

City of Osseo



2030 Comprehensive Plan Update

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I Introduction

This updated 2030 Comprehensive Plan serves as a guide for Osseo’s future growth, development, and redevelopment through the year 2030 and outlines the set of goals and policies needed to move the community toward achieving consistency with its future vision. First and foremost, the Comprehensive Plan is intended to provide big picture guidance for the community of Osseo, but it also recognizes Osseo’s place in a metropolitan region and aligns with regional development objectives and policies. The Plan is organized into the following chapters:

- Chapter 1 Introduction*---provides an introduction to the Plan and overview of the comprehensive planning process.
- Chapter 2 Community Context*---summarizes the social, economic, and physical features and forces that are influencing land use and community development patterns at the time in which the Plan was developed.
- Chapter 3 Vision and Guiding Principles*---summarizes the community’s desires for the future and serves as the basis for the development of the remainder of the Plan.
- Chapter 4 Land Use Plan*---describes the community’s desired land use and development patterns and establishes related goals and public policy related to land use (including development of housing, commercial services, and employment).
- Chapter 5 Community Facilities Plan*---describes Osseo’s community facilities and institutions, both public and private, including governmental functions, schools, library, public gathering places, parks, trails, sidewalks, indoor recreational facilities, churches, and cemeteries.
- Chapter 6 Sanitary Sewer Plan*---describes plans and policies for sanitary sewer services.
- Chapter 7 Water Supply Plan*---describes plans and policies for municipal water supply.

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- Chapter 8 Transportation Plan*---describes the planned modes and networks of public and private transportation which provide mobility and access, as well as describes related policies.
- Chapter 9 Surface Water Management*---references and briefly summarizes Osseo's Surface Water Management Plan (SWMP) and its consistency with the watershed plans of the Shingle Creek and West Mississippi River Watershed Management Organizations.
- Chapter 10 Implementation*---summarizes how the Plan is to be implemented to achieve the community's vision, goals, and policies.
- Appendix A Census Data*---contains data and charts from the 2000 U.S. Census with comparisons to 1990 as well as Hennepin County and the metro area.

What is a Comprehensive Plan?

A comprehensive plan is a tool used to guide the physical and socio-economic growth of a community. It is intended to be broad in scope while establishing general goals and policies. It is a guide for developers, landowners, citizens, elected and appointed officials, business owners, and investors as they make decisions about land use. The Plan is developed based on input from the community (its citizens, landowners, and business owners) and careful studies of the land.

The Comprehensive Plan addresses:

- Vision for the future;
- Land use patterns (residential, commercial, industrial, parks, and civic);
- Accommodation of active and passive parks and trails;
- Transportation corridors and mobility; and
- Municipal water, sewer, and surface water infrastructure management systems.

Why is the Comprehensive Plan Important?

As the guide for community development, the Comprehensive Plan influences many other decisions. It is intended to be a dynamic document that is regularly reviewed and updated. The updated Comprehensive Plan:

- Establishes a vision developed through a community process;
- Provides a nexus for zoning regulations, subdivision controls, and other land use and development related policies;
- Influences the form, pace, and location of new development;

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- Protects property investment by ensuring consistency and compatibility of land uses and development policy;
 - Promotes the maintenance and enhancement of existing neighborhoods and commercial districts; and
 - Guides city expenditures of scarce resources for capital investments in roads, utilities and parks.

Authority and Requirement to Plan

The power to create and employ a comprehensive plan comes from State Law. Minnesota Statutes, Sections 462.351 to 462.364 contain the planning powers granted to Minnesota cities and townships. It is important to note that while the statute uses the term “municipality,” the term includes both cities and townships. Specifically, M.S. Section 462.353, Subd. 1 authorizes communities to “carry on comprehensive municipal planning activities for guiding the future development and improvement of the municipality and may prepare, adopt and amend a comprehensive municipal plan and implement such plan by ordinance or other office measure.”

Osseo is required to complete and keep updated a Comprehensive Plan under the Metropolitan Land Planning Act of 1976 and all subsequent amendments to that act. The Metropolitan Land Planning Act (MLPA) addresses the interdependence of local units of government within the Twin Cities Metropolitan Area and requires the adoption of coordinated plans and programs. In preparing the plan, the planning body is required to work with other governmental agencies, adjacent communities, school districts and counties in order to ensure coordinated regional planning.

The MLPA also requires the Metropolitan Council to prepare a comprehensive development guide for the metropolitan area. The Metropolitan Council’s 2030 Regional Development Framework fulfills this requirement and provides local units of government with direction on how to plan for development, transportation, water resources management, and parks. Local governments within the seven county metropolitan area are required to amend local comprehensive plans so that they are consistent with the goals and policies established in the 2030 Regional Development Framework.

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2 Community Context

Regional Setting

The City of Osseo is located in the northern portion of Hennepin County in the Twin Cities Metropolitan Area. Located approximately ten miles northwest of Minneapolis and just outside of the Twin Cities Interstate 694/494 Beltway, the City of Osseo is approximately one square mile in area. The City of Osseo is completely surrounded by the much larger suburban cities of Brooklyn Park to the east and Maple Grove to the west. The City of Osseo is located near several major regional roadways; including County State Aid Highway 81 (also known as CSAH 81, County Road 81, or Bottineau Boulevard), which runs through the City and Trunk Highway 169 along its eastern border. The City's population was 2,434 according to the 2000 U.S. Census and estimated at 2,459 in 2006.



Historical Development

The City of Osseo is one of the oldest communities in Hennepin County and in the Twin Cities Metropolitan Area. Historical records indicate that 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 of northern Hennepin County. Osseo has traditionally been the primary hub of this area because of its location on the railroad and at the confluence of two early regional highways - U.S. Highway 52 (later became TH 169) and MN Highway 152 (later became CSAH 81)- which were completed in the 1920s and 1930s. Established as a freestanding rural community, the expansion of the Twin Cities metro area and the regional highway system has brought urban growth to Osseo and its neighboring communities. The former townships of Brooklyn Park and Maple Grove incorporated as cities in 1969 and 1973, respectively. The City of Osseo is now completely surrounded by these two large and growing suburban communities.



Regional Planning Area Designation

Osseo is designated by the Metropolitan Council as a “developed community”, which are defined as cities where over 85% of the land was developed by the year 2000 and public infrastructure is well established. The Metropolitan Council’s “developed community” planning area designation identifies the regional expectations for the community’s growth levels and standards including: maintaining current public infrastructure, renewing and improving public infrastructure, planning for adequate land and development to provide for additional future growth, accommodating growth through redevelopment at appropriate densities, and supporting developments that integrate different land uses.

City's Physical Pattern

Osseo has an authentic small town pattern including a traditional commercial “main street” of small local businesses, central civic facilities, “town square” park, a grid street system, residential neighborhoods mainly comprised of older single-family detached homes, and schools covering all grade levels.

It should be noted that Osseo Elementary School was approved for closure by the Osseo School District Board at the end of the 2007/2008 school year.

As the oldest community and the traditional hub of northern Hennepin County, the community contains several sub-regional public facilities, including Osseo Senior High School, Osseo Junior High School, Osseo Elementary School, a branch of the Hennepin County Library System, and a branch of the U.S. Post Office.

As the Twin Cities metro area has expanded dramatically, Osseo's one square mile of a traditional small town pattern has been increasingly surrounded by suburban growth patterns in Brooklyn Park and Maple Grove. In recent years, surrounding suburban communities have developed newer and larger retail areas that have created increasing competition for downtown Osseo businesses. Consequently, the community's small traditional downtown business area has experienced periods of higher store vacancies.

Osseo has recognized the changes taking place and has initiated its redevelopment efforts throughout the 1990s, including the redevelopment of substandard homes with new housing and commercial redevelopment. In 2006/2007, the City established a Redevelopment Master Plan for the community. The Redevelopment Master Plan laid the groundwork for the Comprehensive Plan by articulating a new community vision as well as providing a framework for the City's redevelopment efforts.

Current Demographics

A comprehensive plan focuses most closely on the physical aspects of community - land use, parks, streets, and utilities. Planning must recognize that the physical and social aspects of community are intertwined. The land use and development pattern of a community influences:

- The characteristics of people who live there;
- Where people work;
- Where people go to obtain goods and services; and
- Places for interaction among residents.

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

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

It is impossible to plan for the future without a careful examination of the demographic, social, and economic characteristics of the community. What characteristics exist today and are likely to be the same in 2030? How is the community 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 the City's current socio-economic demographics comes from the U.S. Census, which is updated every ten years. The most recent available data is the 2000 Census, so this Comprehensive Plan Update is based on 2000 Census data, trends from 1990-2000, and comparisons to Hennepin County and metro area level data. The Census describes many important aspects of Osseo and its population. Following is a brief summary of findings from the 2000 U.S. Census data. Appendix A contains a more substantial summary of Census data and charts.

Population Size

From 1990 to 2000, Osseo's population decreased approximately 10% from 2,704 to 2,434 people. However, the community's population appears to have stabilized since 2000 with the most recent population estimate (4/1/2006) from the Metropolitan Council showing 2,459 people. The Metropolitan Council's is projecting a reversal of this trend with a 36% increase in population to 3,300 residents by 2030. This projected population growth is consistent with Osseo's vision for community growth and redevelopment.

Population Age

In 2000, the median age of Osseo's population was 39.7 years which is substantially higher than the median for both Hennepin County (34.5 years) and the metro area (34.2 years). Osseo's median age increased from 1990 to 2000 as a result of population declines in the younger age groups while the older age groups had approximately the same population as in 1990. The largest percentage decline was in the youngest age group (under 5 years old) which declined by 34% from 184 to 121 children. Osseo has a much larger percentage of senior residents with 21.6% of the population aged 65 years and older than both Hennepin County (11%) and the metro area (9.6%).

Household Size

Even though Osseo's population decreased between 1990 and 2000, the number of households in the community actually increased by about 4% during that same time period. The number of households increased by 40 households from 995 in 1990 to 1,035 in 2000. As a result, the average household size dropped from 2.46 people per household in 1990 to 2.20 in 2000. The most recent household estimate (4/1/2006) from the Metropolitan Council shows growth to 1,096 households but average household size somewhat stable at 2.24 people per household. Osseo's average household size is substantially lower than both Hennepin County's and the metro area's average which was 2.39 and 2.56, respectively.

Household Types

Osseo's distribution of household types changed significantly relating to the balance of family versus non-family households and the percentage of single-occupant households. The percentage of family households in the community decreased from 65.6% in 1990 to 58.5% in 2000 and, correspondingly, non-family households increasing from 34.3% to 41.4%. Compared to Hennepin County and the metro area, Osseo had a substantially lower proportion of households consisting of married couples with children under 18 years of age with just 18% of all households in the community in 2000. Hennepin County had 21% and the metro area had 26% in 2000. In addition, average family household size was also lower in Osseo at 2.83 people, whereas, Hennepin County's was 3.07 and the metro area's was 3.15.

Income

Osseo's median household income in 2000 was \$42,685; median family income was \$52,083 and median per capita income was \$23,507. These figures fall substantially below the median incomes for Hennepin County and the Twin Cities region. Many of Osseo's households that are in the 75+ age group fall in the lowest income category, which is less than \$35,000. This finding also applies to the two youngest age groups, 15-24 and 25-34 years old. This lower income is related to the fact that Osseo's population is older and includes many retirees living on fixed incomes.

Marital Status

Of the community's population that was age 15 and older less than half of the population (44%) was currently married. Figure 15 shows that this proportion is somewhat less than was reported for Hennepin County (50%) and the metro area (55%). The statistics also showed a substantially higher proportion of the population was widowed.

Educational Attainment

Osseo's population had a significantly lower proportion of residents that had attained a bachelor's, graduate, or professional degree. For example, only 11% of Osseo residents had attained a bachelor's degree, whereas, Hennepin County showed 27% and the metro area showed 23%.

Participation in the Labor Force

Osseo has a substantially higher percentage of its population reporting itself as not in the labor force (35%) compared to 27% for Hennepin County and 26% for the metro area. Persons not in the labor force typically represent retirees, students, and stay-at-home parents. This employment status is consistent with Osseo's age and demographic characteristics.

Occupations

Osseo stands out with much higher percentages of workers in sales/office, production, and transportation occupations and a significantly lower percentage of workers in management/professional occupations than in Hennepin County or the metro area. Only 11% of working Osseo residents worked within Osseo.

Work Commuting

The percentage of Osseo workers driving alone to work increased from 1990 (78%) to 2000 (84%). The labor force in Osseo makes limited use of public transportation, yet there was a notable increase from less than 2% in 1990 to nearly 4% in 2000. The percentage of workers that walked or worked at home shrunk from 8.5% in 1990 to about 1% in 2000. Less than half of Osseo's occupied housing units had two or more vehicles (46%), which is lower than Hennepin County (53%) and the metro area (61%). Nearly 13% of occupied housing units did not have a vehicle at all.

Employment Base

Osseo is a net importer of employment. In the 2000 Census, 1,281 Osseo residents were employed in the civilian labor force, whereas, Osseo was the place of employment for 1,856 people. The employment base is not dominated by several large employers, but spread among a number of small and medium-sized employers.

Housing Types

Osseo's housing stock is predominately single-family detached houses and larger multi-family residential buildings (10 or more units). In 2000, approximately 70% of Osseo's housing stock was single-family houses. Virtually all multi-family housing units were rental. The only ownership housing option in Osseo was single-family detached homes. Osseo has a higher percentage of older homes (52%) built before 1960 than Hennepin County and the metro area.

Summary of Demographic Issues

As an older, fully developed community, Osseo is facing challenges relating to significant changes in the age distribution of its population, changing household characteristics, and the corresponding impacts on its housing needs and economic base. Osseo has been a community with relatively low population mobility; in other words, residents tend to have strong connections to the community and choose to live in the community for a long time. As residents grow older in the community, they may live in the same house even as the size of their household and housing needs change. For example, a couple with children that lives in a single-family detached house may choose to stay in that house after their kids have grown up and moved away. Osseo has not had a wide variety of housing options to attract smaller households to move out of the community's single-family detached houses. As a result, and compounded by the community's limited undeveloped

land, the community's average household size and population have been declining. This housing situation also limits opportunities for younger families to move into the community. A broader range of housing options within the community would support residents' changing housing needs, open up options for new, younger, and larger families to find single-family houses, and reverse the decline in the community's population. As a fully developed community, Osseo will need to pursue expansion of its housing options primarily through redevelopment. Redevelopment presents a valuable opportunity to address the community's long-term housing needs, fuel the community's growth, reinvest in public infrastructure and amenities, and increase the community's economic base.

3 Vision and Guiding Principles

The Vision

The community's vision and guiding principles embody the community's desires and intentions for its future by creating a picture of what the community should become. The guiding principles provide a means for guiding and evaluating future efforts to achieve the plan's vision. Together, the vision and guiding principles provide the big picture view necessary for future planning and decision-making.

Osseo's traditional small town character, rich history, and friendly hometown feel make the city a truly unique and desirable place for living, working, shopping, and visiting within the Twin Cities metropolitan area. The city values traditional small town quality-of-life amenities, including: attractive neighborhoods with a diverse mix of older traditional homes and new housing choices for residents at all stages of life; the vitality of Central Avenue's traditional "main street" character with its community-oriented shops, services, restaurants and activities; schools (elementary, junior, and senior) with walkable access for families; attractive and safe streets; inviting public gathering places; and the excellent walking/biking environment. Osseo offers a unique opportunity for residents to live in a small town within a major urban center.

Osseo is a special and thriving community in the Twin Cities because it has what other places can only aspire to have--authentic small town character and passionate, involved, diverse, forward-thinking citizens willing to act with an eye toward the community's future and invest in a common vision. The city is committed to preservation of and revitalization of Osseo's traditional small town character and quality-of-life amenities that will keep existing residents and attract new residents. Osseo's revitalization approach strives to balance preservation of the city's unique small town identity with the needs to attract and invest in redevelopment projects that will improve the vitality of Osseo's neighborhoods and downtown, strengthen the city's property values and tax base, and enable the provision of high quality services and amenities.

Guiding Principles

1. Preserve Osseo's Small Town Character

Osseo's long history, traditional small town physical character, "main street" businesses, and community-based schools, which are major sources of residents' hometown pride and the city's strong sense of place, should be preserved as redevelopment projects and initiatives

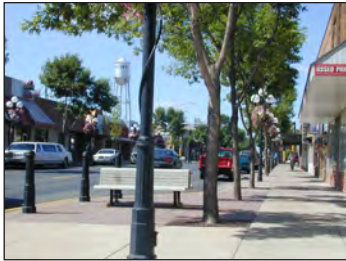


The Vision for Osseo centers around the existing traditional small town character that makes it a desirable place to live, work, shop, and play. (Top image from the Metropolitan Design Center Image Bank.)



Osseo's rich history established its traditional small town appeal.

are undertaken. While redevelopment projects should complement and enhance Osseo's existing small town character as a walkable city with local schools and businesses, they should also reflect their own period of development and effectively facilitate contemporary uses and needs.



Central Avenue is Osseo's "main street" with shops and services lining the pedestrian-friendly street. (Image from the Metropolitan Design Center Image Bank.)



Reinvestment and redevelopment will increase property values within the city.



Elements like bike lanes and wide sidewalks establish a more comfortable and safe environment for walkers and bikers.



Rainwater gardens are one of many environmentally sensitive design elements to encourage a healthy community.

2. Enhance Osseo's Downtown Identity

Osseo's authentic downtown and "main street" make it a unique community and destination within the Twin Cities metropolitan area. As Osseo's downtown ages and is faced with increased competition from surrounding new commercial developments, it is critical that Osseo's traditional downtown identity be enhanced through reinvestment and redevelopment. As envisioned in the Osseo Redevelopment Master Plan, Osseo encourages public and private redevelopment efforts that will help create a unique and memorable place attractive to residents, employees, and visitors. Osseo strives to maintain a unique and thriving downtown business community focused on small stores and services catering to the daily needs of nearby residents, unique restaurants, specialty retail shops targeting niche customers/product categories, arts/cultural features, entertainment, and tourism (specifically historical or recreation based). As redevelopment occurs, it should fit the architectural scale and character of a traditional small town "main street" by providing mixed-use buildings with street level retail and preserving architecturally important buildings.

3. Stimulate Redevelopment & Economic Growth

As a small city with limited resources, it is critical that Osseo maintain growing property values and a strong tax base. Osseo encourages reinvestment in buildings, sites and streetscape amenities in downtown and along Bottineau Boulevard (County Rd. 81) to create a positive environment for business development and to attract a critical mass of customers to support the businesses. Reinvestment in existing buildings and redevelopment of new buildings will strengthen both commercial and residential property values, increase the tax base, and improve the types and levels of city services that can be provided.

4. Create an Exceptional Walking & Biking Environment

Osseo promotes a walkable and bikeable community through attractive streetscapes, well planned roads and traffic systems, pedestrian-oriented street crossings and intersections, strategically placed gathering spots, clear way-finding systems, active storefronts and front yards, and a complete city sidewalk and trail system that links to regional trails and provides safer routes to schools.

5. Encourage Healthy Community Design

Osseo encourages environmentally sensitive design in public and private development investments. Healthy community design can be reflected through physical improvements throughout the community, such as tree planting, landscaping, rainwater gardens,

pervious pavement techniques, green roof buildings, and solar energy systems. Healthy and sustainable community design is also reflected by Osseo's support and investment in transit system improvements and support of cooperatives that seek alternative means of sustainable delivery of public and private services (e.g. garbage collection, yard care, snow removal, and telecommunication).

6. Add New Housing Choices

Osseo's current housing stock is predominately single-family detached houses, rental apartment buildings, and multi-level senior housing complexes. By adding other housing types and achieving a mix of housing that meets all lifecycle needs, more people's housing preferences/needs will be met, the market for future residents will be expanded, and existing residents will be better able to remain in Osseo as their housing preferences/needs change. By adding higher density housing types along and near Central Avenue, Osseo will be able to attract people who are interested in living in a walkable downtown environment and increase the local customer base for businesses on Central Avenue.



Increasing the variety of housing options means existing residents will be able to remain in the community as housing needs change.

7. Support Reinvestment in Older Traditional Homes

Osseo's diverse mix of older traditional homes is a community asset and a key component of Osseo's small town character. Ongoing maintenance, reinvestment, and enhancement of existing older homes is encouraged to preserve the quality and unique character of Osseo's neighborhoods. It is important to keep housing marketable for today's residential preferences.



Charming family neighborhoods of diverse older homes define Osseo's character.

8. Create Youth-Oriented Places & Activities

Osseo is home to many families with kids as well as local schools that serve students of all grade levels, including Osseo Elementary, Osseo Junior High, and Osseo Senior High. The continued presence of these schools is crucial for attracting redevelopment in the community. In turn, redevelopment projects and initiatives should support the existing community-based schools as well as additional youth-oriented places and activities within the city, including public gathering places, active recreation facilities/paths, and stores/eating places.



Activities for children and families are vital to the community.

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4 Land Use Plan

Overview

The primary purpose of the Comprehensive Land Use Plan is to provide guidance for the desired land use patterns for the community's future development of public and private property. The land use plan reflects the long-term aspirations of the community as expressed through the Comprehensive Plan's vision and guiding principles. The land use plan also serves as a tool to help guide how the community will accommodate the long-term growth in population, households, and employment that is projected for Osseo between now and 2030. The land use goals, policies, and the future land use plan map also provide direction for the City's zoning and subdivision ordinance regulations.

The Land Use Plan chapter begins with a description of the community's existing land use distribution and pattern. The City's anticipated future growth and redevelopment plans are then described in relationship to future land use planning. The chapter follows with the identification and definition of the City's land use plan categories and the 2030 Future Land Use Plan map. Finally, the Land Use Plan chapter establishes the City's official long-term land use goals and policies.

Existing Land Use

The City of Osseo has a total land area of 472 acres. The City is a small, fully developed community (formerly a freestanding community) that has a full mix of land uses indicative of a freestanding small town. Existing land uses in Osseo consist of single-family detached residential, attached residential, stacked residential, commercial, industrial, mixed use, institutional, park, road right-of-way, railway, utility, and vacant uses. See Figure 4.1 for a map of the community's existing land uses. Table 4.1 quantifies the acreage breakdown for all of the land use categories.

Residential land uses constitute approximately 33% of the City's total area with single-family detached residential representing the largest land use category at 28% of the City's total area. Indicative of Osseo's traditional street grid pattern, which provides excellent access within the community, road right-of-way constitutes the second largest land use at approximately 28%. As an older, formerly freestanding community, institutional land uses, have traditionally been a major land use component within the City and represent 20% of the City's total area. Institutional uses include city facilities, schools, library, post office, churches, and cemeteries.

Commercial land uses make up approximately 8% and industrial approximately 7% of the City's total area. Downtown Osseo contains approximately 250,000 square feet of commercial space (approximately 75 commercial businesses) consisting of the following types of commercial uses:

- 20% neighborhood retail or 50,000 sq. ft.
- 20% specialty retail or 50,000 sq. ft.
- 50% service or 125,000 sq. ft. (includes professional/office and personal services)
- 10% auto-related or 25,000 sq. ft.

In general, the blocks adjacent to County Road 81 east of Central Avenue are primarily commercial uses with approximately 115,000 square feet of commercial space (approximately 25 businesses) on the north side of County Road 81.

Parks & open space represent less than 1% of the City's total area, although this category does not include school land used for parks, playfields, and playgrounds.

There is currently only about seven (7) acres of vacant land which is all located in or directly adjacent to downtown Osseo.

Table 4.1: Existing Land Uses and Acreages (April 2007)

Land Use Type	Acres	Percent
Detached Residential	131.12	27.8
Attached Residential	3.27	0.7
Stacked Residential	20.97	4.4
Commercial	37.04	7.8
Industrial	32.8	6.9
Mixed-Use	4.15	0.9
Institutional	93.01	19.7
Parks & Open Space	3.07	0.6
Road Right-of-Way	129.83	27.5
Vacant	8.10	1.7
Railway	9.05	1.9
Total	472.41	100.0

Growth and Redevelopment

2030 Community Growth Projections

The Metropolitan Council's 2030 Regional Development Framework, which was adopted in January 2004, established forecasts for each city's population, households, and employment for the years 2010, 2020, and 2030. The Regional Development Framework was updated in August 2005 and System Statements, which contained updated forecasts, were issued

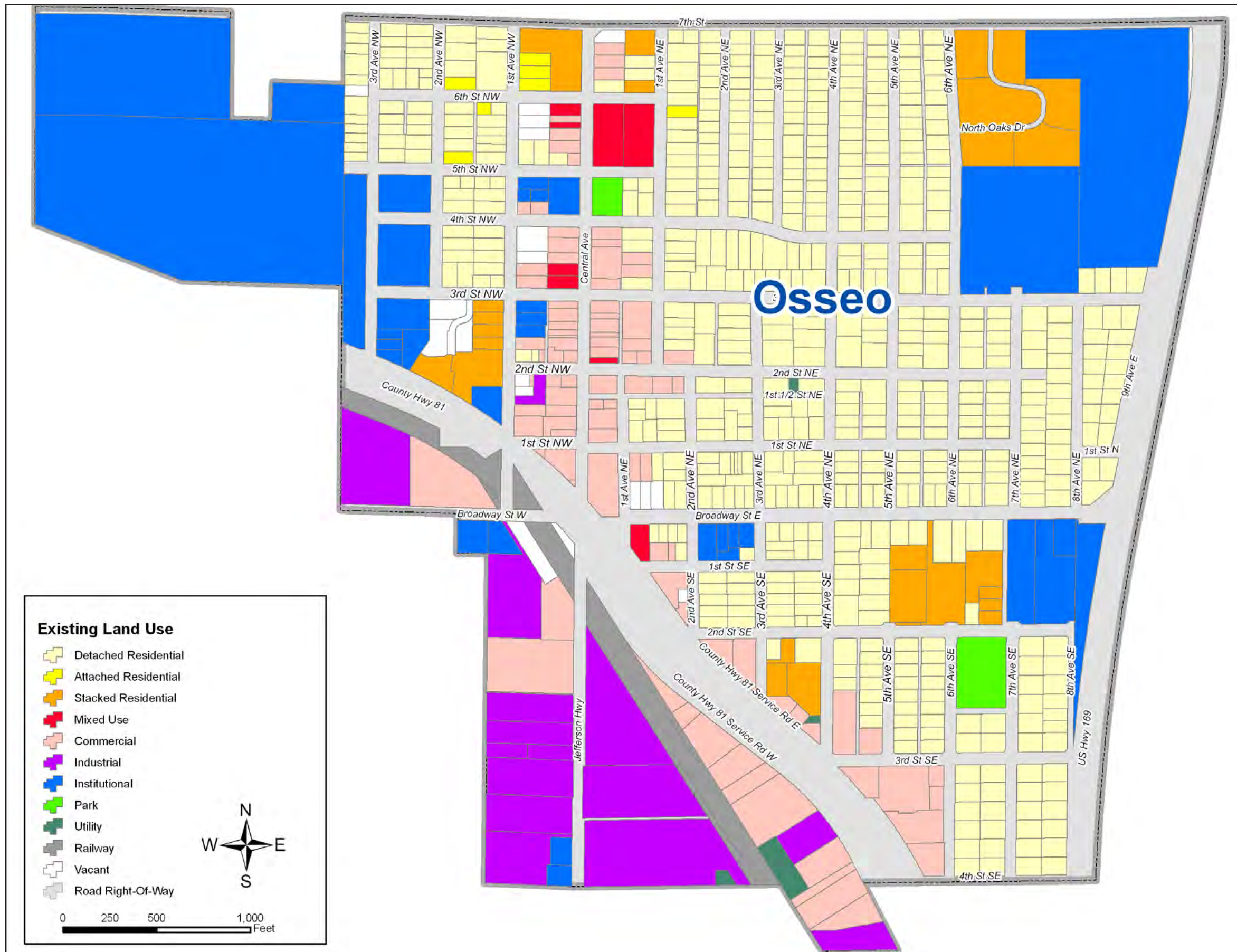


Figure 4.1 Existing Land Use
2007 Parcel Data
Source: Hennepin County and HKGi

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to each metropolitan community in September 2005. The City of Osseo is projected to grow from its current population of 2,459 (4/1/2006 estimate) to 3,300 residents by the year 2030 with the number of households increasing from 1,096 (4/1/2006 estimate) to 1,400. In addition, the number of jobs located in Osseo is projected to increase from 2,693 (4/1/2006 estimate) to 3,050. These forecasts were developed by the Metropolitan Council with input from the City of Osseo. The forecasts are based on historic trends, 2000 Census data, current demographic data, annual monitoring of building permits, employment data, and comprehensive plans.

Table 4.2: Forecasted Growth in Osseo (Metropolitan Council System Statement for Osseo)

	1990	2000	Revised Development Framework		
			2010	2020	2030
<i>Population</i>	2,704	2,434	2,600	2,850	3,300
<i>Households</i>	995	1,035	1,100	1,200	1,400
<i>Employment</i>	2,120	2,318	2,700	2,950	3,050

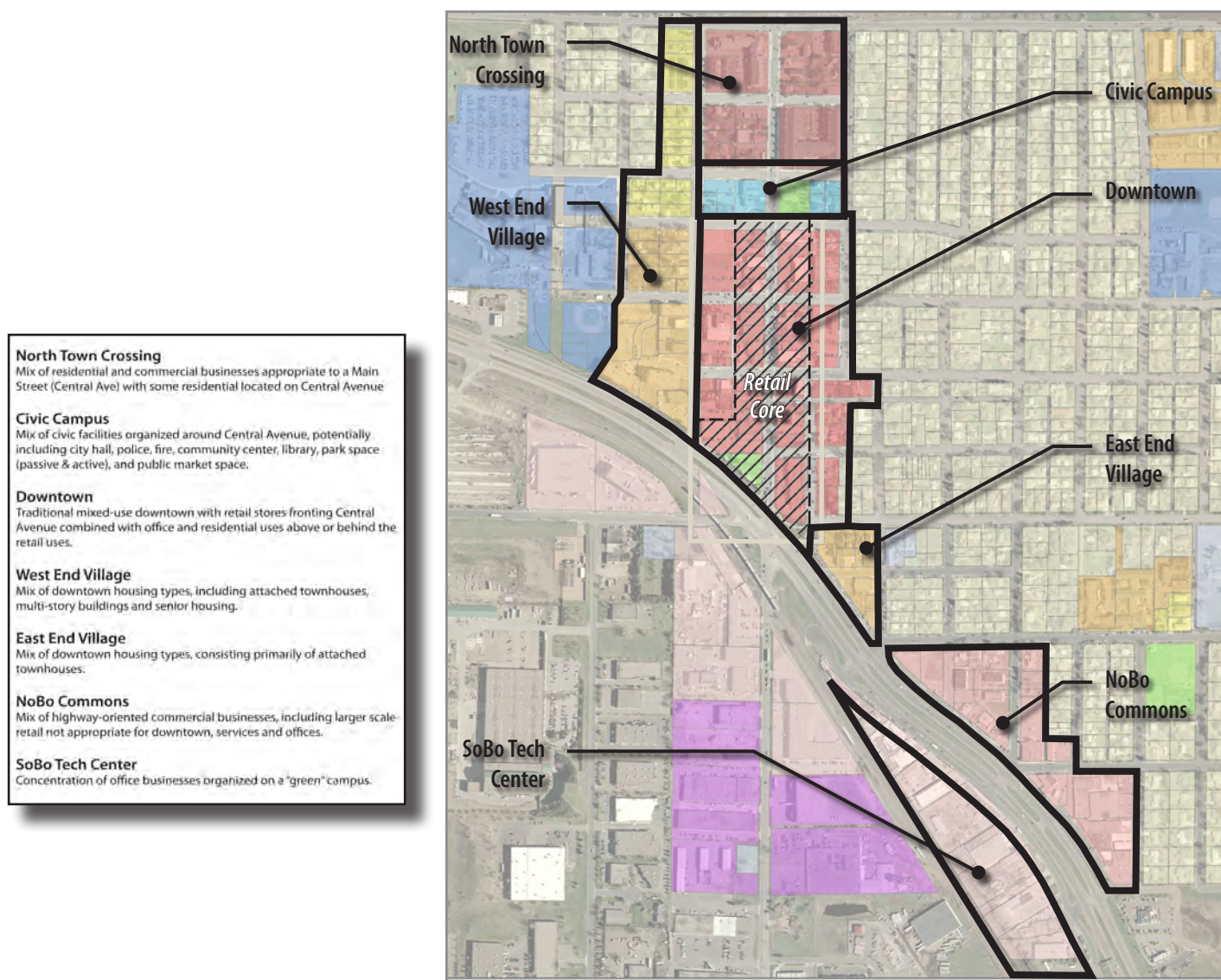
Since Osseo is a fully developed community with very little undeveloped land (7 acres) remaining in the city, projected growth of population, households, and jobs will occur through redevelopment of vacant and underutilized properties. The Osseo Redevelopment Master Plan, which was just adopted in March 2007, provides a major foundation for the comprehensive land use plan and is the City’s primary guide for public and private redevelopment efforts over the next twenty years.

