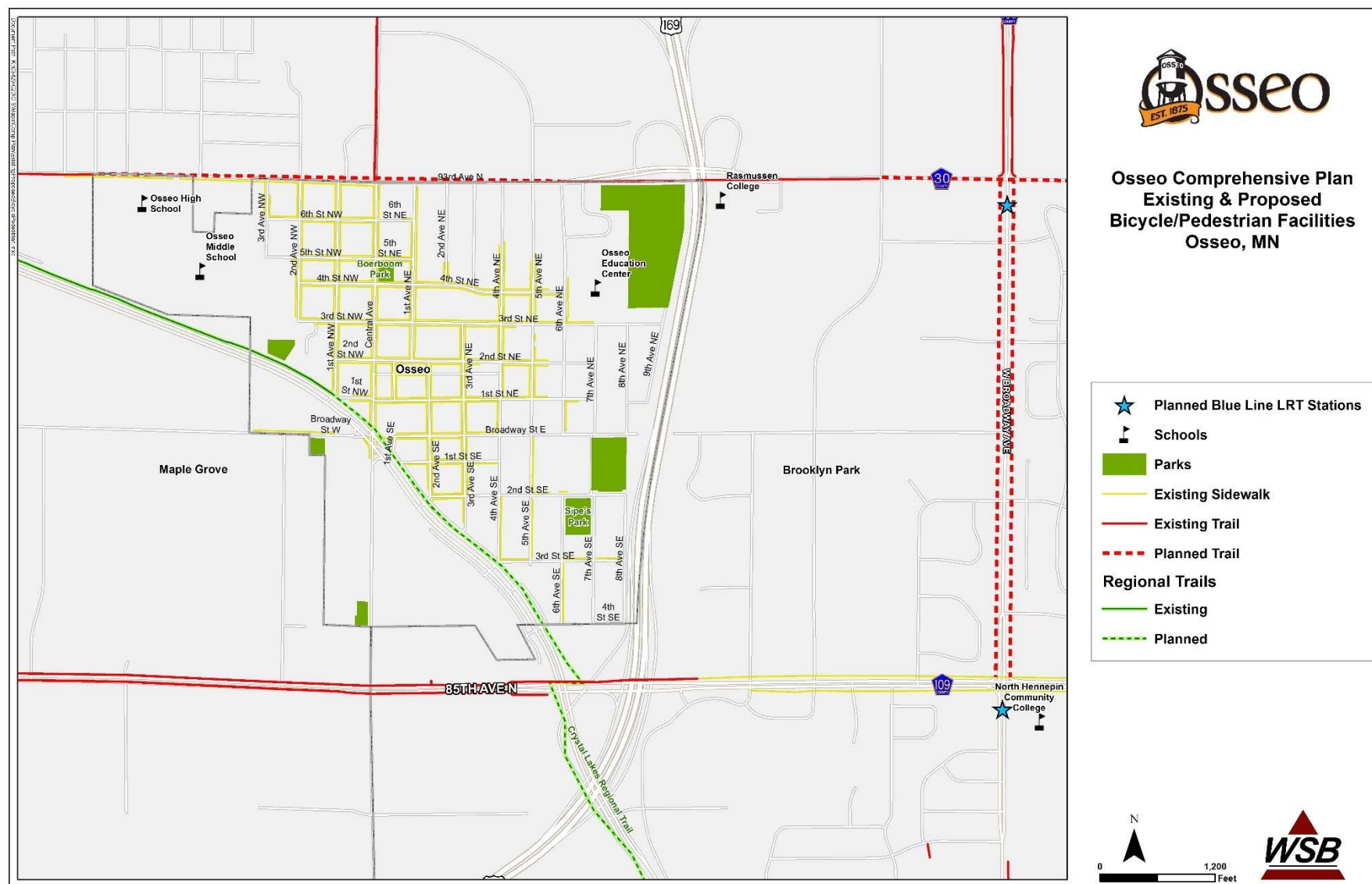


FIGURE 5-7: EXISTING AND PROPOSED BICYCLE AND PEDESTRIAN FACILITIES

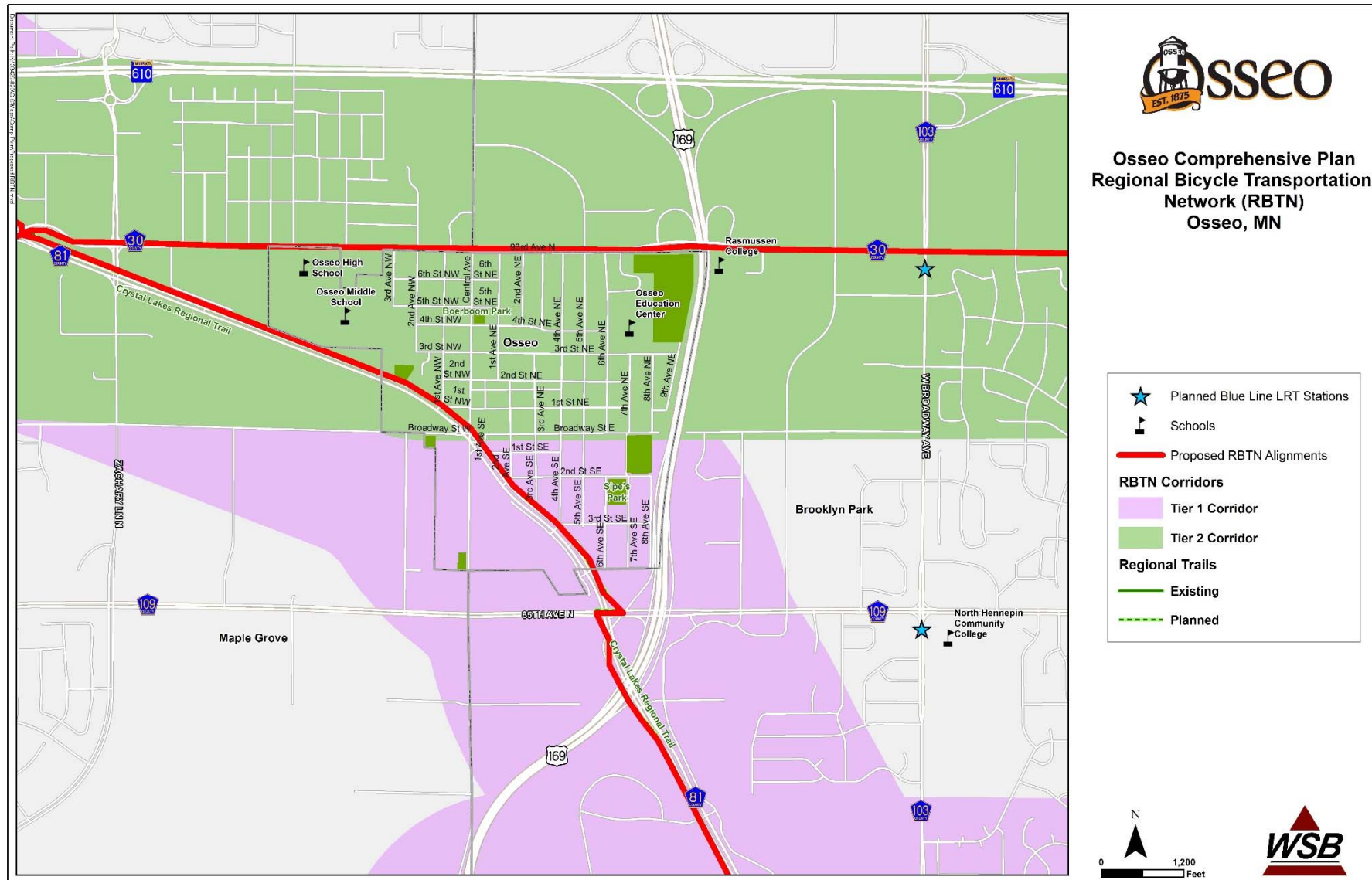


FIGURE 5-8: BIKEWAYS PROPOSED FOR RBTN SYSTEM



FIGURE 5-9: EXAMPLE BICYCLE FACILITIES



Off-street Facility

Source: www.pedbikeimages.org / Laura Sandt



Conventional Bicycle Lane

Source: www.pedbikeimages.org / Jennifer Compos



Protected Bikeway

Source: *NACTO Urban Bikeway Design Guide*



Bicycle Boulevard

Source: *NACTO Urban Bikeway Design Guide*



Buffered Bicycle Lane

Source: www.pedbikeimages.org / Lyubov Zuyeva



Wide Paved Shoulder

Source: www.pedbikeimages.org / Laura Sandt

Freight

Freight transportation in Osseo is primarily served by the BNSF Railway railroad line, US Highway 169, and CSAH 81. **Figure 5-10** shows the city's freight system network. The BNSF rail line is approximately parallel to CSAH 81 and passes through the southwest corner of the city.

There are no large freight traffic generators within the city as identified by the Metropolitan Council. Most truck and rail traffic passes through Osseo on trips to, from, and through the Twin Cities. There are concentrations of light industrial uses south of CSAH 81 along Jefferson Highway in both Osseo and Maple Grove. Additional light industrial uses occur east of US Highway 169 in Brooklyn Park. Commercial land uses generate some freight traffic along Jefferson Highway/Central Avenue. The Metropolitan Council's Regional Truck Highway Corridor Study (completed in 2017) identified US Highway 169 and CSAH 81 as Tier 2 regional key truck corridors. These roadways provide redundancy to the interstate system, as well as providing door-to-door access to manufacturing facilities, distribution centers, intermodal freight hubs, and ultimately, retailers and customers.

Figure 5-10 shows Heavy Commercial Average Daily Traffic within Osseo. Based on recent traffic counts, US Highway 169 carries approximately 2,500 heavy commercial vehicles per day, while CSAH 81 carries approximately 500 heavy commercial vehicles per day. The segment of CSAH 81 has experienced a decrease in through truck traffic due to the opening of TH 610.

As of January 2015, the BNSF rail line carried approximately two trains per day. The 2040 TPP notes that freight rail traffic has increased substantially since 2010, both regionally and nationally. Nationwide, rail traffic has since leveled off and decreased in some areas starting around 2015. There are two locations in the city where the BNSF rail line crosses public roadways at-grade: Broadway Street West and Jefferson Highway. Both public rail crossings in the city are controlled by flashing lights and gates. Long-term increases in freight rail traffic are expected, especially as the Twin Cities population continues to grow, but are dependent upon market trends and railroad system optimization.

The 2040 TPP acknowledges several freight challenges that impact the city and the region. As mentioned above, freight traffic and congestion are expected to increase and place pressure on the region's highway and rail systems. Additionally, there are concerns about compatibility between freight traffic and adjacent land use. While land use adjacent to the city's primary freight routes is generally compatible with existing land uses, it will be important to ensure that future development is also compatible with freight operations.

There are also traffic concerns related to crossings of the BNSF rail line. As noted above, the BNSF rail line is approximately parallel to CSAH 81. When trains cross Broadway Street West and Jefferson Highway, traffic can back up as vehicles are



unable to make turns to the south off CSAH 81. The City should continue to monitor traffic concerns related to rail crossings and partner with MnDOT, Hennepin County, and BNSF Rail to resolve issues related to traffic congestion and safety.

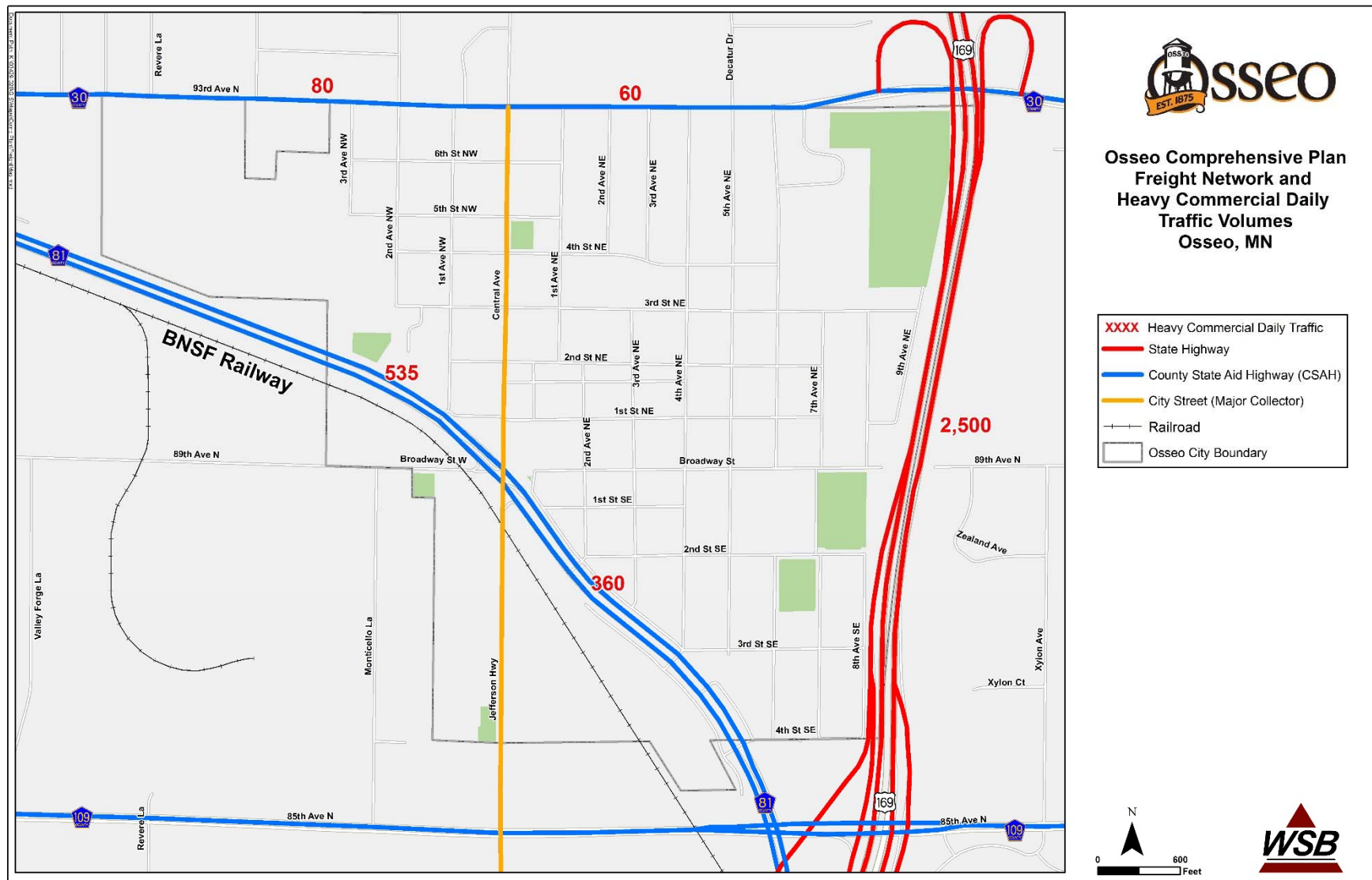


FIGURE 5-10: Existing Freight System and Heavy Commercial Vehicle Traffic (Data Source: MN Department of Transportation, 2015. City of Osseo, 2017.)

Transit

Existing Transit Service

The City of Osseo is located within Transit Market Area III in the Transit Capital Levy District as shown in the 2040 TPP. Market Area III supports transit services primarily comprised of commuter express bus service. General public dial-a-ride services are available where fixed-route service is not viable.

There is one fixed route express bus service in Osseo and shown on **Figure 5-11**. Route 782 is a limited stop commuter service between downtown Minneapolis and Osseo/Maple Grove. The route currently has five morning and five afternoon rush hour trips. This route is operated by Maple Grove Transit.

Local ADA service is provided by Metro Mobility. **Metro Mobility is a shared public transportation service for certified riders who are unable to use regular fixed-route buses due to a disability or health condition.** Rides are provided with ADA-equipped vans and must be scheduled ahead of time. Metro Mobility is provided by the Metropolitan Council serving the seven-county region.

General public dial-a-ride service is provided by Transit Link and Maple Grove Transit. Dial-a-ride is a small bus service for the general public where regular route transit service is not available. Dial-a-ride service is for trips that cannot be accomplished on fixed route bus service alone and may combine regular route and dial-a-ride service. The Transit Link service is provided by the Metropolitan Council serving the seven-county region. Maple Grove Transit dial-a-ride provides service within the City of Maple Grove and Osseo boundaries, plus service to Hennepin Technical College/North Hennepin Community College and Starlight Transit Station (next to Cub Foods in Brooklyn Park). For Maple Grove Transit trips, either trip origin or destination must be located within the City of Maple Grove.

Osseo residents also have opportunities to participate in the Metro Vanpool program. This program provides financial assistance for vanpools to serve areas with limited regular-route transit service.

The closest park and ride facility is located at Zachary Lane and 96th Avenue N in Maple Grove and is served by Maple Grove Transit. The Maple Grove Transit Station is located just north of I-94. This facility has a three-level 926-stall parking ramp and an indoor, climate-controlled waiting area. Other park and ride facilities that are accessed by Osseo residents are located at Highway 610 and Noble Parkway in Brooklyn Park and 65th Avenue and Brooklyn Boulevard in Brooklyn Center. The City supports adding a park and ride facility within Osseo to better serve residents.

Potential Regional Transitway Service

While the TPP's transit investment plan does not show any transitway investments planned within the City of Osseo under the current revenue scenario, the planned METRO Blue Line Extension light rail transit project is planned to be located along West Broadway Avenue in Brooklyn Park. Previously known as the Bottineau LRT, the Blue Line Extension will operate about 13 miles northwest from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park. The proposed alignment will have 11 new stations in addition to Target Field Station where it will continue as the METRO Blue Line, providing one-seat rides to Minneapolis-St. Paul International Airport and the Mall of America. It will connect Minneapolis and the region's northwest communities with existing LRT on the METRO Green Line, future LRT on the METRO Green Line Extension (Southwest LRT), bus rapid transit on the METRO Orange Line and METRO Red Line, the Northstar commuter rail line and local and express bus routes.

The Blue Line LRT Extension is expected to serve Osseo residents. While Osseo is located outside of the half-mile walking radius for the 93rd Avenue N and 85th Avenue N stations, much of the city is located within acceptable biking distances to both stations. Completing the planned trail connections along CSAH 30 and 85th Avenue are critical to ensuring residents can safely access the future transit stations without a motor vehicle. In addition, existing bus routes will likely be modified and rerouted to operate in coordination with the proposed LRT service. A transit feeder service connecting Osseo to the future stations should also be explored. To ensure that any future transit service or route modifications meet the needs of residents, the City should work closely with transit providers and surrounding communities prior to the opening of the Blue Line LRT Extension.



