



2040

COMPREHENSIVE PLAN

AMENDED MARCH 28, 2023





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ACKNOWLEDGMENTS

The 2040 Comprehensive Plan update is the result of the leadership and support provided by the City Council, as well as the thoughts and ideas provided by the Citizens Advisory Committee, the City's Commissions, the general public and affected jurisdictions.

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CHAPTER 1 - INTRODUCTION

Planning Context: Oakdale Township was established in 1858. After a number of divisions and consolidations, the most notable being the division of Oakdale Township into what is now Lake Elmo, Oakdale incorporated in 1968 and became a city in 1974.

Over the next 25 years Oakdale experienced significant growth in population and jobs. During this time the City's planning emphasis focused primarily on guiding and establishing standards for new development, providing infrastructure necessary to support new development, and providing city services to reflect population growth and mix, and citizen preference.

Beginning around 2000, Oakdale experienced a transition. This transition was characterized by a change from a greater to a lesser rate of growth, an aging and diversifying population, an aging housing and commercial building stock, and a changing local economy. It is expected that these trends will continue through 2040. Planning emphases for the next 20 years requires sustaining and improving the quality of life for residents and business through reinvestment, redevelopment, as well as serving an aging, more diverse population.

Beginning in 1970 and every 10 years thereafter, the City of Oakdale has updated its Comprehensive Plan to address the current and emerging issues the City is likely to face over the ensuing decade. Cities plan in order to make informed choices about the future; and to create and maintain places where people want to live, work and conduct business. Preparing a Comprehensive Plan is an essential and foundational first step in creating the future.

Comprehensive Plan Defined:

The Comprehensive Plan is an official statement by the City Council establishing major goals and policies concerning the desirable physical, social and economic development future of the city. The City Council refers to the Comprehensive Plan when making decisions regarding the physical, social and economic development of the city.

The most important outcome of updating the Comprehensive Plan is to ensure the plan remains relevant in addressing the major current and emerging issues in ways that maintain and improve a city's quality of life for residents and businesses. In effect, the plan represents the community's vision for how it desires to grow, change, and renew itself.

Plan Scope: The following characteristics define the Comprehensive Plan. The plan is:

- *Broad in Scope:* It covers the entire City.
- *Comprehensive:* It establishes major goals and policies in the following eight subject areas: (1) Land Use, (2) Transportation, (3) Water Resources, (4) Parks and Trails, (5) Housing, (6) Economic Development, (7) Resilience, and (8) Neighborhoods.
- *General:* It provides general direction, not detailed operational plans and actions.
- *Long Range:* It covers the period from 2020 through 2040.

- *Internally Consistent:* Its subject area goals and policies work together and do not conflict with each other.
- *Amendable:* It can change when circumstances change.

Plan Purposes: The purposes of the Comprehensive Plan are to:

- Improve the physical, social and economic environment of the community as a setting for human activities – to make it more functional, beautiful, sustainable, healthy, equitable and efficient.
- Promote the public interest of the community at large, rather than the interests of individuals or special groups within the community.
- Facilitate democratic decision making and implementation of physical, social and economic development policies.
- Affect political and technical coordination in community development.
- Instill long-range considerations into the determination and evaluation of short-range actions.

- Bring professional and technical knowledge to bear on political decision making concerning the physical, social and economic development of the community.

Plan Uses: The Comprehensive Plan enables the City Council to make decisions on the basis of a clear, comprehensive and unified set of general, long-range goals and policies which have been thoughtfully developed. Of critical importance is the execution of the policies that determine if the Comprehensive Plan succeeds or fails. In effect, the Comprehensive Plan serves as a practical working guide for the City Council in making everyday decisions. Plan uses fall into one of two categories:

1. Developing and implementing regulatory controls, and financial tools and programs designed to implement Comprehensive Plan policies. For example, these include the zoning ordinance, subdivision regulations, capital improvement plans and transportation,

housing, economic development, resilience, and neighborhood programs as well as small area plans for private development and redevelopment areas, and public areas such as parks and trails and transportation systems. In this case the Council evaluates the control, tool or program to ensure it is implementing the policy.

2. Project proposals by private citizens, builders/developers, other city departments and other public agencies. In this case the Council evaluates the project in view of its conformance with the Comprehensive Plan.

Plan Organization and Terminology: Oakdale's

Comprehensive Plan is comprised of eight subject area chapters, and one implementation chapter. Each subject chapter contains: (1) an introduction to each chapter, (2) goals and policies that will guide City Council decision making, and (3) the legally required information.

PLAN CHAPTERS INCLUDE:

(1) LAND USE

(4) PARKS & TRAILS

(7) RESILIENCE

(2) TRANSPORTATION

(5) HOUSING

(8) NEIGHBORHOODS

(3) WATER
RESOURCES

(6) ECONOMIC
DEVELOPMENT

(9) IMPLEMENTATION

For purposes of the Comprehensive Plan, a goal and policy are defined as follows:

- **Goal:** A statement that describes, in general terms, a desired future condition.
- **Policy:** A general course of action taken to achieve the goal. Although subject to modification, a policy implies commitment.

Legal Foundation, Requirements

& History: The Metropolitan Land Planning Act, (§473.175, §473.851 to §473.851) and Municipal Planning Act (§462.355) specify the purpose, requirements and procedures for preparing a Comprehensive Plan.

Every 10 years, each city, county and town in the seven-county metropolitan area must review, and if necessary, update and amend their Comprehensive Plan. In some respects, conformity is required between a city's plan and the Metropolitan Council's Thrive MSP 2040 Plan.

Specifically, a city's plan must: (1) conform with Metropolitan Transportation, Parks and Water Resources System Plans, (2) be consistent with Regional Housing and Master Water Resources Policy Plans, and (3) be compatible with plans of affected jurisdictions. Affected jurisdictions include:

- **Adjacent Cities:** (1) Lake Elmo, (2) Landfall, (3) Mahtomedi, (4) Maplewood, (5) North St. Paul, (6) Pine Springs, (7) White Bear Lake, (8) Woodbury.
- **Counties:** (1) Ramsey County and (2) Washington County.

- **School Districts:** (1) 622; North St. Paul-Maplewood-Oakdale, and (2) 832; Mahtomedi.
- **Watershed Organizations:** (1) Ramsey Washington Metropolitan Watershed District, (2) South Washington Watershed District and (3) Valley Branch Watershed District.

- **Regional Park Implementing Agency:** (1) Washington County
- **State Agencies:** (1) Minnesota Department of Transportation, and (2) Minnesota Department of Natural Resources.

This 2040 Comprehensive Plan update (2020-2040) is Oakdale's

PHASE 1 MEETINGS

#	PARTICIPANT/SUBJECT	DATE
1.	City Council <i>All Plan elements</i>	21 Jun 16
2.	Economic Development Commission <i>Economic Development</i>	3 Aug 16
3.	Environmental Management Commission <i>Resilience</i>	15 Aug 16
4.	Key Stakeholders <i>Housing</i>	8 Sep 16
5.	Key Stakeholders <i>Economic Development</i>	14 Sep 16
6.	Adjacent Cities <i>All Plan elements; areas of conflict & cooperation</i>	29 Sep 16
7.	Key Stakeholders <i>Resilience</i>	11 Oct 16
8.	Parks and Recreation Commission <i>Parks and Trails</i>	18 Oct 16
9.	Key Stakeholders <i>Transportation</i>	19 Oct 16
10.	Key Stakeholders <i>Water Resources</i>	26 Oct 16
11.	Key Stakeholders <i>Parks & Trails</i>	9 Nov 16
12.	Washington County Community Services <i>Housing, Transportation & Economic Development</i>	18 Jan 17
13.	ISD 622 School District <i>All Plan elements</i>	24 Jan 17
14.	Oakdale Interfaith Group <i>All Plan elements</i>	26 Jan 17
15.	City Council <i>Review preliminary issues</i>	13 Feb 17

sixth plan, and fifth under the Metropolitan Land Planning Act. Its first Comprehensive Plan was prepared for 1974-1980. The City has prepared plans for 1980-2000, 1990-2010, 2000-2020, and 2010-2030.

Planning Process: The Comprehensive Plan update started in June 2016 and included three phases.

Phase 1; Kick-off, Data Collection and Key Stakeholder Preliminary Issue Identification:

The purpose of Phase 1 was to initiate the planning process, collect and analyze data, and solicit key stakeholder feedback regarding preliminary issues to be addressed by the Plan.

The City Council initiated the Comprehensive Plan update process on 21 June 2016. In addition, the City Council and the Planning Commission jointly engaged in an exercise to identify the preliminary current and emerging issues in Oakdale. Between June 2016

and January 2017, 14 key stakeholder meetings were held inviting participants to share their thoughts on Oakdale's current and emerging issues that the Plan ought to address.

Participants included the City Council, all City Commissions, representatives of state, regional and county agencies as well as private and non-profit agencies, the school district and faith community. Over 100 individuals representing 34 different organizations participated in the meetings. See Phase 1 Meetings for a list of those meetings.

On 13 February 2017, the City Council reviewed the preliminary issues identified during the key stakeholder meetings. The City Council directed staff to prepare draft goals and policies for review, discussion and feedback by the Community Advisory Committee (CAC), the general public and City Council during Phase 2 of the planning process. In addition, the City Council appointed citizens to the Comprehensive Plan Community Advisory Committee.

Phase 2; Community Engagement; Issue Identification; Goal and Policy Formation:

The purpose of Phase 2 was to refine the issues and prepare draft goals and policies for review by the Community Advisory Committee, the general public, and City Council. Between September 2017 and June 2018, 10 meetings were held inviting participants to share their thoughts regarding the draft goals and policies to be included in the Comprehensive Plan.

PHASE 2 MEETINGS

#	PARTICIPANT/SUBJECT	DATE
1.	Community Advisory Committee <i>Planning Kick-Off</i>	21 Sep 17
2.	Community Meeting <i>Issues Identification</i>	21 Sep 17
3.	Community Advisory Committee <i>Land Use, Transportation</i>	19 Oct 17
4.	Community Advisory Committee <i>Parks and Trails</i>	16 Nov 17
5.	Community Meeting <i>Land Use, Transportation, Parks & Trails</i>	11 Jan 18
6.	Community Advisory Committee <i>Housing, Neighborhoods</i>	18 Jan 18
7.	Community Advisory Committee <i>Resilience, Water Resources</i>	15 Feb 18
8.	Council Work Session <i>Land Use, Transportation, Parks & Trails</i>	27 Feb 18
9.	Community Advisory Committee <i>Economic Development</i>	15 Mar 18
10.	Community Meeting <i>Housing, Neighborhoods, Resilience, Water Resources, Economic Development</i>	19 Apr 18
11.	Council Work Session <i>Housing, Neighborhoods, Resilience, Water Resources, Economic Development</i>	26 Jun 18



Community Advisory Committee

The City Council provided feedback on the draft goals and policies at two points during Phase 2. The first opportunity occurred on 27 February 2018 where the Council weighed in on the goals and policies found in the Land Use, Transportation, and Parks and Trails chapters. The second opportunity occurred on 26 June 2018

where the Council provided feedback on goals and policies of the Housing, Neighborhoods, Resilience, Water Resources and Economic Development chapters. Subsequently, the City Council directed staff to begin the implementation of the Comprehensive Plan.

Phase 3; Comprehensive Plan Drafting; Review and Adoption: The purpose of Phase 3 was to prepare a Comprehensive Plan draft for: (1) review by the community at a public hearing at the Planning Commission, (2) review by all affected jurisdictions and then (3) approval by the City Council for submission to the Metropolitan Council for approval.

PHASE 3

BODY	ACTION	DATE	RESOLUTION #
Planning Commission	Hold public hearing and recommend the City Council distribute the Comprehensive Plan draft to affected jurisdictions for review and subsequently submit it to the Metropolitan Council for approval.	2 Aug 2018	N/A
City Council	Adopt 2040 Comprehensive Plan and authorize the distribution of the draft Comprehensive Plan to affected jurisdictions for review and submission to the Metropolitan Council for approval	13 Aug 2018	Resolution 2018-75
Metropolitan Council	Approve Draft Comprehensive	25 Sept 2019	N/A



CHAPTER 2

LAND USE

Guiding land use ensures that land within the City is developed and redeveloped more wisely; serves citizens and business more effectively; makes the provisions of public infrastructure and services less costly; enables public and private agencies to plan their activities in harmony with the City's land use plan; and ensures compatibility between land use and sufficient land for residential, commercial, industrial and park/open space uses.

GOAL 1

The City shall facilitate the redevelopment and development of certain property.



Oakdale Mall demolition



Helmo Station Bus Rapid Transit Station Area Plan

POLICIES:

1. Prepare redevelopment plans with a focus on the parcels listed below to guide public and private investment to achieve the City's redevelopment goals.

- a. 6958 40th Street North
- b. 3445 & 3465 Geneva Avenue North
- c. 7511 32nd Street North
- d. 3240 Ideal Avenue North
- e. 7491 Stillwater Boulevard North
- f. 7291 Stillwater Boulevard North
- g. 7111 Stillwater Boulevard North
- h. 7320 Stillwater Boulevard North
- i. 25th Street North
- j. 6349 Stillwater Boulevard North
- k. 1267 Geneva Avenue North
- l. 7515 10th Street North
- m. 7703 10th Street North
- n. 253 Geneva Avenue North
- o. 6944 Hudson Boulevard North

Tasks may include, but are not limited to: coordination with property owners and other stakeholders; background research; financial analysis; and planning, visioning and exploration of various redevelopment scenarios.

2. Prepare small area redevelopment plans for the following areas to guide public and private investment to achieve the City's redevelopment goals.

- a. Glenbrook Avenue North and Upper 51st Street North area
- b. Century Avenue North and 12th Street North area

3. Implement the Helmo Station Bus Rapid Transit (BRT) Small Area Plan. See Appendix C.

4. Promote the development of the following areas:

- a. 6964 55th Street North
- b. 7264 50th Street North
- c. 4FrontTechnology and Office Campus
- d. Oakdale Marketplace
- e. Oakdale Station Phase II parcel
- f. Menards outlot
- g. Granada Avenue North/30th Street North
- h. Outlot B, Granada Business Park
- i. 7287 Stillwater Boulevard North
- j. 6479 Stillwater Boulevard North
- k. 1470 & 1480 Helmo Avenue North
- l. 7330 12th Street North
- m. Parcel north of Tartan Crossing
- n. Lot 2, Block 2, Oakdale Center 2nd Addition
- o. Bergen Plaza Parcel
- p. Lot 1, Block 1, Miniapple Addition
- q. 7049 4th Street North
- r. 8304 3rd Street North
- s. 3M Property (See Appendix D)
- t. 45 vacant single-family lots

5. Implement the Greenway Station Bus Rapid Transit (BRT) Small Area Plan.

GOAL 2

Certain policies shall guide the City's actions to ensure the redevelopment and development of certain parcels and areas.

POLICIES:

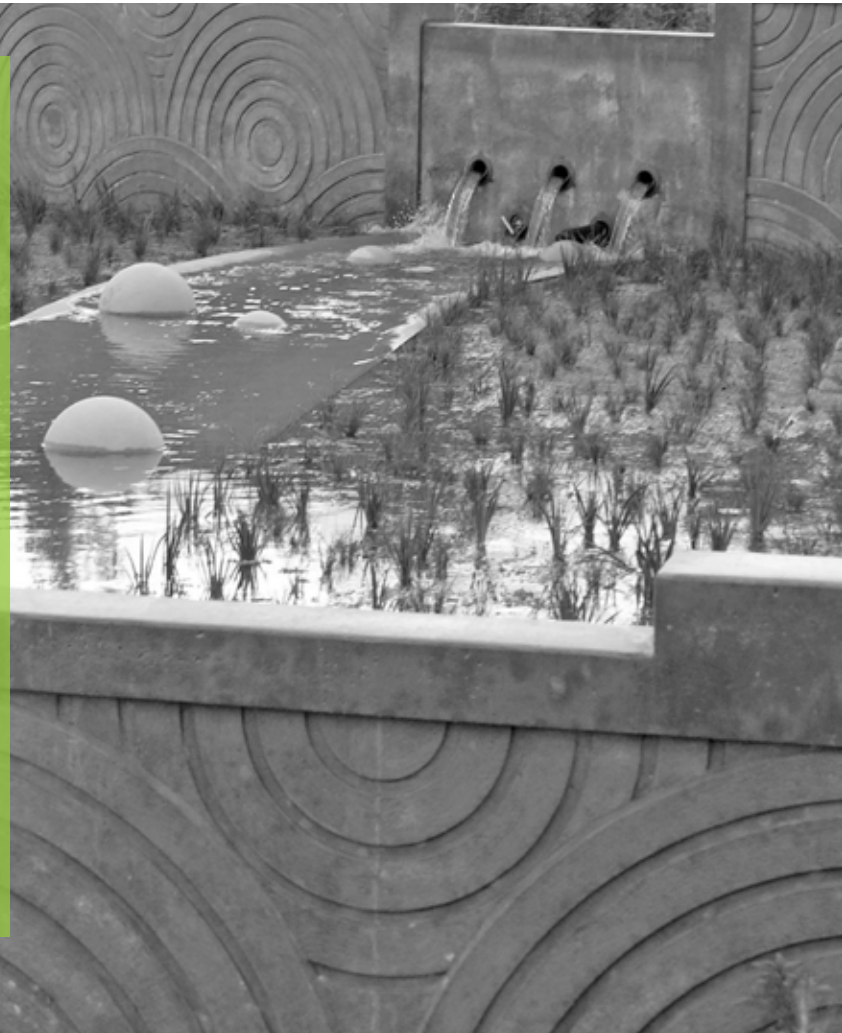
1. Prepare small area and redevelopment plans that include elements such as, but not limited to, land use, intensity and location, roads, trail and sidewalks, open space, public utilities, transit, and funding and financing.
2. Undertake predevelopment activities to include, but not limited to, market and financial analysis; property acquisition; building demolition, tenant and resident relocation; soil correction and remediation; traffic, environmental and other studies; repairing title issues; infrastructure installation and financing; and marketing redevelopment opportunities.
3. Modify the Comprehensive Plan, Zoning and Subdivision Ordinance, and Capital Improvements Plan to facilitate the achievement of the City's development and redevelopment goals.
4. Consider the establishment of an annual EDA levy or other funding mechanisms to support predevelopment and rehabilitation activities that meet the City's economic development or housing goals.
5. Consider financial assistance on a case-by-case basis for redevelopment and development projects that meet the City's economic development or housing goals, that also would not happen "but for" the financial assistance.
6. Work cooperatively and proactively with developers, builders, other regulators, adjacent land owners and other relevant stakeholders to prepare and implement development and redevelopment plans.

GOAL 3

The City's visual appearance shall incorporate streetscaping and public art.

POLICIES:

1. Identify and prioritize areas to enhance streetscaping at major intersections and along key corridors.
2. Develop streetscape design standards for landscaping, lighting, street furniture, sidewalks, and public art in priority areas.
3. Develop a public art plan that establishes the purpose, process, and implementation plan for incorporating art in public spaces throughout the City.



The Metropolitan Council's adopted Thrive MSP 2040 regional development guide identifies Oakdale's community designation as Suburban. Suburban communities experienced continued growth and expansion during the 1980s and early 1990s, and typically have automobile-oriented development patterns at significantly lower densities than in previous eras.

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

Named after the oak savanna that covered the landscape in the early 1800s, Oakdale has a long history of protecting natural resources including tree canopy, open space, wetlands, and public waters. The City will continue to support reforestation, tree preservation, park dedication, open space preservation and acquisition, and water quality improvements to protect these natural resources and maintain property values.

POPULATION, HOUSEHOLDS, AND EMPLOYMENT

Forecast Year	Population	Households	Employment
2010	27,401	10,956	8,651
2020	29,600	12,000	11,300
2030	35,300	14,600	11,700
2040	36,000	14,900	12,100

Source: Metropolitan Council



EXISTING LAND USE TABLE

Existing Land Use Category	Total Acres	Percentage
Single Family Residential	2,244.59	33.6%
Twin, Tri, Quad	1,146.65	17.2%
5+ (Multi-Family)	191.04	2.9%
Commercial	303.15	4.5%
Office	159.10	2.4%
Industrial	217.63	3.3%
Institutional	320.24	4.8%
Open Space	77.03	1.2%
Open Water	34.50	0.5%
Park & Recreation	575.93	8.6%
Utility	44.67	0.7%
Vacant	573.98	8.6%
Wetland	789.93	11.8%
Total	6,678.44	100%

Source: City of Oakdale, 12/2018

Special Resource Protection: Historic Sites: There are no sites in Oakdale currently on or being considered for the National Register of Historic Places. Aggregate Resources: There are no aggregate resources available within the community.

