

Comprehensive Plan

10 DECEMBER 2012



> www.ci.otsego.mn.us



Table of Contents

Introduction	1
Inventory	1
Community Perspectives	3
Social Profile	9
Policy Plan	15
Natural Environment Plan	45
Land Use Plan	55
Transportation Plan	91
Community Facilities Plan	102
Parks and Trails Plan	121
Administration	151

List of Maps

Existing Lakes, Natural Wetlands and Tributaries	47
Wooded Areas	51
Urban Service Staging Plan	61
Existing Land Use	67
Future Land Use Plan	89
Transportation Plan	95
NEWC Functional Classification	97
NEWC Future Improvements	99
NEWC Access Spacing	101
Community Facilities	113
Fire Protection	117
Existing Parks	135
Existing Trails	137
Future Parks and Trails System	149



City of Otsego, Minnesota Comprehensive Plan

Forward

The update of the Otsego Comprehensive Plan was adopted by the City Council on 10 December 2012 as the product of a twelve month planning effort by City officials, staff, residents, area businesses and other interested parties.

City Council

Jessica Stockamp, Mayor
Tom Darkenwald
Vern Heidner
Dan Scharber
Doug Schroeder

Planning Commission

Pam Black, Chair
Tamara Fallon
Brian Gerten
Jim Kolles
Richard Nichols
Aaron Stritesky
David Thompson

Parks and Recreation Commission

Peter Torresani, Chair
Mike Brumm
Rose Cassady
Triste Freeburg
Susan Krekelberg
Kathryn Roberts
Charles VonBerg

The contributions of all who participated in the preparation of the update of the Otsego Comprehensive Plan in the drafting of the goals, policies and plans written herein have been greatly appreciated.



Introduction

The City Council has determined a need to undertake an update of the Otsego Comprehensive Plan. The City Council further designated the Planning Commission as the steering committee for the project with responsibility for guiding the process for the Comprehensive Plan update and making recommendations as to the development related goals, policies and plans to be established. Although the emphasis is on land use, the Comprehensive Plan is comprised of several interrelated elements addressing the natural environment, land use, transportation and community facilities and infrastructure.

Otsego's last major Comprehensive update was adopted in 2004 with previous Comprehensive Plan updates completed in 2002, 1998 and 1991. It is advantageous for the City to undertake an update of its Comprehensive Plan at this time as the economic slowdown creates an opportunity for the community to pause and evaluate the activity that occurred over the last decade and to consider and reprioritize community goals and policies to set a clear direction for moving forward as conditions improve. As this most recent Comprehensive Plan update is based on the foundation of earlier comprehensive plans, no major policy changes are outlined herein; rather the 2012 Otsego Comprehensive Plan update is a refinement of the community's established development framework in response to new opportunities and challenges.



Community Perspectives

A comprehensive plan is most effective as a tool to guide future growth and development when the community defines the opportunities and issues that will influence the growth that will occur. The process of identifying topics to be addressed as part of the 2012 Otsego Comprehensive Plan involve reviewing the issues identified by prior comprehensive planning efforts to determine their current status and relevancy in the present environment. Input from the public, City advisory commissions and the City Council will also guide the content and format of the final Comprehensive Plan document.

Otsego is seen to have great opportunity for future growth and development. The City is positioned at the Northwestern edge of the Twin Cities Metropolitan Area with excellent access via I-94, TH 101 and US Highway 10. These regional transportation roadways provide access to a young community in terms of its development profile and social demographics with expanding government service capacity to provide needed facilities and services concurrent with growth. Otsego has an abundant land supply that is a clean slate to accommodate a full range of urban residential, commercial, industrial and institutional land uses. Moreover, the City has been proactive in planning a long-term vision for the type of community Otsego is to become and, perhaps more importantly, patient in implementation of these plans to ensure that defined goals are realized. An important element in the City being proactive in planning for growth is the perspective that development is a positive benefit for the community bringing new families, new retail and service businesses and employment opportunities along with amenities and expanded City services.

An overriding issue for the City in terms of its development policy and goal to strengthen a sense of community for residents and businesses is promoting identity. Community identity is about a sense of place and also reputation. The City can act to strengthen community identity by promoting its strengths and opportunities, identifying itself in ways in which the City makes contact with constituents and providing services that are both needed and those that are an amenity to the community. The City can further promote its identify by defining goals for anticipated development then implementing policies, ordinances and practices to reflect the desired character and image of Otsego. Enhancing community identity in this way further reinforces that continued growth and development is positive change for Otsego.



The growth and development that is to occur in Otsego will be influenced by both regional and local issues. Regional issues are largely factors beyond the control of the City but which will have a significant effect on the type, rate and location of continued growth. Conversely, local issues regarding development need to be identified and addressed as part of the comprehensive planning process as the City does have a great ability to anticipate and respond to these items whether they be opportunities or threats.

Regional Issues

Economy

Otsego is witness to the potential effects that changes in economic conditions can have to a community. Otsego experienced increasing growth beginning in the late 1990s and continuing into the mid 2000s. At that point, regional, national and even global economic conditions changed drastically and development activity virtually ceased for a period of years. Recent increases in building permit activity and inquiries from potential developers are evidence of improving economic conditions. The changes in economic conditions that occurred over the last 10 to 15 years gives cause to maintain a long-term perspective of growth in Otsego to ensure that the development that occurs is consistent with community priorities recognizing that there will be (potentially significant) pressure from peaks and valleys over time. Growth must also continue to be proactively managed so that services and infrastructure can be added without overburdening the City's capacity and finances.

Transportation

There have been several major improvements to regional transportation since the Comprehensive Plan was last updated in 2004. Most significant of these has been the upgrade to TH 101 to freeway status with four interchanges maintained for access to Otsego. Other significant transportation improvements include construction of a flyover access from westbound I-94 to northbound TH 101 at Rogers to bypass local congestion, initiation of the Northstar Line commuter rail service between Elk River and Minneapolis and construction of an exit from westbound I-94 to CSAH 19 at Albertville. Each of these projects improve access/to and from Otsego for residents, employment and for transient consumer traffic. Additional transportation investments are needed to continue to make improvements to regional transportation corridors including specifically the addition of vehicle lanes and planned interchanges to I-94. Furthermore, Otsego must work with Wright County and other adjacent cities to improve arterial access within and between communities in the area, which must include greater financial participation by Wright County in these projects given the population and property market value it derives from development of the cities within its jurisdiction.



Regional Growth

Otsego is not isolated from the growth that is occurring in adjacent communities and the overall region. The development in Otsego is but a part of the regional growth that is occurring and is therefore interrelated with the goals and actions of its neighbors. First and foremost, Otsego competes with other cities in the region for new development especially economic development of commercial and industrial land uses. This competition between communities is emphasized to a greater degree during periods of economic downturn. As Otsego reviews its development goals and growth management policies as part of this comprehensive planning process, attention must be given to the relative positioning of the City from an economic development standpoint as well to ensure that the opportunity for growth remains regionally competitive. Secondly, the growth that occurs in adjacent communities effects Otsego through system impacts; increased residential development or development of a single large commercial or industrial use in an adjacent community will affect collector or minor arterial roadways in Otsego or there will be increased service demands on area School Districts that will influence the City's growth objectives.

Local Issues

Economic Development

The majority of growth that occurred in Otsego during the past 10 to 15 years has been residential. Residential growth is needed to occur first to establish a local trade area market to create opportunities for new business. Based on the residential development that did occur, commercial, and to a lesser extent industrial, development was just beginning to gain momentum when the economic downturn stalled business growth. As with residential development, the City is beginning to see signs of increased interest in new commercial and industrial uses being constructed. City officials have recognized the need to be more proactive in inviting economic development activity to Otsego. Actions that the City intends to initiate include promoting Otsego's identity as a cohesive community of neighborhoods and businesses, identifying ways in which the City can be more flexible in working with development to achieve mutual goals, establishing policies and programs for economic incentives and expanding the role of the Economic Development Authority.



City of Otsego, Minnesota Comprehensive Plan

Growth Management

The comprehensive plan update in 2004 addressed expansion of the City's sewer and water utilities to include a second growth area in Western Otsego. The effort also included greater emphasis on establishment of growth management policies to ensure that the type of development was consistent with community objectives and that the rate of development could be accommodated by fiscally responsible expansion of City services, facilities, infrastructure and capabilities. As economic conditions improve, it is critical that the City continue to adhere to these growth management practices to maintain its positive financial position relative to budget and property taxes while meeting the responsibilities of local government.

Parks and Trails

Otsego has developed six neighborhood parks and improved the facilities at Prairie Park as development activity occurred since the availability of sanitary sewer and water utilities. The park system will need to continue to be developed and expanded proportionate to projected growth as both a needed service and community amenity. In order to plan for the future park system, it will be necessary to evaluate existing and future park needs based on national standards and refine future park search areas in consideration of site specific criteria. A major focus of this effort will need to address acquisition, development and funding for additional community park facilities that will be in greater demand both as the population increases and the age characteristics of the City change.

The City has included off-street trails and sidewalks as part of the Comprehensive Plan and development standards to provide opportunity for recreation and non-vehicle transportation. The trail system will continue to expand concurrent with on-going development but the City must identify and address missing segments that make the existing system incomplete. The City must also take advantage of the opportunity created by the Mississippi River Trail bikeway, which is to bikes what the Great River Road is to cars, as a means to expand trail use opportunities and promote community businesses and identity.

Transportation

Otsego has had several major transportation improvements occur within the community that addressed long standing goals including the upgrade of TH 101 to freeway status and the planned construction of 70th Street between Oakwood Avenue to Marlowe Avenue beginning in 2012 and completed in 2015 to establish a major east-west roadway across the City. Remaining significant transportation improvements will involve regional as well as local jurisdictions such as CSAH 39, CSAH 37 between TH 101 and Oakwood Avenue and CSAH 42 from 85th Street to TH 101. These roadway improvements are related to continued community (and regional) growth but do not



City of Otsego, Minnesota Comprehensive Plan

have a direct cause/effect relationship. Potential projects that would have a trigger effect as to the timing of construction or timing of potential development include 85th Street from Nashua Avenue to MacIver Avenue tied with potential construction of ISD 728 Elk River Area Schools facilities, Nashua/Nabor Avenue from 60th Street to 83rd Street or Quaday Avenue from 70th Street (CSAH 37) to 62nd Street based on potential industrial development west of TH 101.

Infrastructure

Streets, utilities and City buildings in Otsego are all in good condition being relatively new. As time goes on, the improvements installed in the prior 10 to 15 years will continue to age and require increased levels of management, repair and replacement. These increased maintenance needs will be happening concurrent with the addition of new infrastructure as development continues. The City must address management of its infrastructure through its Capital Improvement Plan and budget process to protect the high quality of the existing improvements and that management of these facilities is done so cost effectively.

Other Issues

The City Council and Planning Commission identified a number of preliminary issues in developing the work program for the 2012 Otsego Comprehensive Plan process. These are items that are known to have developed over time or arisen as conditions changed:

- Natural Environment.
 - Wetland preservation.
 - Shoreland/Wild Scenic areas.
 - Greenway corridors.
 - Aggregate resources.
 - Tree preservation.

- Rural land uses.
 - Allowed development within Rural Residential Preserve Area.
 - Transitional rural land uses.

- Sewer Staging Plan.
 - Need for updated projected population and household growth.
 - Need for updated land absorption forecast
 - Review boundaries for Sewer Service District staging.



City of Otsego, Minnesota Comprehensive Plan

- Residential Uses.
 - Location, quantities, densities and compatibility for existing Sewer Service District and Urban Service Reserve Areas.
 - Transition between existing unsewered residential development and guided urban land uses.
 - Housing diversity and life-cycle housing.
 - Housing maintenance.
- Commercial and industrial uses.
 - Provide recommendations for both new construction and revitalization areas.
 - Review land use designations for retail/office/service commercial uses, office uses and industrial uses.
 - Evaluate impact of changing Wright County access standards.
 - Opportunities for mixed use or senior housing adjacent to retail areas.
- Parks and Trails Plan.
 - Inventory existing system improvements.
 - Analysis of system needs in relation to existing/projected population and national standards.
 - Evaluation of park classifications.
 - Review of Future Parks and Trails Plan.
- Transportation.
 - Incorporate updated Transportation Plan.
 - Identify existing/future roadway priorities.
 - Kadler Avenue interchange.
 - Address planned regional improvements:
- Public uses.
 - City buildings and future facilities.
 - Schools and future school sites.



Social Profile

The purpose of the social profile chapter of the Comprehensive Land Use Plan is to document the current demographic conditions and trends to aid in the identification of issues to be addressed as part of the planning process.

Population and Household Forecasts

The City has developed projections of population and household growth for Otsego. This information is to be used in infrastructure planning for transportation, utilities and services to accommodate future development demand and as the basis for implementation of growth management planning efforts.

**City of Otsego
Population and Households 2000-2030**

	Actual		Projected	
	2000	2010	2020	2030
Households	2,062	4,736	6,800	10,000
Population	6,389	13,571	19,040	28,000
Source: U.S. Census, TPC				

The US Census records the dramatic growth experienced in Otsego between 2000 and 2010 with more than a 100 percent increase in households and population. The projections of future population and household growth also illustrate the effects of the decrease in building permit activity in Otsego since 2006 due to economic conditions. The effect of the decrease in development activity since 2006 is to push out the City’s projected household and population estimates formulated as part of the 2004 Comprehensive Plan by more than 10 years. However, the City is expected to see continued growth over time based on available land supply, utility infrastructure and improved arterial roadways to provide convenient access for residents and businesses.

Household Type

The table below illustrates changes in household size in Otsego relative to population and household growth. The decrease in household size from 1990 to 2006 is likely reflective of an increase in empty nester households and retired age households. The smaller household size also reflects the national trend of people having fewer children and the dynamics of the modern family. However, Otsego’s projected household size is anticipated to remain relatively large due to the numbers of families with children that comprise the population in what will continue to be a growing community.



City of Otsego, Minnesota Comprehensive Plan

**City of Otsego
Household Size 2000-2030**

Year	Population	Households	Persons Per Household
2000	6,389	2,062	3.08
2010	13,571	4,736	2.86
2020	19,040	6,800	2.80
2030	28,000	10,000	2.80

Source: U. S. Census 1990, 2000 and 2010;
Minnesota State Demographer

The 2000 and 2010 Census provides a demographic profile of the households in Otsego as shown in the following table. As the table indicates, almost half of households in Otsego are families with children again indicative of a growing community with families finding available new housing.

**City of Otsego
2000 and 2010 Household Type**

Household Type	Total Number of Households		Households With Children		Households Without Children	
	2000	2010	2000	2010	2000	2010
Family – Married Couple	1,465	2,978	833	1,640	632	1,338
Family – Male Household	98	230	67	138	31	92
Family – Female Household	111	352	67	235	44	117
Total Family HH	1,674	3,560	967	2,013	707	1,547
Non-Family Households	388	1,176	55	326	333	850
Total Households	2,062	4,736	1,022	2,339	1,040	2,397

Source: U.S. Census 2000 and 2010



City of Otsego, Minnesota Comprehensive Plan

Age Characteristics

The following table illustrates the population of Otsego by age group utilizing information from the 2000 and 2010 Census. In 2000, the labor force (ages 18-64) represented the largest age group, which was followed by school age children. The pattern remains consistent in the 2010 Census although there is a slight shift to a retired aged persons being a larger percentage of the population than in 2000 with a decrease in the percentage of school aged children and the labor force age group being. Regional projections anticipate that the retired age group will grow rapidly in the coming decade as the labor force group continues to age and people continue to live longer.

**City of Otsego
2000 and 2010 Population By Age Group**

Age Group	2000		2010	
School Age				
Under 18	2,074	32.5%	4,195	30.9%
Labor Force				
18-24	494	7.7%	906	6.7%
25-44	2,184	34.2%	4,782	35.2%
45-64	1,367	21.4%	2,917	21.5%
Subtotal	4,045	63.3%	8,605	63.4%
Retired				
65-74	166	2.6%	530	3.9%
75-84	91	1.4%	195	1.4%
85+	13	.2%	46	.3%
Subtotal	270	4.2%	771	5.7%
Total	6,389	100.0%	13,571	100.0%
Source: U.S. Census 2000 and 2010				



City of Otsego, Minnesota Comprehensive Plan

Education

The following table illustrates education levels for residents ages 25 and over in 2010. As indicated, approximately 96 percent of the City's population has attained a high school diploma or higher degree, while just over 26 percent of the population has attained a Bachelor's degree or higher in education.

**City of Otsego
2010 Educational Attainment (Ages 25 and Older)**

Level Attained	Number	2010
<9 th Grade	89	1.1%
9 th to 12 th Grade (no diploma)	242	3.1%
High School Graduate	2,415	30.6%
Some College (no degree)	1,977	25.1%
Associate Degree	1,080	13.7%
Bachelor's Degree	1,645	20.9%
Graduate Degree	436	5.5%
Total	7,884	100.0%
% of High School Graduate +	-	95.8%
% of Bachelor's Degree +	-	26.4%

Source: U.S. Census 2010



City of Otsego, Minnesota Comprehensive Plan

Occupation

Information from the 2000 and 2010 Census regarding employment demographics for Otsego is depicted in the table below. The trend between 2000 and 2010 in the characteristics of the population is the growing percentage of professional occupations such as finance, business services, education and health services and leisure as a percentage of the population. Construction, manufacturing, trade, transportation and utilities continue to be the largest employment block in 2010. Overall, the employment characteristics of the population in Otsego reflect a skilled work force.

**City of Otsego
2000 and 2010 Occupations (Persons Age 16 and Older)**

	2000		2010	
Natural Resources and Mining	45	1.3%	68	1.0%
Construction	369	10.3%	519	7.8%
Manufacturing	815	22.6%	1,380	20.7%
Trade, Transportation & Utilities	304	8.4%	202	3.0%
Information and Retail	449	12.5%	737	11.3%
Financial Activities	221	6.1%	556	8.4%
Professional and Business Services	295	8.2%	630	9.5%
Education and Health Services	551	15.3%	1,123	16.9%
Leisure and Hospitality	159	4.4%	358	5.4%
Other Services	175	4.9%	456	6.9%
Government	217	6.0%	613	9.2%
Total	3,600	100.0%	6,657	100.0%

Source: U.S. Census 2000 and 2010



City of Otsego, Minnesota Comprehensive Plan

Income

Census data regarding income for Otsego residents and households in 2000 and 2010 is illustrated in the following tables. There is a significant increase in both per capita and household income between 2000 and 2010 suggesting that the influx of population during this period are from higher earning households. Persons in Otsego considered to be below the poverty level remained consistent as a percentage of the population from 2000 to 2010 but the number increased parallel with the change in population.

**City of Otsego
2000 and 2010 Income Data**

	Per Capita Income	Median Family Income	Individuals Below Poverty Level	Percent of Population
2000	\$20,209	\$59,319	647	3.2%
2010	\$29,910	\$74,449	1,017	3.4%

Source: U.S. Census 2000 and 2010

Employment Commuting

The table below illustrates data from the 2010 Census regarding travel time to work. Approximately one-third of Otsego residents travel more than 20 minutes to work, which reflects the City currently being a bedroom community to employment centers within the Twin Cities Metropolitan Area and St. Cloud Metropolitan Area.

**City of Otsego
2010 Travel Time to Work (Persons Age 16 and Older)**

Work at Home	421	6.4%
Less Than 5 Minutes	166	2.5%
5 to 9 Minutes	335	5.1%
10 to 14 Minutes	802	12.2%
15 to 19 Minutes	504	7.7%
20 to 24 Minutes	604	9.2%
25 to 29 Minutes	538	8.2%
30 to 34 Minutes	966	14.7%
35 to 39 Minutes	338	5.2%
40 to 44 Minutes	357	5.4%
45 to 59 Minutes	1,109	16.9%
More Than 60 Minutes	478	7.3%
Total	6,558	100.0%

Source: U.S. Census 2010



Policy Plan

The goals and policies section of the Comprehensive Plan provides a statement as to the City's objectives for its developed environment and the means to achieve the desired outcome or change. This section identifies general community goals and supporting policies that provide a decision-making framework for all public and private actions and development within the City. The goals and policies statements outlined herein are the basis of and complement the City's maps, ordinances, and codes that are more rigid documents.

The flexibility and adaptability of the City's goals and policies is useful in addressing current development activity guided by subsequent elements of the Comprehensive Plan, but also emerging development trends not anticipated at the time this document was prepared. This flexibility will give the Comprehensive Plan continuity for future City Councils, Planning Commissions, property owners, residents and developers. Just as the goals and policies outlined below draw from the Comprehensive Plans prepared in 1991 and 1998, 2001 and 2004, future Comprehensive Plan updates will expand from the City's objectives at this point in time.

To this end, the goals and policy section does not provide information on the timeliness and priorities for needed community improvements. Instead, it provides a series of criteria that can be used to direct general actions undertaken by public and private groups in response to community needs and priorities. In some cases, a single policy may outline a course of action. More frequently a group of policies will be applicable to a given situation. In the sections that follow, the terms "goals" and "policies" are used in context of the following definitions:

Goals: The generalized outcomes that will ultimately result in achieving the kinds of living, working and recreational environment that is desired.

Policies: Definite courses of action that lead to general achievement. They serve as guides to help make present and future decisions consistent with the stated goals.



Community Planning Principles

The primary function of local municipal government is the provision of an orderly, safe, productive and enhanced living and working environment. While this encompasses social, physical and economic opportunities and issues, the City of Otsego primarily influences the quality of life for its residents through the physical environment. Within this context of the City's capabilities, the following are a list of fundamental principles that guide the planning process to develop the Comprehensive Plan:

- Foster a strong sense of identity and quality of character for Otsego and its individual neighborhoods and business districts.
- Enhance Otsego's community character by ensuring that development that takes place in Otsego blends well with the natural, rural, and evolving urban atmosphere of the community.
- Encourage growth in an orderly and fiscally responsible manner through careful management of the development process.
- Promote the economic vitality of Otsego businesses and industries to provide for needed services, employment opportunities and a diversified tax base in support of the growth that is to occur.
- Expand the existing system of public parks, trails and open space to provide equitable distribution of recreational opportunities in Otsego, preserve and use wisely natural resources, preserve scenic, aesthetic and historical community character and development of facilities to contribute to a high quality of life.
- Coordinate with State and regional government to develop a functional transportation system integrating local and regional facilities for all modes of pedestrian, vehicle and mass transit options to accommodate long range growth that is to occur.
- Provide for the health, safety and welfare of the public by ensuring managed growth occurs within a framework of local infrastructure and services of sufficient capacity to meet community needs and expectations.



Growth Management

Goal #1: Expansion of urban uses shall occur on a staged basis providing for a logical extension of related community services in a fiscally responsible manner to maintain the City's current favorable local tax rate.

Policies:

1. Boundary limits for urban development shall be clearly delineated and expanded in a staged manner such that urban uses be prohibited from prematurely encroaching into rural areas.
2. Promote infill development and follow an orderly pattern for urban expansion that maximizes investment in existing utility and transportation infrastructure.
3. Discourage subdivision of parcels not contiguous to existing urban development that expand the City's existing service delivery areas and create scattered nodes of development.
4. Promote commercial and industrial development in order to create more employment opportunities and strengthen the tax base within Otsego.
5. Thirty (30) percent of available waste water treatment plant capacity within each sewer service district shall be reserved for commercial and industrial development.
6. Establish growth control mechanisms that allow specific annual levels of residential development that can be accommodated in a fiscally responsible manner based on existing service capacities.
7. A maximum five (5) year supply of land for for urban residential development shall be provided in the sanitary sewer service district based upon City estimated demand.
8. The City shall plan its utility service and street extensions to accommodate long term growth and urban expansion in the community.
9. Prevent premature subdivisions in areas that lack adequate infrastructure such as utilities, streets or parks.



10. Maintain a Capital Improvement Plan that allows the City to properly plan for, schedule and finance public improvements and require infrastructure improvements associated with new development to be financed by the developer except as identified in the Capital Improvement Plan.
11. Final plats shall be limited to development that will occur within five (5) years of City approval.
12. The City shall require financial securities to insure performances on plat construction and to provide an incentive for timely development.

Economic Development

Goal #1: Attracting, retaining, and expanding businesses and industry is a priority for diversifying Otsego's tax base.

Policies:

1. Expand Otsego's tax base through economic development promotion of commercial and industrial opportunities within the City to assist in paying for needed services and reduce tax impacts on housing costs.
2. Encourage commercial and industrial development to create new job opportunities within Otsego. and expand the local tax base
3. Utilize the Economic Development Commission to establish specific economic development goals, policies for the use of financial incentives and assistance related to commercial and industrial development and implement programs to promote Otsego through outreach to existing and potential businesses.
4. Streamline the development review process for proposed commercial and industrial developments.
5. Promote identification of individual commercial areas within Otsego through a continuing program of high visibility corridor enhancements, civic beautification, tree planting, requirements for businesses and industries uses to provide for high quality building materials and site landscaping and other measures that will promote an aesthetically pleasing environment.



City of Otsego, Minnesota Comprehensive Plan

6. Continue communication with Otsego's businesses and industries to stay abreast of their changing needs to facilitate the retention and in-place expansion of existing industries.
7. Promote Otsego's community identity through consistent brand messaging with all communications, signage at community gateways and at City facilities.

Land Use - General

Goal #1: Develop a cohesive land use pattern that ensures compatibility and functional relationships among activities.

Policies:

1. Encourage provision of a balanced variety of development types to satisfy the needs, desires and income levels of all people while preventing an oversupply of any one type of development.
2. Cluster land complementary uses and activities shall be clustered into functionally related sub-units of the community as determined by physical barriers, homogeneous land use characteristics and service area boundaries.
3. Accomplish transitions between different land uses in an orderly manner that so as not to create negative impacts on adjoining developments; changes in types of land use shall occur either at mid-block points, so that similar uses front on the same street, or at borders of areas separated by physical barriers.
4. Regulate incompatible land uses so that conflicts are minimized through the use of physical barriers (i.e., topography, drainageways, transportation routes, etc.), distance, screening, or proper physical orientation of lots and buildings.
5. Amend established, geographic land use designations and related zoning classifications only when it can be demonstrated by those making the request that the modifications are in the best long term interest of the community and consistent with the policies of the Comprehensive Plan.



City of Otsego, Minnesota Comprehensive Plan

6. Justification to amend the Comprehensive Plan (or Zoning Ordinance) to allow uses or activities not guided for or allowed shall be consistent with long-term community goals and not solely short term market demand or potential.
7. Consider interim uses where land use designations are provided for long term market needs and absorption provided that the activities will be compatible with existing and proposed uses and that these uses will not serve as obstructions to planned development.
8. Implement and interim land use plan to prevent an over-allocation of land zoned for any particular use in excess of actual demand or service capacities as the Land Use Plan is a general long-term, suggested land use pattern for the City intended to develop over time.
9. Analyze all development proposals shall be an individual basis from a physical, economic and social standpoint within the context of the entire community to determine appropriate uses.
10. Deem premature any request for a rezoning of property to allow a more intensive land use that is guided by the Land Use Plan unless those initiating the request demonstrate that the criteria set forth by the Comprehensive Plan are satisfied.
11. Relate the land uses guided by the Comprehensive Plan to community development priorities and transportation needs.
12. Removal of land from property tax obligations shall be considered only when it can be clearly demonstrated that such actions are in the public interest.
13. Establish standards for development quality for all land uses to insure desired community character.
14. Coordinate Otsego's plans for future growth with neighboring communities regarding bordering and extra territorial areas to encourage unified developments patterns consistent with the Comprehensive Plan.
15. Plan land use development so as not to isolate or create land-locked parcels and require that all development shall be accessed by adequate public streets.
16. Accomplish renewal, replacement, and redevelopment of substandard and grossly incompatible land uses through private means and, where appropriate, public action.



17. Administer zoning, subdivision and building and property maintenance ordinances to maintain high quality, attractive neighborhoods and business districts.

Land Use - Rural

Goal #1: Rural character and existing operating farms and agricultural activities within the rural service area shall be maintained as an interim land use in recognition of the City's established growth management goals.

Policies:

1. Confine the keeping of the present levels of farm animals to the rural service area or farming operations already established.
2. Prohibit the establishment of new high intensity agricultural uses within the City as it is not in the best interest of the community to allow new, concentrated, and intensive animal facilities in consideration of the anticipated rate of urbanization.
3. Allow hobby farms at property division sizes that will not create service problems or pollution concerns nor infringe upon the City's planned urban growth areas.
4. Regulate the subdivision of large tracts into smaller parcels for rural residential uses so as not to create future barriers for expansion of urban development and extension of services.
5. Delineate boundary limits for staged urban expansion and deem premature and any expansion of urban uses into rural areas not consistent with that plan.

Land Use - Residential

Goal #1: Residential neighborhoods are to be the foundation of the community, and are to be planned on an individual basis to provide safe, high quality, high amenity living environments.

Policies:

1. Limit all new residential urban growth to the immediate urban service area within the sanitary sewer service district to be connected to municipal sanitary sewer



City of Otsego, Minnesota Comprehensive Plan

and water service except as may be specifically allowed by the Comprehensive Plan.