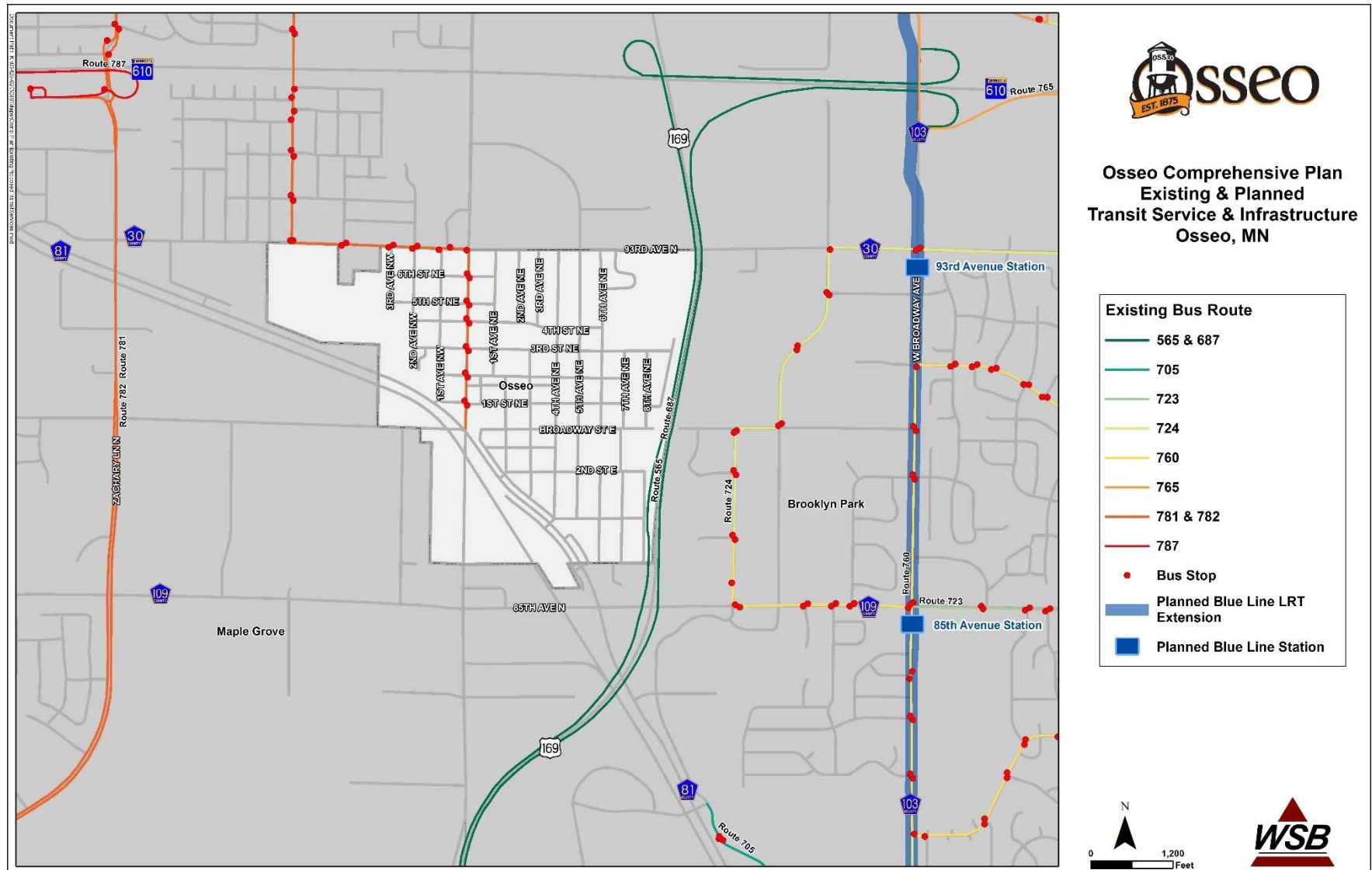


FIGURE 5-11: EXISTING AND PLANNED TRANSIT SERVICES (DATA SOURCE: METROPOLITAN COUNCIL)

Aviation

Cities are responsible for airspace protection to reduce hazards to air travel within its part of the region. There are no existing or planned aviation facilities within the City of Osseo. The closest airport to Osseo is the Crystal Airport, located within the communities of Crystal, Brooklyn Center, and Brooklyn Park. Crystal Airport consists of 436 acres and is one of seven publicly owned airports in the Metropolitan Airports Commission system. The airport serves as a reliever to the Minneapolis-St. Paul International Airport, and serves personal, recreational, and some business aviation users in the northwest metropolitan area. The airport's long-term comprehensive plan is being updated to align with existing and forecasted activity levels. Due to the distance from Osseo, no existing or future impacts from the airport are forecasted that may otherwise affect the City of Osseo.

Given the distance to the nearest airports, there are no radio beacons or other air navigation aids located in off-airport locations in Osseo. The city is not within the area of influence of any of the airports identified above, and is therefore not subject to associated land use restrictions.

Any proposed structure over 200 feet shall require notification to the Federal Aviation Administration (FAA) at least 30 days prior to construction. The City's zoning code limits structure height; therefore, it is unlikely that any structures in the city will require FAA notification. The City will support, as necessary, compliance with FAA and Metropolitan Council requirements concerning visual and/or electronic interference with airport communications, air traffic operations, and other aviation land-use capability guidelines.

There are no seaplane bases located within the city. There are currently no heliports in Osseo or any known plans to construct one.

Goals and Multimodal Strategies

This plan, and the City's actions over the next 20 years, will be guided by the following transportation goals and strategies.

Transportation Goals

The City of Osseo has established the following goals to guide future planning and development of the transportation system:

Transportation Goal #1: A convenient, safe, efficient, and multimodal transportation system that supports local travel within the community as well as accommodating regional travel on the arterial roadways.

Transportation Goal #2: A transportation system that promotes a balance between mobility and access to accommodate residential, commercial, institutional, and industrial trip generations.



Transportation Goal #3: A local street system that is designed to balance vehicular movement, walking, biking, on-street parking and redevelopment needs.



Transportation Goal #4: A complete multimodal transportation system that effectively serves all age and economic levels.



Transportation Goal #5: Incorporate environmental sustainability into transportation improvements.



Transportation Goal #6: Preventing or minimizing the adverse impacts to the safe and efficient use of navigable airspace.

Multimodal Strategies

The multimodal strategies listed in this section are specific, actionable steps that the City can take in support of the goals of this plan. These strategies are based upon existing and future transportation needs as described in detail in the previous sections of this plan.

The multimodal strategies are broken into several categories:

1. Roadway Safety/Operations
2. Roadway Connectivity
3. Roadway Improvements
4. Roadway Jurisdiction
5. Pedestrian Crossings/Safety
6. Bicycle/Pedestrian Improvements
7. Transit Connections
8. Railroads and Aviation

Each strategy is tied to one or multiple goals. **TABLE 5-8** on the following pages describe each strategy, note which goal(s) is/are related to each strategy and the lead agency for the strategy. **FIGURE 5-12** illustrates the strategies geographically with reference numbers tied back to the table information.

TABLE 5-8: TRANSPORTATION IMPLEMENTATION STRATEGIES

Location	Type of Improvement	Strategy	Map Reference	Lead Agency(ies)	Goal(s)
Various Locations	Roadway Improvements	Provide access to the local street system (including collector and local roadways) in a manner that balances the need to safely and efficiently operate the street system with the need for convenient access to property	N/A	Osseo	2
Various Locations	Roadway Improvements	Promote access to off-street parking areas from local streets and alleys rather than collector streets	N/A	Osseo	2
Various Locations	Roadway Improvements	Utilize innovative storm water retention techniques in the construction of new sidewalks, trails, and reconstructed local streets	N/A	Osseo	5
Various Locations	Roadway Improvements	Establish street and streetscape design standards, which can be implemented over time, but particularly as streets are reconstructed as part of upgrades to public infrastructure (sewer, water, storm water). Standards should encompass appropriate pavement width, bike lanes, sidewalks, street trees, signage, trash cans, newspaper dispensers, lighting, benches, etc.	N/A	Osseo	3, 5
4th Street SE & CSAH 81	Roadway Safety/ Operations	Monitor for potential future safety and traffic operations needs. Work with Hennepin County to explore opportunities for intersection and frontage road improvements that enhance traffic operations, safety, and bicyclist/pedestrian connectivity	#1	Hennepin County/ Osseo	1, 2
3rd Street SE/ 4th Avenue SE & CSAH 81	Roadway Safety/ Operations	Monitor for potential future safety and traffic operations needs. Work with Hennepin County to explore opportunities for intersection and frontage road improvements that enhance traffic operations, safety, and bicyclist/pedestrian connectivity	#2	Hennepin County/ Osseo	1, 2
2nd Street SE/ 2nd Avenue SE & CSAH 81	Roadway Safety/ Operations	Monitor for potential future safety and traffic operations needs. Work with Hennepin County to explore opportunities for intersection and frontage road improvements that enhance traffic operations, safety, and bicyclist/pedestrian connectivity	#3	Hennepin County/ Osseo	1, 2



	Location	Type of Improvement	Strategy	Map Reference	Lead Agency(ies)	Goal(s)
	Central Avenue/ Jefferson Highway & CSAH 81	Roadway Safety/ Operations	Monitor for potential future safety and traffic operations needs. Work with Hennepin County to explore opportunities for intersection improvements that enhance traffic operations, safety, and bicyclist/pedestrian connectivity	#4	Hennepin County/ Osseo	1, 2
	Broadway Street & CSAH 81	Roadway Safety/ Operations	Monitor for potential future safety and traffic operations needs. Work with Hennepin County to explore opportunities for intersection improvements that enhance traffic operations, safety, and bicyclist/pedestrian connectivity	#5	Hennepin County/ Osseo	1, 2
	1st Street NW/ 1st Avenue NW & CSAH 81	Roadway Safety/ Operations	Monitor for potential future safety and traffic operations needs. Work with Hennepin County to explore opportunities for intersection and frontage road improvements that enhance traffic operations, safety, and bicyclist/pedestrian connectivity	#6	Hennepin County/ Osseo	1, 2
	Various Locations	Roadway Safety/ Operations	Traffic control within the city limits (especially on residential streets) is important. The City should continue to monitor problematic areas and consider mitigating/traffic control measures when appropriate	N/A	Osseo	1, 2, 3
	CSAH 30/93rd Avenue N & Decatur Drive	Roadway Safety/ Operations	Monitor for potential future safety and traffic operations needs at the new Decatur Drive intersection	#7	Hennepin County/Osseo/ Brooklyn Park	1, 2
	Broadway Street	Roadway Connectivity	Evaluate solutions to enhance access to Broadway Street and the businesses located along Broadway Street W south of CSAH 81. In particular, explore improved access from the north	#8	Osseo	1, 2
	1st Avenue NE & 1st Avenue NW	Roadway Connectivity	Explore opportunities for 1st Avenue NW and 1st Avenue NE to serve as supporting parallel roadways supporting to Central Avenue and Downtown Osseo. Provide streetscaping elements that enhance bicyclist and pedestrian activity and connectivity to Central Avenue	#9	Osseo	2, 3, 4, 5
	CSAH 81	Roadway Improvements	Work with Hennepin County to explore opportunities for roadway and intersection improvements to the CSAH 81 roadway segment within Osseo. Coordinate	#10	Hennepin County	1, 2

Location	Type of Improvement	Strategy	Map Reference	Lead Agency(ies)	Goal(s)
		with Hennepin County and the City of Brooklyn Park on the planned CSAH 81 roadway expansion to the south			
CSAH 30/93rd Avenue N	Roadway Jurisdiction	Discuss with Hennepin County and the cities of Brooklyn Park and Maple Grove the potential “turn back” of CSAH 30/93rd Avenue and any proposed timeframes	#11	Hennepin County/Osseo/Brooklyn Park/Maple Grove	1
CSAH 30/93rd Avenue N & Revere Avenue	Pedestrian Crossings/Safety	Evaluate solutions to improve intersection safety and traffic operations at this school crossing	#12	Osseo/Hennepin County	2, 3, 4
CSAH 30/93rd Avenue N & Pilgrim Lane	Pedestrian Crossings/Safety	Evaluate solutions to improve intersection safety and traffic operations at this school crossing	#13	Hennepin County/Osseo	2, 3, 4
Boerboom Veterans Park	Bicycle/Pedestrian Improvements	Maintain and enhance safe pedestrian access to Boerboom Veterans Park as the park expands and the downtown area densifies	#14	Osseo	3, 4
Various Locations	Bicycle/Pedestrian Improvements	Through land redevelopment and roadway reconstruction projects, explore opportunities to complete gaps in the city’s sidewalk system. Provide a sidewalk on at least one side of the road in conjunction with all future roadway construction projects	N/A	Osseo	3, 4
CSAH 30/93rd Avenue N	Bicycle/Pedestrian Improvements	Promote opportunities to complete the sidewalk and multiuse trail gaps along both sides of CSAH 30 that are critical for continuity, safety, and access to destinations both within and beyond the city	#15	Hennepin County/Osseo/Brooklyn Park	1, 3, 4
CSAH 30/93rd Avenue N & 85th Avenue N	Bicycle/Pedestrian Improvements and Transit Connections	Promote the importance of safe and accessible bicycle/pedestrian connections to the planned Blue Line LRT Extension and station locations. Coordinate these improvements with Hennepin County and the City of Brooklyn Park	#16	Hennepin County/Osseo/Brooklyn Park	1, 3, 4
BNSF Railway	Railroads and Aviation	Coordinate with BNSF Railway and local freight operators to support the continued operation of the BNSF Railway. Explore opportunities to improve railroad crossing safety, access to businesses, and economic development opportunities.	#17	Osseo/BNSF Railway	4





Location	Type of Improvement	Strategy	Map Reference	Lead Agency(ies)	Goal(s)
Various Locations	Transit Connections	Work with transit providers to establish feeder transit bus service from Osseo and surrounding communities to the Blue Line LRT Extension and station locations	N/A	Metro Transit/Maple Grove Transit/Osseo	1, 4
Various Locations	Railroads and Aviation	Establish procedures for informing the FAA and MnDOT of any proposal for structures over 200 feet in height.	N/A	Osseo	6
Various Locations	Railroads and Aviation	Establish or maintain Codes that limit any construction or alteration exceeding 200 feet above ground level.	N/A	Osseo	6

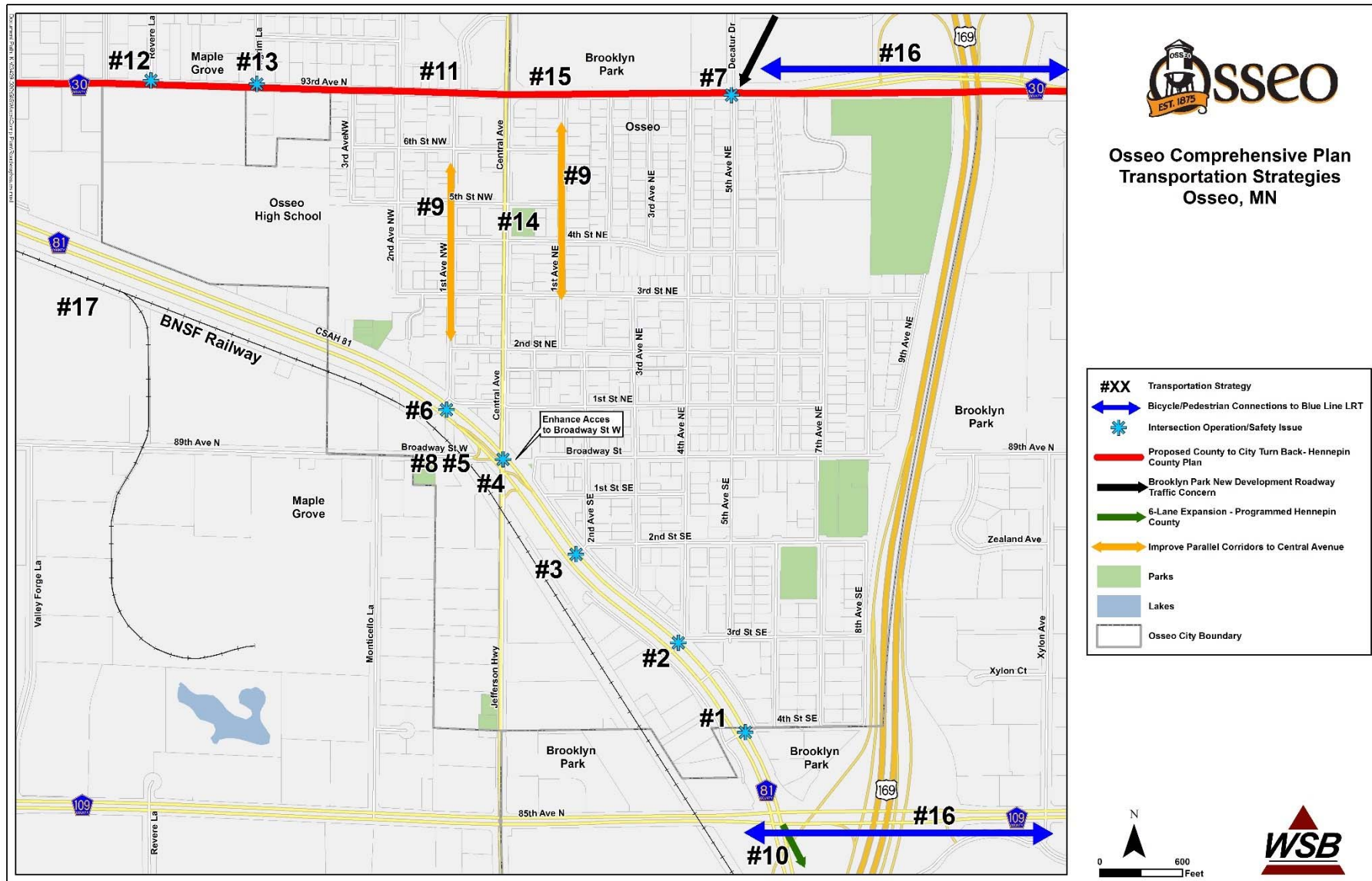


FIGURE 5-12: TRANSPORTATION STRATEGIES

Proposed Short and Long Range Roadway Projects

The sections below identify proposed short and long range roadway projects identified in the City's CIP and based on the capacity and safety analyses described in previous sections of this plan. This section does not include information on proposed projects from the 2040 TPP, as the TPP does not include any planned improvements to principal arterials in Osseo. No interchanges, MnPASS lanes, dedicated busways, or bus-only shoulders are proposed in the 2040 TPP.

Anticipated Projects

The City regularly schedules street reconstruction projects intended to maintain the roadway surface and sewer and water infrastructure. In 2017, reconstructed streets included portions of 2nd and 3rd Streets SE, and 4th, 5th, and 6th Avenues SE. Typical work includes replacing the bituminous street pavement, curb replacement where necessary, rehabilitation of the water main, sanitary sewer and storm sewer as needed, and sidewalk replacement and installation. Projects are typically funded in accordance with the City's special assessment policy for street reconstruction.

Hennepin County is planning reconstruction of CSAH 81 to a 6-lane divided roadway up to 85th Avenue as the project's northern border. Construction is expected to begin in 2019. As stated earlier, there are currently no programmed projects on CSAH 81 within Osseo.

Additional infrastructure improvements are anticipated with the planned Blue Line LRT Extension. Additional pedestrian and bicyclist improvements will be needed along CSAH 30, CSAH 81, and 85th Avenue to cross US Highway 169 and access the planned LRT stations. Coordination with Hennepin County and Metropolitan Council is encouraged to support these improvements.



Proposed Projects based on Capacity Analysis

When comparing forecasted 2040 traffic volumes to existing roadway capacity, adequate capacity exists to accommodate forecasted volumes. The greatest area of concern within the City of Osseo transportation system includes multiple intersections along the CSAH 81 corridor. These intersections, especially the 3rd Street SE/4th Avenue SE and Central Avenue/Jefferson Highway intersections, have safety and operational issues. The City of Osseo should coordinate with Hennepin County to explore potential frontage road, intersection and bicycle/pedestrian improvements along the CSAH 81 corridor to improve overall safety and traffic operations.



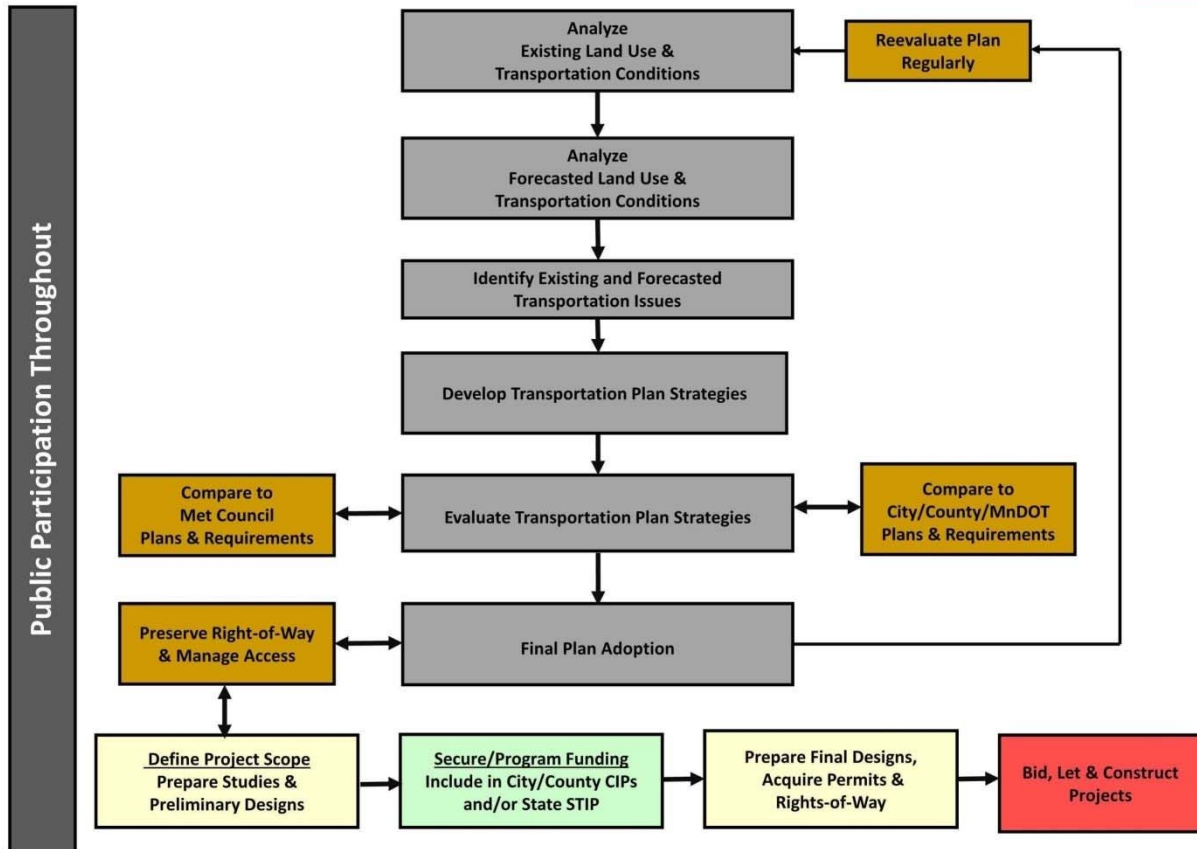
Conclusion and Next Steps

The purpose of this Transportation Plan is to set a multimodal transportation vision for the City of Osseo through the year 2040. Goals and specific strategies have been identified collaboratively by the City, Hennepin County, MnDOT and citizens within the framework of Metropolitan Council requirements. The vision and associated strategies outlined in this plan were established by considering existing and forecasted conditions, City of Osseo priorities, regional travel patterns and a variety of other factors.