Osseo Redevelopment Master Plan

As an older, fully developed city, the community’s infrastructure and many of its older buildings have aged to the point in their lifespan where significant reinvestment or redevelopment is needed. In addition, as developing communities surrounding Osseo have grown, new development in those communities has coincided with an increase in the deterioration and disinvestment in Osseo’s buildings. New commercial development in adjacent communities also results in additional competition for downtown Osseo businesses. In spite of private and public investments in existing buildings and recent redevelopment projects, the City has been experiencing a substantial increase in commercial vacancies. In addition, there appears to be a growing trend toward rental of single-family detached homes which has raised local concern about a potential increase in deterioration of the City’s existing housing stock and properties.

To address these significant issues, the recently adopted Redevelopment Master Plan establishes a long-term vision for community redevelopment and provides a guide for public and private redevelopment efforts. The Redevelopment Master Plan identifies redevelopment “districts” in order to clearly articulate the different development forms and uses desired in the various redevelopment areas. The redevelopment districts are shown in Figure 4.2. These districts are based upon similar land uses, development character, location/function within the community, and the presence of major edges. Together the

Figure 4.2: Redevelopment Master Plan Districts



districts are intended to provide the general pattern for how redevelopment should be evaluated over time. The redevelopment districts in the Redevelopment Master Plan serve as the basis for most of the new land use categories of this update to the Comprehensive Plan.

The Redevelopment Master Plan establishes the desired future development form and land uses for each of the redevelopment districts using narrative and illustrative descriptions. The Master Plan is a conceptual plan that describes the general long-term direction for redevelopment within specific areas of the community focused primarily on the downtown area. While the Master Plan does indicate preferred land use patterns, it is also intended to guide site design, building form and architecture, and design of streets and public spaces. The Master Plan provides the vision for establishing more form-based land use categories and patterns that will guide future redevelopment projects in the community.

General Land Use and Redevelopment Approach

Although the Redevelopment Master Plan establishes the desired conceptual plan for what Osseo should generally look like in twenty years and the desired types of redevelopment that will enable the community to achieve this long-term vision, the Comprehensive Plan also plays a critical role in guiding long-term redevelopment. A key component of the Comprehensive Plan is the Land Use Plan, which, through its goals, policies, land use categories, and future land use map, is the official policy document for guiding allowed future land uses within the City. In order for the community to actually achieve the vision of the Redevelopment Master Plan, the Land Use Plan needs to have land use categories and designations, including the future land use plan map, that align with those envisioned in the Master Plan.

The Comprehensive Plan serves as the basis for the City's Zoning Ordinances. State law requires that a city's zoning ordinances be consistent with its Comprehensive Plan. Within nine (9) months after the Comprehensive Plan has been updated, State law requires that the City review its Zoning Ordinance for consistency with the Comprehensive Plan and update its Zoning Ordinance if necessary to achieve consistency.

It is difficult to predict the quantity and pace of redevelopment that may occur between now and 2030 since redevelopment will be very reliant on market demand and private sector investment. In addition, to make redevelopment financially feasible, a certain scale and intensity of redevelopment is necessary to accommodate the higher costs involved with land acquisition and assembly, removal of existing structures, potential site cleanup, and necessary improvements to public infrastructure. Based on consultation with various developers, the City anticipates that redevelopment in Osseo will most likely have a minimum threshold area of one-half to one full block. The updates to the City's land use categories and future land use plan map are intended to provide strong direction for this scale of redevelopment but also provide substantial flexibility for how each redevelopment project achieves the desired land uses and development forms. Based on an analysis of estimated acreages of potential redevelopment areas, the density ranges of the new land use categories, and the 2004 Market Study conducted by Maxfield Research, the current projections for Osseo's population, households and employment in 2030, which are shown in Table 4.1, appear to be reasonable.

Housing Plan

As one of the oldest communities in Hennepin County, Osseo strongly values its traditional small town character which is exemplified by residential neighborhoods of diverse older homes located on traditional blocks and streets. Although single-family detached residential accounts for 82% of existing residential land uses based on acreage, it represents 60% of the community's existing housing units - 637 out of 1,060 total housing units. In addition to single-family detached houses, Osseo's current housing stock consists primarily of older rental apartment buildings and multi-level senior-oriented housing developments.

<i>Table 4.3: Existing Residential Land Uses in Osseo (based on acres)</i>		
Housing Type	Total Acreage	Percent
Detached Residential	122.92	81.8
Attached Residential	4.75	3.2
Stacked Residential	22.57	15.0
Total Residential Acres	150.24	100.0

<i>Table 4.4: Existing Housing Types in Osseo</i>		
Housing Type (units in structure)	Total Units	Percent
1-unit, detached	599	56.5
1-unit, attached	13	1.2
2 units	22	2.1
3 or 4 units	19	1.8
5 to 9 units	24	2.3
10 to 19 units	200	18.9
20 or more units	180	17.0
Mobile home	3	0.3
Total housing units	1,060	100.0

Source: US Census 2000

Historically, 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 both 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.

Lifecycle Housing

As a small older community, Osseo's housing options could be enhanced by expanding the variety of housing types available within the community. The existing housing stock consists primarily of older single-family detached houses, older rental apartment buildings, and large senior-oriented buildings. This housing plan encourages additional housing types that would accommodate a broader diversity of housing preferences and needs including differing lifecycle, household size and affordability needs. Potential redevelopment in and adjacent to downtown offers tremendous opportunities for expanding housing choices, 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 people who are interested in living in a walkable downtown environment and increase the local customer base for downtown businesses. The City will encourage redevelopment that provides housing options for a broader range of household types, including smaller households, larger family households, and single-person households.

Neighborhood Character & Quality

It is important to ensure that efforts to provide lifecycle housing are achieved in a way that new housing is just as compatible as practical with the character of existing traditional residential neighborhoods. In Osseo's older traditional neighborhoods, the typical single-family detached residential lot averages about 10,000 square feet with a lot width of 65 feet and lot depth of 155 feet, which represents a density of approximately four dwelling units/acre. Osseo's existing detached homes are a mix of one and two stories. New stacked housing and mixed-use residential/commercial buildings that are appropriate for downtown, which could be as tall as four (4) stories, will also need to be designed for compatibility with neighboring low-rise homes. Techniques such as stepbacks for upper floors of buildings, articulation of building facades, and street landscaping can significantly contribute to the compatibility of downtown redevelopment with the adjacent residential neighborhoods.

In addition, it is also important to prevent the deterioration of existing housing in older neighborhoods. More than half of the housing units (52%) were built prior to 1960 and 88% of the housing units were built prior to 1980. Since a large portion 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.

Housing Affordability

A portion of Osseo's residents, which is typical of most communities, will have a critical need for affordable housing over the next twenty years. The focus of promoting the provision of affordable housing options is to ensure that ordinary, contributing members of the community, such as teachers, police officers, and retail employees, can afford to live in the community where they work. Often times housing costs increase at a faster pace than wages and incomes and greatly affect low- and medium-income households. According to the Metropolitan Council, housing is considered affordable if it is priced at or below 30% of gross income of a household earning 60% of the Twin Cities median family income. In 2005, the Twin Cities median family income was \$77,000, so housing was considered affordable if the family's housing costs are at or below 30% of \$46,200.

In 2006, the Metropolitan Council released a summary report "Determining the Affordable Housing Need in the Twin Cities 2011-2020", which projected a total regional need for newly-constructed affordable housing in the Twin Cities to be approximately 51,000 housing units between 2011 and 2020. The Metropolitan Council has allocated a need of 23 new affordable housing units for Osseo for this time period. 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. The downtown mixed-use

and higher density residential land use categories that are designated for the downtown redevelopment areas would easily accommodate the development of the 23 affordable housing units allocated to Osseo.

Housing Categories

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

Housing Demand

The Metropolitan Council's System Statement for Osseo forecasts 1,200 households by the year 2020 and 1,400 by the year 2030. Maxfield Research's 2004 Market Study forecasts an increase demand for housing in Osseo due to people's desire to live close to where they work and due to a growing trend in people interested in living in maintenance-free housing in downtown environments with walkable access to shopping, services, and recreation.

Table 4.5: Potential Market Demand for Additional Multi-Family Housing by 2020

Multi-Family Housing Type	2004 - 2020 Demand
Overall Housing	525 units
Multi-family owned units	300 units
Multi-family rental units	175 units
Senior housing units	50 units

Source: A Market Potential Analysis for Redevelopment in Osseo, MN, Maxfield Research, December 2004

Land Use Categories

Land use categories establish the general land uses and development intensities that are desired in each category. This update to the Land Use Plan establishes several new land use categories that were initially described in the Redevelopment Master Plan. The new land use categories are the result of the City moving toward a more "form-based" revitalization approach that strives to balance preservation of the city's unique small town identity with the needs to attract and invest in redevelopment projects. The form-based approach is based on a clear vision of the desired character, scale, form, and mix of uses of future redevelopment. Form-based land use categories are intended to be more flexible relating to land uses but also more informative relating to the desired development form, such as building placement, building height, relationship to the street, and open space. These "form-based" land use categories can be applied to areas and sites based upon their street, block, and district characteristics. Using this "form-based" approach, the Land Use Plan better represents the community's future vision, providing more guidance and flexibility

at the time that redevelopment is being considered.

Based on this new land use approach, the following land use categories have been developed for Osseo:

- Detached Residential;
- Attached Residential;
- Stacked Residential;
- Bottineau Boulevard Commercial;
- Office;
- Light Industrial;
- Downtown Core Mixed-Use;
- Downtown Edge Mixed-Use;
- Institutional;
- Parks and Open Space;
- Road Right-of-Way;
- Railway; and
- Utility.

The new land use categories are significantly different than those established in the previous Comprehensive Plan. It should be noted that the previous 2020 Comprehensive Plan document contained discrepancies between the land use categories defined in the Land Use chapter and the land use categories shown on the Land Use Plan Map. Table 4.6 below summarizes the changes between the City's previous land use categories (as defined in the Land Use chapter) and new land use categories.

Table 4.6: Land Use Category Changes

Previous Land Use Categories	New Land Use Categories
Low Density Residential	Detached Residential
Higher Density Residential	Attached Residential (Medium Density) Stacked Residential (High Density)
Central Business Area	Downtown Core Mixed Use Downtown Edge Mixed Use Bottineau Boulevard Commercial Office
Manufacturing & Industrial Area	Light Industrial
Public Areas	Institutional Parks and Open Space Right-of-way, Railroad and Utility

The following section defines the characteristics for each of these land use categories.

Detached Residential

This land use category represents the traditional detached single-family house, which has been the most prevalent form of housing in Osseo. The density range for detached residential housing is three (3) to eight (8) dwelling units per acre. In addition to single-family detached houses, this land use category could allow carriage homes, accessory units, and duplexes.

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, mansion townhouses, triplex or quadruplex, of which there are relatively few examples found in Osseo currently. Units are arranged vertically or horizontally in this unit type with a density range of eight (8) to 16 dwelling units per acre.

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 (2) to four (4) stories in height and a density of 16 dwelling units per acre or greater. The higher density residential represented by this category will expand housing options for people interested in living in a walkable downtown environment and will increase the local customer base for businesses in the downtown area.

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. Structures in this category 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 with a greater degree of public amenities such as public plazas, fountains, public art, or other landmarks.

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.

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.

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 closer 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. 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 and upper stories set back from the building line at the street to respect the existing architectural scale and character and to avoid a “canyon” feeling along the street.

Downtown 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. Residential development in the area shall have a density of 20-40 units/acre.

Institutional

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, schools, churches, and cemeteries that are used for public or semi-public purposes. As an older, formerly freestanding community, institutional land uses have traditionally been a major land use component within the city.

Parks and Open Space

This land use category includes parks, plazas, open spaces, trails, recreational playfields, and playgrounds.

Road Right-of-Way

This land use category includes all the federal, state, and local road rights-of-way within the City’s boundaries.

Railway

Railway includes right-of-way utilized for public and private railroad related activities.

Utility

Utilities include public and private utilities such as power stations, sub-stations, lift stations, water towers, and storm water ponds.

Figure 4.3: Osseo's Land Use Plan Categories

<i>Detached Residential</i>		<ul style="list-style-type: none"> • Single-family detached houses • Duplexes • Carriage houses • Accessory units • Density range of 3 to 8 housing units per acre
<i>Attached Residential</i>		<ul style="list-style-type: none"> • Rowhouses, side-by-side townhouses • Triplex, quadruplex • Mansion townhouses • Density range of 8 to 16 housing units per acre
<i>Stacked Residential</i>		<ul style="list-style-type: none"> • Apartments, lofts, flats • Stacked townhouses • Vertical housing orientation (2 to 4 stories) • Density of 16 housing units per acre or greater
<i>Bottineau Boulevard Commercial</i>		<ul style="list-style-type: none"> • Retail goods, services and entertainment • Double building orientation (Bottineau Boulevard and adjacent neighborhood streets) • One and two story buildings • "Gateway" quality architecture and features
<i>Office</i>		<ul style="list-style-type: none"> • Employment intensive office uses • Limited supporting retail uses • Buildings of two (2) stories or greater preferred • "Gateway" quality architecture and features
<i>Light Industrial</i>		<ul style="list-style-type: none"> • Light manufacturing, assembly, processing • Warehousing, storage, distribution • One level buildings with mezzanine space • Truck traffic • Limited outside storage
<i>Downtown Core Mixed-Use</i>		<ul style="list-style-type: none"> • 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)
<i>Downtown Edge Mixed-Use</i>		<ul style="list-style-type: none"> • Wide mix of uses with predominant use more of a residential nature • Commercial pushed to corners, not 100% street level • Civic focus encouraged
<i>Institutional</i>		<ul style="list-style-type: none"> • Government facilities • Schools • Library • Churches, Cemeteries
<i>Parks & Open Space</i>		<ul style="list-style-type: none"> • Parks • Playfields, playgrounds • Plazas, open spaces • Trails

Table 4.7: Summary of Land Use Categories, Allowed Densities and Uses.

Planned Land Use Category	Density	Allowed Land Uses
Detached Residential	3-8 units per acre	Detached house, duplex, carriage house, accessory unit
Attached Residential	8-16 units per acre	Side-by-side townhouses, rowhouses, mansion townhouses, triplex, quadruplex
Stacked Residential	16 units per acre or greater 2 to 4 floors	Stacked apartments, townhouses, flats, lofts
Bottineau Boulevard Commercial	1 to 2 floors	Retail, services, entertainment, limited office
Office	1 to 4 floors	Office, limited retail/services
Light Industrial	1 to 2 floors	Light industrial
Downtown Core Mixed-Use	20-40 units per acre 2 to 4 floors	Retail, services, entertainment, office, stacked residential, civic, institutional
Downtown Edge Mixed-Use	20-40 units per acre 2 to 4 floors	Retail, services, entertainment, office, stacked residential, civic, institutional
Institutional		Government facilities, schools, library, post office, churches, cemeteries
Parks & Open Space		Parks, open spaces, plazas, playfields, playgrounds, trails
Road Right-of-Way		Road right-of-way
Railway		Railroad right-of-way
Utility		Public & private utilities

Land Use Plan

The (Future) Land Use Plan Map has been updated to reflect the land use categories and designations that were initially envisioned in the Redevelopment Master Plan. This map (shown in Figure 4.4) shows the desired future land uses for all land in Osseo. It establishes the Downtown Core district as the area between County Road 81/Bottineau Boulevard and 4th Street N, a Civic Campus that spans both sides of Central Avenue between 4th Street N and 5th Street N, and the North Town Crossing district between 5th Street N and 7th Street N/93rd Avenue. Land use in most of this area is guided for street level retail uses on all properties fronting directly onto Central Avenue. North Town Crossing area is guided for high and medium density residential uses with some street level commercial uses.

To support the revitalization of Osseo's traditional small town downtown, the land use designations guide new housing to the downtown area, both in multi-story, mixed-use

buildings along Central Avenue and in stacked and attached housing just off of Central Avenue. The West End Village blocks are guided for stacked housing between County Road 81 and 4th Street NW and attached housing north of 4th Street NW. The East End Village is guided for a mix of stacked and single-family detached housing.

The Land Use Plan is based on the future County Road 81 access being limited by 4th Avenue SE and the removal of the current frontage roads so that redevelopment can significantly improve the appearance of this commercial area from both the perspective of the adjacent neighborhood and highway travelers. The Land Use Plan guides the creation of a downtown gateway at Central Avenue/County Road 81 intersection with new retail oriented to both County Road 81 and the community streets. In order to prevent competition with the revitalization of downtown, the Plan guides land use in this area for larger commercial uses with bigger tenant spaces, auto-oriented businesses, etc.

The narrow strip of land located southwest of County Road 81---sandwiched between the roadway and the rail road line---is guided for office uses given its great visibility and since the City has limited land for office redevelopment. Its location across the roadway from downtown Osseo has significantly limited pedestrian links to downtown, which is a deterrent to retail redevelopment.

The Land Use Map shows a change from Industrial to Office uses for the area along Jefferson Highway just south of County Road 81 based on recent office redevelopment just north of this area with a transition to higher intensity uses along the future transit line. The area is also guided for a potential park and ride facility and supporting retail uses.

In order to achieve the City's vision, the City's aging and deteriorating infrastructure will require upgrading to accommodate the needs of future redevelopment, including storm water runoff, sanitary sewer, and water. The City needs redevelopment to occur to generate the necessary revenues that will offset the high cost of reconstructing and up sizing old infrastructure.

Osseo has a total land area of 472 acres.

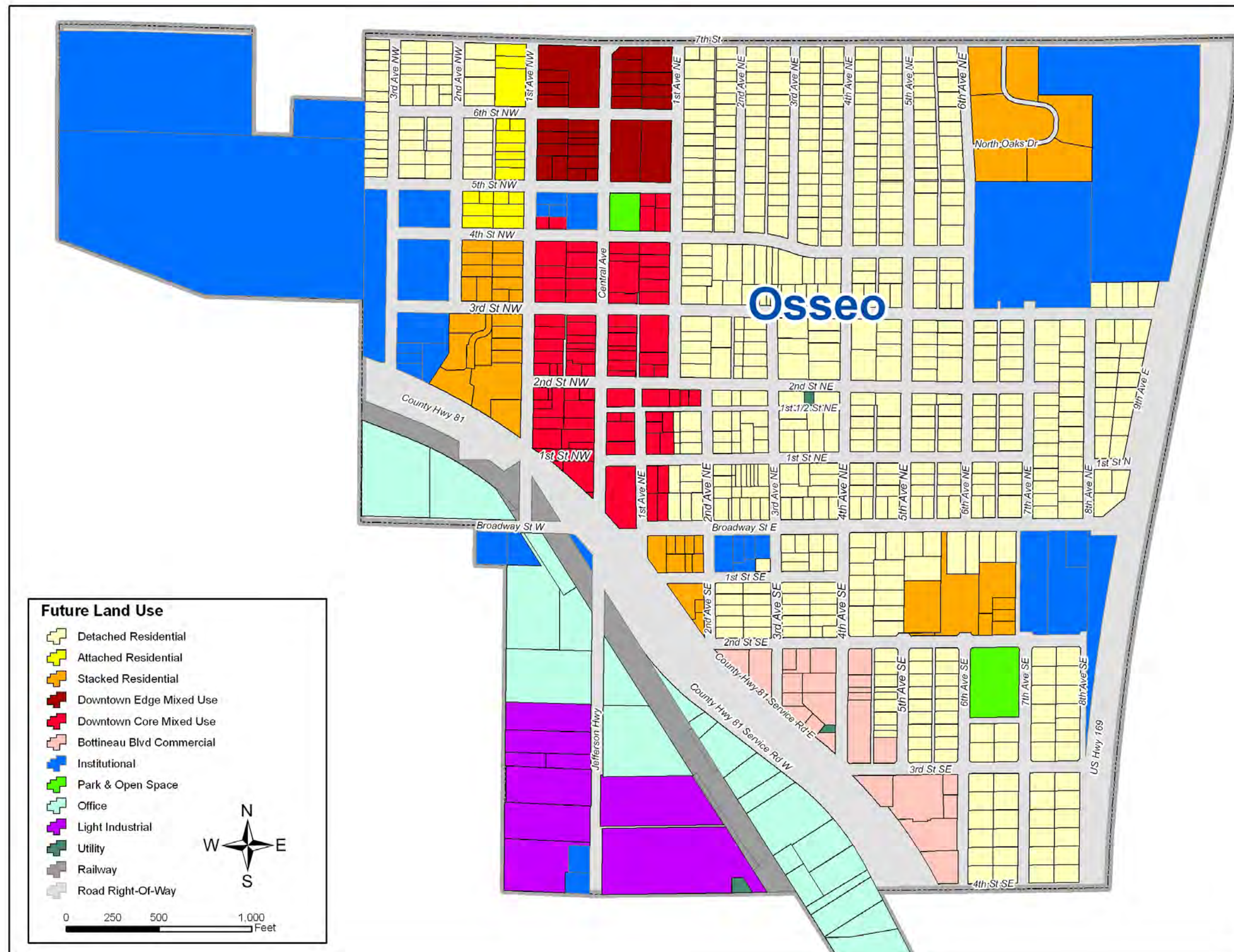


Figure 4.4 Future Land Use Map
Source: 2007 Hennepin County
Parcels and HKGi

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Table 4.8: Land Uses and Acreages

Land Use Type	Acres	Percent
Detached Residential	122.92	26%
Attached Residential	4.75	1%
Stacked Residential	22.57	5%
Bottineau Boulevard Commercial	10.83	2%
Office	31.48	7%
Light Industrial	20.5	4%
Downtown Core Mixed-Use	17.49	4%
Downtown Edge Mixed-Use	10.03	2%
Institutional	90.48	19%
Parks & Open Space	3.58	1%
Road Right-of-Way	128.73	27%
Railway	9.05	2%
Total	472.41	100%

Land Use Goals & Policies

The (Future) Land Use Plan Map shows the desired future pattern of land uses and development types in Osseo. The City of Osseo has established the following goals and policies to provide guidance to the City and to property owners in evaluating future land use decisions. The goals and policies are organized by the general land use categories:

- Mixed-Use Areas;
- Residential Areas;
- Commercial Areas;
- Office Areas; and
- Industrial Areas.

Mixed-Use Areas

Mixed-use areas include goals and policies relating to the Downtown Core Mixed-Use and Downtown Edge Mixed-Use land use categories.

Mixed-Use Land Use Goal #1 - Maintain and enhance downtown's character as a traditional small town downtown with development oriented to Central Avenue and the pedestrian scale.

Policies:

1. Encourage preservation of older downtown buildings that possess high quality architectural features that reflect the historic "main street" character of downtown Osseo and Central Avenue.

-
2. Ensure that all redevelopment on Central Avenue incorporates high intensity, pedestrian oriented uses (retail, office, and service commercial) at street level.
 3. Maintain placement of buildings right up to the sidewalk along Central Avenue, allowing for some exceptions that enhance the pedestrian environment, such as outdoor plazas and café seating.

Mixed-Use Land Use Goal #2 - Create a downtown area that provides a healthy and compatible mix of uses, including retail services, institutional, residential, office, and open space.

Policies:

1. Promote mixed-use redevelopment both vertically within a building and horizontally within a block.
2. Encourage strategic downtown redevelopment projects to incorporate public oriented plazas into their plans.
3. Encourage landscape buffers to protect existing residential areas from commercial uses.

Mixed-Use Land Use Goal #3 - Encourage redevelopment that brings more residents and activity to downtown through higher residential densities and increased lot coverages.

Policies:

1. Support greater development densities in and adjacent to downtown with building heights no less than two (2) stories and as high as four (4) stories.
2. Promote a balance of owner-occupied and rental housing opportunities with higher density downtown residential redevelopment projects.
3. Encourage downtown housing redevelopment projects that expand the mix of housing options in the community, including housing types that meet a range of lifecycle, household size, and affordability needs.
4. Encourage the creation of public open spaces and shared private open spaces that will provide higher quality green spaces for residents of higher density downtown housing than if open space is provided solely by each individual housing redevelopment project.

Mixed-Use Land Use Goal #4 – 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.

Policies:

1. Protect the traditional “main street” character of Central Avenue by limiting off-street parking fronting directly onto the street.

-
2. Maximize the possibilities for on-street parking, such as “front-of-store” street parking, diagonal parking on side streets just off of Central Avenue, and lane striping.
 3. Explore opportunities for providing public off-street parking facilities, including shared surface parking lots that do not front on Central Avenue in the short-term and parking ramps long-term.
 4. Identify preferred locations for public shared off-street parking in downtown.
 5. Work with developers to coordinate development of shared public and private parking structures as part of downtown redevelopment projects.
 6. Support reductions to the minimum off-street parking quantity requirements to reflect alternative parking strategies, such as on-street parking, shared parking, public parking facilities, biking, and walking.

Residential Areas

Residential areas include goals and policies relating to the Detached Residential, Attached Residential and Stacked Residential land use categories.

Residential Land Use Goal #1 - Promote and support the provision of sufficient affordable housing options within the community.

Policies:

1. Support the development of new affordable housing units to meet the community’s share of the regional affordable housing needs, which has been estimated at 23 new housing units for the City of Osseo for the 2011-2020 time period.
2. Encourage redevelopment projects to provide affordable housing as part of their development’s housing mix.
3. Promote a balance of owner-occupied and rental housing opportunities within higher-density redevelopment projects.
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.
5. Support affordable housing by allowing carriage house/accessory units on detached residential lots.
6. Identify and support funding programs to financially assist affordable housing redevelopment projects, both at the City level and in collaboration with other jurisdictions.

Residential Land Use Goal #2 - Promote the development of a wide range of new downtown housing types that meet the community's lifecycle housing needs.

Policies:

1. Encourage the provision of a variety of housing types and styles that meet the needs of people in all stages of their lifecycle, including traditional Osseo detached houses, attached townhouses, rowhouses, and stacked housing.
2. Promote the addition of higher-density stacked housing in and adjacent to downtown Osseo to create convenient connections to downtown's amenities.
3. 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, both ownership and rental.

Residential Land Use 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.

Policies:

1. Encourage downtown redevelopment that is compatible with adjacent traditional Osseo residential neighborhoods.
2. Support the redesign of downtown edge streets as "Green Streets" to provide an attractive buffer between the downtown mixed-use district and the traditional Osseo residential neighborhood.
3. Require redevelopment projects to provide appropriate transitions between different land uses and densities.
4. Protect residential areas from encroachment by industrial or commercial uses or any other uses that generate traffic volumes that are incompatible with residential neighborhoods.

Residential Land Use 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.

Policies:

1. 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.
2. Explore the establishment and enforcement of housing inspection and maintenance programs that would set residential property appearance standards and enforcement policies for maintaining rental and owner-occupied housing.

-
3. Identify and implement ordinances that would allow for easier expansion and upgrading of existing houses.

Residential Land Use 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.

Policies:

1. Encourage enclosed parking that is incorporated into the residential building rather than a separate parking structure.
2. Consider reasonable reductions to the minimum off-street parking quantity requirements that are based on alternative parking strategies and would improve the compatibility of the proposed residential development with the surrounding residential area.
3. Establish buffer standards for higher-density residential surface parking areas that would protect public rights-of-way and surrounding residential areas from potential negative impacts.
4. Promote innovative storm water management techniques such as permeable pavers and raingardens in all surface parking lots.

Commercial Areas

Commercial areas include goals and policies relating to the Bottineau Boulevard Commercial land use category.

Commercial Land Use Goal - 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.

Policies:

1. Promote commercial redevelopment that is not dependent upon a frontage road system but oriented toward both Bottineau Boulevard (County Road 81) and community streets.
2. Protect adjacent existing residential areas by ensuring that new commercial development provides sufficient buffer areas and techniques along community streets.
3. Support highway commercial redevelopment that complements rather than directly competes with desired downtown types of businesses.
4. Promote shared storm water management strategies among developments.

-
5. Support alternative parking strategies that increase development potential of sites and decrease negative visual impact on Bottineau Boulevard (County Road 81) and the community.

Office Areas

Office areas include goals and policies relating to the Office land use category.

Office Land Use Goal - Encourage the development of office uses that optimize the development potential of the land, maximize local employment opportunities, and enhance the visual identity of the community.

Policies:

1. Promote the development of buildings that are visually oriented to Bottineau Boulevard (County Road 81) and the community through placement of buildings and landscaped areas along the highway and articulated building architecture.
2. Encourage the development of multi-story office buildings to optimize development potential of the land, more efficient parking strategies, and creation of a visibly attractive Osseo office district.
3. Encourage ecological design of buildings, streets, parking lots, pathways, and storm water drainage areas.
4. Promote shared storm water management strategies among developments.
5. Support alternative parking strategies that increase development potential of sites and decrease negative visual impact on Bottineau Boulevard (County Road 81) and the community.

Industrial Areas

Industrial areas include goals and policies relating to the Light Industrial land use category.

Light Industrial Land Use Goal - Retain and redevelop light industrial land uses as a vital component of the community's economy, tax base and jobs base.

Policies:

1. Collaborate with industrial developers to achieve light industrial development that serves as a community asset.
2. Promote light industrial developments that provide a relatively higher number of jobs per acre and contribute to the diversity of local employment opportunities.

-
3. Allow new light industrial development only in the areas south of Bottineau Boulevard (County Road 81).
 4. Provide and enforce site design standards that ensure light industrial development that is compatible with surrounding development and minimizes potential nuisances to the community.

Solar Access Protection

The Metropolitan Land Planning Act (Minn. Stat. 473.859, Subd. 2) requires that local plans contain an element for protection and development of access to direct sunlight for solar energy systems. Protecting solar access means protecting solar collectors (or the location of future collectors) from shading by adjacent structures or vegetation. Existing structures and buildings in the City generally do not present significant shading problems for solar energy systems. Solar energy systems are generally permitted uses within Osseo's zoning districts. Because the City is fully developed, new solar energy systems will be part of renovations or expansions to existing development, or as part of larger redevelopment projects. Osseo guiding principle of "Encouraging Healthy Community Design" provides a basis for supporting development of alternative energy sources such as solar.