2. Guide designation of urban residential development on the Land Use Plan on the basis of “net” site area to make the type and density of residential uses more predictable with the net area defined as being the gross area of a parcel excluding wetlands, floodplains, waterbodies, waterways, parks and perimeter major collector or arterial street rights-of-way.
3. Protect residential neighborhoods from penetration by through traffic on local streets, with major streets bordering residential neighborhoods.
4. Avoid exposure of residential development from adverse environmental impacts, including noise, air, and visual pollution and new development shall be prohibited in areas where noise and/or pollution exceed accepted standards and the negative impacts are not correctable by construction, site planning or other techniques.
5. Require low density residential neighborhoods to be protected from encroachment or intrusion of incompatible uses by adequate buffering and/or separation from other residential, as well as non-residential land use categories.
6. Encourage innovation in subdivision design and housing.
7. Minimize outside storage within urban residential areas, and in those instances when it is acceptable, require it be conducted in an orderly, confined and limited manner.
8. Regulate that accessory buildings within urban areas shall be of a compatible design and size to maintain a residential neighborhood character and use of these buildings shall be limited to residentially related activities.
9. Allow for home based business within residential neighborhoods provided they are not evident.

Goal #2: The City shall provide housing opportunities for persons of all ages and income levels that allow them the ability to maintain residence within Otsego throughout the various stages of their lives.

1. Maintain a balance in the availability of quality housing choices throughout the City shall be maintained based on benchmarks established by the City’s Land Use Plan and Housing Plan; the City shall periodically define the type and



City of Otsego, Minnesota Comprehensive Plan

amount of new housing that is to be built to maintain consistency with established benchmarks.

2. Adhere to the highest community design, planning and construction standards for all new residential development.
3. Encourage housing styles and development techniques that conserve land and increase efficiency provided that guided densities are not exceeded.
4. Mixing of various housing types or densities shall not be permitted unless specifically planned and approved as part of the development approval process.
5. Establish single family dwellings as the primary type of housing maintained and developed within the community through designation of a variety of single family lot sizes to create potential for added diversity in the housing supply and create housing opportunities for all segments of the population.
6. Provide opportunities for housing for low and moderate income families and individuals that is not to be concentrated within a single project or area.

Goal #3: Provide for well-designed housing alternatives to single family dwellings that are compatible with the desired character of the community.

Policies:

1. Recognize the need to develop of a variety of twin homes, townhouses, and multiple family dwellings to supplement conventional single family homes giving due consideration to local market demands and desired community character.
2. Limit development of twin homes, townhouses and multiple family to areas designated for low-medium density, medium density and high density residential uses distributed throughout the community by the Land Use Plan.



City of Otsego, Minnesota Comprehensive Plan

3. Guide areas for medium and high density residential land use so as not to be concentrated in any one area of the community or over such acreages at any one location as to create potential land use compatibility, transportation, utility or service delivery issues.
4. Promote development of twin homes, townhouses and multiple family dwellings adjacent to areas targeted for commercial development to provide ancillary market support.
5. Establish specific Zoning and Subdivision Ordinance standards for development of twin homes, townhouses and multiple family uses to ensure quality and innovation in construction and site design, as well as consistent application of development requirements.
6. Provide medium and high density residential housing development adequate traffic access and circulation to protect public safety and maintain land use compatibility.
7. Locate group homes and other residential institutional uses in areas appropriately guided for medium or high density residential land uses with convenient access to commercial locations and transportation.

Goal #4: The character of individual neighborhoods shall be reinforced, maintained and upgraded.

Policies:

1. Coordinate neighborhood preservation and rehabilitation efforts within individually defined neighborhoods.
2. Maintain a high quality residential environment through rehabilitation or where necessary, redevelopment of substandard units through private means and/or public action, when feasible.
3. Abate property maintenance violations that infringe upon neighborhood quality or create public health safety and welfare concerns through code enforcement efforts.



Land Use - Commercial

Goal #1 Promote balanced and viable commercial development responsive to the retail and service needs of the community, Highway 101 travelers and surrounding market area.

Policies:

1. Define commercial land areas adequate to meet expected long range development needs shall be designated on the land use plan and a phasing program for utilization.
2. Designate commercial development in areas of high accessibility with the Trunk Highway 101 corridor being promoted as the primary focus for commercial uses within Otsego.
3. Develop commercial nodes as cohesive, highly interrelated units with adequate off-street parking and appropriate regulated points of access.
4. Discourage spot or uncoordinated linear commercial development and infill development of any scattered open parcels along existing roads and highways shall be accomplished to establish more functional development patterns.
5. Development of one quadrant of a street intersection shall not indicate or dictate commercial use of the remaining quadrants.
6. Encourage site designs that integrate commercial sites with natural features of the land and provide an aesthetically attractive appearance.
7. Establish architectural and site development standards to ensure high quality of development, especially in areas of high visibility such as the Trunk Highway 101 corridor.
8. Establish regulations for signs for commercial properties to facilitate business identification but also prevent over-intensification.
9. Require existing commercial uses to hook up to municipal sanitary sewer and water service when available.



10. The intrusion of commercial land uses in residential districts shall be regulated and controlled to minimize adverse impacts. An orderly transition between the highway commercial areas and low density residential neighborhoods shall be established through the introduction of higher density residential uses. All commercial uses shall be adequately screened or buffered from any adjacent residential development.
11. Encourage the elimination (through removal and relocation) of conflicting non-complementary uses in areas of the City targeted for immediate commercial development.

Land Use - Industrial

Goal #1: Promote continued development of high quality, high value industries that enhance the City's economy through an improved tax base and expanded employment opportunities within Otsego.

Policies:

1. Limit industrial uses to areas designated for these activities by the land use plan. Such areas shall be in locations with high accessibility with Trunk Highway 101, Interstate 94, and the 70th Street corridor being promoted as the primary focus for industrial uses.
2. Provide for phasing of development within areas designated for industrial uses as demand increases.
3. Define distinct areas for varying types of industrial activities and establish respective standards governing development quality.
4. Require industrial uses shall be encouraged to hook up to municipal sanitary sewer and water service when available.
5. Encourage relocation of existing industrial type activities within residential areas of the community to relocate to appropriate areas designated for industrial use on the Land Use Plan.



City of Otsego, Minnesota Comprehensive Plan

6. Outside storage of equipment and materials associated with industrial uses shall be screened and landscaped to eliminate negative visual impact.
7. Regulate signs for industrial properties to facilitate business identification but prevent over-utilization.
8. Encourage infill development and in place expansion within the existing industrially zoned areas of the Otsego.
9. Promote industrial development that maximizes the return on City investments in public facilities and services.
10. Consideration all potential physical implications and services and facility demands (i.e., traffic generation, sewer and water demands, etc.) of any proposed industrial development.
11. Promote a positive image for Otsego's industrial areas by requiring property maintenance through code enforcement.
12. Encourage site designs that integrate industrial facilities with natural features of the land and provide an aesthetically attractive appearance shall be encouraged.

Parks and Trails System

Goal #1: Planning for the parks and trails system shall be a dynamic process that organizes and addresses recreation activities in a comprehensive manner.

Policies:

1. The Parks and Recreation Department shall provide comprehensive park and recreation programs and facilities for all residents and groups of the community.
2. The Parks and Recreation Commission will provide a forum for open discussion of issues to insure early and continuing public participation in park planning and recreational programming to continue to facilitate public awareness and encourage input on all aspects of parks, trails, open space and recreation.
3. The Parks and Trails Plan will be based upon directions established by the Land Use Plan and be implemented through integration with other City activities involving growth management, economic development and provision for other public facilities and services.



City of Otsego, Minnesota Comprehensive Plan

4. Parks and Recreation management and operations will be implemented based on City Council and Parks, Recreation and Natural Resources Committee policies, procedures and ordinances.
5. Review and evaluate all programs to keep abreast of changing times and new ideas.
6. Support private recreational programs and facilities that offer opportunities to the community.
7. Coordinate recreation programs and related facilities wherever practical with other providers, both public and private, such as the School Districts, community education, civic organizations, health clubs, neighboring cities, athletic associations, cultural arts organizations, etc.
8. Charge user fees where appropriate for participation in recreational programs as a means of defraying costs.
9. Accept gifts and donations for recreation programs and supplies if they are free of obligations or impacts which limit later use (by a condition of the gift), do not offend segments of the community, or which do not come with delayed costs that cannot be justified as being in the City's best interest or consistent with City policies.
10. Advertise City park facilities and recreation programs through the City newsletter, brochures, newspapers, webpage, informational signs and other available media.

Goal #2: Acquire land for development of a park and trail system to fulfill the long-term needs of the present and projected population of the community.

Policies:

1. Acquire land for parks through dedication, purchase, eminent domain or donation.
2. Accept land to be dedicated for park and trail facilities in satisfaction of subdivision requirements only when the parcel satisfies the needs of the community as determined by the City.
3. Donations of lands that serve no previously defined system shall not be used to satisfy required development dedications but may be accepted as a donation but only if they are free of obligations or impacts that may limit their use.



City of Otsego, Minnesota Comprehensive Plan

4. Acquire parcels with high amenity value and unique landscape areas, such as river frontage, water bodies, waterways, wetlands, ponds, streams, significant tree stands, native prairie, bluffs or areas of rugged topography, as a amenities within in the developing park system.
5. Include areas of cultural value within park lands when they exhibit qualities or have opportunities to contribute to the park and trail system.
6. Locate trails along front property lines within a public right-of-way wherever possible, except as part of larger linear park facilities.
7. Require dedication of adequate right-of-way for sidewalks and trails during the subdivision process or acquired as part of improvement projects.
8. Costs for the acquisition and development of park and trail facilities shall be borne by those that benefit from the improvements.
9. Pursue grants and other alternative funding sources for the acquisition and development of park and trail facilities.

Goal #3: Develop a comprehensive system of safe, aesthetically pleasing and parks, greenways and trails geographically located throughout the community in a manner compatible with surrounding land uses that provide a variety of facilities to all the people of Otsego.

Policies:

1. Maintain a balance between active, passive and cultural recreational areas and activities tailored to the needs of the entire community.
2. Integrate parks, greenways and trails as a comprehensive system for serving the recreation needs of the community through physical connections and planned development of a full variety of facilities and diverse uses during all seasons.
3. Site location, type and extent of park lands acquired by the City will be considered in determining facility development.
4. Make improvements to the park and trail system based on a classification system of park and trail facilities defined by the Comprehensive Plan.



City of Otsego, Minnesota Comprehensive Plan

5. Recognize the existence and function of private recreation facilities within the community to avoid unnecessary duplication and conserve financial resources in acquiring and developing public parks and trails.
6. Establish consistent design elements for park and trail facilities (buildings, play equipment, landscape plantings, signage, fixtures, etc.) that promote community identity and recognition of public facilities.
7. Consider long-term costs for maintenance and operation in a facility's design and construction as part of the planning process.
8. Park development shall minimize impacts upon adjacent land uses through provision for, but not limited, to the following:
 - a. Appropriate location and orientation of activity areas and buildings.
 - b. Screening and landscaping site design elements.
 - c. Structures are to be designed with appropriate scale, design and color and constructed of quality materials.
 - d. Adequate off-street parking.
9. Coordinate local facility development and related services with the needs and facilities of surrounding communities, school districts, athletic associations, civic groups and other organizations.
10. Preserve inherent natural amenities or cultural resources when planning the development of specific park and trail sites.
11. Maximize accessibility to parks and other community destinations to best serve area residents.
12. Provide sidewalks along at least one side of all local streets within residential neighborhoods and on both sides of all streets within commercial subdivisions.
13. Establish greenway corridors to break up urban land use patterns, allow wildlife movement, and preserve open space while allowing the community to enjoy the natural amenities within Otsego.
14. Include both buildable land and environmentally sensitive areas with a greenway linear park design to conserve and enhance areas such as forests, water bodies,



City of Otsego, Minnesota Comprehensive Plan

waterways, wetlands, ponds, natural prairies, bluffs or other natural amenities within the community.

15. Coordinate greenway corridors with City stormwater management and other utility plans.
16. Trails shall serve both transportation and recreational functions as connections between activity centers or by providing access to natural areas, waterways, water bodies or other natural areas.
17. Construct trails in conjunction with State, County or City street improvement projects to minimize construction costs.
18. Plan trail corridors that minimize conflicts between pedestrians, bicyclists and motor vehicles.
19. Construction of trails in accordance with City design standards shall be required of developers with land abutting major collector or arterial streets.
20. Plan for the long-term development of more intensive recreational facilities and services to meet the needs of a growing urban population.
21. Provide for the efficient maintenance and operation of clean, safe, attractive park and trail facilities.
22. The use of motorized recreational vehicles or riding horseback shall be limited to designated areas.
23. Continue to allow regulated snowmobile street use in the City in accordance with the City Code provided that snowmobile traffic does not become a hazard to public safety and welfare.
24. Encourage continued support of the City's private snowmobile club in the maintenance and upkeep of snowmobile trails and policing snowmobile use.

Goal #4: The Parks and Recreation Department will provide for the efficient maintenance and operation of clean, orderly, controlled, safe and attractive park lands and recreation facilities.



Policies:

1. Provide effective management and staffing of all facilities through the annual budget process to ensure delivery of quality recreational experiences to park users.
2. Parks and recreational facilities will be maintained according to generally accepted standards of performance and comply with all applicable safety requirements.
3. Provide adequate maintenance of trail facilities to insure their availability for use throughout the year and their safe condition for the protection of the user including removal of snow from trails accessing school facilities and remove snow from all other trails as established by priority ranking and as time allows.

Natural Environment

Goal #1: Protect and strengthen the quality of all environmentally sensitive areas and unique physical features.

Policies:

1. Prevent impacts from development to drainageways, wetlands, shoreland, floodplains and other natural features which perform important environmental functions in their natural state.
2. Require that all activities in naturally or environmentally sensitive areas conform to local, county and state regulations and incorporate State and Federal pollution regulations into local policy and codes when appropriate.
3. Identify the location, type and condition of existing vegetation as part of all development requests with preservation of existing trees shall be accomplished where feasible.
4. Require new development adding trees and other such amenities to the landscape.
5. Integrate natural resources with the Community's park and trail systems. Establish greenway corridors that provide links between natural open spaces and environmentally sensitive areas as a means of protecting these areas, providing



City of Otsego, Minnesota Comprehensive Plan

public access to natural open space, increasing stormwater infiltration, provide for wildlife corridors, and definition of neighborhoods.

6. Preserve natural drainage patterns wherever feasible.

Goal #2: Provide adequate protection to maintain environmental balance between natural and man-made physical features through land use development policy.

Policies:

1. Regulate new development and the expansion of existing activities as necessary where negative environmental impacts may result.
2. Establish that the type of development allowed shall be based on soil suitability and ground water tables.
3. Restrict development on slopes identified as potential problem areas due to erosion or slippage characteristics and require erosion control within the plans for all development requests.
4. Prohibit alteration of natural drainage system components where possible so that stormwater can be adequately managed without construction of storm sewer pipe.
5. Encourage cluster development concepts where protection of natural features is important to the community and enhances the desirability of the development.
6. Classify and regulate land uses adjacent to water bodies and watercourses in consideration of Minnesota Department of Natural Resources mandated regulations.
7. Regulate all lands lying within the Mississippi Wild and Scenic and Recreational River District in accordance with applicable standards so as to preserve and protect the outstanding scenic, recreational, natural, historical and scientific values of the river.
8. Ensure that existing floodplain development is protected from flood waters and that strict adherence and enforcement be paid to all floodplain ordinances and federal floodplain insurance regulations.



City of Otsego, Minnesota Comprehensive Plan

9. Restrict the location of non-local governmental solid waste disposal facilities within the City. No waste disposal facilities by a non-local governmental jurisdiction shall be allowed in Otsego unless it can be demonstrated that no negative environmental impact potential will exist and that these activities can exist in harmony with the natural environment as well as existing and proposed uses.
10. Continue to work with the City of Albertville to ensure proper management of Otsego Creek.
11. Consider noise levels along arterial roadways in establishing the future development pattern on the Land Use Plan to ensure that there will not be an expectation in the future of sound walls or other noise abatement measures by the City or other government entity.
12. Monitor ground water quality within concentrated unsewered development areas of the community through continued implementation of the Well Head Protection Plan.
13. Require connection to municipal sanitary sewer service when determined necessary to maintain ground water quality and public health and safety.

Transportation

Goal #1: Approach all modes of transportation and related facilities as an integrated system to be coordinated on a comprehensive basis.

Policies:

1. Plan transportation facilities to function in a manner compatible with adjacent land use; in those instances where the function of a transportation facility has changed over time to become incompatible with adjacent land uses, programs shall be established to eliminate this incompatibility.
2. Design transportation facilities to conserve natural resources and minimize the total need for ongoing public investment. To this end, the amount of land devoted to streets and the number of street miles within the community shall be minimized to the extent possible.
3. Establish and develop a street system that is sensitive to homogeneous neighborhoods and activity areas along with the provision of facilities that are



City of Otsego, Minnesota Comprehensive Plan

consistent with the safe and convenient circulation needs of pedestrians and bicyclists to facilitate local movements.

4. Coordinate transportation planning and implementation with neighboring and affected jurisdictions.
5. Work with Wright County, MNDOT and surrounding jurisdictions to identify the means by which long term transportation goals can be met to satisfy both regional and local needs through implementation of the Highway 101/169 Corridor Plan and Northeast Wright County Transportation Plan.
6. Include, where feasible and practical, provisions for other transportation modes, i.e., bicycles, trails, park and ride, etc., in street and highway improvement plans.

Goal #2: The street system shall be planned, designed and constructed according to the highest standards in consideration of land use and efficient local and regional transportation.

Policies:

1. Base the planning and design of the streets within Otsego on a functional classification system.
2. Plan for anticipated increases in traffic volumes and corresponding roadway improvements by analyzing existing right-of-way widths, accessibility, speed, surfacing, sizing, and maintenance requirements of existing roadways and those in areas of new development.
3. Construct new streets and upgrade existing streets in compliance with Minnesota Department of Transportation (MNDOT) standard specifications for construction.
4. Existing gateways to the City from Trunk Highway 101 are viewed as vital to the community and the City shall work cooperatively with MNDOT and Wright County to maintain and improve them to the extent possible in recognition of traffic levels of service, available funding, and local land use and transportation goals.
5. Coordinate with surrounding and regional communities, Wright County and MNDOT on planning for local and regional transportation issues related to the Interstate 94 corridor and specifically potential future interchange improvements at Nabor Avenue, CSAH 37, CSAH 19 and Kadler Avenue.



City of Otsego, Minnesota Comprehensive Plan

6. Consider provision of minor collector streets within large residential subdivisions to channel traffic out of the subdivision and onto the City's major collector and arterial street system.
7. Restrict vehicular access onto all types of arterials to ensure adequate distance between intersections and effective utilization of appropriate traffic control methods and devices.
8. Prohibit parking on arterial streets and any on-street parking on other streets that conflicts with moving traffic or creates hazards shall be eliminated.
9. Classify all residential streets as low volume carriers designed to prevent penetration by through traffic and to properly direct traffic to major collector or arterial streets.
10. Require proper visibility, design and control of all intersections to promote vehicle and pedestrian safety.
11. Implement a uniform sign maintenance policy regarding roadway signs that eliminates unnecessary signs and replaces outdated, inappropriate and confusing public signs.
12. Establish standards and control signs and lighting for commercial and industrial uses to prevent driver distraction and potential hazards
13. Phase out existing gravel roadways in urbanized areas of the community by evaluating their function in relation to the long term transportation system.
14. Act to plan, design, and develop a street system in those areas where incomplete street facilities exist that reflects the highest standards and relates land use to transportation needs.
15. Identify all traffic safety hazards within the City and a program for corrective action is to be formulated and implemented.
16. Identify and illuminate all pedestrian street crossings on high volume streets.

Goal #3: Support the development of public transit, para-transit, carpooling and other such measures which will minimize the need for individual automobile travel.



City of Otsego, Minnesota Comprehensive Plan

Policies:

1. Pursue park and ride facilities TH 101 and I-94 as need dictates and funding may be available.
2. Support expanded use of heavy-rail commuter train service between the region and Twin Cities Metropolitan Area as a means of improving access to employment for residents and reducing traffic congestion on existing arterial roadways.
3. Support transit and para-transit services and facilities to meet the basic transportation needs of persons who cannot use automobile transportation, where economically feasible,

Goal #4: Ensure that all land uses have appropriate access and sufficient off-street parking to meet demand.

Policies:

1. Develop parking facilities so as to conserve land, promote joint use and minimize conflicts with vehicle, pedestrian and bicycle traffic.
2. Review and update as necessary off-street parking requirements to ensure supply is reflective of demand and any new development or expansion of existing development shall include adequate off-street parking.
3. Utilize landscaping and site design to eliminate large continuous expanses of pavement and enhance the aesthetics of parking areas.
4. Provisions for disability parking in compliance with the Americans with Disabilities Act are to be made in all parking lots.



Utilities

Goal #1: Urban service areas, rural service areas, and urban service reserve areas shall be clearly designated with appropriate density and use controls to facilitate fully utilized service systems and staged expansion.

Policies:

1. Define the amount, type and rate of growth that must be absorbed to accommodate sanitary sewer delivery and future capital improvements.
2. Allocate available municipal sanitary sewer and water service only to lands within the immediate urban service area on a first come, first serve basis.
3. Establish an urban service reserve area that graphically identifies lands within the City that will be considered for staged sewer district expansion.
4. Expand the boundaries of the sewer service district only when the criteria established by the Urban Service Staging Plan are satisfied.

Goal #2 Costs incurred for the provision of all municipal utilities and services shall be financed by those who receive such service.

Policies:

1. Responsibility for costs associated with the extension of municipal utilities to new developments shall be borne by the developer.
2. Access to sewer service shall not be guaranteed based on preliminary plat approval by the City but will only be guaranteed upon approved of final plats with executed development agreements contracts that assure the City of timely development.
3. Reduce the risk of payment for the provision of the utility system by non-users through utility phasing, the identification of potential water revenue sources, and the establishment of realistic growth expectations.
4. Impose assessments associated with sewer and water service in accordance with the assessment policies and ordinances of the City that establish financing methods for various City improvements, including, but not limited to, trunk mains and laterals for sanitary sewer and water.



City of Otsego, Minnesota Comprehensive Plan

Goal #3: Ensure adequate distribution and provide for access to all facilities and services.

Policies:

1. Require extension of utility lines installed to serve a particular parcel of land through the parcel to provide future connections to adjacent property.
2. A Capital Improvement Program for all public facilities shall be prepared and annually updated.

Goal #4: Coordinate facilities and services on a joint use basis between governmental units.

Policies:

1. Minimize the impact of necessary utility facilities and services on surrounding uses and coordination among all utility improvement programs shall be required.
2. Require dedication of easements for utility systems and locate said easements according to uniform standards to provide for ease of access for maintenance and repair and minimal disruption of other activities or areas.
3. Locate any non-local service utility lines and essential service to minimize impact upon existing and future development.
4. Require underground installation of all new utility services, and when economically feasible, the conversion of existing overhead systems to be required.
5. Work with neighboring cities and jurisdictions for sharing of necessary utilities and services.

Goal #5: The need to extend municipal utilities to lands presently served by private on-site septic systems shall be minimized to the extent possible until financially feasible or mandated by environmental concerns.

Policies:



City of Otsego, Minnesota Comprehensive Plan

1. Implement a program and regulations assuring that private sewer and water utility systems are monitored and maintained to assure a safe and high quality standard of service on an ongoing basis shall be established.
2. Require all private utilities to comply with applicable provisions of the City Code and applicable State laws and regulations including those related to sewer service.
3. Prohibit delivery of common private sanitary sewer delivery to lands other than the existing Riverbend Mobile Home Park in favor of provision of municipally owned and operated facilities to protect public health, safety and welfare.

Government Facilities and Services

Goal #1: Public facilities shall be designed to enhance community identity and recognition.

Policies:

1. Develop and maintain all public facilities according to the highest adopted standards of design and performance to serve as examples for private development and to create a source of community identity and pride.
2. Provide adequate screening, buffering and landscaping for all public facilities in order to minimize their impact on surrounding uses and enhance the community and area in which they are located.
3. Enhance the attractiveness and identity of the community through a continuing program of gateway identification, civic beautification, tree planting, street maintenance, and other measures.
4. Locate water towers associated with the municipal water system shall be located to both fulfill its intended function and promote Otsego's identity.
5. Pursue the establishment of a local post office within the community.
6. Design public buildings and facilities to be resistant to personal and property crime opportunities while maximizing public access and usability.



City of Otsego, Minnesota Comprehensive Plan

Goal #2 Public facilities and services shall be located so as to offer ease of access and minimal response time.

Policies:

1. Locate public facilities where the use is compatible with the existing and proposed land uses of the area.
2. Develop public facilities upon sites that offer ample land area for any necessary expansion.
3. Displacement and relocation of residents resulting from the development of governmental service facilities shall be discouraged.
4. Examine the feasibility of providing a fire substation within the community which will adequately protect citizens within the existing and potentially expanding fire service area.
5. Monitor police services provided by the Wright County Sheriff's Department and to ensure adequate protection for persons and property and minimize crime within Otsego.

Goal #3: Provide for proper school facilities by working with school district officials to meet the needs of existing and future populations.

Policies:

1. Coordinate community growth with the school districts to ensure appropriate facilities planning.
2. Assist the school districts in locating sites for new facilities that are accessible, compatible with adjacent land uses and natural environment amenities, and offer the necessary land to meet the physical needs of the school use.
3. Enter into agreements for joint use of City parks and school recreational facilities to maximize the benefits to both residents and students.
4. Establish safe and convenient trail access to each school site within the community.
5. Promote school site design that results in the facilities becoming neighborhood and community focal points and gathering areas.



City of Otsego, Minnesota Comprehensive Plan

Goal #4: The full utilization of investments in public facilities and services shall be achieved prior to making new public investments.

Policies:

1. Cooperation and coordination between governmental units shall be promoted and encouraged in the provision of public facilities and services.

Goal #5: Those areas, places, buildings, structures and other features having significant architectural, historical, community or aesthetic interests and values shall be preserved.

Policies:

1. Identify potentially significant elements within the community and develop strategies for their preservation, to the extent practical.
2. Document present day conditions, buildings, areas and people in recognition of the significant change ongoing within the community as a result of increased growth and development.
3. Provide information on the City's past to help create a sense of community identity and recognition.

Administration

Goal #1: All development that occurs in the community is to be in accordance with the Comprehensive Plan.

Policies:

1. Development policies and regulations shall be applied consistently and uniformly.
2. Evaluate the Comprehensive Plan regularly and proceed with updates when such action is deemed appropriate by the City.



City of Otsego, Minnesota Comprehensive Plan

3. Establish codes addressing zoning, subdivision, building, and building/property maintenance and review these standards and requirements on an as needed basis.
4. Monitor legislative changes and new requirements in community responsibilities, notably in the area of environmental protection and development management authority and update the City's development regulations as necessary.
5. Evaluate development proposals to determine all economic, physical, social and service demand implications and sufficient time shall be provided for thorough analysis and decision-making.
6. Document all analysis related to consideration of development proposals to substantiate the basis of the City's decision.
7. Initiate impact studies and cost analysis for public service improvements such as utility extensions or upgrading, fire and police protection, sewage treatment plant expansion, roadway network improvements, and recreation system elements when new or expected development necessitates.

Goal #2: Maintain high standards for proactive involvement and communication with City residents and businesses on City issues and services.

Policies:

1. Provide opportunities for direct involvement and input of area residents, business persons, and property owners in the planning and implementation of any development related activities in the City.
2. Utilize existing business and civic organizations as a means of communicating and informing land owners and tenants, and the general citizenry of area projects, plans and accomplishments.
3. Encourage developers to hold informal meetings with project area residents, business persons, and property owners on a neighborhood or sub-unit basis to inform them of area plans prior to proceeding with formal development applications.
4. Conduct public hearings on area plans and projects with prior notice to all citizens in the community as required by Law.



City of Otsego, Minnesota Comprehensive Plan

5. Make use of available media such as area newspapers, the Otsego View, and the City's website as a means to keep citizens informed of all development projects.

Goal #3: Allocate administrative and improvement costs to those generating the demand or utilizing the service to the extent possible.

Policies:

1. Monitor the City's administrative procedures and services, including the processing of development applications, to ensure that the financial costs associated with said services are paid by those making the request.
2. Utilize Special assessments and/or special taxing districts to assign costs for public improvements to benefiting parties.
3. Require land dedication, easements and other such dedications at the time of subdivision and/or development to insure the physical capability for necessary public/semi-public utilities and improvements.
5. Annually review the City's financial position to ensure proper fiscal programming and management.
6. Monitor Federal and State programs for the possibility of assisting the community with implementing the Comprehensive Plan and meeting the needs of its citizens.
7. Implement a Capital Improvement Program for the management, programming, and budgeting of capital needs.



Natural Environment Plan

Protection of the City's environmentally sensitive areas and open character has always been of prime importance to the Otsego community. These features defined the community and have served to attract much of the existing residents, as well as new development. In addition to their aesthetic value, the elements that comprise Otsego's natural environment serve important ecological functions and create boundaries that define the pattern of urban development. Concern exists that the continued expansion of urban development in Otsego will result in degradation of the City's natural environment. It is necessary then as part of this Comprehensive Plan, that special attention be given to the protection of these areas. The focus of environmental protection efforts within the City is trending towards efforts to integrate land uses with the existing elements of the natural environment.