As the owners of the transportation network in the City of Osseo (i.e. City of Osseo, Hennepin County and MnDOT) advance their respective Capital Improvement Programs (CIPs), this plan is intended to serve as an important resource and reference in establishing priorities and advancing transportation projects for implementation. Advancing these projects from a planning to implementation phase will require collaborative discussions among the City, County, MnDOT, adjacent communities, Metropolitan Council, residents and others to conduct traffic studies, finalize designs, preserve rights-of-way, obtain environmental clearances and leverage necessary financial resources. **FIGURE 5-13** on the following page outlines the entire planning and project development process required for transportation projects from concept plans to construction implementation.

FIGURE 5-13

Transportation Planning Process



Chapter 6 : Parks and Community Facilities

Overview

Community facilities are areas, both public and semi-public, that support community gathering places. This includes government functions, schools, churches, cemeteries, parks, open spaces, trails, and sidewalks. Community facilities are places where the community feels a sense of ownership. Community facilities also help define the unique identity of a city. Osseo's civic uses include City Hall, the Community Center, and Fire and Police Stations. Other public uses Osseo Middle School, Osseo Senior High School, and the Osseo Education Center. Hennepin County Library, U.S. Post Office, Boerboom Veterans Memorial Park, and Sipe Park are also community facilities. This vital group of gathering spaces helps define the community and give Osseo a unique sense of place.



The historic Osseo water tower—featured on the city's logo—is the most visible landmark in the community. Although no longer operational, the old water tower located in the heart of the community adjacent to City Hall and Boerboom Park. It is the iconic symbol for the community and has a strong presence in the landscape as it can be seen from nearly all parts of the community. The water tower was placed on the National Register of Historic Places in June 2017. Other facilities such as churches, cemeteries, and open spaces are located throughout Osseo.

Parks and schools provide community gathering places and recreation opportunities. Trails and sidewalks provide connections between community destinations as well as recreation.

What We Heard

During visioning events for the comprehensive plan, community members frequently expressed the importance of Osseo's parks, public places and public services as vital components of Osseo's identity. Among the comments and feedback given during visioning, the following themes were identified:

- **Use green space wisely** and enhance the programming and vibrancy in public open spaces
- **Maintain and support schools**, which are important to this community and attract people to Osseo.

Parks and Health

Parks and recreational facilities can impact the health of communities by providing space for physical activity, leisure, and community building. In order to ensure a better quality of life and the sustainability of our communities, it is important for planners and public health officials to collaborate on healthy solutions to the environmental health problems that exist where we live, work, and play.

Healthy parks policy includes a consideration of the benefits of nature, the provision of spaces for physical fitness, and acknowledgement that parks and facilities must serve residents of all ages.

(Paraphrased from the American Planning Association's City Parks Forum Briefing Papers.)

Throughout this chapter, look for the **highlighted text** and our health shield symbol to read about land use policies that help to advance community health.



Access to healthy food



Physical activity/
Active living



Community safety



Social health and equity



Healthy natural and built environment

- Develop **unique features** within parks and public spaces that create a sense of place and make these locations special for visitors and users
- **Keep city and public services thriving** (police, fire) to ensure sense of safety

In September 2016, the city entered the initial stages of planning for an expansion of Boerboom Veterans Memorial Park. Attendees of the city's Lions Roar parade and celebration were asked to provide feedback. Questions covered what they might want to see in an expanded and redesigned park. Those visiting Osseo for the annual community festival were interested in child-friendly features including a splash pad and climbing play structures. Natural features and landscaping, support facilities, and a breadth of other park features also were requested. The variety of responses indicates that Osseo's parks and community facilities serve a broad range of current and potential users with diverse needs and interests. Subsequent community engagement and consultation with city staff and officials has shaped the development of a Boerboom Park Master Plan. This guiding design and outline for the park expansion is expected to be completed in 2018.

Community Facilities and Parks Vision

There are several aspects of Osseo's 2040 vision statement that relate to parks and community facilities. Primarily, the following vision components specifically relate to this plan section:

- **Accommodating:** Osseo strives for spaces, places and services that cater to people in all stages of life.
- **Community Vitality:** *Osseo continues to be a lively community that attracts visitors and new residents and families.*
- **Safety and Wellbeing:** *Osseo is a safe and healthy community for all families and individuals who live, work and visit here.*

Community Facilities Goals and Implementation Strategies

The City of Osseo has established the following goals and policies to guide future planning and development of community facilities:

Community Facilities Goal #1: Optimize the quality, convenience, effectiveness, and efficiency of community services and facilities to provide a healthy and safe environment for people and property in the community.

1. Maintain and expand sufficient municipal services to meet the needs of a growing and redeveloping community.
2. Maintain and expand Public Safety Departments and facilities (Police and Fire) as needed to improve public safety.
3. Ensure effective coordination among all levels of government providing services within the community.





4. Explore opportunities to partner with other jurisdictions to provide municipal services when it would maximize the quality, convenience, and efficiency of the services.
5. Evaluate the quality and effectiveness of the current City Hall campus facilities to prepare for necessary long-range upgrades.
6. Develop & implement policies to provide all residents safe access to and opportunities for safe activities in Osseo's parks. This includes continuing to enforce the community's tobacco free policies for parks and all public facilities.

Community Facilities Goal #2: Maintain and expand the community's parks and open spaces to provide a broad range of active and passive recreational opportunities that meet the needs of all age groups.



1. Encourage the creation of additional public or publicly-accessible parks, open spaces, and plazas in key locations within the community and as part of redevelopment projects.
2. Promote and support including all-ages-and-abilities design and facilities in the community's parks, open spaces, and plazas.
3. Coordinate with the school district on planning, developing, and preserving access to shared community and school district recreational facilities when possible.
4. Incorporate bike and pedestrian and fully-accessible amenities in parks, open spaces, and plazas, including paths, bike racks, benches, tables, lighting, building canopies, street furniture, etc.
5. Recognize that the recreational and environmental values that can be provided by parks and open spaces are not confined to traditional "parks", and extend to the management of land in City and County right-of-way which makes up a large percentage of the city's land area.

Community Facilities Goal #3: Maintain and expand the system of sidewalks, trails, and bike lanes throughout the community.



1. Expand and improve the sidewalk system as part of street reconstruction and redevelopment projects, including widening of sidewalks and boulevards on higher traffic and downtown streets, and the provision of accessibility enhancements for residents and visitors of all ages and abilities.
2. Improve sidewalk and trail connections to city parks and plazas, schools, and regional trails.
3. Partner with the Metropolitan Council, Hennepin County, Three Rivers Park District, and adjacent communities to implement the eventual extension of the Crystal Lake Regional Trail along Bottineau Boulevard.



4. Plan for a Complete Streets loop system that connects schools, parks, downtown, and proposed city gateways and provides a unique amenity and identity for the community.
5. Develop a parks, trails, and open system plan that identifies key elements of the city's public realm (e.g., schools, parks, downtown, and city gateways), their existing and future features, and needed street and trail improvements for connecting these amenities.
6. Develop a policy encouraging the City to refrain from practices and policies that negative affect pollinators—such as using chemical treatments – at City facilities, and encourage others to do the same.

Community Facilities Goal #4: Create a consolidated civic center that enhances the provision of municipal services, provides a true community gathering place, and contributes to the revitalization of a unique small town downtown.

1. Maintain and expand the civic institutions and facilities located downtown, including an expanded Boerboom Park, and to contribute to Osseo's traditional downtown character.
2. Work with Hennepin County to explore options for innovative local programming at the County's branch library in Osseo.

Community Facilities Goal #5: Create attractive, memorable, and public-oriented experiences at primary entrances into Osseo.

1. Encourage the siting, arrangement, and character of new buildings and public investments at key district or community gateways to establish a gateway to Osseo and its downtown district, and coordinate redevelopment of the gateway area with future redesign and reconstruction of County Road 81 and regional trails.
2. Explore the potential for closing and possibly vacating 1st Street NW in order to create an area that better integrates seamlessly with Central Avenue through redevelopment.
3. Identify strategies for funding the necessary improvements for gateway areas and Osseo's existing streets, sidewalks, and trails.

Community Facilities Goal #6: Utilize environmentally sustainable design in the development and renovation of community facilities.



1. Incorporate technologies and products into public facilities that reduce or minimize energy consumption.
2. Incorporate the use of natural light in public facilities for the health and psychological well-being of occupants.
3. Incorporate the use of storm water reduction methods, including rain gardens, swales, and permeable pavement where appropriate.



4. Encourage landscaping that utilizes native plant selection, high-efficiency irrigation technology, rainwater harvesting, and other systems that reduce water consumption.



5. Prioritize the use of recycled materials in public facility construction.
6. Incorporate environmental sustainability into public facilities that follow design guidelines, such as those laid out in the Minnesota Sustainable Design Guide and the U.S. Green Building Council's Leadership and Excellence in Environmental Design Guide.



FIGURE 6-1 OSSEO CITY HALL



FIGURE 6-4 OSSEO POLICE STATION



FIGURE 6-5 OSSEO FIRE STATION



FIGURE 6-2 OSSEO PUBLIC WORKS BUILDING



FIGURE 6-3 OSSEO MIDDLE SCHOOL



FIGURE 6-6 OSSEO SENIOR HIGH SCHOOL

Existing Community Buildings

As a former freestanding small town, Osseo is fortunate to have a full range of community buildings providing essential services for the community's residents and businesses, including facilities for the city, county, and school district.

Osseo City Hall, Community Center, Fire Station, Police Department, and Hennepin County Library

City Hall has a prominent location in the heart of downtown. The Osseo Community Center, Osseo Fire Station, and Osseo branch of the Hennepin County Library System are all located within City Hall. This multi-functional civic building is located on Central Avenue and directly across the street from the City's main community park, Boerboom Veterans' Memorial Park. The original building dates to 1967. The Community Center was added in 2002, and the Police Department was added in 2014. At 50 years old, the City Hall building is beginning to show its age. Facilities updates to accommodate modern requirements and mechanical and structural needs may be required over the next 20 to 30 years to keep the building functional and inviting.

Osseo Public Works

The Osseo Public Works department is located in the city-owned building at 800 Broadway Street East, which is tucked between a church and Highway 169 on the eastern edge of the community. The south edge of the site is home to the Osseo Orchard.

Osseo Public Schools

The City of Osseo is located entirely within the boundaries of School District #279. Portions of Maple Grove, Brooklyn Park, Brooklyn Center, Dayton, Corcoran and Plymouth are also located in the ISD #279. The School District is by far the largest landowner and employer within the City of Osseo as three schools are located within the City's boundaries:

- Osseo Middle School located at 10223 93rd Avenue North;
- Osseo Senior High School located at 317 2nd Avenue NW.
- Osseo Education Center located at 324 6th Avenue NE.

These schools are among the oldest in the district and provide the community with local high quality learning institutions as well as a local economic stimulus. Furthermore, the schools are situated on the east and west sides of the community, thereby providing community recreation and gathering places for both sides of the community.

Osseo's elementary school closed in 2009. The school district still owns and operates programming at the site. The Osseo Education Center is home to the

ACHIEVE program for students in grades 6 through age 21 with significant emotional and behavioral challenges and the Osseo Secondary Transition Center, which serves young adults, ages 17-21, with a range of abilities and disabilities in making the transition from school life to life in the community.

Osseo Post Office

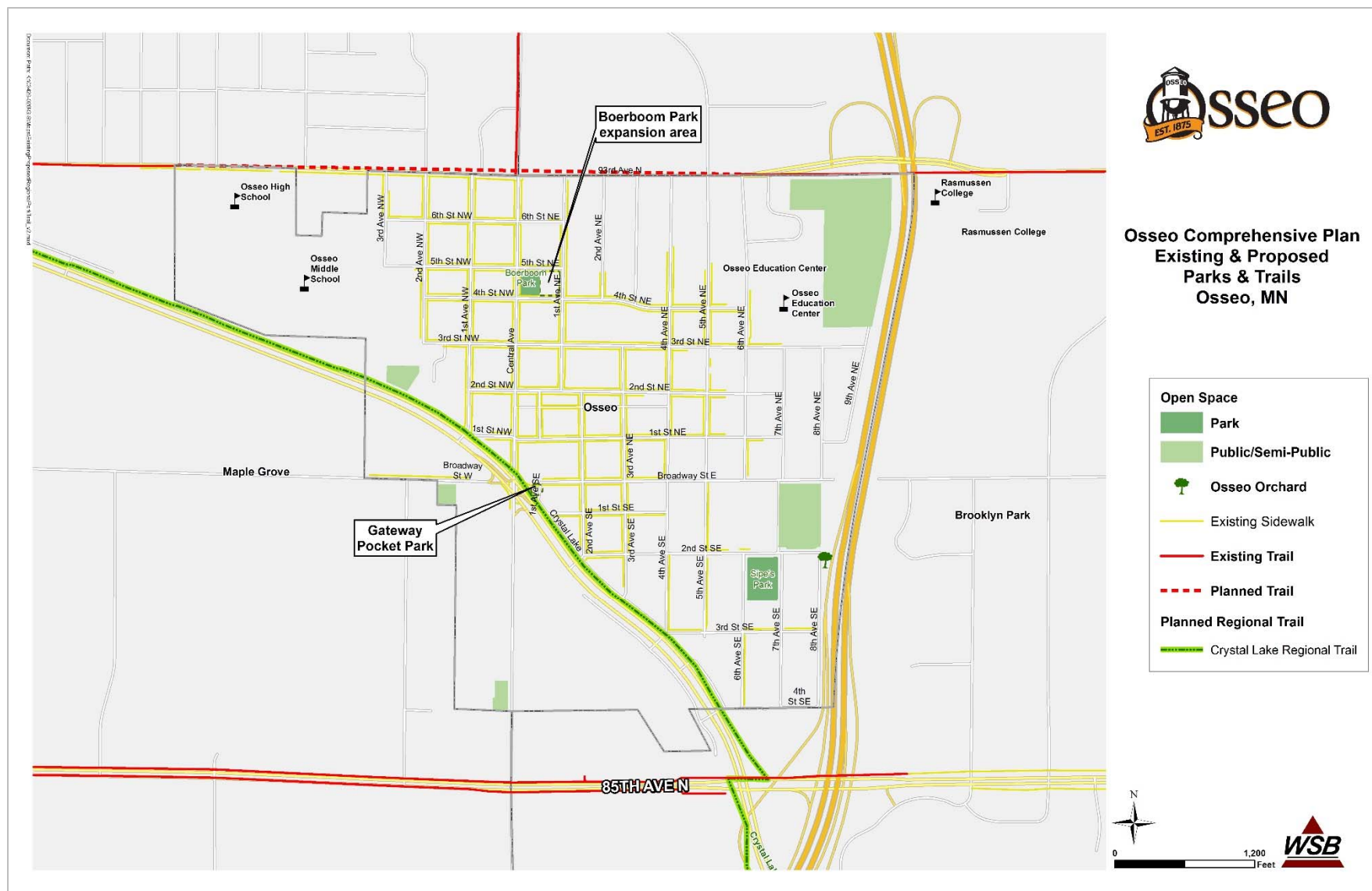
The Osseo Post Office is located at 125 1st Ave NW on the north side of County Road 81 and the west edge of downtown. The post office currently has direct access off of County Road 81 via 1st Ave NW.



FIGURE 6-7 OSSEO POST OFFICE

Existing Parks, Open Spaces and Trails

The City's park and open space system consists of Boerboom Veterans Memorial Park, Sipe Park, and Osseo School District recreation fields and facilities. In addition, there is a small landscaped gateway park located in road right-of-way, at the intersection of Central Avenue with County Road 81. There are limited areas for expansion of parks and open spaces within the community. The City's existing trails and bikeways are limited to County trails along arterial roadways. The City has a network of sidewalks along Central Avenue and many of the streets in the older neighborhoods which provide pedestrian connections to downtown, the schools and other central destinations.



MAP 6-1 EXISTING AND PROPOSED PARKS AND TRAILS IN OSSEO

Henry J Boerboom Veterans Memorial Park

Located on Central Avenue at 4th Street NE, Boerboom Park is the City's central park. The current park is a passive park providing a place for public gathering, picnicking, and movies and concerts in the band shell. The park contains a monument that commemorates the names of residents who served in several wars. In 2016, the City began a master planning process to support expanding Boerboom Park to a full city block. The planned expansion features additional active uses in the park, possibly including a playground area and picnic shelter.



FIGURE 6-8 BOERBOOM PARK

Sipe Park

Located at 600 2nd Street SE in the southeastern portion of Osseo, the park provides the following recreation facilities: a picnic shelter, picnic tables, courts striped for tennis and pickleball, a lighted softball field, basketball court, and playground equipment.



FIGURE 6-9 SIPE PARK

"Gateway" Pocket Park and Gateway Sign

Located at the northeast corner of the intersection of Country Road 81 and Central Avenue, this small pocket park provides a small landscaped park area and benches. Although this pocket park serves as a community gateway space, it is actually located within road right-of-way and is not designated as park space.



FIGURE 6-10 "GATEWAY" POCKET PARK

A second community gateway indicator is located southwest of the pocket park. An irregularly shaped city-owned parcel displays a large electronic readerboard sign and landscaped area.

Osseo Orchard



The south end of the Osseo Public Works building site, tucked along Highway 169, is the site of a 2017 fruit tree and berry orchard. When mature, the trees will serve as a community orchard. Space remains available at this long and narrow triangular site for future community planting, including additional trees or community garden spaces or other recreational facilities.

Osseo Senior High/Middle School Athletic Fields and Recreation Facilities

The Osseo Senior High/Middle School's fields play an integral role in the City's park system by providing large open space areas and recreation facilities. School recreation facilities include: Osseo Memorial Field ballpark, tennis courts, the gymnasium, swimming pool, and ice arena.



FIGURE 6-11 OSSEO MEMORIAL FIELD



FIGURE 6-12 PLAYGROUND AT OSSEO EDUCATION CENTER

Osseo Education Center Playground and Playfields

The Osseo Education Center campus contains a playground area and recreational playfields. Continued commitment from both the School District and the City to maintain and improve the school's recreation area as a shared school/community park is critical for maintaining a high-quality community park system. In the winter, the City provides ice, rink attendants, and a temporary warming house for public recreation use.



FIGURE 6-13 RESIDENTS WALK ALONG CITY

Sidewalks and Trails

The City lacks internal recreational trails and relies on a network of sidewalks along Central Avenue and along many of the local streets to provide pedestrian access throughout the community. Ongoing maintenance and repairs are important for the current sidewalk network. A number of streets within the community are lacking sidewalks which creates gaps within the overall sidewalk system. These gaps should be addressed as opportunities to add sidewalks to at least one side of each street arise.

The Metropolitan Council's 2040 *Regional Park Policy Plan* identifies the Crystal Lake Regional Trail as the only regional park facility in the City of Osseo (shown on Map 6-1). When complete, the regional trail will utilize an existing County trail along the north side of County Road 81, which begins at 1st Avenue NW and travels northwest into the city of Maple Grove. The remaining portion of the planned regional trail will also be developed on the north side of County Road 81. It will begin at 1st Avenue NW and travel southeast into the city of Brooklyn Park. **Existing and planned sidewalks and trails will provide safe routes for non-motorized trips to parks inside and outside Osseo, including regional parks.**



Future Community Facility Initiatives

As established in the community vision and the 2007 Redevelopment Master Plan, the City plans to explore concepts and feasibility for major improvements of the following community facility initiatives:

Civic Center

In the long-term, the City prefers to maintain important civic uses, such as the City Hall, Police and Fire Departments, Library, Community Center, and similar facilities into a distinct and memorable civic center along Central Avenue. The civic center will encompass most, if not all, of the two blocks that contain City Hall and Boerboom Park today. A civic center would help provide a public destination in a dynamic downtown environment and contribute to a sense of place.