Solar Access Goal - Protect solar access.

Policies:

1. Examine the existing zoning ordinance to ensure that it adequately includes solar energy protection measures.
2. Encourage the design of future redevelopment in a manner that allows new buildings to receive sunlight sufficient for solar energy systems. The city will encourage the siting of buildings and vegetation in a manner that allows unobstructed sunlight to reach the south sides of structures between the hours of 10:00 AM and 2:00 PM.
3. Consider variances in circumstances where hardships are imposed because of the inability of existing structures to obtain direct sunlight for solar energy systems because of existing zoning and subdivision ordinance provisions.

Historic Preservation

A key part of Osseo's vision is the preservation of Osseo's small town character and its rich community history, which continues to make Osseo unique in the metropolitan area. The Metropolitan Land Planning Act (Minn. Stat. 473.859, Subd. 2b) requires that local comprehensive plans address the preservation of historic structures or sites within the community. There are currently no sites or districts that have been identified as being eligible for National Register. However, Osseo is sensitive to its history and will continue to protect, preserve and portray the communities history through community activism and representation through interpretation.

Aggregate Resources

The Metropolitan Land Planning Act requires that local plans protect access to significant aggregate resources. Osseo is a fully developed community, and as such, has no unencumbered, regionally significant aggregate resources.

5 Community Facilities Plan

Overview

Community facilities are land uses, buildings, and areas, both public and semi-public, that support institutional uses including government functions, community gathering places, schools, churches, cemeteries, parks, open spaces, trails, and sidewalks. Community facilities are those places where the community feels welcome and has 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, Fire Station, Police Station, Osseo Elementary School, Osseo Junior High School, Osseo Senior High School, Hennepin County Library, U.S. Post Office, Boerboom Veterans Memorial Park, and Sipe Park. This vital group of community facilities helps define the downtown area and the community as a whole to give Osseo a unique sense of place. Adjacent to City Hall and Boerboom Park is the historic Osseo water tower, the most visible landmark in the community. Although no longer operational, the old water tower located in the heart of the community 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. Other institutional facilities and uses such as churches, cemeteries, and open spaces located throughout the community provide a variety of community services and help define neighborhoods. Parks and schools provide community gathering places and recreation opportunities while trails and sidewalks provide connections between community destinations.

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 city, county, and school district facilities.

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

City Hall has a prominent location in the heart of downtown Osseo that provides a strong sense of community identity and civic pride. 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 ideally located on Central Avenue, Osseo's "Main Street", and directly across the street from the City's main community park, Boerboom Veterans' Memorial Park.



Figure 5.1 Osseo City Hall



Figure 5.2 Osseo Police Station



Figure 5.3 Osseo Public Works



Figure 5.4 Osseo Elementary School



Figure 5.5 Osseo Junior High School



Figure 5.6 Osseo Senior High School



Figure 5.7 Osseo Post Office

Osseo Police Station

The Osseo Police Station is currently located in a converted house on the same block as City Hall.

Osseo Public Works

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

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, Hassan, 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 Elementary located at 324 6th Avenue NE;
- Osseo Junior High located at 10223 93rd Avenue North;
- Osseo Senior High School located at 317 2nd Avenue NW.

These schools are among the oldest schools 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 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 but this access is planned to be eliminated as part of the County Road 81 reconstruction project.

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, which is actually 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 local streets in the older neighborhoods which provide pedestrian connections to downtown, the schools and other central destinations.

Henry J Boerboom Veterans Memorial Park

Located on Central Avenue at 4th Street NE, Boerboom Park is the City's central park. The park is a passive park providing a place for public gathering, picnicking, movies in the park, and concerts in the band shell. The park contains a veteran's memorial monument that commemorates the names of residents who served in several wars.

Sipe Park

Located at 600 2nd Street SE in the southeastern portion of Osseo, the park provides the following recreation facilities: picnic tables, tennis court, a lighted softball field, horseshoe pits, skating rink with warming house, basketball court, and playground equipment.

"Gateway" Pocket Park

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.

Osseo Senior/Junior High School Athletic Fields and Recreation Facilities

The Osseo Senior/Junior High 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.

Osseo Elementary School Playground and Playfields

The Osseo Elementary School 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.

Sidewalks and Trails

The City lacks 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. A number of streets within the community are lacking sidewalks which creates gaps within the overall sidewalk system. The City currently has a County trail along the north side of County Road 81, which begins at 1st Avenue NW and heads west into Maple Grove. The Metropolitan Council has identified the Crystal-Robbinsdale Regional Trail Extension search corridor that follows the proposed Bottineau Boulevard Transitway to provide a trail connection to Elm Creek Regional Park Reserve. Planned improvements to County Road 81 include trails on the north and south side of the highway within Osseo.



Figure 5.8 Boerboom Memorial Park



Figure 5.9 Sipe Park



Figure 5.10 Landscaped "gateway" park

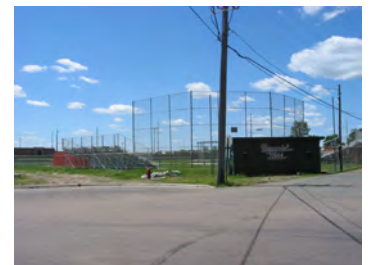
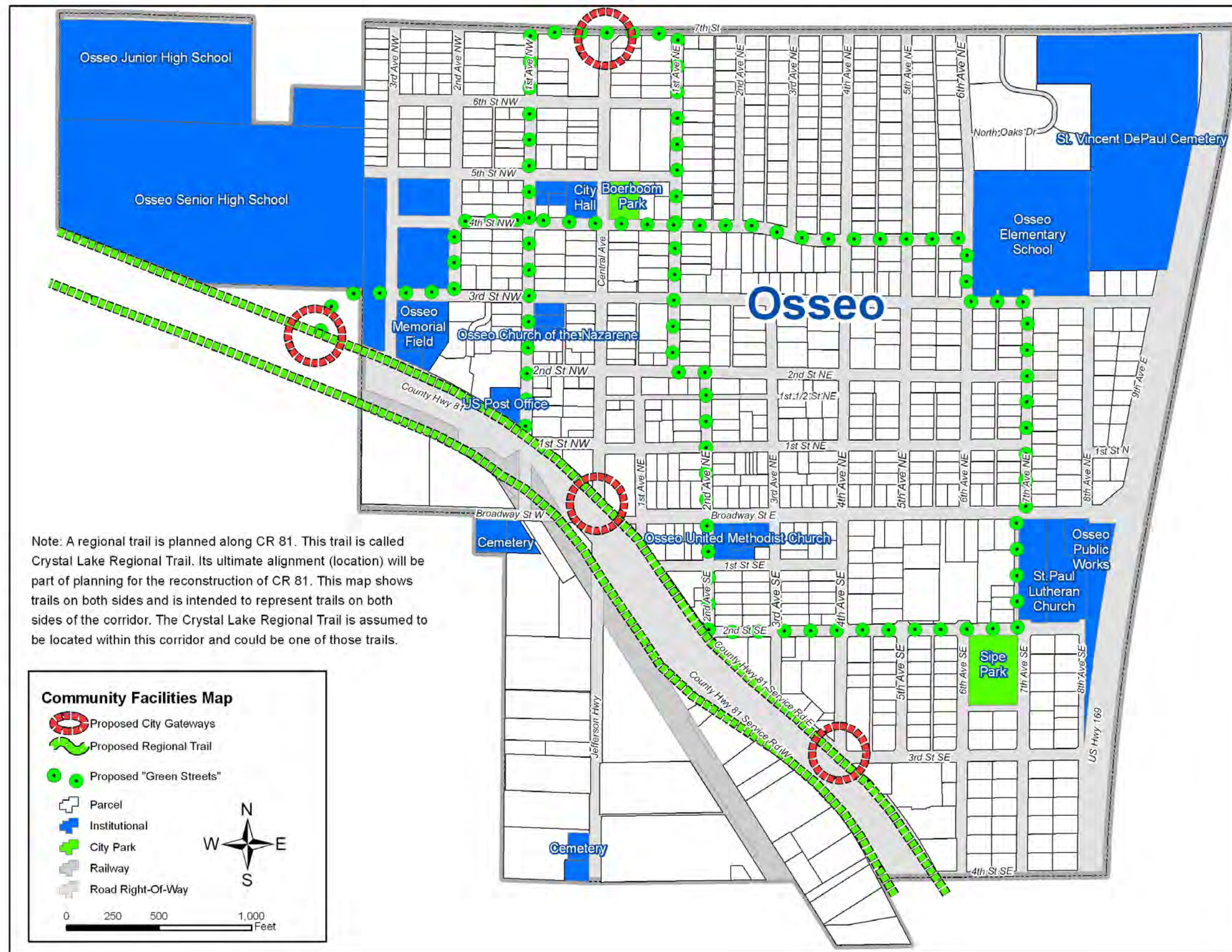


Figure 5.11 Osseo Memorial Field



Figure 5.12 Hennepin County Trail

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Note: A regional trail is planned along CR 81. This trail is called Crystal Lake Regional Trail. Its ultimate alignment (location) will be part of planning for the reconstruction of CR 81. This map shows trails on both sides and is intended to represent trails on both sides of the corridor. The Crystal Lake Regional Trail is assumed to be located within this corridor and could be one of those trails.

Figure 5.13 Community Facilities Map
Source: 2007 Hennepin County Parcels and HKGi

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Future Community Facility Initiatives

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

Civic Center

Long-term the City prefers to consolidate important civic uses, such as the City Hall, Fire Station, Police Station, Library, Post Office, Community Center, and Senior Center, into one distinct and memorable civic center area along Central Avenue. The future civic center is envisioned to encompass most if not all of the two (2) blocks that contain City Hall and Boerboom Park today. A civic center would help provide a dynamic downtown environment and further bolster community pride. The expansion of Boerboom Park is also a key component of the civic center that would provide a multi-functional central community gathering area and needed green space in the downtown. With an expansion of Boerboom Park, the City will consider adding active recreational amenities, such as a skate park and playground facility, to provide needed youth-oriented activities in downtown (see Figure 5.15).

Community Gateways

Gateways can be as simple as a sign or monument, but often gateways can be “felt” as one identifies the change in the surrounding environment making them aware they have entered 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, let alone realize the unique aspects of the Osseo downtown district. The city will encourage the enhancement of community gateways along County Road 81 and County Road 30 (see Figure 5.13). Community gateways will ideally include public open spaces or plazas that would serve as small public gathering spaces. Community gateways will incorporate unique community identity elements and pedestrian/bike amenities that link the community gateways to the City’s trails and sidewalks system. See Figure 5.14 for a potential concept design for a community gateway in Osseo.

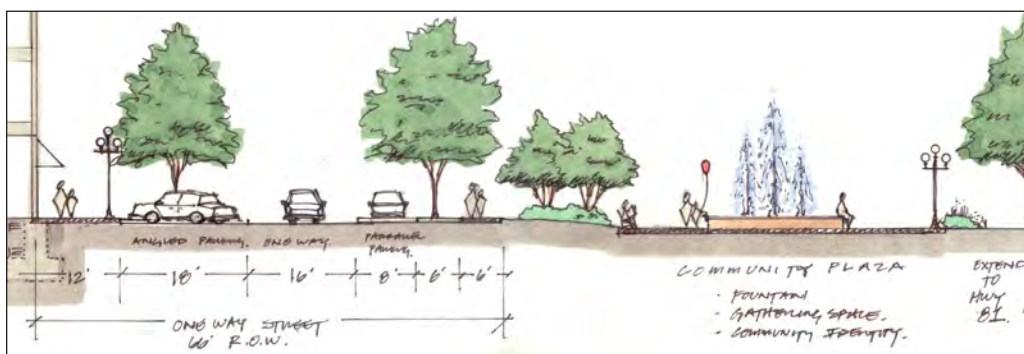
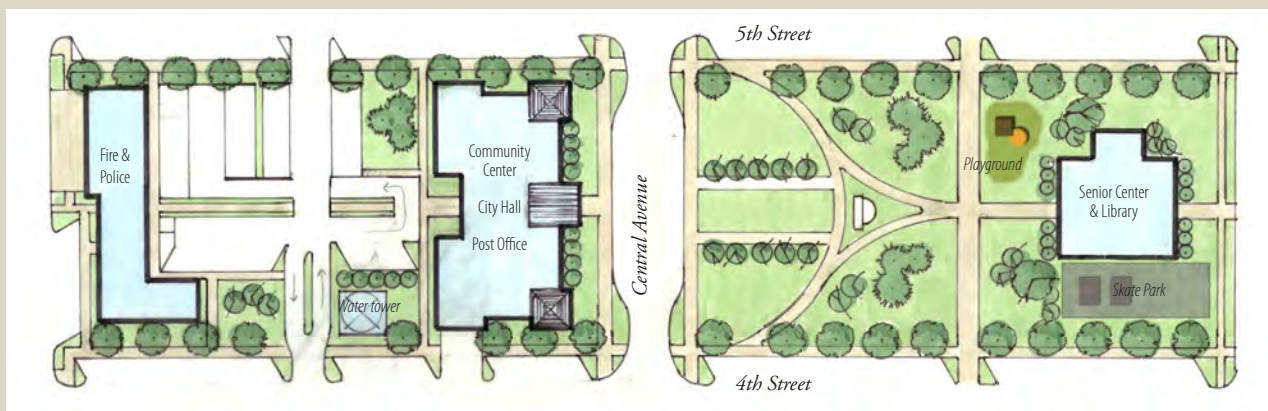
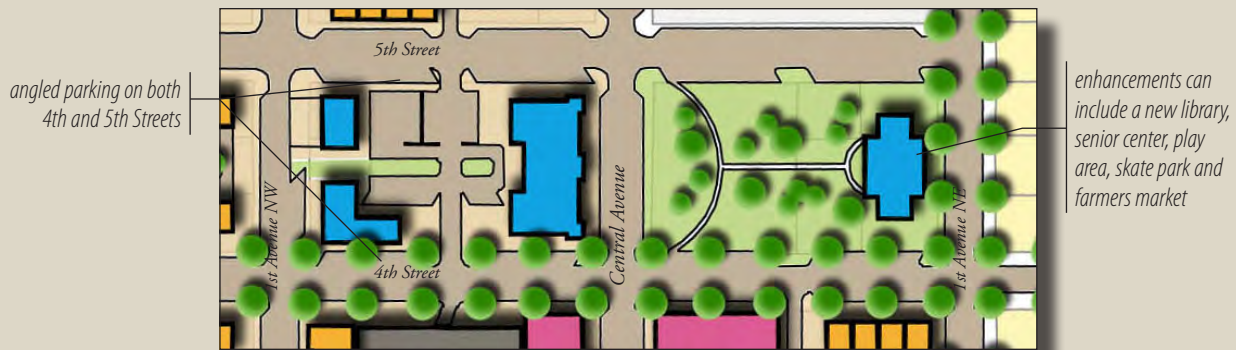


Figure 5.14 Community Gateway Concept Cross-Section

Shown on the left, the intersection of Central Avenue and County Road 81 is the primary entrance to downtown Osseo and a prime location for establishing an identifiable gateway to the community that incorporates public space.

Figure 5.15 Civic Center Concepts

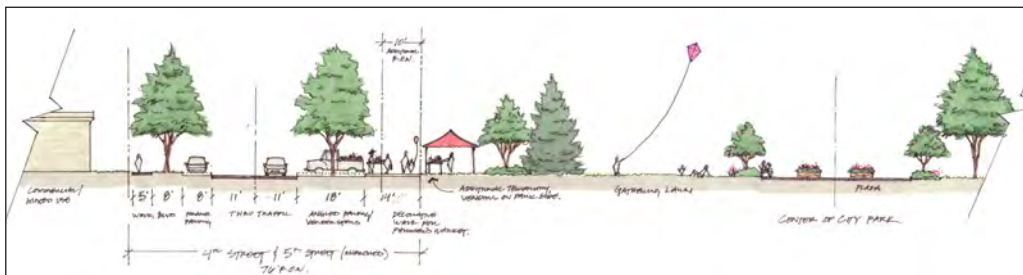


Concept sketches illustrate preliminary ideas for redevelopment of the civic center and Boerboom Park.



Civic Center

The Civic Center, centrally-located along Central Avenue, will continue to provide a variety of public amenities.



Civic Streets Concept

Portions of 4th and 5th Streets adjacent to Boerboom Park could have an expanded right-of-way to create a broad pedestrian walkway to serve as an outdoor marketplace and community event area.

The City will encourage private developers to create courtyards and public plazas as part of future redevelopment for new residents who will work and live in the downtown area and to bolster the City's park and open space system (see Figure 5.16 for conceptual example). Courtyards 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. See Figures 5.17 and 5.18 for good examples of open spaces and plazas in the Twin Cities.

Figure 5.16 Conceptual example of green space in future residential redevelopment

The diagram shows a top-down view of a residential development. It features a central green courtyard with several trees. Surrounding this courtyard are apartment buildings, represented by yellow and brown rectangular blocks. A line points from the text 'internal courtyard for access surrounding a central green' to the central green area. Another line points from the text 'apartments / condos with underground parking' to one of the apartment blocks. The entire development is enclosed within a boundary, with a dashed line indicating a specific area or boundary.

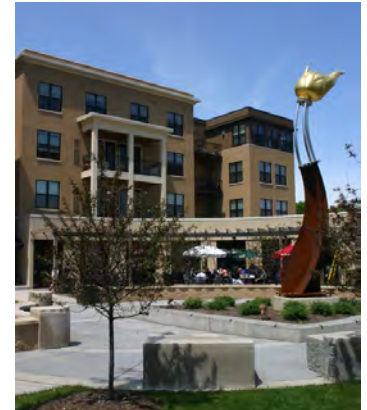


Figure 5.17 Example of community gateway and public plaza

The City will work toward development of a green streets network within the community that will provide an exceptional walking and biking environment. As the City's streets are reconstructed, the City will improve and expand the system of sidewalks, bike lanes, and multi-use trails and incorporate enhanced landscaping along specified "green streets" in the City. Green streets will connect to a future civic center, community gateways, parks, schools, the existing Rush Creek Regional Trail, and the proposed Crystal Lake Regional Trail (see Figure 5.19).



Figure 5.18 Example of private open space as part of new residential development

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

Policies:

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



Figure 5.19 Crystal Lake Regional Trail Extension Search Corridor (Source: Metropolitan Council System Statement for Osseo)

-
4. Explore opportunities to partner with other jurisdictions to provide municipal services when it would maximize the quality, convenience and efficiency of the services.

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.

Policies:

1. As part of downtown redevelopment projects, create additional public or public-accessible parks, open spaces, and plazas in central locations within the community.
2. Promote and support the creation of a public-oriented open space, plaza, or park in each of the proposed community gateway areas.
3. Promote and support the inclusion of youth-oriented design and facilities in the community's parks, open spaces and plazas.
4. Coordinate with the school district on planning and developing shared community and school district recreational facilities whenever possible.
5. Work with the School District to preserve community access to Osseo High School and Osseo Elementary fields and facilities into the future.
6. Incorporate bike and pedestrian amenities in parks, open spaces and plazas, including bike racks, benches, lighting, building canopies, etc.
7. Reevaluate the effectiveness and necessity of recreation sites on a periodic basis, once every three to five years.
8. Evaluate and update the City's park dedication ordinance on a regular basis to ensure that adequate park space and funding will be provided as part of the redevelopment process.

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

Policies:

1. Expand and improve the sidewalk system as part of street reconstruction and redevelopment projects, including widening of sidewalks on higher traffic and downtown streets and provision of handicapped accessibility enhancements.
2. Improve sidewalk and trail connections to city parks and plazas, school parks, and regional trails.

-
3. Work with the Metropolitan Council, Hennepin County, Three Rivers Park District, and adjacent communities to identify the best location for the Crystal Robbinsdale Regional Trail Extension and its implementation.
 4. Work with Hennepin County to enable extension of a sidewalk or multi-use trail along the entire length of County Road 30 as a component its reconstruction project.
 5. Create the Green Streets loop system that connects schools, parks, downtown, and proposed city gateways and provides a unique amenity and identity for the community.
 6. Develop design standards for the Green Streets system that incorporates bike lanes, sidewalks, benches, trees, raingardens and other pedestrian and bike amenities.

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.

Policies:

1. Retain and expand number of civic institutions located downtown to attract people downtown regularly and contribute to Osseo's traditional downtown character.
2. Create a civic center that provides a visible anchor for downtown and is centered around City Hall and Boerboom Park.
3. Work with Hennepin County to explore options for improving, expanding and/or relocating the County's branch library as a focal point of the future civic center.
4. Explore options for developing a new joint facility for the Police and Fire Departments in the future civic center to better serve the needs of the both departments and the community.
5. Collaborate with the U.S. Postal Service to determine the potential for relocating the post office to the future civic center or a Central Avenue location.
6. Explore opportunities to expand Boerboom Park eastward to enlarge the park as a community gathering place with a broader range of passive and active recreational uses.

Community Facility Goal #5 – Create attractive, memorable and public-oriented community gateways at primary entrances into Osseo.

Policies:

1. 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.

2. Support public investments in community gateways that seek to present a strong image and identity for Osseo.
3. Explore the potential for closing and possibly vacating 1st Street NW, where it connects to Central Avenue, in order to create a better gateway area that integrates seamlessly with Central Avenue redevelopment.
4. Initiate discussions with property owners to investigate the potential for redevelopment and the appropriate public role in supporting redevelopment that incorporates a public gateway area.
5. Identify ways to coordinate redevelopment of the gateway area with planned redesign and reconstruction of County Road 81.
6. Identify strategies for funding the necessary improvements for the gateway area.

Community Facilities Goal #6 - Utilize environmentally sustainable design in the development of new community facilities.

Policies:

1. Incorporate environmental sustainability into public facilities that follow these specific design guidelines: Minnesota Sustainable Design Guide and the United States Green Building Council's Leadership and Excellence in Environmental Design guide.
2. Incorporate technologies and products into public facilities that reduce or minimize energy consumption.
3. Incorporate 50% recycled materials in public facility construction.
4. Incorporate the use of natural light in public facilities for the health and psychological well-being of occupants.
5. Incorporate rooftop gardens on public buildings, minimizing heat-island effects, creating outdoor living areas, and infiltrating storm waters.
6. Incorporate the use of storm-water reduction methods, including rain gardens, and permeable pavement.
7. Encourage landscaping that utilizes native plant selection, high-efficiency irrigation technology, rainwater harvesting, and other systems that reduce water consumption.

6 Sanitary Sewer System

Introduction

The purpose of the Sanitary Sewer Plan is to provide an inventory of Osseo's current sewer system and assure that any necessary expansion and system upgrading is properly planned to accommodate future growth.

The plan is intended to meet State law requirements for a "comprehensive sanitary sewer plan" and incorporate the requirements established by the Metropolitan Council.

While the City's existing trunk sewer system serves the entire community, certain segments may need minor upsizing if significant redevelopment occurs. Maintenance and repair of the existing sewer system will be the primary area of emphasis necessary now and in the future.

Sanitary Sewer Goals and Policies

Sanitary Sewer Goal #1 - Provide a low maintenance and cost effective sanitary sewer system that meets the long-term needs of the City's residents and businesses.

- Design and construct sanitary sewer upgrades that support the City's land use plan through redevelopment.
- Operate and maintain the system to ensure its long-term function with equitable user charges.
- Establish a comprehensive sewer inflow and infiltration (I/I) study and correction program to reduce unnecessary flow conditions and costs.

Sanitary Sewer Goal #2 - Work with the Metropolitan Council and adjacent communities to provide a mutually cooperative sanitary sewer system.

Policies:

1. The City does not permit illegal sanitary sewer connections from businesses or residential properties such as sump drains, roof drains, yard drains, etc.
2. Continue to implement a maintenance program for the existing sewer system to

ensure existing capacities and to extend system functions.

3. Implement a comprehensive sewer I/I program and annual inspections.

Summary of Existing Facilities

The City of Osseo is within the Metropolitan Urban Service Area; therefore all wastewater from the City is conveyed through the 4-OS-457 interceptor and treated at the Metropolitan Waste Water Treatment Plant (WWTP) in St. Paul, MN. This plant provides primary and secondary wastewater treatment before discharging into the Mississippi River. The secondary treatment provides chlorination/de-chlorination before discharging the effluent into the Mississippi River. On average this treatment plant treats 215 million gallons of wastewater per day from 62 communities and 800 industries. The total capacity of the Metropolitan Waste Water Treatment Plant is 251 million gallons of wastewater per day.

The City of Osseo is currently generating 90,520,000 gallons per year serving a current population of 2,459 residents and 840 sanitary sewer connections. In June 1981, Sanitary Sewer Improvement Project 1981-1 disconnected the sanitary sewer services of Osseo Senior High and Junior High Schools (Independent School District 279) from the City sanitary sewer collection system and connected these schools into the City of Maple Grove's sewer trunk line located along County Road 81.

The current sanitary sewer system is a combination of City municipal sewer lines, lift stations, and forcemains along with the Metropolitan Council Environmental Services (MCES) sewer lines, lift stations, and forcemains. Wastewater is conveyed along this sewer network until it reaches the Metropolitan WWTP for treatment before exiting into the Mississippi River.

The municipal gravity sewer system consists of 8-inch and 12-inch diameter pipelines with 4-inch forcemain lines. It is believed that a majority of the gravity sewer pipe material is composed of vitrified clay pipe (VCP). Other sewer pipe material has been identified, using sewer televising throughout various system locations, including corrugated metal pipe (CMP), cast iron pipe (CIP), and polyvinyl pipe (PVC).

The municipal sanitary sewer system also consists of three (3) lift stations. The first lift station is located at 6th Avenue NE and 7th Street NE and the second lift station is located at Broadway Street E and 8th Avenue NE. The third and primary lift station at 2nd Street NE and 4th Avenue NE pumps all of Osseo's wastewater along 4th Avenue SE to County Road 81 where the wastewater enters into the MCES interceptor. A layout of the current system is shown in the Sanitary Sewer appendices, Figure 6.1.

Osseo is completely served with the Maple Grove and MCES interceptors. No private septic systems are present in the City.

Projected Sanitary Sewer Flows

Table 6.0 illustrates the projected average sewer flows anticipated based on the projected land use for 2030.

Table 6.0

Year	Employment	Households	Population	*Average Daily Flow (mgd)	Peak Factor
2007	2,550	1,096	2,459	0.248	3.7
2010	2,700	1,100	2,600	0.263	3.7
2015	2,825	1,150	2,725	0.275	3.7
2020	2,950	1,200	2,850	0.288	3.7
2025	3,000	1,300	3,075	0.306	3.6
2030	3,050	1,400	3,300	0.324	3.6
*Average Daily Flows do not include estimated I/I flows.					

Average Daily and Peak Factors for the sanitary sewer flows were calculated using the MCES methods for sewer high flow design. The assumptions made using this method are 75 gallons/day per resident, and 25 gallons/day per employee for calculating Average Daily Flows (Column 4). No infiltration and inflow volumes are accounted for in daily usages. The Peak Factor (Column 5) is a multiplier of the Average Daily Flows to indicate how much the daily flows could increase at any given time of the day for a short duration. Sewer Peaks commonly occur in the early morning and evening when residents prepare and/or return from daily activities.

The City of Osseo does not have any high flow generators that produce more than 50,000 gallons per day effluent or produce flows greater than 5% of the total flow produced by the City.

System Evaluation and Proposed Improvements

Future redevelopment and land use changes may require sewer pipe upsizing; however, the City of Osseo's business and residential properties are currently adequately served with the existing sewer system.

Osseo has identified sewer segments throughout the City that will require improvements in the future. The proposed future improvements to the sewer collection system is illustrated in the Sanitary Sewer appendices, Figure 6.2.

Through previous sewer televising programs, the City has identified the sewer piping from the intersection of 6th Street NE and 1st Avenue NE to where the sewer line meets 4th Avenue NE (west to east alignment) as a priority for system improvements. Deficiencies have been identified in these pipe segments such as:

-
1. The existing pipe material has been identified as corrugated metal pipe that is in poor condition with excessive corrosion, excessive leakage, and continual collection of debris, reducing the pipe capacities that require more frequent cleaning intervals. Debris collection in the pipes could be attributed to the corrugations in the pipes themselves.
 2. No easement and lack of legal access to manholes and/or the pipes themselves if a failure occurs, which would require excavations for repair. The sewer lines serve the majority of the northwest portion of Osseo that flows into the Central Lift Station, any failures in these lines would require immediate corrective actions (requiring access) to prevent system back-ups in multiple upstream businesses and residences that account for approximately one-quarter of the City wastewater flows.

Due to the deficiencies identified in the above mentioned sewer pipe segments, the City of Osseo has developed two corrective measures to reduce I/I system impacts and the lack of legal access to the existing utilities.

Because realignment of these pipes will not be feasible until the reconstruction of County Road 30 (CSAH 30) occurs, the City has prioritized these pipe segments to receive Cure-In-Place Pipe (CIPP) lining. Lining these sewer pipes would reduce the I/I flows into the wastewater system and decrease the relative roughness of the pipe material; increasing self-cleaning velocities of the wastewater and reducing the collection of debris within the pipes.

An interior pipe lining in these pipe segments would immediately increase capacity and reduce I/I, however, the lining does not improve the lack of legal access to the system. The City of Osseo, in cooperation with Hennepin County, would prefer to realign the sewer collection network in this area. A preliminary plan consists of abandoning the CMP sewer lines from 6th Street NE and 1st Avenue NE to 4th Avenue NE, aligned west to east, and reroute the wastewater from 1st Avenue NE along CSAH 30 to 4th Avenue NE.

It is in Osseo's best interests to make system realignment improvements in conjunction with CSAH 30 improvements. Preliminary scheduling for the sewer system improvement is undetermined at this time because the County's improvement schedule of CSAH 30 is unavailable.

The proposed Inflow & Infiltration Study for the City of Osseo will further indicate system deficiencies and an implementation program for corrective actions and system improvements.

Inflow and Infiltration Study and Reduction Plan

Infiltration and Inflow (I/I) cause the wastewater flow rates in the sewer collection system to increase during wet weather conditions significantly above the dry weather flow rates. Excessive peak flows and greater wastewater volumes result in sanitary sewer overflows when the conveyance, storage, and treatment capacities of the system are exceeded. The increased average daily and peak flows from I/I increases the costs associated with the conveyance and treatment system such as; the need to upsize the sewer pipe from increased design flows from I/I, more frequent lift station pump cycle times which require more maintenance and decrease life expectancy of the pumps, and valuable wastewater treatment plant capacities that may otherwise be used for new sewer connections. The increased sewer flows from I/I ultimately affects the rates businesses and residents pay to operate and maintain these facilities.

The first step for the City I/I reduction is to conduct sewer flow monitoring during a period of time and collect flow rate data. The City will install flow monitors throughout the sanitary sewer system. The City of Osseo proposes to start the sewer flow analysis in the spring of 2008. Sewer flow data will be collected during “dry periods,” times of no significant precipitation from storm events, seasonal flows, and “wet periods,” periods of time when precipitation, rain events, occur that will produce increased sanitary sewer flows. In general, comparisons between “dry” period wastewater flows and “wet” period wastewater flow conditions will allow the City to identify the extent of sewer infiltration of clean water.