Rivers and Tributaries

The north and east boundaries of the City of Otsego are defined by the Mississippi River from which the City draws much of its identity and heritage. Protection of the Mississippi River corridor is implemented by the Mississippi River Wild, Scenic and Recreational River Management Plan originally adopted by the State of Minnesota in the 1970s. The City of Otsego adopted an overlay zoning district in 1994 implementing the regulations of the Management Plan. Divided into three sub-districts, the City's WS Overlay District establishes allowances for land use, development standards and limitations on vegetative cutting or shoreland alteration within the Management Plan area to preserve the Mississippi River corridor in as natural a state as feasible. The DNR is in the process of updating the Management Plan with anticipated changes effecting both land use and stewardship of the Mississippi River Corridor. The City of Otsego has been a participant in this process from the start, guided by the recommendations of the Wild, Scenic and Recreational River District Boundary Analysis and Alternatives report prepared in 1991.

The Crow River defines a shorter portion of the City's southeast boundary from TH 101 to the Mississippi River. There are also Northwest Creek and Otsego Creek are defined tributaries to the Mississippi River within the City of Otsego. These waterways are protected by Shoreland Regulations adopted as part of the Zoning Ordinance overlaid upon lands within 300 feet of the ordinary high water mark of the river or tributary. Other tributaries to the Mississippi River or Crow River also exist, but are not protected by shoreland regulations.



City of Otsego, Minnesota Comprehensive Plan

There are 14 defined lakes within the City of Otsego, all of which are classified as natural environment lakes with characteristics more similar to large wetlands. These lakes are protected by the City's Shoreland Overlay District on land within 1,000 feet of the ordinary high water level of the waterbody.

The City will continue to utilize and enforce the wild and scenic and shoreland regulations on all new developments within these areas to reduce potential negative impacts to the rivers, tributaries and lakes within the community. The City will also utilize greenway corridors as a means of protecting natural features and habitat while making these amenities more accessible to the public. Greenway corridors provide opportunities for wildlife habitat to move through developed areas, while also providing opportunity for passive recreational uses including trails, scenic vistas, etc. for residents. The City will pursue establishment of greenway corridors along the balance of the tributaries within the City.

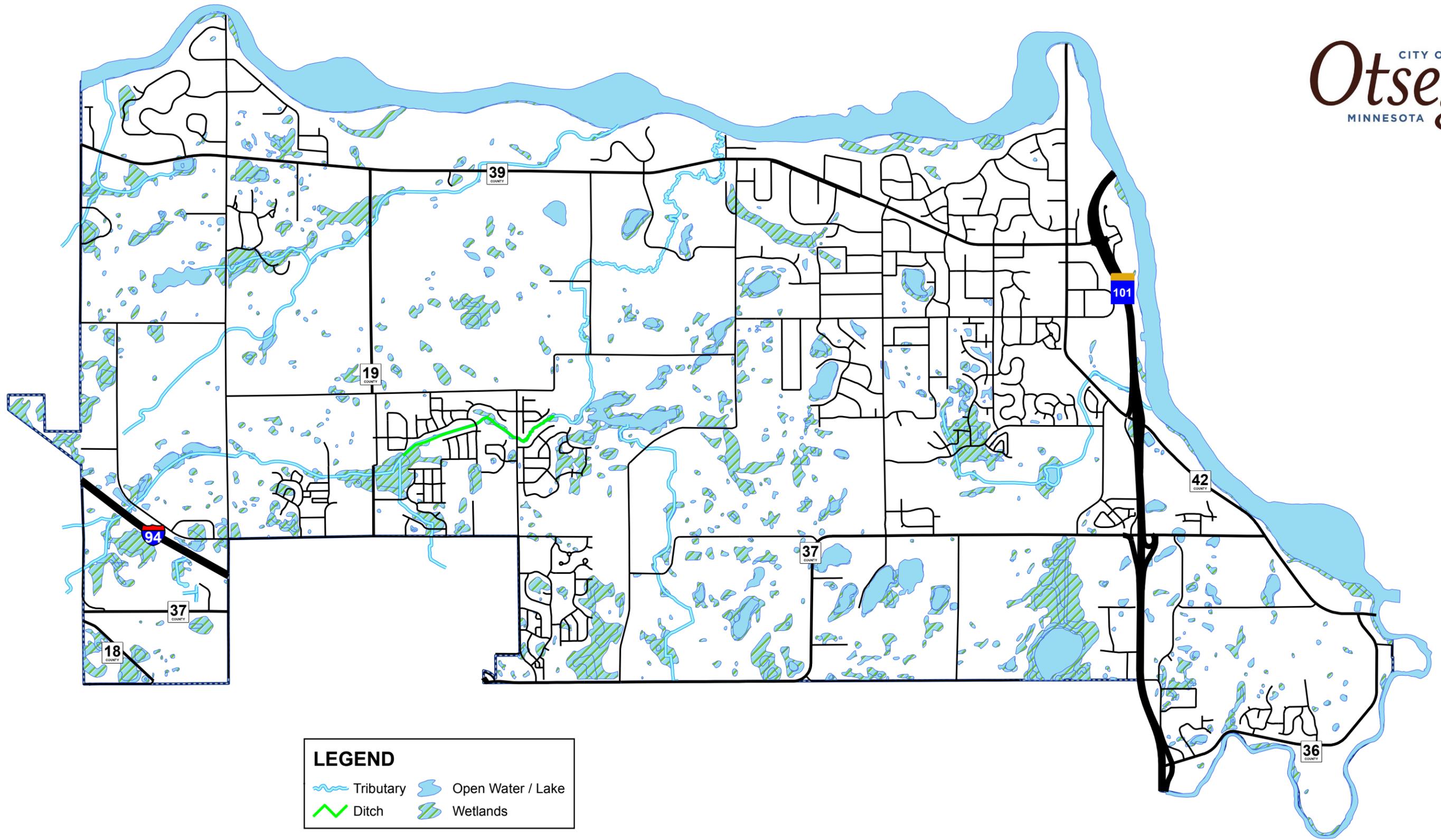
Wetlands

Wetlands serve important ecological functions in Otsego including providing critical wildlife habitat, aid stormwater management by acting to improve water quality and rate control during rain events, allow for nutrient assimilation and ground water recharge and add aesthetic value. Wetlands are protected from intrusion by the Wetland Conservation Act of 1991 implemented through the Zoning Ordinance and Subdivision Ordinance. Otsego's efforts to protect, preserve and enhance wetlands within the community include requirements for establishment of buffers and increased building setbacks from wetlands.

Floodplain

Development in floodplain areas creates risk to public safety and expense related to property damage. To minimize these risks, the City adopted regulations as part of its Zoning Ordinance to direct allowed uses and development standards for floodplain areas. The City will continue to apply the regulations of the Floodplain Overlay District to manage the type of development allowed in floodplain areas.

Historically, development within the northeast Parish Avenue neighborhood has experienced problems with wet and flooded basements, sink holes, failed septic systems and contaminated wells in addition to the threat of seasonal flooding from the Mississippi River. These conditions are due to the soil conditions in the area that allow



ADOPTED: December XX, 2012



EXISTING LAKES, NATURAL WETLANDS & TRIBUTARIES

DISCLAIMER:

This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



City of Otsego, Minnesota Comprehensive Plan

water to transfer under the dike system, the temporary design of the dikes when constructed following flooding in 1965 and lack of agreement by effected property owners to allow Wright County access to the dikes for maintenance purposes. The elevation of Parrish Avenue (CSAH 42) in this area is also below the minimum elevation required for access to habitable buildings. The continued use of property within this area will be subject to the provisions of the Zoning Ordinance related to the floodplain and non-conforming uses and buildings.

Stormwater Management and Erosion Control

Stormwater drainage in Otsego has historically been handled by natural drainage swales and man-made ditches alongside the City's rural streets. Urban developments within the sanitary sewer service districts have been accompanied by constructed storm sewer systems. In the past, Otsego has experienced major drainage problems, primarily in the form of storm water overflow.

As a means of addressing this concern, the City has adopted a comprehensive storm water management plans for the major watersheds within the City. These plans focus upon controlling seasonal drainage problems and have resulted in the imposition of storm water impact fees associated with development. Improvements within the watershed are undertaken as development occurs. Planned in advance, a drainage system may be devised which can take advantage of the City's existing natural features and minimize costs.

New development within the City is to be subject to the requirements of the City's various stormwater management plans, as well as best management practices for maintaining rate and water quality of the stormwater discharged from developed properties. Development proposals must be accompanied by complete grading and drainage plans with calculations demonstrating pre and post development conditions being equal, if not improved. All grading and drainage plans are to be subject to review by the City Engineer.

There are soils within areas of Otsego that present severe limitations for development in the form of steep slopes, high water tables, poor drainage qualities and flooding potential. To avoid future issues resulting from development upon these soils, the following efforts will be made:

- Development on slopes greater than 12 percent shall be restricted without mitigation.
- Principal buildings must be constructed at least three feet above the known water table elevation and one foot above the public street.



City of Otsego, Minnesota Comprehensive Plan

- New developments must provide for appropriate erosion control, slope protection and sedimentation protection measures subject to approval of the City Engineer in conjunction with required grading plans.
- Soil surveys will be required to field verify conditions and locate poor soils to determine the ability of a site to accommodate development and any correction efforts that are required.

Vegetation

The City of Otsego's historic agriculture activities means that there are few natural forested areas within the community. The largest massings of natural vegetation are found primary along the Mississippi and Crow River corridors and scattered sites throughout the City. Tree cover and other vegetation provides character and adds substantially to the desirable qualities of the City. To this end, efforts should be made to retain remaining forested areas when possible. The City has established tree preservation provisions within the Subdivision Ordinance to require protection of existing trees where practical. Additionally, the City will continue to require mandatory landscaping within all new developments and along major public thoroughfares, parks and greenways.

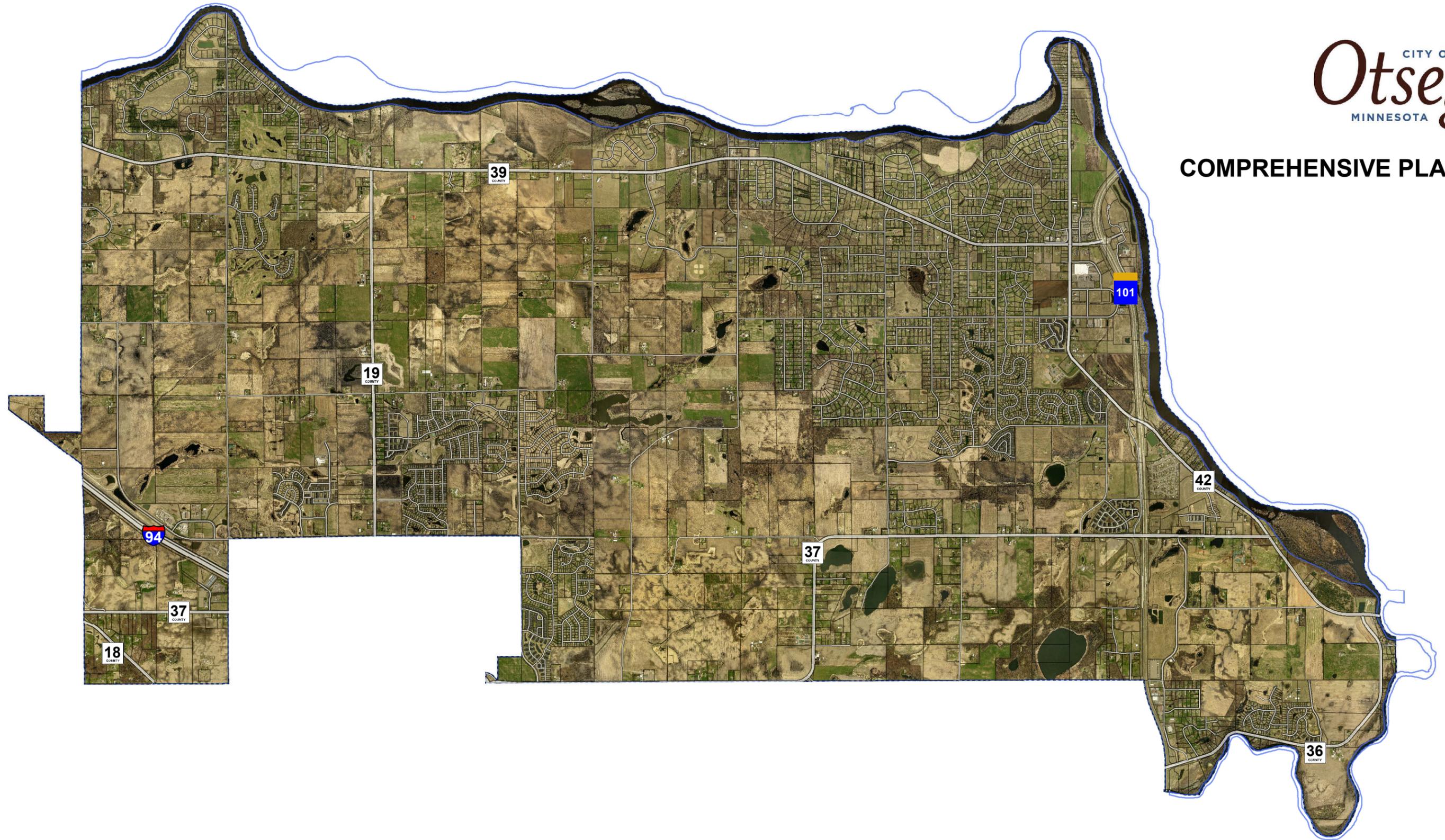
Light Pollution

On-going urban development within the community is accompanied by additional light sources intended to illuminate streets, intersections, yards, parks, parking lots, business signs, etc. The growing number of light sources within the City results in increased levels of light being directed or reflected skyward that can obscure the dark rural skyline. To minimize the effects of light pollution, the City has adopted comprehensive lighting standards to ensure appropriate levels of night time illumination that are controlled in intensity and direction to preserve the dark sky. The City will continue implementation of these standards for new developments and redevelopment of existing uses within the community.

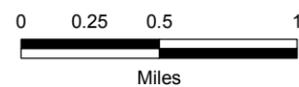
Aggregate

Aggregate deposits are a regional resource to be protected for extraction in support of anticipated growth. While a number of gravel pits have existed within the City, only one is currently active and is located at Quaday Avenue and 70th Street (CSAH 37).

Insert Wooded Areas map



ADOPTED: 10 December 2012



WOODED AREAS

DISCLAIMER:
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



City of Otsego, Minnesota Comprehensive Plan

Requests for extraction of sand and gravel deposits may be anticipated to be an ongoing land use within undeveloped areas of the City. This activity must be regulated in a manner so as to be compatible with existing and planned development of the surrounding area and to not negatively impact the natural environment or City infrastructure. New gravel mining operations will be limited to an interim use in urban expansion areas so as not to interfere with planned urban growth or cause compatibility issues. The City will also continue to regulate gravel mining through the Mining Ordinance included within the City Code. The City utilizes this ordinance to evaluate gravel mining plans and operations in issuing an annual license. These regulations allow the City to proactively mitigate potential land use compatibility issues and negative impacts during the operation. A plan for reclamation of the gravel mine and future land use is also required for approval of a license to ensure that the ultimate plan for the parcel is consistent with the Comprehensive Plan.

Solid Waste

The City of Otsego encompasses a large area of primarily undeveloped lands. Because this and the City's proximity to the Twin Cities Metropolitan Area, Otsego may be an attractive potential location for a solid waste facility. While the City remains open to any potential development proposal, this type of land use has been discouraged due to inherent conflicts with the type and rate of anticipated urbanization. In responding to a development request, assurances must be provided that waste disposal facilities not be allowed unless it is demonstrated that such an activity can exist in harmony with the natural environment as well as existing and proposed uses:

- Comprehensive evaluation of potential environmental impacts.
- The proposed location, operation and long term use of the facility.
- The methods of collection, transportation, processing, and disposal.
- Potential for eventual reclamation and reuse of the site.



Land Use Plan

Based on the foundation established by the Policy Plan, the Land Use Plan chapter of the Comprehensive Plan provides a guide for future community growth and improvements. The Land Use Plan is a narrative and graphic description for future land uses within the City, as well as the background and rationale for how these designations are established. To this end, the Land Use Plan serves both an educational and decision making purpose to establish an understanding of how continued development in the community is to occur.

Basis of the Plan

Although the emphasis of this chapter of the Comprehensive Plan is on land use, the Land Use Plan is comprised of several interrelated elements, including the natural environment, land use, transportation and community facilities. To ensure the integration of these various components, the Land Use Plan must be derived from the established goals of the community as well as the primary functions of City government.

This current Comprehensive Plan effort is also based on past policies and plans previously adopted in 1991, 1998, 2002 and 2004. Reference to these past planning efforts is critical to understand the direction and evolution of many of the City's established policies and the changes that have occurred as a result. This current Land Use Plan is but a link in the chain for future community decisions and action. The Land Use Plan for the City of Otsego revolves around the following concepts:

Focus on Community Identity

In order to enhance the identity of the City of Otsego, it is essential that efforts continue towards establishing a sense of community. As the basic character of Otsego's urban area is that of a residential community, individual neighborhoods should be maintained as a unit. Each neighborhood should relate well within itself as well as to adjoining neighborhoods and the entire community.

Ongoing residential development within Otsego has emphasized the need for quality development and amenities required to insure a high standard of living. A first step in creating desirable residential development is the establishment of a desirable development format. Residential development in the form of curvilinear, cluster-type formats is preferred as this type of design increases privacy and safety within neighborhoods. Curvilinear development patterns are based on a fundamental consideration for natural and man-made barriers, which organize neighborhoods and minimize through traffic. Finally, overall neighborhood orientation is to be established in terms of amenities and services as a focus for neighborhood activity. To this end, park land and open spaces within neighborhoods are often the primary focus.



City of Otsego, Minnesota Comprehensive Plan

In that the community's neighborhoods have developed as units, interconnectivity between neighborhoods is critical to create a larger sense of community. Planning for the community should recognize and attempt to enhance its activity centers. The commercial centers and public service facilities within the City should remain easily accessible to all residential districts and project a unified image and standard of quality. Individual components should be so arranged as to create functional and complementary relationships.

Efforts to further establish and enhance the City's identity include the erection of highly visible water towers along TH 101 and north of I-94, gateway identification, continued encouragement of high quality development, and the continued prohibition of billboards. The City will also continue efforts to establish a local post office and zip code and to have City identification/directional signage installed along I-94 and TH 10.

Growth Management

It is the City of Otsego's intent to welcome continued urban expansion provided that development is only allowed in an orderly and fiscally responsible manner. In response to this objective, the concept of growth staging presents the primary strategy for managing urban growth within the City. While it is argued that growth staging arbitrarily constrains development and adversely impacts the economics of development, it can be clearly shown that haphazard and premature development can (and often does) result in severe economic consequences for local government. The basic philosophy underlying the proposed concept of growth management is to avoid premature urban development that exceeds the City's service capabilities and to allow for compatible co-existence of urban and rural areas.

The City's 1991 Comprehensive Plan strongly encouraged the preservation of prime agricultural land. Since that time, this original premise has evolved into more of a desire to preserve the "rural character" of the community (i.e., open space, low development densities, etc.). The permanent existence of large scale agricultural operations is no longer considered to be consistent with the long term community vision. This long term vision should not, however, be construed to mean that established agricultural operations should not be protected from premature urbanization.

Residents of Otsego have invested greatly in the establishment and maintenance of the present community structure. These established elements represent the basic foundation of the community. Accordingly, it is the intent and purpose of the growth concept to provide an ongoing framework in which growth is afforded optimum flexibility, yet managed to the extent to maintain a rural atmosphere.



Economic Development

Otsego encourages a rate of development and variety of land uses to expand and diversify the community's tax base and maintain a favorable financial condition. The City recognizes the interrelation between continued residential growth and economic development being critical for the success of commercial and industrial land uses. To this end, the City will give a high priority to allocation of resources to sustain existing businesses and industry and also attracting new opportunities.

At the same time, guidance will be provided regarding the type, location and rate of residential growth to maintain an average addition of 400 new single family dwelling units per year so as not to overburden the City's service capacity and infrastructure. All new development will be encouraged to follow an orderly pattern of development capitalizing on existing infrastructure to avoid premature investment in additional utilities and services. Furthermore, Otsego encourages high quality architecture and building construction to promote a positive community identity and long term durability.

Environmental Protection

A variety of benefits are associated with environmental protection in Otsego. Environmentally sensitive development will preserve the health of Otsego citizens, attract a more diverse economic base and minimize the need for future public investments in clean up or beautification. Ground water pollution concerns associated with the City's historic one acre unsewered residential development pattern are well documented. A primary impetus for providing sanitary sewer service within the community has always been to provide an ability to correct possible environmental problems if the need arises. Moreover, the City has adopted effective environment zoning standards to manage shoreland, floodplain, wetland, and Mississippi River corridor development. Through current land use planning efforts, Otsego has accommodated development and preserved its valued environmental features. It is the intent of these efforts to continue to promote high quality development within the City and simultaneously, minimize potential environmental impacts.

Neighborhood Foundation and Land Use Compatibility

The intensity of land uses should decrease as one moves away from an activity center, which may be applied specifically to the segments of Highway 101 and Interstate 94 within the City. The high traffic volumes and visibility associated with these roadways make or will make the areas adjacent to the corridors significant activity generators. With this in mind, it is important that a land use transition take place between the higher intensity commercial and industrial uses and lower intensity residential uses that form the second tier of development. As a means of maintaining the integrity of the residential neighborhoods, providing a population base for commercial activity, and providing an alternative housing type, medium and high density residential development



City of Otsego, Minnesota Comprehensive Plan

should surround the City's commercial core. Undoubtedly, the City's neighborhoods provide the foundation of the community. Recognizing this, it is important that steps be taken not only to maintain Otsego's neighborhoods, but enhance them as well. Steps taken to reinforce and enhance the City's neighborhood may include the implementation of a housing maintenance code, new recreational amenities (i.e., trails, neighborhood parks) and commercial businesses, and continued street maintenance.

Relate Land Uses to Functional Street Classification

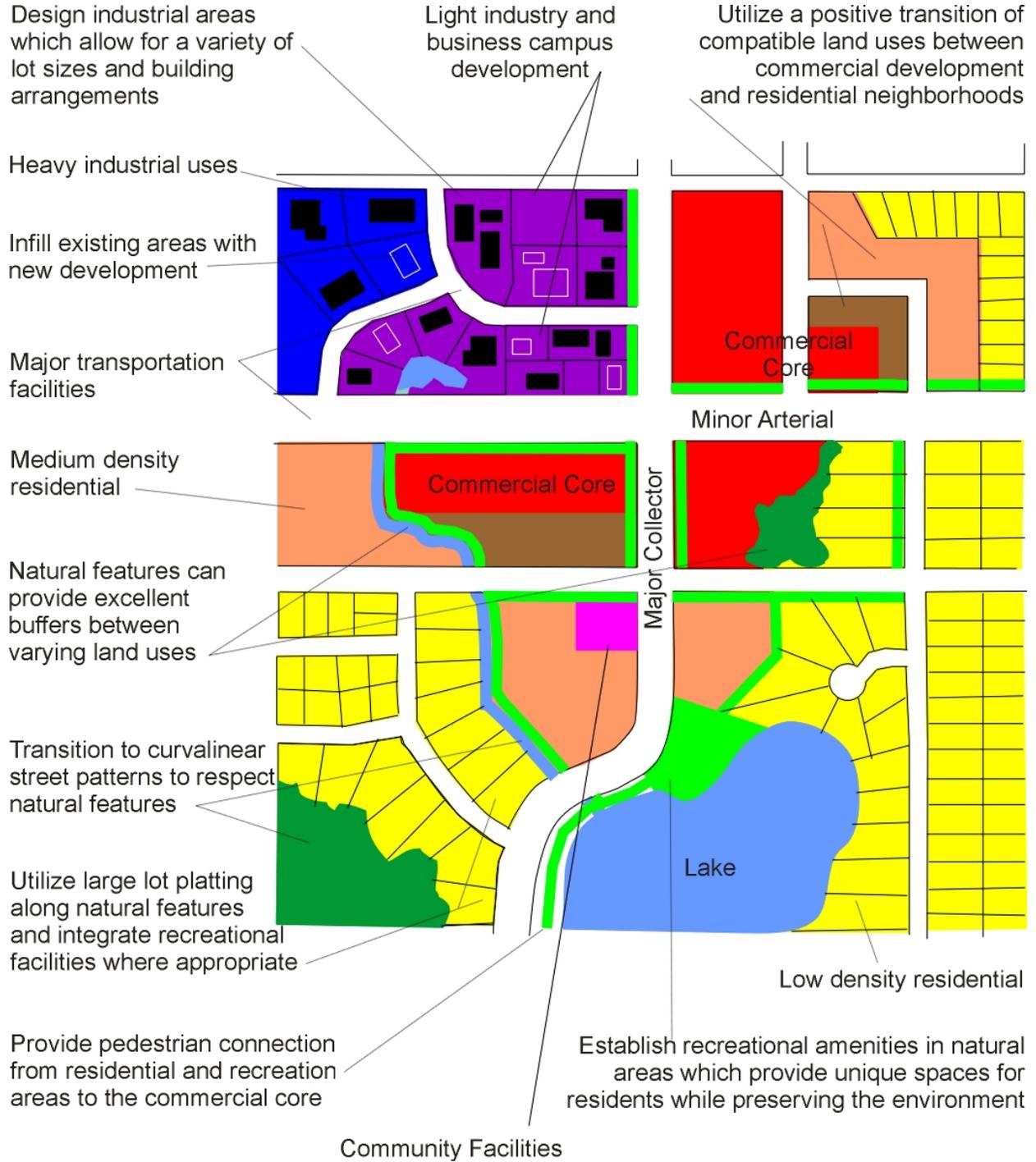
Functional classification refers to the function each roadway should perform before determining street widths, speed limits, intersection control or other design features. Functional classifications are used in Otsego's street network as a comprehensive planning tool used to determine the number of access points that are to be permitted on major streets, and the design and relationship of local streets to other County and State highway systems.

The design and access needed for a specific roadway should be dependent upon adjacent land uses, projected traffic volumes, street configuration and right-of-way acquisition. Direct residential lot access to collector and arterial streets is to be prohibited to avoid the problems created by vehicles waiting to turn into private driveways. Numerous access points from private business also disrupt the flow of vehicles traveling at posted speeds along collector and arterial streets.

An additional concept which should also be considered within the City's developing transportation system is the establishment of a series of minor collector streets. Minor collector streets typically lie within the interior of developing areas and are designed to assist in the overall functioning of traffic movements within projected development areas.



Land Use Concept





Growth Staging Plan

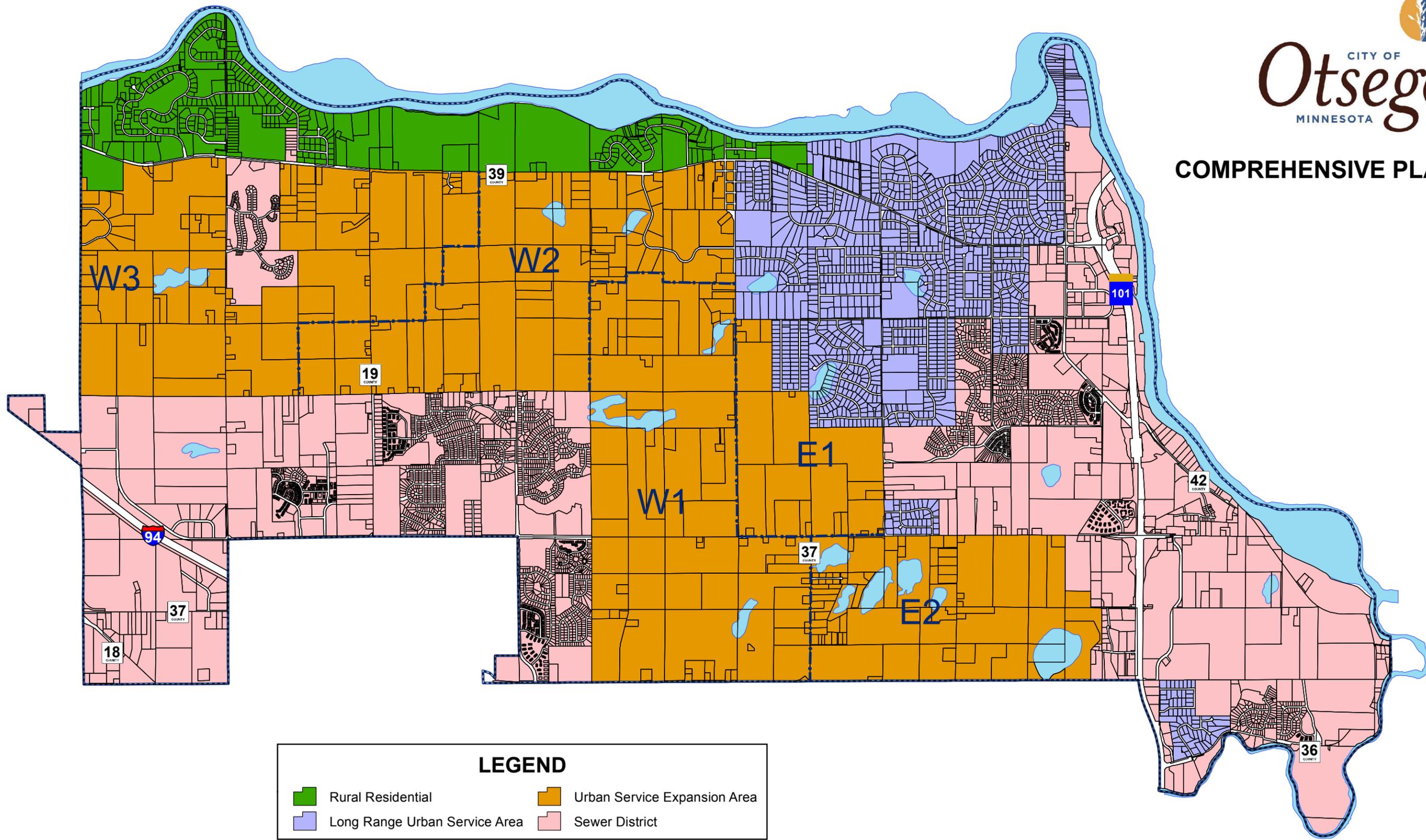
Otsego has taken steps to proactively manage growth since incorporation in 1990 to minimize investment in new infrastructure and maintain a separation between urban and rural uses. With provision of municipal sanitary sewer and water systems, full utilization of these service capacities and protection of the financial investment made in this infrastructure has become a fundamental policy of the City. By delineating urban, urban expansion and rural use areas, future development may be guided in a manner that does not prematurely open new areas for development and allow a continuation of rural uses in areas so designated either on an interim or permanent basis.