FUTURE LAND USE TABLE

Future Land Use Category	Planning Period					
	2020		2030		2040	
Low Density Residential	2,300.33	34.4%	2304.51*	34.5%	2304.51*	34.5%
Medium Density Residential	1,098.35	16.4%	1098.35	16.4%	1098.35	16.4%
High Density Residential	175.35	2.6%	187.30*	2.8%	187.30*	2.8%
Mixed Use	298.76	4.5%	301.25*	4.5%	301.25*	4.5%
Mixed Use Residential	161.17	2.4%	161.17	2.4%	161.17	2.4%
Commercial	370.14	5.5%	359.37	5.4%	359.37	5.4%
Office/Limited Business	68.75	1.0%	68.75	1.0%	68.75	1.0%
Industrial/Office	309.24	4.6%	301.39*	4.5%	301.39*	4.5%
General Industrial	52.71	0.8%	52.71	0.8%	52.71	0.8%
Business Campus	186.38	2.8%	186.38	2.8%	186.38	2.8%
Public	165.18	2.5%	165.18	2.5%	165.18	2.5%
Semi-Public	159.36	2.4%	159.36	2.4%	159.36	2.4%
Park	624.09	9.2%	624.09	9.3%	624.09	9.3%
Open Space	632.67	9.5%	632.67	9.5%	632.67	9.5%
Open Water	32.18	0.5%	32.18	0.5%	32.18	0.5%
Bus Rapid Transit Oriented Development	43.78	0.7%	43.78	0.7%	43.78	0.7%
Total Acres	6,678.44	100.0%	6,678.44	100.0%	6,678.44	100.00%

Source: City of Oakdale

*Reflects land that may be regraded at the discretion of the City Council with an approved development plan

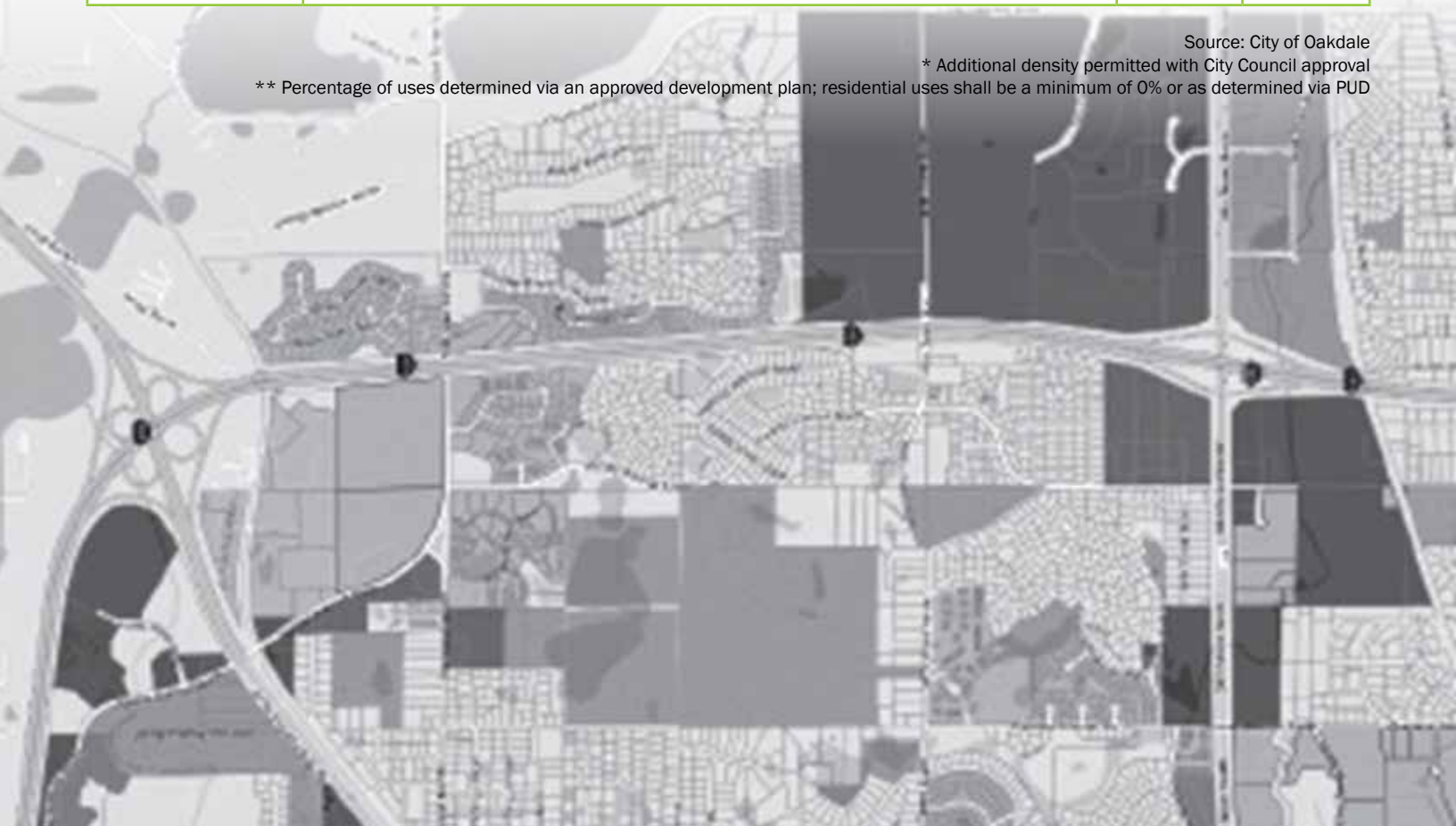
FUTURE LAND USE CATEGORY DEFINITIONS

FLU Category	Allowed Uses	Min. Density (Net Ac.)	Max. Density (Net Ac.)
Low Density Residential	Single family detached	3	3
Medium Density Residential	Single family detached; two-family detached; townhomes; multi-family structures with three or more units	4	30*
High Density Residential	Single family detached; two-family detached; townhomes; apartment buildings	8	30*
Mixed use	Commercial; residential; office**	8	55
Mixed Use Residential	Single family detached; two-family detached; townhomes; apartment buildings (See Appendix D: 3M Small Area Plan)	4	N/A
Commerical	Retail; professional offices; hotels; entertainment; restaurants	N/A	N/A
Office/Limited Business	Offices; research centers; medical clinics; government buildings; hotels; class one restaurants	N/A	N/A
Industrial/Office	Light manufacturing; office; research centers; hotels and conference centers; office-showrooms; restaurants; indoor recreation; self-storage facilities	N/A	N/A
General Industrial	Manufacturing; warehousing; truck terminals	N/A	N/A
Business Campus	Corporate offices; light manufacturing; offices	N/A	N/A
Public	Public institutional uses (city, county, state, federal)	N/A	N/A
Semi-Public	Non-public institutional uses (churches, schools)	N/A	N/A
Park	City parks and recreation facilities	N/A	N/A
Open Space	Undeveloped publicly owned land; wetlands	N/A	N/A
Open Water	Permanently flooded open water; does not include wetlands	N/A	N/A
Bus Rapid Transit Oriented Development	Townhomes; apartment buildings; office-industrial; professional office; commercial/retail uses (see Appendix C: Helmo Station)	15	50

Source: City of Oakdale

* Additional density permitted with City Council approval

** Percentage of uses determined via an approved development plan; residential uses shall be a minimum of 0% or as determined via PUD

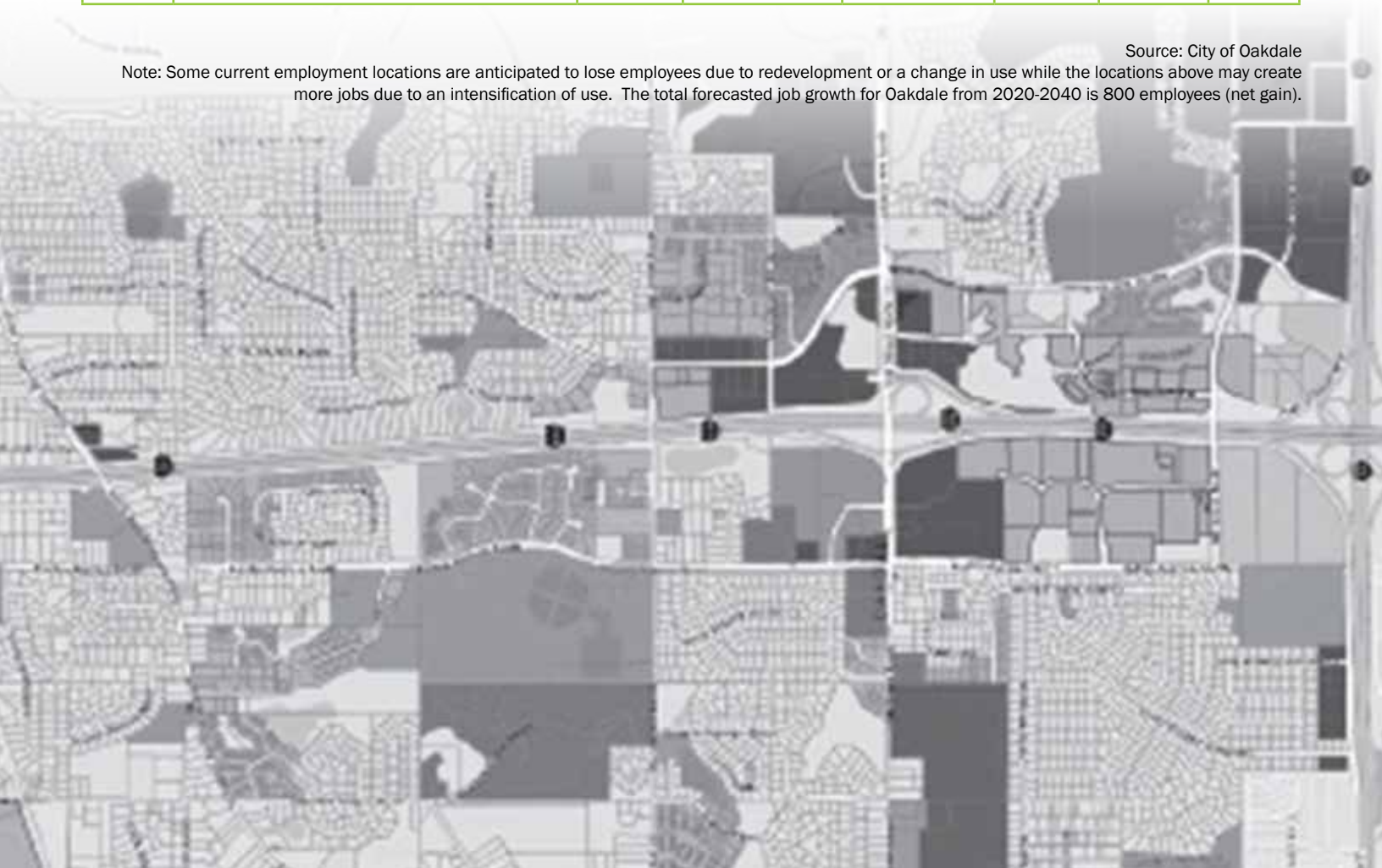


FUTURE EMPLOYMENT LOCATIONS AND INTENSITY

Map Key	Locations for Employment Growth	Gross Acres	Est./ Approved SF	Est. Employees	2020-2030	2030-2040	TAZ
1c	7511 32nd Street North	4.9	15,000	16	16	-	2390
1d	3240 Ideal Avenue North	4.4	30,000	31	31	-	2390
4a	6964 55th Street North	1.2	8,000	5	-	5	2342
4b	7264 50th Street North	31.2	80,000	53	53	-	2342
4c	4FrontTechnology and Office Campus	25.8	450,000	266	150	116	2347
4d	Oakdale Marketplace	15.7	100,000	54	30	24	2390
4e	Oakdale Station Phase II parcel	15.0	200,000	100	75	25	2390
4f	Menards	4.8	5,000	5	5	-	2391
4h	Outlot B, Granada Business Park	1.5	5,000	5	5	-	2393
45	1470 & 1480 Helmo Avenue North	1.9	10,000	10	10	-	2398
4l	7330 12th Street North	3.6	20,000	11	-	11	2398
4m	Parcel north of Tartan Crossing	10.3	10,000	15	15	-	2397
4n	Lot 2, Block 2, Oakdale Center 2nd Addition	1.5	3,000	5	-	5	2398
4o	Bergen Parcel	1.7	3,000	4	-	4	2413
4p	Lot 1, Block 1 Miniapple Addition	1.5	7,000	10	-	10	2412
4q	7049 4th Street North	10.6	200,000	300	-	300	2413
4r	8304 3rd Street North	.8	10,000	10	10	-	2412
3a	Helmo Station	12.5	100,000	100	100	-	2412
			TOTAL	1,000	500	500	

Source: City of Oakdale

Note: Some current employment locations are anticipated to lose employees due to redevelopment or a change in use while the locations above may create more jobs due to an intensification of use. The total forecasted job growth for Oakdale from 2020-2040 is 800 employees (net gain).

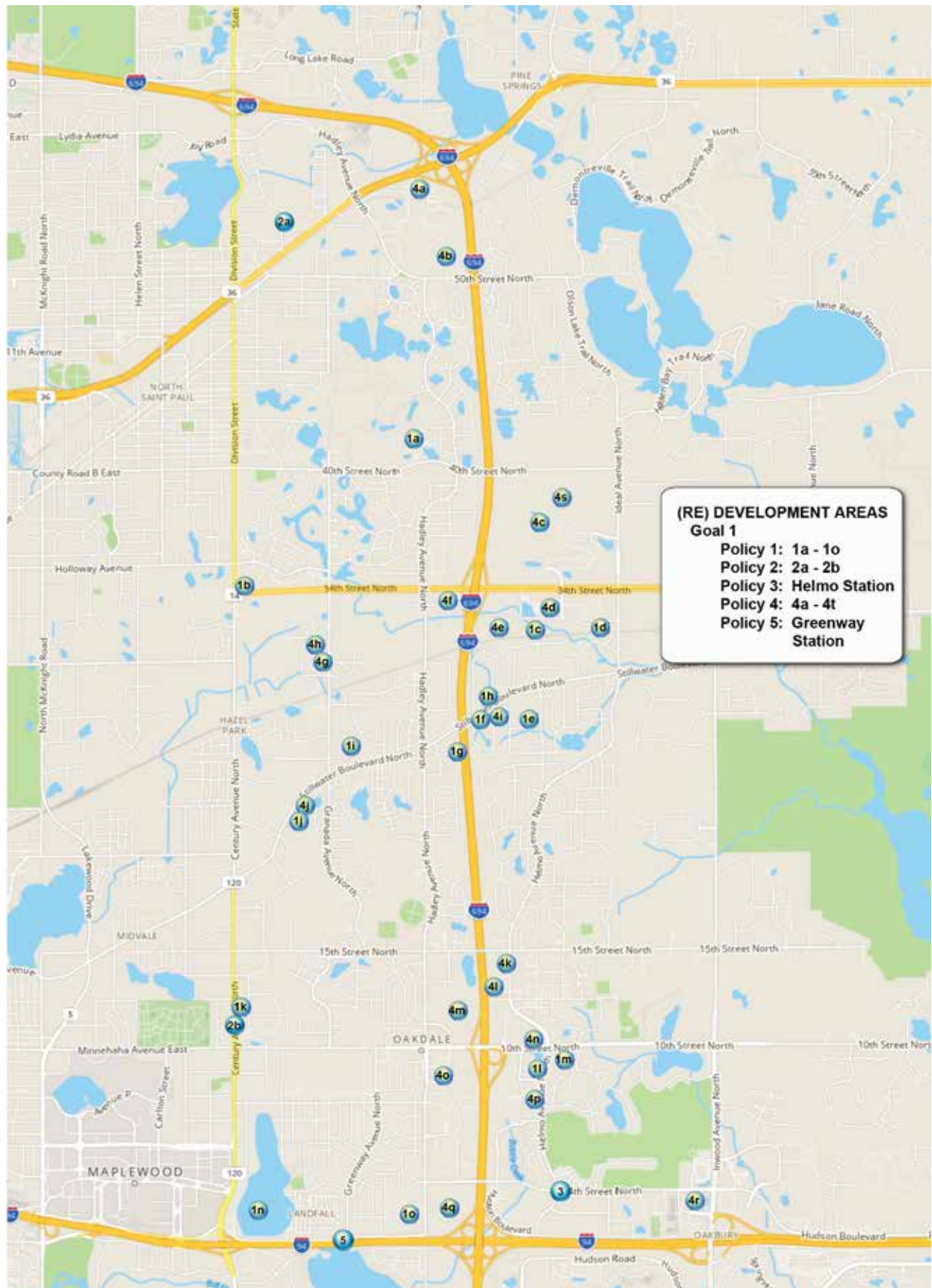


FUTURE RESIDENTIAL LOCATIONS AND DENSITIES

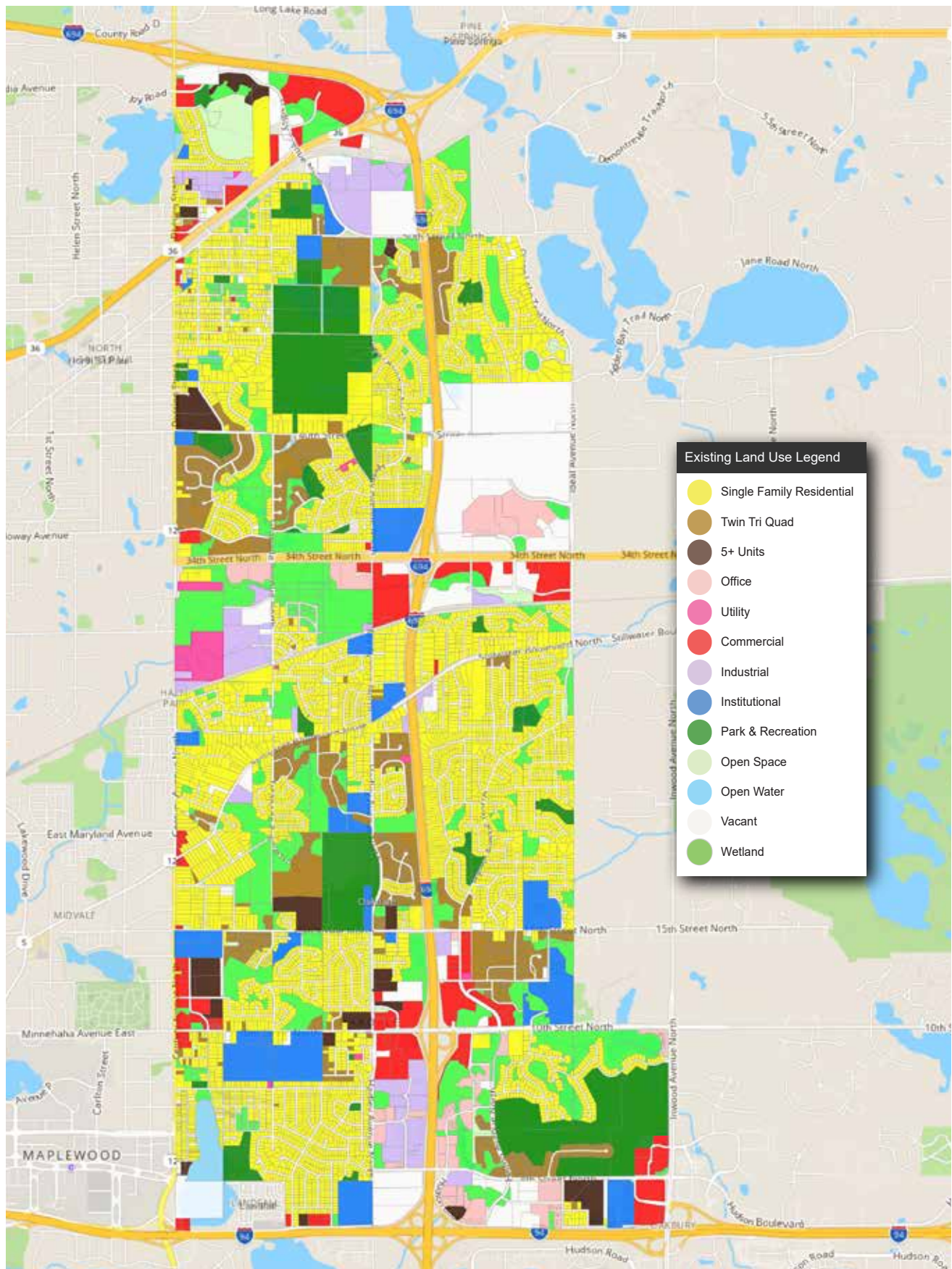
Density Range									Development Timeline (New Units)		
2040 Future Land Use Category	Map Key	Location	Gross Acres	Net Acres	Min. Net Density	Max. Net Density	Est. Housing Units	Est. Population	2020-2023	2030-2040	TAZ
New Development											
Low Denisty Residential	4i	7287 Stillwater Boulevard North	4.1	3.5	3	3	10	22	10	-	2399
Low Density Residential	4j	6479 Stillwater Boulevard North	3.8	3.2	3	3	9	19	9	-	2394
Mixed Use Residential	4s	3M Property	206.5	96.7	4	55	1,410	3,102	1,410	-	2347/2348
Low Density Residential	4t	Single Family infill	13.7	13.7	3	3	41	90	30	11	varies
Redevelopment											
Low Density Residential	1a	6958 40th Street North	14.9	11	3	3	33	72	-	33	2343
Low Density Residential	1b	3445 & 3465 Geneva Ave North	2.8	2.8	3	3	8	17	8	-	2344
Low Density Residential	1e	7491 Stillwater Boulevard North	12.8	12.8	3	3	38	83	-	38	2399
Low Density Residential	1f	7291 Stillwater Boulevard North	1.35	1.35	3	3	4	8	4	-	2399
Low Density Residential	1g	7111 Stillwater Boulevard North	1.6	1.6	3	3	4	8	4	-	2396
Low Density Residential	1h	7320 Stillwater Boulevard North	0.9	0.9	3	3	3	6	3	-	2390
Low Density Residential	1i	25th Street North	2.3	2.3	3	3	6	12	6	-	2392
Low Density Residential	1j	6349 Stillwater Boulevard North	5.2	4.8	3	3	14	28	14	-	2394
Mixed Use	1k	1267 Geneva Avenue North	2.5	2.5	8	30	20	44	20	-	2397
High Density Residential	1j	7515 10th Street North	11.9	3	8	30	24	52	24	-	2412
Low Density Residential	1m	7703 10th Street North	6	2	3	3	6	13	6	-	2412
Mixed Use	1n	253 Geneva Avenue North	27	2.3	8	30	18	40	18	-	2415
Mixed Use	1o	6944 Hudson Boulevard North	24.6	18	8	30	360	792	360	-	2415
Bus Rapid Transit Oriented Development	3a	Helmo Station	28.1	22.2	15	50	900	1992	900	-	2412
						Total	2,908	6,400			