The current sanitary sewer system layout for the City of Osseo is generally divided into two (2) flow districts: a northern district and a southern district. Figure 6.3 in Sanitary appendices illustrates these districts. All sewer, besides the ISD #279 sewer flows, for the City is conveyed into the Central Lift Station along 2nd Street NE. The manhole located at the intersection of 2nd Street NE and 4th Avenue NE is the base point for wastewater collection from these two sewer districts before the wastewater enters into the Central Lift Station and then pumped into the MCES interceptor for treatment.

Installing wastewater flow monitors in the manhole, mentioned above, would be the first step for flow data collection. I/I data comparisons at this manhole between “dry” and “wet” flow conditions could then isolate the impacts from I/I between the northern and southern sewer districts and provide preliminary indication of the extent of I/I impacts on the entire sewer system.

Once the higher I/I impacted district (either the northern or southern) is identified, the City would then conduct further flow analysis of sanitary sewer segments to then isolate specific sewer lines for improvement.

Following the I/I Study, data collected would be analyzed to identify defective locations in the City’s sanitary sewer system. After defective locations are located, a prioritization and

implementation program will be devised for corrective actions to be taken per defective location. Improvements would be financed with the City's Capital Improvement Program (CIP).

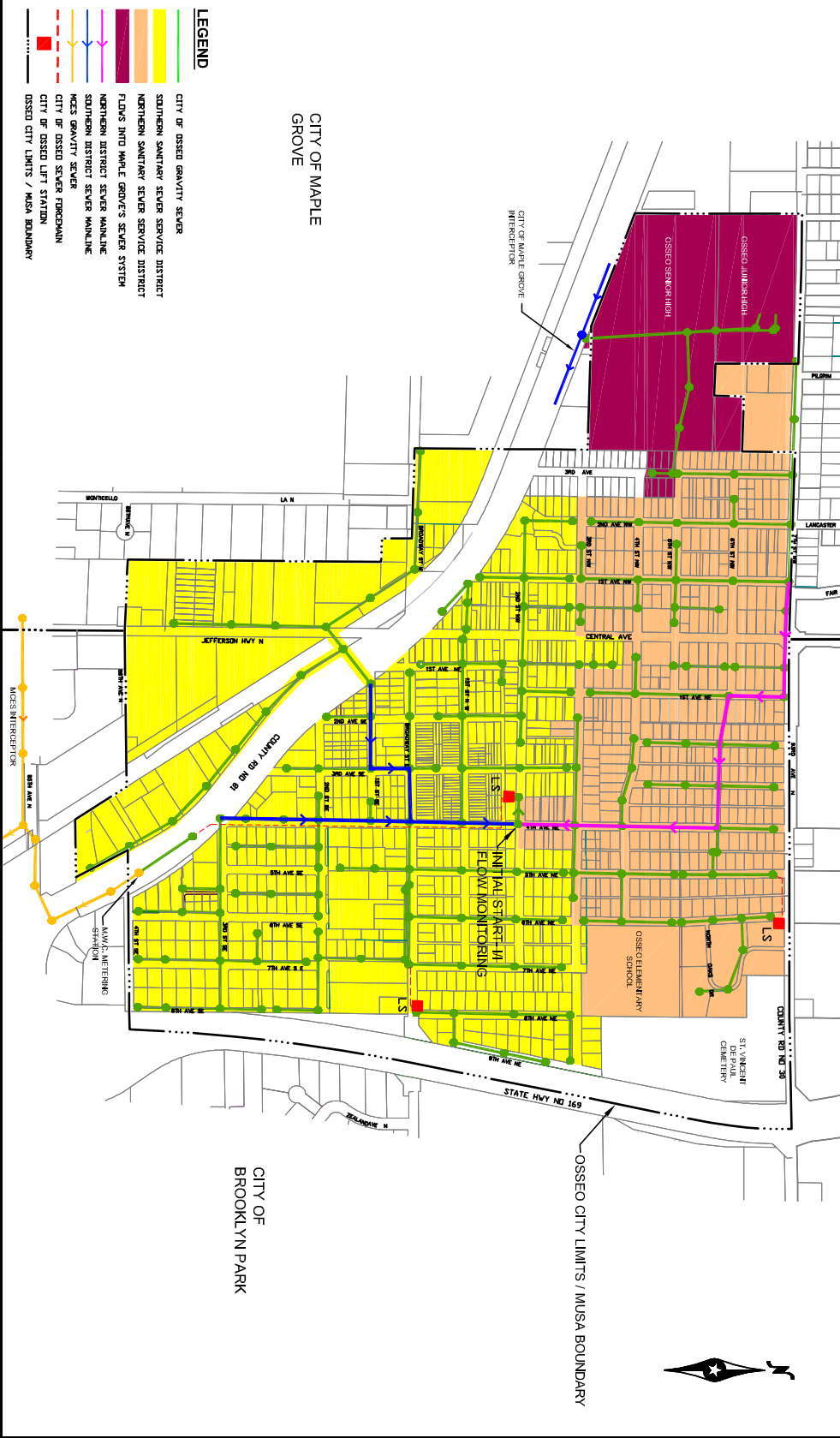
The City of Osseo's comprehensive I/I flow reduction plan also includes the following:

1. Comprehensive sewer televising program which includes recording and identification of I/I defects such as pipe joint failures, broken or cracked pipes, and/or root intrusions in the sewer pipes. A plan for prioritizing the identified defects that require maintenance upgrading will consist of methods such as:
 - Manhole to manhole lining such as cure-in-place pipe, slip lining;
 - pipe bursting;
 - spot repairs;
 - dig and replace; and
 - root removal.
2. Scheduled inspections of existing manholes to identify defects such as faulty manhole covers, manhole barrel joint infiltration, pipe connections, etc. Manhole defects from I/I would be corrected as follows:
 - Interior coating, grouting, or spin-casting techniques;
 - interior lining;
 - replacement of manholes; and
 - raise or replace non-sealing covers, more importantly, in areas prone to flooding or adjacent to drainage passages.
3. Individual house inspections of the exterior or interior of residential homes. Inspections would include identifying connections to the sanitary sewer service from roof, sump, foundation, and/or yard drains that are considered illegal by the City. Corrective action would be taken by the City by contacting residents, explaining to residents of illegal connections the adverse affects of the said illegal connections, and the proper actions required for residents to correct the defects and reduce I/I.
4. Smoke testing of sewer lines to locate areas of I/I. Smoke testing involves blowing, a non-toxic, odorless smoke into the sewer lines. Points of infiltration could then be identified where the smoke exits the ground or other point sources from roof leaders to yard drains.

Following the sanitary sewer infiltration corrections, the City of Osseo should have significantly reduced the I/I effects and meet the Metropolitan Council Goals for I/I reduction. However, consistent monitoring of the corrections should be conducted to ensure appropriate actions were taken and to identify any additional or future I/I reduction locations.

The City of Osseo is currently assessed a \$25,000 per year I/I charge by MCES. In accordance with MCES policy, the City of Osseo will invest at least this amount into its I/I Study and Reduction Plan, in lieu of paying the assessed MCES I/I charge.

The unnecessary treatment of clean water entering into the sanitary sewer system caused during and after rainfall events is an additional financial burden to the City that is ultimately passed onto businesses and residents. It is in the City's best interest to work with the Metropolitan Council to prioritize and upgrade the sewer network to reduce the I/I impacts.



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CITY OF OSSEO, MINNESOTA
SANITARY SEWER SERVICE DISTRICTS
COMPREHENSIVE SANITARY SEWER PLAN

JANUARY, 2007

FIGURE 6.3

7 Water Supply System

Introduction

The Water Supply and Distribution Plan has been prepared for the City of Osseo to assess the capability of the system to provide safe, reliable drinking water and meet current and future water demands.

In addition to meeting the needs of the community, this plan has been prepared to fulfill the Minnesota Department of Health, State mandates administered by the Metropolitan Council, and the Minnesota Department of Natural Resources requirements of an effective water supply plan.

State law requires every municipality with a public water supply system to review, update, and submit a Water Supply Plan, in conjunction with the Local Comprehensive Plan, at a minimum, once every 10 years. Municipalities serving more than 1,000 people are also required to submit the emergency and conservation plan to the Department of Natural Resources (Mn/DNR).

The City of Osseo previously completed a Water Supply Plan that was approved March 31, 1997. The plan identifies goals, requirements, and implementation actions for the City's water supply and distribution and water conservation techniques. The City of Osseo has also completed the Department of Natural Resources Water Supply Plan Template based on available City data. This plan is currently on file with the DNR and Metropolitan Council.

Community Setting

The City of Osseo is located approximately ten miles northwest of Minneapolis, Minnesota, in Hennepin County. It is also within the Metropolitan Urban Service Area (MUSA) established by the Metropolitan Council. The City of Osseo's population is currently 2,459 residents. The City limit boundaries can best be described as County State Aid Highway (CSAH) 30 to the North, U.S. State Highway 169, to the East, and CSAH 81 to the South. The City limit boundary does, however, cross over Highway 81 where much of Osseo's manufacturing and light industrial facilities are located. The area north of CSAH

81 generally consists of residential homes, businesses, and ISD #279. Osseo provides a full range of services such as schools, fire, police, sanitary, storm water, and water supply services to its citizens and property owners. The projected growth of the population is as follows:

Table 7.1

Year	Employment	Population
2007	2,550	2,459
2010	2,700	2,600
2015	2,825	2,725
2020	2,950	2,850
2025	3,000	3,075
2030	3,050	3,300
Source: Metropolitan Council, 2007		

The City of Osseo is currently fully developed to its existing municipal boundaries, with no future annexations anticipated, due to the emergence of Maple Grove to the west, and Brooklyn Park to the east. According to the 2005 Census Bureau, Maple Grove has a population of 58,420 residents and Brooklyn Park has a population of 70,997 residents.

Water System Goals and Policies

Water System Goal #1 - Provide residents and businesses with affordable potable water that is safe and of high quality.

1. Safe and high quality water must meet or exceed all federal and state safe drinking water standards.
2. Inform residents of seasonal maintenance procedures that may affect water quality.

Water System Goal #2 - Provide a low-maintenance, efficient water system that supplies the long-term needs of residents and businesses.

1. Establish assessment rates, fees, and connection charges to ensure that redevelopment pays for any new connections or upsizing of the system.
2. Operate and maintain the system to ensure the long-term function of the system is attained.
3. Provide a cost-efficient design for any water system replacements.

Water System Goal #3 - Provide adequate water supply and pressure for residents and businesses.

1. Design upgrades and construct water system improvements that meet demands for sufficient fire protection for the entire community.
2. Conduct hydrant flow tests.
3. Provide a minimal hydrostatic pressure of 50 psi.
4. Work with residents to find solutions for low water pressure occurrences.

Water System Goal #4 - Continue working with adjacent communities to provide an efficient water service to residents.

1. Provide an adequate water supply during emergency situations.
2. Continue to monitor system and provide analysis to adjacent communities to identify possible system upgrades.

Water System Goal #5 - Provide water service for redevelopment areas in a planned manner by constructing new mains for upsizing (if demand requires).

1. Pursue reconstruction of Central Avenue in order to upsize water mains for improved service to existing businesses as well as for future, higher-density redevelopment.

Water System Goal #6 - Promote water conservation and sustainability by reducing water demand, improving efficiency of the existing system, and reducing the waste of water.

1. Review and conform to the Water Emergency and Conservation Plan.
2. Inform customers of individual water conservation practices.
3. Implement a water conservation program that helps residents and businesses with alternative ideas to decrease water demands. (i.e., low flow fixtures and toilets)

Water System Goal # 7 - Protect the groundwater supply from contamination.

1. Require all future development to hook up to the City's water system.
2. Implement MPCA policies and regulations for underground storage tanks.
3. Implement a well head protection plan.

Development and Existing Facilities

The existing water supply and distribution system provides service to all residences and businesses within the City of Osseo municipal boundaries. The City is fully developed and located entirely within the Metropolitan Urban Service Area (MUSA). Any future development within the City will be considered redevelopment of existing facilities.

The Osseo community is presently served with a potable water supply from the City of Maple Grove through community watermain interconnections. Previous water supply and storage facilities were provided by the City of Osseo to its residents and businesses. However, due to increased regulation standards of the Clean Drinking Water Act and the economic implications from system upgrades and annual maintenance of the facilities, it was more feasible and in the City's best interests, to attain water from Maple Grove. The previous City water supply (two municipal wells) and storage facilities (two elevated water tanks) have been decommissioned.

Wells

Osseo's water distribution system was constructed in 1915. The initial water supply consisted of two elevated storage tanks and two wells. The municipal wells were as follows:

- Well No. 1 is located near City Hall, in Boerboom Park. Well No. 1 was drilled in 1958 replacing the "old" Village Hall well that was sealed at that time. Well No. 1 was cased with a 16" diameter casing to a depth of 230' below the surface. The well was developed through 20' of 12" screening that rested on the sedimentary rock. The geological unit supplying the water was glacial drift. Well production was 630 gpm against a pressure of 51 psi.
- Well No. 2 is located in the industrial area near the old City Jail (SW corner of Jefferson Highway and CSAH 81). Well No. 2 was installed in 1945 and was cased to a depth of 240' below ground with a 12" diameter casing. The well was developed through 20' of screening and supplying water from glacial drift.

Treatment was given to the well water before entering into the water supply with chlorine and polyphosphate. Both municipal wells have been decommissioned and sealed in accordance to wellhead protection standards to protect the drift aquifer from which both wells drew from.

Water Storage

The City of Osseo has two elevated storage tanks. The first storage tank was constructed in 1915 along with the initial system and has a 50,000 gallon capacity. The storage tank is located at 4th Street NW and Central Avenue. The second storage tank was constructed in 1962 with a design storage capacity of 250,000 gallons and is located on 86th Avenue North near the Burlington Northern Railroad. Both elevated storage tanks were abandoned

once the Maple Grove interconnections were in place to serve the community with water. Additional information regarding the capacity of Osseo's water supply is included in the Osseo Water Emergency and Conservation Plan, attached Water Supply System appendices, and the City of Maple Grove Water Emergency and Conservation Plan.

Distribution System

The water distribution system operates with approximately 58,500 lineal feet of piping. Watermain pipes range in size from 4 to 10 inches in diameter. The location of existing facilities (abandoned) and /or watermain pipe locations with pipe diameters (color coded) are illustrated in the attached Water Supply System appendices, Figure 7.1. All watermain pipe material from the original water distribution system is believed to be composed of cast iron pipe (CIP).

Interconnections

The City of Osseo is served with a water supply from the City of Maple Grove. Two community interconnections exist between Maple Grove and Osseo as well as one community interconnection with the City of Brooklyn Park that is not in use.

1. The first Maple Grove-Osseo interconnection is located along 7th Street NW (CSAH 30) at the intersection with Revere Lane North. The pressure reducing station receives one (1) 12" diameter watermain from Maple Grove.
2. The second Maple Grove-Osseo interconnect is located along Broadway Street W near the Osseo municipal boundary. At this location a pressure reducing station receives one (1) 16" diameter watermain supply from Maple Grove.
3. The third Osseo watermain interconnect is located along 85th Avenue North with the City of Brooklyn Park. A pressure reducing station receives one (1) 12" diameter watermain from Brooklyn Park. This interconnect is no longer in service with the City of Osseo.

The two Osseo community interconnections with Maple Grove provide an adequate supply of a potable water service to the entire community.

With the City of Maple Grove supplying the entire City water needs and the limited expansion expected within the City, no significant changes to the current system are anticipated by 2030. However, the City recognizes its need to monitor and maintain its current water supply system. The City of Osseo conducts routine maintenance of its distribution system and has conducted major improvements to the water supply and distribution system in the past 30 years, including abandoning previous municipal water supply facilities and conducting system upgrades with the community interconnections.

Recent Improvements

In 2002, the City made water distribution improvements to City water pressure by installing a 10" watermain from the Osseo-Maple Grove interconnection, located along Broadway Street W to the Burlington Northern Railroad, then south to Jefferson Highway, connecting to the existing watermain. In 2003, the City's watermain improvements consisted of completing the 2002 improvements of constructing the Osseo-Maple Grove interconnection. These sequenced distribution improvements increased the existing Osseo water supply and community water pressure throughout the system.

Water Supply System Evaluation

Future redevelopment and land use enhancements may require watermain pipe upsizing; however, the City of Osseo's business and residential properties are currently adequately served with the existing water supply and distribution system.

Osseo has identified a watermain segment in the City that will require improvements in the future. The proposed future improvements to the water distribution system are illustrated in the Water Supply appendices, Figure 7.2.

With the future redevelopment of the Central Avenue corridor; the City has identified the need to improve the watermain beneath the roadway.

Other proposed water distribution projects will consist of increasing system circulation along CSAH 30. 8" watermain pipes are proposed to be installed between the adjacent streets, furthermore increasing the ability of the water to circulate and reduce the occurrence of water stagnation.

8 Transportation Plan

Introduction

The purpose of Osseo's Transportation Plan is to identify existing and future transportation needs, identify the transportation system needed to sustain future redevelopment, and define the implementation process for necessary improvements.

Since the City of Osseo is fully developed with limited expansion and the transportation network is established; the network is not likely to see any major changes by 2030. Osseo's fully developed transportation network does not diminish the importance of continually monitoring the system to ensure the system performs efficiently. The Transportation Plan will provide the framework for decisions regarding the nature of roadway infrastructure improvements necessary to achieve safety and higher levels of service for vehicular traffic on the existing and future roadway system. This plan includes established local goals, policies, standards, and guidelines to implement future roadway network and transit needs that will be coordinated with county, regional, and state plans for the transportation system.

Existing System

Traffic Analysis Zones (TAZs)

The Metropolitan Council's Regional Transportation Policy Plan addresses need to provide services for the regions growing population that demands more transportation options. The region is broken up into traffic analysis zones. A requirement of the comprehensive plan is for the City to incorporate its allocation of future growth to the City's traffic analysis zone.

Osseo has four (4) traffic analysis zones (TAZ). Table 8.1 below shows forecast population, household and employment for each TAZ in Osseo. Figure 8.1 shows the relationship between the four (4) TAZs and the City's future land use plan.

Table 8.1: Traffic Analysis Zones in Osseo (Projections relative to Osseo)

TAZ	2000			2010			2020			2030		
	Pop	HH	Emp	Pop	HH	Emp	Pop	HH	Emp	Pop	HH	Emp
770	0	0	385	0	0	500	0	0	540	0	0	580
771	2,106	849	710	2,230	904	920	2,435	990	1090	2,550	1,020	1115
772	328	186	1,042	370	196	1080	415	210	1100	750	380	1125
773	0	0	175	0	0	200	0	0	220	0	0	230
Total	2,434	1,035	2,312	2,600	1,100	2,700	2,850	1,200	2,950	3,300	1,400	3,050

Figure 8-1: Traffic Analysis Zones Map for Osseo



Roadways

The existing roadway functional classification system of the City of Osseo is illustrated in Figure 8.1 of the Transportation Chapter appendices. Several metropolitan highways provide Osseo with access to the Twin Cities located to the south, or to greater Minnesota in the north. These regional roadways include CSAH 30 to the north, CSAH 81 to the southwest, and U.S. Trunk Highway 169 along the easterly edge of the City. These three roadways essentially encompass Osseo and closely coincide with the City's municipal boundaries. However, a portion of the City extends south of CSAH 81, along Jefferson Highway, where much of the Osseo industrial districts are located.

The Major Collector within the City is Central Avenue/Jefferson Highway. Central Avenue/Jefferson Highway serves as the primary roadway providing a north-south link between CSAH 30 and CSAH 81 and as the service route for the associated commercial and industrial businesses located along this corridor. The City currently has three (3) signalized intersections at the following locations:

- Central Avenue and CSAH 81 – County responsibility;
- Central Avenue and 3rd Street – City responsibility; and
- Central Avenue and CSAH 30 (7th Street North) – County responsibility.

Businesses along Central Avenue are primarily retail in nature, which demand on-street parking in front of stores as well as off-street parking. While expansion of the roadway, including additional driving lanes, would improve the level of service along the corridor for vehicles, the negative impacts would be unacceptable to the City of Osseo and incompatible with the City's future vision and guiding principles for downtown. Negative impacts could include eliminating on-street parking in front of downtown stores, reducing sidewalk areas for businesses and pedestrians, and the aesthetic impacts to the adjacent properties.

Roadway Functional Classification System

A major element of this transportation plan involves the review of the roadway functional classification designations within the community. The designated functional classification of a roadway is determined by the role it exhibits in servicing trip generators through the overall network, local and metropolitan communities. Roadway functional classification is the process by which streets and highways are identified and grouped according to the character of service that the roadways are intended to provide. The roadway functional classification system is typically composed of five (5) major roadway classifications: Principal Arterials, Minor Arterials, Major Collectors, Minor Collectors, and Local Roadways. The existing roadway functional classification for the City of Osseo is illustrated in the Transportation Chapter appendices, Figure 8.1.

The intent of a roadway functional classification system is to create a hierarchy of roads that collect and distribute vehicular traffic from residential properties to the metropolitan

highway system. Primarily, Principal Arterials should consist of roadways that have a high level of mobility and low levels of access points. Furthermore, Principal Arterial roadways generally have the ability to accommodate large Average Daily Traffic (ADT) volumes with high vehicular traffic speeds. However, the inverse relationship between a roadway's ability to have high levels of land use access and lower levels of mobility, commonly have lower ADT levels, vehicular speeds, and are generally classified as Local Roadways. All of the remaining roadway functional classifications defined in the system provide varying levels of mobility and accessibility.

Principal Arterials

Principal Arterials are the highest roadway functional classification and are considered part of the Metropolitan Highway System. The purpose of Principal Arterial roadways is to connect and serve large trip generators between the business districts of Minneapolis and St. Paul with other regional business concentrations in the metropolitan area. Principal Arterials also serve trip generators from the Twin Cities to areas outside of the metropolitan region.

Principal Arterials are generally constructed as limited-access freeways, multi-lane divided highways or expressways. Principal Arterials' limited access help promote higher vehicular mobility with increased vehicular speeds.

The City of Osseo has one Principal Arterial roadway, U.S. Trunk Highway 169, which is adjacent to the City's eastern border. TH 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. TH 169 serves transportation needs ranging from movement of agricultural goods from the south to access of the recreational opportunities in Northern Minnesota.

Minor Arterials

Minor Arterials are the second highest classification in the roadway functional classification system. Minor Arterials are generally more local in nature but emphasize mobility over access. Minor Arterials connect cities with adjacent communities and to Principal Arterials. Major businesses, industries, and other traffic generators are often located along these roadway corridors. In the metropolitan region, Minor Arterials are divided into two classes: A-Minor and B-Minor Arterials. The City of Osseo has no B-Minor Arterials designated within or adjacent to the community.

A-Minor Arterials

The Metropolitan Council has identified minor arterials that are of regional importance due to the level of service they provide in conjunction with the regional transportation network. Thereby, A-Minor Arterials are divided into four sub-classifications: Reliever, Expander, Connector, and Augmenter. The City of Osseo has two adjacent A-Minor Arterials roadways with the following sub-classifications:

- **C.S.A.H. 30** – County State Aid Highway 30 is an A-Minor Arterial Roadway – Reliever. A reliever roadway provides direct relief for metropolitan traffic with an ‘open up’ capacity for traffic congestion from principal arterials. CSAH 30 provides a connection from west-east traffic generations and serves as a primary interconnection between Maple Grove, Osseo, and Brooklyn Park.
- **C.S.A.H. 81**- County State Aid Highway 81 is an A-Minor Arterial Roadway – Expander. An expander roadway connects developing areas outside of the Interstate 494/694 ring “beltway” with the principal arterials. CSAH 81 provides a northwest connection for traffic between Maple Grove, Osseo, and Brooklyn Park and separates the industrial districts in the south and the residential/businesses districts north of CSAH 81.

Class-I (Major Collectors)

Class I collectors are major collectors that serve shorter trips and provide access from neighborhoods to the arterial system. Major collectors supplement the arterial system by emphasizing mobility over land access. Jefferson Highway/Central Avenue is classified as a Major Collector in the City of Osseo. A majority of Osseo’s business, commercial, and industrial properties are located adjacent to Jefferson Highway/Central Avenue.

Local Roadways

Local roadways provide access from private property to major collectors and minor arterials. All roadways under the jurisdiction of the City of Osseo, other than Jefferson Highway/Central Avenue, are classified as Local Roadways within the City of Osseo. The City plans maintenance to these roadways through its Capital Improvement Plan.

Roadway Capacity

Table 8.2 - Roadway Facility Types and Capacities - identifies various roadway types with corresponding estimated daily capacities that a given roadway can accommodate based on its design. A capacity deficiency occurs when existing or future traffic volumes reach or exceed the design capacity of the roadway creating traffic congestion.

Table 8.2: Roadway Facility Types and Capacities

Roadway Facility Type	Daily Capacity
Minor Collector Street	1,000 - 6,000
Urban 2-Lane	7,500 - 12,000
Urban 3-Lane or 2-Lane Divided	12,000 - 18,000
Urban 4-Lane Undivided	Up to 20,000
Urban 4-Lane Divided	28,000 to 40,000
4-Lane Freeway	Up to 70,000

Once a roadway has been identified according to the appropriate Functional Classification Facility Type, and the Average Daily Traffic (ADT) volumes of the existing roadway are determined; the Level of Service (LOS) can then be assigned for a particular roadway segment. Roadway Level of Service is used to assign a value to the level of congestion and efficiency of the roadway. The LOS is determined by the ratio of the actual roadway volume to the established capacity. In general, the higher the traffic volume over the designed volume, a lower LOS value will be assigned. There are six (6) values of LOS. The LOS is defined in Table 8.3 as follows:

Table 8.3: Roadway Levels of Service

Level of Service (L.O.S.)	Volume to Capacity Ratio (V/C)
A	0.00 - 0.35
B	0.36 - 0.49
C	0.50 - 0.74
D	0.75 - 0.89
E	0.90 - 0.99
F	> 1.00
Source: Based on Highway Capacity Manual	

Generally, the City of Osseo should consider capacity improvements of roadways with a LOS – D or worse, and volume-to-capacity ratios over 0.75 during the peak hours

Access Management Guidelines

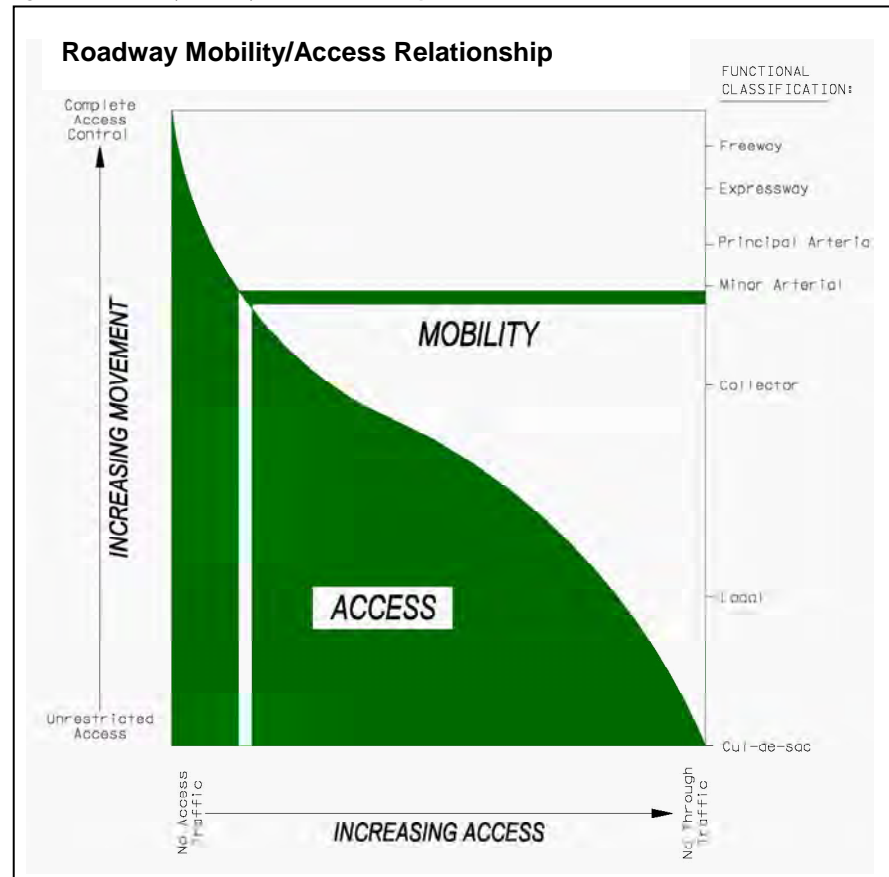
Access management guidelines are developed to maintain traffic flow on the network so each roadway can provide its functional duties while providing adequate access for private properties to the transportation network. This harmonization of access and mobility is the keystone to effective access management.

Mobility, as defined for this Transportation Plan, is the ability to move people, goods, and services via a transportation system component from one place to another. The degree of mobility depends on a number of factors, including the ability of the roadway system to perform its functional duty, the capacity of the roadway, and the operational level of service on the roadway system.

Access, as applied to the roadway system in Osseo, is the relationship between local land use and the transportation system. There is an inverse relationship between the amount of access provided and the ability to move through-traffic on a roadway. As higher levels of access are provided, the ability to move traffic is reduced. Figure 8.2, illustrates the relationship between access and mobility.

Each access location (i.e. driveway and/or intersection) creates a potential point of conflict between vehicles moving through an area and vehicles entering and exiting the roadway. These conflicts can result from the slowing effects of merging and weaving that takes place

Figure 8.2: Roadway Mobility/Access Relationship



as vehicles accelerate from a stop turning onto the roadway, or deceleration to make a turn to leave the roadway. At signalized intersections, the potential for conflicts between vehicles is increased, because through-vehicles are required to stop at the signals. If the amount of traffic moving through an area on the roadway is high and/or the speed of traffic on the roadway is high, the number and nature of vehicle conflicts are also increased.

Accordingly, the safe speed of a road, the ability to move traffic on that road, and safe access to cross streets and properties adjacent to the roadway all diminish as the number of access points increase along a specific segment of roadway. Because of these effects, there must be a balance between the level of access provided and the desired function of the roadway.

In Osseo, access standards and spacing guidelines are recommended as a strategy to effectively manage existing ingress/egress onto City streets and to provide access controls for redevelopment. The proposed access standards (driveway dimensions) are based on Minnesota Department of Transportation (Mn/DOT) State-Aid design standards. It should be noted that the City of Osseo has access authority for those roadways under their jurisdiction. Likewise, Hennepin County has access authority for roadways under their jurisdiction. To further the relationship of access and mobility throughout Osseo, the City supports managing access consistent with the roadway mobility and access

relationship figure above and supports the access spacing guidelines of the County. Tables 8.4 and 8.5 below present the proposed access standards and access spacing for the Osseo roadway network. Please refer to Hennepin County's minimum access spacing guidelines identified in their current Transportation Plan.

Table 8.4: Roadway Access Guidelines

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

Table 8.5: Access Spacing Guidelines for Collector Roadways in Osseo (1)

Type of Access	Major Collector (2)	Minor Collector (3)
Private Residential	Not Permitted	As Needed
Private Commercial/Industrial	As Needed	As Needed
Minimum Corner Clearance from a Collector Street	50'	50'
(1) These guidelines apply to City streets only. Hennepin County has access authority for roadways under their jurisdiction. Please refer to Hennepin County's minimum access spacing guidelines identified in their current Transportation Plan.		
(2) 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.		
(3) 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.		