The 1998 Otsego Comprehensive Plan established urban service staging areas as a means of managing the rate and location of development while maintaining an adequate land supply. The delineated urban service staging plan promote infill development of the existing urban and expansion of a contiguous development pattern to fully utilize in-place utility and transportation infrastructure before expanding into rural areas. The designated sewer service districts and urban service expansion areas generally follow watershed boundaries for practical and cost effective extension of utilities.

Rural Residential Preserve Area

The Rural Residential Preserve Area overlays that area of the community where a long term rural character is to be maintained with the imposition of one dwelling unit per ten acres density for residential development. This designation is applied to areas with innate amenities of the Mississippi River, existing large tree stands and rolling topography. The limitations on development imposed as part of the Mississippi Wild, Scenic and Recreational River Management Plan corresponds to the intended rural character of this area and sanitary sewer service is not anticipated to be made available in this area of the City.

The City Council may approve increases in allowed residential density as an incentive to encourage developments in this area to be planned in accordance with the principles of open space preservation and cluster subdivision design. The City implements these development concepts through its R-C, Residential Rural Open Space Cluster District. Any density allowed above one dwelling unit per ten acres is to be considered a bonus and will be determined at the discretion of the City Council in consideration of a proposed development's consistency with the City's goals for this unique area of the community.



LEGEND

Rural Residential	Urban Service Expansion Area
Long Range Urban Service Area	Sewer District

ADOPTED: 10 December 2012



URBAN SERVICE STAGING PLAN

DISCLAIMER:
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



Urban Service Area

The urban service area, as graphically illustrated on the Growth Staging Map, is defined as the area of the City where sanitary sewer and water utilities are to be made available in accordance with the Urban Service Staging Plan and includes the following elements:

- **Sewer Service District.** The Sewer Service District identifies lands to which City sanitary sewer and water service is to be made immediately available and is comprised of two sub-districts. The immediate urban service area identifies lands that have received City entitlements to development, have made a financial commitment to obtain municipal utilities, and have been allocated sewer capacity. The intermediate urban service area identifies the remaining lands within the Sewer Service District that are eligible to access municipal utilities, but have not had development entitlements approved or provided the financial commitments to obtain sanitary sewer and water services.

There are two designated Sewer Service Districts. The East Sewer Service District generally overlays that area adjacent to the TH 101 corridor and is served by a waste water treatment facility with a capacity of 1,000,000 gpd., collection system and potable water system. The City has also established a West Sewer Service District overlaying the area adjacent to Interstate 94 and surrounding the City of Albertville served by a second waste water treatment facility with a current capacity of 600,000 gpd., collection system and water facilities. The City will consider the expansion of the Sewer Service District boundaries only when:

1. Land to be included in the sanitary sewer service district is not enrolled in an agricultural preservation program.
2. The land lies within one-quarter mile of the existing sanitary sewer service district boundary or presents environmental problems that can be alleviated by the delivery of City water and sewer service.
3. The land is located within the designated urban service expansion area and the expansion is in accordance with the order of the staging plan.
4. The potential sewer discharge of the land area to be included is within available capacity of the City's existing facilities.
5. The developer shall hold the City harmless should limitations on sewer hookups be imposed.



City of Otsego, Minnesota Comprehensive Plan

6. The developer and/or benefiting property owners assume the significant majority of improvement/service costs.
 7. The land does not qualify as a premature development or subdivision as regulated by the Subdivision Ordinance.
 8. Inclusion of the land in the sanitary sewer service district is necessary to achieve a five year supply and respond to a shortage of land to which service is available.
 9. Commercial/industrial development and requests for service to existing, unsewered residential areas shall be given priority over new residential development for service district expansion requests.
- **Urban Service Expansion Area.** The urban service expansion area shown on the Urban Service Staging Plan defines areas of the City where the sanitary sewer and water utilities are to be expanded in the future. It is anticipated that as the sanitary sewer service district(s) reach near saturation, they will be expanded into the designated urban service expansion area. No timetable for expansion of the sanitary sewer service district is established or implied as part of the Comprehensive Plan.

As a transitional district, densities of one dwelling unit per ten acres of land are to be allowed in the urban service expansion areas until these lands are brought into the sanitary sewer service district for development at urban densities in accordance with the Future Land Use Plan.

The numerical designations of subdistricts within the urban service expansion area signifies the waste water treatment facility intended to provide service as well as the order these areas are to be served when capacity is available. The order for expanding the sanitary sewer service districts is based on minimizing infrastructure investments and maintenance of concentrated service areas.

- **Long Range Urban Service Area.** The long range urban service area is designated for that portion of the community where one plus acre unsewered single family residential development has occurred. The extension of municipal sewer and water service to this area is not anticipated until it may be mandated by pollution concerns or specifically requested by property owners (via petition). Further unsewered development in the area is not recommended and residential development density is limited to one dwelling unit per 40 acres unless the City Council finds that one or more of the following criteria are met:
 1. The development will result in completion of an unfinished street network.



2. The development will have the result of correcting or improving a demonstrated area drainage problem.
3. The development provides for dedication of lands to a legitimate public purpose.

Existing Land Use

The map on the following page illustrates the distribution of various land uses within the City. Existing land use in Otsego is reflective of the community's historic pattern of development started in the northeast portion of the City close to the City of Elk River. The City's recent development pattern reflects availability of sanitary sewer and water service trunk line corridors. However, as an incorporated township, the large area of the community dictates that agriculture or undeveloped lands remain the predominate land use category. This is an important consideration in implementing the City's growth staging and growth management policies. The City must exercise control over development within the rural service area or urban reserve areas to prevent premature growth encroaching into these areas. Residential land use constitutes the second largest and most rapidly growing land use type within the City.

Single family dwellings are the primary housing type within the existing housing stock, mostly existing homes built within the long range urban service area prior to availability of sanitary sewer and water services. The breakdown of existing sewered development, almost exclusively within the east sanitary sewer service district, is equally balanced between single family and townhouse uses. Factoring in those sewered units not yet constructed, the balance towards townhouse and multiple family dwellings increases slightly.



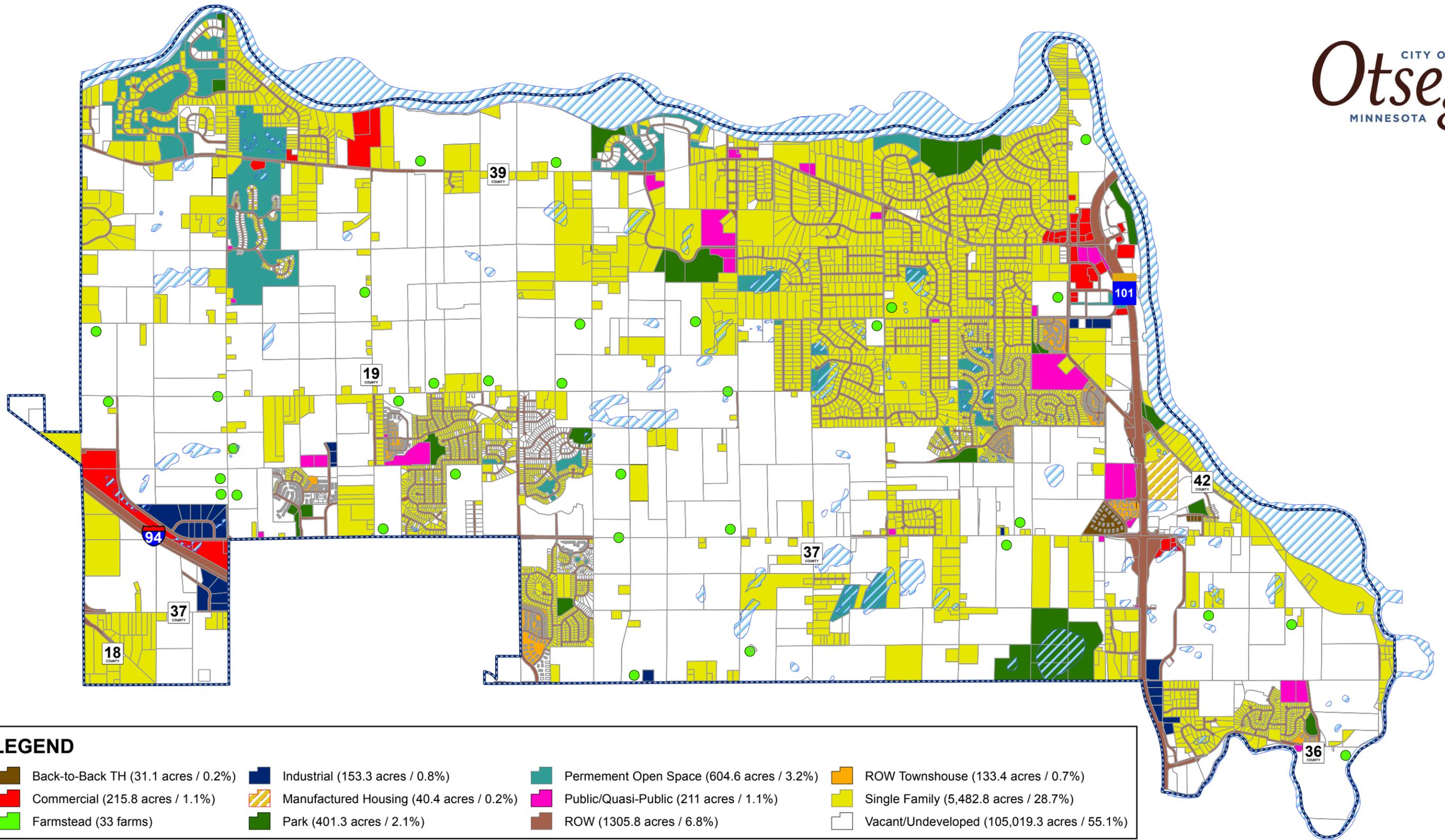
City of Otsego, Minnesota Comprehensive Plan

HOUSING UNITS BY TYPE CONSTRUCTED/APPROVED AS OF NOVEMBER 2012

Unit Type	Number	% of Subtotal		% of Total
Existing Housing Stock				
Single Sewered	2,211	44.3%	76.5%	36.8%
Family Unsewered	1,608	32.2%		26.9%
Townhouse	1,064		21.3%	17.7%
Manufactured Home Park	110		2.2%	1.8%
SUBTOTAL	4993	100.0%		83.2%
Final Platted/Not Built				
Single Family	733		72.5%	12.2%
Townhouse/Multiple Family	278		27.5%	4.6%
SUBTOTAL	1,011	100.0%		16.8%
TOTAL	6004	100%		100%

Source: Department of Building Safety, TPC

The housing stock in Otsego may be expected to continue to be biased more towards single family dwellings as development continues towards the interior of the City. The initial stages of development within the east and west sewer districts has occurred in areas particularly suited and guided for medium and high density land uses. The development that has occurred also reflects changes in the housing market and Otsego's position within an emerging market. The City will need to more actively manage the type of housing being developed as growth continues to ensure that the desired balance of housing within the City is realized and maintained.



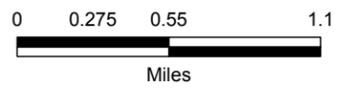
LEGEND			
Back-to-Back TH (31.1 acres / 0.2%)	Industrial (153.3 acres / 0.8%)	Permanent Open Space (604.6 acres / 3.2%)	ROW Townhouse (133.4 acres / 0.7%)
Commercial (215.8 acres / 1.1%)	Manufactured Housing (40.4 acres / 0.2%)	Public/Quasi-Public (211 acres / 1.1%)	Single Family (5,482.8 acres / 28.7%)
Farmstead (33 farms)	Park (401.3 acres / 2.1%)	ROW (1305.8 acres / 6.8%)	Vacant/Undeveloped (105,019.3 acres / 55.1%)

ADOPTED: December XX, 2012

TPC

Hakanson
Anderson

K:\cad_eng\PROJECTS\GIS\TPC\Otsego\Existing Land Use Map



EXISTING LAND USE

DISCLAIMER:
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



Interim Land Use Plan

The Future Land Use Plan establishes the anticipated future development pattern of the City, which is to be implemented over time in accordance with the City's growth management and economic development policies. An interim land use plan must also be provided to guide development and land use in the interim period between existing conditions and the realization of the Future Land Use Plan. The purpose of the interim land use plan is to prevent an over-allocation of land that may exceed market demand for any particular use or over-burden the City's service capacity.

The interim land use plan shall require that until a parcel is deemed appropriate for development of a higher intensity land use as guided by the Future Land Use Plan, rural land uses and one dwelling unit per forty acre density will be maintained under the A-1, Agriculture Rural Service District within the Sewer Service Districts or at a maximum of one dwelling unit per 10 acres within the Urban Service Expansion Areas. A parcel will qualify for rezoning to allow a more intensive land use guided by the Future Land Use Plan only when the City Council finds that the following criteria have been satisfied. The burden of proof as to demonstrating that these criteria are satisfied is intended to be upon those making the request.

1. **Consistency with Comprehensive Plan:** A proposed development shall be consistent with the goals, policies and recommendations of the Comprehensive Plan and which follow planned public improvement corridors or constitute an infilling of development shall be deemed consistent with the City's growth management policies and the Comprehensive Plan.
2. **Adequate Waste Disposal Systems:** A proposed development shall be deemed to have adequate waste disposal systems if within the Sewer Service District, there is adequate sewer capacity in the present system to support the proposed development if constructed to its maximum permissible density after reasonable sewer capacity is reserved for planned public facilities and commercial and industrial development projected for the next five (5) years; or if in areas outside of the Sewer Service District, there is adequate on-site sewer capacity potential to support the development if constructed to the maximum permissible density allowed by the Comprehensive Plan.
3. **Adequate Water Supply:** A proposed development shall be deemed to have an adequate water supply if the proposed development has adequate sources of water, either from public systems or private wells, to serve the proposed development if constructed to its maximum permissible density allowed by the Comprehensive Plan without causing an unreasonable depreciation of existing water supplies for surrounding areas.



City of Otsego, Minnesota Comprehensive Plan

4. Adequate Stormwater Management: A proposed development shall provide for adequate management and treatment of stormwater runoff if:
 - a. Surface or subsurface water retention and runoff is such that it does not constitute a danger to the structural security of structures within the proposed development.
 - b. Structures within the proposed development will not result in pollution of water sources from erosion and siltation.
 - c. The proposed development and related site grading will not cause harmful and irreparable damage from erosion and siltation on downhill or downstream land.
 - d. Factors to be considered in making these determinations may include: average rainfall for the area; the relation of the land to the floodplain; the nature of soils and subsoils and their ability to adequately support surface water runoff and waste disposal systems; the slope of the land and its effect on effluents; and the presence of streams as related to effluent disposal.
5. Adequate Streets: A proposed development shall be deemed to have adequate streets to serve the development when:
 - a. Streets that serve the proposed development are of such a width, grade, stability, vertical and horizontal alignment, site distance and surface condition that an increase in traffic volume generated by the proposed development will not create a hazard to public safety and general welfare, not aggravate an already hazardous condition, and when, with due regard to the advice of Wright County and/or the Minnesota Department of Transportation, said streets are appropriate for the intended use.
 - b. The traffic volume generated by the proposed development would not create unreasonable congestion or unsafe conditions on streets existing at the time of the application or proposed for completion within the next two (2) years.
6. Adequate Public Service Capacity: A proposed development shall be determined to have necessary public service capacity when recreational facilities, police protection, fire protection and other public facilities that must be provided at public expenses can reasonably be provided for within the next two (2) years.



City of Otsego, Minnesota Comprehensive Plan

7. Consistency with the Capital Improvement Plan: A proposed development shall be deemed consistent with the Capital Improvement Plans when improvements and/or services necessary to accommodate the proposed subdivision have been programmed in the Otsego, Wright County or other regional capital improvement plans or that a revision to capital improvement programs can be accommodated.

Future Land Use

The Future Land Use Plan consists of both narrative text and a graphic illustration of anticipated land uses to occur in Otsego over time in consideration of forecasted growth and the Urban Service Staging Plan for provision of necessary supporting infrastructure and services. The Future Land Use Plan is intended to serve as a guide to residents, business owners, property owners and developers in planning for potential developments and for City officials in responding to development requests and how they relate to the community's vision for Otsego. In the sections that follow, specific categories of rural, residential, commercial, office, industrial, public and quasi-public land uses are described and depicted graphically.

Rural Uses

Rural uses remain the predominate land use within Otsego even considering the significant urban growth that has occurred in since municipal sanitary sewer and water services were constructed in 1998 along the TH 101 corridor and in 2002 when a second municipal utility system was constructed in the southwest portion of the City adjacent to I-94. Otsego is anticipated to experience continued urban development, but the geographic area of the community suggests that rural uses will continue to remain an important issue in City planning efforts. The need to preserve prime agricultural lands is less important today than it was when the City's 1991 Comprehensive Plan was adopted. While the preservation of prime agricultural lands has taken on less importance, managing growth in rural areas is also important to the policy of staged urban expansion. As such, the primary objective of the community for rural areas is protection of open space or environmentally sensitive areas from premature encroachment by urban development. Only those uses and development that will maintain rural character, not interfere with future urban expansion and will not cause a premature need for extension of utilities will be allowed the designated Rural Residential Preserve Areas or Urban Service Expansion Areas with an emphasis on the following objectives:

- Minimize conflicts between rural and urban uses through establishment of growth management policies that focus on staged urban expansion and maintenance of rural areas within the City.



City of Otsego, Minnesota Comprehensive Plan

- Avoid development densities and land use patterns within rural areas that may result in the premature need for extension of municipal utilities and other services.
- Preserve open space and environmentally sensitive areas of the City from encroachments by urban land uses.
- Allow for a continuation of existing farm activities within the City as a viable interim land use until urban expansion may occur.

An issue related to maintaining viable agricultural uses in the community is allowing existing farm operations that qualify as an animal feedlot to continue operating with limited expansion opportunities. The 1998 Comprehensive Plan outlined a strategy for the continued use and limited expansion of existing animal feedlots in the rural service area. The key elements of this strategy were registration of then-existing animal feedlots, establishment of reciprocal buffer zones, and limited expansion opportunities. The City amended its Zoning Ordinance to allow for a continuation of agricultural feedlots consistent with the Comprehensive Plan and these policies are to be continued for the remaining eight agricultural uses qualifying as feedlots under the City's definition that were identified in the existing land use survey of the City.

Within the designated Urban Service Expansion Areas, the division of existing large tracts of land into residential lots less than 20 acres in area should be discouraged. Precaution should continue to be exercised with future development requests so that sporadic development can be minimized to avoid gaps between neighborhoods that interrupt the homogeneous pattern of urban services such as utilities, streets, trails, and park service areas. The City may allow for rezoning to A-2, Long Range Urban Service District that allows for interim development to occur based upon clustered subdivision designs intended to preserve the majority of a parcel for future urban development. The desired results of this approach are to maintain orderly community growth, discourage competition for sanitary sewer hook ups necessary to finance the cost of the utilities and prevent leap frog development.

Development of residential uses within the Rural Residential Preserve area is also to occur at densities consistent with maintenance of rural character and a lack of municipal sewer and water services. As this area of Otsego located primarily between CSAH 39 and the Mississippi River has many natural features, the City has encouraged development cluster subdivisions that emphasize high quality building sites with view sheds and access to natural habitat and man-made amenities. These subdivisions are to be developed in ways that minimize their appearance from public roadways and provide maximum visual or physical accessibility of the amenities of a given site.



Development of open space cluster subdivisions within the Rural Residential Preserve Area is not mandated. To encourage use of the open space cluster development concept and creative implementation of these performance standards, the City Council may approve development densities greater than one dwelling unit per 10 acres within the Rural Residential Preserve Area. Any development density above one dwelling unit per 10 acres is to be considered to be a bonus awarded at the discretion of the City Council based on a finding that the proposed development fulfills the City's objectives for this area of the community. This area of the City corresponds with lands included within the Mississippi River Wild, Scenic and Recreation River District, which limits development potential to rural or rural residential uses at a density of not more than one dwelling unit per 2.5 acres. Imposition of these State mandated limitations suggests that development under the allowances of the City's residential open space cluster district requirements is likely the ultimate land use for these areas.

Residential Uses

As noted above, residential land uses are the predominant existing urban land use within the City. The Policy Plan promotes continued development of a diversified housing stock that is accessible to a wide range residents based on household need and incomes. All new residential development is to occur within the established sanitary sewer service districts and hook up to municipal services based on the City's growth management policies, except as follows:

1. Unsewered subdivisions at a density of one dwelling unit per 40 acres within the A-1 Zoning District.
2. Unsewered subdivisions at a density of one dwelling unit per 10 acres within the A-2 Zoning District.
3. Unsewered divisions within the City's long range urban service areas that satisfy the criteria established by the Comprehensive Plan for such developments.
4. Unsewered open space cluster developments within the rural residential preserve area at a density of one dwelling unit per 10 acres with potential for additional density bonuses, as determined by the City Council.

Otsego has been successful in realizing residential development with high standards for subdivision design and building. An emphasis on the quality of development will continue to be refined based on the changing housing needs of the community overall desired community character. The following paragraphs outline the City's direction for future residential growth:



City of Otsego, Minnesota Comprehensive Plan

- **Managed Growth.** The City wishes to manage the rate of residential development within the City to provide for a balanced development pattern and ensure its ability to provide fiscally responsible, high quality public facilities and services. The City has identified that an average growth rate of approximately 400 dwelling units per year as being within its facility and service capabilities. More long term, urban residential land uses are specifically limited to not more than 70 percent of available sanitary sewer service capacity within either Sewer Service District.
- **Life Cycle Housing.** The City has recognized the need to offer a wider choice of housing options to supplement single family dwellings to serve the life cycle needs of its population. Multiple family dwelling units and townhouses usually provide the least expensive housing type, where young people can begin saving for purchase of their own home. As families are started, spatial needs may outgrow that provided by higher density dwelling units. Larger townhouses and small single family dwellings provide affordable first homes for the young family where pride in ownership is established and equity can be built. As the family grows to its ultimate size, space needs increase and a larger move-up single family home fulfills these needs. When children grow older and leave home, space needs are again reduced and large houses may become under-utilized. At this point, the parents may find it desirable to move to a smaller house, or to a townhouse where maintenance is taken care of for them. Eventually, the elderly couple may desire to move into a multiple family dwelling unit again or to some type of elderly multiple family residences.
- **Housing Diversity.** The majority of Otsego's existing housing stock consists of single family dwellings. However, within the sanitary sewer service districts, townhouse dwellings represent an equal, if not larger, portion of the housing supply. The number of townhouse dwellings developed within the sanitary sewer service districts raises concern as to the balance of the overall housing supply within the City and the long term sustainability of homeowners associations regarding property and building maintenance within townhouse developments.

The City emphasizes that single family detached dwellings are to be the primary form of housing within the community overall and the individual sanitary sewer service districts. The City will continue to monitor the supply of housing types within the City with a goal of maintaining approximately 70 percent or more of the housing stock as detached single family dwellings. The balance of housing options within each sanitary sewer service district should also be oriented more towards single family dwellings. The City will continue to review development proposals for areas designated for low-medium and medium-high density land use on an individual basis within the context of providing a variety of housing types to meet the needs and incomes of all segments of the population.



City of Otsego, Minnesota Comprehensive Plan

- **Housing/Property Maintenance.** Housing constructed within the sanitary sewer service districts is relatively new and in very good condition. Older areas of the community likely have more mature housing stock that requires additional maintenance. Housing maintenance efforts serve to protect neighborhood integrity and property values. Initiatives that the City may consider implementing to encourage on-going maintenance include providing information on home improvement loans, hosting a home remodeling fair, continued point-of-sale inspections of existing septic systems to possibly be expanded to include principal and accessory buildings and identification of problem sites for targeted code enforcement efforts.
- **Affordable Housing.** The need to provide housing options for all segments of the population regardless of income is a priority for the City of Otsego in relation to life-cycle and work forces issues. Available information on the existing supply of owner-occupied housing within the City indicates that a majority of these properties meet established regional affordability guidelines. The City will continue to stress the need for affordable housing options while emphasizing diversity in available housing type and density, by promoting maintenance of the existing housing stock, and private sector development efforts. However, the greatest need for more housing options within the City currently is in the higher value brackets of the market.
- **Rental Housing.** The City promotes availability of high quality rental housing as part of the housing stock consistent with life-cycle and affordability goals for housing in Otsego. To ensure that rental housing is maintained and operated in a manner consistent with the intended character of Otsego's neighborhoods, the City has adopted rental housing licensing requirements as part of the City Code. These standards ensure that rental housing meets all applicable building and safety code requirements, is maintained to a high standard and that the owners and occupants do not create nuisance concerns.



City of Otsego, Minnesota Comprehensive Plan

The urban residential land uses guided to develop by the Future Land Use Plan shall be implemented in accordance with the following:

FUTURE LAND USE PLAN - RESIDENTIAL DESIGNATIONS

Land Use	Density	Allowed Uses	Corresponding Zoning
Low Density Residential Large Lot	Less than 3.0 du/ac.	Single family dwellings.	R-4A District
Low Density Residential	Less than 3.0 du/ac.	Single family dwellings.	R-1, R-2, R-3, R-4 and R-MH Districts
Low to Medium Density Residential	3.0 to 5.0 du/ac.	Single family, two family and detached townhouse dwellings.	R-5 District
Medium Density Residential	4.0 to 7.0 du/ac.	Two family dwellings, detached townhouse and quad or row townhouse dwelling units.	R-6 District
Medium to High Density Residential	5.0 to 12.0 du/ac.	Detached townhouse, quad or row townhouse or back-to-back townhouse dwelling units, multiple family dwelling units.	R-7 District

- Low Density Residential Uses.** Within the sanitary sewer service districts and long range urban service area, low density residential uses (less than three dwelling units per acre) will continue to be the predominate urban land use within Otsego. The areas guided for low density residential land uses on the Land Use Plan map reflect expansion outward from existing neighborhoods and logical extension of utilities and streets based on the land absorption projections outlined in previous sections. Immediate attention should be given to the infill of the sanitary sewer service districts along established service lines and transportation corridors and existing vacant home sites in established neighborhoods prior to further expansion of the sanitary sewer service districts.

Low density residential uses are further defined as exclusively detached single family dwellings. To ensure diversity within the supply of single family homes within the community, the City will continue to encourage a variety of single family lot and house sizes. The current supply of urban or suburban character single family homes within the City includes one acre lots with private on-site septic systems and wells and two minimum sizes for single family lots serviced by municipal sanitary sewer and water services at 12,000 square feet. A second urban single family zoning district with a minimum lot area requirement of 18,000 square feet has been established to provide for greater protection of



City of Otsego, Minnesota Comprehensive Plan

environmental resources in high amenity areas of the City and provide greater diversity in the supply of single family houses.

In anticipation of potential extension of sanitary sewer service to the long range urban service area, it is suggested that the City continue to require designs for unsewered developments that are conducive to resubdivision. By providing such a mechanism, the City and property owners are provided a well-planned method of accommodating sewer and water service and associated assessment costs in the event a mandated need arises by minimizing improvement costs per lot. In order to ensure resubdivision, building locations are to be required that facilitate resubdivision by prohibiting encroachment into potential setback areas on a divided lot. In addition, performance standards would be enacted that would require all dwellings that are constructed to facilitate future sewer and water connection.

- **Low-Medium Density Residential Uses.** This category of residential land uses is intended to allow for development of small lot detached single family uses, twinhomes or low intensity townhouses (consisting of horizontally oriented dwelling units with not more than two common walls for each dwelling unit) and an overall development density of three to six dwelling units per acre.