Source: City of Oakdale

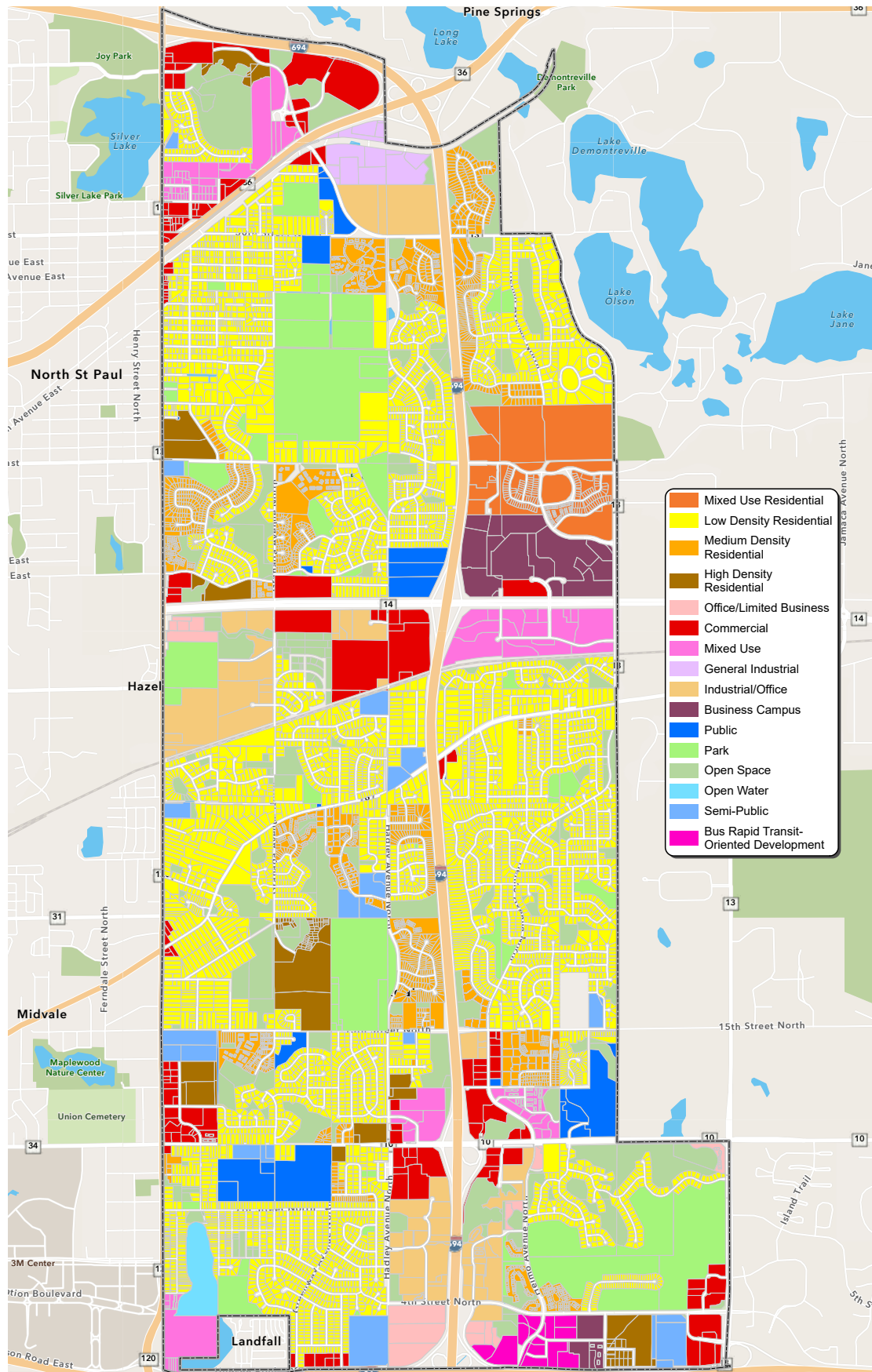
DEVELOPMENT/REDEVELOPMENT AREAS



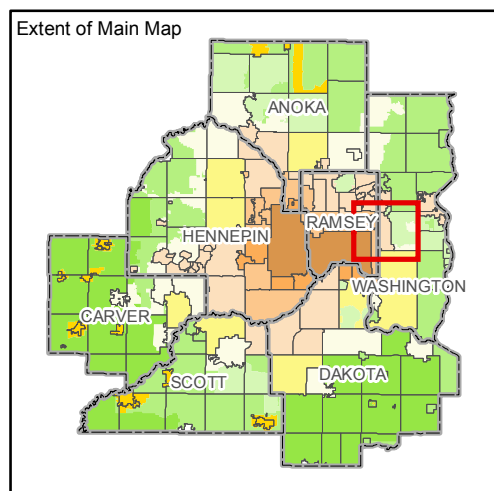
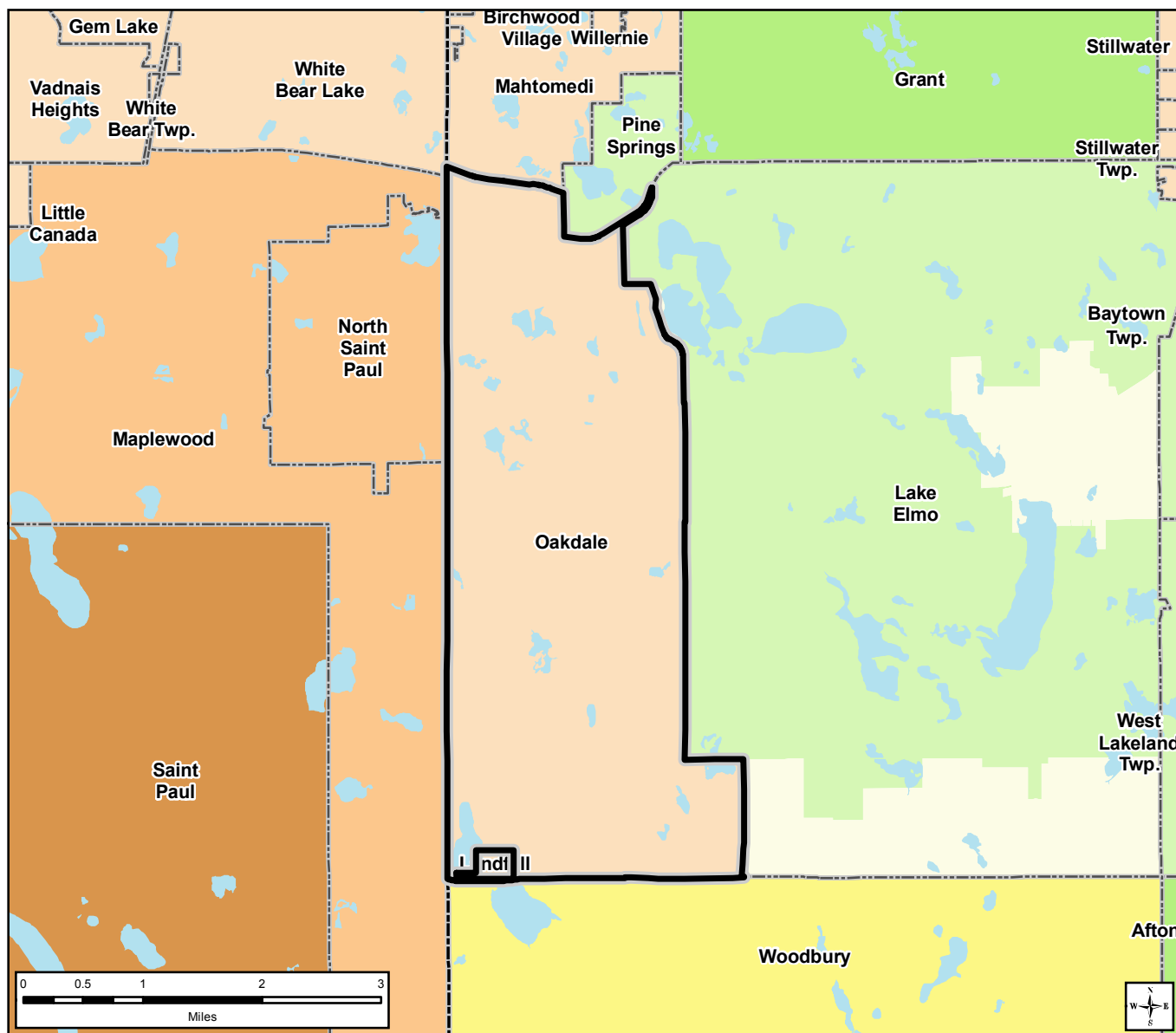
EXISTING LAND USE



FUTURE LAND USE



COMMUNITY DESIGNATION



Community Designation

- | | |
|--|--|
| Urban Center - Core City | Rural Center |
| Urban Center | Diversified Rural |
| Urban | Rural Residential |
| Suburban | Agricultural |
| Suburban Edge | Outside Council planning authority |
| Emerging Suburban Edge | |

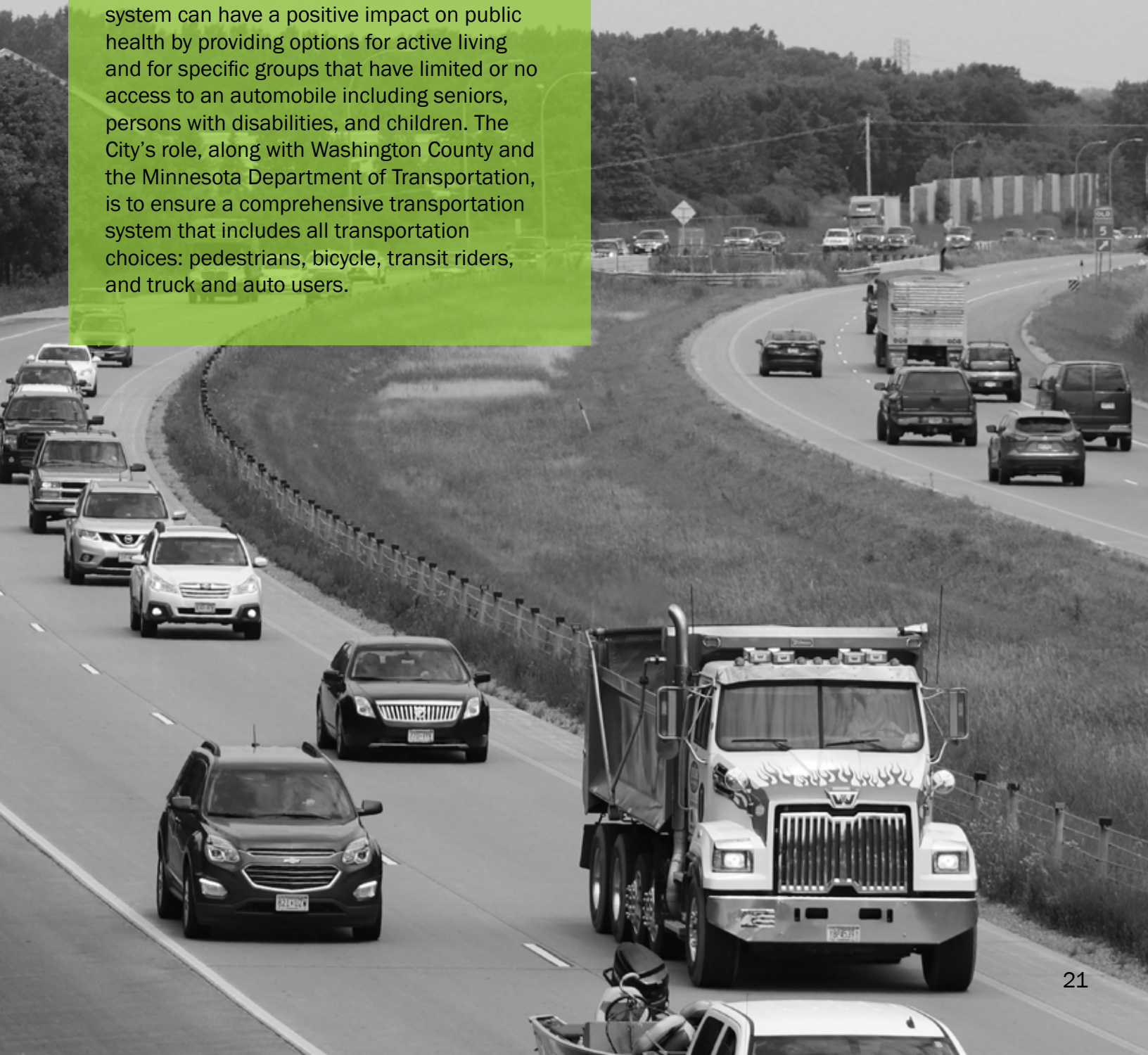
- | | |
|---|------------------------------|
| | County Boundaries |
| | City and Township Boundaries |
| | Lakes and Major Rivers |

Source: Metropolitan Council

CHAPTER 3

TRANSPORTATION

Transportation systems connect people and where they live to places where they shop, attend school, go to work, and recreate. The transportation network also serves local businesses receiving deliveries and shipping products, as well as providing access to a larger pool of workers. A quality transportation system can have a positive impact on public health by providing options for active living and for specific groups that have limited or no access to an automobile including seniors, persons with disabilities, and children. The City's role, along with Washington County and the Minnesota Department of Transportation, is to ensure a comprehensive transportation system that includes all transportation choices: pedestrians, bicycle, transit riders, and truck and auto users.



GOAL 1

City roadways shall be safe and functional for pedestrians, bikes, automobiles and trucks.

POLICIES:

1. Study intersections and corridors to address issues such as traffic calming and congestion mitigation.
2. Promote the right-sizing of infrastructure to reduce flooding on roadways.

GOAL 2

Highway 120 shall be safe, functional, aesthetically pleasing and support redevelopment and transit at certain locations.

POLICIES:

1. Work with partners to establish safe bike and pedestrian access points and neighborhood connections along the corridor.
2. Encourage and/or partner with private utilities to bury overhead power lines.
3. Plan access and intersection control cooperatively with Maplewood and North St. Paul.
4. Ensure roadway and land use plans are done cooperatively, and complement each other.



Olson Lake Trail - CH 13 Ribbon Cutting

GOAL 3

Future road infrastructure planning shall be performed collaboratively with adjacent cities, Washington County and the Minnesota Department of Transportation.

POLICIES:

1. Support a MnDOT study and future planning for improvements to the 694/94/494 interchange and adjacent area.
2. Support a new multimodal bridge over Interstate 94 connecting Helmo Avenue North with Bielenberg Drive in Woodbury.
3. Support the construction of a new interchange at Highways 36 and 120 to include pedestrian and trail access.
4. Incorporate planning for the new interchange at Highways 36 and 120 into the small area redevelopment plan for the Glenbrook Avenue North and Upper 51st Street North area.
5. Support jurisdictional roadway transfers that align function with the appropriate agency if in the financial interest of the City and to the benefit of residents.

GOAL 4

Sidewalks, trails, and bikeways shall be connected within the city and between adjacent cities.

POLICIES:

1. Update the 1995 Bicycle and Pedestrian Plan to incorporate the expansion of the existing trail and sidewalk network.
2. Request Washington County complete trails identified in the County Transportation plan, specifically along County Road 14.
3. Support the construction of new sidewalk and trail connections identified in the Gold Line BRT Helmo and Greenway Station Area Plans.
4. Collaborate with adjacent cities to plan and construct trail connections between cities.
5. Establish wayfinding signage that promotes intercity trail system connections between Oakdale, Maplewood, Woodbury, North St. Paul, the Gateway Trail, and the Gold Line BRT Stations.
6. Support the rehabilitation and reconstruction of complete streets that enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.
7. Support the rebuilding of the 4th Street bridge over I-694 to include space for a dedicated pedestrian walkway and Gold Line BRT guideway.
8. Support the addition of a pedestrian walkway adjacent to the 4th Street Bridge over I-694 to improve access to Helmo Station from the west side of I-694.
9. Support the addition of a pedestrian walkway adjacent to the 40th Street Bridge over I-694, improving access from existing neighborhoods on the west side of I-694 to the Willowbrooke neighborhood on the east side of I-694.

GOAL 5

Transit service shall provide mobility options for residents, workers, businesses, and transit dependent persons.

POLICIES:

1. Collaborate with Metro Transit to assess current transit service and improve transit service for residents, workers, businesses, and transit dependent residents.
2. Collaborate with Metro Transit to assess and improve transit facilities and sidewalk and trail connections to and from transit facilities.
3. Encourage Metro Transit to develop additional bus connections between employment and residential areas in the City and the Gold Line Bus Rapid Transit (BRT) Helmo Station and Greenway Station areas.
4. Further analyze transit service needs for the transit-dependent based upon the 2017 Washington County Transit Needs Study.
5. Support the implementation of the Gold Line Bus Rapid Transit Line.

ROADWAYS

Principal Arterials

The emphasis of principal arterials is on moving large volumes of traffic over long distances rather than providing direct access to land. The principal arterials connect the region to other areas in the state, connect metropolitan centers to regional business concentrations, and provide for the longest trips in the region.

Principal arterials in Oakdale include Interstates 94, 694, and Highway 36.

Major Collectors

The collector street system provides connections between neighborhoods or from neighborhoods to business concentrations. Collectors are a supplementary system of streets that are more focused on land access than mobility, but still have access limitations. They generally provide for short trips between residential areas and businesses or for other trips that are local in nature.

The City of Oakdale has a collector street system consisting of major north-south streets such as Hadley Avenue and short important streets such as Gentry Avenue. These are primarily developed to provide concentration of traffic from residential neighborhoods to commercial areas or to the arterial street system.

A-Minor Arterials (Augmentor, Expander, Reliever)

The minor arterial system connects the urban service area to cities and towns inside and outside the region. They interconnect with rural growth centers, supplement the principal arterial system, and connect major traffic generators in the regional system. Minor arterials generally connect to principal arterials or other minor arterials and collectors. Access is somewhat limited and the emphasis is on mobility. Minor arterials serve medium-to-short trips, including arterial bus rapid transit, limited-stop bus, and local bus service.

The Metropolitan Council has developed a system of A minor arterials and B minor arterials. The A minor arterials are more regionally significant than the B minor arterials. Within the A minor arterial classification, the Metropolitan Council has also defined Relievers, Expanders, Connectors, and Augmenters. Relievers are minor arterials that provide direct relief to metropolitan highways. These are generally parallel to principal arterials within the core urban area. Hadley Avenue, south of 10th Street, is shown as an A minor arterial reliever by the Metropolitan Council.

Augmenters: are roads which provide relief to the principal arterial system. These are generally urban City streets that provide opportunities for traffic to make local trips without utilizing any other of the higher functional classification roads. County Road 14 west of I-694 is an Augmenter.

Expanders: are routes that provide a way to make connections between developing areas outside the interstate ring and are generally extensions of the internal system. Examples in Oakdale include County Road 10 east of I-694 and County Road 14 east of I-694.

Relievers: are minor arterials that provide direct relief to metropolitan highways. These are generally parallel to principal arterials within the core urban area. Relievers in Oakdale include Highway 120, 10th Street N, Hadley Avenue N, and Helmo Avenue N (south of 10th Street), Ideal/Olson Lake Trail/50th Street/Hadley (north of County Road 14).

Connectors: are a subgroup of A minor arterials that provide connections between town centers in the outlying areas. These are generally extensions of A minor arterials into the rural area. There are none within Oakdale, but Manning Avenue (County Road 15) is an example through Washington County.

The access spacing guidelines of MnDOT and Washington County apply to all roadways under their jurisdiction in Oakdale.

TRANSIT

Transit is an important element of the transportation system within Oakdale. It is a necessary alternative to driving a vehicle or driving alone. It also supports the economic growth of the area by providing access to labor markets, economic centers, and employment. Transit is the only means of transportation for some. It can also help to reduce auto trips, thereby conserving energy, reducing pollution, and increasing the people carrying capacity of existing roadways.

The City is currently undergoing Station Area Planning for the Gold Line Bus Rapid Transit (a high-frequency transit route). Resulting plans will address land use to support transit ridership and bicycle and pedestrian connections to safely convey transit riders to and from the station areas. The City Council adopted a small area plan for the Helmo Station area on April 24, 2018 (see Appendix C - Helmo Station).

Existing Transit in Oakdale

The City is primarily within the Transit Market Area III area, with a small node in Emerging Market Area II at Highway 120 near 10th Street North. The City is currently served by several Metro Transit routes. Most are primarily local routes with multiple stops in Oakdale and adjacent communities. There are currently two park and ride facilities within the City. The City, in cooperation with Metro Transit, developed a joint use lot in Walton Park, just north of City Hall. This 58 stall lot provides parking for bus riders during the day, and park users in the evenings and weekends. Metro Transit also has a long-term lease (30 years) with Guardian Angels Catholic Church that provides 415 stalls just west of the Inwood Avenue and 4th Street intersection. The City is also served by the Transit Link (Dial-a-Ride) Service and Metro Mobility provides a shared-ride service to residents who qualify for the service and are unable to use regular fixed route service due to a disability or health condition. Highway 36 and Interstate I-94 are considered express bus corridors according to the 2040 Transportation Policy Plan (TPP).

BICYCLING AND WALKING

Trails for bicycles and pedestrians are an important element in the quality of life in the community. In 1995, the City completed a Bicycle and Pedestrian Systems Plan for future sidewalks and trails with the intent of improving transportation for all residents and providing additional recreation opportunities. Goal 4 of this chapter addresses the City's policies related to the bicycle and pedestrian system in the community.

AVIATION

The City of Oakdale is not within the influence area of any metro system airport and is not affected by the existing or future airport development or operations of the Lake Elmo airport. The City is also not affected by heliport or seaplane planning considerations. Any proposal for construction or alteration that would exceed a height requiring Federal Aviation Administration review shall be subject to all relevant regulations.

RAIL

A single rail line runs through the City of Oakdale. The Union Pacific track travels east-west through the central area of Oakdale. To the east, the track provides service to Chicago. Locally, it is important in providing service to some industries, however, none are in Oakdale. The major users of the service are Andersen Corporation and the King Plant in Bayport. It is anticipated that the line will remain in service providing local and regional freight service and will primarily be a freight provider.

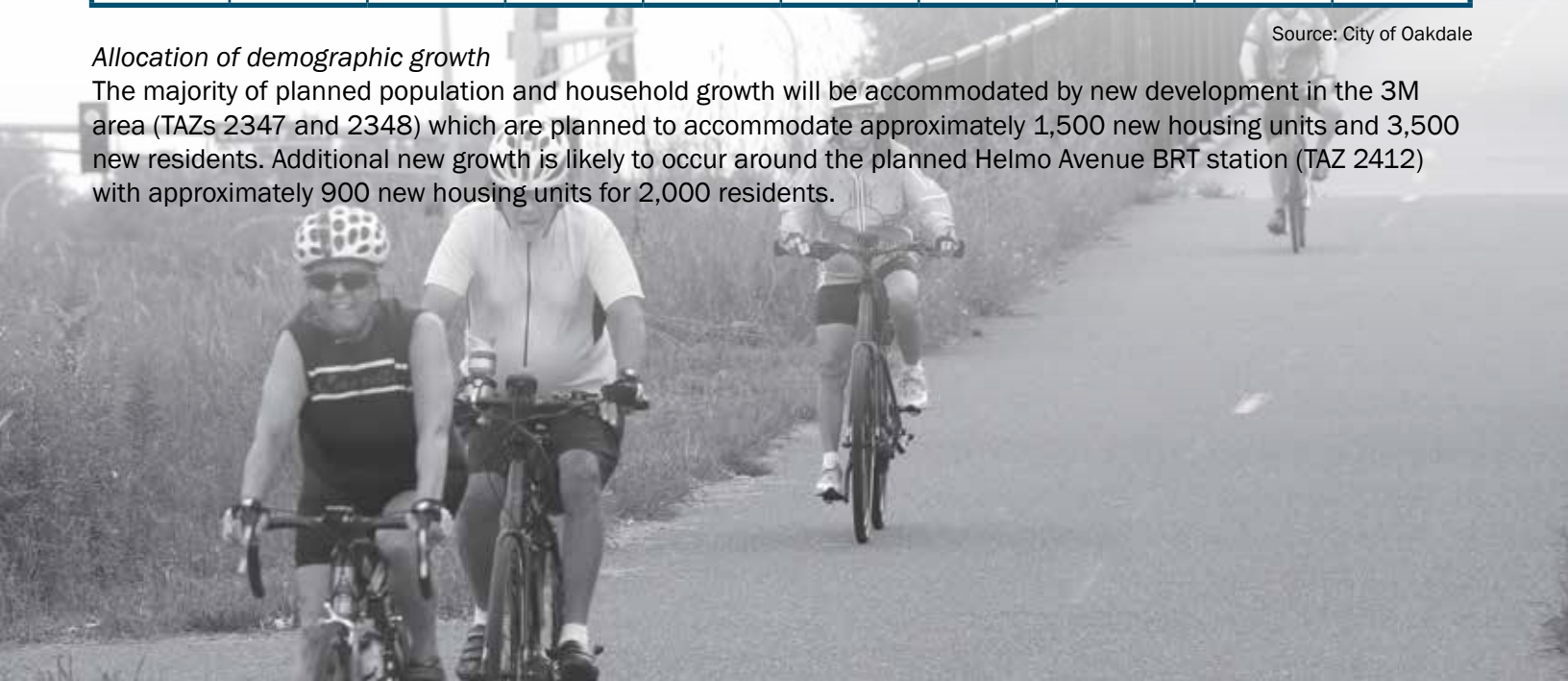
FORECASTED POPULATION, HOUSEHOLDS, AND EMPLOYMENT BY TAZ

2020				2030			2040		
TAZ	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP
2341	1,466	651	674	1,514	651	690	1,520	655	690
2342	221	92	315	231	95	320	237	97	365
2343	3,982	1,620	192	3,869	1,625	180	3,663	1,665	192
2344	1,487	656	11	1,463	660	15	1,632	665	20
2345	1,278	559	30	1,232	560	35	1,393	565	40
2346	330	144	379	321	146	380	362	155	385
2347	-	-	1,385	2,653	1,100	1,543	2,653	1,100	1,652
2348	1,371	523	10	2,823	1,130	12	2,816	1,134	14
2349	362	129	5	362	129	6	377	136	6
2390	610	218	390	599	219	500	684	220	544
2391	115	44	401	117	45	420	130	45	435
2392	840	336	138	858	337	145	876	345	150
2393	600	240	328	594	230	330	633	247	336
2394	834	267	50	916	370	35	999	428	20
2395	1,618	712	188	1,669	721	178	1,702	730	188
2396	1,104	456	95	1,080	459	30	1,096	465	12
2397	3,545	1,450	735	3,450	1,480	750	3,279	1,480	750
2398	1,162	415	677	1,194	424	680	1,217	426	703
2399	2,344	832	55	2,420	845	59	2,480	885	55
2400	1,765	628	82	1,802	636	85	1,825	636	85
2412	1,489	683	3,147	3,027	1,383	3,261	3,281	1,403	3,267
2413	-	-	1,563	-	-	1,691	-	-	1,861
2414	725	304	240	746	304	265	758	306	280
2415	2,353	941	210	2,360	1,051	90	2,387	1,112	50
Total	29,600	12,000	11,300	35,300	14,600	11,700	36,000	14,900	12,100