The Boerboom Park expansion is a key component of the civic center and will provide a multi-functional central community gathering area and needed green space in an increasingly-dense downtown. The planned expansion of Boerboom Park will introduce new recreational amenities, such as a picnic shelter and playground facility, to bring recreational opportunities for all ages of Osseo residents to downtown.

Community Gateways

Gateways signal the entrance to an area. They can be as simple as a sign or a monument, but often gateways can be “felt” as one identifies the change in the surrounding environment making one aware of entering a different place. Although tens of thousands of people travel County Road 81 on a daily basis, few ever feel they have entered or left Osseo, and even fewer realize the unique aspects of the Osseo downtown district. To address this, the city will continue to encourage enhancements to Community gateways along County Road 81 and County Road 30. At the time these roads are reconstructed or regional trails are added, gateways will be an important consideration.



Figure 6-14 Gateway signage. Distinct signage and landscaping, such as the electronic readerboard at Central and Jefferson Hwy (left) and the “Osseo” sign as you enter the city on Central Avenue from County Road 30 (right),) and County Road 81, are one important component of developing community gateways. As development opportunities arise in these key entrance areas, further enhancements to improve a welcoming gateway aesthetic will be encouraged.



Community Gateways will ideally include public open spaces or plazas that serve a small public gathering spaces and respite areas. Gateways should incorporate unique and distinctive community identity elements and pedestrian/bike amenities that link the city’s trails and sidewalks system.

Open Spaces, Parks and Plazas

The City encourages private developers to incorporate public plazas and spaces into site designs as part of future redevelopment. These features can serve new residents and employees in the downtown area and bolster the community’s park system, as well as contribute to a strong sense of place. Site designs incorporating

courtyards, plazas, open solar access, and even thoughtfully designed parking areas can serve multiple roles as stormwater management infrastructure and other low-impact design features. These communal open spaces and plazas will become increasingly important to the quality of life in Osseo as the city redevelops with a mix of commercial, residential, and office uses. Spaces should be designed to accommodate multiple ages, physical abilities, group sizes, and activity levels.



Figure 6-15 Examples of open space in site design. Privately-developed open space can look like many things, from enhanced sidewalk landscaping to small pocket parks incorporated into a site design. Green parking lot infrastructure, enhanced tree plantings and art or sculpture are other examples of how site design elements can be used to enhance the open spaces of a community.

To ensure an attractive community for plants and animals living in Osseo, as well as human residents, public facilities should be maintained in a way to support and protect the environment. Limiting the use of chemicals and providing habitat can help provide an opportunity for pollinators, including insects and birds, to thrive in Osseo.

In order to encourage local food production, the City should also consider adding community garden plots or other growing spaces in conjunction with high-density development.

Complete Streets Network

As discussed in the Transportation chapter, the City will work toward the development of a complete streets network, in keeping with the Complete Streets Policy adopted in 2017. This network will provide the community with an exceptional environment for all modes of transportation, including walking and biking. As streets in the community are reconstructed, the City will improve and expand the system of sidewalks, bike lanes, and multi-use trails in and through Osseo. Enhanced landscaping will be added to specified streets in the City. These streets will connect to the downtown civic center/park space, community gateways, parks, schools, the existing Rush Creek Regional Trail, and the proposed Crystal Lake Regional Trail. Safe routes for non-motorized trips to destinations



inside and Osseo will be provided. Pathways should be designed to accommodate users of all abilities.

Community Events

Osseo's parks and public facilities are the site of many events that support positive relationships between residents and businesses, and between Osseo and the regional community. Events like Osseo Lions Roar Festival in September have occurred for decades, while more recent activities include a summertime movie and concert series in Boerboom Park, a Spring Vintage Car Show, and a December Minidazzle holiday celebration. The Osseo Community Center is routinely used for everything from group meetings to wedding receptions to community open house events.



Community facilities should continue to be designed and maintained so that they can safely and comfortably accommodates events of many sizes and types, as well as cultural preferences.



Community events and facilities can also positively influence the health of community residents and the natural environment. Health behaviors that begin at a young age can affect a person throughout his or her life. Accordingly, community leaders should encourage health-related education and programming as part of city-sponsored activities, and support initiatives to integrate health, nutrition, and cooking education in local schools. Events can also integrate sustainable waste management. At city events and facilities and in general communications, the City will promote and encourage education around food waste, recycling, and composting.



Community events and facilities may also provide employment opportunities for residents. The City should support and participate in entry-level employment and internship programs that allow workers to develop a variety of skills while gaining work experience and modest compensation. In addition, care should be taken to ensure healthy food options are available as the options at public events and facilities.



Chapter 7 : Sanitary Sewer

Introduction

An important part of the Comprehensive Plan is the Sanitary Sewer Plan, which describes the existing sanitary sewer system and outlines the timing and sequence of anticipated future improvements. The Sanitary Sewer Plan allows the City and the Metropolitan Council to build and improve their sanitary sewer collection and treatment systems so that development can occur in the most efficient and cost-effective manner.

The City of Osseo's Sanitary Sewer Plan was developed to align with the Metropolitan Council's Thrive MSP 2040 Water Resources Policy Plan. The Thrive MSP 2040 Plan was approved in May 2015 and outlines regional goals for the wastewater system, including environmental sustainability, water reuse, and water conservation. Additionally, the Thrive MSP 2040 Plan includes population, household, and employment projections, and projected wastewater flows.

As a result of projected population increases and land use changes in Osseo, the Metropolitan Council estimates that sanitary sewer flows in the City will increase approximately 22 percent between 2010 and 2040. This Sanitary Sewer Plan outlines the locations in which the City can expect to see increased wastewater flows, allowing the Metropolitan Council to determine if capacity upgrades will be required at regional wastewater treatment plants and interceptors. This plan also serves as a guiding document for City infrastructure improvements and expansion.

Background

The City of Osseo is located in Hennepin County about ten miles northwest of the Twin Cities. It is bordered by Maple Grove to the northwest, west, and southwest and Brooklyn Park to the northeast, east, and southeast. The City has a mix of low to high density residential, commercial, industrial, and institutional land. The Osseo Middle School and High School occupy a significant portion of the northwest corner of the City. There are no significant surface water bodies within the City.

Osseo has been designated as an urban community by the Metropolitan Council. This designation indicates that they have already experienced significant development. The Metropolitan Council expects Osseo to, “plan for forecasted population and household growth at average densities of at least 10 units per acre for new development and redevelopment ... and to target opportunities for more intensive development near regional transit investments.”

EXISTING SANITARY SEWER SYSTEM

Public Collection Systems

Metro-area homes and industries in the Twin Cities are connected to Metropolitan Council Environmental Services (MCES) wastewater treatment plants through an extensive network of sewer or “interceptor” pipes. Each community in the Twin Cities metro area maintains pipes that collect wastewater from homes or industries; these pipes connect to regional interceptor sewers. The City of Osseo’s existing sanitary sewer system collects and conveys wastewater to the MCES Interceptor identified as 4-OS-457 and subsequently Meter M223, which discharges into MCES Interceptor identified as 7015-D. A summary of Osseo’s existing lift stations is presented in [TABLE 1](#), and a map of the existing sanitary sewer system is shown in [FIGURE 1](#), as follows.

The existing sanitary sewer system is divided into north and south districts, as shown in [FIGURE 7-2](#). The Osseo Middle School and High School have a separate gravity main system that was reconfigured to discharge into a City of Maple Grove-owned interceptor along County Road 81 in June 1981. Wastewater generated in the north district is collected in the mains that run along 1st Avenue NE, 4th Street NE, and 4th Avenue NE before arriving at Lift Station 1 on 2nd Street NE between 3rd Avenue NE and 4th Avenue NE, which discharges to a MCES Interceptor. Wastewater generated in the south district is collected in the mains that run along 1st Street SE, Broadway Street E, and 4th Avenue NE before arriving at the same primary lift station. Lift Stations 2 and 3 are smaller, local lift stations internal to the City’s sewer system.

[FIGURE 7-3](#) is a map that shows the meters and interceptors of the MCES system that convey Osseo’s wastewater. All wastewater collected in the City of Osseo is conveyed through the MCES system to the MCES Metropolitan Wastewater Treatment Plant (WWTP) on the east bank of the Mississippi River in St. Paul. The

Metropolitan WWTP has a capacity of 251 MGD (million gallons of wastewater daily), provides advanced secondary treatment with chlorination/dechlorination, and discharges treated effluent to the Mississippi River. It also generates energy from the treatment biosolids for in-plant use.

Lift Station	Year Constructed	Location
1	1960	2 nd Street NE & 4 th Avenue NE
2	1960	Broadway Street E & 8 th Avenue NE
3	1960	93 rd Avenue N & 6 th Avenue NE

TABLE 7-1. EXISTING LIFT STATION SUMMARY

Individual Sewage Treatment Systems

The City of Osseo's entire population is served by its sanitary sewer system; there are no individual subsurface sewage treatment systems (SSTS's) within the City. Osseo City Code restricts the installation of SSTS's, requiring connection to the public sewer, and also requires the abandonment of prior SSTS's.

§ 52.017 PRIVATE SEWAGE DISPOSAL RESTRICTED.

Except as hereinafter provided, it shall be unlawful to construct or maintain any privy, privy vault, septic tank, cesspool, or other facility intended or used for the disposal of sewage.

(1997 Code, § 19.04) Penalty, see § 52.999

§ 52.018 TOILET FACILITIES AND CONNECTION TO PUBLIC SEWER REQUIRED.

The owners of every house, building, or property used for human occupancy, employment, recreation, or other purpose, situated within the city and abutting on any street, alley, or right-of-way in which there is now located a public sanitary sewer of the city is hereby required at his or her expense to install suitable toilet facilities therein, and to connect the facilities directly with the proper public sewer in accordance with the provisions of this chapter, within 90 days after the date of written official notice given by the Council to do so, provided that the public sewer is located in the street or alley or right-of-way of abutting property, but in all events connection to the public sanitary sewer shall be mandatory and required for all houses, buildings, or properties used for human occupancy, employment, recreation, or other purposes.

(1997 Code, § 19.05) Penalty, see § 52.999

§ 52.019 EXISTING PRIVATE DISPOSAL SYSTEM; ABANDONMENT REQUIRED.

The owners of all houses, buildings, or properties where cesspools and septic tanks have been in existence prior to the construction of the sanitary sewer shall connect with the public sewer. Any septic tanks and cesspools and private sewage disposal facilities then existing shall be abandoned and filled with suitable material in accordance with applicable laws and regulations.

(1997 Code, § 19.06) Penalty, see § 52.999



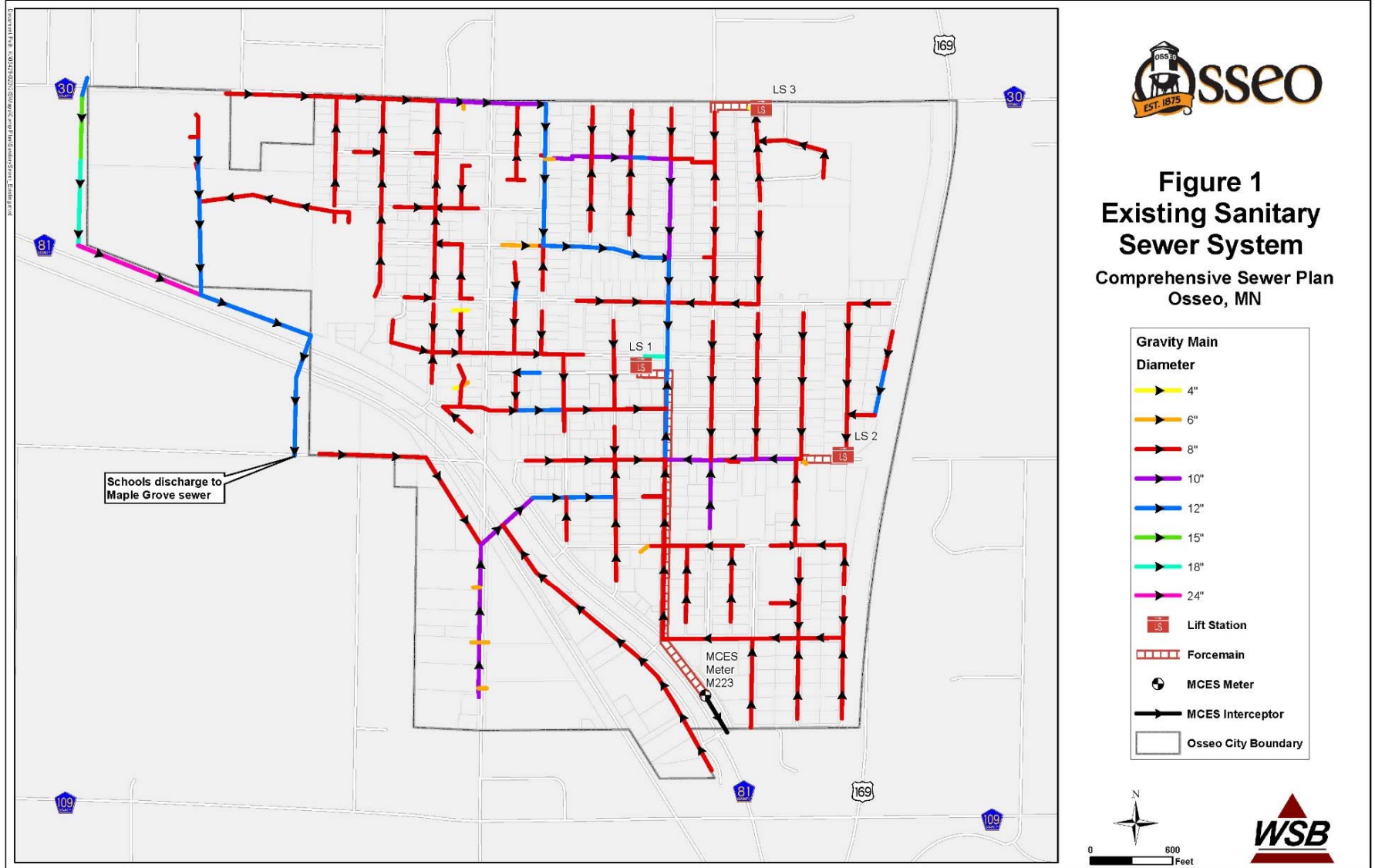


FIGURE 7-1: EXISTING SANITARY SEWER SYSTEM

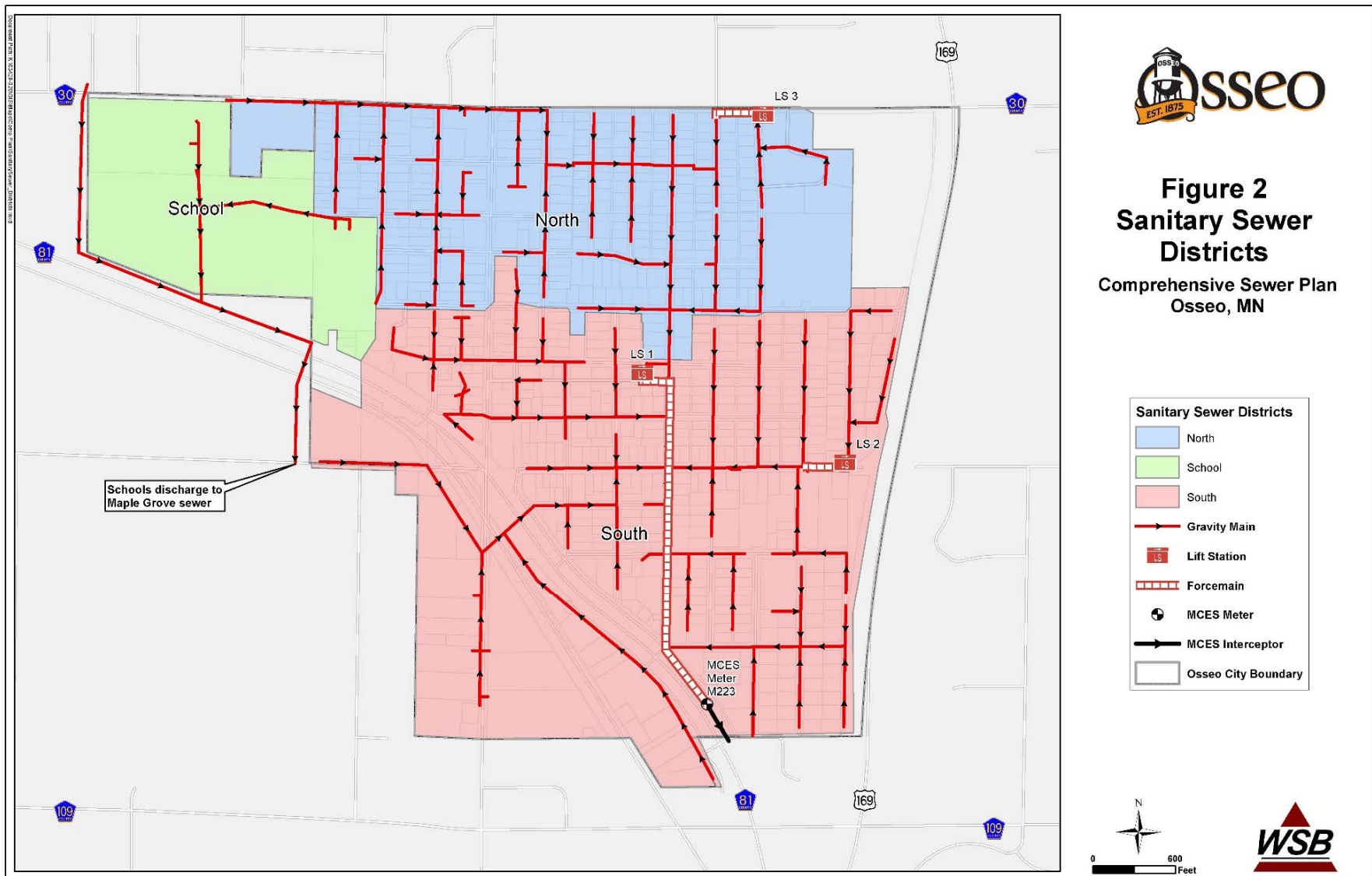


FIGURE 7-2: SANITARY SEWER DISTRICTS

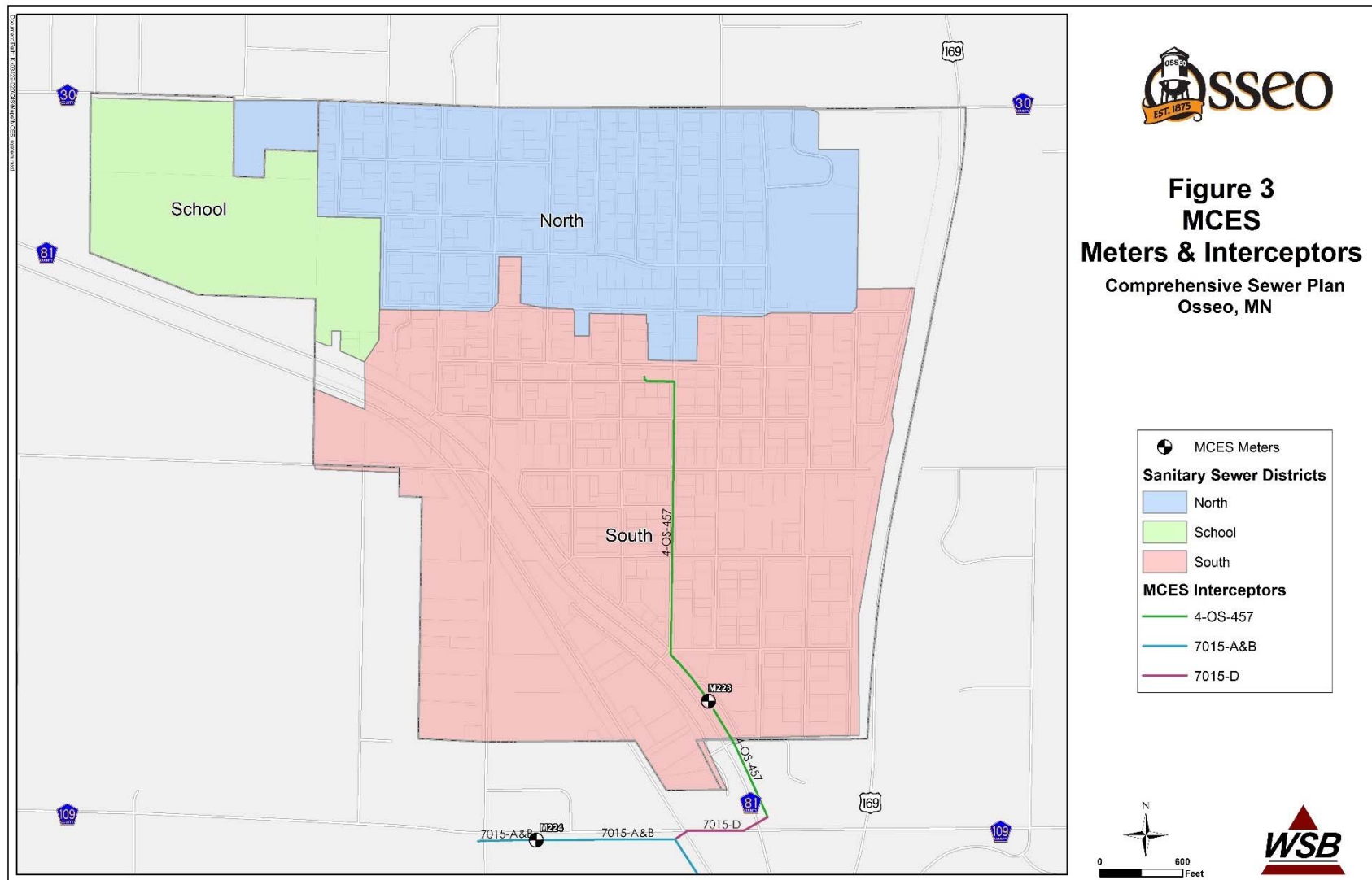


FIGURE 7-3: MCES METERS AND INTERCEPTORS

Forecasts

Population

The Metropolitan Council publishes population and sewer usage forecasts for each city in the Metropolitan Area. These forecasts serve to help cities prepare infrastructure for growth and to promote continued maintenance of municipal infrastructure. The forecast data in **TABLE 7-2** is from the Metropolitan Council's Local Planning Handbook Community Page for Osseo and includes total population, households, and employment, as all Osseo properties are connected to the city's sewer system.