The intent is that these low-medium density residential areas will develop primarily with single family dwellings on smaller urban lots. The City may allow at its discretion development of less intense twinhome or townhouse dwellings. Factors to be considered in evaluating development proposals for areas guided for low-medium density residential uses include the type and mix of housing in the immediate area, the balance of housing in the community at the time of the proposal, the proximity of environmentally sensitive areas, the design quality of the proposed development and the proposed dwelling units, capacity of streets serving the area and the impact of the proposed development to the City's service capabilities. The burden of demonstrating that a proposed development is appropriate for a particular area shall be the responsibility of the land owner or developer.

Development of these more compact urban land uses will encourage continued diversification of the housing supply within the City, provide for land use transitions between traditional single family neighborhoods and more intensive uses and major roadway corridors. Development of non-single family uses within these areas is intended to be subject to the performance standard recommendations outlined in the following section.



City of Otsego, Minnesota Comprehensive Plan

- **Medium-High Density Residential Uses.** Medium density residential land uses typically consists of townhouses with three to eight dwellings per building ranging in density from five to eight dwelling units per acre. High density land uses, defined as more than nine units per acre, would include multiple family dwellings and more dense townhouse development. As market considerations greatly influence the demand for medium and high density housing, only a generalized category including both types of uses have been designated on the Land Use Plan map.

The provision of sanitary sewer service within the City of Otsego created the opportunity to develop higher density land use types that had previously not been possible within the community. Concerns have been noted about these developments related to land use compatibility, housing value, property and building maintenance, traffic generation and functional site design. In recognizing these issues, the City will implement the following strategies for development of areas guided for medium-high density residential land use:

1. Townhouse and multiple family developments shall be dispersed throughout the City to avoid concentration at any single location. Furthermore, townhouse and multiple family developments shall be encouraged to limit the concentration of any single building type or design within a given project to minimize the scale of the development and provide greater visual diversity.
2. Townhouse and multiple family dwellings shall be encouraged to develop in areas adjacent to commercial or industrial uses to provide market and employee support. Integrating commercial and residential land uses through innovative urban design is an opportunity encouraged by the Comprehensive Plan.
3. A secondary function of these locations is to provide for a transition between commercial, office, industrial and higher function streets and low density residential neighborhoods.
4. Townhouse and multiple family developments shall have access to collector or arterial streets to reduce traffic entering low density residential neighborhoods.
5. The City will establish performance standards to provide for townhouse or multiple family developments related to setbacks and required screening and landscaping to address compatibility with adjacent low density residential neighborhoods.



City of Otsego, Minnesota Comprehensive Plan

6. The City will establish uniform performance standards for townhouse and multiple family developments intended to replace the current PUD based process as the standard regulatory approach to these types of land uses to address the following building and site design elements:
 - a. Provision of aesthetically pleasing exterior treatments constructed of durable, low maintenance materials.
 - b. Establishment of minimum building design requirements such as floor areas and garage to ensure functional dwelling units.
 - c. Promote quality site design by establishing requirements for vehicle and pedestrian access, building setbacks, guest parking, open space and landscaping.
 - d. Require establishment of a homeowners association with adequate rules and financial standards to ensure on-going site and building maintenance.
 - e. Use of a PUD based development approach will remain as an option to accommodate projects exhibiting unique elements that exceed basic site and/or building design expectations.
- **Manufactured Housing.** Manufactured housing constitutes an established portion of housing stock available in Otsego. The availability of owner-type housing for low and moderate income households is to be encouraged within the City. However, it is also City policy to discourage an over-balanced supply of one type of housing, to discourage an over-supply of one level of housing cost, and to discourage physical concentrations of a specific housing type. Considering Otsego's current housing supply, the allowance of new or expansion of existing manufactured home developments is contrary to these policies and is to be discouraged.
- **Senior Housing.** Development of housing for seniors is a residential land use goal within Otsego. Senior housing typically involves townhouse or multiple family dwellings and can range from independent living, housing with services and more institutional care facilities such as nursing homes. Senior housing should be located in proximity to retail and service nodes for convenient access and can serve as a transitional land use between high activity areas or major roadways and low density residential neighborhoods. The City will review standards for senior housing development in consideration of current housing trends and services for this segment of the population.



Commercial Uses

The intent of the Comprehensive Plan is to identify commercial locations within the City that provide opportunities for convenient access to retail goods and services, developed within attractive environments. Various areas within the City will serve different functions. Locations with access to major regional roadways such as TH 101, I-94 or CSAH 19 will likely develop with commercial land uses that serve both the local community and regional patrons. Other smaller areas may also develop to meet convenience retail and service needs on a neighborhood basis.

FUTURE LAND USE PLAN – COMMERCIAL DESIGNATIONS

Land Use	Anticipated Uses	Corresponding Zoning
Commercial	General retail, service or office business with community or regional market areas.	R-B, B-1, B-2 and B-3 Districts
Office	Professional office uses with limited retail sales, services and warehousing uses.	B-W and B-C Districts

The immediate emphasis for development of commercial retail and service business centers should be along TH 101 at the intersections of CSAH 39, CSAH 42, and CSAH 37 within the east sanitary sewer service district and along CSAH 19 and CSAH 37 within the west sanitary sewer service district. Future opportunity for commercial development will exist at the planned I-94/Kadler Avenue Interchange. These potential commercial locations would respond to existing residential development service needs and provide an opportunity to capture retail sales monies from well beyond the City’s boundaries. To promote viable, quality commercial retail and service development, the following strategies will be pursued:

1. The City will implement performance standards related to site design, building setbacks, parking lot design, landscaping, lighting, building materials, signage, vehicle and pedestrian site access and streetscape treatment to promote functional and aesthetically pleasing commercial developments.
2. The City will define the range of commercial land use appropriate for various locations within the City through implementation of distinct zoning districts for general commercial, highway oriented commercial, and neighborhood oriented commercial uses.
3. The City will require new commercial development to be compatibly designed with surrounding land uses through the use of transitional land uses, proper setbacks, access, building orientation, screening and landscaping.



City of Otsego, Minnesota Comprehensive Plan

Based upon the foregoing considerations, the following areas have been designated for varying levels of commercial use within the City:

- **CSAH 39/Highway 101.** This area has been a focal point of recent commercial activity and will continue to expand as a commercial center. Because the CSAH 39/TH 101 area lies adjacent to the City's most dense population base, is within the City's East Sewer Service District, holds ample land for development and has established commercial uses, it is considered the City's primary retail center. It is in this location within the Otsego that the basic convenience and shoppers goods and services are to be developed. Commercial development in this area should reflect the highest standards of commercial building and site design. Outdoor sales and display should be limited to the degree that the activity is clearly accessory to a principal building and use.
- **CSAH 42/TH 101.** The area surrounding the existing signalized intersection at CSAH 42 and TH 101 also exhibits some existing commercial development. Due to its high visibility and access, commercial development is expected to continue developing, establishing the area as a secondary commercial center to that at CSAH 39 and TH 101. The City continues to work with MNDOT and area land owners to ensure that access to TH 101 at CSAH 42 is maintained with the planned upgrade of TH 101 to freeway status within the City. This area is also expected to develop at a very high standard of building and site quality, with limited outdoor sales and display.
- **CSAH 37/TH 101.** This area has in the past been designated for highly limited, highway-neighborhood commercial service. This applies to geographic coverage as well as scope of services provided. However, the upgrade of TH 101 to freeway status within the City and the planned extension of CSAH 37 between TH 101 and CSAH 19 increases the potential for a broader range of commercial uses this location. The area northeast of TH 101 and CSAH 37 is particularly prime for capturing traffic exiting northbound TH 101 at CSAH 37 via a signalized four way intersection. Development standards in this area of the City should be consistent with that encouraged at other locations along the TH 101 corridor.
- **CSAH 37/Interstate 94.** The area to the north of CSAH 37 and east of Interstate 94 has also been designated as a long range commercial location. This area has good visibility and access from the Interstate. Like other commercial locations within the City, this area should be encouraged to develop with the highest levels of quality site and building design.



City of Otsego, Minnesota Comprehensive Plan

- **CSAH 19/70th Street.** This area of the community, which abuts the City of Albertville’s north boundary, is expected to evolve into a commercial service center. The commercial land use designations in the northeast and northwest quadrants of this intersection have been made in partial response to the City of Albertville’s adopted Comprehensive Plan, which suggests commercial use in the southeast and southwest quadrants of the intersection. Establishment of these uses as a gateway into the City with high quality development will be important in contributing to the City’s identity.

The office land use category is intended to provide for establishment of professional and commercial office complexes in an environment that provides a high level of amenities with limited retail or warehousing uses. These developments should include for integration of building and site designs with surrounding amenities, incorporation of parks, open space or recreational amenities, convenient access for vehicles and pedestrians alike, high quality building design and construction, and a high degree of site landscaping. Office development uses may also serve as a transitional land use between more intense retail or service commercial uses, industrial uses and areas guided for residential use. Based on site characteristics, site visibility and access factors, the following locations have been identified for office land uses:

- South of I-94 and north of CSAH 37 to the west of the Otsego Industrial Park within the Golden Polygon area of the City.
- The 160 acres west of CSAH 19 and between of future 85th Street and 80th Streets.
- East of Kadler Avenue, north of 70th Street as a transitional land use adjacent to residential portions of Kittredge Crossings.

Industrial Uses

Otsego is currently a bedroom community with a limited amount of industrial development. Existing industrial development is concentrated in the southeast corner of the City adjacent to TH 101 and southwest areas of the City adjacent to I-94.

FUTURE LAND USE PLAN – INDUSTRIAL DESIGNATIONS

Land Use	Anticipated Uses	Corresponding Zoning
Industrial	Professional offices, data centers, distribution facilities, warehousing, assembly and manufacture of goods.	I-1, I-2 and I-3 Districts



City of Otsego, Minnesota Comprehensive Plan

The industrial growth that has occurred in Otsego to date is characterized by smaller dry industries with a small number of employees that are developed or initiated by a developer or resident having a local interest in Otsego. More recent developments along the TH 101 and I-94 corridor suggest a growing economic development interest within the community, with larger companies relocating or establishing new facilities in the area. In considering locations suitable for continued industrial development, the following elements should be taken into account:

1. The site should be reasonably level and offer a site area that is capable of accommodating industrial buildings and required ancillary activities (i.e., parking, shipping and receiving, outdoor storage, etc.).
2. The site soils should be well drained and capable of bearing heavy loads. For areas without sanitary service availability, soils must be capable of providing for an on-site sewer system.
3. The building and, to the extent possible, the site should be flood-free.
4. The site should also take advantage of available community transportation facilities, such as highways or railroads.
5. The site should be protected from residential encroachment or incompatible industrial neighbors.
6. The industrial area should allow for further future industrial expansion.

By analyzing the aforementioned location criteria and appreciating a variation in industrial use types, for areas within the community have been deemed appropriate for industrial use. Each designated area is intended to group similar industrial developments which demonstrate like needs (i.e., building scale, site size, access requirements, and visibility).

- **Highway 101 Corridor.** The area between CSAH 37 and CSAH 36 on either side of TH 101 is considered highly appropriate for future industrial uses. The area is reasonably level, provides expansion potential, and is provided excellent access given interchange access at CSAH 37 and CSAH 36 and is protected from residential development. Due to this high accessibility and visibility, quality development with high performance standards and limited outdoor storage should be pursued in this area.

The City's previous Comprehensive Plans note a substantial number of home extended businesses that would likely qualify as industrial uses within the City. The City needs to actively encourage the relocation of these types of uses to areas appropriate for



City of Otsego, Minnesota Comprehensive Plan

industrial actively. The City has identified the older existing industrial area lying east of TH 101 between CSAH 36 and 60th Street as an area in which lesser performance standards have been deemed appropriate (i.e., metal building allowance) in the past. In recognition of this area's character, there may be opportunities for relocation of home occupations and home extended businesses that are too intense for residential areas. The City adopted the I-3, Special Industrial District specifically for this area of the City to allow for a continuation of metal buildings using post-beam construction based on this objective.

- **Golden Polygon Area.** This area of the City is located south of Interstate 94 and west of the City of Albertville. Since the adoption of the 1991 Comprehensive Plan, the Otsego Industrial Park has been developed in this area. The area offers level, large sites with good interstate exposure. Limited freeway access is available, although a future interchange at Kadler Avenue is desired by the City of Otsego, while the City of Albertville is planning for an interchange at CSAH 19.

While future development in this area may not exceed the standards anticipated for TH 101 corridor industrial uses, high quality performance requirements should continue to be emphasized. The major differentiation between this area and the TH 101 area is that more open and outside storage may be expected. Such activities will, however, have to comply with screening requirements and maintenance ensured through appropriate regulations and code enforcement. This area is also viewed as at least one alternative location for some of the existing home extended businesses presently in residential areas of the City.

- **I-94/Kadler Avenue.** The area north of 70th Street and west of CSAH 19 is guided for future industrial development. Construction of the planned interchange at I-94/Kadler Avenue is critical for realization of the development planned in the area. Several industrial uses have already been constructed within the Otsego I-94 West Industrial Park. Additional land is available within this subdivision and planned to the north and east. Development of industrial uses would mirror industrial use designations suggested south of 70th Street by the Albertville Comprehensive Plan.
- **Nashua Avenue / 70th Street Area.** In looking to the future, the City recognizes the need to reserve sufficient land for development of industrial uses to provide employment opportunities and increased tax base. This is especially true given the large geographic area of the City, which allows more than sufficient lands for development of residential uses to meet market demands. The area of the City between 60th Street and 70th Street adjacent to the future Nashua Avenue / Nabor Avenue corridor is designated for long-term industrial development. The area has relatively level topography and can be served with municipal sanitary



sewer and water service through expansion of the west sanitary sewer district. This industrial area will also have excellent access to TH 101 and I-94 from CSAH 37, whether via the current roadway or planned realignment along the 70th Street corridor. St. Michael has received approval for construction of an interchange with I-94 at Nabor Avenue, which is planned to connect with Nashua Avenue within the City of Otsego. St. Michael has planned for industrial uses north of I-94, which is consistent with the planned industrial uses in this area of Otsego.

Public and Quasi-Public Uses

This land use category includes various facilities ancillary to an urban community accessible to the public, including parks, government buildings, schools, churches, golf courses, etc. There will be a need for additional public and quasi-public land uses as the community continues to develop to serve the growing population. Public and Quasi-Public land uses shall reflect the highest level of quality site and building design, as an example for the private sector to follow. Furthermore, development of consistent architectural themes or other elements that provide site character shall be encouraged to strengthen overall community identity.

While the need for these types of uses is recognized, it is not practical to identify sites where future public and quasi-public uses may be appropriate. Public and quasi-public facilities will be allowed as conditional uses in appropriate zoning districts or allowance through the City's established INS, Institutional zoning district. The combination of these two approaches will allow the City to establish performance standards specific to a given use to ensure development at appropriate locations in a manner compatible with surrounding uses. Furthermore, the City will work with the school districts once potential sites for school facilities are identified on the timing of construction to ensure that needed City infrastructure can be provided in a cost effective manner.

Schools

Otsego Elementary School and Kaleidoscope Charter School are the only existing school facilities within the City. Both of these facilities are within Independent School District 728, which has also acquired an 80 acre property at the northeast corner of Maclver Avenue and 80th Street for future facility construction. Continued growth of the community affects the three school districts serving Otsego residents and the City will continue to work cooperatively to address shared issues related to growth. This includes continuation of Otsego's growth management policies to allow the School Districts to anticipate the rate of development and plan for necessary facilities accordingly. As the need for new school facilities is identified, Otsego will work with each of the School Districts to locate appropriate sites and coordinate the timing of



City of Otsego, Minnesota Comprehensive Plan

development so that needed infrastructure is available in a cost effective manner. For the benefit of the City and the School Districts, Otsego will continue to pursue opportunities for shared facilities. This opportunity presents itself most readily in the acquisition, development and maintenance of recreational facilities used both as part of the Otsego parks and trails system and school athletic programs.

Religious Institutions

Religious institutions are an important part of Otsego from the standpoint of building communities. There are three Churches currently within the City. These facilities serve to bring people together and can be a source of community activity and focus. These uses also present unique land use issues related to their activities and operational characteristics. Areas considered to be appropriate for religious institutions must have sufficient area to accommodate the principal use, accessory facilities, off-street parking and often outdoor activities, adequate access from a major collector or arterial street and be landscaped and screened from adjacent residential uses. Areas designated on the Future Land Use Plan for Medium-High Density Residential Uses are to be considered most appropriate for development of religious institutions.

Essential Services

Continued development in Otsego (and the region) will require provision of additional essential service facilities, such as electric substations, gas pipe lines and even personal wireless service antennas. These facilities are to be allowed in areas where compatibility issues will not be created and in such a manner as to minimize impacts to adjacent properties.

Heritage Preservation Sites

The City has established a Heritage Preservation Commission and adopted a Heritage Preservation District as an overlay district within the Zoning Ordinance for the identification, designation and preservation of potentially significant historical properties within the City. Designation of a property as a Heritage Preservation Site requires the following criteria be met:

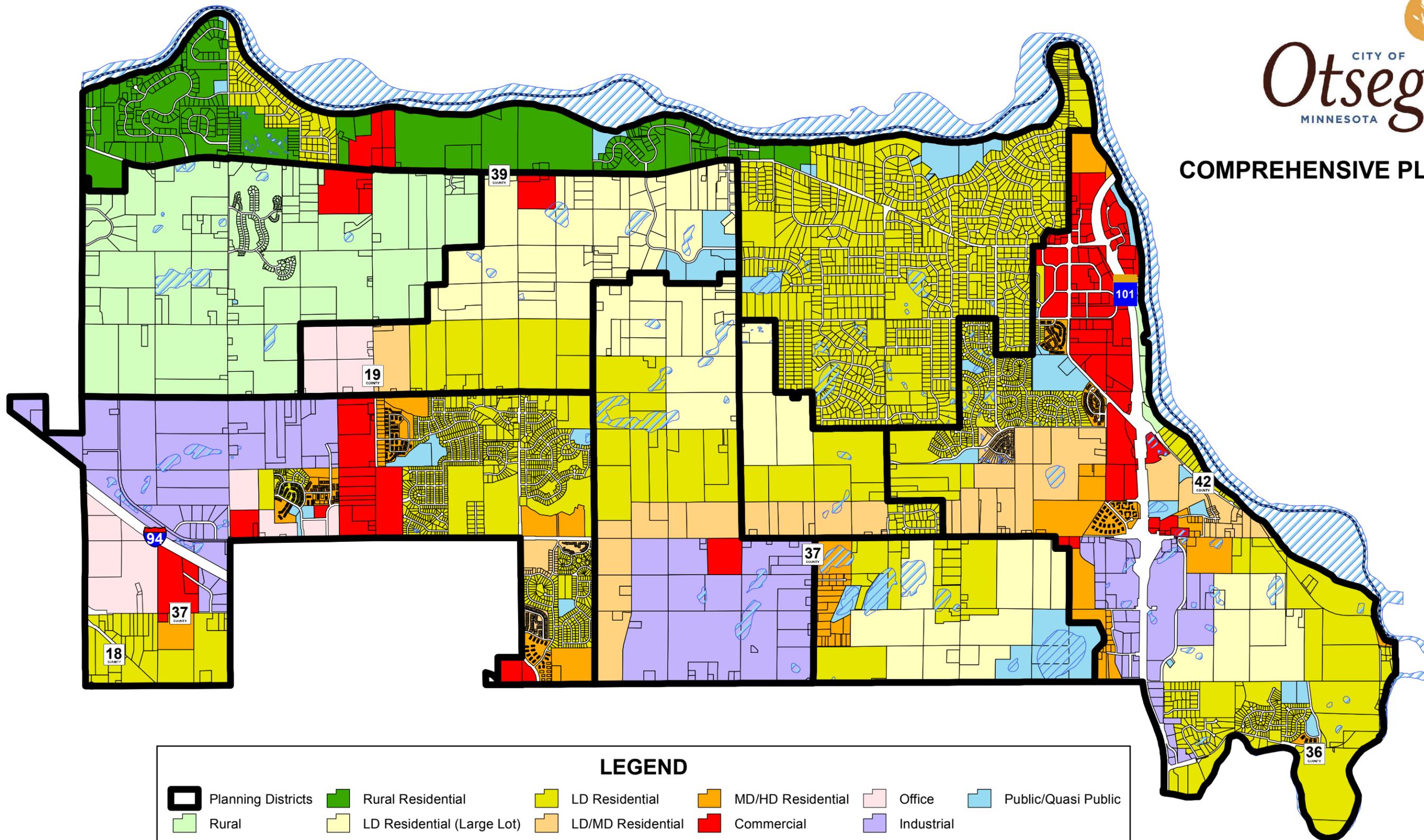
1. It has character, interest or value as part of the development heritage or cultural characteristics of the City of Otsego, State of Minnesota or the United States.
2. Its location is the site of a significant historical event.
3. It has yielded, or is likely to yield, information important in pre-history or history.



City of Otsego, Minnesota Comprehensive Plan

4. It is associated with a person or persons who significantly contributed to the culture and development of the City.
5. It embodies distinctive characteristics of an architectural style, period, form or treatment.
6. It represents the work of an architectural design, detail, materials, or craftsmanship which represents a significant architectural innovation.
7. Its unique location or singular physical characteristics represents an established and familiar visual feature of a neighborhood, community or the City of Otsego.

Currently there is are two properties in the City designated as a Heritage Preservation Sites The first is the City owned cemetery located along CSAH 39, west of O'Brian Avenue, which dates to the 1850s. The second site is a group of barns located on the Swenson Farm within the Mississippi Pines development, which is currently privately owned. The Heritage Preservation Commission has identified 14 other properties held in private ownership that may have potential historical significance. These properties require further study to determine their potential historical significance as a basis for recommending that the sites be designated as Heritage Preservation Sites.



LEGEND

Planning Districts	Rural Residential	LD Residential	MD/HD Residential	Office	Public/Quasi Public
Rural	LD Residential (Large Lot)	LD/MD Residential	Commercial	Industrial	

ADOPTED: 10 December 2012



FUTURE LAND USE

DISCLAIMER:
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



Transportation Plan

The Transportation Plan provides for an integrated transportation system that is related to the land use patterns within the City and the surrounding region. Otsego's existing transportation system is functional and well placed for efficient travel throughout the City. The City must continue to implement its policies for a functional transportation system in support of continued development and work with cities, counties and the State on investment and improvements to regional arterial roadways for the long-term economic vitality of the area.

Functional Classification System

Functional classification refers to the purpose each roadway should serve as a means of determining street widths, speed limits, intersection control or other design features. The intent of the functional classification system is to create a hierarchy of streets that collect and distribute traffic from neighborhoods to the regional freeway system. Roadways with a higher functional classification (arterials) generally provide for longer trips, have more mobility, have limited access and connect regional centers in comparison with lower functional classification streets (collectors and local streets) Functional classifications are used in Otsego's street network as a comprehensive planning tool used to determine the design and relationship of local streets to other County and State highway systems. The following table establishes the criteria for the functional classification system of streets within Otsego:



**CITY OF OTSEGO
ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM CRITERIA**

	Principal Arterial	Minor Arterial	Collector	Local
Place Connections	Connects regional centers and business concentrations	Interconnects major trip generators	Interconnects neighborhoods and minor business concentrations	Interconnects blocks within neighborhoods and parcels within commercial/industrial areas.
Spacing	Developed Areas: 2-3 Miles Developing Areas: 3-6 Miles	Developed Areas: ½ - 1 Mile Developing Areas: 1-2 Miles	Developed Areas: ¼ - ¾ Mile Developing Areas: ½ - 1 Mile	As needed for access
Connections	To interstates, principal arterials and selected minor arterials and collectors	To interstates, principal arterials, other minor arterials, collectors and some local streets	To minor arterials, other collectors and local streets	To some minor arterials, collectors and other local streets
Mobility	Highest	High	Moderate	Low
Percent of Mileage	5-10%	15-25%	5-10%	65-80%
Percent of Vehicle Miles Intersections	40-65%	15-40%	5-10%	10-30%
Intersections	Grade separated or high capacity intersection controls	Traffic signals and cross-street stops	All-way stops and some traffic signals	As required for safe operation
Parking	None	Restricted as necessary	Restricted as necessary	Restricted as necessary
Weight Limits	No restrictions	No restrictions	Restricted as necessary	Restricted as necessary
Typical ADT	15,000 – 200,000	5,000-30,000	1,000-15,000	Less than 1,000
ROW Width	100-300ft.	60-150ft.	60-100ft.	50-80ft.

Source: Metropolitan Council



NEWC Transportation Plan

The City of Otsego participated in a regional transportation Plan effort, which was led by the City of St. Michael in partnership with the City of Albertville, Wright County and MNDOT. The purpose of the effort was to develop a better understanding of local and regional transportation issues and the development of a transportation plan aimed at addressing these issues and the goals of the various jurisdictions.

The outcome of this process is a comprehensive transportation system plan for the Northeast Wright County area to be implemented among all the participants. One goal is generation of additional State Aid monies for road improvement projects within region. Otsego's local Transportation Plan map has been prepared in coordination with the NEWC Plan. Major elements of the NEWC Plan impacting the transportation system within Otsego are as follows:

- The upgrade of TH 101 to freeway status.
- Construction of 70th Street as a future county road between TH 101 and CSAH 18, crossing I-94 at Kadler Avenue with a proposed freeway interchange.
- Construction of an interchange at I-94/Kadler Avenue along with establishment of Kadler Avenue as a future minor arterial roadway between 70th Street and the Mississippi River with a potential future river crossing.
- Construction of Nashua Avenue between CSAH 39 and Nabor Avenue at the City of St. Michael with a proposed interchange at I-94.

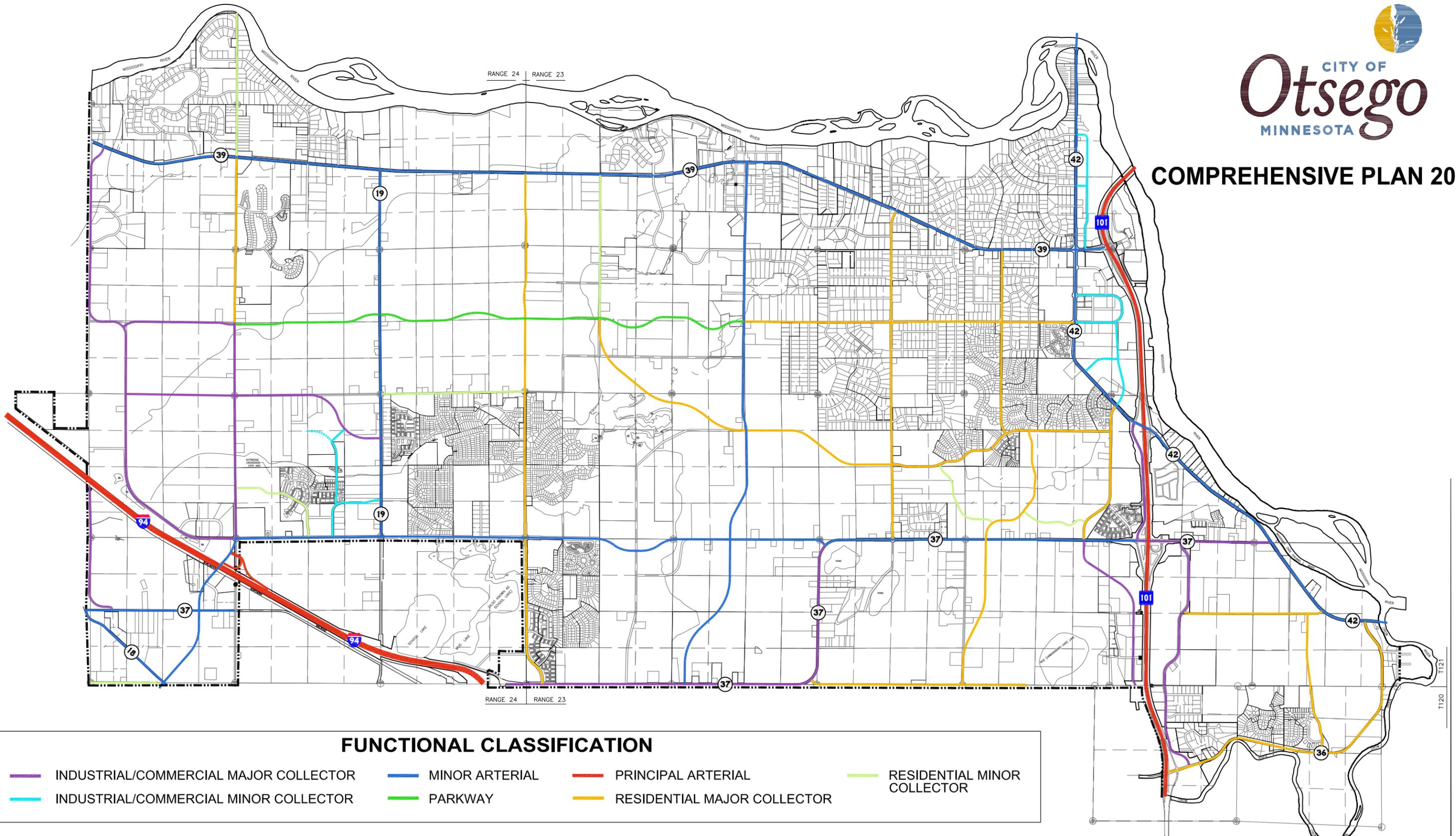
Otsego has adopted the NEWC Transportation Plan subject to the condition that the proposed interchange at I-94 and Kadler Avenue be given priority status to improve circulation to commercial development in Albertville, provide a bypass for traffic destinations west of St. Michael and Albertville and reduce congestion on CSAH 19. The NEWC Plan specifies that full access to minor arterial roadways is to be at half-mile intervals with secondary (right-in/right-out) access at quarter-mile intervals. Past practices has allowed full access along minor arterial roadways at quarter-mile intervals, which the City believes is necessary to provide adequate access to both residential and business uses. The City will continue to work with its partners in the NEWC Plan on this issue.