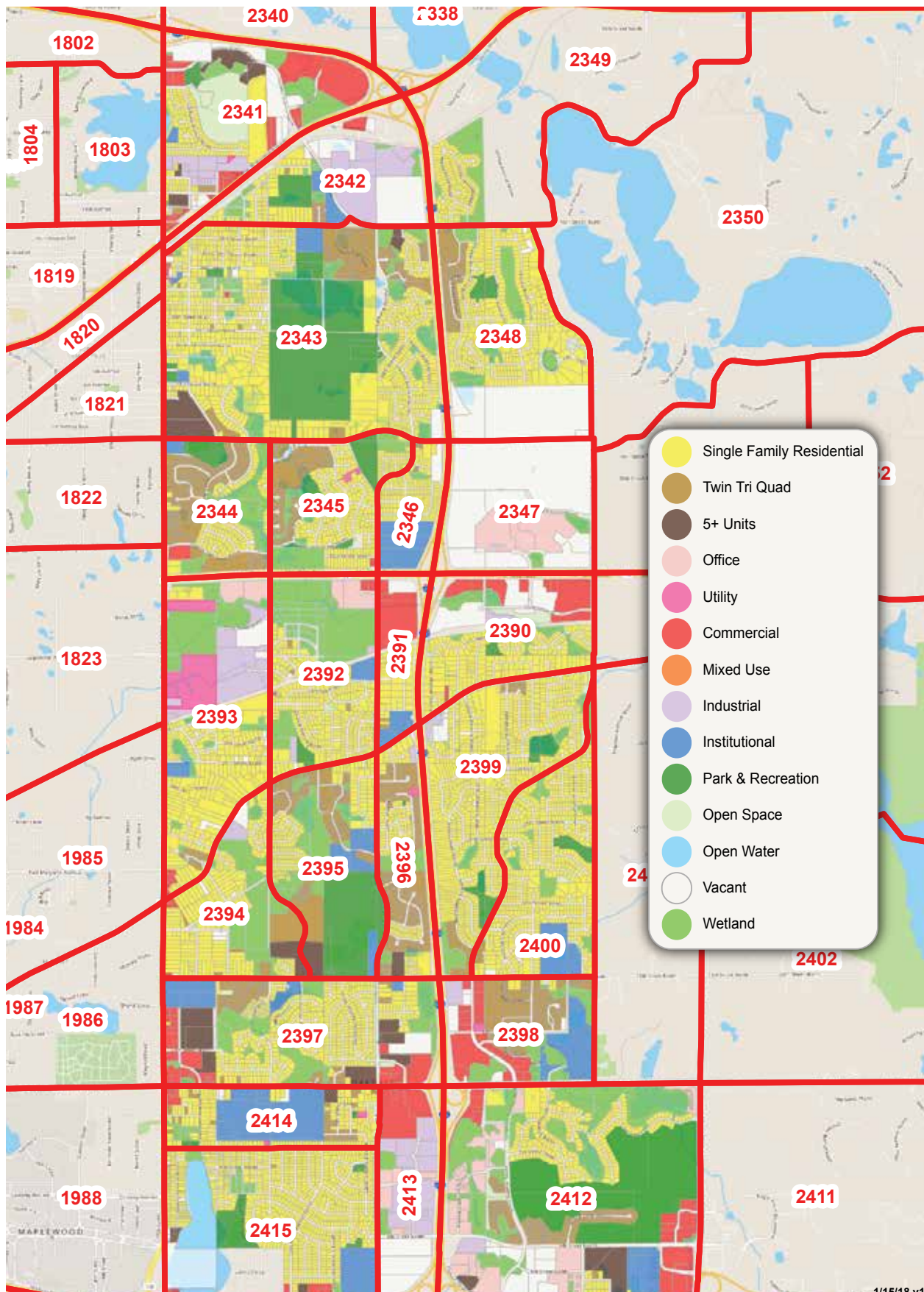
Source: City of Oakdale

Allocation of demographic growth

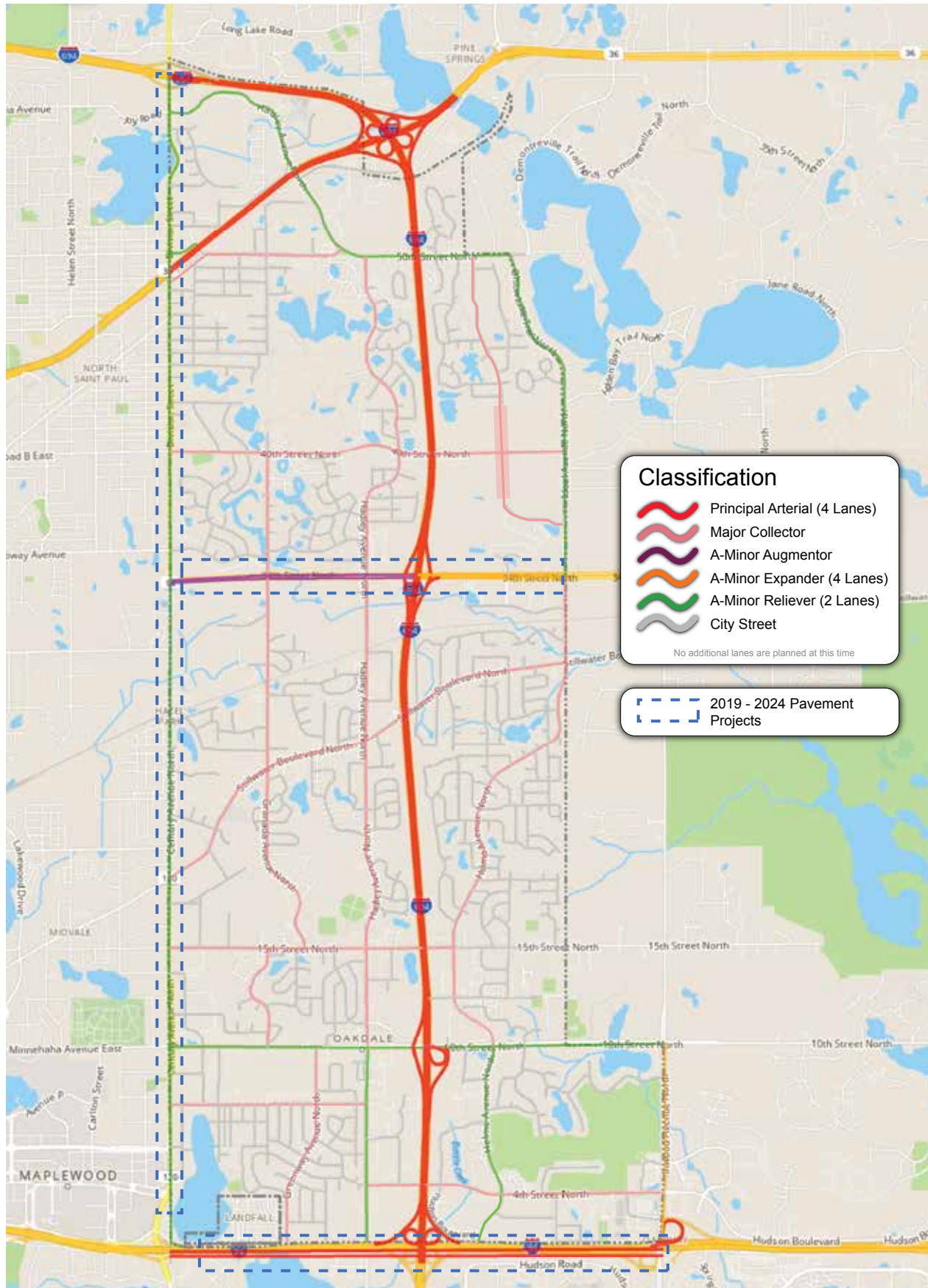
The majority of planned population and household growth will be accommodated by new development in the 3M area (TAZs 2347 and 2348) which are planned to accommodate approximately 1,500 new housing units and 3,500 new residents. Additional new growth is likely to occur around the planned Helmo Avenue BRT station (TAZ 2412) with approximately 900 new housing units for 2,000 residents.



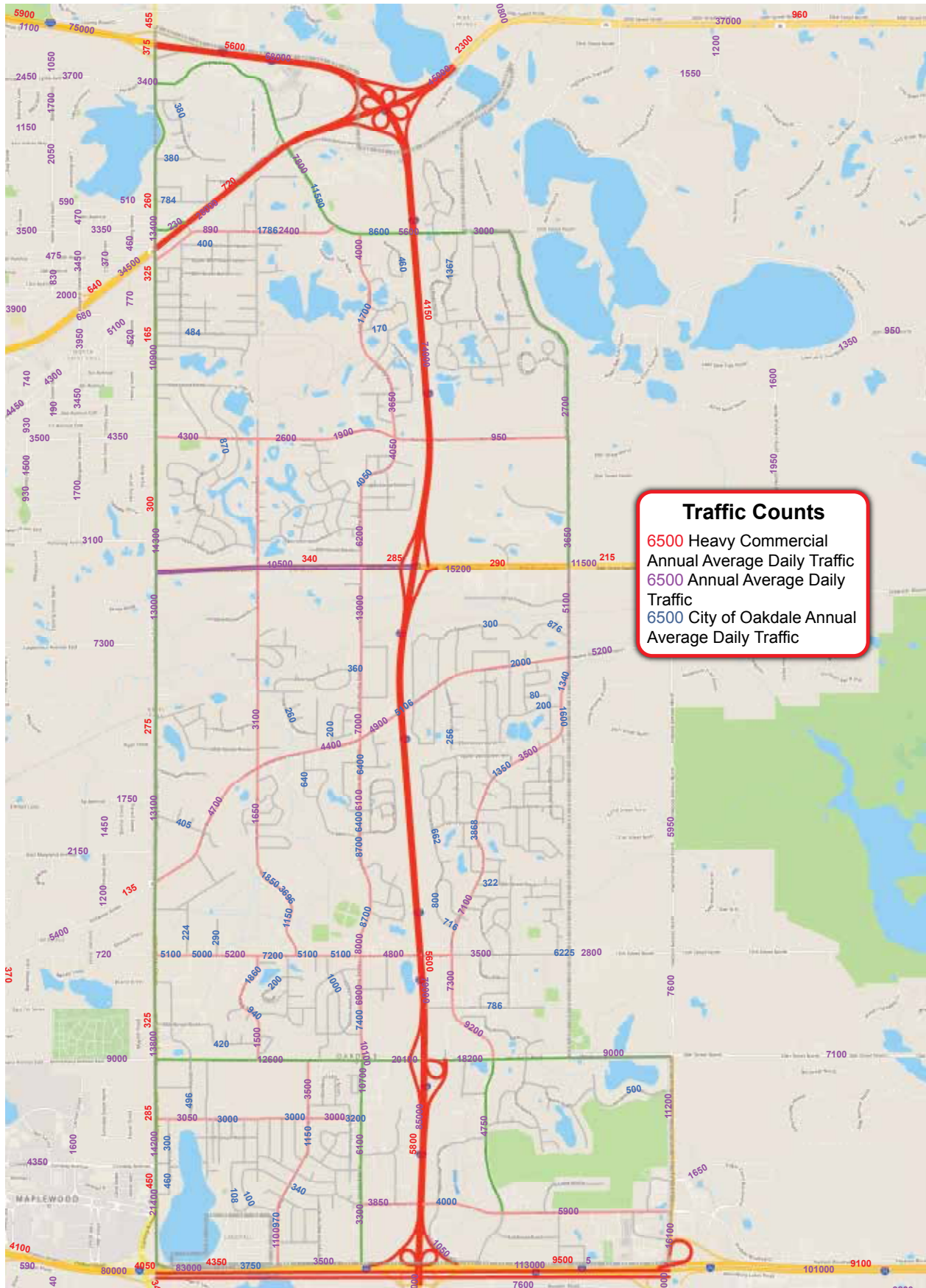
TAZ MAP



FUNCTIONAL CLASS MAP



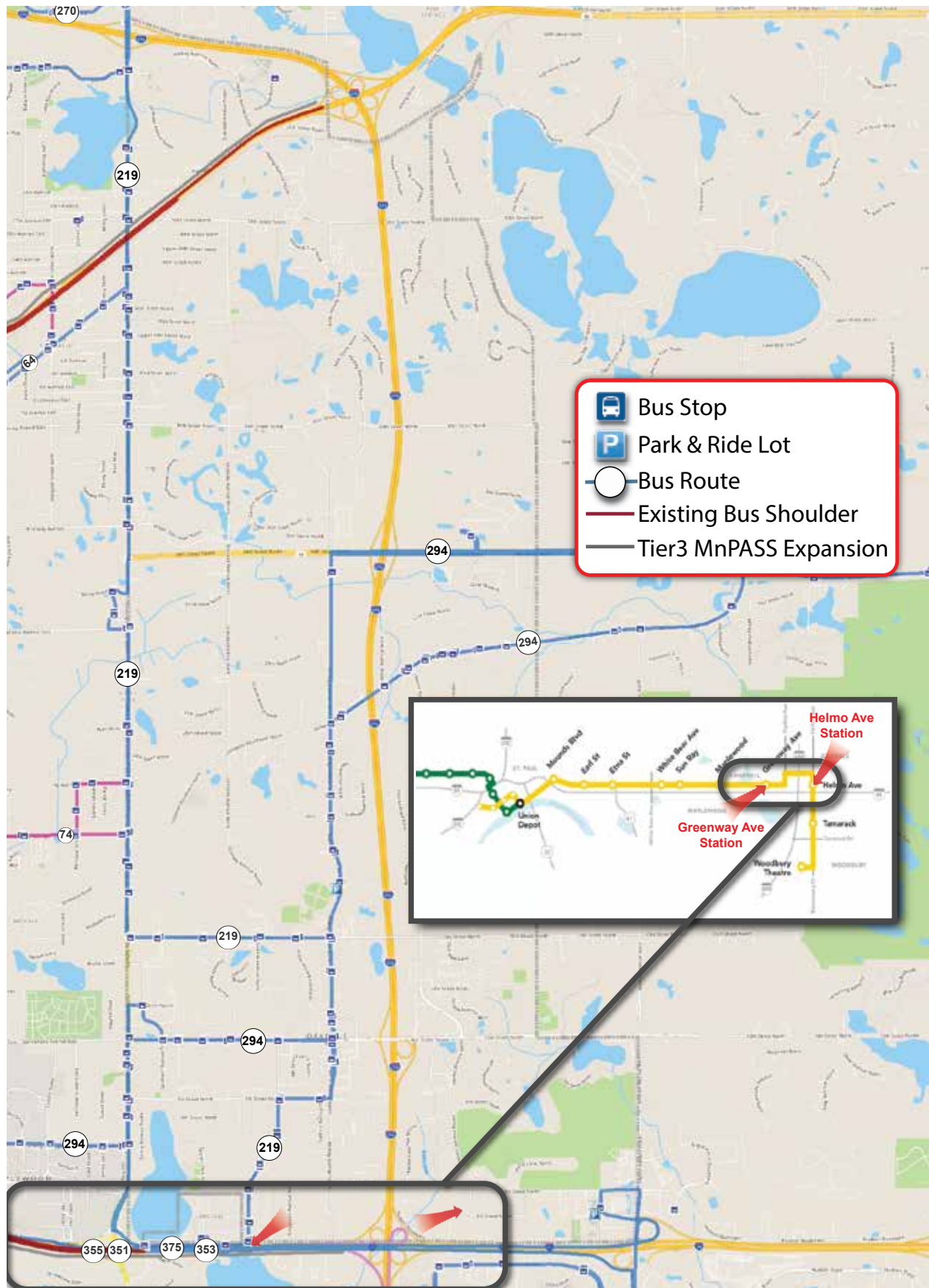
TRAFFIC COUNT MAP



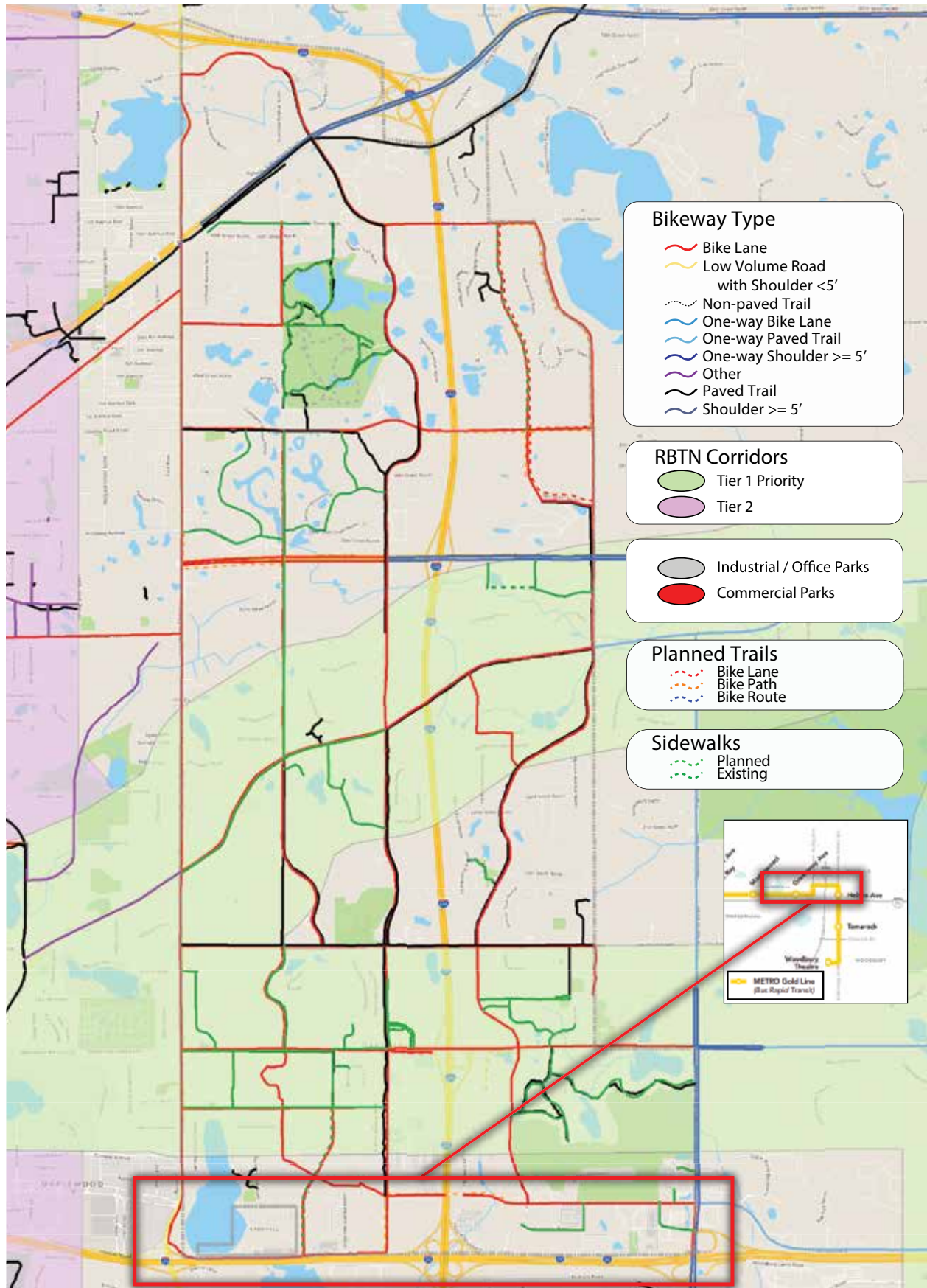
FORECAST MAP

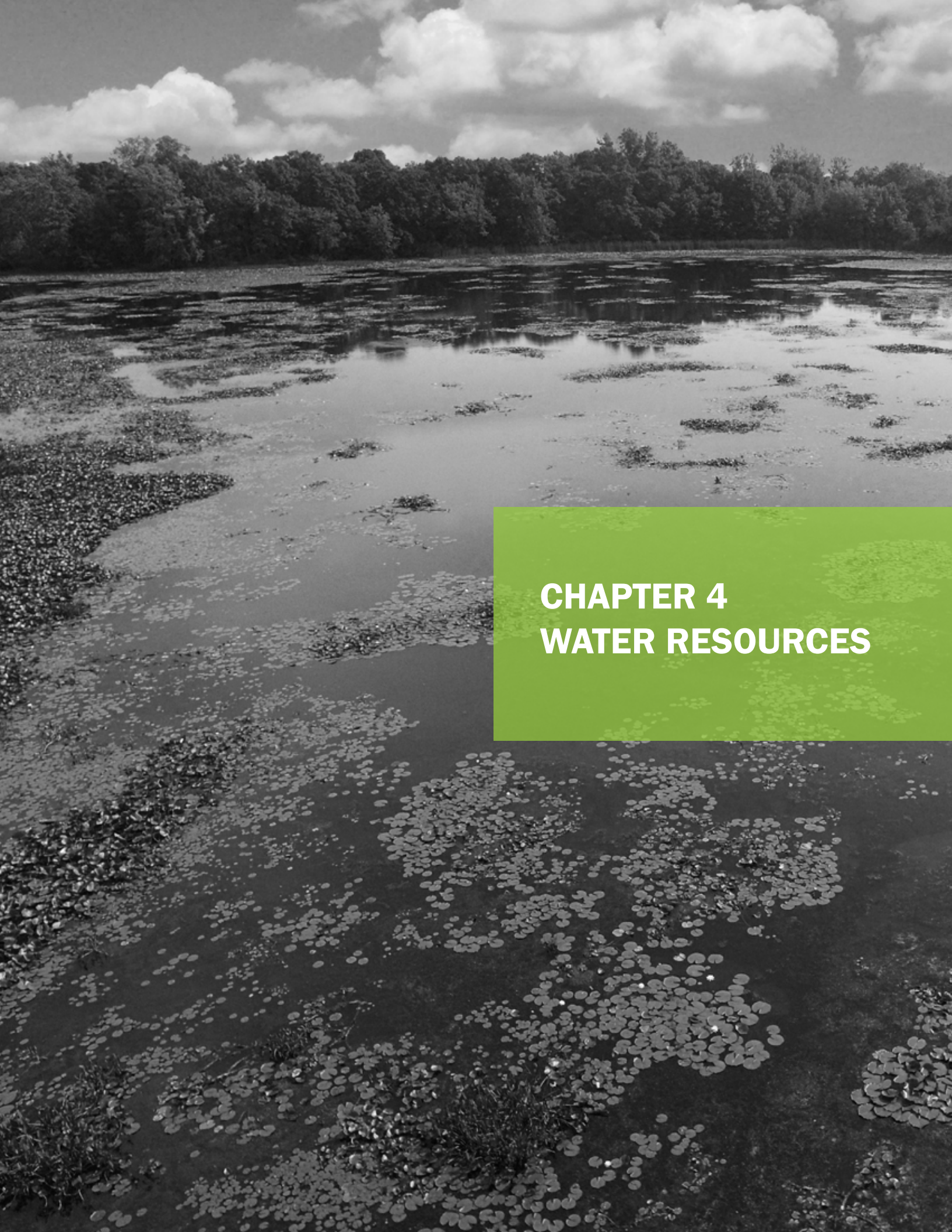


TRANSIT MAP



REGIONAL BICYCLE TRANSPORTATION NETWORK



A black and white photograph of a pond or lake. The water is covered with numerous lily pads, some of which are in the foreground, creating a textured surface. In the background, there is a dense line of trees under a sky with scattered clouds. A bright green rectangular box is overlaid on the right side of the image, containing the chapter title in white text.

CHAPTER 4

WATER RESOURCES

WATER SUPPLY

Public health is dependent on the supply of clean water for sustaining life. The water must be clear, odorless, tasteless, and hygienically acceptable. The public water supply has to be reliable, affordable, and sustainable. The public water supply and conveyance system is owned and operated by the City.

GOAL 1

Potable water quality shall meet Minnesota Department of Health standard.

POLICIES:

1. Carry out the Wellhead Protection Plan goals, objectives, and implementation measures.
2. Work with the Minnesota Department of Health to manage the perfluorochemical (PFC) impurities through blending, treatment, new well locations, or an alternative surface water supply source in order to stay below the health-based value thresholds.

GOAL 2

The water supply system shall provide sufficient capacity to all users.