Geometric Design Standards

Geometric design standards are directly related to a roadway's functional classification and the amount of traffic that the roadway is designed to carry. For the City of Osseo, geometric design standards would be adopted from Mn/DOT Standards. Design standards would be developed to achieve adequate capacity within the roadway network, as well as a level of acceptance by adjacent land uses, given the constraints associated with the existing roadways surroundings.

Design Speed

The design speed of a roadway is directly related to the roadway's function in the roadway system. The function of Major Collectors is balanced between mobility and accessibility;

therefore these roadways should be designed accordingly. The function of local streets within the City of Osseo is to prioritize accessibility over mobility. Table 8.6 below presents the recommended design speed for the Osseo roadway network:

Table 8.6: Roadway Design Speed Guidelines

Functional Classification	Design Speed (1)
Minor Collector Street / Local Street	30 mph
Major Collector Roadway	35 – 40 mph
(1) At the discretion of the City Engineer for City roadways, with approval by the City Council.	

Roadway Width

Roadway and travel lane widths are directly associated with a roadway's ability to carry vehicular traffic. On Major Collector roadway a 12' lane is required for each direction of travel. The 24' total travel width is needed to accommodate anticipated two-way traffic volumes without delay. In addition to the travel width, minimum shoulder/parking lane widths are also required to accommodate parked or stalled vehicles. Roadway widths not meeting the City of Osseo Design Standards will result in decreased performance of the particular roadway and additional travel demand on the adjacent roadway network components. For example, a sub-standard Major Collector roadway may result in additional travel demand on an adjacent Local street resulting in an overburden for adjacent landowners. Due to the varying right-of-way widths presently in Osseo; with fully developed private properties containing existing structures adjacent to the roadways, roadway widths of 12' will be prioritized in design and safety requirements followed by shoulder and parking stall widths. The City has identified adequate existing right-of-way widths for multiple roadway segments throughout the City that have the ability to accommodate future roadway improvements. Each roadway reconstruction project will be analyzed per each specific project.

Sidewalks and Trails

Sidewalks and/or trails are recommended to be located adjacent to all roadways within Osseo to accommodate pedestrian and other non-motorized movement in a safe manner, separate from vehicular traffic. The existing sidewalk and trail system in Osseo is not fully developed, with some streets lacking sidewalks on one or both sides of the curb. The level of service is inadequate for a compact pedestrian-friendly community that Osseo strives to be.

Right-of-Way Width

Right-of-way width is directly related to the roadway's width and its ability to carry vehicular and pedestrian traffic in a safe and efficient manner. Right-of-way widths greater than 66' may be required on Major Collector roadways within commercial areas to accommodate the potential for higher traffic volumes and the need for additional through or turning

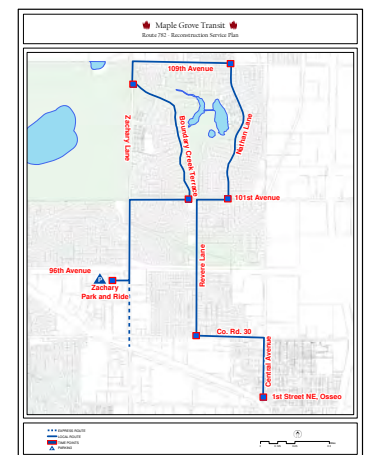
All right-of-way requirements may be increased at the discretion of the City Engineer, with approval by the City Council. Please refer to Hennepin County's right-of-way requirements for county roads in their current Transportation Plan. The City should obtain identified local and county right-of-way through any proposed redevelopment process to accommodate long-term roadway and sidewalk/trail needs.

Roadway jurisdiction directly relates to functional classification of roadways. Generally, roadways with higher mobility functions (such as arterials) should fall under the jurisdiction of a regional level of government. In recognizing these roadways serve greater areas resulting in longer trips and higher volumes, jurisdiction of Principal Arterial and Minor Arterial roadways should fall under the jurisdiction of the state and county, respectively. Similarly, roadways with more emphasis on local circulation and access (such as collectors) should fall under the jurisdiction of the local government unit. These roadways serve more localized areas and result in shorter trip lengths and lower volumes. Major Collector roadways should fall under the jurisdiction of the City of Osseo. In the City of Osseo community or adjacent to, three jurisdictions have responsibility for the overall road network. State of Minnesota is responsible for Trunk Highway 169. Hennepin County is responsible for CSAH 30 and 81. The City of Osseo is responsible for all remaining roadways within the city limits.

Osseo is within the Metropolitan Transit Taxing District. Osseo is within Market Area II. Service options for Market Area II include regular-route locals, all-day expresses, small vehicle circulators, special needs paratransit (ADA, seniors), and ridesharing.

The closest park and ride facility is at Zachary Lane 96th Avenue in Maple Grove that is served by Maple Grove Transit.

Figure 8.3 Transit Routes Serving Osseo



the northwest metro. The rapid transit line will most likely share the freight rail with Burlington Northern Santa Fe (BNSF). If the transit line does not go through Osseo, the City will work with Metro Transit in order to ensure efficient access to the transit line via feeder bus system. The Bottineau Boulevard Corridor is identified in the Metropolitan Council's 2004 Transportation Policy Plan as a "Tier One" corridor.

Existing Transportation System Evaluation

The existing transportation system within the City of Osseo currently provides a sufficient transportation service within the City. However, analysis indicates vehicular trip generations outside of the City of Osseo along adjacent County and State Roadways have a low Level of Service ratio.

Existing Traffic Volumes and Capacity Issues

The existing traffic volumes within the area collected from the Minnesota Department of transportation and Hennepin County. Existing traffic ADT's are illustrated in the Transportation Chapter appendices, Figure 8.2 – 2006 and 2007 Average Daily Traffic Volumes. Volume to Capacity analysis (Levels of Service –LOS) of the average daily traffic volumes indicates Central/Jefferson Highway and surrounding roadways in the Osseo community are currently operating at a near congested, or a congested level. Additional data reflecting the current LOS's is available within Appendix C – City of Osseo Traffic Count Information. Current LOS ratio's as follows:

Level of Service C – Periodically Congested

- CSAH 81 – West of Central Ave. /Jefferson Hwy.
- CSAH 81 – East of Central Ave. /Jefferson Hwy.

Level of Service D&E – Near Congested

- Jefferson Highway - southern City Limits to CSAH 81
- Central Avenue – 4th Ave. North to 7th Ave. North

Level of Service F – Congested

- State Highway 169
- CSAH 30 – East of Central Ave. /Jefferson Hwy.
- CSAH 30 – West of Central Ave. /Jefferson Hwy.
- Central Avenue – CSAH 81 to 4th Ave. North

Safety and Mobility

An analysis of the existing transportation system in Osseo was completed and included evaluating crash records for accident trends, the types of accidents most commonly occurring, and where accident trends may exist. Mn/DOT's Traffic Impact Study (TIS)

database provided crash data for study area roadways according to location and severity (whether the crash involved property damage, injury, or a fatality).

In the five-year time period from the beginning of the year 2002 through the end of 2006, there were 208 crashes reported on the roadway study segments within the City of Osseo. Locations with the highest accident frequency were at the intersections of County and City Roads; such as CSAH 81 and Central Avenue and the intersection of CSAH 30 and Central Avenue.

Of the 208 crashes, 17 included injuries, 44 had possible injuries, and 147 involved property damage only. Rear end crashes represented 26% of the crashes, and 32% were right angle crashes.

The CSAH 81 roadway segment (within Osseo city limits) experienced the highest number of crashes, 69 total crashes, followed by the intersection of Central Avenue and CSAH 30, with a reported 30 incidences of vehicular traffic accidents from 2002 to 2006.

Utilizing the existing traffic volumes in combination with the summary of reported crashes over the past five years indicates a numerical assessment level of average vehicular crash rates; thereby determining the safety level of a particular roadway facility. The crash rate is determined by the average annual daily traffic over the five-year period, the crashes reported, and the length of the roadway segment of study. The crash rate is expressed in units of crashes per million vehicle-miles traveled.

The Crash Rate for the CSAH 81 study segment, (roadway segment within Osseo city limits) and the intersection of Osseo city streets indicates that this segment had an overall Crash Rating of 1.50 Hundred Million Vehicle-Miles (HMVM). The average Crash Rating for a CSAH roadway in the State of Minnesota is 2.20.

The Crash Rate for intersections studied utilized the existing traffic volumes in combination with the summary of reported crashes over the past five years and average daily traffic volumes entering the intersection of study. The average daily traffic entering into an intersection is calculated by adding all of the ADT for each intersection leg and then dividing by two. This assumes the directional split of the roadway for the average day is fifty-fifty.

Intersection crash ratings analysis indicates the intersection of CSAH 30 and Central Avenue had the highest rating with an overall Crash Rating for a signalized intersection with a high volume – low speed roadway facility of 0.77. The average Crash Rate for a signalized intersection in the state of Minnesota is 0.80.

The City of Osseo has, and will continue, to prioritize traffic and pedestrian safety. The City has previously worked in conjunction with Hennepin County to make traffic safety improvements. The service roads on both sides of CSAH 81 have been improved to limit the availability for local vehicular street traffic to access the County Road. Besides vehicular

safety, the City should consider improvements for safe pedestrian crossing of dangerous intersections, such as County Roads 30 and 81 at Central Avenue with future roadway improvements.

Jurisdictional Issues

Currently no apparent jurisdictional issues have been presented to the City of Osseo, and it's City Council. It is assumed, at this time, that existing jurisdictional responsibilities of City, County, or State roadways would remain the same in the future as the roadways currently are in present day, respective authorities.

Relevant City Transportation Issues

To date, the City of Osseo has identified a few traffic issues within the jurisdiction of the City, requiring a solution to the problems. Central Avenue, from CSAH 81 to CSAH 30, has been, and will continue to be, the area of traffic emphasis in terms of identifying and resolving City traffic congestion. Current Central Avenue traffic issues as follows:

- a) The Central Avenue serves as a route of regional significance, currently accommodating approximately 12,000 vehicles per day, most of which is non-local traffic. Because Central Avenue is a city street, the City of Osseo wholly owns, operates, and maintains this roadway at its own expense, but to the benefit of the region.
- b) Peak hour traffic along Central Avenue congests the corridor. While expansion of the roadway from a two-lane facility to a four-lane facility would increase its capacity; the expansion would have negative impacts. Negative impacts such as: eliminating parking, reduced sidewalk areas for businesses and pedestrians, and aesthetic impacts, would not be acceptable to the City of Osseo and are incompatible with its vision and guiding principles.
- c) Improvements to the CSAH 30 intersection. Mentioned above, in the current safety traffic analysis, this intersection had three times the number of traffic accident events in comparison to the next highest intersection of reported accidents. Improvements would require communication and cooperation with Hennepin County.

Future Transportation System Plan

The transportation system in Osseo is generally considered fully developed. Future roadway improvements will primarily be the reconstruction of the aging roadways. As reconstruction occurs, it will be important for the City to reconstruct and improve the roadway system consistent with the recommended standards when applicable.

Forecasted Traffic Volumes & Capacity Needs

In the City of Osseo, there are a number of roadways that function as minor collector

roadways even though they have not been officially designated as such. Generally, these roadways serve residential areas that are fully developed with structures, fifty-plus years of age with land use patterns that are not expected to significantly change. Proposed land use pattern changes will, if adopted by the City, coincide primarily with the land use pattern changes proposed by the City's Redevelopment Master Plan (2007). In general, land use changes are proposed for the Central Avenue business district and relatively no other significant changes to the remainder of the City.

Proposed land use changes reflect an increased population density near Central Avenue. Accordingly, higher population density correlates to higher traffic volumes and the City of Osseo will need to find solutions to the Central Avenue traffic congestion problems. For purposes of analyzing traffic volumes on local Osseo roadways, existing traffic volumes were projected to increase 10-percent by the year 2030. This 10-percent increase accounts for changes in travel behavior associated with increased annual vehicle miles traveled. Traffic volume growths for county and state routes generally reflect a minimum of 2-percent growth per year.

It is recommended to keep in mind; the 2-percent growth factor applied to the existing ADT when calculating the future ADT volumes for CSAH 30, is to be considered a minimum growth factor. However, the applied growth factor is still considered to be moderate in nature. The anticipated completion of the TH 610 improvement project along TH 169 (tentatively scheduled to be complete within the next ten years), located in Brooklyn Park, will likely reduce existing traffic congestion on CSAH 30, lowering traffic volumes, and furthermore increasing traffic mobility. However, a considerable amount of development is anticipated immediately north of CSAH 30, within Brooklyn Park. An increase of traffic volumes will result from this development.

Future traffic volumes are illustrated in the Transportation Chapter appendices, Figure 8.3 - Projected 2030 Daily Traffic Volumes.

The forecasted average annual daily travel demands approach or exceed daily capacities on several corridors. See Figure 8.5 - Level of Service Analysis - in the Transportation Chapter appendices. Based on 2030 traffic projections, the following roadways are anticipated to be periodically congested, near congested, or congested:

Level of Service D & E – Near Congested

- Jefferson Highway from the south City limits to north, CSAH 81

Level of Service F – Congested

- CSAH 81 - West of Central Ave. / Jefferson Highway
- CSAH 81 - East of Central Ave. / Jefferson Highway
- Trunk Highway 169

-
- CSAH 30 - East of Central Ave. / Jefferson Highway
 - CSAH 30 - West of Central Ave. / Jefferson Highway
 - Central Avenue from CSAH 81 to CSAH 30

Capacity improvements are recommended on any roadway with a future level of service of D, E, or F, as defined in the roadway capacity discussion within the Transportation System Principals and Standards section. Roadways identified above as near congested (having a volume to capacity ratio between 0.75 and 1) or congested (having a volume to capacity ratio greater than 1) are recommended to be monitored and programmed for capacity improvements when necessary. Roadways that are periodically congested (having a volume to capacity ratio between 0.5 and 0.75) are generally identified as providing an acceptable level of service.

Future Roadway Improvement & Safety Needs

Recent activity by Osseo's City Council passed Resolution No. 2007-16 approving Hennepin County's preliminary plan layout for the reconstruction of CSAH 81, referenced as Hennepin County Improvement Project No. CP-0226. As part of the current proposed layout of the CSAH 81 improvement project, additional safety and mobility of the CSAH 81 corridor will be increased by limiting access points. The planned future transitway in the Bottineau Boulevard corridor is also part of the CSAH 81 improvement project.

Future improvements are anticipated along CSAH 30. In cooperation with Hennepin County, the City of Osseo would like to increase traffic and pedestrian safety along this corridor.

The City of Osseo will continue to seek funding for a long-term roadway improvement along the Central Avenue corridor. The most desirable improvement will be to maintain the viability of Osseo's historic downtown while accommodating the regional traffic and pedestrian safety.

It is important with all future improvements (County Roads 30 and 81, Bottineau Boulevard Transitway, and the development of a park and ride facility) to ensure the safety of the pedestrian. In any case, safe, clearly articulated pedestrian crossings of County Road 81 and Jefferson Avenue are needed and should be planned for.

The City will continue to work with Hennepin County to explore opportunities to create a more direct road connection between downtown Osseo and those Osseo and Maple Grove properties along Broadway Street W/89th Avenue North that are south of CSAH 81, which would replace the existing Broadway Street W intersection with CSAH 81. One potential alternative would be to extend 3rd Street NW to the west from 2nd Avenue NW to a new intersection with CSAH 81 as shown in Figure 8.4. In addition to providing a connection to Broadway Street W and 89th Avenue North properties, this alternative would also provide a more direct connection to the Osseo Senior & Junior High Schools from the west and south, via CSAH 81, and would substantially reduce school-related bus

and automobile traffic on Osseo's residential streets. Public road right-of-way for 3rd Street NW exists west of 2nd Avenue NW to the City's border but public right-of-way does not exist between the City's border and a connection to CSAH 81, land which is located in Maple Grove. The precise location of a new intersection with CSAH 81 would need to be consistent with the County's access spacing requirements and a future intersection on the south side of CSAH 81.

The City of Osseo will work with the City of Brooklyn Park and MnDOT in improving the existing at-grade intersection of TH 169 and 93rd Avenue N to avoid impacts to St. Vincent DePaul Cemetery. Tentative time for potential improvements is 2011-2015.

Sidewalks and Trails

To increase current levels of the existing multi-modal services provided by the City Osseo to its residents and the adjacent communities; the City proposes a safe pedestrian walking

Figure 8.4: Osseo Pedestrian and Bikeway Plan-

Streets designated with a walking/bike route will over time include boulevard tree plantings, striping for bike lanes, benches, pedestrian-scaled street lighting, and sustainable storm water collection.



and biking loop to allow residents to enjoy the outdoors, as well as provide safe access their parks, public open spaces, community gateways, schools, employment, shopping, and to regional trails safely and conveniently. On streets designated for improvements as a bike/pedestrian route, the City should investigate ways to incorporate boulevard tree plantings, striping for bike lanes, benches, pedestrian-scaled street lighting, and sustainable storm water collection. The walking/biking loop will connect Osseo to the trails along Central Avenue leading to the North Hennepin Regional Trail and will connect directly to the Crystal-Robbinsdale Regional Trail. These sidewalk and trail improvements will further enhance the level of service provided to pedestrians and would coincide with future multi-modal opportunities along CSAH 81.

Functional Classification Needs

Figure 8.4 in the Transportation Chapter appendices – Future Roadway Functional Classification - identifies the long-term vision for the classification of roadways based on the function they serve within the City of Osseo. The City proposes no changes to the existing roadway classifications within its boundaries.

Street Design

The design of streets in Osseo is critical to providing public streets that are convenient, safe, efficient, and encourage environmental sustainability, pedestrian mobility and support downtown redevelopment. The City will use the Osseo Redevelopment Master Plan, which established a system of streetscape types and describes the City's desired enhancements to these streets depending upon their type, to guide future streetscape improvements. The goals of these enhancements is to:

- Create strong pedestrian activity within the downtown district by calming traffic and creating a more comfortable pedestrian-oriented zone along Central Avenue and within the immediate surrounding blocks
- Establish a network of Green Streets throughout the community to connect civic and institutional uses, single-family residential neighborhoods and downtown and provide a recreational loop for walkers and recreational uses.
- Develop a unique street encompassing the civic center area to provide a range of outdoor gathering opportunities.

Pedestrian-scaled lighting and proper illumination levels of sidewalk and street surfaces are critical to attract people to the area. Currently, Central Avenue has appropriate lighting, but many of the side streets leading to the downtown core are lacking comfortable illumination levels. The addition of lighting on these streets will assist patrons parking in rear lots by providing a safe and secure environment to walk to Central Avenue storefronts. Street trees play a critical role in providing shade for pedestrians and when placed in the boulevard provide an added level of separation between automobiles and pedestrians.

However, street trees should be placed in areas on streets where the trees will not conflict with the commercial storefront signage.

Signage is another critical component to streetscape. A logical and attractive way-finding system is vital for downtown businesses and can add tremendous character to the district. Clearly identifiable signage to and from public parking lots is very important. Also, aggregation of street elements, especially regulatory signage, can help keep the appearance of the street clean and free of “signage clutter.” Additional components such as benches, trash receptacles, bike racks, newspaper dispensers, and other pedestrian supportive elements can add to an attractive streetscape environment.

Aviation

The City of Osseo’s role in the provision of air transportation in the metropolitan area is to ensure that structures of significant height are in compliance with the Federal Aviation Administration (FAA) requirements. There is no aviation facility within the City of Osseo Limits.

The Crystal Airport is located within the communities of Crystal, Brooklyn Center, and Brooklyn Park. Crystal Airport consists of 433 acres and is one of seven publicly owned airports in the Metropolitan Airports Commission (MAC) system. The City of Osseo is not within the Crystal Airport’s influence area and therefore is not directly impacted by the airports operations and development. Use of this airport has been declining significantly over the past few years. MAC is reviewing the airports long-term comprehensive plan and sustainability with the previous decline of use; therefore, no existing or future impacts from the airport are forecasted that may otherwise affect the City of Osseo.

Federal Regulation Title 14, Part 77 establishes standards and notification requirements for objects affecting navigable airspace. This notification serves as the basis for evaluating the effect of the construction or alteration on operating procedures, determining the potential hazardous effect of the construction and/or alteration on air navigation, identifying mitigation measures to enhance safe air navigation and charting of new objects, thus preventing or minimizing the adverse to the safe and efficient use of navigable airspace.

According to both Federal Aviation Administration (FAA) and Minnesota Department of Transportation (MnDOT) Aeronautics safety standards requires any person/organization whom intends to sponsor any of the following construction or alterations to notify the Administrator of the FAA when:

- Any construction or alteration exceeding 200 feet above ground level.
- Any construction or alteration:
 - Within 20,000 feet of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway

more than 3,200 feet in length.

- Within 10,000 feet of the public use or military airport which exceeds 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 feet.
- Within 5,000 feet of a public use heliport which exceeds a 25:1 surface.
- Any highway, railroad, or other traverse way who's prescribed adjusted height would exceed the above-mentioned standards.
- When requested by the FAA.
- Located on public use airport of heliport regardless of height of location.

The FAA requires the FAA Form 7460-1, "Notice of Proposed Construction or Alteration," under code of federal regulations, Title 14, Part 77.13, to be filed for any of the above mentioned construction scenarios. These forms must be submitted 30 days before alteration/construction begins or the construction permit is filed, whichever is earlier.

Planned Transit Support Facilities

The City supports and has been planning for a park and ride facility, to be located in conjunction with the future Bottineau Boulevard Rapid Transit (BRT)/(LRT) Corridor. The facility would likely include a multi-story parking ramp with supportive commercial mixed-use redevelopment consisting of office and retail, creating a transit station hub off of County Road 81 and Central/Jefferson Highway area---conceptually known as Osseo Station.

Figure 8.5 Potential Osseo Station Area



The facility would serve south bound commuters traveling to Minneapolis. The transit should be located in an area that will best complement downtown Osseo as well as attract the most riders. The concept of Osseo Station is not included in the current Metropolitan Council Transportation Policy Plan.

Issues surrounding potential road connection changes between downtown Osseo and Osseo properties along Broadway Street W south of CSAH 81, including the potential realignment of the intersection of Broadway Street W and Jefferson Highway, pedestrian crossing, and safety improvements for CSAH 81 and the BNSF railroad tracks will require further exploration with Metro Transit.

Transportation Goals and Policies

The City of Osseo has established the following goals and policies 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.

Policies:

1. Work with Hennepin County, Metropolitan Council, MN DOT and adjacent communities to help identify and resolve congested traffic areas that would improve mobility of local traffic and regional traffic
2. Support restricted access to Arterial Roadways to increase traffic mobility, higher levels of service and reduce traffic accidents.
3. Explore opportunities, such as extending 3rd Street NW, to create a more direct road connection between downtown Osseo and those Osseo and Maple Grove properties along Broadway Avenue W that are south of County Road 81, which would replace the existing Broadway Avenue W intersection with County Road 81.

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

Policies:

1. 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.
2. Promote access to off-street parking areas from local streets and alleys rather than collector streets.
3. Develop roadway design measures to reduce cut-through traffic in residential

areas by utilizing traffic calming measures and green buffers, such as 4th Avenue SE following access reduction to County Road 81.

4. Collaborate with Hennepin County to ensure that the reconstruction of the County Road 81 roadway is designed to support commercial land uses, existing and planned, along County Road 81 as well as the Central Avenue downtown district.
5. Consider the impact of future growth and redevelopment projections into the design and reconstruction of the transportation system.

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

Policies:

1. Evaluate the critical dimensions of the side streets reaching east and west of Central Avenue for their capacity to accommodate on-street diagonal parking, streetscaping, sidewalks, trails and other public amenities within the public right-of-way.
2. 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.
3. Improve and expand the system of sidewalks, striped bike lanes and multi-use trails, particularly as streets are reconstructed and redevelopment occurs.
4. Develop pedestrian/bike route streets to also serve as buffers between disparate land uses, particularly between downtown .
5. Work with Hennepin County to provide safe pedestrian crossings on arterial roadways at controlled intersections to support walking/biking access to transit, downtown businesses, and regional trails.
6. Provide appropriate signage along areas of conflict between pedestrians/bicyclists and automobile traffic.
7. Explore the potential to remove frontage roads along County Road 81 as part of redevelopment on the north and south sides of the highway.

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

Policies:

1. Promote expansion of non-automobile and/or integrated transportation modes that provide regional travel options for people and reduce roadway congestion, including transit, park & ride facilities, carpooling, biking and walking.

-
2. Work with Hennepin County and Metro Transit to explore the potential for locating a transit park & ride facility in conjunction with BRT or LRT in the Bottineau Boulevard transitway corridor.

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

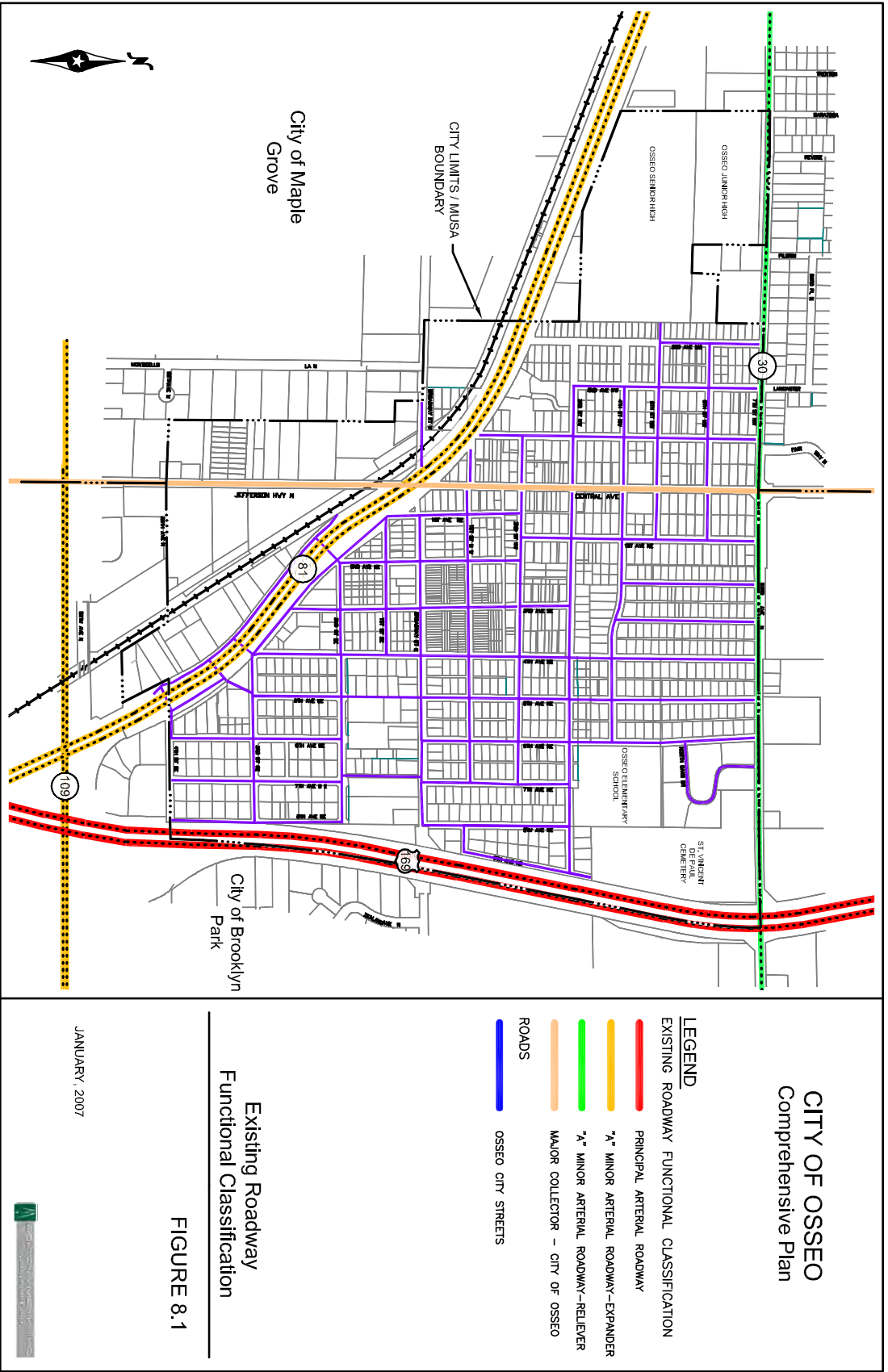
Policies:

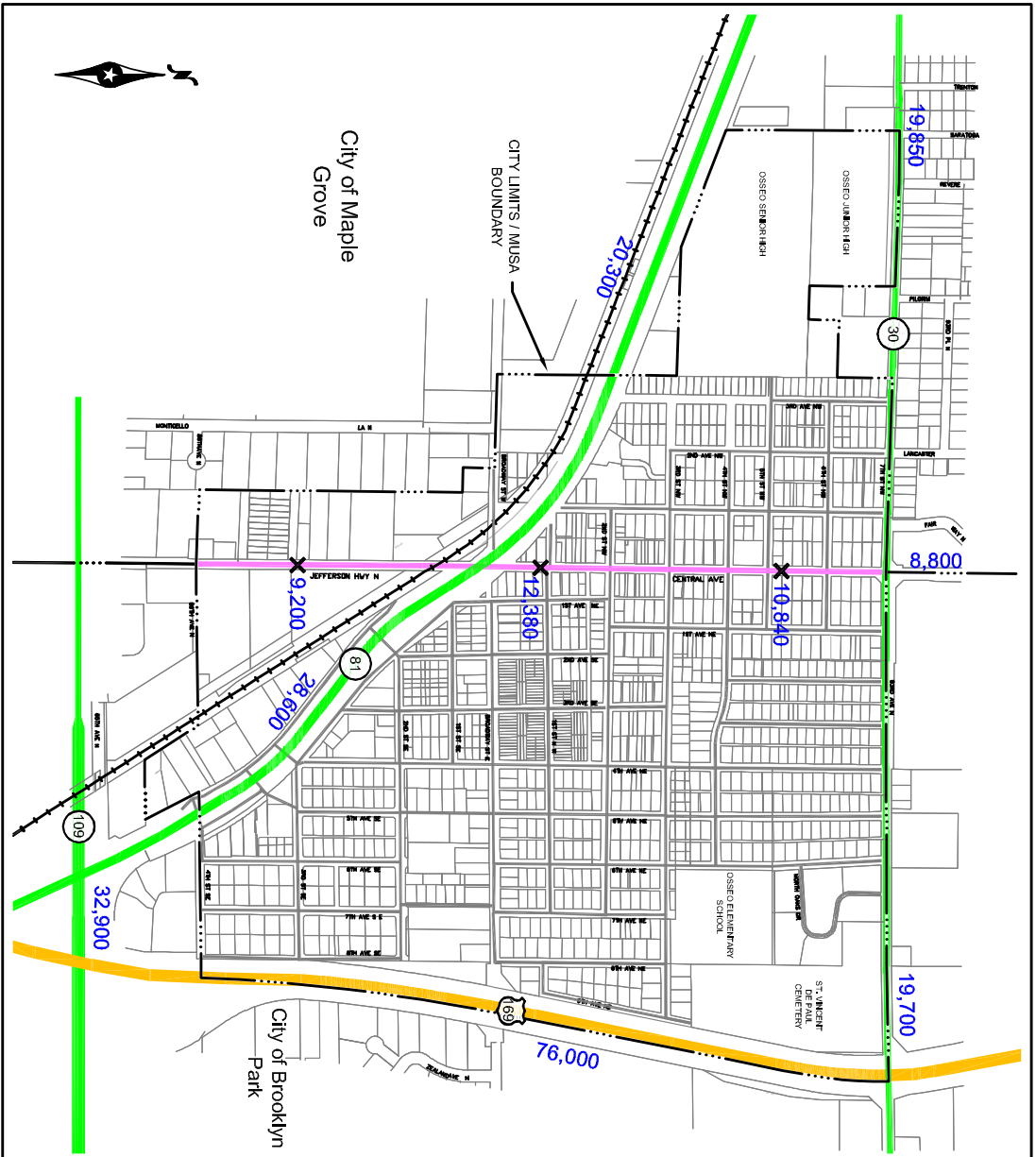
1. Utilize innovative storm water retention techniques in the construction of new sidewalks, trails and reconstructed local streets.
2. Work with Hennepin County to identify environmentally sustainable corridor landscape plantings and innovative storm water treatment techniques in association with the design and reconstruction of County Road 81.