Major elements of the NEWC Plan have been implemented since the adoption the document in 2004. These projects include pending construction of 70th Street from Oakwood Avenue to Marlowe Avenue within Otsego, permitting for the planned interchange in St. Michael at I-94/Nabor Avenue and construction of the north leg of the



City of Otsego, Minnesota Comprehensive Plan

collector-distributor interchange at I-94/CSAH 37/CSAH 19 in Albertville. Additional regional transportation improvements include construction of the flyover bypass in Rogers from west I-94 to north TH 101 and pending construction in 2014 of an interchange at TH 101/CSAH 144 in Rogers that will eliminate the last traffic controls between I-94 and the City of Otsego. The City of Monticello continues to study the need for additional Mississippi River Crossings. Finally, there is a regional effort to obtain funding for construction of additional traffic lanes to I-94 from Maple Grove to Monticello to alleviate existing congestion along this major economic development corridor within the State. Given the progress towards implementing major elements of the NEWC Plan, continued regional growth and development and increase emphasis on major regional transportation issues, the timing is appropriate for the stakeholders in the NEWC Plan, which may be expanded to include other cities and regional input, to initiate an update of the document to reflect current opportunities, goals and issues.



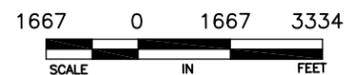
FUNCTIONAL CLASSIFICATION

- | | | | |
|---------------------------------------|----------------|-----------------------------|-----------------------------|
| INDUSTRIAL/COMMERCIAL MAJOR COLLECTOR | MINOR ARTERIAL | PRINCIPAL ARTERIAL | RESIDENTIAL MINOR COLLECTOR |
| INDUSTRIAL/COMMERCIAL MINOR COLLECTOR | PARKWAY | RESIDENTIAL MAJOR COLLECTOR | |

ADOPTED: 10 December 2012



Dec 06, 2012 - 3:24pm
\\spsd\proj\BRO.FCTS\MUNICIPAL\OT315\FX.dwg\OT315-MSA-2012.dwg

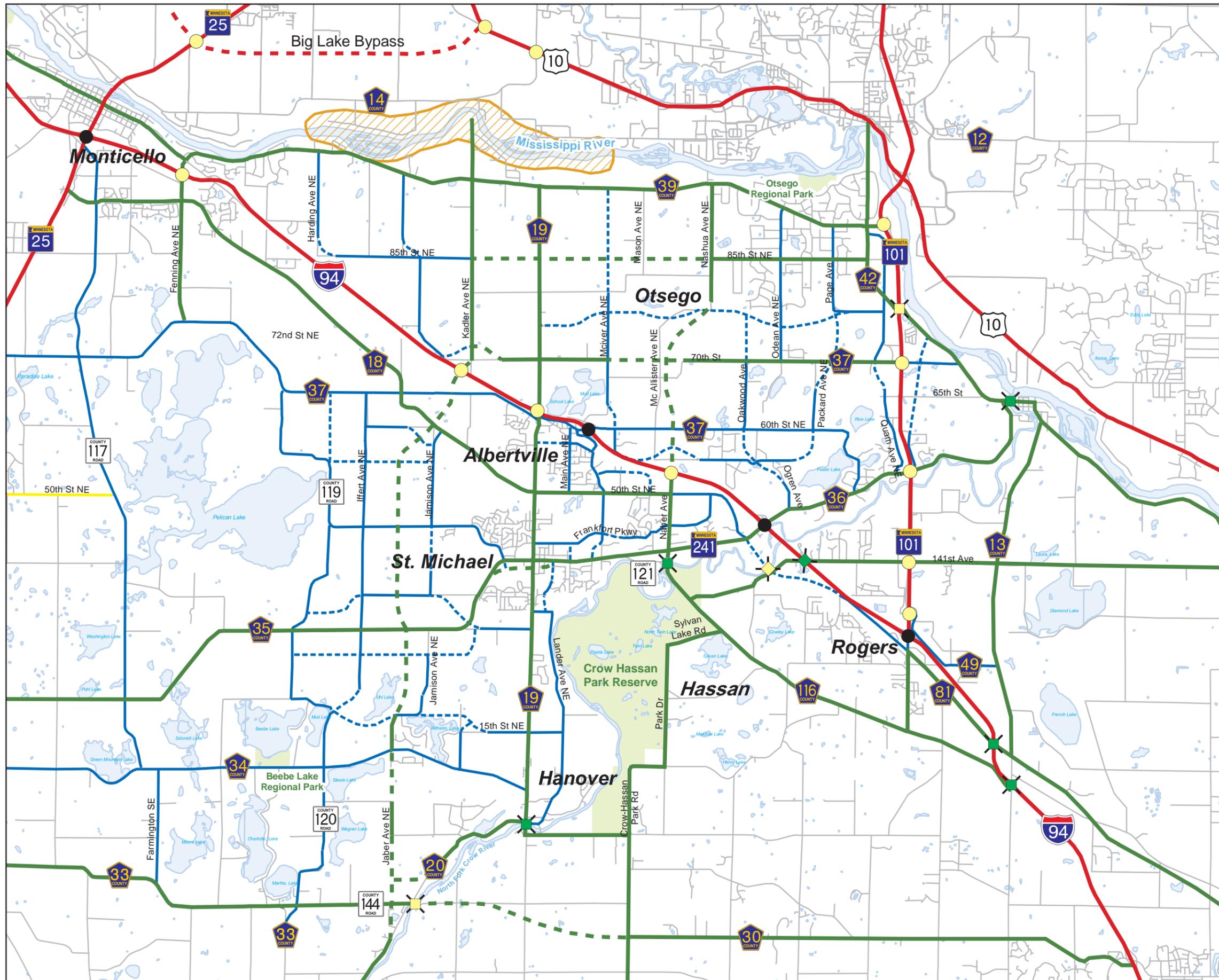


TRANSPORTATION PLAN

DISCLAIMER:
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

Northeast Wright County Sub-Area Study

Figure 8
Future Functional
Classification Plan



Legend

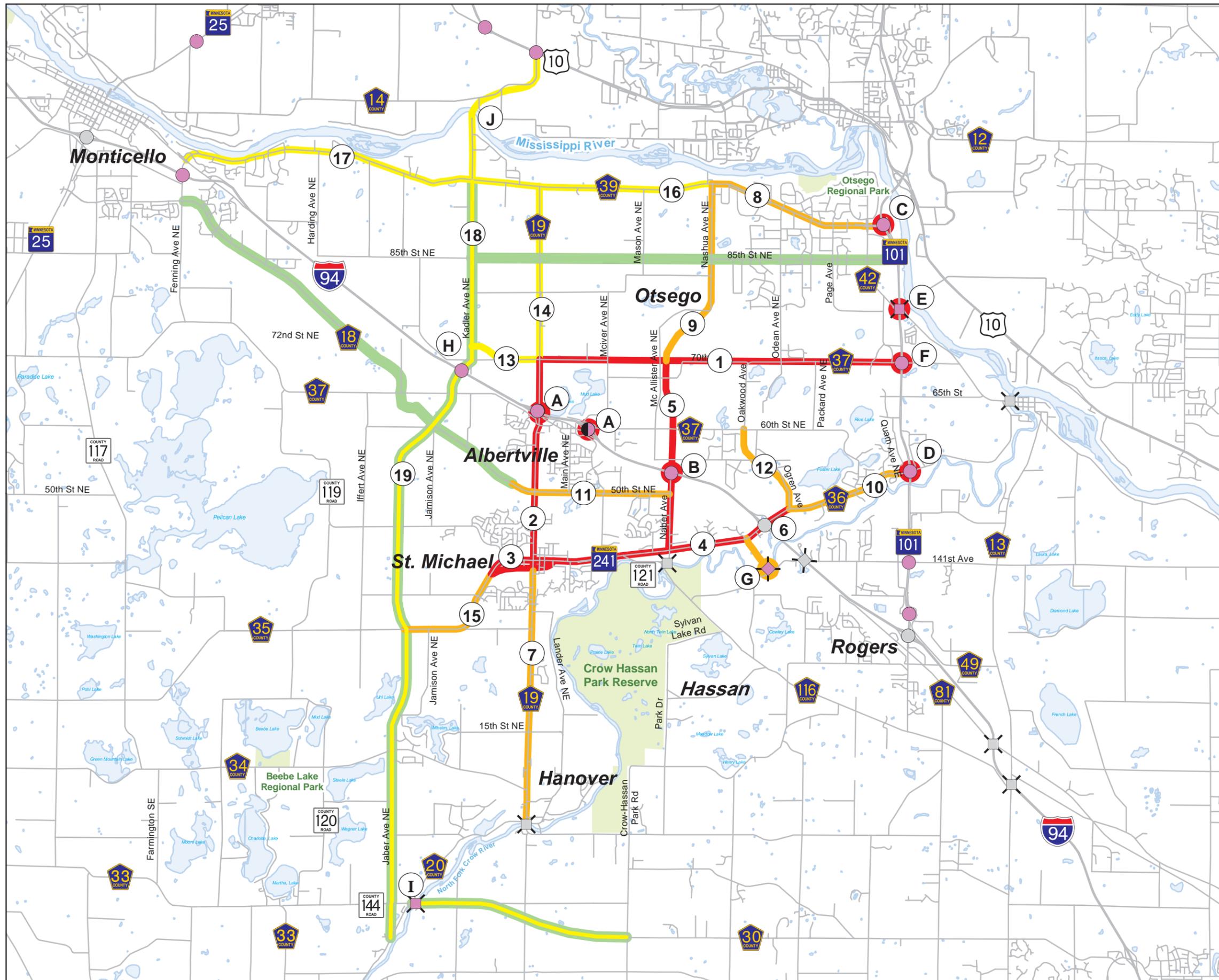
- Principal Arterial
- Minor Arterial
- Collector
- Minor Collector
- - - Future Roads (Dashed)
- Existing Interchange
- Proposed Interchange
- ✦ Existing Bridge
- ✦ Future Bridge
- Roads
- Lakes and Rivers
- Parks
- ▨ Potential Future River Crossing

1 0 1 2 Miles



Northeast Wright County Sub-Area Study

Figure 24
Recommended Staging of Major Improvement Projects



Legend

- Short-Term (2004-2015)
- Mid-Term (2015-2025)
- Long-Term (2025-2040)
- ROW Preservation (2004-2040)

- Existing Interchange
- Proposed Half Interchange
- Proposed Full Interchange
- Existing Bridge
- Future Bridge
- Denotes Reference Number in Tables 19-21

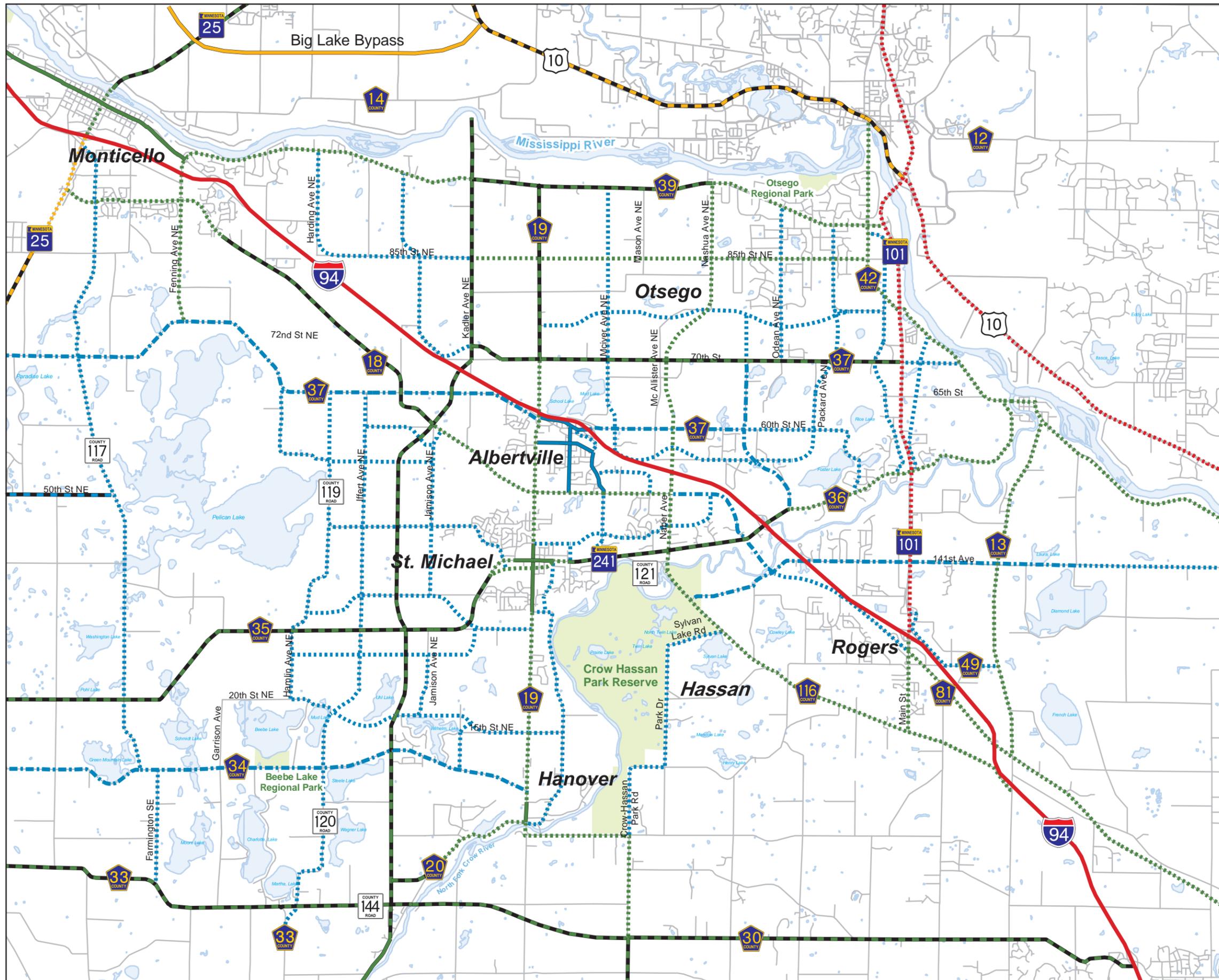
Notes:

1. Proposed system plan has two options for treatment of access at I-94/CSAH 37 (A); one option is for half-diamond interchange to and from the east.
2. River crossing location/alignment to be determined (J).



Northeast Wright County Sub-Area Study

Figure 22 Recommended Access Spacing



Legend

High Priority Interregional Corridors

- 1F Freeway (Interchange Access Only)
- 1A - F Full Grade Separation (Interchange Access Only)

Medium Priority Interregional Corridors

- 2A Rural, Exurban & Bypass (1 mile full intersection spacing, 1/2 mile secondary intersection spacing)
- 2A - F Full Grade Separation (Interchange Access Only)
- 2B Urbanizing (1/2 mile full intersection spacing, 1/4 mile secondary intersection spacing)

Minor Arterials

- 5A Urban Mobility Corridor (1/2 mile full intersection spacing, 1/4 mile secondary intersection spacing)
- 5B Urbanizing Arterial (1/4 mile full intersection spacing, 1/8 mile secondary intersection spacing)
- 5C Urban Core Arterial (300-600 feet depending upon block length)

Collectors

- 6A Rural Collector (1/2 mile full intersection spacing, 1/4 mile secondary intersection spacing)
- 6B1 Rural Urbanizing Collector (1/4 mile full intersection spacing, 1/8 mile secondary intersection spacing)
- 6B2 Local Collector (1/8 mile full intersection spacing)
- 6C Urban Core Collector (300-600 feet depending upon block length)





Arterial and Collector Streets

I-94 and TH 101 are principal arterial roadways connecting Otsego to the regional highway system and provide high-speed mobility to the Twin Cities Metropolitan Area and destinations outside of the metropolitan area. TH 101 has been upgraded to freeway status within the City improving access and traffic safety for residents and transient commuter traffic. The construction of the flyover bypass from west I-94 to north TH 101 in Rogers further increased the efficiency of TH 101 between Otsego and I-94. Otsego is participating in the Rogers' planned interchange at TH 101 and CSAH 144 that will remove the last traffic signal between Otsego and I-94 in 2014. The City Council has also elected to join the I-94 Coalition to advocate for support and funding for expansion of I-94 to add additional vehicle lanes between Maple Grove and Monticello.

Minor arterial streets also emphasize mobility over land access, serving to connect Otsego with adjacent or nearby communities as well as the regional highway system. Major nodes of commercial or industrial development or other significant traffic generators are typically located along minor arterial roadways. Within Otsego, minor arterial roadways generally correspond to County State Aid Highways including CSAH 39, CSAH 42 and CSAH 37. To this end, it is important with the City to work with Wright County on planning and funding for needed upgrades to these regionally significant roads for both local functionality and regional efficiency.

Collector streets are designed to serve shorter trips that occur primarily within the City and provide access from neighborhoods or other collector streets and the arterial system. Collector streets are intended to carry less traffic than arterial roadways and provide access on a limited basis. Examples of collector streets within the Otsego functional classification system include Quaday Avenue, Page Avenue, Odean Avenue, Maclver Avenue, 85th Street and 78th Street/75th Street between Quaday Avenue and Odean Avenue.

Planned Improvements

The Transportation Plan directs several additions and/or changes for Otsego's existing arterial and collector roadway system. These new roadways or realignments are the result of urban development in the community and the need to provide a more efficient transportation system that has evolved from a series of rural roadways. The proposed modifications have been prioritized to reflect need and urgency within the City. It should be stressed that many alignments are merely conceptual in nature and represent long term and preferred roadway alignments.



City of Otsego, Minnesota Comprehensive Plan

1. **70th Street from Oakwood Avenue to Marlowe Avenue.** The City will construct this roadway as a rural section collector street in 2014 providing an important east-west connection across Otsego improving regional access and intra-City travel.
2. **I-94/Kadler Avenue Interchange.** The NEWC Transportation Plan and City of Otsego plan construction of an interchange at I-94 and Kadler Avenue. This interchange will improve regional and local access for planned urban uses in Otsego, Albertville and St. Michael relieving congestion at existing accesses.
3. **85th Street between Nashua Avenue and CSAH 19.** This roadway is planned as a future parkway street to provide additional east-west access across the City. The project will likely be undertaken in phases. The City has already approved preliminary plans and environmental studies for construction of the initial roadway between Nashua Avenue and Mason Avenue. The City will seek to acquire right-of-way or easement for the planned street extension. However, construction is not included as part of the Capital Improvement Plan at this time and would likely be triggered by construction of school facilities on the parcel owned by ISD 728 at the northwest corner of MacIver Avenue and 80th Street or development of adjacent properties.
4. **Kadler Avenue from 70th Street to 80th Street.** This roadway currently exists as a rural, gravel section street. With planned industrial and office development adjacent to Kadler Avenue upgrade to an urban collector street is necessary. Long term, the NEWC plan designates this roadway as a future minor arterial street with the construction of the I-94/Kadler Avenue interchange as a possible realignment of CSAH 19 between 70th Street (future CSAH 37) and CSAH 39. MNDOT also identifies Kadler Avenue as a long-term potential location to bridge the Mississippi River to provide an additional connection between TH 101 and TH 25 in Monticello.
5. **Quaday Avenue from CSAH 37 to 60th Street.** Extension of Quaday Avenue south of CSAH 37 will provide access for development of planned industrial land uses west of TH 101. This roadway will also provide access to existing areas of Otsego not accessible by City streets except by traveling through St. Michael to TH 101.
6. **River Road (CSAH 42) from 85th Street to TH 101.** This segment of CSAH 42 exists as a rural section two lane roadway. As regional traffic increases and adjacent parcels develop with planned commercial uses, it will be necessary for Otsego to work with Wright County to secure the funding needed to improve the the street segment to a four lane divided roadway with adjacent off-street trails. The existing roadway also presents significant safety issues in terms of access to



City of Otsego, Minnesota Comprehensive Plan

Otsego Elementary. Traffic signals are anticipated to be warranted at Quaday Avenue and a four-way intersection in the approximate location of the access to Otsego Elementary.

7. **Nashua Avenue between 83rd Street and 60th Street.** The construction of this extension of Nashua Avenue is planned to provide improved north-south travel within Otsego and access to I-94 at the approved interchange at Nabor Avenue in St. Michael. This roadway will also provide access to planned industrial uses guided based on the planned interstate access to I-94 at Nabor Avenue. Otsego and St. Michael have coordinated the location of the intersection of Nashua/Nabor Avenue at 60th Street.
8. **Other Segments.** Other collector streets will be programmed for construction in coordination with timing for planned development to provide adequate capacity to accommodate traffic generation. These streets include:
 - Extension of 75th Street west of Odean Avenue.
 - Extension of Randolph Avenue north to 65th Street.
 - Construction of Palmgren Avenue between 78th Street and 70th Street (CSAH 37).
 - Improvement of 65th Street from Queens Avenue and River Road (CSAH 42).
 - Extension of MacIver Avenue north of 80th Street to 95th Street (CSAH 39).
 - Realignment of Packard Avenue south of 70th Street to 60th Street.



Jurisdictional Classification

Roadways within Otsego are administered by different agencies depending on their jurisdictional classification. MNDOT maintains the interstate and trunk highways that comprise principal arterial roads. Wright County maintains County State Aid Highways and County Roads within Otsego that are designated either as minor arterial or collector streets. Remaining streets are constructed and maintained by the City of Otsego.

Occasionally the jurisdictional classification of a roadway will be changed to reflect the way a street is to be used based on development, changes in traffic patterns or volume or construction of new facilities. One jurisdictional change is anticipated to occur in Otsego with Wright County assuming jurisdiction over the segment of 70th Street between Oakwood Avenue and Kadler Avenue as a future minor arterial roadway providing for realignment of CSAH 37 as guided by the NEWC Transportation Plan. The existing segment of CSAH 37 from 70th Street/Oakwood Avenue to I-94 would be turned back to the Cities of Otsego, St. Michael and Albertville. The City of Otsego is moving forward with construction and improvement of 70th Street between Oakwood Avenue and Marlowe Avenue in 2014 as a local collector street. The eventual jurisdictional classification change of 70th Street and turn-back of the existing 70th Street is an issue to be negotiated related to the condition and required improvements to the existing roadway at such time as traffic patterns or volumes warrants.

Local Streets

Local streets provide access to adjacent properties and within neighborhoods. Local streets are generally low speed and designed to discourage through traffic. The City should concentrate on the extension of local streets in functional patterns as development continues. Future development within Otsego is expected to be concentrated within the sanitary sewer service districts. Connections between new subdivisions must be planned at not less than one-quarter mile intervals to ensure proper access and circulation off of collector and arterial streets.

Maintenance

The City utilizes a Roadway Management Plan, updated annually, to plan system wide improvements and upgrade existing City streets. Through this phased approach, the City has been able to progressively attend to problems and eventually make system-wide upgrades. These efforts should continue as need dictates. The maintenance and



upgrade program is viewed as essential as the number of new streets continue to be built within the City.

As a means of reducing long term maintenance costs to the City, Otsego should continue to place a strong emphasis on quality street standard designs. One ongoing issue is streets within urbanized areas that are surfaced in gravel. While the graveled streets in themselves are in good condition, their inherent qualities do pose some detriments to the City. Specifically, such innate characteristics as dust, grade upkeep, and noise all serve to diminish the attractiveness of a typical urbanized neighborhood. A program to upgrade these roadways to paved sections designs should be developed and implemented over time.

Public Transportation

No regular public transportation services are available within the City of Otsego. Regionally, the Northstar commuter rail corridor provides passenger train service between the City of Big Lake and downtown Minneapolis along existing Burlington Northern rail lines. There is a passenger terminal for the Northstar line in the City of Elk River and the proximity of this passenger rail service to the City would provide a transportation alternative to residents working within the Twin Cities Metropolitan Area.

Wright County Human Services provides a public transportation service on a County-wide basis. Drivers are area residents who volunteer their time and private vehicle for door to door ride service. While the current volunteer service appears to work well and accommodate the transportation needs of the City's residents, an increasing elderly population may initiate the need for full time van-type service.

The River Rider Heartland Express bus service also includes the City of Otsego in its service area. The bus service provides public door to door transportation for the general transportation needs of community residents (i.e., shopping, medical appointments, dining, etc.), to locations in the area, as well as locations such as Mercy Hospital in Anoka.

The City may in the future consider opportunities for park and ride facilities along the TH 101 corridor to facilitate resident access to employment opportunities and assist in alleviating regional traffic congestion.



Railroads

A Burlington Northern rail line bisects the southwestern corner of Otsego. To date, the line is bounded by the Otsego Industrial Park and undeveloped agriculturally land. Use of the line is extremely limited for service only to the Monticello power plant and is in poor condition. The potential abandonment of the rail line should be recognized by the City. To this end, the City should monitor and, to the extent possible, participate in studies examining future re-uses of the rail corridor.

Airports

There are no airports within the City of Otsego. The closest full-service airport facilities to the City are Minneapolis-St. Paul International Airport in Minneapolis. Commercial airlines also increasingly operate from the St. Cloud airport. Small plane airport facilities also exist in the Cities of Buffalo and Maple Plain.



Community Facilities Plan

Provision of necessary community facilities is the primary function of local government. These facilities include public utilities, public safety, and administration. Parks and trails are also a community facility addressed separately by the Comprehensive Plan. The City of Otsego was formed on the basis of ensuring adequate community facilities for its current and future residents and has undertaken several specific planning efforts and facilities plans in these efforts.

Public Utilities

Sanitary Sewer and Water Service

The City of Otsego operates two sanitary sewer collection and treatment systems and associated water systems:

- **East Sewer Service District.** The East Sewer District is served by a 1,000,000 gpd. wastewater treatment facility located in the southeast corner of the City near CSAH 36. The City of Otsego has sold 40,000 gpd. of plant capacity to the City of Dayton for use within their historic downtown area. The remaining capacity of 960,000 gpd.
- **West Sewer Service District.** In 2002, the City constructed a second waste water treatment plant, sewer collection system and water system for the western areas of the City.

There is also one private sewer system located in Otsego. The system is part of the River Bend Mobile Home Park located at the southeast quadrant of TH101 and CSAH 42. The sewage treatment facility is maintained by the park owner, although Otsego has some joint, legally assigned responsibilities for the system's operation. The facility plan for expansion of the east waste water treatment plant will take into consideration eventual abandonment of the Riverbend treatment facility and connection of the mobile home park development to the municipal system. Any potential expansion of the existing Riverbend treatment system would be evaluated and decided only in conjunction with a formal development application.

To avoid the premature extension of sanitary sewer into the City's concentrated areas of unsewered development, Otsego enforces the Wright County "point of sale" ordinance. This ordinance requires non-conforming on-site septic systems to be upgraded to current standards at the time of property sale. Additionally, the City has imposed City-wide mandatory septic system pumping requirements in accordance with State Statute



City of Otsego, Minnesota Comprehensive Plan

and has required the installation of ground water monitoring wells (in association with new development) in certain locations of the City.

The water system consists of two separate systems corresponding to the East and West Sewer Service Districts each with one operational water tower, wells, pump houses and distribution facilities. The water systems are designed and constructed to ultimately be connected as a single system as urban development expands towards the center of the City in accordance with the Urban Service Staging Plan, to increase efficiency and capacity. Capacity of the water system must be monitored along with continued development to ensure adequate service for residents and businesses as well as fire protection.

- Watertower #1 within the East Sewer Service District is currently not in service with adequate storage provided by Watertower #3. The City will continue to maintain the facility and evaluate the need to bring Watertower #1 back on line to meet service demands.
- The Riverwood National development is not connected as part of the water system within the West Sewer Service District and has limitations on water service related to its isolated well and pressure storage tank. The City will monitor the water issues and initiate extension of trunk water lines to Riverwood National when service levels dictate as anticipated by the Capital Improvement Plan.
- The City must monitor the need for water treatment facilities in consideration of regulatory requirements and water quality issues.