POLICIES:

1. Carry out the Public Water Supply Plan sustainability and conservation measures.
2. Promote water conservation measures to reduce per capita consumption rates to less than 75 gallons per day for residential land uses and 90 gallons per day for the community at large.
3. Identify an alternative surface water supply source to wholly or partially reduce the City's reliance on groundwater, should state or court require.

GOAL 3

The operation, repair and replacement of infrastructure shall be sufficiently funded.

POLICIES:

1. Develop utility rates that cover operation costs and depreciation for the replacement of infrastructure.
2. Develop utility rates that promote water conservation.
3. Develop connection fees that provide sufficient capacity and storage to supply all properties and uses within the community.

SURFACE WATERS

High quality of surface waters allows for City lakes to be fishable, swimmable, and for lakes and wetlands to sustain plant and animal life. Preserving and improving the high environmental quality of the City's surface waters contributes to the public's quality of life and benefits the community.

GOAL 1

The Surface Water Management Plan shall improve water quality, minimize erosion, and protect wetlands and groundwater resources.

POLICIES:

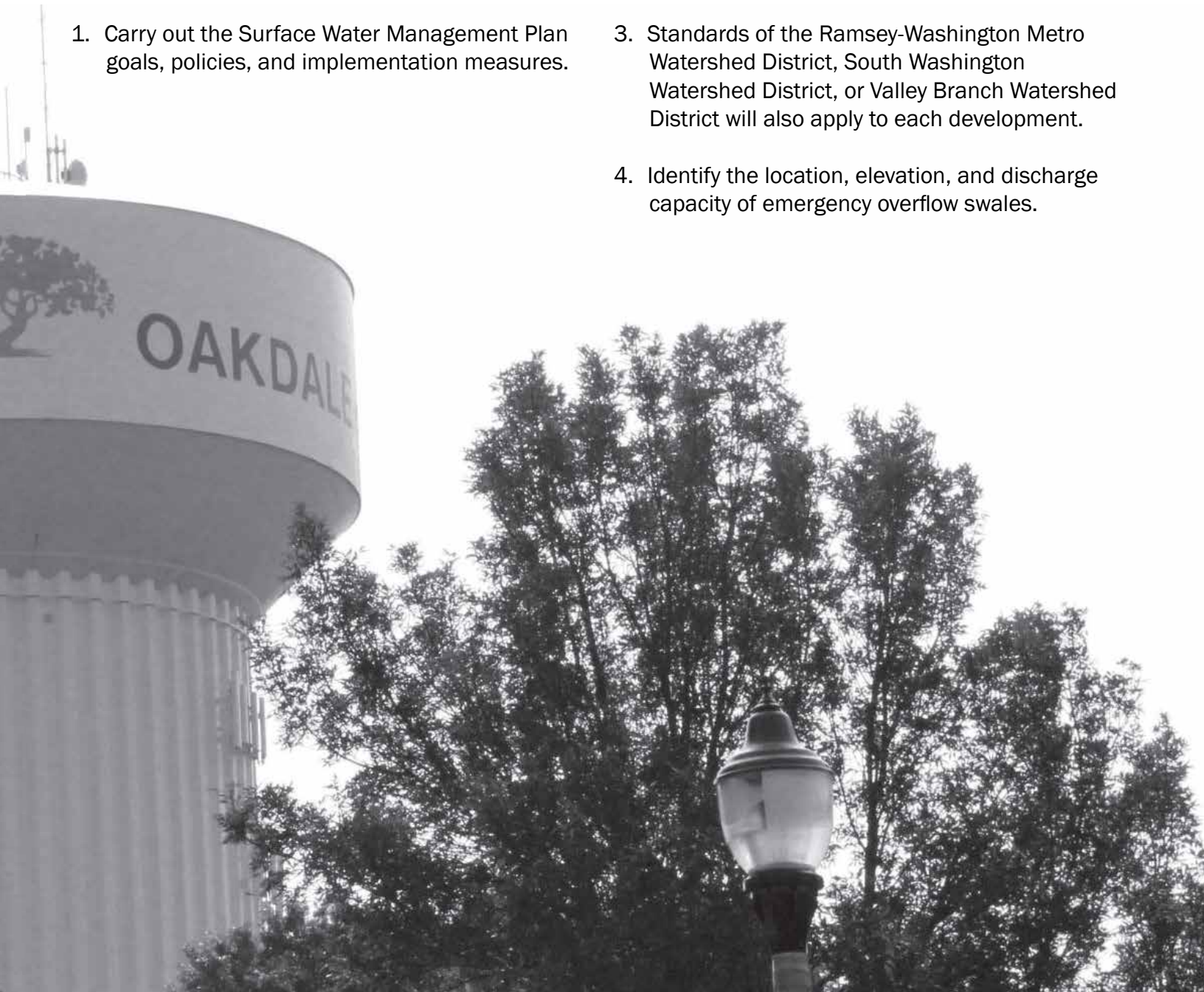
1. Carry out the Surface Water Management Plan goals, policies, and implementation measures.

GOAL 2

Flooding shall be minimized.

POLICIES:

1. Carry out the Surface Water Management Plan goals, policies, and implementation measures.
2. Update the community hydrologic model using NOAA's most recent Atlas 14 rainfall data.
3. Standards of the Ramsey-Washington Metro Watershed District, South Washington Watershed District, or Valley Branch Watershed District will also apply to each development.
4. Identify the location, elevation, and discharge capacity of emergency overflow swales.



Executive Summary, Water Resources Management Agreements, Amendment Process

Oakdale has completed its third generation Surface Water Management Plan (SWMP) to manage and protect the City's surface water resources. (SWMP, p. ES-2:ES-7) Highlights of the plan include: addressing water quality and flooding, wetlands, erosion, groundwater resource, shoreline management, maintenance, and public education. (SWMP, p. 12)

The City has water resource related agreements with the City of Lake Elmo, as well as Valley Branch Watershed District and the East Metro Water Resources Education Program to address stormwater runoff, maintenance, and education. (SWMP, p. F-1)

The Surface Water Management Plan is intended to extend approximately through the year 2028. Amendments to the plan can be requested at any time through a process that includes staff review, public hearing process, and City Council and watershed district approval. (SWMP, p. 48)

Physical Environment and Land Use

The City of Oakdale is approximately 91.5 percent developed as of 2018. The predominant land uses include single-family and multi-family residential, industrial, and office space, and a wealth of parks and open space. (See Existing Land Use Table, pg. 13)

Drainage areas as well as volumes and rates of flow are identified in the SWMP, p. D-1.

Existing and Potential Water Resource-Related Problems, Local Implementation Plan

A number of issues were identified in the SWMP that need attention, including: controlling phosphorous pollution, reducing stormwater runoff that can lead to localized flooding, improving erosion control, and protecting the quality of groundwater resources. (SWMP, Section III)

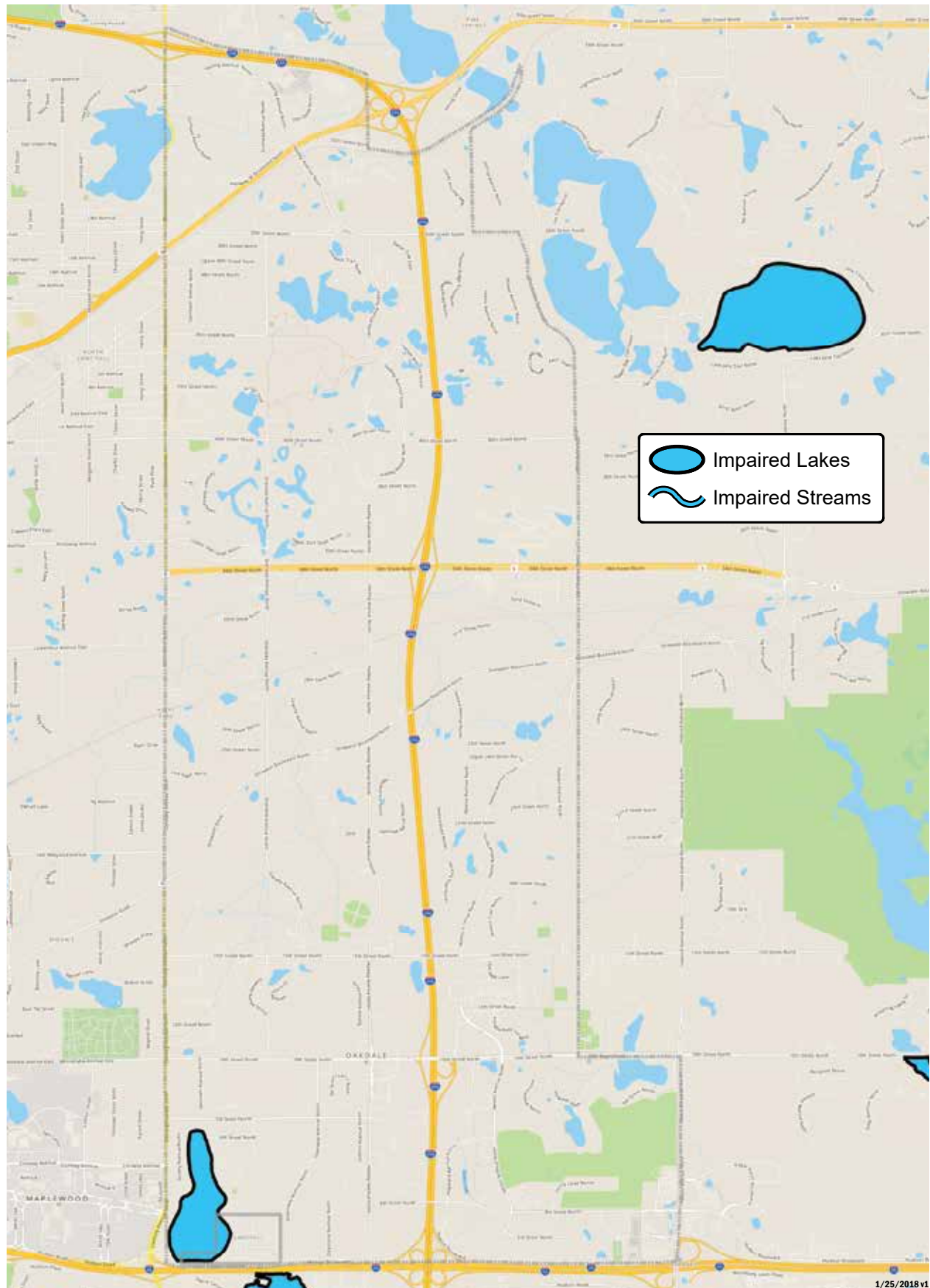
Detailed information on identified solutions, stormwater storage areas, water quality protection methods, city/watershed district roles and responsibilities, and official controls are included in the SWMP. (SWMP, Section III)

SURFACE WATER MANAGEMENT PLAN IMPLEMENTATION PROGRAM TABLE

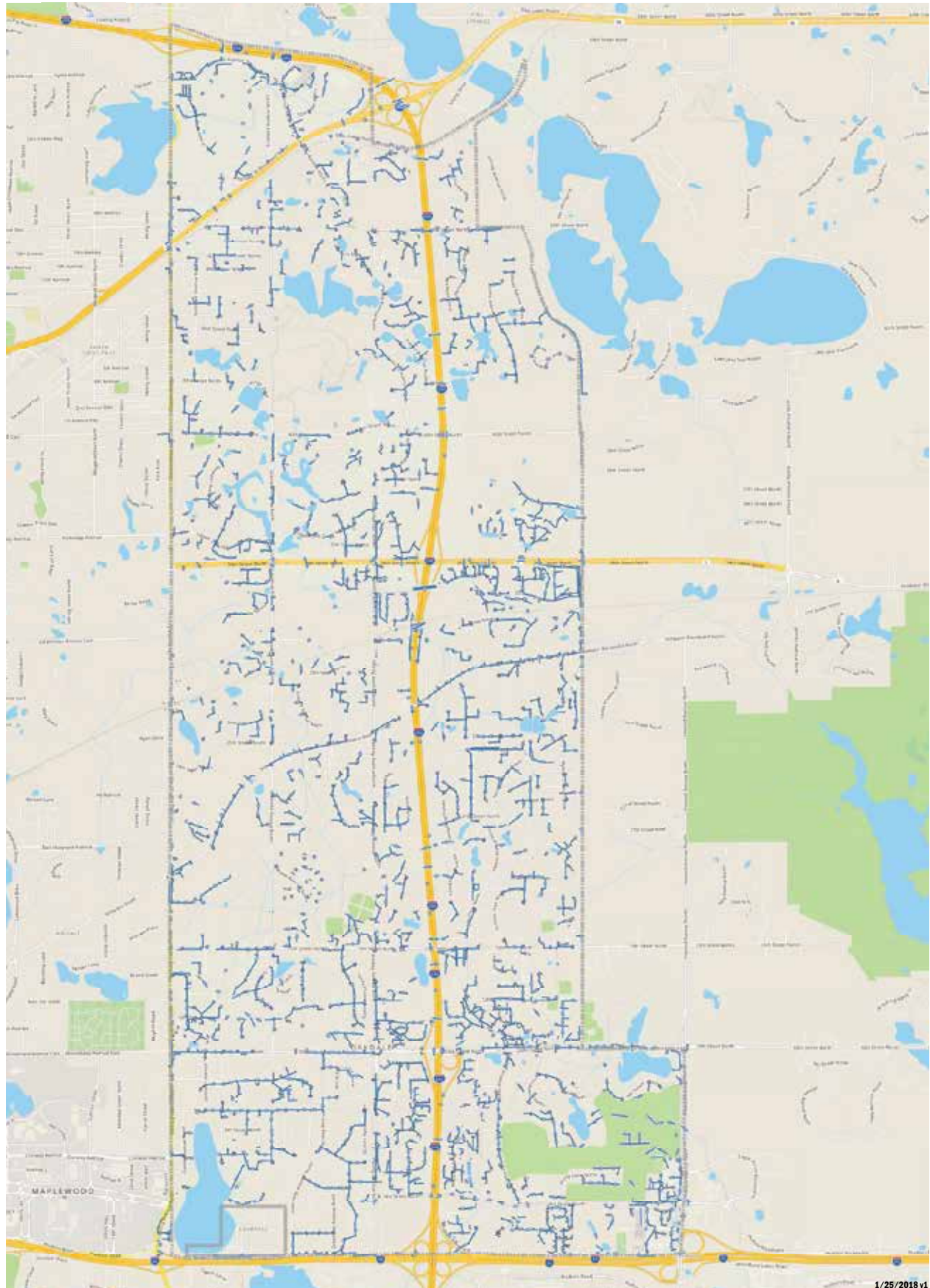
Implementation Priorities		Estimated Cost	Target Date
1.	Implement NPDES Permit Program	\$376,430	Annually
2.	Update Post- Construction Runoff Control Ordinance and Erosion and Sediment Control Ordinance	\$5,000	2020-2021
3.	Complete a study of potential infiltration and volume reduction areas to support future street reconstruction projects	\$15,000	2019-2020
4.	Track List of Impaired Waters by MPCA	N/A	Annually
5.	Enhancement of database for tracking and reporting stormwater program activities	\$5,000 \$5,000	Ongoing Annually
6.	Explore grant program opportunities to help fund water resources projects and initiatives	\$2,500	Annually (Ongoing)
7.	Coordinate hydrologic model refinement with watershed district models	\$20,000	2019-2020 (Ongoing)

Source: City of Oakdale

IMPAIRED WATERS



SURFACE WATER





WASTEWATER

The sanitary sewer system allows people to live in close proximity to each other. Human health is dependent on one’s ability to manage and treat human waste in order to provide a sanitary environment. Without it, there would be persistent epidemics and diseases. The sanitary sewer collection system is owned and operated by the City, while the Metropolitan Environmental Services owns and operates the treatment facility.

GOAL 1

Sewage flows shall reflect changes to the future land use map.

POLICIES:

The City shall update the Sanitary Sewer Plan to reflect:

1. Changes associated with the proposed development north of CSAH 14 and east of I-694.
2. Changes associated with the proposed transit orientated development along Helmo Avenue south of 4th Street.
3. Other small area redevelopment plans.

GOAL 2

Inflow and Infiltration into the sanitary sewer system shall be reduced.

POLICIES:

1. Investigate and invest in an annual sewer main lining program as part of the annual street construction program.
2. Televis and, if appropriate, line the Tanners Lake Interceptor line which runs along the east side of Tanners Lake.
3. Work with property owners on identifying sewer service lines that may be a source of Inflow and Infiltration (I&I). Make arrangements for property owners to seek financial assistance through state or regional loan/grant programs.

GOAL 3

Temporary lift stations shall be eliminated.

POLICIES:

1. Lift Station No. 8 (2759 Geneva Avenue North) has been identified as a temporary lift station, and should be eliminated when the pumps and control panel have reached the end of their useful life.
2. Lift Station No. 12 (7115 50th Street North) has been identified as temporary lift station, and should be eliminated when the property develops north of 50th Street, just west of I-694.

Wastewater

Oakdale has updated its table which details the estimated sewer flows based on forecasted household and employment populations through the year 2040 (Land Use Analysis, p. 46). The flows are separated by sewer districts and service areas in another table (Sanitary Sewer Analysis, p. 45). The table shows, and the Metropolitan Council has been made aware that, the projected flows in the East WONE are projected to exceed the existing capacity by year 2040.

Oakdale has also updated its maps which detail the existing sanitary sewer system, and identify the boundaries of the local sewer service districts (p. 41).

Oakdale has intercommunity service agreements with several adjoining communities, including the cities of Maplewood, Lake Elmo, and North St. Paul.

Infiltration and Inflow (I & I)

The Metropolitan Council has instituted an Inflow/Infiltration (I/I) Surcharge Program. The fundamental policy statement summarizing this program is that the Metropolitan Council “will not provide additional capacity within its interceptor system to serve excessive inflow and infiltration.” The Council establishes inflow and infiltration thresholds for each of the communities that use its system. Communities that exceed this threshold are required to eliminate this excess flow within a reasonable timeframe. The Metropolitan Council identified Oakdale as a community with observed excess I/I.

Oakdale has strategies for preventing and reducing excessive inflow and infiltration (I/I). Much of Oakdale’s sanitary sewer system is relatively new and I/I in Oakdale has not generally been a significant issue. Comparing the MCES flow meter (M021) data and daily rainfall data over the past few years, no consistent correlation is observed between rainfall events and higher than average flow values, which would indicate I/I problems. The notable exceptions have been the extended wet October of 2005, and a large storm event that occurred in 2013.

The City has identified several older neighborhoods with vitrified clay pipe (VCP) sanitary sewer lines which are potential I/I contributors. The City has estimated that no more than 10% of the private sewer service lines in the community are VCP. Even though approximately 20% of parcels in the city are served with VCP sewer service stubs, only the portion within the Right of Way (typically 25 to 30’ in length) is VCP while the balance of the private sewer service (from the property line to the structure typically 30’ in length) is cast iron. The City is diligent in inspecting these sanitary sewers to identify cracks or joint separations. The City also televises sanitary sewers annually in Capital Improvement Plan areas, and as necessary:

- Replace castings and rings
- Grout cracks
- Repairs joints
- Performs sewer lining
- Provide drintile for residences with active sump pumps.

An outline of the City’s proactive program directed at identifying and correcting I/I, is as follows:

- Minnesota State Plumbing Code 4715.2700 prohibits roof drains from being connected to the sanitary sewer system, and states that, “All roofs shall be drained into a separate stormsewer system. Stormwater shall not be drained into sewers intended for sanitary sewage only.”
- City Code Section 5-9 (b) (2) requires foundation drintile systems to discharge to the exterior of the building. City Code Section 5-9 (b) (4) indicates that “For any reason, emergency or otherwise, the drainage tile or sump pump discharges into the sanitary sewer, there will be a charge for such discharge.”
- Oakdale conducts sewer line televising for a portion of the system annually in conjunction with the sewer cleaning schedule, making repairs where potential I/I problems are indicated. All new City facilities are also televised before being placed in service. Additionally, after major street reconstruction projects, sanitary sewer pipe in the project area is televised to ensure that no damage occurred.

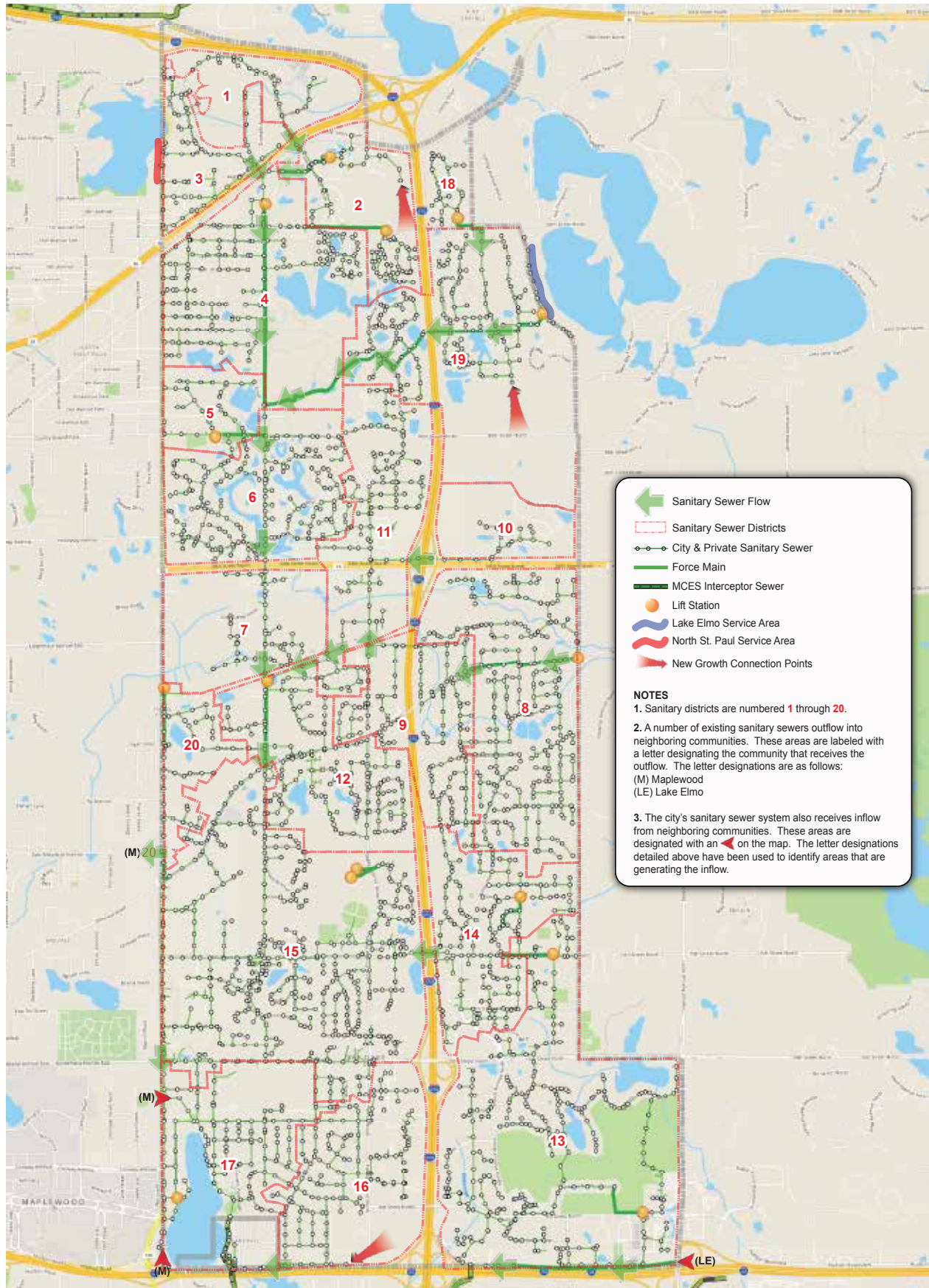
The City has also created ordinances to prohibit the connection of sump pumps or other surface draining connections to the City sanitary sewer system. These ordinances are as follows:

- Sec. 17-18. Sump Pump Prohibited. After the hookup to a public sewer, no sump pump will be allowed to handle wastes intended for discharge into the public sewer.
- Sec. 17-19. Storm Water Prohibited in Sewers. It shall be unlawful for any owner, occupant, or user of any premises to direct into or allow any storm water, surface water, ground water, well water, or water from industrial or commercial air conditioning systems to drain into the city sanitary sewer system. No rainspout or other form of surface drainage and no foundation drainage or sump pump shall be connected or discharged into any sanitary sewer.