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

Policies:

1. City should establish procedures for informing the FAA and MN Department of Transportation of any proposals for structures over 200 feet in height.
2. The City should establish or maintain Codes that limit any construction or alteration exceeding 200 feet above ground level.





CITY OF OSSEO Comprehensive Plan

LEGEND

- U.S. TRUNK HIGHWAY
- HENNEPIN COUNTY ROAD
- CENTRAL AVENUE/JEFFERSON HIGHWAY
(OSSEO CITY STREET)
- OSSEO CITY STREET

- ROADS
- 1000 PROJECTED 2030 AVERAGE DAILY TRAFFIC VOLUMES
- X TRAFFIC COUNTER LOCATION

Projected 2030 Daily Traffic Volumes

FIGURE 8.3

JANUARY, 2007

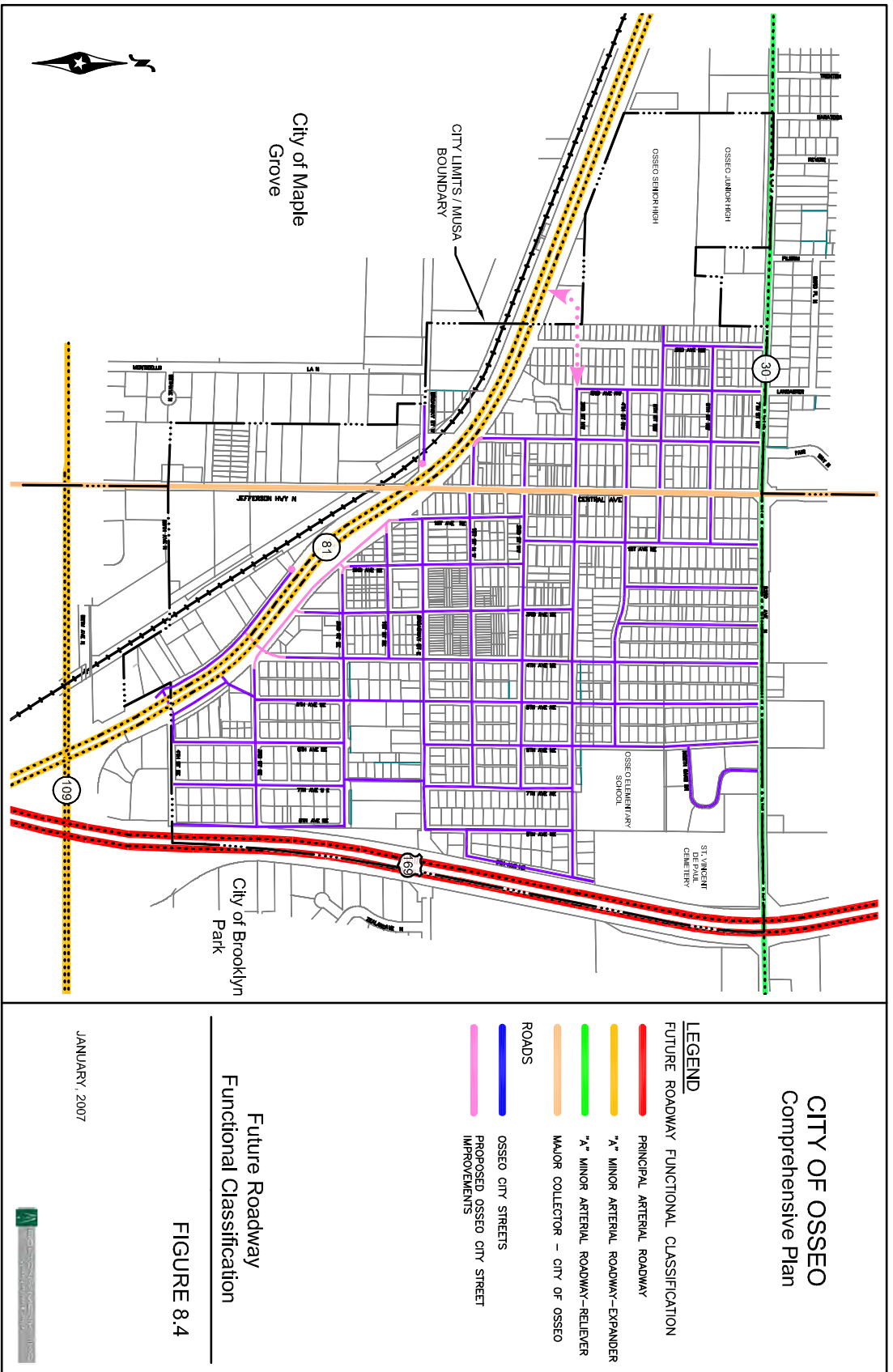


Figure 8.5 Level of Service Analysis

City of Osseo Traffic Count Information - Level of Service

ROADWAY			EXISTING CHARACTERISTICS					2030 PROJECTIONS			
Route	Route Description	Future Functional Class	Design Type	Roadway Capacity	2006 Volume	2007 Volume	Existing V/C Ratio (LOS)	*2030 Volume	**2030 Volume	***2030 Volume	Future V/C Ratio (LOS)
Hwy 169	From 109th to CSAH 81	Principal Arterial	U4	40,000	56,000		1.40	76,000			1.90
CSAH 81	West of Central	Minor Arterial	U4	36,000		18,150	0.50		47,540		1.32
	East of Central	Minor Arterial	U4	36,000		22,800	0.63		60,340		1.68
CSAH 30	West of Central	Minor Arterial	U2	12,000		12,600	1.05		19,850		1.65
	East of Central	Minor Arterial	U2	12,000		12,500	1.04		19,700		1.64
Central / Jefferson Highway	86th Ave. North to CSAH 81	Major Collector	C2	10,000 (1)	8,350		0.84			9,185	0.92
	CSAH 81 to 4th Street NW	Major Collector	C2	10,000 (1)	11,250		1.13			12,380	1.24
	4th Street NW to 7th Street NW	Major Collector	C2	10,000 (1)	9,850		0.99			10,840	1.08

U4 = Urban Four Lane Divided

U2 = Urban Two Lane

C2 = Urban Two Lane Collector

(1) = Daily Facility Capacity Range from 7,500 to 12,000

Please refer to Osseo Transportation Facility Capacity Ranges in report, Table 8.1

Source: MnDOT and Hennepin County

	Periodically Congested, V/C = 0.50 to 0.74, LOS C
	Near Congested, V/C = 0.75 to 1.00, LOS D & E
	Congested, V/C > 1.00, LOS F

* Assumed 1% Growth Per Year

** Assumed 2% Growth Per Year

*** Assumed 10% Growth

9 Surface Water Management

Overview

The City of Osseo's 2008 Storm Water Management Plan (SWMP) has been prepared as an update to the current Storm Water Management Plan (1999) and to address additional performance requirements of the recently updated Shingle Creek and West Mississippi Watershed Management Commissions' Second Generation Watershed Management Plan (WMP), which was approved by the MN Board of Water and Soil Resources in 2004. The intent of this updated SWMP is adoption by the City Council with references to Second Generation WMP Rules, as amended. The SWMP meets all applicable regulations specific to the State of Minnesota, including Minnesota Statutes 103B and Minnesota Rule 8410, and the Metropolitan Council requirements for local surface water management plans.

The City will utilize the SWMP, our accompanying rules, and existing and new ordinances as the basis for managing wetlands, surface, storm, flood, and groundwater within Osseo's municipal boundary.

The final draft of Osseo's updated Comprehensive Plan will reference the 2008 Storm Water Management Plan once it has been approved by the Metropolitan Council and the Shingle Creek and West Mississippi Watershed Management Organizations and adopted by the City Council.

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10 Implementation

Introduction

The City of Osseo's Comprehensive Plan provides long-term guidance for making decisions about the community's future growth, redevelopment, and infrastructure improvements. The Plan's vision, guiding principles, goals, policies, and maps provide direction for solving existing problems and considering future changes in the community. Implementation of the Plan involves the conversion of the goals, policies, and maps into official municipal controls and programs. The Implementation section, like the Plan itself, is a flexible tool and should be amended or adjusted as conditions warrant.

The Osseo Comprehensive Plan will be implemented in a number of ways. Actual implementation of the Plan is accomplished on a daily basis by City personnel and on a regular basis by the decisions that are made by the City Council and the various advisory commissions. Implementation will involve the application and enforcement of existing ordinances, modifications to existing ordinances, adoption of new ordinances, use of a capital improvement program, maintaining and enhancing a housing program, use of public fiscal tools, directives from the City Council, and administrative procedures.

Implementation Roles and Responsibilities

City Council

The City Council is the final authority in the implementation process. The Council has official approval of all municipal plans, ordinances and programs, the authority to earmark funds, and the ability to execute funding agreements with state and federal agencies.

The City Council needs to work closely with all of the advisory commissions in implementing the goals and policies established within the Comprehensive Plan. The Council members and the Mayor have frequent contacts with residents, businesses, and property owners within the community and can contribute to continued public support of adopted policies, ordinances, and programs.

Planning Commission

The Planning Commission plays a key role in all new development and redevelopment decisions. It is important that the Commission's role be closely coordinated with the City Council to ensure continuity between what policies are striving to achieve and what is actually allowed by the City's ordinances and programs.

The Planning Commission is the entity with primary responsibility for the preparation of the Comprehensive Plan. Following adoption of the Plan, two areas of emphasis remain for the Planning Commission. First, it is the role of the Commission to ensure that the City's ordinances are in conformance with the goals and policies of the Plan. Conformance may require periodic updates of the Zoning Ordinance and other sections of the City Code. Secondly, on an ongoing basis, it is the Commission's charge to review all new development and redevelopment proposals, including but not limited to subdivisions, lot splits, rezonings, variances, and site plans for their conformance with the Comprehensive Plan.

Economic Development Authority

The Economic Development Authority (EDA), which was formed in 1995, is charged with encouraging business development and promoting long-term economic growth in the community. The EDA works closely with the City Council on all business-related matters. The EDA reviews major planning, capital improvements, and redevelopment proposals and makes recommendations about the impact of various proposals to the City Council. The EDA plays a major role in shaping the City's participation in specific redevelopment projects and support programs.

Official Controls and Tools

The City's official controls include ordinances, fiscal devices and public programs that are established to carry out the Comprehensive Plan's land use, housing, transportation, public infrastructure, parks & open space goals, and policies.

Ordinances

The City's Ordinances, as established in the City Code, are the primary tools for implementing the Comprehensive Plan's goals and policies and include the following ordinances:

- Zoning Ordinance;
- Property Maintenance Ordinance;
- Floodplain Ordinance; and
- Heritage Preservation Ordinance.

The current (2007) Zoning Ordinance establishes the following zoning districts and minimum lot sizes:

Table 10.1: 2007 Zoning Districts

Zoning District	Minimum Lot Size
R-1 One- and Two-Family Residential District	8,250 square feet (one-family) 10,000 square feet (two-family)
R-2 Multiple-Family Residential District	21,780 square feet
CBD Central Business District	7,200 square feet
C-2 Highway Commercial District	15,000 square feet
M Manufacturing and Industrial District	20,000 square feet

State law requires that zoning regulations be in compliance with the Comprehensive Plan. Following an update or amendment to the Comprehensive Plan, the City has nine (9) months to review and amend its Zoning Ordinance to bring it into compliance with the modified Plan. Typically, cities will undertake a rezoning study following a major update or amendment to its Comprehensive Plan.

The updated and new land use categories and designations that are adopted as part of the 2008 Comprehensive Plan Update suggest a need for amending the City's Zoning Ordinance. The current ordinances will remain generally consistent with the Comprehensive Plan. The new land use categories are more building- or form-based, whereas, the City's current land use categories are more function-based. Likewise, the City's zoning districts will need to be updated to be more form-based, particularly the creation of mixed-use zoning districts for the downtown area.

Fiscal Devices

The City has previously used fiscal tools to support implementation of the Comprehensive Plan goals and policies, particularly tax increment financing (TIF) districts. In order to achieve the community's future vision and its redevelopment goals, the City should evaluate additional fiscal devices, including special service or business improvement districts, alternative types of TIF districts, tax abatement, special assessments, establishment of housing improvement areas, and modifications to its park dedication fees.

Public Programs

The City has established some public programs that strive to improve the downtown business district and other commercial corridors within the City, including: *Architectural Design Guidelines and Storefront Rehabilitation Grant Program for Osseo Business Districts* (2000); *Osseo Redevelopment Master Plan* (2007); and the *Annual Downtown Action Plan* (initiated in late 2007 as a key implementation step of the Osseo Redevelopment Master Plan).

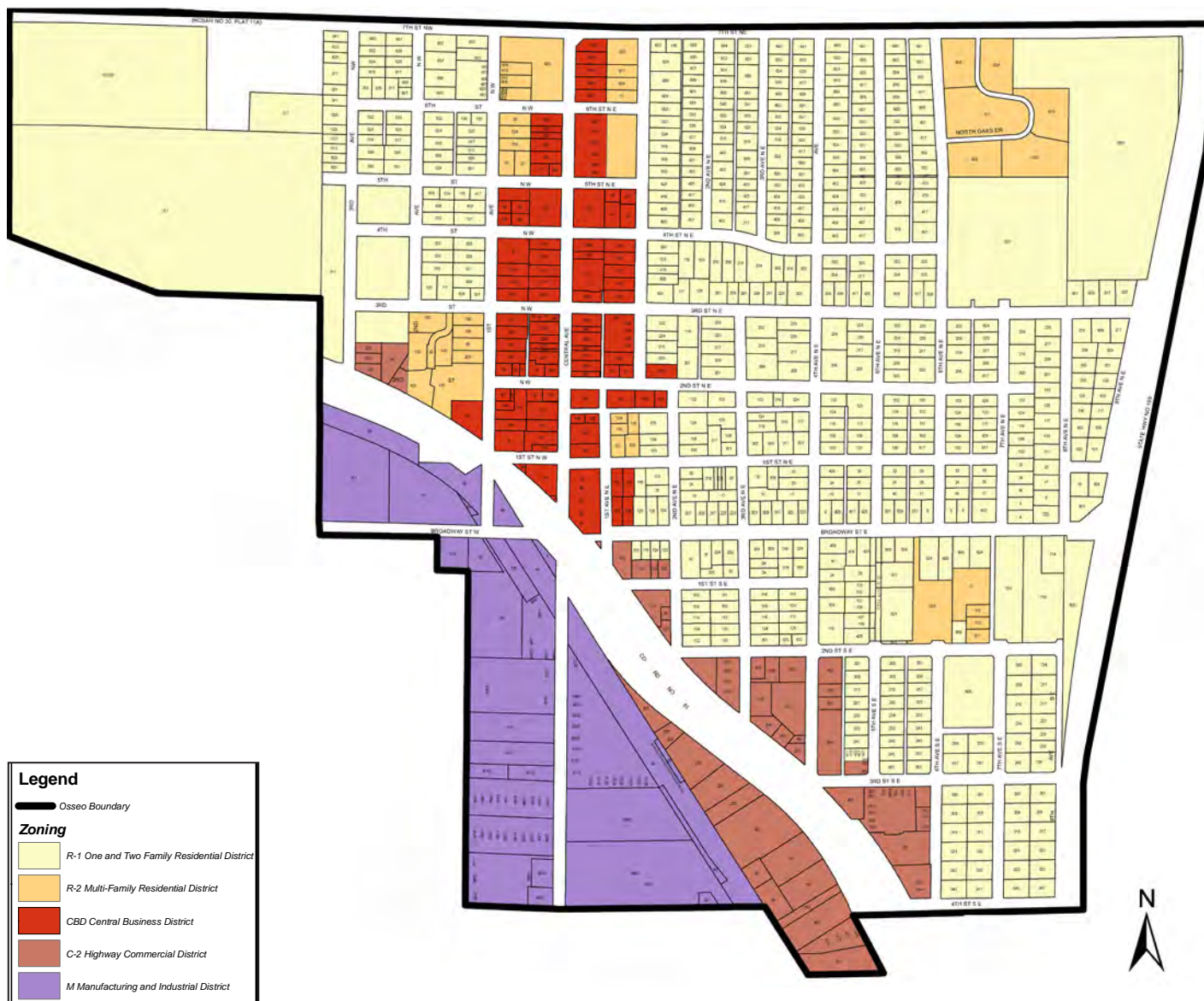


Figure 10.1 Existing Zoning Map (2007)

Capital Improvement Program (CIP)

Capital improvement programming is the multi-year scheduling of public infrastructure improvements. Desired improvements to transportation, sanitary sewer, storm sewer, water supply/distribution, community buildings, parks, trails, and sidewalk systems are typically projected over a five-year period with detailed items being projected during the first two years. In order to be effective, the CIP should be updated annually.

Capital improvements must be made in compliance with the Comprehensive Plan. No capital improvement may be authorized by the City until after the Planning Commission has reviewed the proposed acquisition, disposal, or capital improvement and reported in writing its findings as to compliance of the proposal with the Comprehensive Plan

(M.S. 462.356, Subd. 2). The CIP should not be confused with the annual municipal budget. Capital improvement budgeting identifies those items that are funded during the following fiscal year; whereas, capital improvement programming refers to long-term programming over a five-year period. Capital improvements should not include expenditures for equipment and services that are operating budget items, which should be financed out of current revenues.

Currently, the City of Osseo has a CIP in place for long-term management and investment in municipal equipment but does not have a comprehensive CIP that addresses the full range of municipal systems.

Table 10.2: 5 Year CIP -- This CIP Schedule was derived from the long range financial planning process conducted in 2007 City Administration.

Item	Priority	Estimated Construction \$	Year 1 2010	Year 2 2011	Year 3 2012	Year 4 2013	Year 5 2014
Public Safety							
Acquire Property	A	500,000		200,000	300,000		
Police & Fire Station	A	4,200,000			2,200,000	2,000,000	
Fire Pumper Truck	D	380,000					380,000
TOTAL		5,080,000	0	200,000	2,500,000	2,000,000	380,000
Public Services							
Small Skid Steer Loader	C	35,000		35,000			
Electronic Security	C	15,000			15,000		
Resurface Streets:							
Mill/Overlay 4th&5th NE	C	115,000	115,000				
Mill/Overlay NE Area	C	860,000		860,000			
Resurfacing 8th Ave NE	C	200,000			200,000		
Mill/Overlay SE Area	C	615,000				615,000	
Mill/Overlay CSAH 81	C	195,000					195,000
Frontage Roads							
Mill/Overlay NW area	C	455,000			455,000		
TOTAL		2,490,000	115,000	895,000	670,000	615,000	195,000

Item	Priority	Estimated Construction \$	Year 1 2010	Year 2 2011	Year 3 2012	Year 4 2013	Year 5 2014
City Utilities							
Water System Improvement Plan	A	35,000	35,000				
Storm Sewer System Improvement Plan	A	20,000		20,000			
Trenchless Sewer Rehab (thru private properties in NE area)	B	65,000			65,000		
Sanitary Sewer Rehab of Deteriorated Pipes	C	400,000		100,000	100,000	100,000	100,000
Water Main Improvements	A	100,000		50,000		50,000	
TOTAL		620,000	35,000	170,000	165,000	150,000	100,000
GRAND TOTALS		8,190,000	150,000	1,265,000	3,335,000	2,765,000	675,000

Housing Implementation Programs

The City of Osseo currently has a Home Improvement Program in place that provides funding assistance that is accessible to homeowners for home rehabilitation projects. The City also has a Scattered Site Housing program whereby the City acquires substandard housing sites and assists in redevelopment of these sites with new housing. The City uses its Property Maintenance Ordinance to monitor housing maintenance issues. The City is currently considering potential amendments to the Property Maintenance Ordinance that would be more effective in addressing the City's current concerns with deteriorating housing and properties. In addition, the City works with partners at the county, state, metro and federal levels to promote and support programs that provide housing rehabilitation loans, grants, and services.

The City plans to continue its participation in the Metropolitan Livable Communities Program. Osseo is committed to supporting the development of new affordable housing units to meet the community's share of the regional affordable housing needs projected between now and 2020. Osseo's current Livable Communities Action Plan will expire in 2010 and the City intends to establish a new action plan, or similar level of partnership, with the Metropolitan Council for the 2010-2020 time period. The City will continue to cooperate with the Metro and County HRAs to provide affordable rental and ownership housing units.

Citizen Participation

Citizen participation in the local planning process is a key element in the continued implementation of the comprehensive plan. Open communication should characterize the relationship between city government and local citizens. The expression of public opinion and its subsequent consideration in decision-making are essential ingredients in implementing all public policy issues including the Comprehensive Plan.

Citizen participation was a component of the preparation and adoption of this Comprehensive Plan. In addition, citizen participation was also a major component of the preparation and adoption of the Osseo Redevelopment Master Plan, which was intended to be the foundation for the update of the Comprehensive Plan. Three (3) public open houses and a public hearing were held during 2006 & 2007 to seek citizen participation in establishing the community's long-term vision, guiding principles and feedback on redevelopment scenarios.

The implementation of the Comprehensive Plan also requires a strong citizen participation effort. The community will need to continually re-evaluate the Comprehensive Plan to ensure that it accurately portrays the community's goals for the future.

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Appendix A: Census Data

U.S. Census Data and Charts

The U.S. Census data is updated every ten years with the most recent available data being the 2000 Census. The Census describes many important aspects of Osseo and its population. Unless otherwise noted, the following data and charts come from the 2000 Census.

Figures 1, 2 & 3:	Population Age
Figures 4 & 5:	Population Mobility
Figures 6 & 7:	Household Types
Figures 8 & 9:	Household Size
Figures 10 & 11:	Race
Figures 12 & 13:	Income
Figure 14:	School District Socio-Economic Indicators
Figure 15:	Marital Status
Figures 16 & 17:	Educational Attainment
Figures 18 & 19:	Population in the Labor Force
Figure 20:	Occupations
Figure 21:	Location of Employment for Workers in Osseo
Figures 22 & 23:	Means of Travel to Work
Figure 24:	Number of Vehicles Per Housing Unit
Figure 25:	Travel Time to Work
Figure 26:	Residence of Workers Commuting to Osseo (2000)
Figure 27:	Major Employers in Osseo
Figures 28, 29 & 30:	Housing Type & Tenure Comparisons
Figures 31, 32 & 33:	Year Built/Tenure /Age of Householder Comparisons
Figures 34 & 35:	Housing Type/Tenure/Size/Age of Householder Comparisons
Figures 36 & 37:	Selected Housing Costs as % of Household Income (2000)
Figures 38 & 39:	Gross Rent as % of Household Income (2000)

Population Age

Figure 1 shows that Osseo's median age increased from 1990 to 2000 as a result of population declines in the younger age groups while the older age groups had approximately the same population as in 1990. The largest percentage decline was in the youngest age group (under 5 years old) which declined by 34% from 184 to 121 kids.

Figure 2 shows the distribution of the population among age groups for Osseo, Hennepin County and the Twin Cities metro area. Osseo has a notably larger percentage of senior residents with 21.6% of the population aged 65 years and older than both Hennepin County (11%) and the metro area (9.6%).

Figure 3 shows the age and gender distribution of the 2000 population. While the population is relatively gender balanced, there were more female than male residents in the age groups 55 & older as well as under six years of age.

Figure 1: Age of Population 1990 and 2000

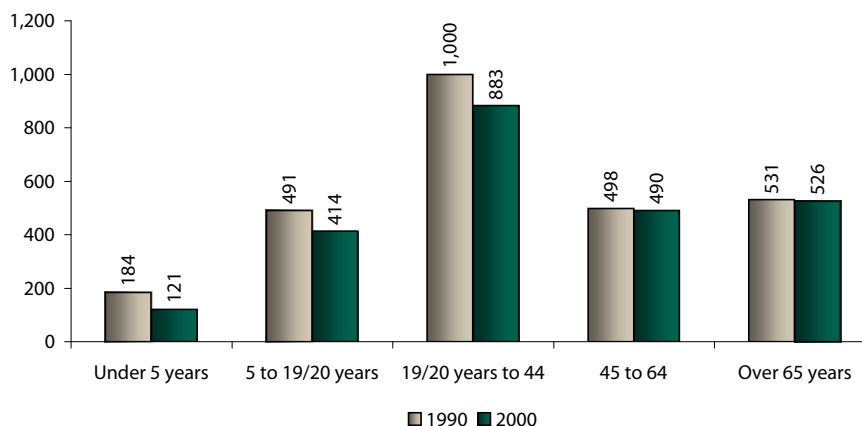


Figure 2: Age Distribution City/County/Region (2000)

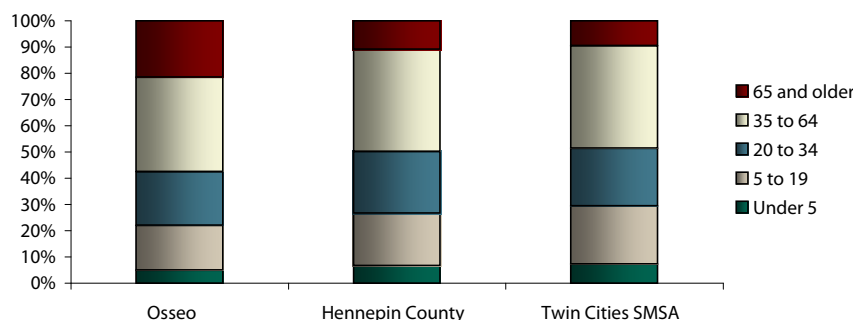


Figure 3: Age and Gender Distribution (2000)

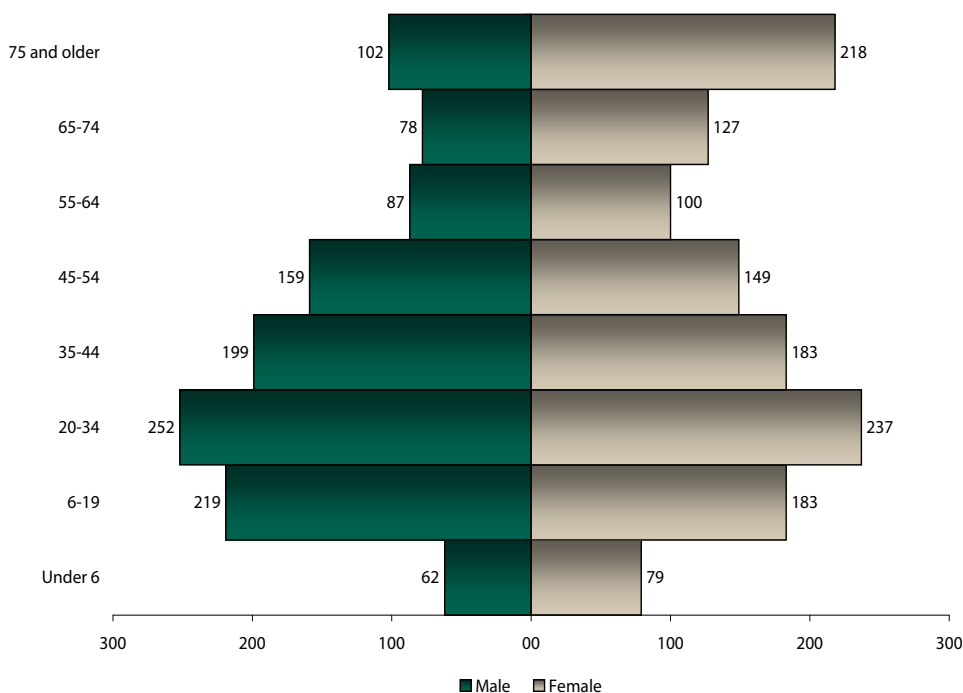


Figure 4: Residence Five Years Ago

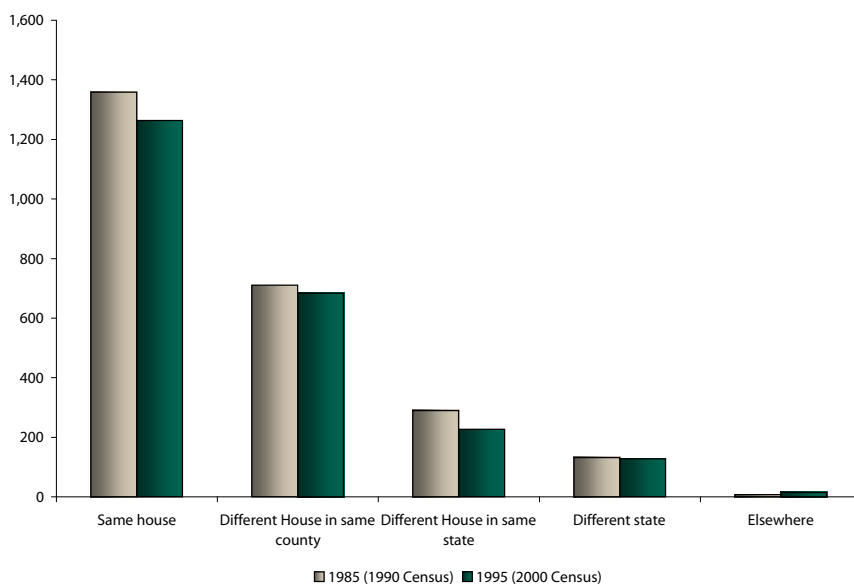
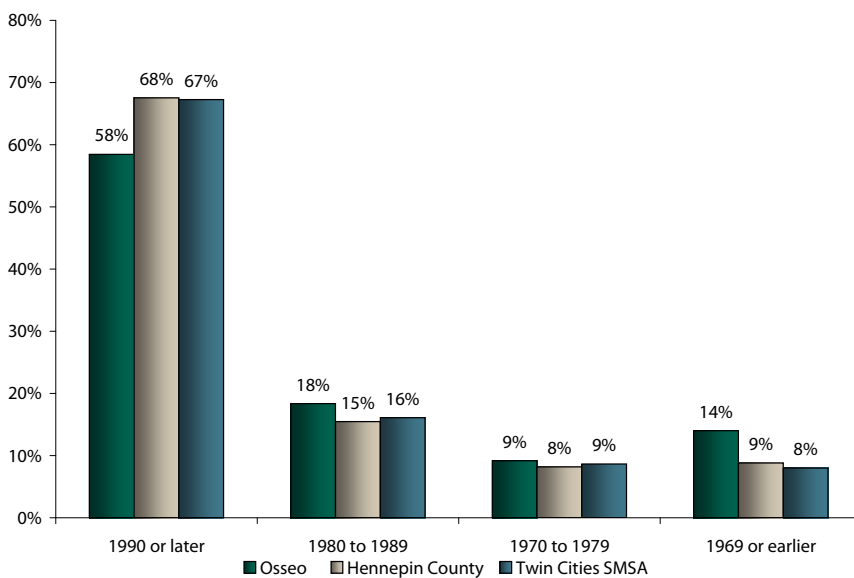


Figure 5: Year Moved Into House (2000)



Population Mobility

Figure 4 shows that 55% of Osseo's population (age 5 and older) lived in the same house in 2000 as they did in 1995. This is comparable to Hennepin County with 52% and the Twin Cities metro area with 54%.