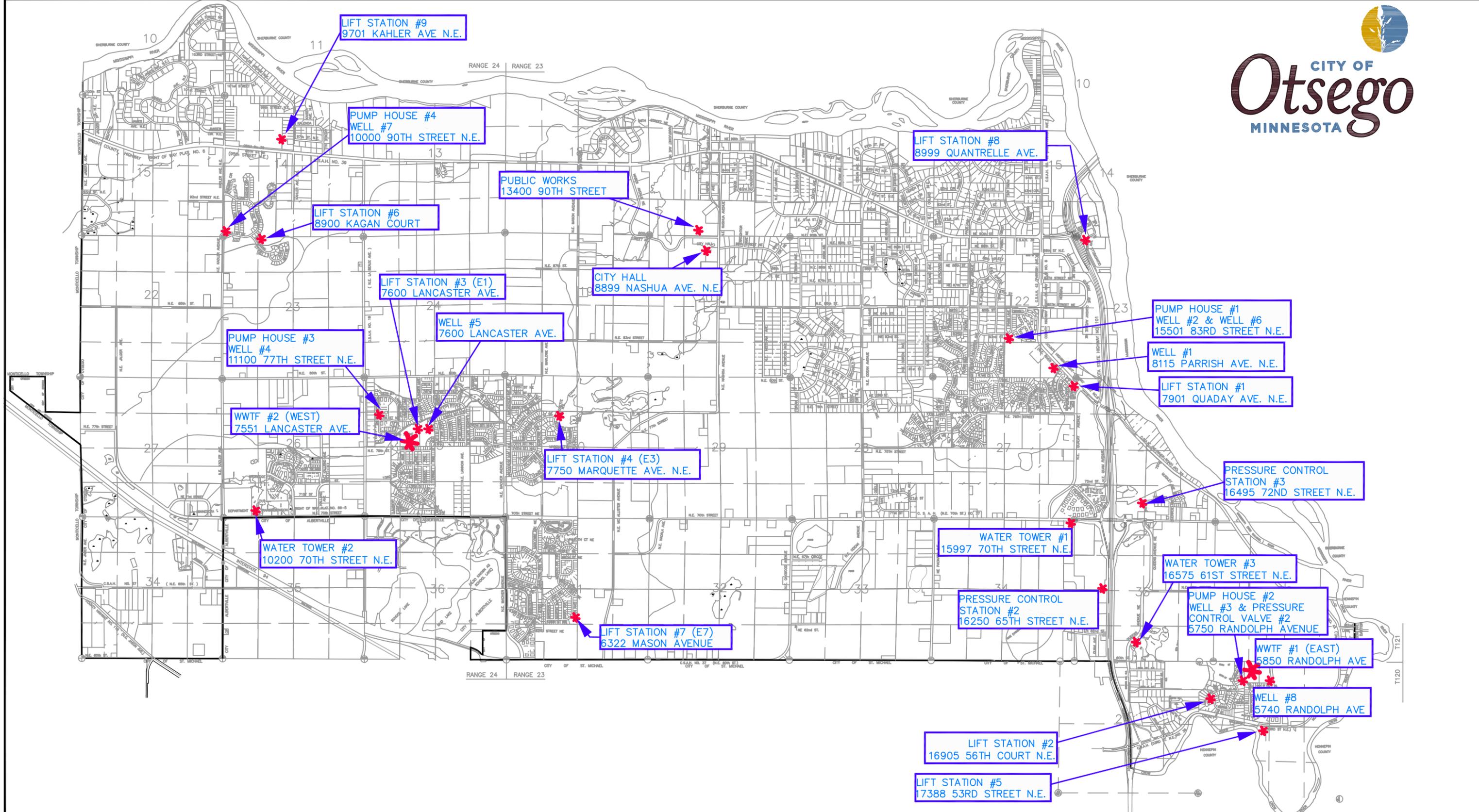
The City must monitor the pace of development and actual service demand within the two Sewer Service Districts to anticipate the need to expand the facility prior to actual demand. The City Engineer in cooperation with the Utility System Operator has developed a detailed long range Capital Improvement Plan for the sanitary sewer and water utilities to anticipate trigger points for system expansions based on various rates of additional service connections.



Stormwater Management

Storm water drainage is handled both by naturally occurring drainage swales and ponding areas and by ditches constructed along Otsego roadways and developed stormwater basins within platted subdivisions. Historically, this system of storm water drainage has proven inadequate with major problems occurring during seasonal thaws and rainfalls. These types of drainage problems are quite common in areas of experiencing a transition from rural to urban character. Storm water drainage utilities have been installed within the sewer service districts within the sanitary sewer service district. Since the adoption of the City's 1991 Comprehensive Plan, the City has taken several steps to correct storm water drainage problems and ensure that storm water is properly managed in the future. These steps include:

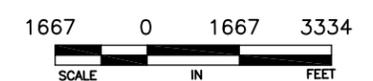
1. The required submission of grading and drainage plans in association with subdivision proposals.
2. Compliance with the State's "Protecting Water Quality in Urban Areas, Best Management Practices for Minnesota" (MPCA October 1989).
3. The adoption of a City Stormwater Management Plans for specific watersheds.
4. The imposition of stormwater impact fees associated with subdivision requests and stormwater utility fees for areas of the City with developed stormwater facilities.
5. Implementation of Stormwater Maintenance Program required as part of the City's NPDES Permit to inspect and maintain 25 percent of the City's stormwater facilities every year.
6. Adoption by reference of the Wetland Conservation Act of 1991.



ADOPTED: December XX, 2012

TPC

Hakanson
Anderson



UTILITY FACILITIES

DISCLAIMER:
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



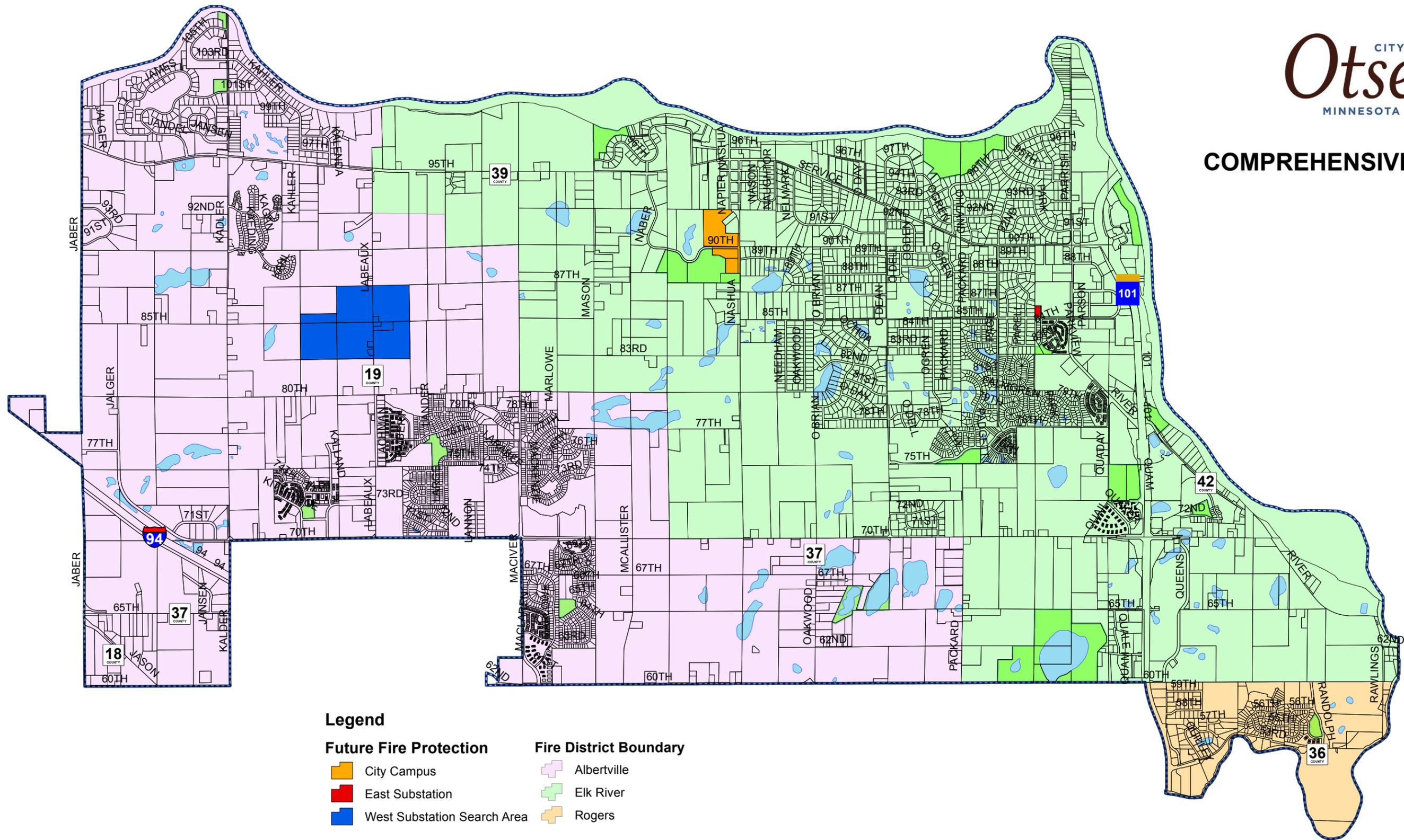
Public Safety

Otsego currently contracts with the Wright County Sheriff's Department for police protection and enforcement. Wright County assigns specific deputies to patrol the City for a specified number of hours each day, while maintaining 24 dispatch and on-call emergency services. Wright County Deputies and Court Officers utilize office space within Prairie Center to providing additional local presence and increase efficiency. The City has established a Police Commission to advise the City Council on community policing and service issues and foster communication between the City and Wright County Sherriff's Office.

Fire protection services are contracted with three fire departments: Albertville, Elk River, and Rogers. Current fire service response time from each of the Fire Departments may be slowed due to physical barriers and access limitations between cities. Considering that facility location is a primary issue in providing the best fire protection to minimize response time, the development of an Otsego substation should be a priority.

The City Council has had preliminary discussions regarding development of local fire service or a substation in partnership with one or more of the departments serving Otsego to locate possible fire station sites within the City be identified and possibly acquired in advance of development, which are shown on the map on the following page:

- Adequate area exists within the City Campus properties to accommodate development of a large facility that would be the centerpiece of an Otsego Fire Department service.
- The City acquired a property at the northwest corner of Park Avenue and 85th Street for the purpose of developing a Fire substation within the existing Elk River Fire Department service area.
- Consideration is to be given to acquisition of a third property that would be developed into a future Fire substation within the Albertville Fire Department Service Area.



- Legend**
- | | |
|-------------------------------|-------------------------------|
| Future Fire Protection | Fire District Boundary |
| City Campus | Albertville |
| East Substation | Elk River |
| West Substation Search Area | Rogers |

ADOPTED: December XX, 2012



FUTURE FIRE PROTECTION FACILITIES

DISCLAIMER:
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



City Buildings and Facilities

City Hall

City administration and Public Works functions are centralized at City Hall on 90th Street within the City Campus. The City Hall provides office space for City administration, community development, parks and recreation finance and building safety departments, as well as community meetings. The Public Works and Parks Maintenance Departments are also located within the facility, which was originally constructed for this. The facility and site has been designed to allow for future expansions to accommodate future space especially related to storage of Public Works vehicles and equipment. The Public Works Department also utilized the former public works building at Nashua Avenue and CSAH 39 for cold storage as well as the interior areas at the base of Watertowers #2 and #3. The City will monitor its public space needs and plan for building additions and/or new facilities as part of its Capital Improvement Plan.

Prairie Center

The building formerly used as City Hall from 1993 to 2012 is to be repurposed as a community facility. City Council and other public meetings will continue to be held at this building and the City's recreation program is anticipated to be a primary user of the facility. Office space has already been allocated to the Heritage Preservation Commission and Wright County Sheriff's Office. A committee has been formed to define the functions the building is to accommodate and plan the renovation and remodeling project, which is included in the Capital Improvement Plan for 2013.

Town Hall

The City maintains ownership of property at Nashua Avenue and CSAH 39 that is the location of the former Town Hall and Public Works Building. The Public Works Building is still in use by the City for cold storage facilities. The Town Hall building has been unused for City purposes since construction of new administrative offices in 1993 and the City has not identified a viable public or private long-term use for the building. The building is substantially deteriorated, does not meet ADA standards and its condition continues to decline with replacement of the roof, heating system and broken windows know repairs required for reuse. The Heritage Preservation Commission is exploring options for the building. Absent identification of a use for the building allowed by the Wild and Scenic regulations included in the Zoning Ordinance and availability of funding sources, the building is likely to be demolished.



Parks and Trails Plan

The Parks and Trails Plan sets forth a vision of a park, trail and open space system founded upon community characteristics, an assessment of existing facilities and the projected needs of the City for on-going development. The Parks and Trails Plan's objective is to propose improvements in order to maintain the system as a significant community asset that contributes positively to the quality of life and character of Otsego. The Parks and Trails Plan is an integral component of the Comprehensive Plan, especially in relation to implementation of the Land Use Plan.

It is anticipated that parks and trails facilities will be acquired and developed along with the continued growth anticipated to occur within the community. The City's future development pattern is founded in the concept of interconnected neighborhoods and amenities such as parks and open spaces are intended to provide focus and identity for individual neighborhoods and the community overall. Trails serve to connect these individual neighborhoods to adjacent neighborhoods and other community centers. Furthermore, development of the parks and trails system is a community facility issue involving delivery of high-quality, cost effective services.

Significance of the Parks and Trails System

Establishment of parks and trails and preservation of open spaces is a vital element of Otsego's developed environment. The significance of parks, trails and open spaces is summarized by the following four principals:

- **Provision of Recreation Opportunities.** Creating opportunities for recreation and leisure time activities are important quality of life factors for Otsego. A growing need and emphasis on physical fitness and expanding recreational choices increases the programming responsibilities for the City in planning its parks and trails system.
- **Protection of Natural Resources.** Preservation of the City's natural environment can provide more than just aesthetic value. These resources are essential to the sustainability of human health and welfare. Otsego has many natural resources such as the Mississippi River, Crow River, creeks, wetlands, and forest stands. The character of these areas should be preserved and integrated into the overall parks and trails system for the enjoyment of the entire community and preservation of existing ecosystems.



City of Otsego, Minnesota Comprehensive Plan

- **Defining Urban Structure.** Development of a variety of park facilities and connecting trails serves to define the urban character of the City and can increase the sense of community identity. Development of a high quality parks and trails system is an effective means to attract high quality residential and commercial development, enhance property values and revitalize declining areas.
- **Transportation.** Establishing a trail system provides access to park and open space areas and connections to other community destinations. Trail development has been and will continue to be primarily coordinated with construction of collector and arterial roadways defined by the City's Transportation Plan. Construction of multiple purpose trails and/or sidewalks along major roadways allows for a more direct and efficient system of trails as public street rights-of-way provide necessary land with few physical limitations, better user safety and ensures better land use compatibility.

The quality parks and trails that exist in Otsego today are representative of past planning efforts. An initial Comprehensive Park, Trail and Recreation Plan was completed in 1992. The Comprehensive Plan update in 1998 addressed expansion of the parks and trails system in anticipation of urban development starting with construction of municipal sanitary sewer and water utilities. The Parks and Trails Plan was updated again as a stand-alone document in 2001. The most recent update of the Parks and Trails Plan occurred in 2004 with the Comprehensive Plan update addressing on-going growth management. These plans inventoried existing facilities and assessed the needs of different park types based upon future growth as it was then projected. Through the proactive implementation of these planning tools, the City has established a foundation for a high-quality, comprehensive network of recreational spaces that contribute to the quality of life within the community as well as to the community's overall identity.



Park Classification System

Otsego's existing and future parks and trails system is comprised of a variety of parks, open spaces, trails and facilities that are defined by a functional hierarchy according to use, size, and facility development. The classification of park facilities assists in planning a comprehensive system that responds to the community's needs, existing and planned land use patterns and densities and the physical character of the City.

The classifications established for the Otsego parks and trails system are based on nationally recognized park characteristics with modifications intended to reflect local needs and conditions. It is a tool to guide Otsego's decision makers in determining park locations, area and facilities. Specific standards and criteria are recommended for each type of park facility, although some flexibility may be anticipated based on specific circumstances that may arise. These standards and criteria should be used as:

- An expression of minimum acceptable facilities.
- A guideline to determine land requirements.
- A basis to relate recreation needs and spatial analysis to a community wide parks and trails system.
- To define a major element of the desired land use pattern.
- A means to justify the need for parks and trails facilities in relation to continued development.



Community Parks

Community parks are defined as the largest and most comprehensive facilities within the City's overall parks and trails system intended to be large destination oriented facilities that offer a wide variety of uses. Community parks should have a minimum area of 25 acres with facilities intended to be used by the entire community. The location of community parks should capitalize on areas of high natural amenity such as rivers, forested areas, watercourses, etc., that appeal to larger groups and provide for community access. Facilities within community parks are to be developed to accommodate large crowds and special events such as a community festival or holidays. Activities typically include walking, picnicking (family and large groups), passive and organized sports and community events.

- **Service Area:** Community wide
- **Per Capita Standard:** 5 to 8 acres per 1,000 population
- **Desirable Area:** 25 acres minimum / 50 to 100 acres desired
- **Primary Function:** Extensive area for community-wide use that may provide active, passive, educational, cultural, or programmed functions for all age groups.
- **Design Characteristics:** Community parks should integrate attractive natural features, have good vehicular access from a collector or arterial street as well as trail connections and provide ample off-street parking facilities.
- **Typical Facilities:**
 - Multiple Use Trails
 - Volleyball, horseshoes, court games
 - Play structures
 - Picnic facilities
 - Baseball/softball fields
 - Soccer/Football/Lacrosse
 - Ice skating
 - Scenic views
 - Fishing
 - Restrooms/parking/signage/trash collection
 - Water features
 - Disc golf



Community Playfields

Community playfields are targeted towards organized adult and youth play on a city-wide basis. These facilities should respond to needs for softball fields, baseball fields, soccer/football fields, lacrosse fields, multiple tennis courts, swimming pools, and ice sheets. Site lighting and irrigation are likely desired to allow for extended hours required for league competition and tournaments. Community playfields serve populations up to 25,000 persons. However, the facility design is related primarily to the needs of user organizations and must be coordinated with the City. Joint use of facilities with elementary, middle or high school facilities can also be considered where schedules and maintenance requirements agree. The majority of the users for these facilities will come from beyond walking distance making adequate access from collector or arterial streets, off-street parking and convenience facilities important.

- **Service Area:** Community-wide
- **Per Capita Standard:** 2.0 to 2.5 acres per 1,000 population
- **Desirable Area:** 20 acre minimum / 30 acres desired
- **Primary Function:** Participants in athletic activities that may be organized or informal.
- **Locations:** Facilities must be located with access to collector or arterial streets on a relatively flat site. Proximity to school facilities may be desirable.
- **Typical Facilities:**
 - Baseball
 - Softball
 - Soccer
 - Football
 - Lacrosse
 - Tennis
 - Hockey/Free Skating
 - Swimming pools
 - Play structures
 - Spectator seating
 - Picnic facilities
 - Trail connections
 - Off-street parking
 - Restrooms/concessions/storage facilities



Neighborhood Parks

Otsego's neighborhood parks are the fundamental building blocks of the City's parks and trail system and the focus for individual neighborhoods. Neighborhood parks are to be distributed through the City's residential areas and are intended to provide equal facilities and access. Optimum service areas for neighborhood parks should be within a one-half mile radius unobstructed by major roadways or physical barriers. The population served by individual parks should not exceed 5,000 persons.

Neighborhood parks should be a minimum of five acres and up to 20 acres in area to allow for a mix of active and passive uses. Sites selected for neighborhood parks should possess physical features that accommodate basic recreational programming. In some cases, combined use of an elementary or middle school site should be considered to minimize duplication of facilities. Characteristics of neighborhood park sites include gently rolling to level terrain with well drained soils, partially wooded areas, a regular geometric shape and convenient street access and site visibility. Water features or wetlands are acceptable and may be desirable provided that soil or drainage conflicts are avoided.

- **Service Area:** One-half mile radius uninterrupted by physical barriers.
- **Per Capita Standard:** 2.5 to 3.5 developed acres per 1,000 persons
- **Desirable Area:** 5 to 20 acres with 5 to 10 acres of active use.
- **Primary Function:** Neighborhood parks are to provide informal neighborhood open space with provisions for active recreational uses that responds to neighborhood needs. Primary users will be children and families rather than organized athletic functions.
- **Locations:** Centrally located within a service area or defined neighborhood, the park may be adjacent to elementary or middle school facilities or other park elements. Primary access should occur by walking or bicycle and neighborhood parks should be connected to the community trail system. Secondary access should include street access and vehicle parking facilities. Adjacent land uses should be residential, school grounds, collector streets or community open space.

Natural characteristics should include generally flat topography and soils compatible with facility development. Vegetation should be representative of the neighborhood with partially wooded sites preferred. Visibility should allow good sight lines into the parcel to encourage use and ensure security. Water features



City of Otsego, Minnesota Comprehensive Plan

such as ponds, creeks, or wetland should be included only if they are compatible with the facility design and do not create safety issues.

- **Typical Facilities:**
 - Informal softball/baseball fields
 - Play fields for soccer/football/lacrosse
 - Multiple Use Trails
 - Volleyball, horseshoes, court games
 - Play structures for varying ages.
 - Picnic facilities
 - Benches
 - Skating (pleasure and hockey)
 - Sledding
 - Picnic shelter for larger sites.
 - Picnic tables
 - Restrooms
 - Landscaping
 - Trash collection
 - On or off-street parking (20 stall minimum)



Neighborhood Play Lots

Play lots provide service to special neighborhoods defined by geographic limitations. These parks have insufficient size to fulfill the needs of a complete neighborhood park and establishment of play lots should be limited to those residential areas that cannot be adequately served by a neighborhood park. Play lots usually have a usable area of five acres or less and therefore only allow for play equipment, court games and possibly sub-standard play fields suitable for informal games. These parks are highly individual neighborhood facilities based on the nature of the site and immediate adjacent population. Play lots tend to create operation and maintenance problems due to their small size and inefficient maintenance requirements. The City may allow, in specific circumstances, development of privately maintained neighborhood play lots controlled by a homeowners association for developments with greater density or distance from public neighborhood or community park facilities.

- **Service Area:** One-quarter mile radius
- **Per Capita Standard:** 0.25 to 0.50 acres per 1,000 population
- **Desirable Area:** One acre minimum / Five acres maximum
- **Primary Function:** Extensive Facility should respond to specific user groups such as children or seniors within residential areas not adequately served by existing or planned neighborhood and community parks.
- **Locations:** Neighborhood play lots may be publicly or privately owned and maintained, and should be located within areas with greater development densities where the population is not adequately served by neighborhood or community parks. Play lots may also be located in single family neighborhoods limited specifically to those areas not adequately served by neighborhood or community parks due to access, environmental barriers or unusual neighborhood needs.
- **Typical Facilities:**
 - Benches
 - Small picnic areas
 - Play structures
 - Pedestrian/Bicycle access only
 - Court games/horseshoes



Greenway Corridors/Conservancy Areas

The principal objective of the greenway corridor and conservatory areas is to sufficiently preserve the resource such that trail uses can appreciate its character and natural qualities. No active recreational uses should occur within these areas. Park facilities within this designation are to accommodate varying types of trails within wide right-of-way or parcels.

Greenway uses can include walking, biking, snowmobiling, cross-country skiing, and hiking. The community should capitalize on the availability of natural resources for greenway corridors and develop them along creeks, drainageways, wooded areas or bluff lines. The City must also ensure that the entire trail is not reliant upon the greenway. Utility easements, utility rights-of-way, or parkways can also be designated.

Conservatory areas have the primary goal of preserving as open space sensitive natural areas within the community. Large wetlands, creeks, drainageways, retention ponds, wildlife corridors, bluff lines or other unique environmental features should be preserved as a conservatory area. In general, conservatory areas should be acquired outside of the park dedication process or direct purchase such as tax forfeiture, direct dedication or drainage and utility easements.

- **Service Area:** Community wide
- **Per Capita Standard:** Not applicable
- **Desirable Area:** Variable (minimum width 100 feet)
- **Primary Function:** Areas that provide for recreational walking, biking, cross country skiing in conjunction with wild life corridors, nature viewing, resource preservation, conservation or specific management activities consistent with the characteristics of a given area.
- **Locations:** Typically include natural corridors such as creeks, drainageways, bluff lines, natural features such as bluff lines vegetation stands, water features or other characteristics that provide opportunities for passive recreational use or along parkway streets and utility rights-of-way. Greenway corridors may provide secondary connections to neighborhood or community facilities, but are distinct from typical trail corridors by wide rights-of-way and use of facility amenities.



- **Typical Facilities:** Trails Pedestrian/bicycle access only
Benches / Small picnic areas
Interpretive/informational signage
Access points / parking areas
Scenic views

Special Use Facilities

Facilities that provide special activities, unique built environments or single purpose events fit this classification. Development of these facilities should respond to distinct markets, demands or opportunities within the community.

- **Service Area:** Community wide
- **Per Capita Standard:** Variable
- **Desirable Area:** Variable
- **Primary Function:** Areas intended for single-purpose recreation activities whose use requires a freestanding facility because of specific characteristics or incompatibility with other uses. Facilities typical of this designation include public and private uses such as golf courses, nature centers, conservatories, arboretums, gardens, ski areas or disc golf.
- **Locations:** Locations will be dictated by the use's specific need for unusual physical characteristics such as topography, water features, vegetation or soils; or those uses that must be buffered or kept independent of developed areas.



Heritage Preservation Sites

The Otsego Cemetery is currently the one public site that is designated as a heritage preservation site within Otsego. The City's Historic Preservation Commission has identified other sites within the City that are potentially eligible for designation as a heritage preservation site, necessitating establishment of a park system classification. Opportunities for recreational use of the City's heritage preservation sites should be a collaborative effort between the Parks and Recreation Commission and the Heritage Preservation Commission.

- **Service Area:** Community wide
- **Per Capita Standard:** Not applicable
- **Desirable Area:** Dependent upon historical element to be preserved or interpreted. Size should be a minimum of one acre to encourage use and provide for support facilities.
- **Primary Function:** Preservation or interpretation of sites or buildings of community significance with endorsement of the Heritage Preservation Commission.
- **Typical Facilities:** Sites may be parcels or structures that have unique historic significance to the community meriting preservation, interpretation or other community related uses. Facilities will depend on need for preservation, interpretation and security. Support facilities may include parking, restrooms, trail connections and signs.

Facility Development

The National Recreation and Parks Association establishes recommendations for various activities applicable to physical design standards, per capita recommendations and service radius. While these standards can be applied to existing conditions, their real use is as a planning tool in guiding the Parks and Recreation Commission in establishing needs for future park areas and programming and should be consulted as new land is added to the park system and development is programmed.



Existing Parks and Trails Facilities

Existing recreational facilities within the City of Otsego include facilities provided for and maintained by the City, Wright County, the State of Minnesota, school districts and private enterprise. These facilities are summarized by the following paragraphs, map and table.

City Parks, Trails and Other Facilities

The City of Otsego has approximately 119 acres of developed park land within the City. Facilities include Prairie Park, six neighborhood parks as well as land adjacent to the Mississippi River within the Waterfront East development that includes a one-mile trail.

The City has recently moved its administrative offices from the City Hall building constructed in 1992. This building has been named Prairie Center and is to be repurposed for community uses, including recreation programming.

The City owns a cemetery dating to the 1850s located at CSAH 39 and O'Brian Avenue. The City also owns a portion of the original town site that includes the former Town/City Hall. This site is adjacent to the Mississippi River Trail Bikeway and could be developed as a rest stop for MRT users.

There are 18.6 miles of grade separated trails within the City. A trail is to be constructed in 2014 as part of the 70th Street project that will connect existing trails on Maclver Avenue and Odean Avenue creating much needed east-west access across the City.

CSAH 39 and CSAH 42 through Otsego have been designated as part of the Mississippi River Trail Bikeway. The MRT route through Otsego is small part of a much larger system of bicycle routes that follow the Mississippi from Lake Itasca to the Gulf of Mexico stretching 3,000 miles through 10 states. Sometimes, the trail is on roads and streets, sometimes atop levees, and in other sections, the route is an off road trail for bicyclers and walkers only. The route through Otsego will initially follow the shoulders along CSAH 39 and CSAH 42 but will include off-street trails as the City's trail system continues to expand. Otsego should seek to become a destination along the MRT at the gateway to the Twin Cities Metropolitan Area offering restaurants, hotels and services for MRT riders. Signs indicating the MRT route are to be installed in 2012. The City and Wright County should consider additional signage to provide wayfinding for local amenities and businesses.