Year	Population	Households	Employment
2010	2,430	1,128	1,749
2015*	2,580	1,214	1,835
2020	2,730	1,300	1,920
2025*	2,835	1,350	2,020
2030	2,940	1,400	2,120
2035*	3,055	1,450	2,210
2040	3,170	1,500	2,300

**Interpolated values*

TABLE 7-2. POPULATION PROJECTIONS - CITY OF OSSEO

From the data in **TABLE 7-2**, it can be observed that between 2010 and 2040 the total number of households in the City of Osseo is expected to increase by 33 percent. The employment population is also projected to grow by approximately 32 percent by 2040.

Wastewater Flows

All of the existing sewage flow from the City of Osseo is treated at the MCES-owned Metropolitan WWTP, and all of the increase in sewage flow will be treated at the Metropolitan WWTP as well. **TABLE 7-3** lists projected total average wastewater flow for Osseo from this Sanitary Sewer Plan and MCES. Note that the projections used in this report are significantly greater than the MCES projections because the projections in this report depend on conservative flow estimates for each parcel of developable land.

2020 Projected Flow (MGD)		2030 Projected Flow (MGD)		2040 Projected Flow (MGD)	
Sanitary Sewer Plan	MCES	Sanitary Sewer Plan	MCES	Sanitary Sewer Plan	MCES
0.21	0.20	0.29	0.21	0.37	0.22

TABLE 7-3. TOTAL WASTEWATER PROJECTIONS

Sanitary Sewer Design Criteria

Land Use

The City's existing and 2040 land use maps were used in the development of this plan. Detailed information and figures regarding Osseo's land use is included in the Chapter 4 of this plan update. Using existing land use, metering data, and future land use, current and ultimate flows were calculated and assigned to the North and South districts as described below.

Estimated Average Flows – Existing

Sewer flows are estimated in “trunk mains,” or the main lines of a sewer system that receive the flows from smaller branches and tributaries of the system. To estimate the flows in trunk mains throughout the City, metering data was retrieved from the Metropolitan Council. Flows were assigned proportionally to each district based on the acreage of park/recreational, institutional, commercial/office/industrial, and residential land within each area and typical flows per acre for each particular land use.

Estimated Average Flows – 2040 Build Out

Once average flows were estimated, future flows were projected based on the 2040 land use map. Parcels that are planned to be developed were assigned wastewater flow rates in accordance to their land use types. A value of 180 gallons per unit per day was assumed for residential development. TABLE 7-4 lists the assigned flows, which include design considerations for inflow and infiltration (I/I), for each land use type. The densities listed for residential land uses in TABLE 7-4 were determined by WSB planning staff in collaboration with the Comprehensive Plan Steering Committee. Flow estimates use the *midpoint* density in the range, rather than either extreme end of the range, to reflect an average realistic development scenario. (Refer to the Inflow and Infiltration section of this report for more information about I/I as it relates to Osseo's sanitary sewer system.)

Land Use	Density range average (units/acre)	Daily Flow (gallons/acre)
Detached Residential	6	1,080
Attached Residential	12	2,160
Stacked Residential	30	5,400
Mixed Use	80% Stacked Residential 20% Commercial	4,480
Commercial/Office/ Industrial	-	800
Institutional	-	600
Park/Recreational	-	0

TABLE 7-4. ASSUMED WASTEWATER GENERATION BY LAND USE TYPE

Future flows were added to existing flows to determine if existing pipe capacities will be sufficient. In locations in which development will lead to pipes that do not have sufficient capacity, recommendations are made to address the issue.

Peak Flow Factors

To ensure that the sanitary sewer system is capable of handling flow fluctuations throughout the day, peak flow factors are assigned based on average flows. The peak factors are defined by the Metropolitan Council and scale based on average flow. Pipes that serve small generator customers are more likely to experience larger relative fluctuations in flows. Therefore, the peak factor decreases as average flow increases. The Metropolitan Council peak flow factors for sanitary sewer design are shown in FIGURE 7-4 below.

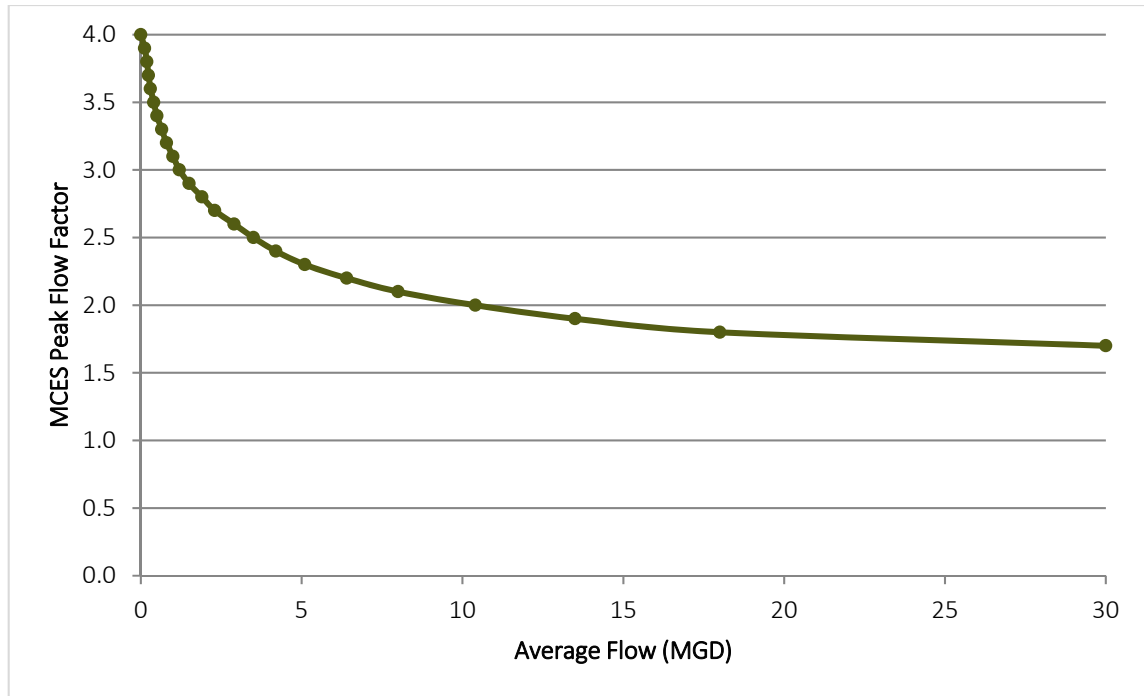


FIGURE 7-4. MCES PEAK FACTORS FOR SANITARY SEWER DESIGN

Intercommunity Flows

As mentioned, the Osseo Middle School and High School discharge to the Maple Grove interceptor along County Road 81. This is the only intercommunity flow into or out of the City of Osseo. The remainder of the flow collects at MCES Meter M223 and passes south into Brooklyn Park towards the Metropolitan WWTP.

Sanitary Sewer Recommendations

The City is in the process of reviewing its existing sanitary sewer system with the City Engineer and a detailed plan for sanitary sewer improvements will be finalized at the completion of that review. In this report, the existing lift stations, trunk sewer mains, and sanitary sewer districts were evaluated in more broad terms to provide an indication of areas where improvements may be necessary.

Lift Station Analysis

There are three lift stations in the City of Osseo, as described previously. The capacities and projected flows for each lift station are shown in **TABLE 7-5**.

Lift Station	Existing Peak Flow (gpm)	2040 Peak Flow (gpm)
1	867	1,324
2	24	No Change
3	117	No Change

TABLE 7-5. FORECASTED FLOWS BY LIFT STATION

There is no significant redevelopment planned in the areas served by Lift Stations 2 and 3. The only lift station that will see a change in flow due to new development is Lift Station 1, the City's primary lift station.

Trunk Sewer Main Analysis

The capacities of existing trunk sewer mains serving areas of anticipated development were evaluated to determine if they will be sufficient for increased future flows, as shown in **TABLE 7-6**. The only development that may require pipe upsizing is the redevelopment of the former Osseo Elementary School site to stacked residential use. It is recommended that the City carefully review the capacities of the existing 8-inch sanitary sewers that will serve that area as part of the redevelopment planning process. As is discussed in the Land Use chapter, this redevelopment is not expected to occur until after 2040.

District	Location	Diameter	Capacity (gpm)	Existing Peak Flow (gpm)	2040 Peak Flow (gpm)
North	4 th Avenue NE	12"	875	386	620
South	County Road 81	10"	538	53	103
	1 st Street SE	12"	715	57	118
	3 rd Ave SE	8"	242	66	137
	4 th Avenue NE	12"	1,465	481	705
North & South	2 nd Street NE	18"	2,054	867	1,324

TABLE 7-6. FORECASTED FLOWS BY TRUNK SEWER

Sewer District Analysis

The City of Osseo's existing sanitary sewer system is divided into north and south districts, as shown in **FIGURE 7-2**. Both districts are expected to experience redevelopment that will impact their wastewater flows. The estimated existing flows and projected future flows generated in each district are shown in **TABLE 7-7**.

District	Existing Average Flow (gpd)	Existing Peak Flow (gpd)	2040 Average Flow (gpd)	2040 Peak Flow (gpd)
North	82,799	555,584	178,860	892,204
South	103,201	692,476	194,812	1,014,841
Total	186,000	1,248,060	373,673	1,907,046

TABLE 7-7. FORECASTED FLOWS BY SEWER DISTRICT

The most significant development in the north district is the proposed redevelopment of the 10-acre former Osseo Elementary School site to stacked residential use. Apart from this site, there are approximately a dozen other proposed land uses changes in quarter-acre residential lots.

The most significant development potential in the south district comes from the reguiding of several residential areas to Edge Mixed Use, a land use category that allows higher density residential and commercial development. The redevelopment of several dozen residential and commercial parcels to mixed use, primarily along County Road 81, will increase flows in those areas but it is not anticipated that system capacity will be exceeded.

MCES Interceptor Facility Forecasts

The City of Osseo's sanitary sewer system discharges to MCES Interceptor 4-OS-457 and subsequently 7015-D. The flows from the Osseo Middle School and High School, which discharge into Maple Grove, eventually rejoin the rest of City flows



EXAMPLE OF AN INTERCEPTOR PIPE

in MCES Interceptor 7015-A&B. The average and peak flows forecasted to discharge to these MCES Interceptors by the year 2040 are listed in **TABLE 7-8**. Note that the flows listed here include only those generated within the City of Osseo. These flows were estimated based on historical MCES flow data and the expected increase in flows due to areas of the City that are expected to develop by 2040.

MCES Interceptor(s)	Existing Average Flow (MGD)	Existing Peak Flow (MGD)	2040 Average Flow (MGD)	2040 Peak Flow (MGD)
7015-D	0.186	1.248	0.374	1.907
7015-A&B (Adding Osseo Middle School and High School only)	0.219	1.380	0.407	2.039

TABLE 7-8. PROJECTED 2040 MCES INTERCEPTOR USE

Inflow and Infiltration (I/I)

General

Inflow is water, typically stormwater, which enters the sewer system through broken manhole covers, sewer cleanouts, sump pumps, foundation drains, and rain leaders (the pipes that are connected to rain gutter downspouts). **Infiltration** is water, typically groundwater, which leaks into the sewer system through cracks in the sewer mains, laterals, joints, and manholes.

Glossary

Lateral: A lateral is a feeder pipe leading from a property or residence to a main sewer line; often privately owned.

Joints: A connection point between two points in a sewer system.

Sewer mains: The main line of a sanitary sewer system into which wastewater from two or more residences or properties flows.

Water from inflow and infiltration (I/I) can consume available capacity in the wastewater collection system and increase the flow into treatment facilities. In extreme cases, the added flow can cause bypasses or overflows of untreated wastewater. This extra flow also requires a larger capacity in the city's collection and treatment components, which results in increased capital, operation and maintenance, and replacement costs. As a sewer system ages and deteriorates, I/I can become an increasing burden on a City's system. Therefore, it is imperative that I/I be reduced whenever it is cost effective to do so.

In February 2006, MCES began an Ongoing I/I Program that requires communities within their service area to eliminate excessive I/I. MCES establishes annual I/I goals for each community discharging wastewater into the Metropolitan Disposal System based on average

daily flows, adjustments for community growth, and I/I mitigation peaking factors.

The City of Osseo is currently meeting its I/I goal. Flow metering data is available for MCES Meter M223, and an analysis of this data as it relates to I/I is presented below. This analysis does not include data from 2016 because Meter M223 was declared inoperable in October 2016. A new magnetic flow meter was installed in its place in May 2017 and began recording data in June 2017. The City's strategies, programs, investments, and goals for reducing I/I are listed in this section as well.

I/I Analysis

Osseo's sanitary sewer system currently consists of approximately 11.5 miles of sanitary main, three lift stations, and 3,500 feet of forcemain. About 85 percent of the residential structures in the City were constructed before 1970. From 2007-2010, the entire sanitary sewer system was smoke tested to identify illegal connections. Aside from this testing, the pre-1970s era private services have not been evaluated for I/I.

The amount of clearwater flow generated within the City was estimated by calculating the average annual and peak month I/I rates, equal to the average wastewater flow minus the base wastewater flow, using data from 2012-2015. The average flow, both annual and monthly, was calculated from MCES meter data. The peak month flow was determined for each year from 2012-2015, and then those peak month flows were averaged to give the value listed in [TABLE 7-9](#). The base flow was calculated as the difference between average dry weather flow and groundwater infiltration, based on hourly meter data from a period of fifteen days of dry weather (three days since a rain event) in June 2017. The groundwater infiltration rate was calculated as the average flow from 1:00-6:00 AM over the same fifteen-day period. Note that meter data is only available for MCES Meter M223, and these values correspond to that metershed. The unmetered flows from the Osseo Middle and Senior High Schools are estimated to be 18% of the metered flows, so the total flows for the City are approximately 18% greater.

Glossary

Force main: When gravity flow is not sufficient, a pressurized *force main* pipeline is used to convey wastewater using pumps or compressors.

Lift station: Also called a *pump station*, lift stations are used to carry wastewater from a lower to a higher elevation when gravity is not sufficient and additional excavation would be impractical or cost-prohibitive.

Sanitary main: The main line of a sanitary sewer system into which wastewater from two or more residences or properties flows.

Parameter	Flow (MGD (%))
Average Flow	0.187
Peak Month Flow	0.217
Base Flow	0.088
Average Annual I/I Rate	0.099 (53%)
Peak Month I/I Rate	0.129 (60%)

TABLE 7-9. ESTIMATED I/I RATE

I/I Reduction

Part of the City's strategy for preventing excess I/I is based on requiring all new development to conform to City standards. City code prohibits the discharge of stormwater to the sanitary sewer system, and requires the disconnection of sump pumps and surface drains from the system

§ 52.055 UNPOLLUTED WATERS; DISCHARGE TO SANITARY SEWER PROHIBITED; ENFORCEMENT.

No person shall discharge or cause to be discharged any storm water, cooling water, surface water, subsurface drainage, ground water, roof runoff, yard drainage, yard fountain, pond overflow, or any substance other than sanitary sewage into the sanitary sewer collection system.

(A) No roof runoff, sump pump, swimming pool discharge, or surface water drainage shall be connected to the sanitary sewer system and no building shall hereafter be constructed nor shall any existing buildings be hereafter altered in such a manner that the roof drainage or any other source of discharge or drainage other than sanitary sewer shall connect with the sanitary sewer system inside or outside the building.

(B) Any person having a roof, sump pump, swimming pool discharge, cistern overflow pipe, or surface drain now connected and/or discharging into the sanitary sewer system shall disconnect and/or remove same immediately. Any disconnects or openings in the sanitary sewer shall be closed or repaired in an effective, workmanlike manner, under the supervision of the Superintendent.

(C) All sump pumps shall have a discharge pipe installed to the outside wall of the building with one-inch inside minimum diameter. The pipe attachment shall be a permanent fitting such as PVC pipe with glued fittings. The discharge shall extend at least three feet outside of the foundation wall and shall be directed toward the front yard or rear yard area of the property.

(D) Every person owning improved real estate that discharges into the city's sanitary sewer system shall allow the city employee(s) or authorized agents to inspect the improvements to confirm that there is no sump pump or other prohibited discharge into the sanitary sewer system. Any person refusing to allow this inspection shall immediately become subject to the surcharge hereinafter provided for. Any person found to violate this section shall make the necessary changes to comply with this section and the changes shall be verified by an employee or authorized agent of the city.

The bulk of the I/I reduction work realized by the City of Osseo is completed as part of its annual street and utility improvement projects. As part of these projects, sanitary sewer lines are televised to detect damaged pipes and illegal connections, and then appropriate corrective measures are initiated with the affected sewer lines or property owner. The specific projects completed in the last ten years to reduce I/I are listed in TABLE 7-10.

Year	Project	Description
2007	City-Wide Televising	The City's entire sanitary sewer system was televised; tapes and reports are available.
2007-2010	Smoke Testing	The City's entire sanitary sewer system was smoke tested to identify illegal connections; all infractions were brought into compliance.
2010 - Present	Street and Utility Improvements	The City's annual street projects cover approximately four blocks, and the sanitary sewer lines are televised in conjunction with each project.

TABLE 7-10. I/I ACTIVITIES COMPLETED

I/I Implementation

The City will continue televising its sanitary sewer system in conjunction with its annual street and utility improvement projects. Assuming that these projects will cover approximately four blocks, the annual cost of this televising is estimated to be \$2,500. The City plans to televise all of the public sanitary sewers between 2019 and 2021, approximately one third of the system per year. The City will use the televising results to develop a sewer lining plan. The City will continue routine I/I reduction work in conjunction with its annual street and utility improvement projects while the televising is being completed. The City also has ongoing reviews of flows and discussions with consulting engineers to develop the next stage of improvement plans. Osseo will continue to proactively identify I/I sources and take corrective actions.

CAPITAL IMPROVEMENTS

The City is in the process of reviewing its existing sanitary sewer system with the City Engineer. The parts of the system that may require repair, replacement, or upsizing will be identified by the end of 2018. The City's Sewer Capital Improvement Plan will be attached as an appendix to this plan at that time.

SUMMARY AND OUTCOMES

The analysis provided in this Sanitary Sewer Plan is intended to provide the City of Osseo and the Metropolitan Council assistance in planning for wastewater collection and treatment. It is anticipated that the design flows and criteria outlined will be used for utility planning as development continues within the City. The specific sizing and routing of future sanitary sewer improvements should be determined during the design phase of each particular development or redevelopment project.

Chapter 8 : Water Supply

INTRODUCTION

The City of Osseo's Comprehensive Water Supply Plan describes the City's existing water distribution system and evaluates its ability to meet current and future water demands.

State law requires every municipality with a public water supply system to submit a Water Supply Plan every ten years. This Plan has been prepared according to the guidelines established by the Metropolitan Council and the Minnesota Department of Natural Resources (DNR).

The City of Osseo previously completed and submitted a Comprehensive Water Supply Plan in May of 2009.

WATER SYSTEM GOALS



1. Provide residents and businesses with affordable potable water that is safe and of high quality.
2. Provide a low-maintenance, efficient water system that supplies the long-term needs of residents and businesses.
3. Provide adequate water supply and pressure for residents and businesses.
4. Continue working with adjacent communities to provide an efficient water service to residents.
5. Provide water service for redevelopment areas in a planned manner by constructing new mains for upsizing (if demand requires).