Another measure of population mobility is the year moved into the 2000 residence. 58% of Osseo's 2000 population moved into their current house in 1990 or later. **Figure 5** shows that this proportion is somewhat lower than Hennepin County at 68% and the metro area at 67%.

These statistics relating to Osseo's population mobility highlight two factors that may influence Osseo's future planning:

- Osseo has many long-term residents with strong connections to the community.
- Residents' preference to live in the community long-term indicates a potential demand for a broader range of housing options to meet residents' changing housing needs as they grow older and their household changes.

Household Types

A household includes all the people who occupy a housing unit as their usual place of residence. **Figure 6** shows the number of households by family and nonfamily types for 1990 and 2000. The percentage of family households in the community decreased from 65.6% in 1990 to 58.5% in 2000 and, correspondingly, nonfamily households increasing from 34.3% to 41.4%.

Figure 7 shows that Osseo had a substantially lower proportion of households consisting of married couples with kids under 18 years of age with just 18% of all households in the community in 2000. Hennepin County had 21% and the metro area had 26% in 2000.

Figure 6: Household Type (1990 and 2000)

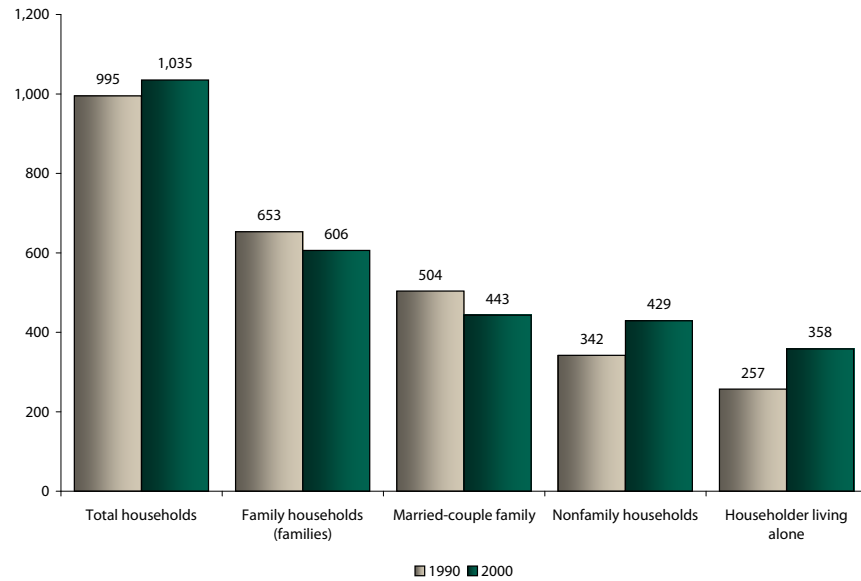


Figure 7: Household Type - City/County/Region (2000)

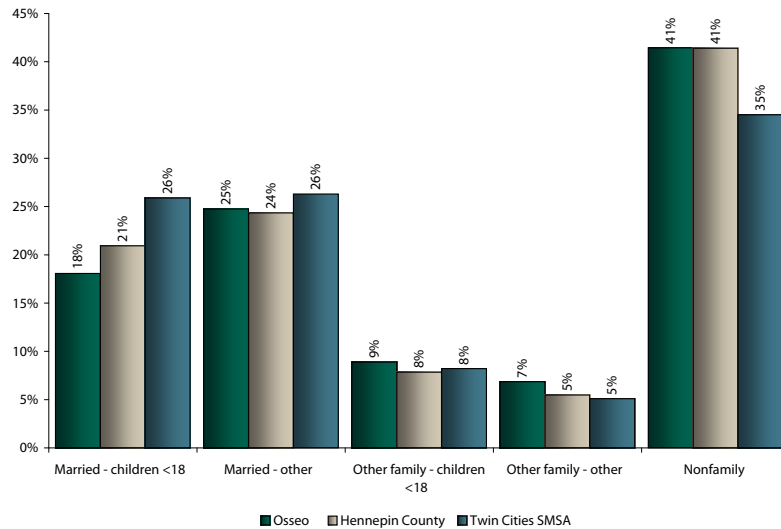
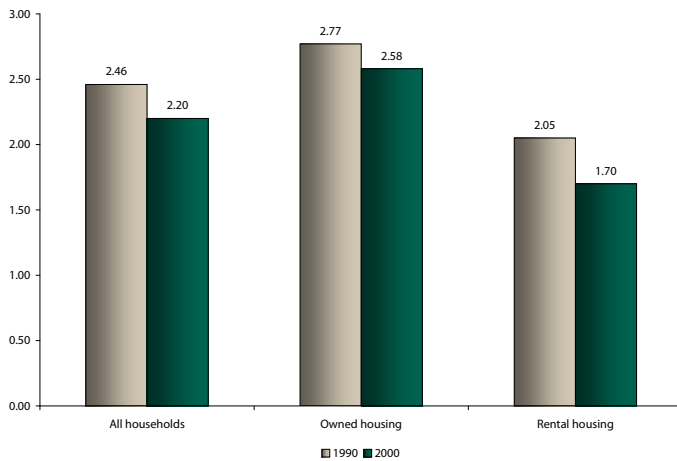


Figure 8: Household Size (1990 and 2000)



Household Size

Figure 8 shows that the average household size in Osseo dropped from 2.46 people per household in 1990 to 2.20 in 2000. The most recent population and household estimates (4/1/2006) from the Metropolitan Council show that average household size was somewhat stable at 2.24 people per household.

Figure 8 also shows that there is a significant but expected difference between the average size of ownership households (2.58 people per household) and rental households (1.7 people).

Figure 9: Household Size - City/County/Region (2000)

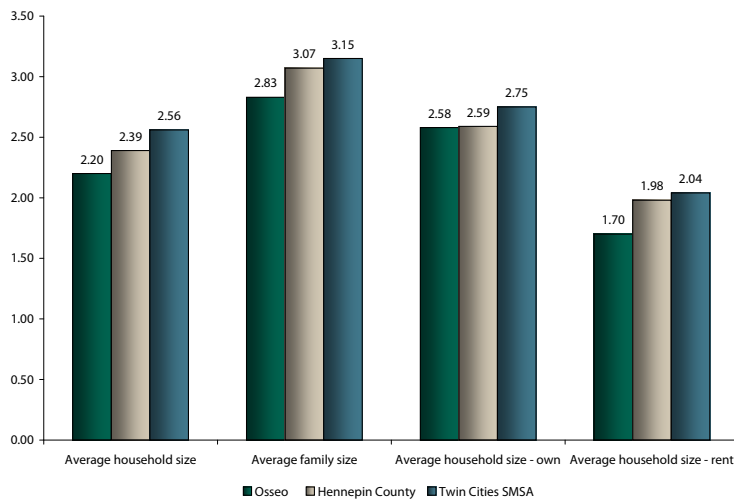


Figure 9 shows that Osseo's average household size of 2.20 was substantially lower than both Hennepin County's and the metro area's average which was 2.39 and 2.56, respectively.

Race

It is important to understand how the Census addresses racial issues. The Census allows people to select the race or races with which they most closely identify. The standards for collecting and presenting data on race and ethnicity were revised for the 2000 Census. The new guidelines are intended to reflect “the increasing diversity of our Nation’s population, stemming from growth in interracial marriages and immigration.” As a result, race data from the 2000 Census is not directly comparable with any prior census. Despite the data differences, it is useful to compare the racial composition of the population in 1990 and 2000.

Figure 10 shows only a slight increase in diversity in Osseo’s population from 1990 to 2000, with the non-Caucasian population increasing from approximately 1% to 4%.

Figure 11 shows that Osseo had a substantially less diverse population than Hennepin County and the metro area.

Figure 10: Race (1990 and 2000)

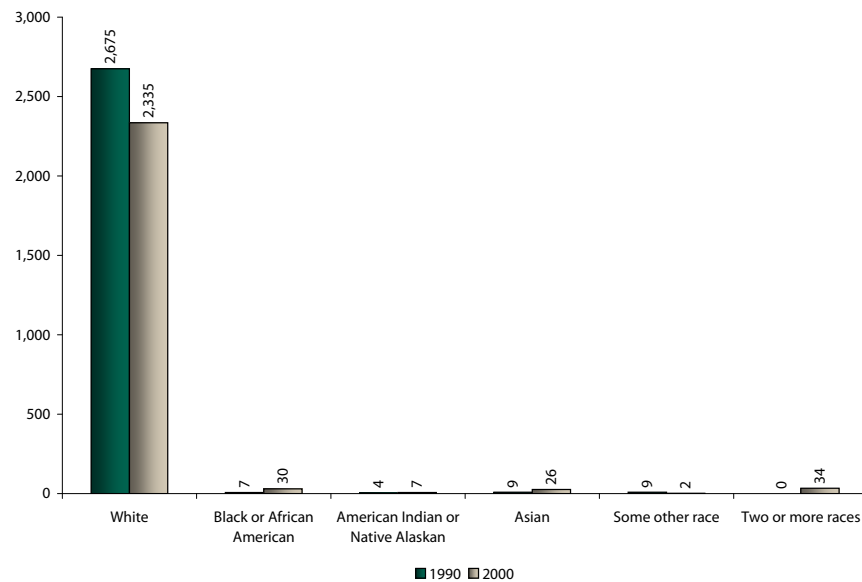


Figure 11: Race - City/County/Region (2000)

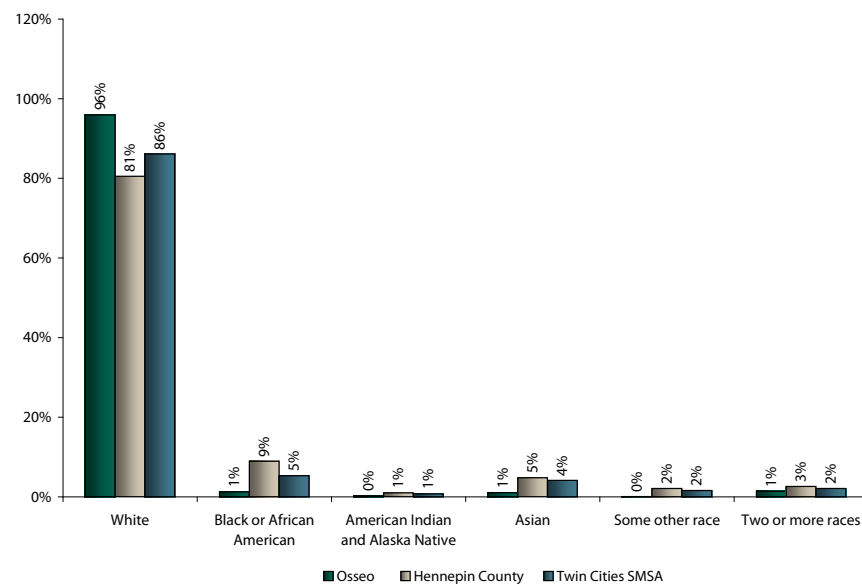
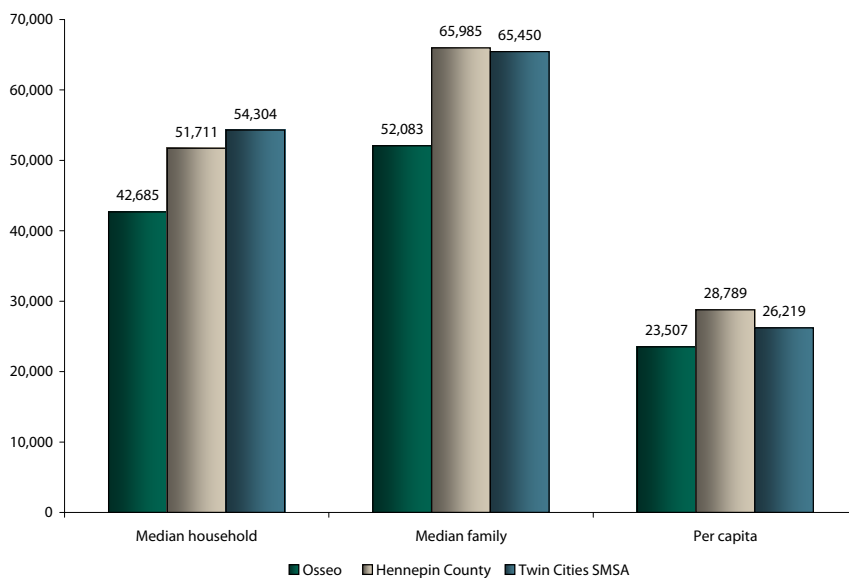


Figure 12: Income - City/County/Region (2000)



Income

Income influences many aspects of the community. Income provides the capacity to acquire housing (own or rent) and to purchase goods and services from local businesses. Income influences the demand for and the capacity to support public services.

Figure 12 shows Osseo's median household income in 2000 was \$42,685, which was substantially less than Hennepin County's (\$51,711) and the metro area's (\$54,304).

Figure 13: Income by Age of Householder

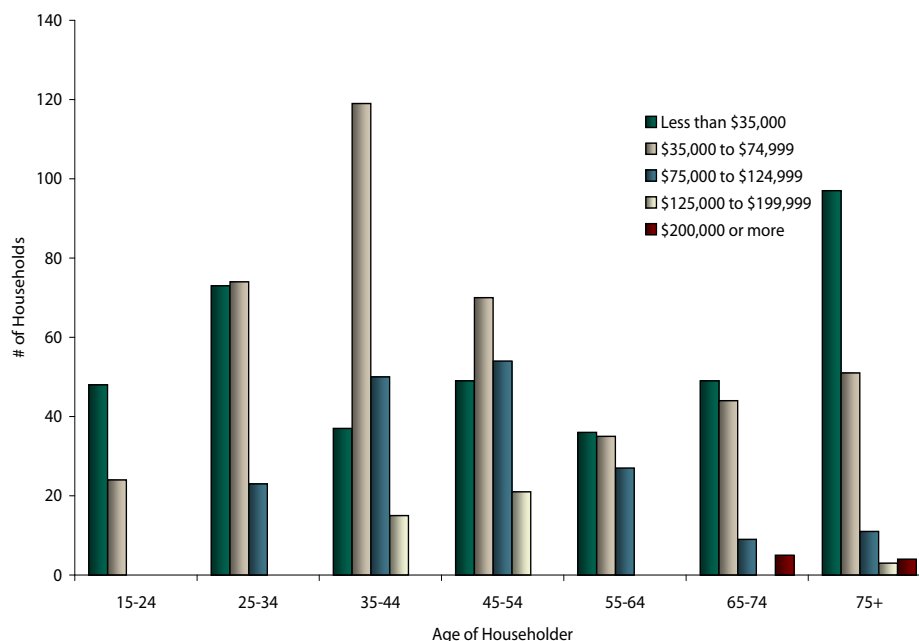
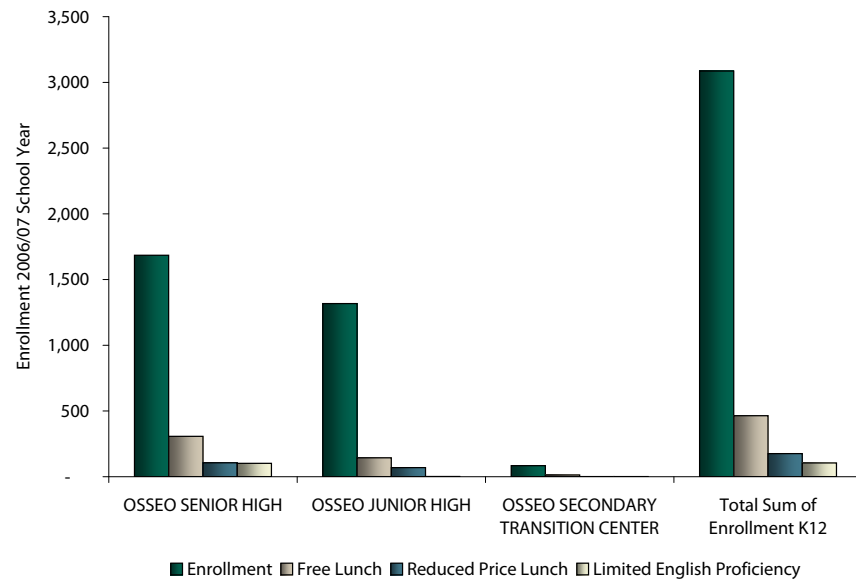


Figure 13 shows income distribution within each age group for Osseo's population. These statistics show that many of Osseo's households that are in the 75+ age group fall in the lowest income category, which is less than \$35,000. This finding also applies to the two youngest age groups, 15-24 and 25-34 years old. The highest income age groups are 35-44 and 45-54, which show the most households in the \$35,000 to \$74,999 income bracket. In general, the statistics indicate a drop in household incomes in age groups 55 & older.

School District Indicators

Data about the characteristics of children enrolled in the public school system can provide some insights about current economic conditions in the community. However, the student enrollment of Osseo School District also encompasses several adjacent communities that are part of the school district. **Figure 14** shows that the Osseo School District reported 19.1% of the student population was eligible for free and reduced price lunches in the 2006/2007 school year.

Figure 14: School District Socio-Economic Indicators (2006/07)



Marital Status

Marital status provides another indicator of the general types of families in the Osseo population. Of the community's population that was age 15 & older, less than half of the population (44%) was currently married. **Figure 15** shows that this proportion is somewhat less than was reported for Hennepin County (50%) and the metro area (55%). The statistics also showed a substantially higher proportion of the population was widowed.

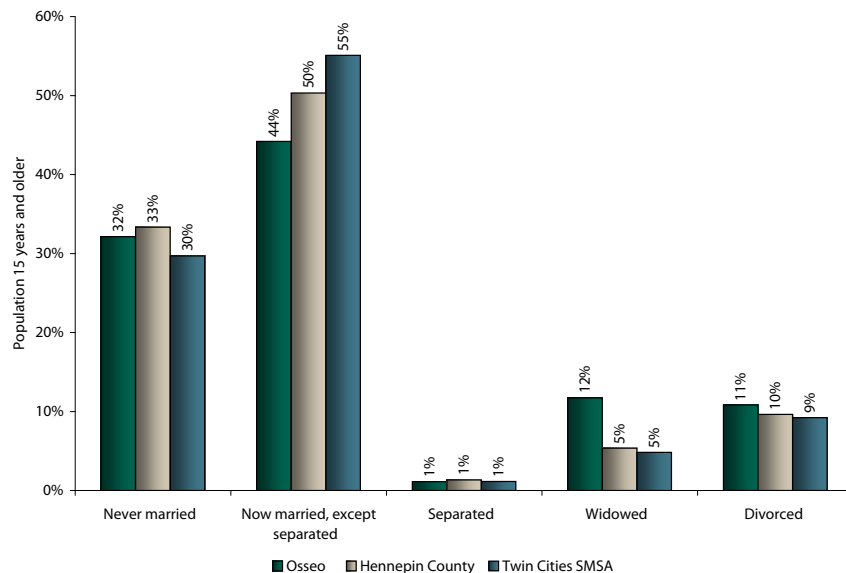
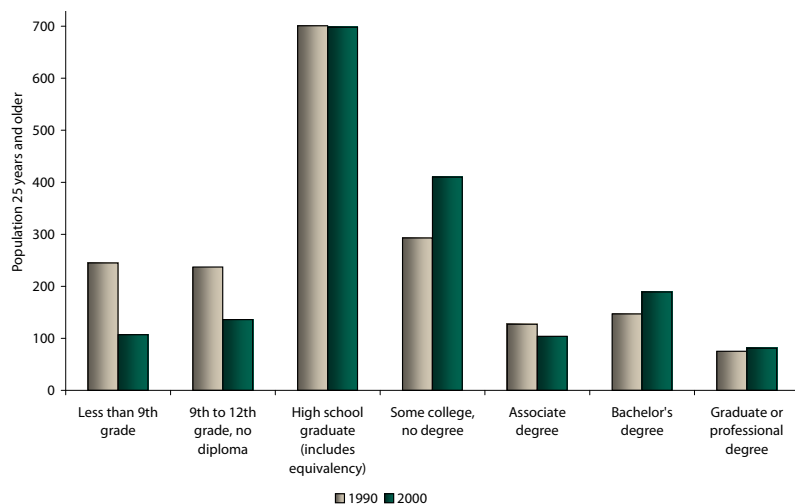


Figure 16: Educational Attainment (1990 and 2000)

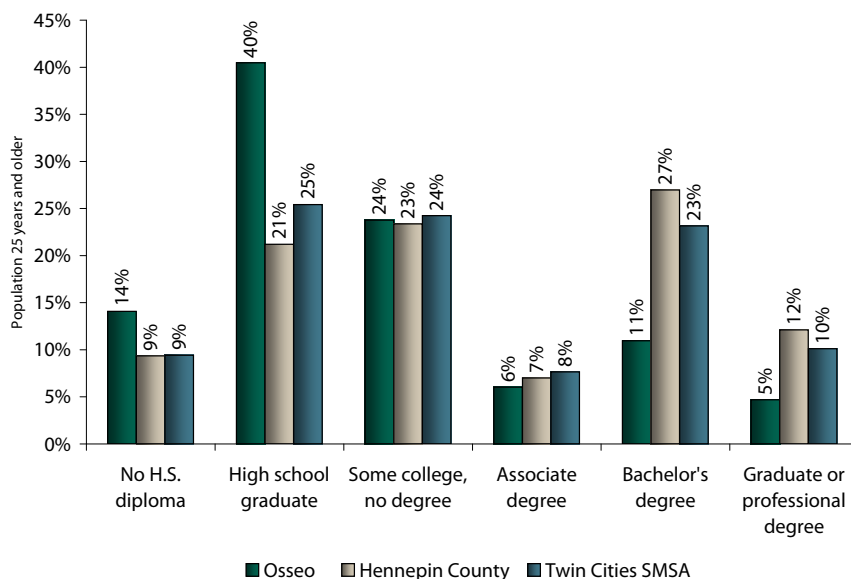


Educational Attainment

Figure 16 shows that the overall level of educational attainment increased between 1990 and 2000 for Osseo's population. A higher number of residents indicate post-secondary education.

Figure 17 shows that Osseo's population had a significantly lower proportion of residents that had attained a bachelor's, graduate or professional degree. For example, only 11% of Osseo residents had attained a bachelor's degree, whereas, Hennepin County showed 27% and the metro area showed 23%.

Figure 17: Educational Attainment - City/County/Region (2000)



Employment

Employment touches many aspects of community life. Jobs provide the income to pay for housing and to purchase goods and services. The location of jobs in the community versus outside the community influences the amount of time Osseo residents are in the community each day. Commuting decisions impact transportation systems.

Labor Force

The Census looks at the potential working population as persons age 16 and older. The Labor Force includes all people classified in the *civilian labor force*, plus members of the U.S. Armed Forces. The Civilian Labor Force consists of people classified as employed or unemployed.

Figure 18 shows that the size of Osseo's labor force declined along with the population from 1990 to 2000. **Figure 19** shows that the percentage of unemployed residents remained virtually the same, 2.35% in 1990 to 1.98% in 2000. This data also shows that Osseo has a substantially higher percentage of its population reporting itself as not in the labor force (35%) compared to 27% for Hennepin County and 26% for the metro area. Persons not in the labor force

Figure 18: Population in the Labor Force (1990 and 2000)

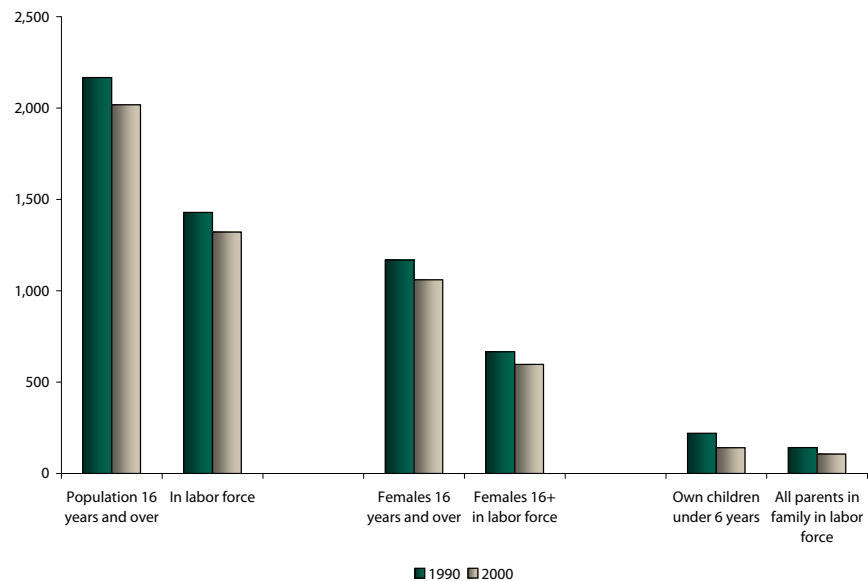


Figure 19: Employment Comparisons - City/County/Region (2000)

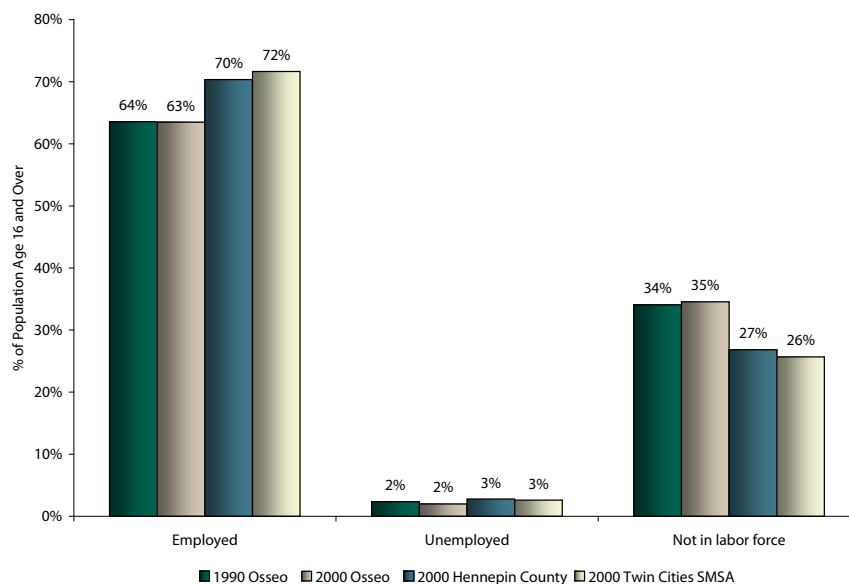
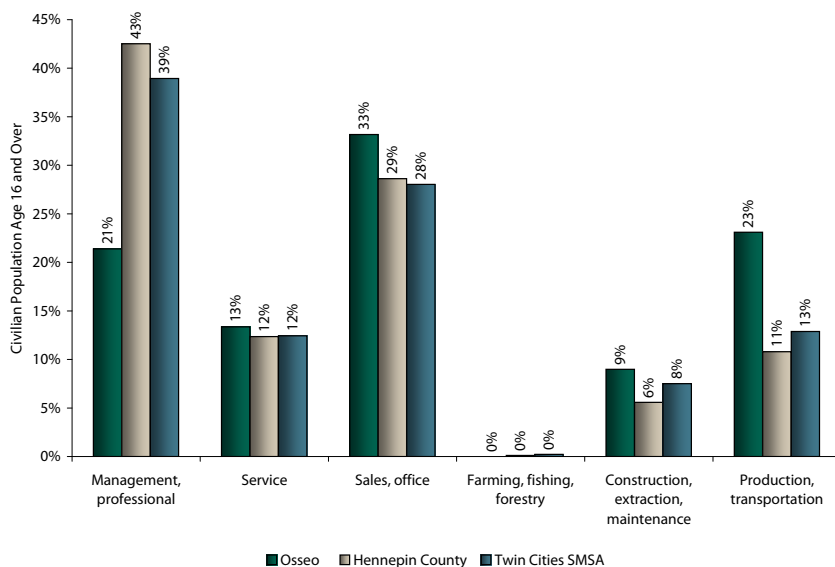


Figure 20: Occupation (2000)

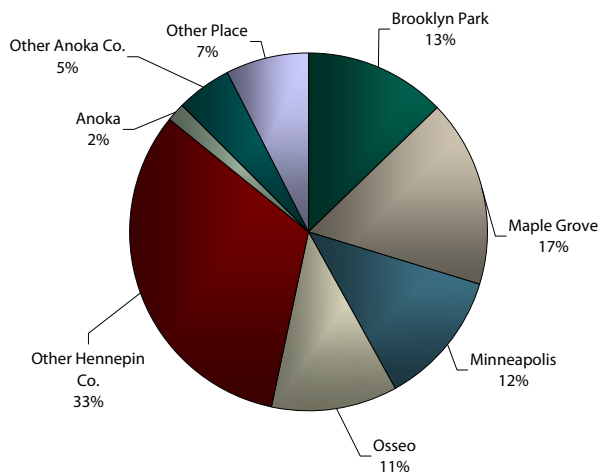


typically represent retirees, students and stay-at-home mothers. This employment status is consistent with Osseo's age and demographic characteristics.

Occupation

Figure 20 compares the types of occupations of Osseo's population with Hennepin County and the metro area. Osseo stands out with much higher percentages of workers in sales/office, production, and transportation occupations and a significantly lower percentage of workers in management/professional occupations than in Hennepin County or the metro area.

Figure 21: Where Osseo's Working Residents Are Employed (2000)



Location of Employment

Figure 21 shows that 89% of Osseo residents that were employed in 2000 reported a place of employment outside of Osseo. More Osseo residents worked in Maple Grove (17%), Brooklyn Park (13%) and Minneapolis (12%) than in Osseo (11%).

Work Commuting

Travel-to-work data shows a very automobile dependent pattern. **Figure 22** shows that 84% of Osseo workers drove alone to their job. Even though the number of Osseo workers driving alone to work did not change from 1990 to 2000, the percentage increased from 1990 (78%) to 2000 (84%). The labor force in Osseo makes limited use of public transportation, yet there was a notable increase from less than 2% in 1990 to nearly 4% in 2000. The percentage of workers that walked or worked at home shrunk from 8.5% in 1990 to about 1% in 2000.

Figure 23 shows that the work commuting of Osseo's workers is similar to the commuting patterns of Hennepin County and metro area workers. The graph shows that a higher proportion of Osseo workers drove alone to work (84%) than workers in Hennepin County (75%) and the metro area (78%). It also shows that use of public transportation is less in Osseo (4%) than in Hennepin County (7%).