City of Otsego, Minnesota Comprehensive Plan

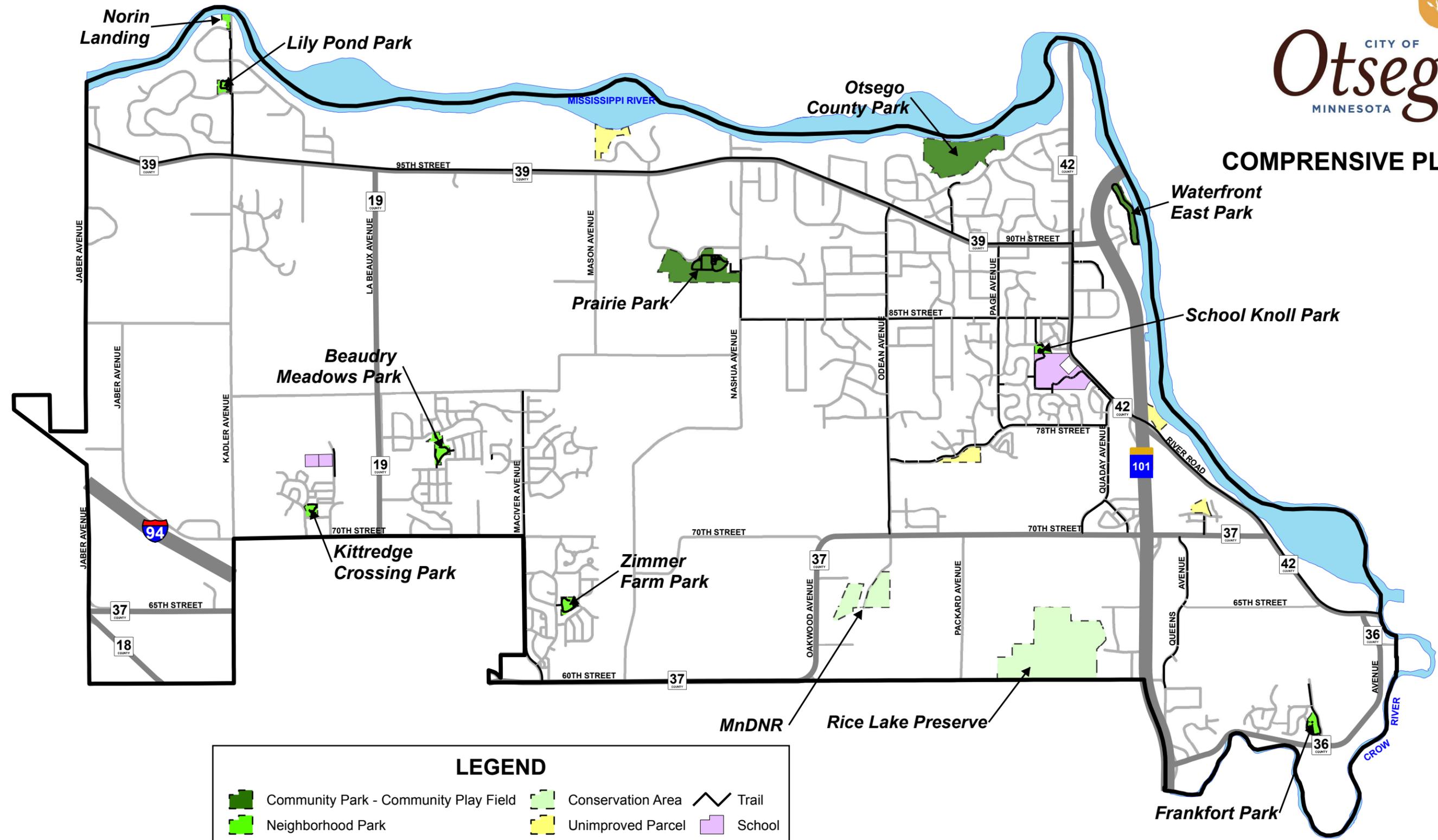
Sidewalks are required as of 2002 to be provided along one side of public streets within residential subdivisions and both sides of commercial developments for improved pedestrian and bicycle access. There are currently 18.9 miles of sidewalk within the City.

Wright County Facilities

Otsego County Park is a 59 acre site located adjacent to the Mississippi River in the northeast corner of the City. The park facilities include picnic shelters and tables, paved trails, a play field, play structures, toilets and canoe access. Wright County does not charge access fees for use of the park although the shelter may be reserved for a fee.

Wright County has designated bike routes along CSAH 42 and along CSAH 39 following the MRT route through Otsego. However, only that portion of CSAH 42 east of TH 101 is signed as a bike route and traffic along these roadways is not conducive to trail use without separation of the trail from the drive lanes.

Wright County also has snowmobile trail that runs through the western half of Otsego and connects with DNR funded trails in Albertville and Monticello and other trails throughout the County.



LEGEND

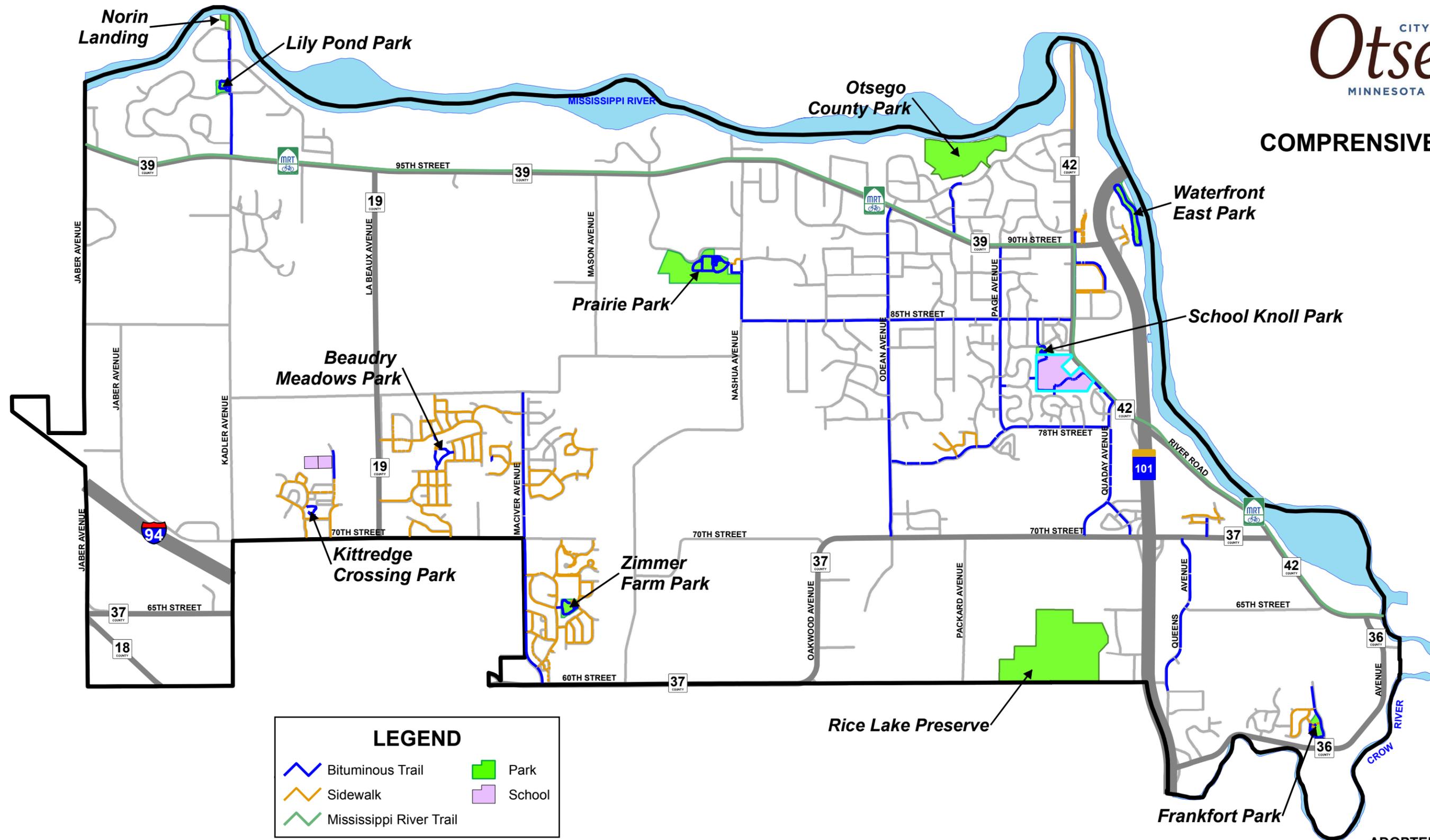
	Community Park - Community Play Field		Conservation Area		Trail
	Neighborhood Park		Unimproved Parcel		School

ADOPTED: December XX, 2012



EXISTING PARKS AND RECREATION FACILITIES

DISCLAIMER:
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



ADOPTED: December XX, 2012



EXISTING TRAILS AND SIDEWALKS

DISCLAIMER:
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



City of Otsego, Minnesota Comprehensive Plan

CITY OF OTSEGO EXISTING PARK FACILITIES

	City Facilities										Other Facilities					
	Prairie Park	Waterfront East	School Knoll Park	Lilly Pond Park	Beaudry Meadows Park	Zimmer Farm Park	Kittredge Crossing Park	Frankfort Park	Norin Landing	McDonald Landing	Otsego Elementary	Kaleidoscope School	Otsego County Park	VFW Play Fields	Rice Lake	DNR – Odean/CSAH 37
Area (acres)	63	17	5	5	8	7	5	6	3	na	20	10	59	33	165	37
Parking	■	■	■	■	■	■	■				■	■	■	■		
Trails	■	■	■	■	■	■	■	■			■		■			
Equestrian	■															
Nature Area	■	■	■	■							■		■		■	■
Volleyball	■															
Tennis			■	■	■			■								
Horseshoe	■						■									
Basketball	■		■	■	■	■	■	■			■					
Softball	■		■	■	■	■	■	■			■					
Baseball	■		■	■	■	■	■	■			■					
Play Field	■		■	■	■	■	■	■			■	■	■	■		
Sledding	■				■											
Fishing		■							■	■			■		■	
Boat launch									■	■						
Restrooms	■		■	■	■	■	■	■			■		■	■		
Play structures	■		■	■	■	■	■	■			■	■	■			
Picnic shelter	■		■	■	■	■	■	■					■	■		
Firepit							■									
Picnic grills	■		■	■	■	■	■						■			
Picnic tables	■		■	■	■	■	■	■					■	■		



School District Facilities

There is only one public school within the City of Otsego. The Elk River Area School District operates Otsego Elementary School adjacent to CSAH 42, just north of Quaday Avenue. Otsego Elementary School includes recreation facilities typical of this type of facility including ball and play fields, court games, play structures and indoor gymnasium. Otsego's School Knoll Park is abuts to the school site to provide opportunities for shared facilities.

The Elk River Area School District has acquired an 80 acre parcel at the intersection of Maclver Avenue and 80th Street for potential location of a future elementary and/or middle school within the City.

There have been preliminary discussions between the City and Elk River Area School District regarding improvement and use of shared recreation facilities both at Otsego Elementary and the future school property. These efforts are to continue as a means of expanding recreational opportunities within Otsego as well as increasing efficiency for both the City and Elk River Area School District. In that these facilities will serve a community playfield function, athletic associations should also be brought into the discussions about the expanded use of these sites.

Kaleidoscope Charter School operates on a 10 acre campus located in western Otsego. The school facility includes a gymnasium and outdoor play equipment and field. Parks and Recreation staff have discussed with school officials opportunities to offer programs at Kaleidoscope Charter Schools, which is conveniently located for access by residents in west Otsego.

State of Minnesota

The Mississippi River and Crow River border portions of Otsego. In addition to the canoe landing within Otsego County Park, the DNR has designated two boat landings at the termini of Kadler Avenue and Nashua Avenues, which the City owns the streets leading to the Mississippi River. Through park dedication, the City has acquired land for improvement of Norin Landing at the terminus of Kalder Avenue. Plans have been approved for development of the boat ramp, parking and other facilities at Norin Landing although funding has not been allocated. At the Nashua Avenue boat landing, there is no land adjacent to the river access to allow for related activities such as picnicking, off-street parking, etc. The City is also working to finalize acquisition of a parcel adjacent to the Mississippi River at TH 101 and CSAH 42 that would be developed as a landing and as a dog park. Given the visibility and access to this parcel, as well as proximity to existing residential areas, the proposed "Darkenwald Landing " is the City's highest



priority facility along the Mississippi River. The City will work with the DNR on improvement of these parks adjacent to the Mississippi River including seeking funding assistance.

The state owns two parcels within the City designated as wildlife management areas and managed by the Department of Natural Resources. The first site is a 165 acre parcel surrounding Rice Lake and the other is a 38 acre site at Odean Avenue and CSAH 37. The DNR also manages a four acre site adjacent to the Mississippi River that lacks access as well as being responsible for the various islands within the Mississippi River.

Private Facilities

The following recreation oriented private enterprises have been established within the City of Otsego:

- **VFW Playfield.** The Elk River VFW owns and maintains the 80 acres of play fields along Quaday Avenue between CSAH 42 and CSAH 37. The organization has constructed storage and clubhouse buildings on the site that facilitate recreational use of the property. In that the site is adjacent to TH 101 with connections to sanitary sewer and water services available to the site, the property is considered prime for development and should not be considered to be a long term recreation facility for the community.
- **Vintage Golf.** An 18-hole executive style golf course is located north of CSAH 39 and east of Kadler Avenue. The facility includes a club house with food and beverage services and pro shop. Vintage Golf is associate
- **Riverwood National/Vintage Golf.** An 18-hole championship golf course and 18-hole executive golf course are located at CSAH 39 and Kadler Avenue. There are two club houses and a restaurant as part of the facilities, which are connected via a box culvert under CSAH 39.
- **Holiday Inn Water Park.** Holiday Inn operates an indoor hotel and indoor recreational water park within the Waterfront commercial development at the northwest corner of TH 101 and CSAH 39. The water park facility is available to the general public as well as guests of the hotel.
- **Fitness 101.** A fitness and exercise club operates from the Otsego Marketplace commercial building in northeast Otsego offering workout equipment, instruction and classes.



Future Parks and Trails Plan

This section provides an analysis of future park, trail and open space needs for the City of Otsego along with recommendations for addressing these needs. These recommendations relate to park, trail and open space policies and classification standards outlined previously to the growth and land use expectations identified in the Land Use Chapter. In analyzing future facility needs, consideration was given to the following factors:

- Comparison of growth against national park standards.
- Continued integration of school facilities within the City's parks and trails system to avoid duplicate investment in park and recreation facilities.
- Continued improvement in trail system to improve access to City parks. This will serve to expand the service areas of existing facilities.
- Integrate the analysis of park needs with the Comprehensive Land Use Plan to identify park, trail and open space needs based on future land use, population growth and distribution, transportation planning, sewer service staging, and environmental protection.

Park Needs Based on National Standards

The City of Otsego has approximately 443 acres of active and passive park land. This figure is comprised of two community parks (122 acres), one community playfield (80 acres), seven neighborhood parks (36 acres), two schools (30 acres) and two conservation areas (202 acres). Usable, active park area is reduced in most parks due to a variety of constraints. Otsego is no exception. The effective, usable area in virtually all of the City's parks must take into consideration natural limitations including wetlands, drainage basins, steep slopes and wooded areas. These factors obviously contribute to park aesthetics and provide passive conservation areas for the community. The table below lists per capita park acreage norms for active use purposes within a municipal park system. These standards indicate a range of park acreage for such active uses as ball fields, athletic facilities, play equipment, parking and similar developed uses. Passive or inactive conservation parcels are not considered by these standards and these respective use acreages should be subtracted from total areas before any comparisons are made.



City of Otsego, Minnesota Comprehensive Plan

PER CAPITA PARK ACREAGE STANDARDS FOR ACTIVE USE PARCELS

	Acre/1,000 Population <small>(minimum to desirable)</small>
Mini-Park	0.25 - 0.5
Neighborhood Park	2.5 – 3.5
Athletic Field	2.0 – 2.5
Community Park	5.0 – 8.0
Total	9.75 – 14.5

Source: NRPA

Based on these standards, Otsego’s overall system has adequate existing park facilities for the current population of 13,571 people. Future park needs are outlined in the following table based upon the growth projections described in the Land Use Plan. The table outlines national standards for each park classification. These standards indicate a range of park acreage intended for active uses such as ballfields, playfields, play equipment, parking and similar uses.

PARK AREA ANALYSIS 2010-2030

	Community Parks	Community Playfields	Neighbor- hood Parks	Total Acres
Acre/1,000 Population	5.0–8.0ac.	2.0–2.5ac.	2.5–3.5ac.	
Existing Active Facilities:				
City Parks:	63		37	100
County Parks:	59			59
Existing Schools:		20		20
Other Active Areas:		33		33
Total Existing Acres:	122	53	37	212
2010 Acreage Needs Population: 13,571	68	27	34	129
Net Minimum Acres:	+54	+26	+3	+83
2020 Acreage Needs Population: 19,040	95	38	48	179
Net Minimum Acres:	+27	+15	-11	+31
2030 Acreage Needs Population: 28,000	140	56	70	276
Net Minimum Acres:	-18	-3	-33	-54



City of Otsego, Minnesota Comprehensive Plan

Community Park Needs

Otsego has two established community parks taking advantage of unique natural settings within the community. A need has been identified for expanded community park active areas for the City's growing population after 2010 based on national standards. Geographic service areas also indicate a need for additional community park facilities in the west and southeast areas of the City and continued population growth also supports the need for additional community park areas. To address current and future community park needs, the following recommendations are offered:

- Continue improvements within Prairie Park in accordance with its master plan to expand the active play areas to address needs for additional playfield and expand recreational opportunities.
- To balance the City-wide distribution of community park facilities, the City should consider the long-term acquisition and development of a community park in western and south east Otsego.
- Coordinate with Wright County on planned improvements to Otsego County Park to avoid duplicate expenditures in land and facilities.

Community Playfield Needs

Otsego's community playfields are limited to areas owned and maintained either by the Elk River Area School District or private organizations. These facilities would meet the current play field needs if fully utilized. However, with the forecasted need for additional community playfield space by 2030 and limitations on the use of the existing facilities, the City must consider playfield development improvements that can expand the available facilities to meet growing needs of the City's sport organizations. There is also the potential that the VFW Fields will redevelop with commercial uses given the site's location and available utilities. The City will work to identify future community playfield sites for acquisition and development as well as continue to work with both School Districts and the VFW on shared facilities to avoid duplicate expenditures in land and facilities, the City will continue cooperative efforts with the school districts to develop and maintain community playfields in conjunction with school facilities. Supplementing the community playfields are neighborhood parks that may be used for youth recreation leagues. The City must determine the extent to which use of neighborhood parks for active recreation league play is acceptable.



Neighborhood Park Needs

Neighborhood parks are intended to provide the primary facility for neighborhood recreation. The spatial analysis above indicates that Otsego must continue to add land for neighborhood parks as urban residential development occurs. The distribution of the neighborhood park facilities must also address all the growing service areas of the City and consider access and physical barriers when determining sites. The City will have minimum needs of 70 active acres of neighborhood parks by 2030. Play lots may be considered only to supplement the neighborhood park system within residential areas isolated by physical barriers or access constraints that prevent use of larger neighborhood parks.

Greenway Corridors

The City currently has no established greenway corridors. Opportunities for these facilities exist along the Mississippi River and Crow River, various creeks and large wetlands and the planned 85th Street Parkway. Implementation of greenway planning will focus on the purpose of the greenways, but also to existing property ownership patterns and adjoining land uses. The following strategies will be outlined for the implementation of the greenway planning:

- The identified corridors will be further defined in conjunction with adjoining land development. The size and configuration of the greenways will be reflective of the stated greenway functions. The greenway corridor will provide both environmental protection and recreational enjoyment. In this respect, the greenway must include both environmentally sensitive areas and buildable upland areas.
- The City will utilize a variety of methods for preserving greenways will include: protection through enforcement of development regulations, platting wetlands with outlots, acquisition of greenways through developer dedication or donation, and tax forfeiture procedures. The City may utilize park land dedication for acquisition of buildable upland portions of the greenway.
- The City will seek grants and aids available through the region and state for the acquisition and creation of greenway amenities.
- Trail design may vary within greenways to reflect the natural setting, potential environmental impacts on the greenway, and user characteristics.
- For continued community education, the City will create a community-wide awareness of the value and importance of the proposed greenways. Land stewardship programs and citizen volunteerism will be promoted to encourage



City of Otsego, Minnesota Comprehensive Plan

residents to participate in the creation, restoration and maintenance of greenways.

Trails and Sidewalks

The trail plan is integral to both Otsego's park system as well as transportation providing access to scenic and recreational areas of the community and region. The trail plan attempts to strike a balance between recreation and transportation objectives of the City and subsequently provides a plan for a comprehensive multiple purpose trail system. In addressing both the recreational and transportation aspects of the trail system, the following elements were considered:

- Trails must be accessible to the users. Densely populated areas of the City should receive high priority when considering trail routes. Trail development in areas of greatest user demand achieves the best utilization of trail facilities and the highest return on the capital investment.
- To encourage trail use, trails must be planned to connect important trail user destinations. Popular recreational and commuter destinations include major residential neighborhoods, school sites, park sites, shopping areas, park and ride sites, centers of employment, and civic events and activities.
- The trail system is intended to promote recreational use as well as offer an alternative mode of transportation. To accomplish this objective, the Trail System Plan recommends multiple purpose trails and trail routes that divert from the adjacent to streets to take advantage of natural areas or unique vistas that may improve the recreational experience of the trail system users. Through the coordination of trails adjacent to and off of street corridors and implementation of a complete trail system plan, the City will meet the needs of both the commuter and recreational trail user.
- Trail user protection is another important concern when determining the route and type of trail. To provide the utmost protection to the trail user, trails separated from the street corridor by boulevard are preferred whenever possible.
- It is this plan's intention to provide routings which will not burden the City with high acquisition and construction costs. Trail rights-of-way will be acquired as part of the dedication process of a subdivision or included as streets are built or improved within the City right-of-way.
- Establishment of trails in conjunction with park development can expand the service area of neighborhood parks through improved access making trail planning integral to future neighborhood park development.

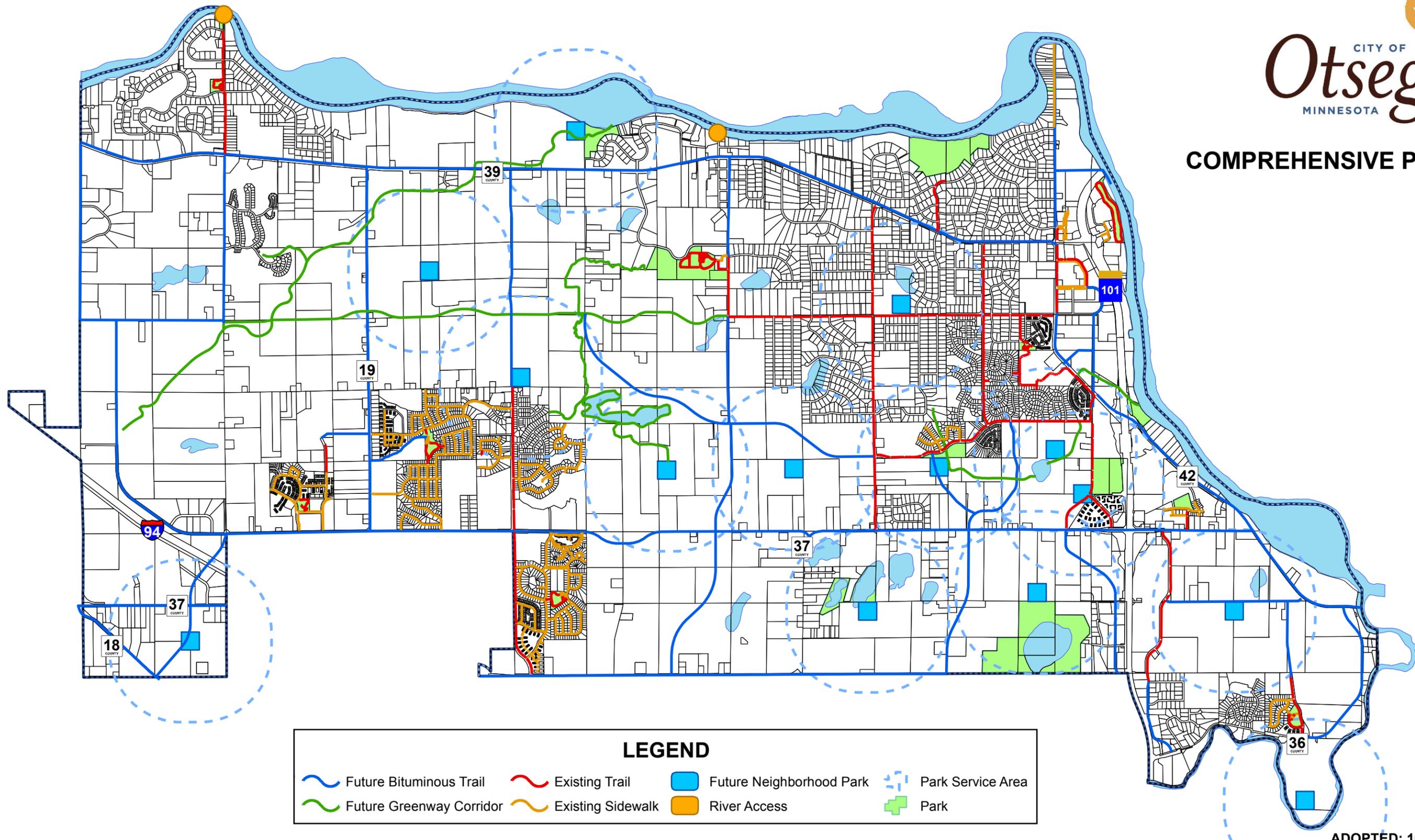


City of Otsego, Minnesota Comprehensive Plan

- Otsego's local trail system will be integrated with adjoining communities and the County trail system to gain access to destinations beyond the City's boundaries.
- In that the trail system is in process of being developed, there are segments that need to be completed to make connections to neighborhoods or between destinations to make the network more functional and useable for recreation purposes. The Parks and Recreation Commission should identify these critical trail sections and incorporate their construction as part of the annual review of the Capital Improvement Plan.
- The City will continue to require provision of sidewalks within residential neighborhoods and commercial areas. These sidewalks provide for non-vehicle connections within neighborhoods and commercial areas as well as provide access to the City's trails system.

Vision of the Future Parks and Trails System

The following map provides a vision of the City's future park, trails and open space plan. This graphic plan, in conjunction with the policy plan, system recommendations, and the land use plan is intended to establish the framework for decision-making on future system improvements. No timeframe is established for implementation of the Future Parks and trails System Plan in that development of these facilities is anticipated to occur simultaneously with urban growth.



LEGEND

 Future Bituminous Trail	 Existing Trail	 Future Neighborhood Park	 Park Service Area
 Future Greenway Corridor	 Existing Sidewalk	 River Access	 Park

ADOPTED: 10 December 2012



FUTURE PARK AND TRAIL SYSTEM

DISCLAIMER:
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



Administration

A last element of the comprehensive planning process is establishment of official controls and other devices needed to implement the policies and plans established by the Comprehensive Plan.

Communication

Dissemination of information and inviting participation in the planning process and during consideration of development requests in Otsego is critical for successful implementation of the Comprehensive Plan. Otsego will implement the following strategies to provide information and encourage participation in the planning process:

1. Public hearings required for proposed development applications shall be conducted by the Planning Commission in accordance with the procedures established by the Zoning Ordinance and/or Subdivision Ordinance and as required by Minnesota Statute.
2. Prior to public hearings, the City shall encourage developers to host neighborhood meetings with residents, businesses and property owners in the area to provide information regarding a proposed project.
3. Otsego will continue to include news releases and a City newsletter in the official newspaper related to on-going planning related activities and development proposals.
4. The City website is an emerging media tool that Otsego continue to use and enhance to make information regarding planning and development review activities more readily available and accessible to the public.
5. The City will consider conducting community surveys to solicit input from residents, businesses and property owners regarding the character of the community, potential issues to address and satisfaction with the City's administration, services and facilities.



Official Controls

The Zoning Ordinance and Subdivision Ordinance are the primary regulations governing land use and development in Otsego. The Zoning Ordinance establishes an official Zoning Map for Otsego to define the location and boundaries of the various districts established therein. Following adoption of the Comprehensive Plan update, an update of the Zoning Ordinance and/or Subdivision Ordinance will be initiated to review each document implementing changes resulting from the Comprehensive Plan update, incorporating new Statutory requirements and/or addressing housekeeping issues related to the Zoning Ordinance and Subdivision Ordinance being working documents.

Capital Improvement Plan

Otsego has established a five-year Capital Improvement Plan to provide a long range improvement program to meet the service and infrastructure needs of the growing community. The Capital Improvement Plan is reviewed annually and updated to identify the City's development objectives, infrastructure needs and allocation of financial resources providing City officials and the community with a strategic approach to implementation and administration of construction projects. Continued management of investments in facilities, infrastructure and equipment through the Capital Improvement Plan is a critical component in implementing the City's growth management policies established by the Comprehensive Plan.

Amendment

The Otsego Comprehensive Plan is adopted pursuant to Minnesota Statutes 462.355. In implementing the Comprehensive Plan, new development proposals or unanticipated situations may arise that require consideration of. The City Council, Planning Commission or any person owning real estate within the City may initiate a request to amend the Comprehensive Plan. The processing of a request to amend the Comprehensive Plan shall follow the procedures set forth by the Zoning Ordinance for amendments and the requirements of Minnesota Statutes 462.355. Approval of an amendment to the Comprehensive Plan shall be approved by resolution of the City Council requiring a vote of four-fifths of its members. Consideration of a proposed amendment is to be based upon, but not limited to, the following criteria:



City of Otsego, Minnesota Comprehensive Plan

1. The proposed action's consistency with the specific policies and provisions of the Otsego Comprehensive Plan.
2. The proposed use's compatibility with present and future land uses of the area.
3. The proposed use's conformity with all performance standards contained within the Zoning Ordinance and other provisions of the City Code.
4. Traffic generation of the proposed use in relation to capabilities of streets serving the property.
5. The proposed use can be accommodated by existing public services and facilities and will not overburden the City's service capacity.