6. Promote water conservation and sustainability by reducing per capita water demand, improving efficiency of the existing system, and reducing the waste of water.



7. Protect the groundwater supply from contamination.

Community Setting

The Metropolitan Council projects that Osseo's population will grow according to the values shown in **TABLE 8-1**.

Year	Population	Households	Employment
2010	2,430	1,128	1,749
2020	2,730	1,300	1,920
2030	2,940	1,400	2,120
2040	3,170	1,500	2,300

TABLE 8-1 – METROPOLITAN COUNCIL POPULATION PROJECTIONS

The surface water features within the City of Osseo include one stream and three basins in the St. Vincent Cemetery in the northeast corner of the City as shown in **FIGURE 8-1**; the Metropolitan Council indicates that these surface water features recharge the aquifer. There are no Minnesota Department of Natural Resources (DNR) groundwater monitoring or Minnesota Department of Health (MDH) aquifer testing sites within the City, as shown in **FIGURE 8-2**. Nearly all of the City falls within high-vulnerability Drinking Water Supply Management Areas, with a sliver of the eastern boundary in a very-high-vulnerability area, as shown in **FIGURE 8-3**. High-vulnerability areas are those where the underlying aquifer is most likely to be impacted through contamination by overlying land and water uses. The amount of land in Osseo that falls into this category is extremely small, rendering this an issue of very low concern to the City.

Existing Water Supply System

The City of Osseo's existing water supply system provides service to all residences and businesses within the City limits. With the exception of a very small handful of vacant undeveloped sites, the City is fully developed, and any future development within the City will be considered redevelopment of existing facilities.

Existing Interconnection

The City of Osseo currently receives its potable water supply from the City of Maple Grove. The City previously owned and operated its own water supply and storage facilities until increased regulatory standards of the Clean Drinking Water Act and the associated costs of system upgrades and maintenance made it more feasible for the City to obtain water from Maple Grove. The City's two former wells and two elevated storage tanks have been decommissioned. The city's two water towers now serve as a support system for cell phone infrastructure and as a historic landmark, but are not used to store or distribute water.

The City has a total of three community interconnections, two with Maple Grove and one with Brooklyn Park. The two interconnections with Maple Grove provide sufficient supply for the entire community and serve as the current source of the City's water.

1. The first interconnection, with Maple Grove, is located at the intersection of 7th Street NW and Revere Lane N. The pressure reducing station is fed by a single 12-inch diameter watermain.
2. The second interconnection, with Maple Grove, is located on Broadway Street W where it becomes 89th Avenue N. Its pressure reducing station is fed by a single 16-inch diameter watermain.
3. The third interconnection, with Brooklyn Park, is located on 85th Avenue N. Its pressure reducing station receives one 12-inch diameter watermain. This interconnection is not in service.

Existing Production and Treatment

The City's two former wells, Well No. 1 in Boerboom Park and Well No. 2 near the old City Jail at 3 Central Avenue, have been decommissioned and sealed in accordance with wellhead protection standards. The City currently receives its potable water supply from the City of Maple Grove. Maple Grove's Water Supply Plan will be completed in the fall of 2017 and will be included by appendix with this report.

Existing Storage

The City's two former elevated storage tanks, the 50,000-gallon tank at 4th Street NW and Central Avenue and the 250,000-gallon tank at 86th Avenue North and the Burlington Northern Railroad, have both been abandoned since the interconnection with Maple Grove's system. There are no plans to return these storage tanks to service. The city's two water towers now serve as a support system for cell phone infrastructure and as a historic landmark but are not used to store or distribute water.

Existing Distribution

The City's water distribution system includes approximately 58,500 feet of watermain ranging in size from four to ten inches in diameter. All watermain from the original water distribution system is believed to be cast iron pipe. A map of the existing water distribution system is shown in **FIGURE 8-4**.

EVALUATION AND RECOMMENDATIONS

Because the City receives its potable water supply from Maple Grove and does not anticipate significant expansion within its limits, no significant changes are planned to the existing system. Nonetheless, the City will continue to monitor the existing system and perform maintenance and make improvements as necessary to watermain. To ensure continuity of service, the City of Osseo will review system operations and contingency planning with the City of Maple Grove and identify alternatives in the event of a water supply interruption or emergency. Recent improvements include the installation of 10-inch watermain from the second interconnection with the City of Maple Grove into the system in 2002 and 2003,

and the upsizing of 6-inch to 8-inch watermain along 1st Avenue NE, 4th Street NE, and 6th Avenue NE in the north central part of the system.

The only redevelopment of potential concern for the water distribution system is the former Osseo Elementary School site. The capacity of the surrounding watermain and the fire flow needs of the new facilities should be carefully reviewed at the time the development is planned. As is discussed in the Land Use chapter, this redevelopment is not expected to occur until after 2040.



FIGURE 8-1: SURFACE WATER FEATURES



FIGURE 8-2: DNR GROUNDWATER MONITORING & MDH AQUIFER TESTING

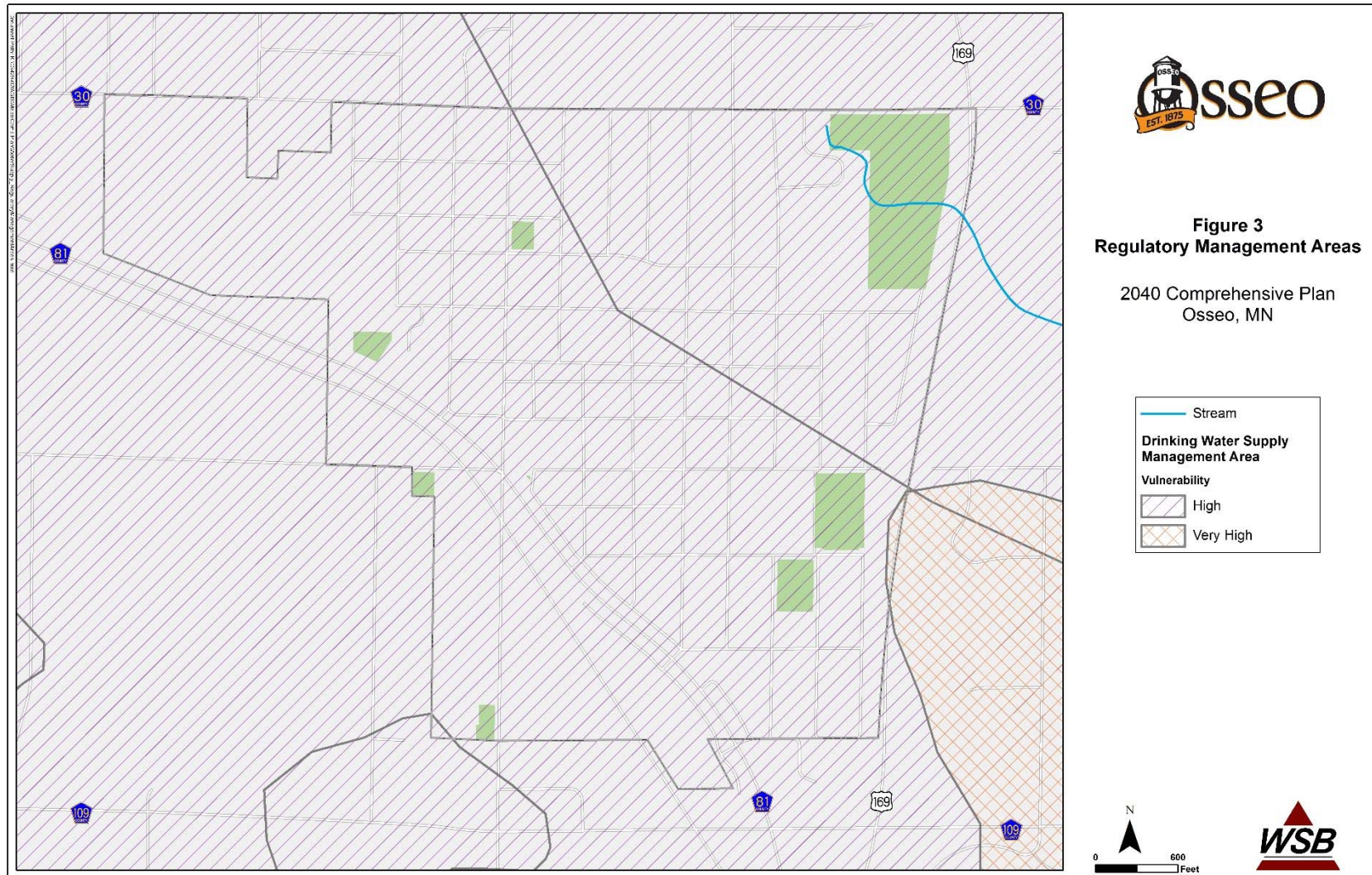


FIGURE 8-3: REGULATORY MANAGEMENT AREAS

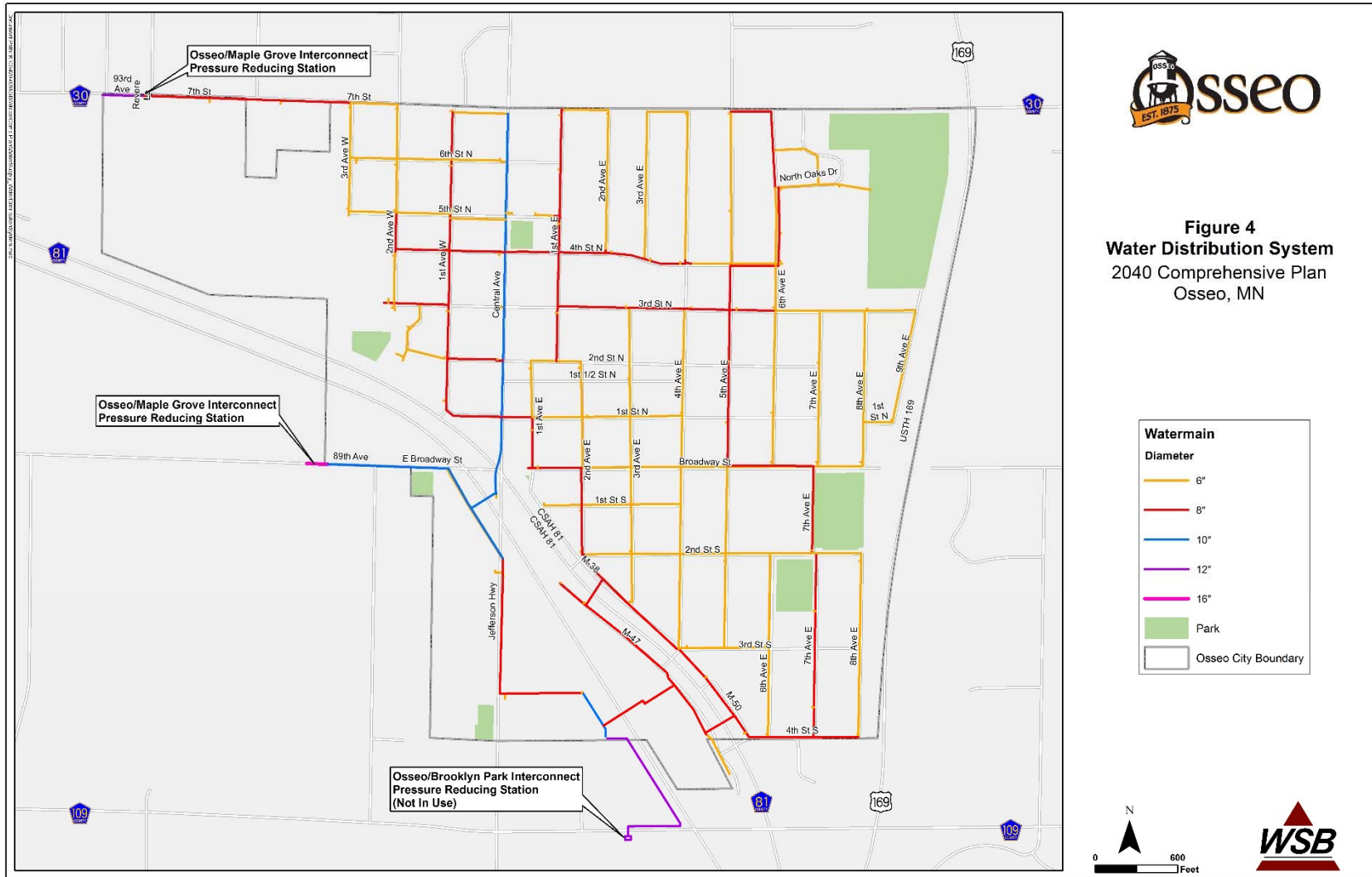


FIGURE 8-4: WATER DISTRIBUTION SYSTEM

Chapter 9 : Surface Water

This chapter focuses on surface water in Osseo. Although there are no large rivers, lakes, or streams in the city, there are still surface water features in Osseo. A majority of the city's surface water is storm water, including water that flows through basins intended to retain and/or infiltrate storm water, as well as drainageways that direct surface water runoff into larger waterbodies.

This chapter summarizes current surface water issues and requirements, and it anticipates strategies to ensure surface water quality in the future. It draws heavily on Osseo's Stormwater Management Plan, which was adopted in 2015 and is updated with information included in this chapter.

Vision

Because Osseo has no large surface water features, it is not surprising that the community's **vision statement** does not explicitly address surface water. However, surface water relates to the following Safety and Wellbeing component:

- o *Osseo is a safe and healthy community for all who live, work, and visit here.*

Surface Water: What did we hear from the community?

During visioning events for the comprehensive plan, community members addressed issues that relate to surface water quality. Included among these comments are the following sentiments:

- o It is important to maintain Osseo's **safety and quality of life**.
- o In future redevelopments, the community's limited **green space should be used wisely**, and can incorporate **vibrant elements to create a sense of place**.
- o There is a needed emphasis on **maintaining and rebuilding infrastructure**.

Healthy Community Planning efforts also identified actions related to surface water quality.



- o To ensure the long-term viability of the region's groundwater supply, the City should take advantage of opportunities to support groundwater recharge, through green infrastructure investments, water use conservation strategies, and other best practices. These activities should be considered in cooperation with Osseo's two Watershed Management Organizations and its drinking water provider, the City of Maple Grove.
- o Future development and redevelopment opportunities should support natural waterways and drainage paths with appropriately-sized vegetative buffers to limit runoff pollution. When opportunities exist, the City may also pursue daylighting of underground waterways.



These strategies are supported in more detail in the surface water plan.

Summary of Surface Water Planning

The City of Osseo's Stormwater Management Plan serves as the city's Surface Water Plan. The document was adopted in April of 2015 and is amended with this update to the Comprehensive Plan, in conjunction with the Shingle Creek and West Mississippi Watershed Management Commission Third Generation Watershed Management Plan and accompanying Rules. The plan establishes goals regarding water quantity, water quality, erosion control, wetlands, groundwater management, floodplain management, and public participation, information, and education. The plan finds that the majority of Osseo's existing storm sewer adequately meets design conditions for storm water runoff, based on existing land use. It establishes procedures to ensure this remains the case as future conditions change.

The document covers land in both the West Mississippi Watershed and the Shingle Creek Watershed, as the City straddles two watersheds. The City of Osseo has designated the Shingle Creek and West Mississippi Watershed Commissions, respective to their jurisdictions, as the Local Government Unit for the Wetland Conservation Act.

Roles and responsibilities of the City of Osseo, the Shingle Creek and West Mississippi Watershed Commissions, and other agencies are summarized in the Stormwater Management Plan, included as an appendix to this plan, and are not changed with this update to the plan.

Water Resource Management Agreements

The City of Osseo has regulatory authority for development. The City also recognizes that many other government entities play a role in environmental regulation. Other organizations with responsibilities in the area include the Shingle Creek and West Mississippi Watershed Management Organizations (WMOs), Hennepin County, the Minnesota Pollution Control Agency, Minnesota Department of Natural Resources, and Minnesota Board of Water and Soil Resources, as well as the U.S. Army Corps of Engineers.

The City of Osseo will review all projects for compliance with current ordinances, design standards established in the Surface Water Plan, and associated Rules. Certain projects that fall above the mandatory review threshold will also be considered by the relevant WMO.

City of Osseo responsibilities identified in the plan are as follows:

- o *Comprehensive Plan update(s)*
- o *Land use regulation*
- o *Ordinance review and amendment*
- o *Local plat review and amendments*
- o *Permits*

- o *Sediment and erosion control (Ordinance)*
- o *Groundwater protection*
- o *Participation and cooperation with the programs of the Shingle Creek West Mississippi WMO,*
- o *Minnesota DNR, and Hennepin County*
- o *Hydrologic model development and update with comprehensive plan changes*
- o *Financing Alternatives*
- o *Capital improvements*

Responsibilities of the WMOs are as follows:

- o *Monitoring*
- o *Establishing land use or Ordinance requirements*
- o *Local plan review and approval*
- o *Administering a project review program*
- o *Projects of regional significance*
- o *Verification of Plan implementation*
- o *Administration of the Wetland Conservation Act*

Current Conditions

Physical Environment and Land Use

As discussed in Chapter 4: Land Use, Osseo's land area is approximately 474 acres. The city is completely urbanized and fully developed, and there are no significant changes to the existing environment and current land use plan anticipated by 2040. The Shingle Creek-West Mississippi WMO plan includes an inventory and condition assessment with the most current and comprehensive resource inventory for the city.

Primary changes expected by 2040 include increasing density in commercial areas and select residential areas, and redevelopment of a large school property that is expected to take place after the 2040 horizon for this plan.

No impaired waters, as designated on the 303-d Impaired Waters List, are found in Osseo. However, portions of Osseo are part of the Shingle Creek watershed. Shingle Creek is impaired for chloride, low dissolved oxygen, aquatic life, and E. coli bacteria.

Because there is not enough information available to assign diffuse loads to individual permitted dischargers for biotic integrity and dissolved oxygen, Osseo will be considered in compliance with the creek's Total Maximum Daily Load (TMDL) provisions if the city complies with conditions of the individual permit and implements the appropriate Best Management Practices.

Osseo is expected to implement the Best Management Practices (BMPs) identified in the Chloride Implementation Plan to help achieve a 71 percent reduction in the waterway.

Existing Water Resource Challenges

Existing water resource problems identified in the plan include:

- o Major inter-jurisdictional issues requiring cooperation between one or more entities (e.g., WMOs, adjacent communities, regulatory agencies) to resolve.
- o Storm water runoff from existing impervious surfaces
- o Operating within a sustainable funding level
- o Highly localized storm water management issues within the City, including:
 - o Trunk system capacity for 10-year storm events, evidenced by ponded water resulting from surcharged storm sewers.

Potential Water Resource Problems

- o Declines in water quality
- o Degradation of waterbodies below 1985 conditions
- o Increased storm water runoff generated by new impervious surfaces
- o Declines in function and value of existing high-priority wetlands

Local Implementation Plan for Surface Water Quality

Solutions

Although the Surface Water Plan calls for consideration of shared storm water facilities, the City does not currently maintain any such facilities. Storm water structures operate on a per-property basis, with the City performing inspections as necessary. Recent developments have incorporated storm water storage facilities needed to meet runoff and infiltration goals.

The primary method of water quality protection in Osseo includes implementation of Best Management Practices (BMPs). Osseo's Stormwater Management Plan identifies the following BMPs:

- o Control of urban non-point source pollution
- o Site planning principles for the control of erosion, pollution, and sedimentation
- o Storm water management practices to control water quality.

The city inspects and requires maintenance of BMPs as necessary. More detail about BMPs and their implementation is included in the appendix to this plan. The implementation scheduling and costs and funding strategies regarding BMPs and other water quality is similarly included in the appendix. The City identifies priority projects over a two year planning period and budgets for them accordingly.

The City's goal is to develop and implement a more comprehensive 5-year Capital Improvements Plan based on infrastructure inventories, master plans, and a long-term financial plan. While these components are under development, implementation of surface water quality improvements remains on a shorter planning timeline.

When the City evaluates redevelopment proposals, the scope of review is very site-specific. As a developed community, Osseo considers new projects one site at a time. As a result, on-site detention, infiltration, and water quality facilities are often implemented, despite these being less effective, more costly, and more difficult to maintain than multisite facilities. Thus, the plan recommends that Osseo promote multisite ponding at every opportunity. The following actions are proposed in the plan:

- o Evaluate multisite potential of all on-site facility proposals.
- o Continue to review and update the ponding/water quality opportunity map as new opportunities develop.
- o Develop policies to coordinate development of multisite facilities, including provisions for assessing and collecting financial contributions from benefitting properties.