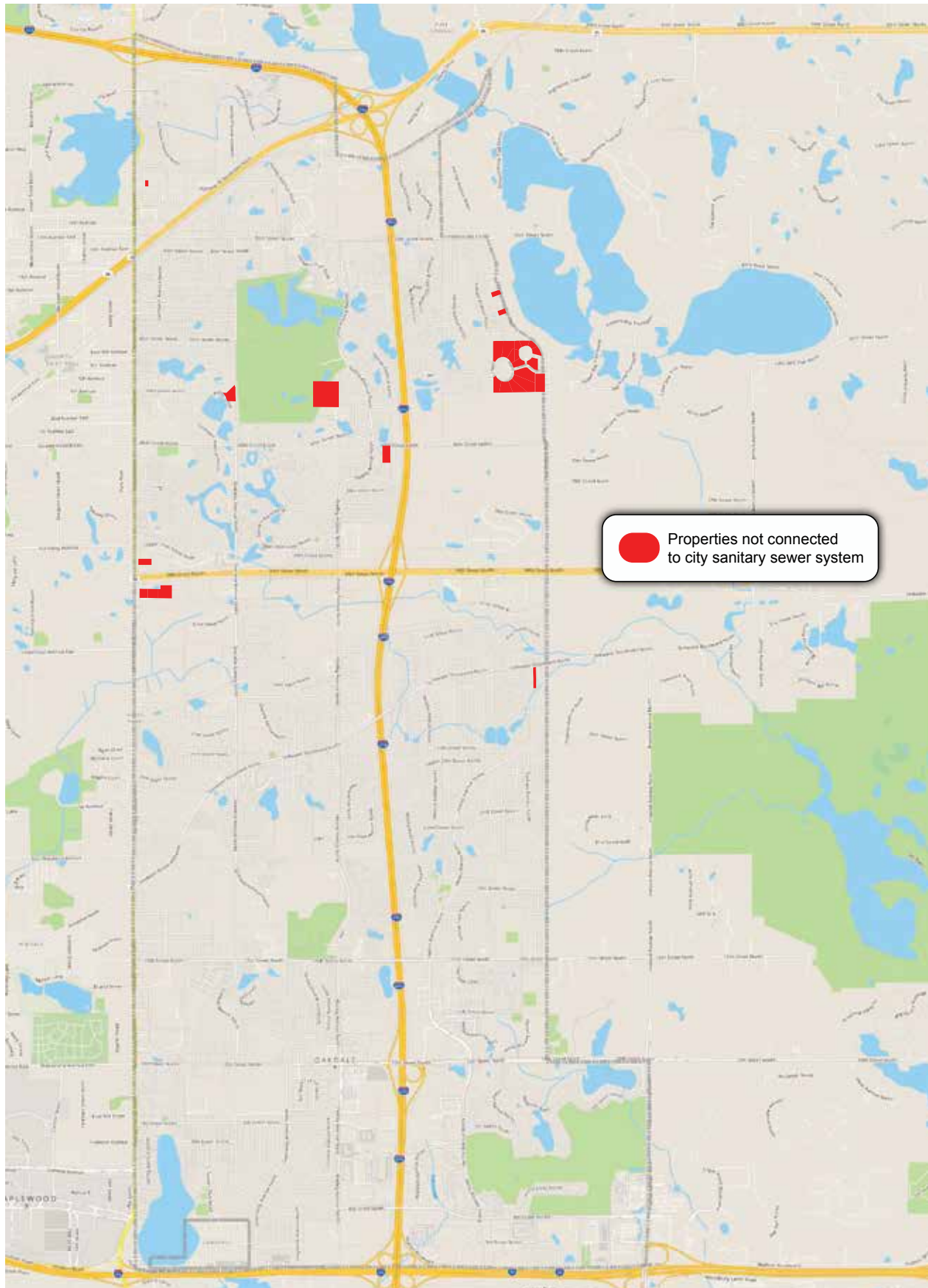
Subsurface Sanitary Treatment Systems (SSTS)

The City has identified 28 SSTS still operating in Oakdale. Washington County will continue to inspect and monitor the performance of the systems. These systems will continue until such time the property is redeveloped, or until the systems begin to fail. Extending public sanitary sewer to these parcels will be addressed under either of those two conditions.

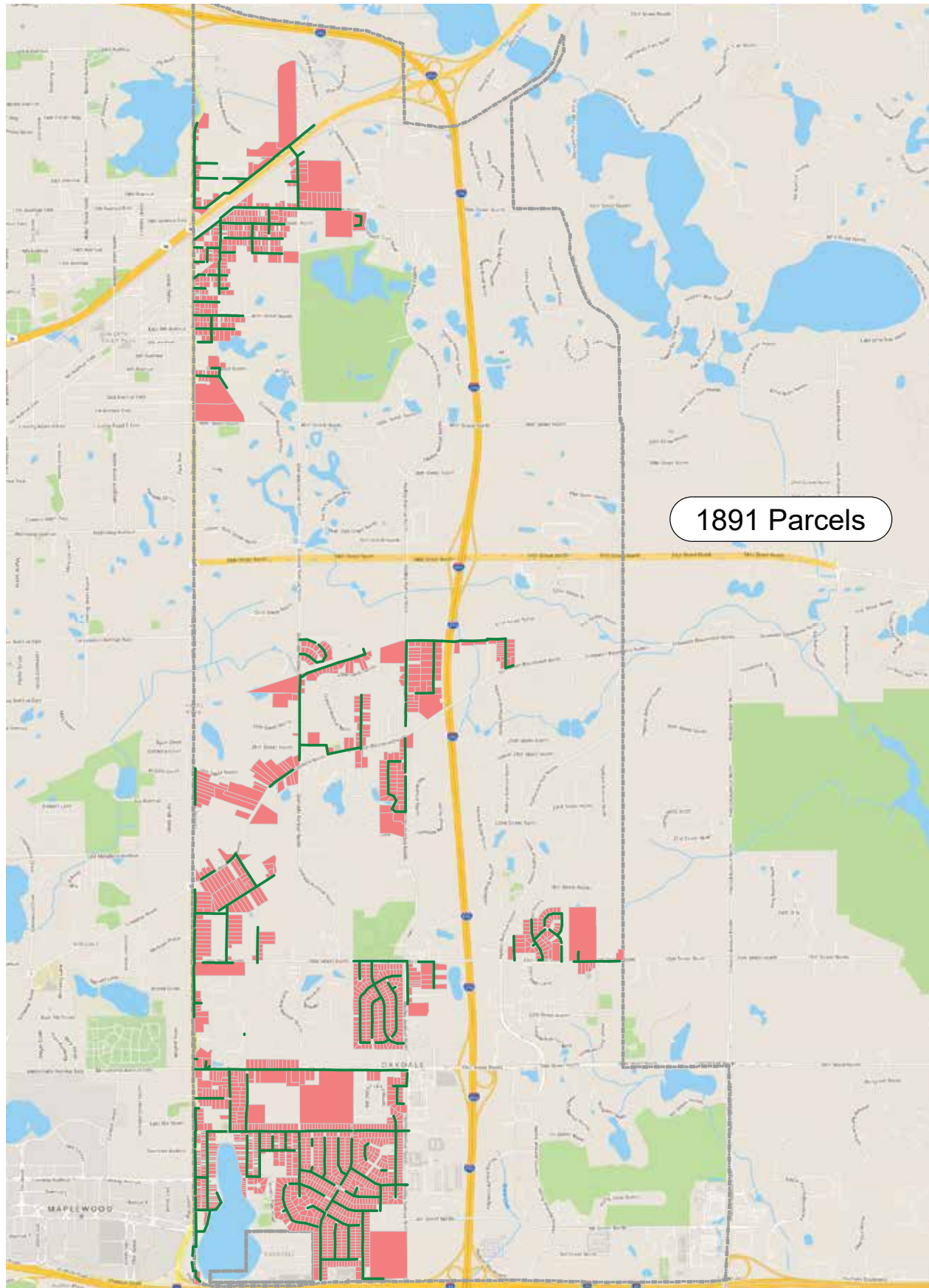
WASTEWATER



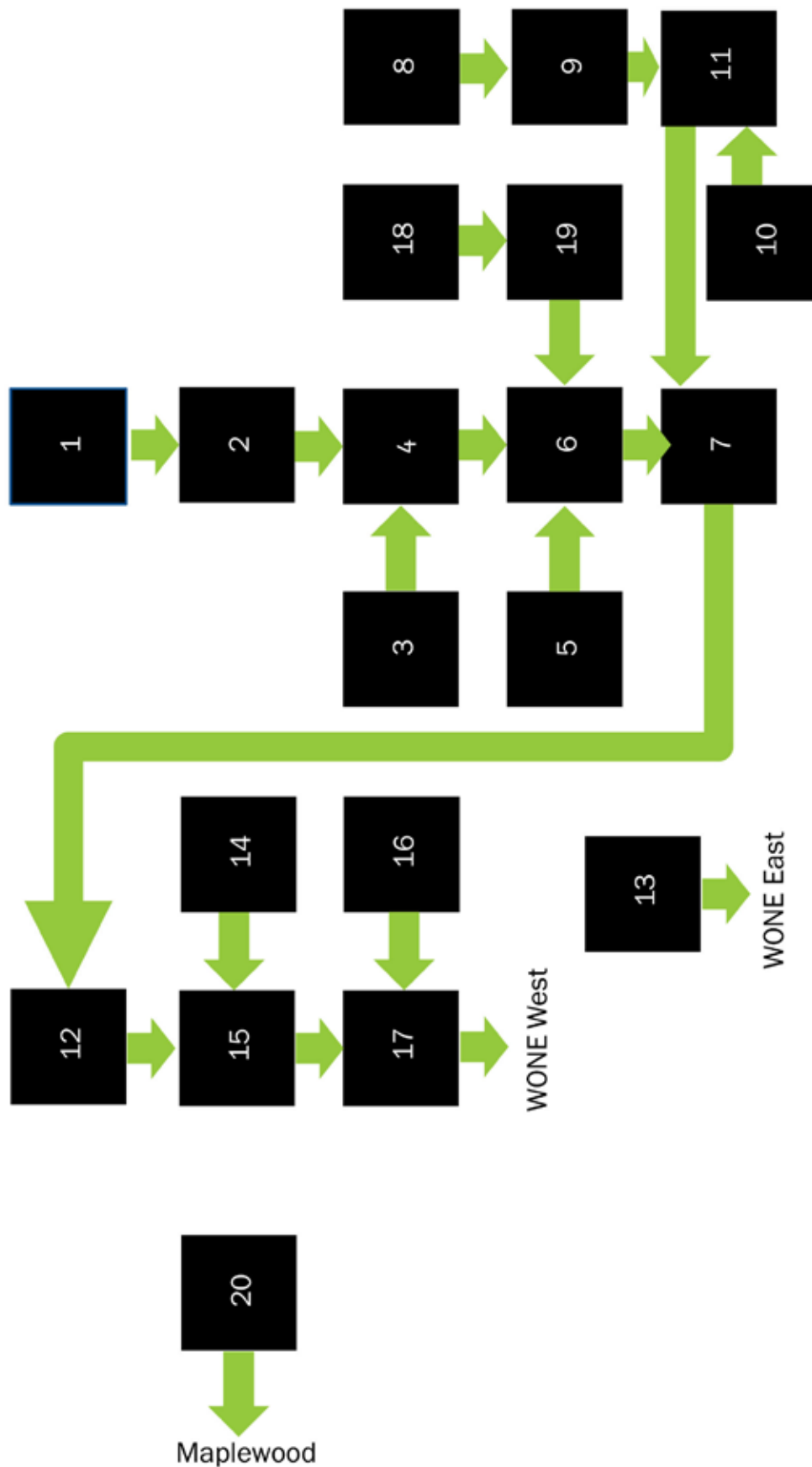
SUBSURFACE SEWAGE TREATMENT SYSTEMS (SSTS)



PARCELS W/VITRIFIED CLAY PIPE (VCP) SEWER STUBS



SANITARY SEWER DISTRICT FLOW CHART



SANITARY SEWER ANALYSIS

	2020 Sewer Flows (MGD)	Cumulative Flow Thru District	Future Flows New Development	2030 Sewer Flows (MGD)	Ultimate 2040 Sewer Flows (MGD)	Ultimate Cumulative Flow Thru District (MGD)	Ultimate Cumulative Flow Thru District (CFS)	Peaking Factor	Peak Flow CFS	Lift Station or Pipe Capacity
Sewer District 1	0.059	0.059	0.0550	0.087	0.114	0.114	0.176	2.5	0.441	1.20
Sewer District 2	0.065	0.124	0.0156	0.081	0.081	0.195	0.301	2.5	0.753	1.78
Sewer District 3	0.073	0.073	0.0115	0.073	0.084	0.084	0.131	3.0	0.392	5.00
Sewer District 4	0.184	0.381	0.0194	0.184	0.203	0.482	0.747	3.0	2.240	4.00
Sewer District 5	0.058	0.058	0.0023	0.058	0.061	0.061	0.094	4.0	0.375	0.49
Sewer District 18	0.036	0.036	0.0000	0.036	0.036	0.036	0.056	2.5	0.139	0.45
Sewer District 19	0.194	0.230	0.2873	0.481	0.481	0.517	0.800	2.5	2.000	3.04
Sewer District 6	0.235	0.904	0.0020	0.235	0.237	1.297	2.007	3.0	6.020	13.20
Sewer District 7	0.040	1.520	0.0206	0.050	0.060	2.074	3.209	2.5	8.024	13.20
Sewer District 20 (Maplewood)	0.044	0.044	0.0078	0.052	0.052	0.052	0.081	3.0	0.242	
Sewer District 8	0.277	0.27	0.0536	0.330	0.330	0.330	0.511	3.0	1.533	2.00
Sewer District 9	0.134	0.411	0.0070	0.138	0.141	0.472	0.730	3.0	2.189	3.78
Sewer District 10	0.025	0.025	0.0590	0.084	0.084	0.084	0.130	2.5	0.325	0.68
Sewer District 11	0.140	0.576	0.0213	0.161	0.161	0.717	1.109	3.0	3.328	4.08
Sewer District 12	0.180	1.700	0.0084	0.180	0.188	2.263	3.501	3.0	10.503	13.20
MCES LS		2.095				2.791	4.319	2.5	10.796	
Sewer District 13 (East WONE)	0.320	0.320	0.2700	0.420	0.590	0.590	0.913	3.0	2.739	2.71
Sewer District 14	0.240	0.240	0.0370	0.260	0.277	0.277	0.428	3.0	1.284	2.10
Sewer District 15	0.582	2.521	0.0146	0.590	0.596	3.136	4.852	3.0	14.556	14.00
Sewer District 16	0.212	0.212	0.0207	0.212	0.232	0.232	0.359	3.0	1.078	2.64
Sewer District 17	0.215	2.948		0.220	0.244	3.612	5.588	2.5	13.971	14.00
	3.321									
*Revised to reflect Gold Line BRT TOD Development										

Source: City of Oakdale

Cumulative Flow Thru District			Ultimate Sewer Flows (MGD)	WONE Capacity
to West WONE	2.948		3.612	4.150
to East WONE	0.320		0.590	0.486
District 20 Maplewood	0.044		0.052	
Total Sewer Flow	3.321		4.254	
Reserve Capacity - West WONE	1.202		0.538	
Reserve Capacity - East WONE	0.166		-0.104	

LAND USE ANALYSIS

LAND USE ANALYSIS

Within Urban Service Area	Allowed Density Range Housing Units/Acre		Existing (2017)	2020	2030	2040	Change 2017- 2040
	Minimum	Maximum	acres	acres	acres*	acres*	acres
Residential Land Uses			3874.07	4077.74	4096.36	4096.36	178.51
Low Density Residential	3	3	2300.33	2300.33	2304.51	2304.51	4.18
Medium Density Residential	4	8	1098.35	1098.35	1098.35	1098.35	0.00
High Density Residential	8	30	175.35	175.35	187.30	187.30	11.95
Mixed Use	8	30	300.04	298.76	301.25	301.25	1.21
Mixed Use Residential	4	55	0.00	161.17	161.17	161.17	161.17
BRT Oriented Development	15	50	0.00	43.78	43.78	43.78	43.78
C/I Land Uses	Est. Employees/Acre		1191.72	987.22	968.60	-223.12	-223.12
Commercial	7		360.36	361.64	350.87	350.87	-9.49
Office/Limited Business	7		80.01	68.75	68.75	68.75	-11.26
Industrial/Office	7		309.24	309.24	301.39	301.39	-7.85
General Industrial	7		52.71	52.71	52.71	52.71	0.00
Business Campus	7		389.40	194.88	94.88	194.88	-194.52
Public/Semi Public Land Uses			1612.65	1613.48	1613.48	1613.48	0.83
Public			165.18	165.18	165.18	165.18	0.00
Semi-Public			159.36	159.36	159.36	159.36	0.00
Park			624.09	624.09	624.09	624.09	0.00
Open Space			631.84	632.67	632.67	632.67	0.83
Open Water			32.18	32.18	32.18	32.18	0.00
Subtotal Sewered			6,678.44	6,678.44	6,678.44	6,678.44	0.00

* Reflects land that may be reguied at the discretion of the City Council with an approved development plan

SEWER FLOW ANALYSIS

Within Urban Service Area	Sewer Flow Assumptions (gallons/acre)	2017 mgd	2020 mgd	2030 mgd	2040 mgd	Flow Increase 2017-2040 mgd
Residential Land Uses						
Low Density Residential	870	1.7	1.8	1.9	2.0	0.3
Medium Density Residential	1377	0.6	0.6	0.6	0.6	0.0
High Density Residential	1215	0.3	0.2	0.3	0.3	0.0
Mixed Use	1300	0.1	0.1	0.2	0.2	0.1
Mixed Use Residential	1300	0.0	0.1	0.2	0.3	0.3
C/I Land Uses						
Commercial	500	0.2	0.2	0.2	0.2	0.0
Office/Limited Business	500	0.0	0.0	0.0	0.1	0.1
Industrial/Office	1000	0.1	0.1	0.1	0.1	0.0
General Industrial	1300	0.0	0.0	0.0	0.0	0.0
Business Campus	1300	0.0	0.0	0.0	0.0	0.0
Public/Semi Public Land Uses						
Public	2000	0.2	0.2	0.2	0.2	0.0
Semi-Public	0	0.0	0.0	0.0	0.1	0.1
Park	0	0.0	0.0	0.0	0.0	0.0
Open Space	0	0.0	0.0	0.0	0.0	0.0
Open Water	0	0.0	0.0	0.0	0.0	0.0
BRT Oriented Development	9500	0.0	0.2	0.2	0.2	0.2
Total		3.2	3.5	3.9	4.3	1.1

FORECAST TABLE

SEWER ALLOCATION FORECASTS

Forecast Year	Sewer Facility	Population	Households	Employment
2010	MCES Sewered	26,618	10,649	8,651
	East WONE	1,925	770	3,329
	West WONE	24,318	9,729	5,292
	Maplewood Interceptor	375	150	30
	Unsewered	783	307	0
	Forecast TOTAL	27,401	10,956	8,651
2020	MCES Sewered	29,530	11,972	11,300
	East WONE	1,899	770	3,729
	West WONE	27,256	11,052	7,541
	Maplewood Interceptor	375	150	30
	Unsewered	70	28	0
	Forecast TOTAL	29,600	12,000	11,300
2030	MCES Sewered	35,230	14,572	11,700
	East WONE	3,554	1,470	3,746
	West WONE	31,301	12,950	7,924
	Maplewood Interceptor	375	152	30
	Unsewered	70	28	0
	Forecast TOTAL	35,300	14,600	11,700
2040	MCES Sewered	35,930	14,872	12,100
	East WONE	3,600	1,490	3,852
	West WONE	31,943	13,222	8,218
	Maplewood Interceptor	387	160	30
	Unsewered	70	28	0
	Forecast TOTAL	36,000	14,900	12,100

Source: City of Oakdale

INFLOW AND INFILTRATION TABLE

Information/Year	2011	2012	2013	2014	2015	2016	2017	2018
Winter Quarter Water Pumped	164,872,715	174,452,524	166,587,578	173,196,369	168,859,570	168,315,186	162,844,282	166,632,987
Year Base Flow = WQ*4	659,490,860	697,810,096	666,350,312	692,785,476	675,438,280	673,260,744	651,377,128	666,531,948
Total Sewer Flows Less Base Flow = I&I	142,129,140	184,177,904	155,192,688	22,884,524	3,693,720	37,163,256	27,918,872	50,311,052
I&I % of Total Flow	18%	21%	19%	3%	1%	5%	4%	7%
Miles of Sanitary Sewer Mains	116	115.94	118	119	118	118.35	118.35	118.35
Miles of Sanitary Sewer Services (60"X10000/5280)	56.82	56.82	56.82	56.82	56.82	56.82	56.82	56.82
Percent of I&I attributed to mains	67%	67%	67%	68%	67%	68%	68%	68%
Percent of I&I attributed to services	33%	33%	33%	32%	33%	32%	32%	32%
I&I Gallons attributed to mains	953,997	1,236,026	1,047,520	154,889	24,932	251,086	188,628	339,916
I&I gallons attributed to services	467,294	605,753	504,407	73,956	12,005	120,547	90,561	163,194

Source: City of Oakdale



CHAPTER 5

PARKS AND TRAILS

Parks and trails are extremely important to establishing and maintaining the quality of life in a community, ensuring healthy lifestyles, and adding to its economic and environmental well-being. Parks provide gathering places for social groups and families, as well as for individuals of all ages and economic status. Recreation programs and parks contribute to the health of children, youth, adults and seniors of all abilities. Parks improve the local tax base and increase property values. Parks are also proven to improve water quality, improve the quality of the air, produce habitat for wildlife, and provide a place for all to connect with nature and recreate outdoors. An active system of parks, trails, and recreation programs is key to a healthy and vibrant City of Oakdale.



GOAL 1

Recreation programming and park improvements shall respond to the needs and preferences of a diversity of ages, cultures, abilities and incomes.

POLICIES:

1. Continually evaluate the relevancy of current recreational programming and park amenities.
2. Deliver park programming directly within Oakdale's neighborhoods and continue the Recreation Department's pop-up park program.
3. Pursue development possibilities of the defunct par 3 golf course, including a passive park.

GOAL 2

Recreational programming, park facilities, and open space shall be accessible to all physical abilities and incomes.

POLICIES:

1. Develop a plan to ensure programming, parks, and open spaces are accessible for all abilities and incomes.
2. Develop a plan to ensure the public use of open space, including wetlands, is open to all pedestrians and bicyclists.

GOAL 3

Parks shall be integrated into the City's pedestrian system.

POLICIES:

1. Develop a plan to connect parks to each other via the City's trail and sidewalk system.

GOAL 4

Recreation programming shall engage the broader community in program development and delivery.

POLICIES:

1. Evaluate the feasibility of establishing a recreation and maintenance volunteer program.
2. Evaluate opportunities to develop service delivery and/or financial partnerships with other organizations.
3. Include a diversity of stakeholders, to include age, race, ethnicity, and income in parks and recreation program planning.



LOCAL PARKS AND TRAILS

Oakdale offers a variety of active and passive parks and recreation facilities to meet the needs of residents of all ages, abilities, income, and cultural background.