Figure 22: Means of Travel to Work for Osseo's Working Residents (1990 and 2000)

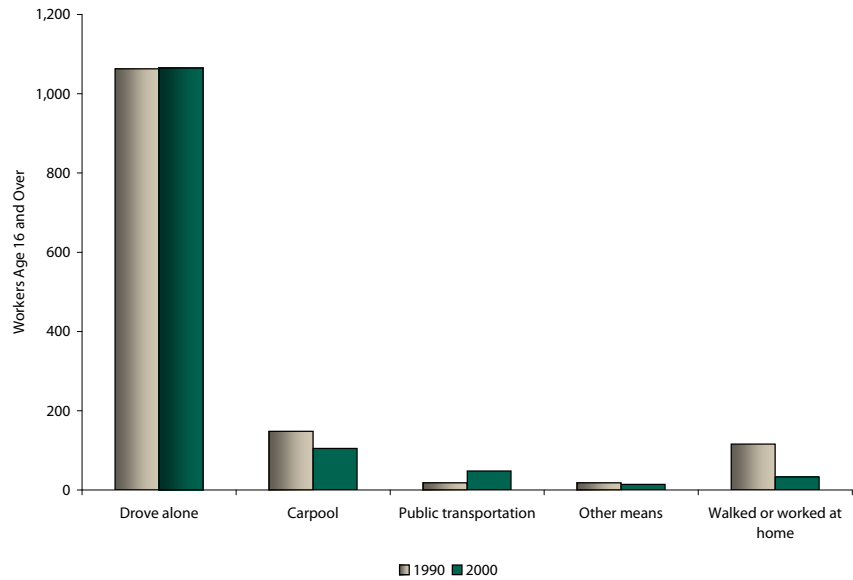


Figure 23: Means of Travel to Work - City/County/Region (2000)

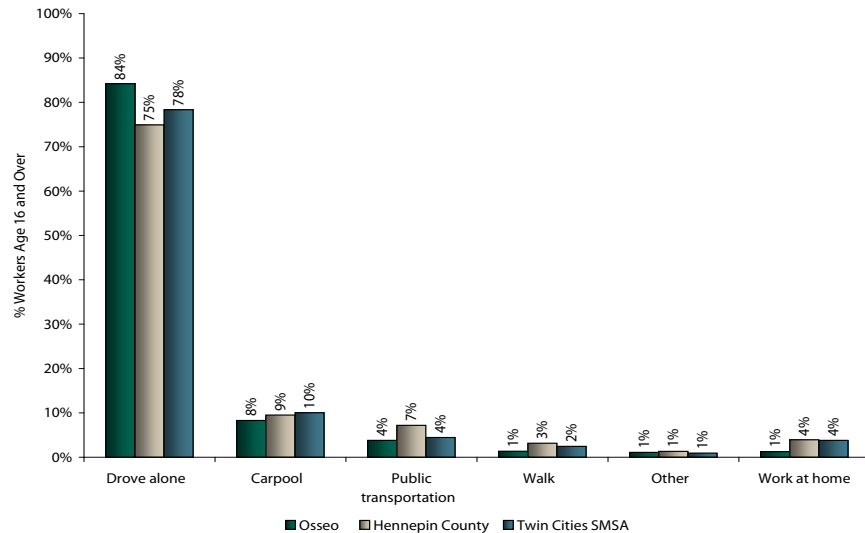


Figure 24: Number of Vehicles Per Housing Unit (2000)

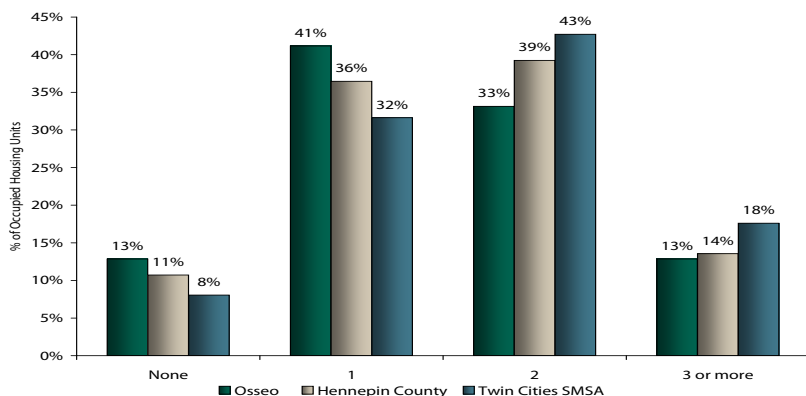
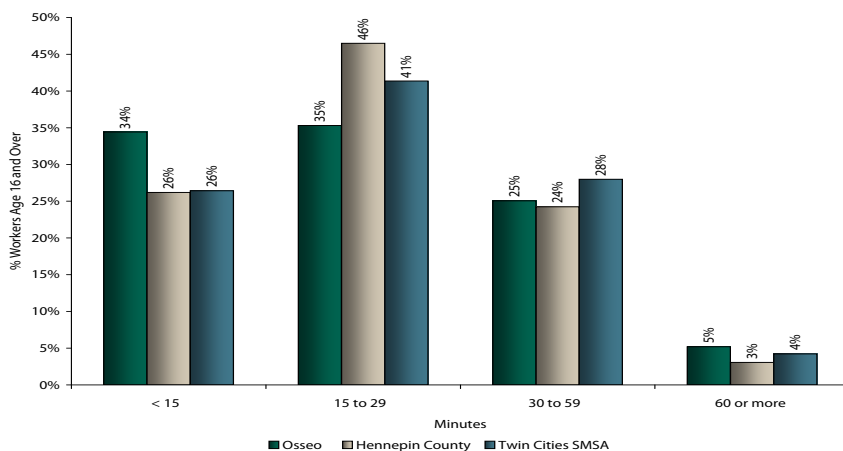


Figure 25: Travel Time to Work - City/County/Region (2000)



Work Commuting

Osseo's employment and commuting patterns contribute to the need for households to own an automobile. **Figure 24** shows the number of vehicles per household. This graph shows that the number of vehicles for all occupied housing units is significantly lower than in Hennepin County and the metro area in all categories. For example, less than half of Osseo's occupied housing units had two or more vehicles (46%) which is lower than Hennepin County (53%) and the metro area (61%). Nearly 13% of occupied housing units did not have a vehicle at all.

Figure 25 shows the approximate amount of one-way commuting time reported by Osseo workers. The mean commute time for all Osseo workers was 24 minutes. Osseo has significantly more workers that travel to work in less than 15 minutes (34%) than Hennepin County (26%) and the metro area (26%). Likewise, Osseo showed significantly less workers commuting 15-29 minutes one-way (35%) versus Hennepin County (46%) and the metro area (41%).

Employment Base

Osseo is a net importer of employment. In the 2000 Census, 1,281 Osseo residents were employed in the civilian labor force, whereas, Osseo was the place of employment for 1,856 people.

Figure 26 shows the place of residence for workers commuting to Osseo. The labor force for Osseo businesses primarily comes from Hennepin County (69%). The neighboring cities of Maple Grove, Brooklyn Park and Champlin account for 35% of workers commuting to Osseo. Osseo is home for about 8% of the people working in Osseo.

Figure 27 shows a listing of Osseo’s major employers as reported by the Minnesota Department of Employment and Economic Development. These employers account for 668 jobs, which represents approximately 35% of the workers that reported jobs in Osseo as part of the 2000 Census. While this is somewhat an apples-to-oranges comparison, it does provide a sense of the nature of employment in Osseo. The employment base is not dominated by several large employers, but spread among a number of small and medium sized employers.

Figure 26: Residence of Workers Commuting to Osseo (2000)

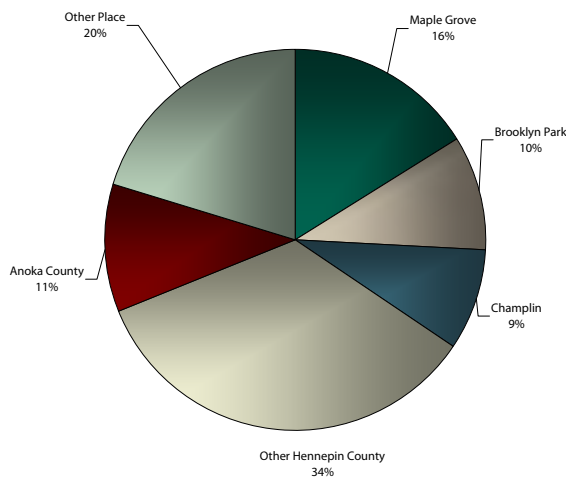
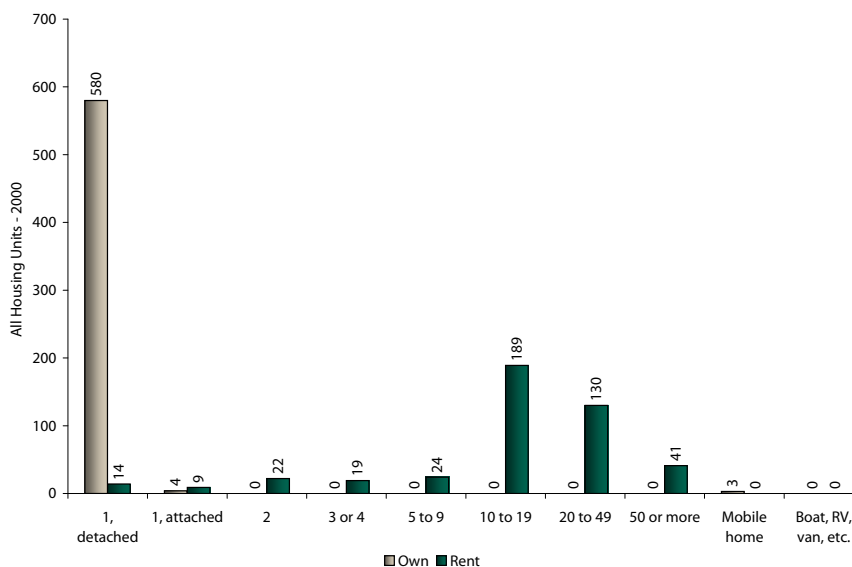
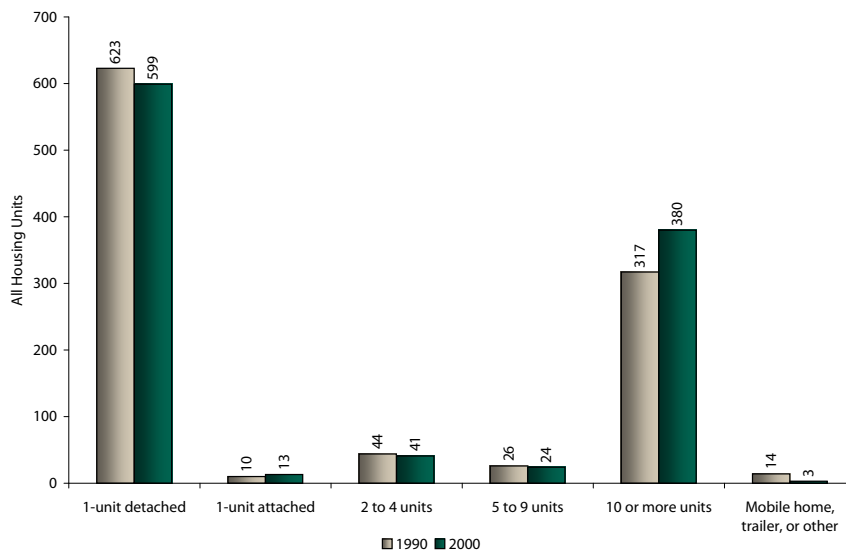


Figure 27: Major Employers in Osseo

Employer	Products/Services	Employee Count
Osseo Public Schools	Elementary & Secondary Schools	330
Berkshire Residence	Nursing Care Facilities	125
IMI Cornelius	Machine Shops;Turned Prod.;& Screw,Nut & Bolt Mfg	108
Ceramic Industrial Coatings	Paint, Coating & Adhesive Manufacturing	55
Osseo Maple Grove Press	Newspaper, Periodical, Book, & Directory Publishers	50

Source: Minnesota Department of Employment and Economic Development

Figure 28: Housing Type (1990 and 2000)



Housing Characteristics

Housing Types

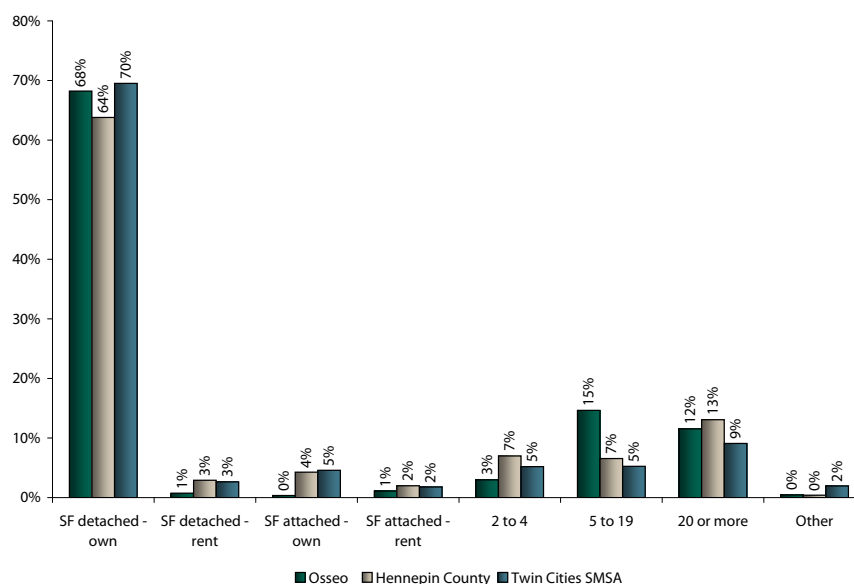
Figure 28 shows the change in Osseo's housing stock by housing types from 1990 to 2000. The U.S. Census reported 23 new housing units in Osseo during the 1990s, which was a 2% increase on the total number of housing units. Multi-family housing units (10 or more) accounted for most of this increase. The Census also showed a loss of 23 single-unit detached houses, most likely due to redevelopment projects for multi-family and commercial projects. The graph shows that Osseo's housing stock is predominately single-family detached houses and larger multi-family residential buildings (10 or more units). In 2000, approximately 70% of Osseo's housing stock was single-family houses.

Figure 29 shows the various housing types in Osseo and whether they are owned or rental. Only 20% of Osseo's housing stock was classified as rental. Only 14 units (2%) of all 1-unit detached housing were rental. Virtually all multi-family housing units were rental. The only ownership housing option in Osseo was single-family detached homes.

Housing Types

Figure 30 compares Osseo's housing types and tenure (ownership vs. rental) with Hennepin County and the metro area. These statistics relating to Osseo's housing types indicate potential opportunities to expand the community's range of housing options. The main differences are that Osseo has no ownership options other than single family detached housing and has limited medium density attached housing options.

Figure 30 : Housing Type and Tenure - City/County/Region (2000)



Age of Housing

Figure 31 compares Osseo's housing stock relative to age and tenure (ownership versus rental) with Hennepin County and the metro area. Osseo has a higher percentage of older homes (52%) built before 1960 than Hennepin County and the metro area. Only 10% of the 2000 housing supply was built in 1990 or later.

Figure 31: Year Built/Tenure - City/County/Region (2000)

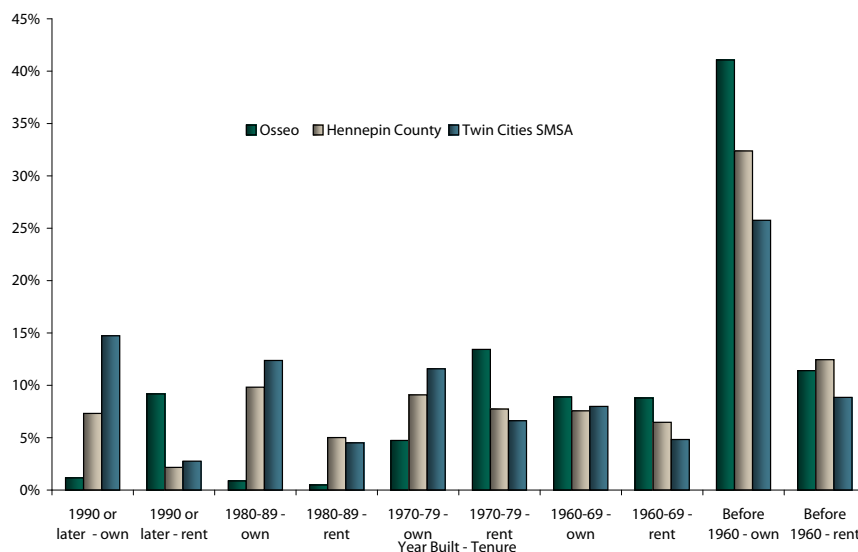


Figure 32: Year Built/Tenure/Age of Householder (2000)

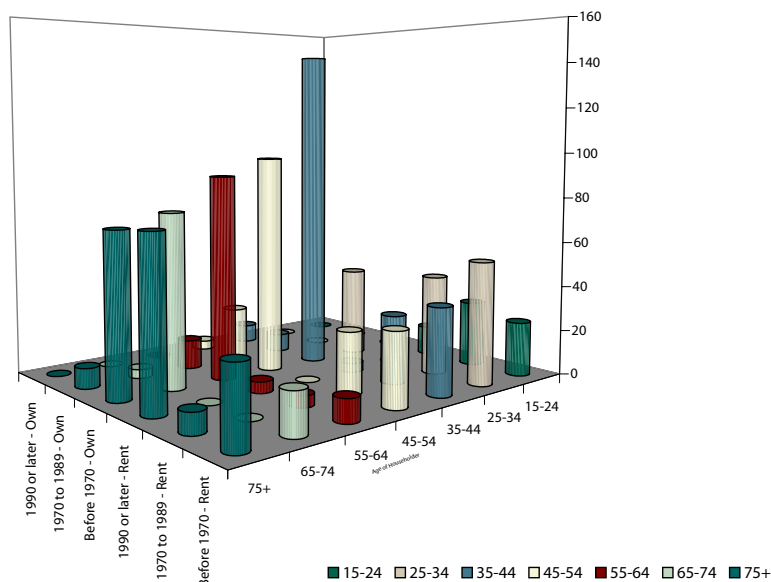
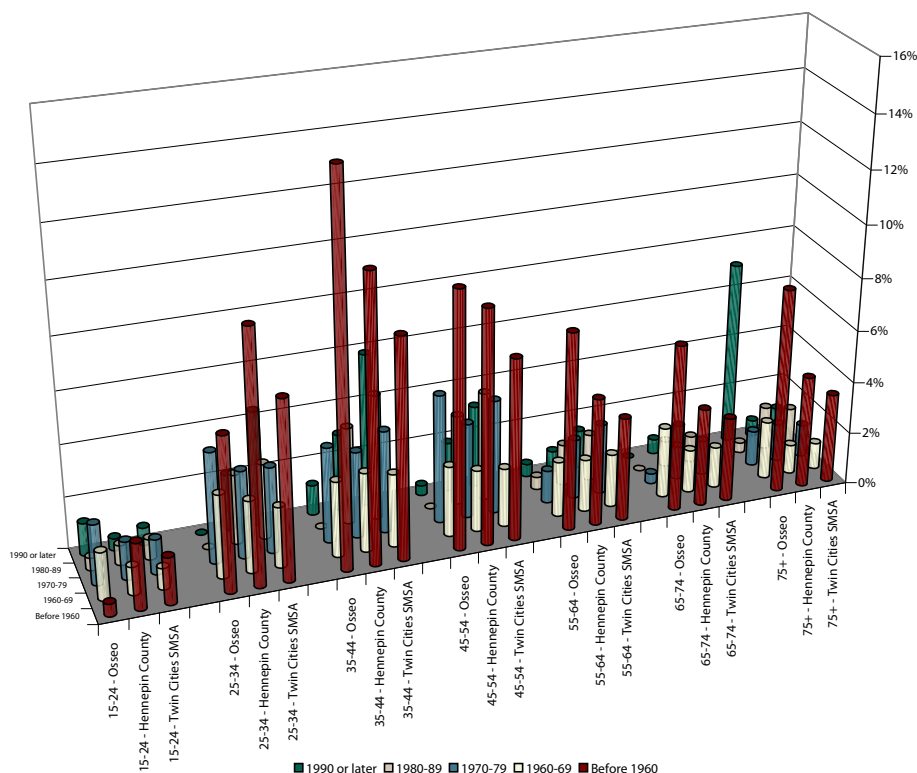


Figure 33: Year Built/Tenure/Age of Householder - City/County/Region (2000)



Age of Householder

Figure 32 shows the distribution of housing age and tenure (own or rent) by the age of the householder.

- 53% of all rental units are occupied by a householder age 44 or younger.
- 40% of all housing units occupied by seniors (householder age 65 and older) were owned.
- Over half (55%) of all owned housing was occupied by a householder age 25 to 54.

Figure 33 connects the age of housing with the age of householders. These characteristics of Osseo's housing stock are markedly different from Hennepin County and the metro area. Some notable differences include:

- All groups in Osseo live in older housing than their counterparts across the metro area.
- For the age group 75+, Osseo has the newest housing. This is the result of an assisted living facility built since 1990.
- For most age groups, there is a lack of newer housing.

This data provides insights on both the housing supply

and the age of the population attracted to Osseo.

The chart in **Figure 34** offers another perspective on the relationship between housing and the age of the householder. This chart shows the distribution of housing type and tenure by age of householder. With the exception of the youngest (15-24) age group, the vast majority of Osseo's population lives in single-family owned housing. The 15-24 age group is most likely to live in rental housing. The oldest residents live in either single-family housing or in larger rental structures.

Figure 34: Housing Type/Tenure/Age of Householder (2000)

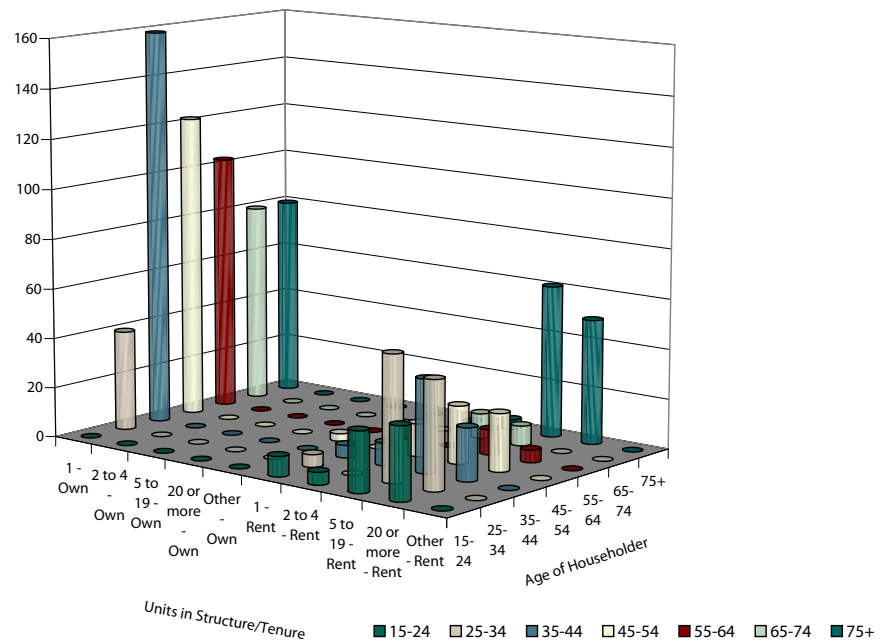


Figure 35 shows the distribution of the housing supply by housing type, tenure and household size. This chart shows a lack of rental housing for larger households. Rental units tend to be occupied by one and two person households. Almost one-half of all single family units are occupied by one and two person households.

Figure 35: Housing Type/Tenure/Household Size (2000)

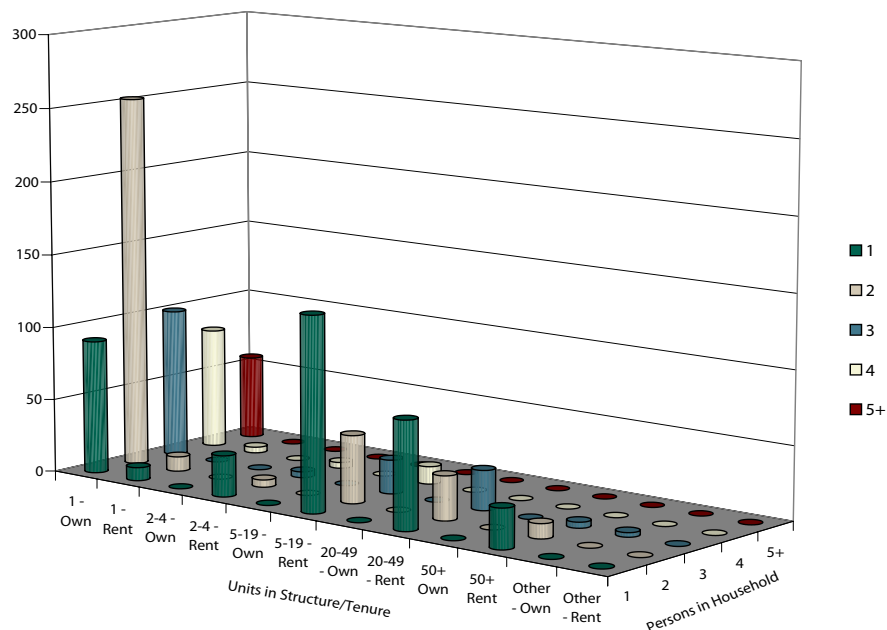


Figure 36: Selected Housing Costs as % of Household Income (2000)

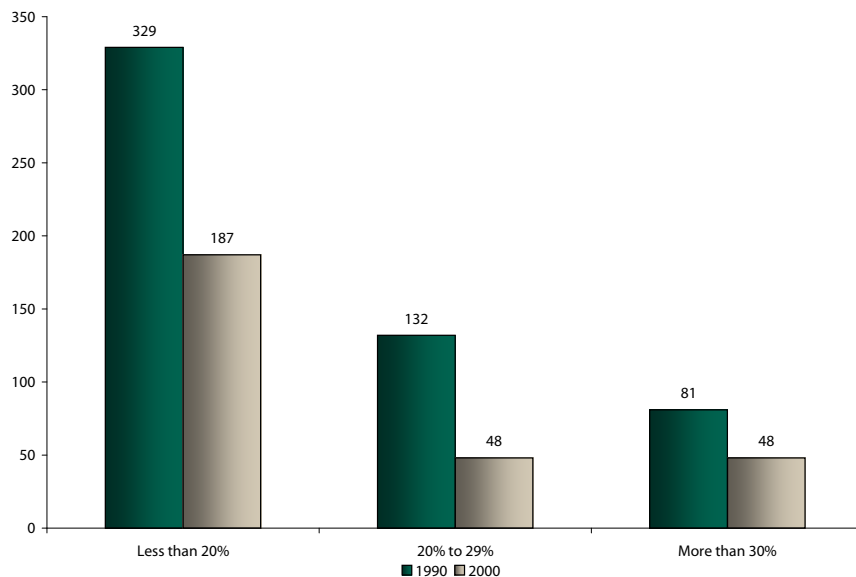
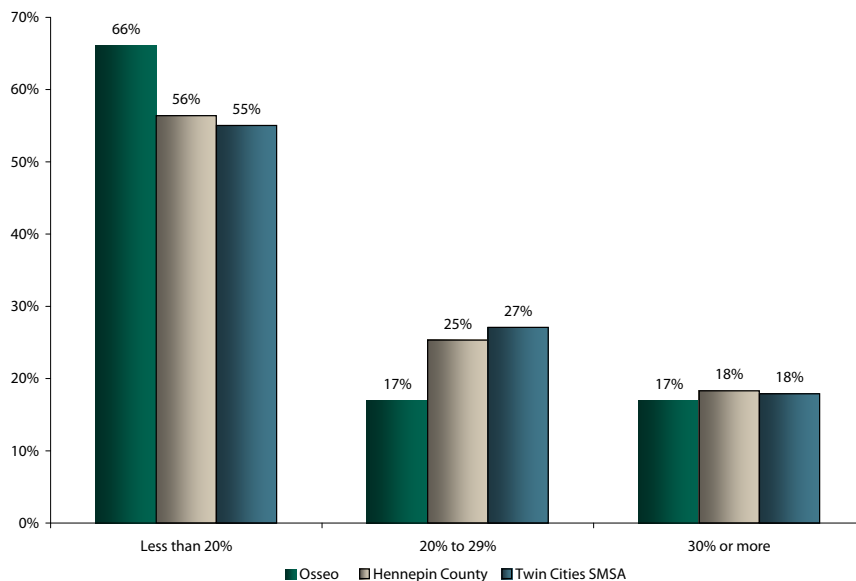


Figure 37: Selected Housing Costs as % of Household Income (2000)



Housing Costs

The U.S. Census compares housing costs as a percent of household income for 1990 and 2000. This data provides an indicator of relative housing affordability and potential excessive housing costs. Housing costs that exceed 30% of income are typically viewed as excessive. Housing costs used by the Census include payment for mortgages, real estate taxes, various insurances, utilities, fuels, mobile home costs, and condominium fees.

The charts in **Figures 36 and 37** show that housing in Osseo was generally affordable for its population. The share of the housing supply under the 30% remained roughly the same from 1990 to 2000 at roughly 84%. In 2000, the Census reported that 66% of the housing units had monthly costs of less than 20% of income. Housing costs consumed less income in Osseo than in Hennepin County or the metro area. A factor in Osseo's affordability was in part due to the age and condition of its housing stock compared to Hennepin County and the metro area.

The housing costs situation was different for rental housing. **Figure 38** shows that the proportion of rental units in Osseo with gross monthly rent representing more than 30% of household income rose slightly from 35% in 1990 to 38% in 2000. **Figure 39** shows that this level of higher cost rental units is relatively consistent with Hennepin County and the metro area.

Figure 38: Gross Rent as % of Household Income (2000)

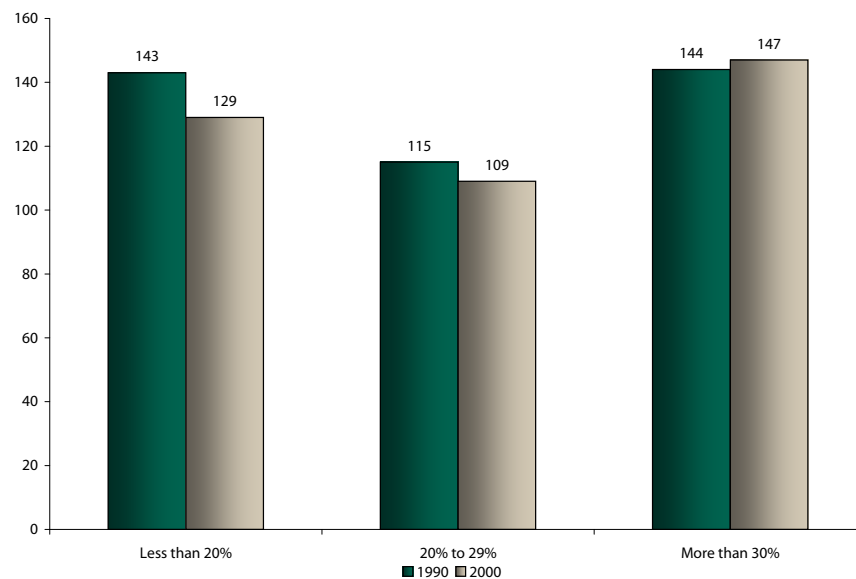


Figure 39: Gross Rent as % of Household Income (2000)