In addition to its inclusion as an appendix to this plan, the Stormwater Management Plan is available on the City of Osseo's website. The web address listed in the plan document is updated to read www.discoverosseo.com, replacing the outdated address of www.ci.osseo.mn.us.

Chapter 10 : Implementation

Without a specific course of action, it is difficult to achieve the goals and aspirations of any plan. Previous chapters of this document provide the baseline information for understanding the community and the determined goals for the community's future. The goals explain what the community wants to accomplish and the vision desired as an outcome. This chapter outlines the process to work toward achieving those goals.

Often, the most challenging part of the Comprehensive Plan is implementation. It is easy to complete a document, and then watch it collect dust on a shelf. To increase the likelihood of its implementation, the following Implementation Matrix provides priorities to follow over the first 5 to 10 years after plan adoption. This can be used to complete an annual work plan and contribute to a capital improvement program. The implementation steps should be reviewed by the City periodically (annually or more often) to:

- Establish **priority work activities** for city staff and volunteers (and for city partner organizations) on an annual basis,
- Establish **priorities for annual city budget** (and for city partner organization budgets),
- Establish **priorities for 5-year capital improvement expense plans**.

Vision Statement

The implementation action items outlined in this chapter should ultimately support the community's 2040 Vision Statement, which is reiterated in **FIGURE 10-1**. The Vision Statement themes are broad and touch every aspect of city activity, from the largest redevelopment project to the smallest streetlight replacement.

FIGURE 10-1: OSSEO'S 2040 VISION STATEMENT



Implementation Matrix

The implementation work plan outlined in the following table expands upon the Strategies and Action Items addressed in all preceding chapters of this plan by assigning a responsible body or actor (**who**), a timeframe for action (**when**), and a suggestion of where the funding that will enable the action will come from (**how**).

This Implementation Matrix can be incorporated into City decision-making processes, budgeting or programming choices, establishing annual workplan items, and may be used to assist in development of a Capital Improvement Program, or CIP. While the following lays out an Implementation guide intended to serve Osseo for the next 5 to 10 years, it is to be expected that the task list and implementation timeline may shift from year to year.

As time goes on, some tasks will take longer than expected and will shift into the next year's list. Priorities will change and tasks will be moved up to be accomplished earlier. New ideas will be presented to accomplish the goals and vision cited here and will be added to the task list. This is all part of the ongoing process of implementation. Continuing to revisit plan implementation is critical, as it is active implementation that keeps comprehensive plans from gathering dust on a shelf.

Implementation actions and strategies are arranged in the table by plan chapter. For the purposes of understanding the timing associated with each matrix item, the following terminology is defined:

- “Short-term” – to occur within the next 1-3 years
- “Medium-term” – to occur within the next 3-5 years
- “Long-term” – to occur within the next 5-10 years and/or on an ongoing basis

Implementation actions and strategies are associated with the component chapters of this plan and are color-coded in the Implementation Matrix as follows:

	Land Use
	Housing
	Transportation
	Parks & Community Facilities
	Sanitary Sewer
	Water Supply
	Surface Water

TABLE 10-1: LAND USE IMPLEMENTATION MATRIX

	Comprehensive Plan Action or Strategy	Who	When	How (\$)
1	Review City Code and policy for opportunities to promote parking approaches in higher-density residential developments that optimize the development potential of the site and maximizes the use of public and shared parking while minimizing negative impacts to the surrounding residential area.	City staff; Planning Commission and City Council	Short-term	General fund, Public/Private Partnerships, Congestion Mitigation Air Quality grant, Special Service District
2	Encourage redevelopment that brings more residents and activity to downtown through higher residential densities and increased lot coverages.	Planning & community development staff; Economic Development Authority	Short-term	General fund, TIF, grants for brownfield redevelopment and tax base revitalization
3	Maintain the quality and function of Osseo's limited open space areas through continuous attention to maintenance and effective programming and amenities that benefit the community.	Parks & Recreation Committee; City staff	Short-term	General Fund
4	Promote and support reinvestment in the City's older housing stock through program referrals and continuation code enforcement program to enhance the long-term desirability and livability of the community's older residential neighborhoods.	City staff and contractors	Long-term / ongoing	General fund, rental licensing fees
5	Apply zoning and economic development incentives to create a unified highway commercial district on Bottineau Boulevard (County Road 81) that is designed to attract highway travelers as well as meet the community's needs for larger scale retail and service uses.	Community development staff; Planning Commission and City Council; Economic Development Authority; partnership	Long-term	EDA, TIF, General Fund

	Comprehensive Plan Action or Strategy	Who	When	How (\$)
		with private business owners and developers		
6	Apply economic development incentives and external funding opportunities to retain and redevelop light industrial land uses as a vital component of the community's economy, tax base and jobs base.	Community development staff; Planning Commission and City Council; Economic Development Authority	Medium-term	State, County, and Metropolitan Council grants; MN DEED, city tax incentive tools, EDA
7	Create a downtown area that provides a healthy and compatible mix of uses, including retail services, institutional, residential, office, and open space.	Community development staff; Planning Commission and City Council; Economic Development Authority	Long-term / ongoing	General Fund, TIF
8	Promote and support the provision of sufficient affordable housing options within the community.	City staff; developers; non-profit organizations	Long-term	Grant funding, MHFA support, County HRA, tax increment and other financing options
9	Promote the development of a wide range of new housing types that meet the community's lifecycle housing needs.	City staff; developers	Long-term	Grant funding, MHFA support, County HRA, tax increment and other financing options
10	Encourage connectivity between commercial business districts and residential areas to encourage walkability and business patronage.	Community development staff; Planning Commission and City Council; partnership with private business owners and developers	Long-term	General fund, Assessment Policy, DNR local trail fund

	Comprehensive Plan Action or Strategy	Who	When	How (\$)
11	To support a diverse variety of retail options and to promote public health, consider limiting the number of fast food and drive-through food retailers, tobacco retailers, and businesses with licensed liquor sales. The City may also specifically seek to attract businesses with a health-promotion focus when completing economic development projects.	Community development staff; Planning Commission and City Council; partnership with private business owners and developers	Long-term	General fund, SHIP or other community health grants
12	Work to bring Osseo's Zoning Code into accord with land use guidance by evaluating and implementing the site and zone-specific items in the "Suggested Zoning Code Updates" section of this Chapter.	Planning and Community development staff; Planning Commission and City Council	Medium-Term	General Fund; other funding sources as identified in the matrix

TABLE 10-2: HOUSING IMPLEMENTATION MATRIX

	Comprehensive Plan Action or Strategy	Who	When	How (\$)
13	Use the Affordable Housing Tools Matrix in this Plan as a guide in matching affordable or life-cycle housing initiatives with implementable actions.	Planning and Community development staff; Planning Commission and City Council	Medium-Term	General Fund; other funding sources as identified in the matrix
14	Evaluate the feasibility of allowing Accessory Dwelling Units (ADUs) on the existing properties in Osseo and consider whether an ordinance amendment allowing this use would be appropriate	Community development staff; Planning Commission	Short-term	General Fund
15	Evaluate current setbacks and dimensional standards to determine their effect on constructing and maintaining housing	Community development staff; Planning Commission	Medium-term	General Fund
16	Guard against a substantial loss of existing affordable housing through a high level of City involvement in new development proposals, and by enforcing property management of existing rental housing to keep it from falling into disrepair and running the risk of eventual closure.	Community development staff; Planning Commission	Long-term / ongoing	General Fund
17	Identify and support funding programs to financially assist affordable housing redevelopment projects, both at the City level and in collaboration with other jurisdictions. (Use the Affordable Housing Tools Matrix as a starting point).	Community development staff;	Short-term	General Fund; other funding sources as identified in the matrix
18	Support affordable housing by considering reductions to the minimum off-street parking quantity requirements to reflect alternative travel and parking strategies, such as on-	Community development staff; Planning Commission; City Council	Short-term	General Fund

	Comprehensive Plan Action or Strategy	Who	When	How (\$)
	street parking, shared parking, public parking facilities, and public transit access.			
19	Identify and implement ordinances that would allow for easier expansion and upgrading of existing houses.	Community development staff; Planning Commission; City Council	Short-term	General Fund
20	Seek out and support reinvestment funding programs, both local and in collaboration with other jurisdictions, that assist homeowners with maintaining and updating older houses through loans and grants. (Use the Affordable Housing Tools Matrix as a starting point).	Community development staff; Planning Commission; City Council	Short-term	General Fund; other funding sources as identified in the matrix
21	Continue to support housing inspection and maintenance programs that enforce standards and policies intended to maintain rental and owner-occupied housing.	City staff and contractors	Long-term / ongoing	General Fund, Licensing programs
22	Consider the redesign of downtown edge streets as “complete streets” with green amenities and provisions for bicycles and pedestrians to provide an attractive buffer between the downtown mixed-use district and the traditional Osseo residential neighborhood.	City staff; Planning Commission; EDA; City Council	Medium-term	General Fund, County Aid to Municipalities (CAM) funds, grants to fund transportation safety and active living improvements
23	Apply zoning regulation to protect residential areas from encroachment by industrial or commercial uses or any other uses that generate traffic volumes that are incompatible with residential neighborhoods.	Community development staff; Planning Commission; City Council	Medium-term	General Fund
24	Support housing redevelopment projects that contribute to providing housing for a wide range of household types,	Community development staff;	Long-term	General Fund, TIF, Hennepin County and Metropolitan Council grant opportunities

	Comprehensive Plan Action or Strategy	Who	When	How (\$)
	including larger families, younger families, older residents, and single-person households, both ownership and rental.	Planning Commission; City Council		
25	Consider adopting a local Fair Housing Policy	Community development staff; Planning Commission; City Council	Short-term	General Fund
26	Encourage enclosed parking that is incorporated into the residential building rather than a separate parking structure.	Community development staff; Planning Commission; City Council	Medium-term	General Fund
27	In higher-density residential developments, promote innovative storm water management techniques such as permeable pavers and raingardens in surface parking lots.	City staff; Planning Commission; City Council; WMOs	Long-term	General Fund

TABLE 10-3: TRANSPORTATION IMPLEMENTATION MATRIX

	Comprehensive Plan Action or Strategy	Who	When	How (\$)
28	Traffic control within the city limits (especially on residential streets) is important. The City should continue to monitor problematic areas and consider mitigating/traffic control measures when appropriate	City police and public works staff	Short-term	General fund
29	Monitor for potential future safety and traffic operations needs at the new Decatur Drive intersection (CSAH 30/93 rd Ave N & Decatur Drive)	Cities of Osseo and Brooklyn Park staff; Hennepin County; Brooklyn Park	Short-term	General fund; use CIP to budget priority monitoring areas
30	Work with Hennepin County to explore opportunities for roadway and intersection improvements to the CSAH 81 roadway segment within Osseo. Coordinate with Hennepin County and the City of Brooklyn Park on the planned CSAH 81 roadway upgrades to the south	City staff; Hennepin County	Short-term	General Fund
31	Discuss with Hennepin County and the cities of Brooklyn Park and Maple Grove the potential “turn back” of CSAH 30/93 rd Avenue and any proposed timeframes	City staff; Hennepin County; Cities of Brooklyn Park and Maple Grove	Medium-term	General fund
32	Evaluate solutions to improve intersection safety and traffic operations at this school crossings at Revere Avenue and Pilgrim Lane	City of Osseo; Hennepin County; Maple Grove; Osseo School District	Short-term	General Fund, Safe Routes to School funding; Many infrastructure improvements likely funded by County or Maple Grove
33	Maintain and enhance safe pedestrian access to Boerboom Veterans Park as the park expands and the downtown area densifies	City staff;	Short-term	General Fund; Park dedication fund

	Comprehensive Plan Action or Strategy	Who	When	How (\$)
34	Establish street and streetscape design standards, which can be implemented over time, but particularly as streets are reconstructed as part of upgrades to public infrastructure (sewer, water, storm water). Standards should encompass appropriate pavement width, bike lanes, sidewalks, street trees, signage, trash cans, newspaper dispensers, lighting, benches, etc.	City staff	Medium-term	General fund, Pavement Management fund
35	Monitor for potential future safety and traffic operations needs at the following intersections: • 4th Street SE & CSAH 81 • 3rd Street SE/ 4th Avenue SE & CSAH 81 • 2nd Street SE/ 2nd Avenue SE & CSAH 81 • Central Avenue/ Jefferson Highway & CSAH 81 • Broadway Street & CSAH 81 • 1st Street NW/ 1st Avenue NW & CSAH 81 Work with Hennepin County to explore opportunities for intersection and frontage road improvements that enhance traffic operations, safety, and bicyclist/pedestrian connectivity	Hennepin County in collaboration with City of Osseo	Medium-term	General Fund
36	Evaluate solutions to enhance access to Broadway Street West and the businesses located along Broadway Street south of CSAH 81.	City staff	Medium-term	General Fund, County
37	Explore opportunities for 1st Avenue NW and 1st Avenue NE to serve as supporting parallel roadways supporting to Central Avenue and Downtown Osseo. Provide streetscaping elements that enhance bicyclist and pedestrian activity and connectivity to Central Avenue	City staff; City Council	Medium-term	General fund, grant funding; funds, County Aid to Municipalities (CAM) funds, Sidewalk Improvement District

	Comprehensive Plan Action or Strategy	Who	When	How (\$)
38	Promote opportunities to complete the multiuse trail gaps along CSAH 30 and CSAH 81 that are critical for continuity, safety, and access to destinations both within and beyond the city	Community development, public works, & engineering staff; Hennepin County	Medium-term	DNR Local Trail Program, Hennepin County grants
39	Promote the importance of safe and accessible bicycle/pedestrian connections to the planned Blue Line LRT Extension and station locations. Coordinate these improvements with Hennepin County and the City of Brooklyn Park	Community development, public works, & engineering staff; Hennepin County; City of Brooklyn Park; Metro Transit	Medium-term	TOD funding, other grant opportunities
40	Work with transit providers to establish feeder transit bus service from Osseo and surrounding communities to the Blue Line LRT Extension and station locations	Metro Transit; Maple Grove Transit; City staff	Medium-term	General Fund
41	Through land redevelopment and roadway reconstruction projects, explore opportunities to complete gaps in the city's sidewalk system. Provide a sidewalk on at least one side of the road in conjunction with all future roadway construction projects	City staff;	Medium to Long Term	Private development funding, grants (example: LCDA), TIF, Sidewalk Improvement District, Assessment Policy
42	Provide access to the local street system (including collector and local roadways) in a manner that balances the need to safely and efficiently operate the street system with the need for convenient access to property	City of Osseo; Hennepin County	Long-term	Pavement management fund, Assessment Policy
43	Utilize innovative storm water retention techniques in the construction of new sidewalks, trails, and reconstructed local streets	City Council (through regulatory and incentive means); WMOs	Long-term	Grant funding, private development funding, assessments, stormwater fund

	Comprehensive Plan Action or Strategy	Who	When	How (\$)
44	Coordinate with BNSF Railway and local freight operators to support the continued operation of the BNSF Railway. Explore opportunities to improve railroad crossing safety, access to businesses, and economic development opportunities.	City staff; BNSF Railway; Osseo EDA	Long-term	General fund

TABLE 10-4: PARKS AND COMMUNITY FACILITIES IMPLEMENTATION MATRIX

	Comprehensive Plan Action or Strategy	Who	When	How (\$)
45	Recognize that the recreational and environmental values that can be provided by parks and open spaces are not confined to traditional “parks”, and extend to the management of land in City and County right-of-way.	City of Osseo, Hennepin County; Three Rivers Park District	Short-term	General fund, Park Dedication fund, Sidewalk Improvement District
46	Develop a policy encouraging the City to refrain from practices and policies that negatively affect pollinators—such as using chemical treatments – at City facilities, and encourage others to do the same.	City staff; City Council	Short-term	General Fund
47	Work with Hennepin County to explore options for innovative local programming at the County’s branch library in Osseo.	City staff; City Council	Short-term	General Fund, Hennepin County Library funding, Friends of the Library organizations
48	Identify strategies for funding the necessary improvements for the gateway area and connections to Osseo’s existing streets, sidewalks, and trails.	City staff; City Council	Short-term	General Fund, Park Dedication fund, Sidewalk Improvement District
49	Prioritize the use of recycled materials in public facility construction.	City staff; City Council	Short, medium and long-term	General Fund, Construction bonds
50	Incorporate environmental sustainability into public facilities that follow design guidelines, such as those laid out in the Minnesota Sustainable Design Guide, the United States Green Building Council’s Leadership and Excellence in Environmental Design Guide, and others.	City staff; City Council	Short, medium and long-term	General Fund, Construction bonds
51	Promote and support including all-ages-and-abilities design and facilities in the community’s parks, open spaces, and plazas.	Parks and Recreation Committee; City Council	Short and Medium-term	General Fund, Park Dedication fund, grants

	Comprehensive Plan Action or Strategy	Who	When	How (\$)
52	Coordinate with the school district on planning and developing shared community and school district recreational facilities when possible.	City staff; Parks and Recreation Committee; City Council; Osseo Area Schools	Short and Medium-term	General Fund
53	Evaluate the quality and effectiveness of the current City Hall campus facilities to prepare for necessary long-range upgrades.	City staff; City Council	Medium-term	General Fund
54	Develop & implement policies to provide all residents safe access to and opportunities for safe activities in Osseo's parks. This includes continuing to enforce the community's tobacco free policies for parks and all public facilities.	City staff; Parks and Recreation Committee; City Council	Medium-term	General Fund
55	Develop a parks, trails, and open system plan that identifies key elements of the city's public realm (e.g., schools, parks, downtown, and city gateways), their existing and future features, and needed street and trail improvements for connecting these amenities.	City staff; Parks and Recreation Committee; City Council; consultants	Medium-term	General fund, Grants
56	Encourage the siting, arrangement, and character of new buildings at key district or community gateways to be designed with a higher level of amenities and attention to the principle of establishing a gateway to Osseo and its downtown district.	Community Development staff; Planning Commission; City Council	Medium-term	General Fund, TIF, Livable Communities Demonstration Account grants
57	Incorporate bike and pedestrian and fully-accessible amenities in parks, open spaces, and plazas, including paths, bike racks, benches, tables, lighting, building canopies, street furniture, etc.	City staff; Parks and Recreation Committee; City Council; consultants	Medium and long-term	CIP, Livable Communities Demonstration Account; grants

	Comprehensive Plan Action or Strategy	Who	When	How (\$)
58	Maintain and expand sufficient municipal services to meet the needs of a growing and redeveloping community, including ongoing assessment of the Public Safety Departments' facilities.	City Council	Long-term	General Fund
59	Ensure effective coordination among all levels of government providing services within the community.	City of Osseo, Hennepin County, MnDOT, Three Rivers Park District, Met Council, surrounding jurisdictions	Long-term	General Fund
60	Explore opportunities to partner with other jurisdictions to provide municipal services when it would maximize the quality, convenience, and efficiency of the services.	City of Osseo & surrounding jurisdictions	Long-term	General Fund
61	As part of redevelopment projects, encourage the creation of additional public or publicly-accessible parks, open spaces, and plazas in key locations within the community.	Community development staff; City Council; developers	Long-term	General Fund, TIF, Park Dedication fund
62	Expand and improve the sidewalk system as part of street reconstruction and redevelopment projects, including widening of sidewalks and boulevards on higher traffic and downtown streets, and the provision of accessibility enhancements for residents and visitors of all ages and abilities.	City staff; City Council	Long-term	General Fund, assessments; Sidewalk Improvement District
63	Partner with the Metropolitan Council, Hennepin County, Three Rivers Park District, and adjacent communities to implement the eventual extension of the Crystal Lake Regional Trail along Bottineau Boulevard.	City of Osseo, Hennepin County, Metropolitan Council, Three Rivers	Long-term	Met Council, Hennepin County, Three Rivers, grants

	Comprehensive Plan Action or Strategy	Who	When	How (\$)
64	Plan for a Complete Streets system that connects schools, parks, downtown, and proposed city gateways and provides a unique amenity and identity for the community.	City staff; City Council	Long-term	General Fund, assessments, Pavement Management Fund, Sidewalk Improvement District
65	Maintain and expand the civic institutions and facilities located downtown to regularly bring people to this area, and to contribute to Osseo's traditional downtown character.	City Council	Long-term	General Fund
66	Identify ways to coordinate redevelopment of the gateway areas with future redesign and reconstruction of County Road 81 and regional trails.	City of Osseo, Hennepin County	Long-term	General Fund
67	Incorporate technologies and products into public facilities that reduce or minimize energy consumption.	City staff; City Council	Long-term	General Fund
68	Incorporate the use of natural light in public facilities for the health and psychological well-being of occupants.	City staff; City Council	Long-term	General Fund
69	Incorporate the use of storm water reduction methods, including rain gardens, swales, and permeable pavement where appropriate.	City of Osseo, Hennepin County, WMOs, developers	Long-term	Stormwater Fund, grants
70	Encourage landscaping that utilizes native plant selection, high-efficiency irrigation technology, rainwater harvesting, and other systems that reduce water consumption.	City of Osseo, Hennepin County, developers	Long-term	General Fund

TABLE 10-5: SANITARY SEWER IMPLEMENTATION MATRIX

	Comprehensive Plan Action or Strategy	Who	When	How (\$)
71	Review existing sanitary sewer system with the City Engineer. The parts of the system, if any, that will require repair, replacement, or upsizing will be identified and finalized by the end of 2017.	City staff; City Council	Short-term	Sewer Fund
72	Attach Sewer Capital Improvement Plan as an appendix to this comprehensive plan upon conclusion of the City Engineer's sanitary sewer study.	City staff	Short-term	Sewer Fund
73	Continue televising sanitary sewer system in conjunction with City's annual street and utility improvement projects.	City staff; City Council	Short, Medium and Long-term	Sewer Fund
74	Proactively identify sources of Inflow and Infiltration. Continue the practice of reviewing flows with consulting engineers in order to develop improvement plans.	City public works and engineering staff; City Council	Short, Medium and Long-term	Sewer Fund

TABLE 10-6: WATER SUPPLY IMPLEMENTATION MATRIX

	Comprehensive Plan Action or Strategy	Who	When	How (\$)
75	Continue to monitor the existing water supply system and perform maintenance and make improvements as necessary to watermain.	City of Osseo (in coordination with Maple Grove)	Short, Medium and Long-term	Water Fund
76	Monitor the redevelopment of the former Osseo Elementary School site for water supply capacity issues and fire flow needs.	City of Osseo (in coordination with developer)	Long-term	Water Fund

TABLE 10-7: SURFACE WATER IMPLEMENTATION MATRIX

	Comprehensive Plan Action or Strategy	Who	When	How (\$)
77	Incorporate the following BMPs from Osseo's stormwater management plan into a more comprehensive 5-year CIP that addresses surface water quality: 1. Control of urban non-point pollution 2. Control of erosion, pollution and sedimentation through site planning principles, 3. Stormwater management practices to control water quality	City staff	Short-term	General Fund
78	Promote multisite ponding at every opportunity, including: 1. Evaluate multisite potential of all on-site facility proposals. 2. Continue to review and update the ponding/water quality opportunity map as new opportunities develop. 3. Develop policies to coordinate development of multisite facilities, including provisions for assessing and collecting financial contributions from benefitting properties.	City of Osseo	Medium-term	Stormwater Fund

Zoning and the Comprehensive Plan

Under Minnesota State Statute, a city's zoning ordinance should "carry out the policies and goals of the land use plan" (MN Statute 462.357 Subd. 2). The Metropolitan Council requires that official controls, such as zoning, "must not be in conflict" with the comprehensive plan or its subsequent updates. As such, all cities that update their land use plans must then follow up with necessary revisions to the zoning ordinance to bring zoning controls into alignment with the goals and policies of the adopted comprehensive plan.