Community Parks (Active): These parks provide for more intensive recreational activities, such as tennis courts, ballfields, swimming, and ice skating rinks.

Trails (Active): Oakdale has an existing infrastructure of trails and bike lanes throughout the City. The majority are located in roadway right-of-way and parallel to local streets. Active trails are paved for biking, roller blading, strollers, and walking.

Preservation Parks (Passive): These parks are set in natural areas of the community where preservation of the natural environment is the primary emphasis. Interpretive signage and educational features are found throughout the park to promote the public awareness of natural systems. Hiking trails, wildlife sanctuaries, and picnic facilities would be among the primary uses of such a park, which, in turn, would benefit natural wildlife, nature enthusiasts, and related educational programs.

Open Space (Passive): Open Space areas have been designated throughout the City in order to preserve significant natural features such as wetlands, wildlife habitat, and wooded areas. This land use is not utilized for recreational purposes but provides aesthetic beauty and protects important natural systems that benefit the City in numerous ways.

Wildlife Corridors (Passive): These greenbelts are a dedicated strip of contiguous land ranging from 30-100 feet in width, preferably in a native, undeveloped state, that maintains a “safe and secure” route for plant species, as well as animals and birds to travel and migrate within the community and throughout the region.

Trails (Passive): Nature preserves and wooded areas have passive trails that are less invasive on the surrounding environment. These soft surface trails utilize natural materials such as wood chips or mulch that typically need to be maintained each year.

REGIONAL PARKS SYSTEM COMPONENTS

There are no Regional Parks System Components within Oakdale as identified in the 2040 Regional Parks Policy Plan.



An Oakdale Recreation Pop-Up Parks event

STATE LANDS

The Gateway State Trail connects Oakdale to St. Paul and Stillwater via 18 miles of paved trail.

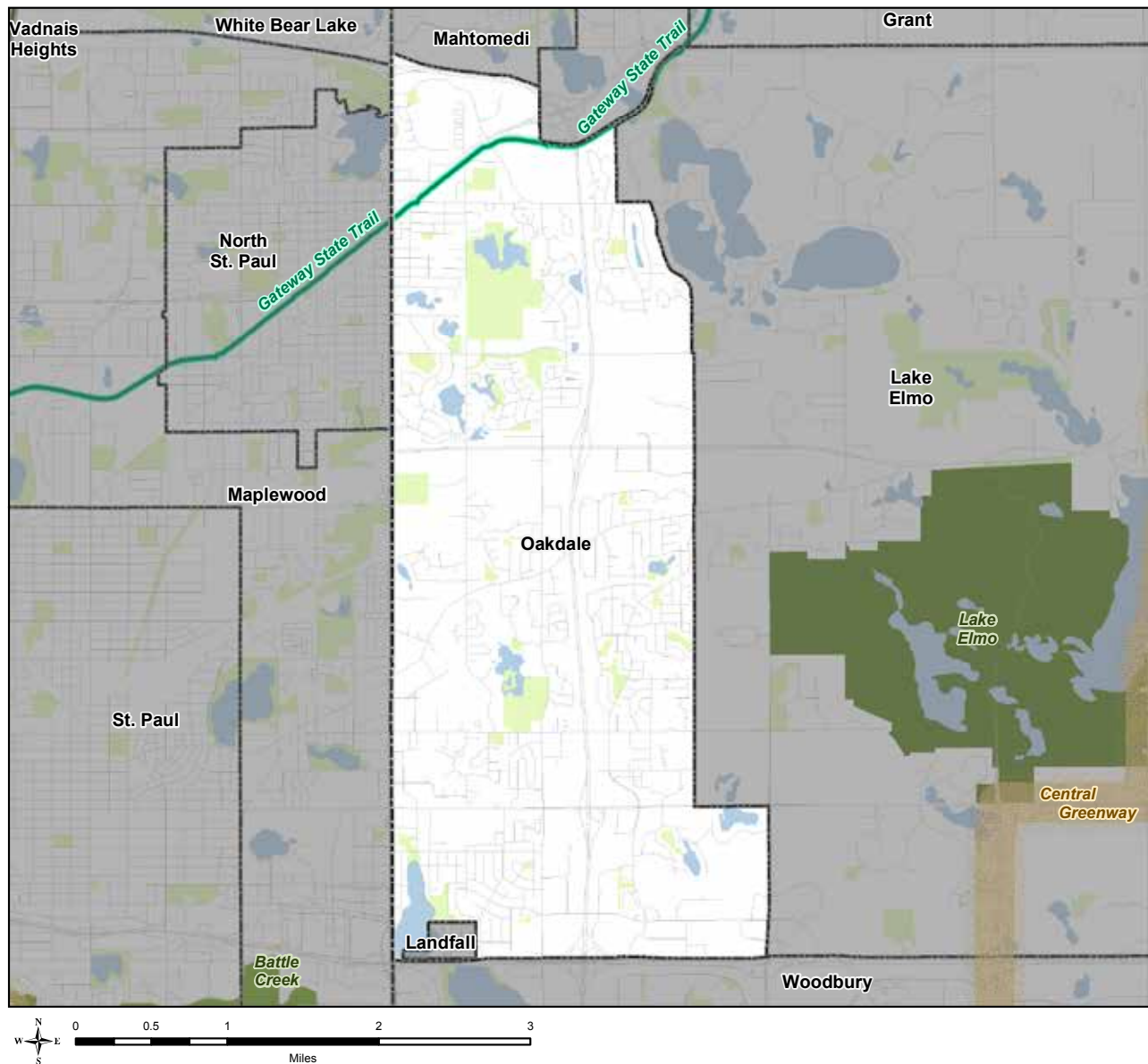


A bicyclist travels on the Gateway Trail



Residents enjoying a program held at the Discovery Center's outdoor amphitheater

REGIONAL PARK SYSTEM



Regional Parks

- Regional Parks
- Park Reserves
- Special Recreation Features
- Planned Units
- Regional Trail Corridor Land

Regional Trails

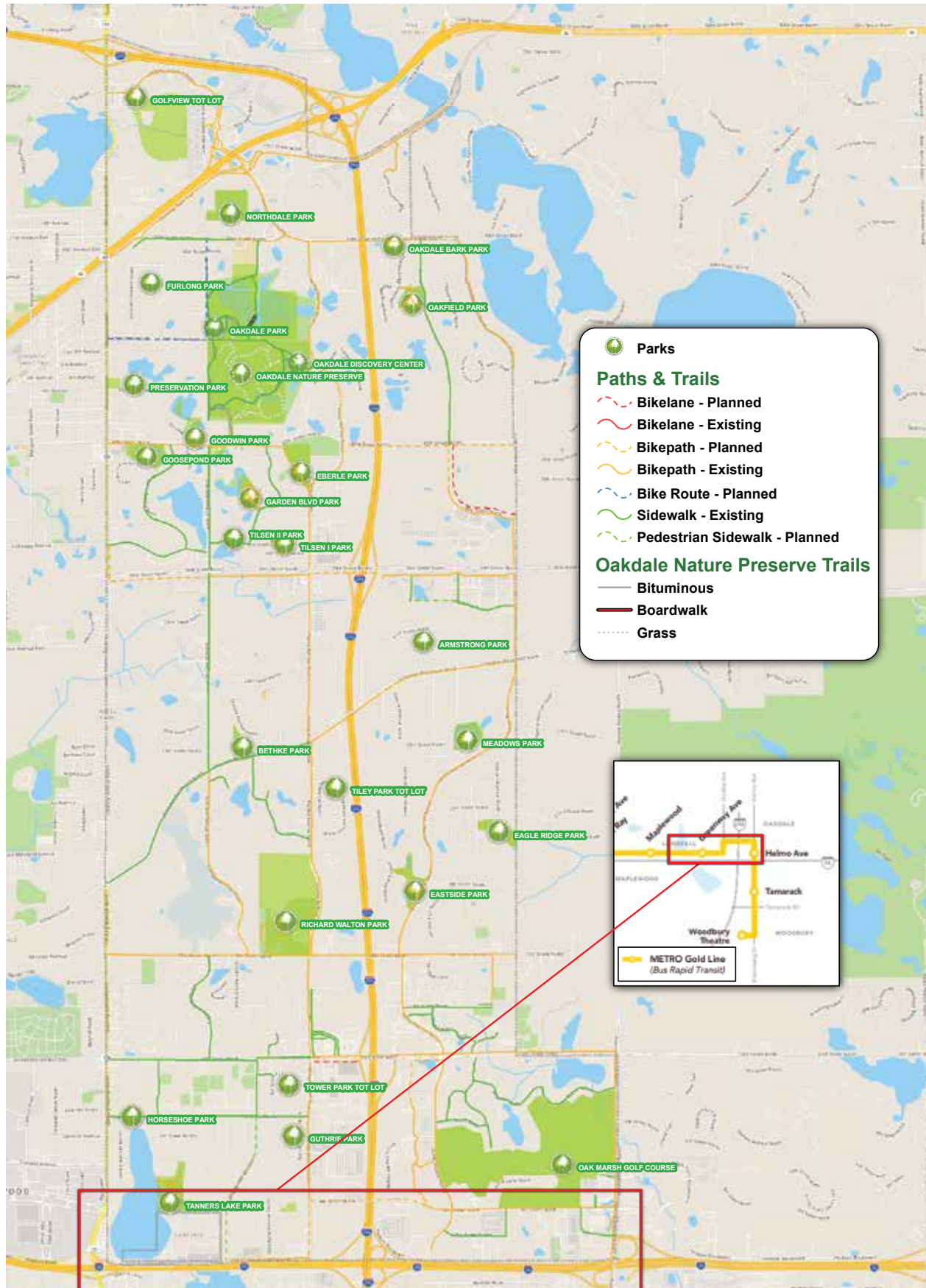
- Existing
- Planned

Regional Park Search Areas and Regional Trail Search Corridors

- Boundary Adjustments
- Search Areas
- Regional Trail Search Corridors
- Regional Trails - 2040 System Additions

- Existing State Trails
- Street Centerlines (NCompass)
- Lakes and Major Rivers
- Minnesota Valley National Wildlife Refuge
- State Parks
- State Wildlife Management Areas (Publicly Accessible)
- Scientific and Natural Areas (SNA)
- Other Parks and Preserves

PARKS/TRAILS/PEDS



An aerial photograph of a suburban neighborhood. In the foreground, a paved road curves through the scene. Several large, two-story houses with gabled roofs and multiple windows are visible. Some houses have attached garages, and a few cars are parked in driveways. The houses are surrounded by lush green trees and lawns. In the background, more houses and a dense line of trees are visible under a sky with scattered clouds.

CHAPTER 6 HOUSING

People in all stages of life and of all economic means need to have feasible choices for safe, stable, and affordable homes in desirable neighborhoods. Housing provides many benefits necessary for a good quality of life. Housing provides shelter from the elements, but it also provides a setting for family life and a place for refuge and relaxation. Housing also provides a connection to the larger community in terms of access to jobs, transportation and transit, schools, parks, and social networks. Housing is also expression of status and expression of style as well as an asset to build personal wealth. Furthermore, businesses wishing to locate and expand in a community require quality housing affordable to their employees. The city's role is to facilitate housing choices that are affordable to all Oakdale residents.

GOAL 1

All people, regardless of age, income, family status, ability, race or ethnicity shall have realizable choices and access to a safe, stable, and affordable home.

POLICIES: Housing Physical Condition

1. Continue the implementation of the Neighborhood Preservation and Enhancement Initiative's Housing Rehabilitation Strategic Framework to maintain and improve the physical condition of existing older owner-occupied and rental housing stock.

POLICIES: Housing Affordability

2. Develop plans with partners such as Minnesota Housing, Metropolitan Council, non-profit and for-profit housing developers, and the Washington County Community Development Authority to preserve existing affordable rental housing, such as Low-Income Housing Tax Credit properties and others, with a focus on the following properties:
 - a. Gentry Place (1303 Gentry Avenue North)
 - b. Eastwood Village of Oakdale (6219, 6181 Upper 35th Street North)
 - c. Oakdale Village Apartments (1213 Gentry Avenue North)
 - d. Geneva Village (4059 Geneva Avenue North)
 - e. Oakdale Terrace (1225 Gentry Avenue North)
 - f. Century North Apartments (4131 Geneva Avenue North)
 - g. Cottages of Aspen (1745 Granada Avenue North)
 - h. The Arbors at Red Oak Preserve (4980 Hamlet Avenue North)
 - i. Cypress Senior Living (4994 Hamlet Avenue North)
 - j. Waterford Townhomes (1531 Hallmark Circle N.)

Plans that may be developed include, but are not limited to, finance plans or management plans.

3. Facilitate the creation of at least an additional 791 housing units* affordable to households earning up to 80 percent of area median

income**, by using a variety of tools such as tax increment financing, density bonuses, fee waivers, zoning and subdivision modifications, etc., to accommodate the existing and future need for affordable homes for individuals, families, persons experiencing homelessness, and the local workforce. The City acknowledges that changes in the future may increase the amount of affordable housing needed, particularly if existing affordable homes are lost due to market forces or expiring affordability agreements.

4. Promote and support homeownership and first-time homebuyers through partnerships with Minnesota Housing and their Startup Program, Two Rivers Community Land Trust, and other organizations with an emphasis on low- and moderate-income homebuyers.

POLICIES: Housing Accessibility

5. Develop, adopt, and implement a local fair housing policy to ensure fair housing access for all residents according to the Federal Fair Housing Act and the Minnesota Human Rights Act.

POLICIES: Housing Choices

6. Guide and zone land to facilitate and promote the construction of a full range of housing choices to include single-family detached homes, twinhomes, townhomes, duplexes-fourplexes, and multi-family buildings.
7. Promote the development of a variety of housing types within close proximity and safe pedestrian access to shopping and services, centers of employment, transit, schools, parks, trails and open space.

*See Page 58 for how this number was calculated.

**Area Median Income (AMI) levels are set by the Metropolitan Council. Current levels can be accessed on their website at <https://metro council.org/Communities/Services/Livable-Communities-Grants/Ownership-and-Rent-Affordability-Limits.aspx>

EXISTING LOCAL CONDITIONS

Measure	Number	%
Total housing units	11,625	
Total households	11, 270	
Housing affordable to households with incomes at or below 30% AMI	769	7%
Housing affordable to households with incomes between 31% and 50% AMI	1,922	17%
Housing affordable to households with incomes between 51% and 80% AMI	6,407	55%
Owner-occupied housing units	8,760	75%
Renter-occupied housing units	2,865	25%
Single family homes	8,760	76%
Multi-family homes (includes 2-5+ unit buildings)	2,865	22%
Publicly subsidized housing units: housing for seniors	185	2%
Publicly subsidized housing units: housing for people with disabilities	0	0%
Publicly subsidized housing units: all other	959	8%
Households at or below 30% AMI experiencing housing cost burden	595	5%
Households between 31% and 50% AMI experiencing housing cost burden	1,016	9%
Households between 51-80% AMI experiencing housing cost burden	596	5%

Source: Metropolitan Council, 2016 housing stock estimates

EXPIRATION DATES OF PUBLICLY SUBSIDIZED HOUSING UNITS

Complex Name	Address	Total Number of Units	Population Served	Total Affordable Units	Expiration Date of Affordability Term
Waterford Townhomes	1531 Hallmark Circle N	31	General	31	TBD
Gentry Place Townhomes	1343 Gentry Avenue N	48	General	48	TBD
Echo Ridge Apartments	1033 Gershwin Avenue N	100	Senior	20	2023
Oakdale Village Apartments	1213 Gentry Avenue N	175	General	175	2025
Oakdale Terrace Townhomes	1225 Gentry Avenue N	17	General	17	2025
Eastwood Village Townhomes	6181 Upper 35th Street N	90	Senior	70	2025 (51 units) 2027 (17 units)
Geneva Village Apartments	6040 40th Street N	175	General	171	2028
Century North	4131 Geneva Avenue N	177	General	177	2031
Cottages of Aspen Townhomes	1745 Granada Avenue N	114	Senior	114	2037
The Arbors at Red Oak Preserve	4980 Hamlet Avenue N	29	General	29	2039
Cypress Senior Living at Red Oak Preserve	4994 Hamlet Avenue N	39	Senior	39	2040
Granada Lakes Townhomes	3915 Granada Way N	68	General	68	2041
Briar Ponds Apartments	1591 Granada Avenue N	196	General	196	2046
Oak Terrace Apartments	1171 Hadley Avenue N	50	Senior	49	No expiration

Source: City of Oakdale

ANALYSIS OF EXISTING HOUSING NEEDS

Housing Cost Burden Relief: Housing cost burden means households pay 30 percent or more of their income on housing costs. Paying more than 30 percent for housing costs makes it difficult for low-income households to purchase other necessities and leaves them vulnerable to cash flow crises. Housing cost burdened households are in need of more affordable housing options, which may include rent assistance, mortgage modifications, or energy-efficiency improvements to lower utility costs. Twenty percent (2,207 households) of all low-income Oakdale households experience a housing cost burden. Fourteen percent (1,611) of these cost burdened households earn 50 percent (\$42,900) of Area Median Income (AMI) or less.

Housing Affordability and the Aging Housing Stock: Seventy-three percent of all owner-occupied housing units in Oakdale are assessed at a value of \$235,000 or less, making them affordable to households earning 80 percent of AMI or more. At the same time, 63 percent of all housing units in Oakdale are 25 years old or older. Older housing is more likely to be in need of repair, including large capital improvements such as roof and siding replacement, etc. These expenses may cause hardship for low-income homeowners and the projects may be deferred due to cost. It is likely that many homeowners in Oakdale currently need assistance with financing major home improvements. The City recognizes the importance of preserving its naturally-occurring affordable housing (NOAH).

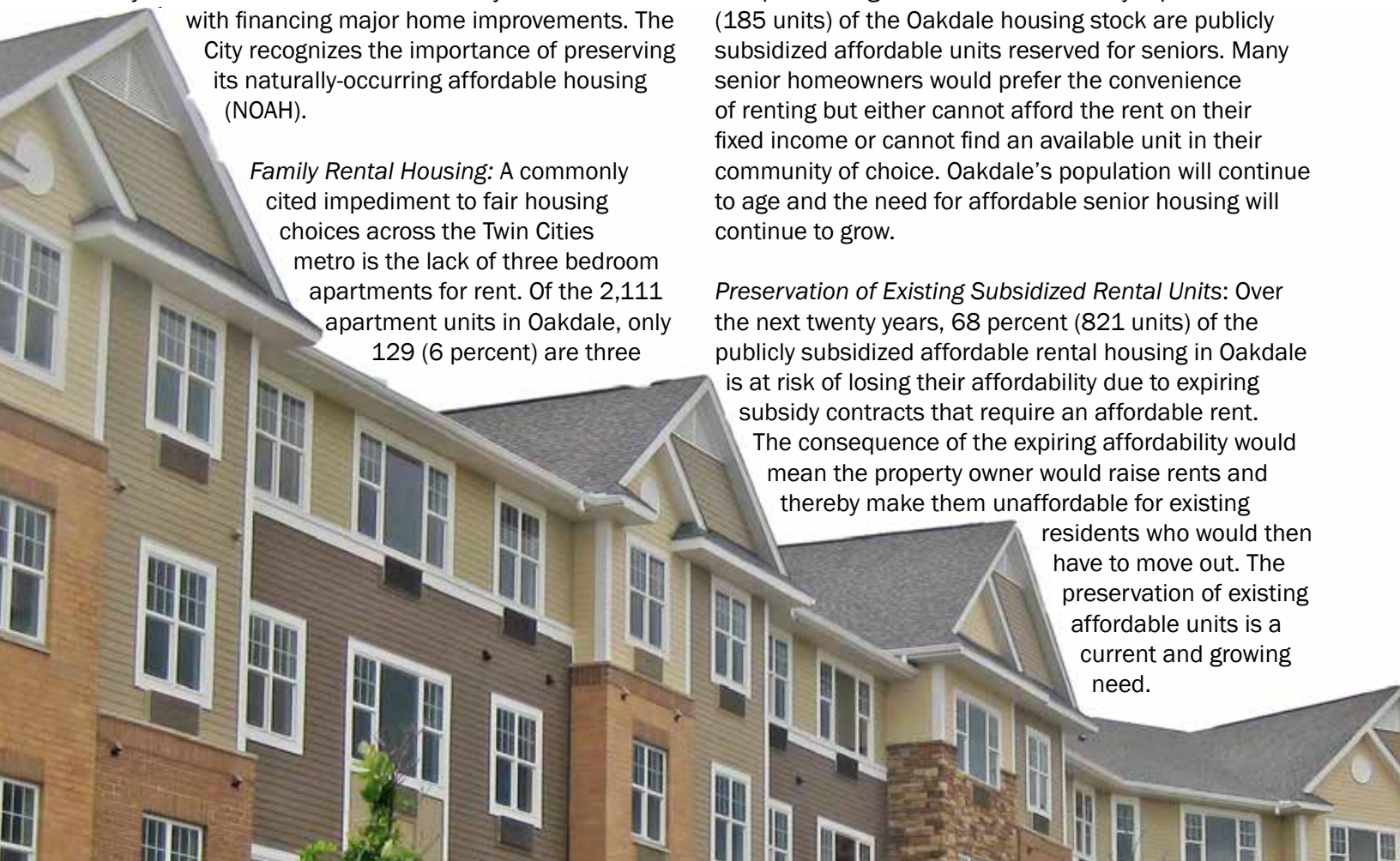
Family Rental Housing: A commonly cited impediment to fair housing choices across the Twin Cities metro is the lack of three bedroom apartments for rent. Of the 2,111 apartment units in Oakdale, only 129 (6 percent) are three

bedroom units. This lack of three bedroom apartments presents a challenge to Oakdale families looking for affordable housing. As evidenced in the “2014 Analysis of Impediments to Fair Housing Choice: Twin Cities Region” report produced by HousingLink, even when families are willing to make smaller apartment units work for their family, landlords often impose occupancy limits that prohibit families from taking smaller apartments. There is a need for more three- and four-bedroom apartments.

Affordable Housing for People with Disabilities: Oakdale currently has no publicly subsidized housing for people with disabilities. According to the “2014 Analysis of Impediments to Fair Housing Choice: Twin Cities Region” report produced by HousingLink, 7.6 percent or 18,855 residents of Washington County are disabled, and the poverty rate for disabled residents is 13.4 percent compared to 5.6 percent for the general population of Washington County. Disability status is highly correlated with poverty and thus a need for affordable housing options.

Affordable Housing for Seniors: Currently, Oakdale seniors comprise 11 percent or 3,262 residents age 65 or older of Oakdale’s population, and that percentage is expected to grow into the future. Only 2 percent (185 units) of the Oakdale housing stock are publicly subsidized affordable units reserved for seniors. Many senior homeowners would prefer the convenience of renting but either cannot afford the rent on their fixed income or cannot find an available unit in their community of choice. Oakdale’s population will continue to age and the need for affordable senior housing will continue to grow.

Preservation of Existing Subsidized Rental Units: Over the next twenty years, 68 percent (821 units) of the publicly subsidized affordable rental housing in Oakdale is at risk of losing their affordability due to expiring subsidy contracts that require an affordable rent. The consequence of the expiring affordability would mean the property owner would raise rents and thereby make them unaffordable for existing residents who would then have to move out. The preservation of existing affordable units is a current and growing need.



Elements Necessary for Success in Meeting Affordable Housing Needs

The creation of affordable housing is a challenging issue requiring four specific actions by the public sector. These actions fall into four general policy categories: land use regulations, financial resources, awareness of need, and fair housing practices.

LAND USE AND REGULATION

The City's planning and zoning authority sets the stage for the possibility of affordable housing by guiding and zoning enough land at sufficient densities to support the development of affordable housing. The number of housing units allowed per acre directly influences the cost of developing housing. Guiding residentially zoned land to allow for the development of eight dwelling units per acre is the minimum density required to support a range of affordable housing options. Higher densities may support the development of housing that is affordable to lower-income households. Oakdale's 2040 Land Use Plan provides opportunities for higher-density housing development.