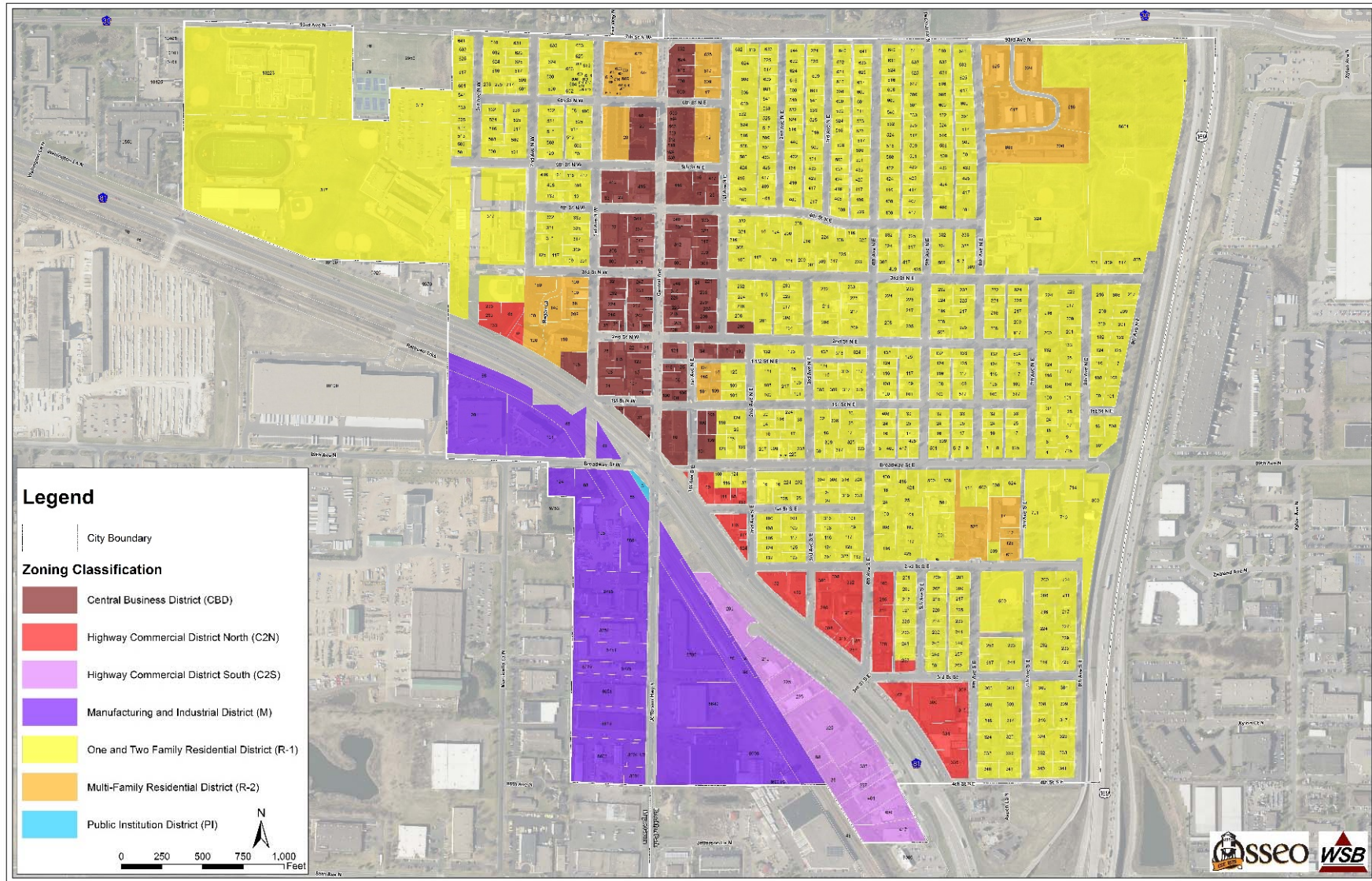
Osseo's current zoning map and zoning category descriptions are included here, followed by a discussion of the anticipated zoning and Code updates that may be necessary to bring the City's zoning code into harmony with the comprehensive plan.

TABLE 10-8 CURRENT ZONING DISTRICTS IN OSSEO

Zoning District	Description	Dimensional Standards
<i>Public institution district, PI</i> <u>Corresponding Land Use:</u> Institutional	Provide for public buildings, facilities, and land areas which are owned, controlled, regulated, used or proposed to be used by the city for the purposes of serving the residents and the community members of the city. <u>Permitted uses:</u> Municipal buildings and structures, Public parks, Off-street parking, Outdoor storage of equipment, Historical sites	N/A
<i>One- and two-family residential district, R-1</i> <u>Corresponding Land Use:</u> Detached Residential, Attached Residential	Recognizes fully or partially developed one- and two-family residential areas including supporting public and semi-public facilities; protects the desired low intensity living environment from encroachment by conflicting land use. <u>Permitted uses:</u> One- and two-family detached dwellings, Home occupations, licensed day care	Building Height: 25 ft Minimum lot size: 8,250 – 10,000 sq ft Max impervious surface: 50%

<i>High-density residential district, R-2</i> <u>Corresponding Land Use:</u> Attached Residential, Stacked Residential, Edge Mixed Use	Recognize the demand for apartment, condominium, and multiple-family dwellings; provides for these apartments upon fairly sizable tracts of land, thereby allowing increased design flexibility and a more compatible development pattern; permits these apartments at densities high enough to allow high quality development yet low enough to provide a desirable living environment for residents.	Building Height: 25-65 ft Minimum lot size: 21,780 sq ft Max impervious surface: 50%
<i>Central business district, CBD</i> <u>Corresponding Land Use:</u> Core Mixed Use, Edge Mixed Use, Stacked Residential,	The intent of this district is to accommodate central business type uses that include joint-use parking areas and business uses primarily oriented to the walking public. <u>Permitted Uses:</u> Commercial and retail establishments, personal and professional services, repair services, office space, apartments above street level	Building Height: 35 ft Minimum lot size: 7,200 sq ft Max impervious surface: 100%
<i>Highway commercial district, C-2</i> <u>Corresponding Land Use:</u> Bottineau Boulevard Commercial, Office, Light Industrial	The intent of this district is to accommodate service type business uses primarily oriented to the driving public with needed parking facilities provided on site by the owner. <u>Permitted Uses:</u> Commercial establishments, uses allowed in CBD, auto accessory	Building Height: 35 ft Minimum lot size: 15,000 sq ft Max impervious surface: 60%
<i>Manufacturing and industrial district, M</i> <u>Corresponding Land Use:</u> Office, Light Industrial	The intent of this district is to provide land in proximity to major thoroughfares for the development of certain manufacturing and industrial activities that will strengthen the local employment opportunity and tax base in the city. <u>Permitted Uses:</u> Uses allowed in C-2, Fabricating, manufacturing, production, processing, and storage of material goods and products, Motor freight terminals; research; electrical	Building Height: 40 ft Minimum lot size: 20,000 sq ft Max impervious surface: N/A

FIGURE 10-2: OSSEO ZONING MAP (LAST UPDATED OCTOBER 2017)



Suggested Zoning Code Updates

Osseo's 2040 Land Use plan update will require some attention to the current zoning map and zoning ordinance, in order to make the City's zoning consistent with land use guidance. The following are identified as areas or inconsistencies that may require closer examination and eventual zoning updates in order to match the intent of the land use plan. This list of updates is also identified in the implementation matrix, under the Land Use section.

Site-and Zone specific updates to be completed in the 9-month statutory period following Comprehensive Plan adoption

- The City will consider developing a new zoning district or overlay that better addresses and implements Mixed Use guidance and applying that zoning district to properties guided Mixed Use. Properties that might be considered under this district include:
 - o The 100 block of Broadway St E is currently zoned C-2 and R-1. The land use guidance calls for Edge Mixed Use. Appropriate rezoning might consist of R-2, CBD, or some combination thereof, or a new district or overlay.
 - o A portion of the 200 block of 2nd St SE that is currently zoned C-2 Highway Commercial is guided for Edge Mixed Use. Appropriate rezoning might consist of R-2, CBD, or some combination thereof, or a new district or overlay.
 - o Residential areas west of 1st Avenue NW. Much of this area has been re-guided for Mixed Use or Attached Residential housing, but is currently zoned R-1. Appropriate rezoning might consist of R-2, CBD, or some combination thereof.
- Evaluate whether the Attached Residential use is supported by current zoning districts. Properties that might be considered under this guidance include:
 - o Former elementary school site. Currently guided R-1 (One and two-family residential), this site could be re-zoned to reflect the higher intensity expectation of the Stacked Residential land use district. R-2 is the most likely option for rezoning.
 - o The undeveloped area south of St. Paul's church. This area is guided for Attached Residential, but zoned R-1. Consider R-2 zoning to allow for attached housing.

General Zoning Code updates

The table below outlines the general zoning code evaluations and/or updates that may be considered as a direct result of the goals and intentions of this Plan. The table includes a rationale for each suggested zoning code action and a prospective timeline for action.

TABLE 10-9 SUGGESTED GENERAL ZONING CODE UPDATES, INCLUDING TIMELINE FOR ACTION

<u>Possible Zoning Code Action</u>	<u>Rationale</u>	<u>Prospective Timeline/Sequence</u>
Expand the Subdivision Ordinance	With at least one larger tract of developable land guided for higher-intensity residential uses, the City should consider reviewing and expanding its subdivision ordinance to facilitate the process and stated outcomes of a subdivision and/or PUD development.	This will occur prior to the redevelopment timeline for Site A identified in the Land Use Plan, and ideally within the next 5 years.
Evaluate the city's current Planned Unit Development (PUD) requirements	Following the adoption of this Plan, the City's current PUD requirements should be reviewed for their ability to achieve the desired outcomes identified in the Land Use Plan, particularly with respect to opportunity sites C and F identified in the Land Use Chapter.	This should occur prior to the 2030 redevelopment timeline for Sites C and F Identified in the Land Use Plan, and ideally within the next 5 years.
Evaluate existing dimensional requirements	Evaluation of the maximum height, minimum lot size and impervious area requirements, and setbacks for all zoning districts is needed to make certain that these requirements support the intent and densities of the land use guidance.	This should occur contemporaneously with evaluation of the Subdivision Ordinance, and ideally within the next 5 years.
Evaluate landscaping and buffer requirements	Evaluation of the city's landscaping and buffer requirements is needed to determine their ability to support quality open spaces and park-like amenities. Review the city's building material regulations to ensure they produce the desired effects discussed in the Land Use chapter.	This should occur contemporaneously with evaluation of the city's PUD requirements, and ideally within the next 5 years.
Evaluate parking requirements	Review of the minimum parking requirements established by the City Code and their effect on the desired land use patterns established in the plan is needed. Consider adding further incentives for privately-owned joint parking facilities to help achieve development patterns described in the plan.	This should occur contemporaneously with evaluation of the city's PUD requirements, and ideally within the next 5 years.

Possible Zoning Code Action	Rationale	Prospective Timeline/Sequence
Consider incentives for public amenities	Consideration should be given to establishing zoning incentives for provision of open space, sidewalks and trails, and park-like amenities, especially as part of high-density developments and in Gateway areas.	This should occur contemporaneously with evaluation of the city's PUD requirements, and ideally within the next 5 years.
Review dimensional standards for Public Institutional District	Consideration should be given to establishing dimensional standards for the city's Public Institution District to ensure properties are consistent with their surrounding land uses and land use guidance	This should be completed in the 9-month statutory period following Comprehensive Plan adoption.
Review Home Occupation requirements	Review of the city's Home Occupations requirements is needed to ensure they reflect current work styles and desired environments while preserving the city's traditional residential environments.	This should be completed in the 9-month statutory period following Comprehensive Plan adoption.
Allow solar energy systems	The City may explore allowances for rooftop solar energy systems in the Zoning Ordinance as a means of offsetting energy production costs through local alternative energy sources.	This should occur contemporaneously with evaluation of the Subdivision Ordinance, and ideally within the next 5 years.
Accessory Dwelling Unit (ADU) feasibility study	Evaluation of the feasibility of allowing Accessory Dwelling Units (ADUs) on the existing properties in Osseo is needed. Following a feasibility analysis, the City will consider whether an ordinance amendment allowing this use would be appropriate.	This should occur contemporaneously with evaluation of the Subdivision Ordinance, and ideally within the next 5 years.
General clerical updates	Perform general clerical updates to the zoning ordinance—for example, update references to Minnesota State Statutes and other sections of the city code and clarify definitions as needed.	This should be completed in the 9-month statutory period following Comprehensive Plan adoption.

Capital Improvements Plan

The City's Capital Improvement Plan (CIP) identifies major infrastructure improvements that the City plans to make over a twelve-year period. Table 10-10 shows the proposed major improvements that the City is planning on making between 2019 and 2029. Road projects planned between 2019 and 2021 are shown in map 10-3.

TABLE 10-10 CAPITAL IMPROVEMENT PLAN

City of Osseo																
CIP - Streets Fund		Reconstruction estimated project including W, S & SS W, S % SS financed by Utility Revenues														
Annual Project Assumptions INCL. W, S & SS				Inflation % starting in 2017			5% Annually									
	Actual			Projected												
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Transportatin, Water, & Sewers Projected Financing Sources																
1	General Fund budgeted transfers	416,235	405,698	406,267	468,812	360,894	332,160	332,160	372,160	372,160	372,160	372,160	372,160	372,160	372,160	372,160
	Small City Maintenance Aid/Sidewalk Grant (\$52,383 over 13 years @ 4.9% as of 12/31/2015)	13,345	13,506	6,615	6,035	6,201	6,004	5,807	5,609	5,412	5,214	5,017	4,819	4,622	4,425	4,227
4	Bond Proceeds - Street Reconstruction Based on 2017 Project				700,000	735,000	771,750	810,338	850,854							
8	Bond Proceeds for Utilities - Based on 2017 Project				205,000	215,250	226,013	237,313	249,179							
	Interest income allocation - .75%	3,123	5,737	11,927	10,097	10,107	10,179	7,997	6,592	4,881	4,243	3,756	3,232	2,635	3,352	3,793
3	Additional Required for Reconstructs (Tax Levy or other sources)									150,000	150,000	150,000	150,000	150,000	150,000	150,000
PARKS & OPEN SPACE FINANCING SOURCES																
A	General fund Budget Transfer	5,269	322,748	31,876	35,050			34,586	34,980	35,049	35,064	35,064	35,064	35,064	35,064	35,064
	Park Dedication Fees	38,000			1,500											
B	Park Grant								530,450							
	Rental property	11,720		42,141	42,699		29,088	40,000	40,000							
	Interest & Other	200	23,029	390	607											
	Balance & Additions	1,060,544	1,093,736	1,191,665	2,707,513	2,921,047	2,657,937	2,981,117	3,833,291	1,576,652	1,970,717	2,382,652	2,787,114	3,183,704	3,573,397	3,930,561
Transportation, Water, & Sewers Expenditures																
	Misc.					10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
4	Street Reconstruction Projects (see CIP Project Area Map)			-	700,000	735,000	771,750	810,338	850,854							
	Utility Project Costs (Water, Sewer & Storm Sewer)			-	205,000	215,250	226,013	237,313	249,179							
9	Annual Street Maintenance (estimate)	54,625	330,639	-	-	60,000	100,000	105,000	110,250	115,763	121,551	127,628	134,010	140,710	147,746	155,133
9	Sidewalk Maintenance				73,656					25,000					25,000	
PARKS & OPEN SPACE EXPENDITURES																
	Purchase Boerboom Park Properties	353,968				225,000			250,000							
	Improvements - All Other Park Areas		35,324			10,000				10,927	11,255	11,593	11,941	12,299	12,668	13,048
	Boerboom Park Improvements					500,000			530,450							
Total Expenditures		408,593	365,963	-	978,656	1,745,250	1,107,763	1,162,651	2,000,733	161,690	142,806	149,221	155,950	163,009	195,413	178,181
Balance/Projected Balance, End of Year		\$ 651,951	\$ 727,773	\$ 1,191,665	\$ 1,728,857	\$ 1,175,797	\$ 1,550,175	\$ 1,818,467	\$ 1,832,558	\$ 1,414,963	\$ 1,827,911	\$ 2,233,431	\$ 2,631,164	\$ 3,020,695	\$ 3,377,984	\$ 3,752,380

Updated 11/21/2018 RG

- 1 The budgeted transfers from the General Fund represents 53% of the total estimate. The other 47% is for capital equipment, facilities, and parks.
- 2 Street reconstruction assessments are estimated to finance 50% of the estimated debt service cost of bonds issued for the street reconstructs based on 2017 project estimates..
- 3 This amount represents the estimated annual additional amounts necessary to finance the street projects. This will start in 2022 after the 2010A bonds are paid off.
- This results in no overall tax increase to the residents of the City.
- 4 2017 is the base year increased by 5% annually. Project cost estimates are based on the 2017 estimated allocations between street, water, sewer and stormwater.
- 5 The 2019 thru 2029 debt service estimates are computed based on the actual debt service of the recent 2018 street improvement bond issue estimates.
- 6 The net cost is based on alley project cost of \$200,000 and the property owners paying 80% of the project cost. The 20% estimate is \$40,000 net cost to the City.
- 7 This is the actual annual 2014 - 2018 street improvement debt service cost thru 2029.
- 8 The engineer's estimates include \$205,000 for water, sewer and storm water improvements for each street reconstruct based on 2017 preliminary estimates. The utility improvements will be paid by utility enterprise fund revenues.
- A The 2015 General Fund transfer included a fund equity transfer of \$293,769 for Park land purchases.
- The General Fund budget transfer amount is based on the current allocation model. The allocation may be changed at any time thru the budget and CIP process.
- B 2020 Park Improvements are for Boerboom Park and assume the costs will be financed by grants and donations.

MAP 10-3 2019-2021 STREET PROJECTS