FINANCIAL RESOURCES

The current state of the Twin Cities housing market is such that low- and moderate-income households are unable to afford market priced rents. Affordable homeownership options are also limited by rising market prices. In order to make housing more affordable, it is often necessary to subsidize the difference between the market price and what is considered affordable for low- or moderate-income households (spending no more than 30% of gross income in housing). This type of assistance is required when affordable rents or prices would not otherwise financially support the development and operation of housing.

State and federal financial support for affordable housing preservation and development is extremely limited and competitive. Cities are increasingly left on their own to support the preservation and development of additional affordable housing. It is especially challenging for cities to provide enough subsidy to provide housing units affordable to extremely low-income households (30 percent AMI, or \$24,400). In order to support the development of affordable housing, funding sources sufficient enough to meet this regional need should be developed.

AWARENESS OF NEED

In order to support planning and funding for affordable housing, the Oakdale community must understand the existing need for affordable housing and the benefits that accrue to communities and households that accommodate a full range of housing options. Communities that offer viable choices for safe, stable, and affordable homes experience better overall quality of life and community vitality.

Safe and stable housing that is in good condition is essential for the success of individuals, families, and local business attraction efforts. At its most basic level, housing provides human shelter. But housing also provides both private space for family life and connection to the larger community, including access to schools, jobs, social networks, parks, transportation, and commerce. Viable housing choices allow households to find housing affordable to them in the places where they want to live. Housing preferences also change along the continuum of a person's lifecycle, so maintaining a variety of housing choices enables individuals to remain in their community of choice throughout their life. Businesses prefer to locate in communities that offer a good quality of life, including desirable housing options that are affordable to their employees.

Maintaining and increasing affordable housing options in the community benefits individuals, families, and businesses. Explaining these benefits through education and awareness building efforts help to improve the likelihood that the community will politically and financially support an affordable housing development.

FAIR HOUSING PRACTICES

Fair housing is the right of all persons to choose housing free from unlawful discrimination. Federal, state and local fair housing laws protect people from discrimination in housing transactions such as rentals, sales, lending, and insurance. Impediments to fair housing are also impediments to meeting the need for affordable housing. In addition to the already cited impediment to families looking for rental units, the "2014 Analysis of Impediments to Fair Housing Choice: Twin Cities Region" report produced by HousingLink identified several other impediments to fair housing choice in the Twin Cities metro. These include a high rental application denial rate in communities of color and for those with disabilities resulting from rental selection criteria related to credit history, criminal background, and rental background. Additionally, there exists a rampant inability to place tenant based rental assistance vouchers for those with disabilities, households with children, and households of color, including but not limited to Housing Choice Vouchers (commonly referred to as Section 8 vouchers). Complying with fair housing laws ensures access of all persons to the housing of their choice.

ANALYSIS OF PROJECTED HOUSING NEEDS

The Metropolitan Council forecasts the anticipated growth in population and households for the City of Oakdale between now and 2040. It is anticipated that over the next 20 years, the population of Oakdale will grow by 6,400 persons and 2,900 households.

The Metropolitan Council forecasted the overall regional need for low-and-moderate income housing for the decade of 2021 through 2030. The need is calculated every ten years using methodology* that involves the community's overall forecasted growth, existing affordable housing stock, and the ratio of low-wage jobs to low-wage earning residents. Oakdale's assigned share of the forecasted regional need is 791 additional units of housing affordable to households earning 80 percent of Area Median Income (AMI) or below. More specifically, Oakdale's allocated housing need is 422 new units affordable to households earning 30 percent AMI or less, 200 new units affordable to households earning 31 percent to 50 percent AMI, and 169 new units affordable to households earning 51 percent to 80 percent AMI.

Cities aren't required to create enough units to meet their share of the NEED, but they must plan for the possibility of these units by guiding sufficient land at higher residential densities.

Other tools that are available, but do not count towards the creation of new affordable housing units, include housing choice vouchers and mortgage assistance.

Affordable Housing Need Allocation for Oakdale	
At or below 30% AMI	422
31 to 50% AMI	200
51 TO 80% AMI	169
Total Units	791

Source: Metropolitan Council

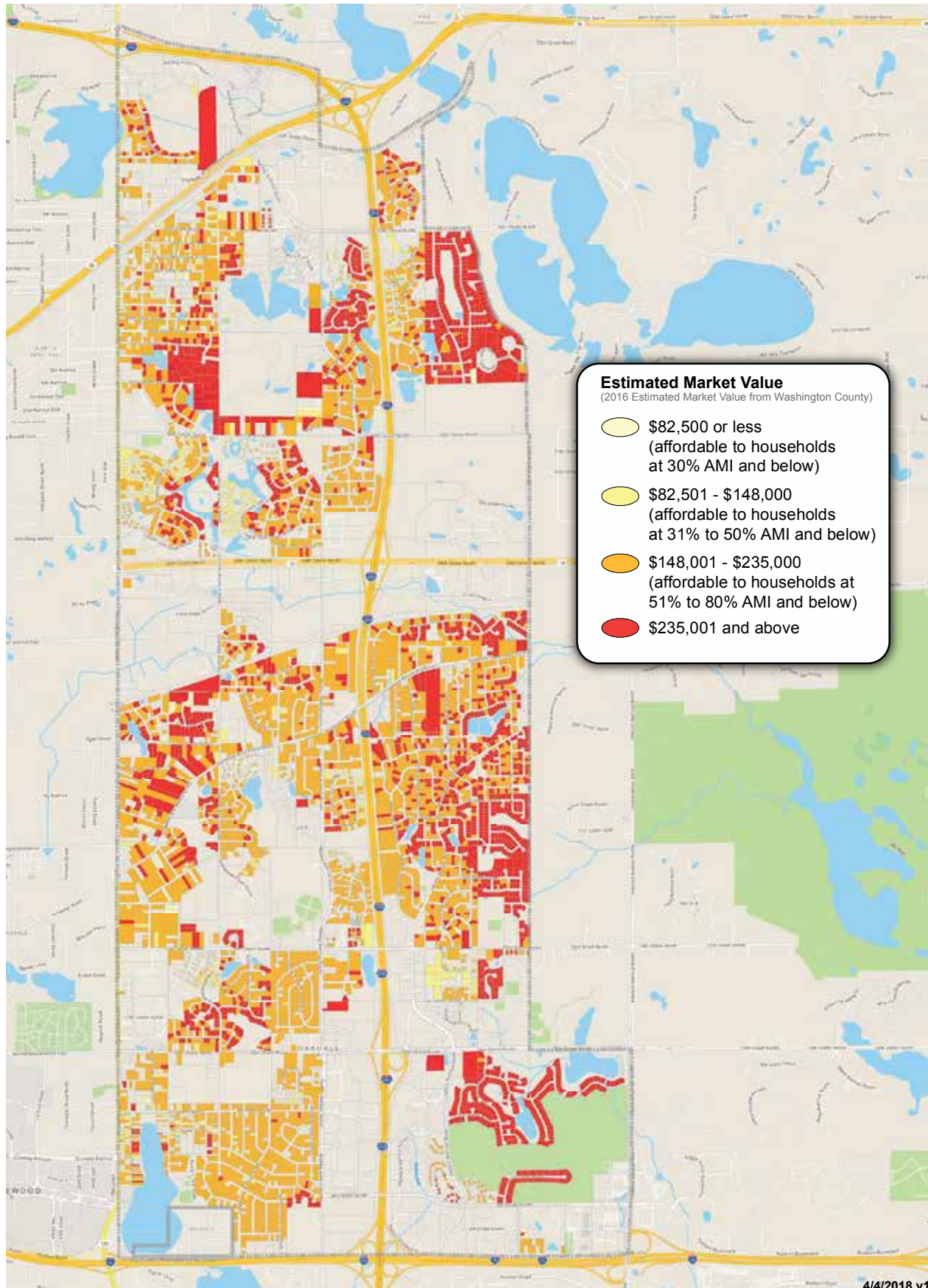
*To learn more about the methodology visit the Metropolitan Council Website:
<https://metrocouncil.org/Housing/Planning/Affordable-Housing-Measures/Allocation-of-Affordable-Housing-NEED.aspx>

Connection to the Land Use Plan

Oakdale is nearly fully developed, yet some pockets of undeveloped land remain available for residential development. Opportunities for new residential development include the 3M Foundation site (located on either side of 40th Street North between I-694 and Ideal Avenue North), the Gold Line BRT Helmo Station Area (located around 3rd Street and Helmo Avenue North), and various redevelopment and infill sites scattered throughout the City. In these areas the City will ensure that land is guided and zoned appropriately to meet Oakdale's housing goals, allowing for development densities that support a range of housing choice including affordable housing. The City also has one manufactured home park and there are no current plans to redevelop the park. The City will continue to evaluate whether the park should be preserved and enhanced, or redeveloped, in the future.

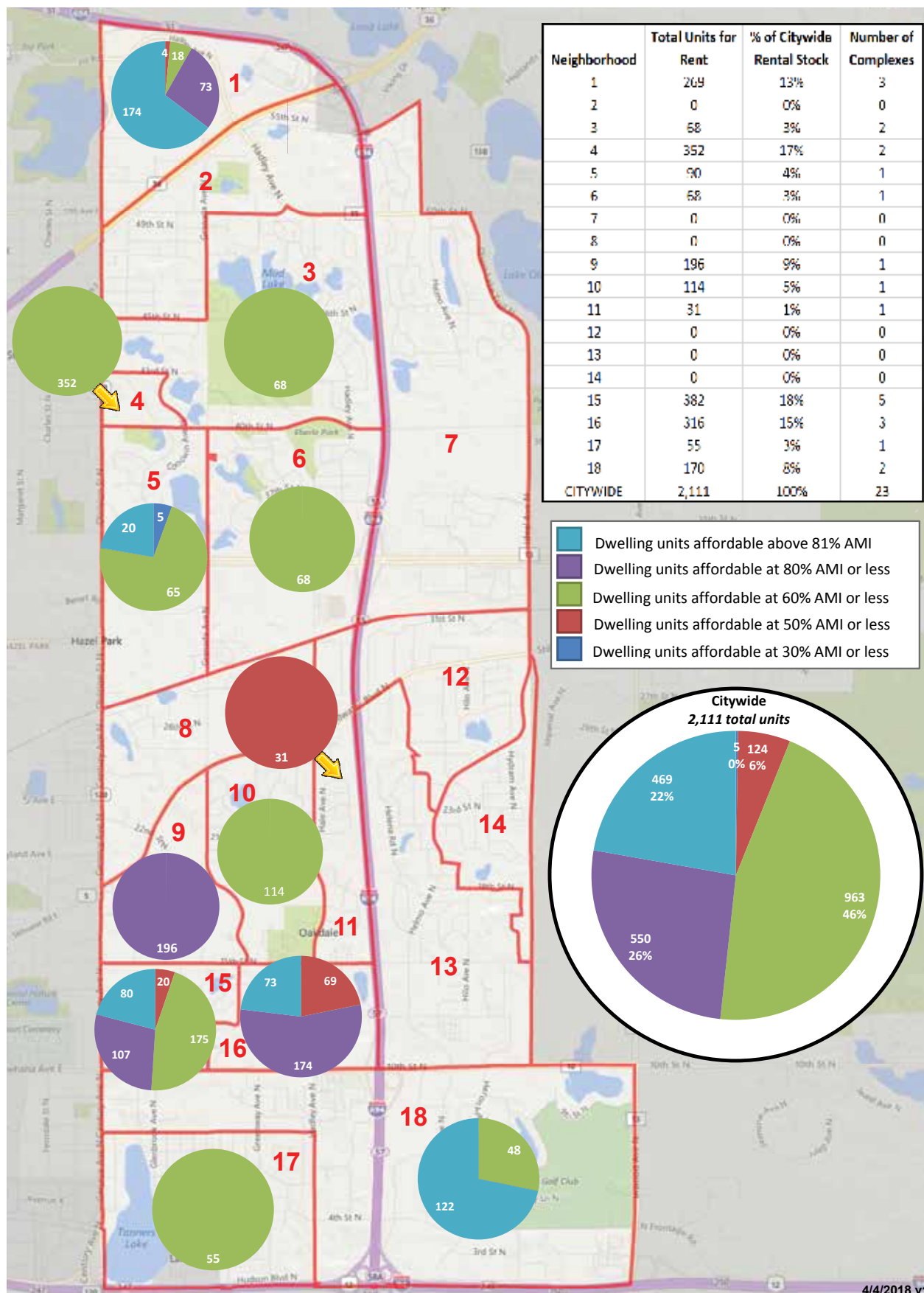


OWNER-OCCUPIED ESTIMATED MARKET VALUE



Source: Washington County Assessor 2016 data, Affordability according to Metropolitan Council 2016 Housing Affordability Criteria

RENTAL HOUSING AFFORDABILITY



4/4/2018 v1

Source: City of Oakdale

CHAPTER 7 ECONOMIC DEVELOPMENT

Local economic development is achieved when a community's standard of living can be preserved and increased through a process of human and physical development that is based on principles of broadly shared prosperity and sustainability. All Oakdale residents of any age, race, ethnicity, physical or mental ability should have the opportunity for a good quality of life and personal wellbeing. A good quality of life includes access to living-wage jobs, which are jobs that pay enough to support a basic needs budget for food, housing, child care, health care, transportation, personal necessities, retirement, and higher education needs. Furthermore, a good quality of life includes the availability, accessibility, and affordability of high quality public goods and services such as public safety, parks and recreation, education, transportation options, neighborhoods, and health and human services. Pursuing this vision of economic development requires the sustainable use and preservation of the City's natural resources and quality of life.



GOAL 1

Encourage the maintenance and increase of living wage* jobs to provide employment opportunities and continually improve quality of life for all residents.

POLICIES:

- | | | | |
|---|---|--|---|
| 1. Administer a program to attract new businesses to Oakdale. | 2. Administer a program to retain and assist in the expansion of existing Oakdale businesses. | 3. Ensure an adequate supply of remaining land guided for new and expanding commercial and industrial development. | 4. In partnership with public and private stakeholders, support those wishing to start a new business in Oakdale. |
|---|---|--|---|

GOAL 2

Strive for a local economic environment that provides business and labor with the supports necessary to be successful and ensure continued employment opportunities for all residents.

POLICIES:

- | | | | |
|--|--|---|--|
| 1. Support the success of business and labor by connecting them to resources at the MN Department of Employment and Economic Development (DEED) and other State, County, and Federal agencies. | 2. Connect businesses to external financing options to support the maintenance and upgrading of existing commercial and industrial buildings and increase the sustainability of business operations. | 3. Partner with the MN Department of Employment and Economic Development (DEED) and the Washington County Workforce Center to respond to firm closures or contractions to assist dislocated workers transition to new employment opportunities. | 4. Plan for the development and integration of transit service, child care, housing options that reflect the wages paid by Oakdale businesses and other supports required to ensure the success of business and labor. |
|--|--|---|--|

*A living wage is an income level that allows individuals or families to afford adequate shelter, food and other necessities.

GOAL 3

The local economy and employment base shall be diverse so as to ensure the continued employment for all residents.

POLICIES:

1. Market the City to attract and retain businesses that complement and diversify the economic base.
2. Promote the expansion of business-to-business sales in the local economy to increase job opportunities for residents.

GOAL 4

The number of Oakdale residents who struggle the most in securing employment that provides a minimum standard of living shall be reduced.

POLICIES:

1. Work in partnership with other public and private stakeholders to ensure employment opportunities for those with the greatest challenges to securing living wage employment to include, but not limited to unemployed, disabled, and those moving toward greater self-sufficiency.
2. Continue the administration of the Oakdale First policy that requires businesses receiving City financial assistance to give priority to Oakdale residents when hiring, especially those who are unemployed, moving toward greater self-sufficiency, disabled, or those who are otherwise looking for work.





CHAPTER 8 RESILIENCE

A resilient city is an environmentally, economically, and socially healthy community that provides residents with a high quality of life. Resilience is important so cities are positioned to respond, adapt, and thrive under changing conditions. The City's role in resilience is to protect the qualities that are valued in the natural and built environments, and to conserve the resources that make a functioning society possible for future generations. Additionally, increasing economic opportunity provides for a high standard of living for residents. Lastly, resilience is strengthened in cities with strong social capital that are inclusive and facilitate the building of support networks between residents.

GOAL 1

Consistent with state-wide goals, strive to reduce community-wide greenhouse gas (GHG) emissions by 30 percent by 2025, and 80 percent by 2050 from 2007 levels in order to mitigate the impacts of climate change on the community.

POLICIES:

1. Promote reinvestment in residential and commercial properties through energy efficiency education, technical assistance, and financing programs.
2. Connect low-income residents to home weatherization and energy efficiency resources to encourage housing stock reinvestment.
3. Protect and encourage on-site solar energy development that maintains community character while utilizing local solar resources to the fullest potential.
4. Adopt zoning regulations that will establish guidelines for renewable energy technologies to ensure neighborhood compatibility and access.
5. Promote and encourage residential and commercial participation in green building programs as well as renewable energy financing and purchasing programs including PACE/other loan programs, community solar, and wind power purchase programs.
6. Support private and public infrastructure that accommodates and encourages use of electric and autonomous vehicles and explore options for City fleet use of electric vehicles.
7. Promote and encourage strategies that reduce waste generation and increase options for reuse, recycling, and composting of items in City operations, residential and commercial developments.

GOAL 2

The City shall be prepared to respond effectively to climate change by implementing adaption and resilience strategies.

POLICIES:

1. Ensure adequate stormwater system capacity to protect property owners from localized flooding.
2. Utilize stormwater management areas as pollinator habitat and neighborhood amenities.
3. Explore opportunities for creative re-use of stormwater in the right-of-way to irrigate boulevard trees and other landscaping.
4. Promote water conservation programs to protect groundwater resources.
5. Promote water infiltration techniques such as raingardens and pervious pavers to replenish groundwater resources.
6. Continue to coordinate with Washington County and other relevant emergency service agencies in the area of hazard mitigation planning.
7. Continue programs which increase the tree canopy in the City with disease-resistant species for air quality and cooling benefits to the community.
8. Encourage the establishment and maintenance of community gardens throughout the City to provide residents with easy access to healthy food.
9. Adopt regulations that will establish standards for urban farming to improve compatibility with neighboring properties.

GROSS AND ROOFTOP SOLAR RESOURCE CALCULATIONS

1: Gross Potential (Mwh/year)	2. Rooftop Potential (Mwh/year)	3: Gross Generation Potential (Mwh/Year)²	4: Rooftop Generation Potential (Mwh/year)²
16,462,184	1,555,032	1,646,218	155,503

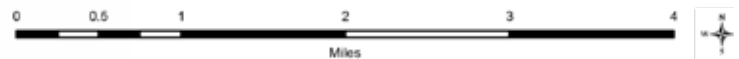
Source: Metropolitan Council

The gross and rooftop potentials in columns 1 and 2 are expressed in megawatt hours per year (Mwh/year) and represent the gross potential resource before removing areas unsuitable for solar development or factors relating to efficiency of conversion. They are not intended to demonstrate the amount of solar likely to develop in the City.

The gross generation and rooftop generation potentials in columns 3 and 4 are estimates of how much electricity could be generated using existing technology and conversion factors; however, they do not consider building-specific structural limitations or other factors. The rooftop generation potential is the equivalent of 78 percent of the electricity used community-wide in year 2016.



GROSS SOLAR POTENTIAL



Gross Solar Potential (Watt-hours per Year)

High : 1278919
Low : 900001

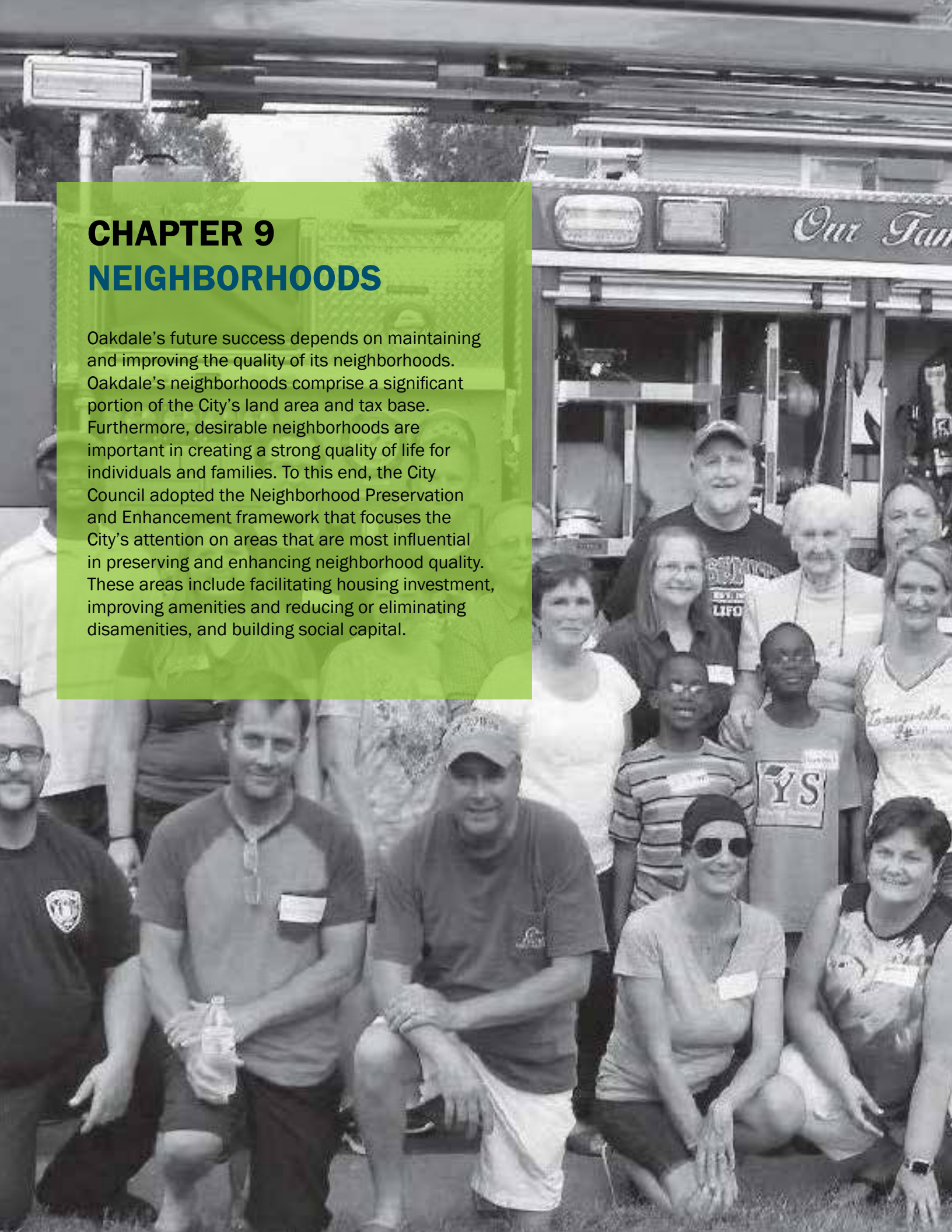
- Solar Potential under 900,000 watt-hours per year
- County Boundaries
- City and Township Boundaries
- Wetlands and Open Water Features

Source: University of Minnesota U-Spatial Statewide Solar Raster.

CHAPTER 9

NEIGHBORHOODS

Oakdale's future success depends on maintaining and improving the quality of its neighborhoods. Oakdale's neighborhoods comprise a significant portion of the City's land area and tax base. Furthermore, desirable neighborhoods are important in creating a strong quality of life for individuals and families. To this end, the City Council adopted the Neighborhood Preservation and Enhancement framework that focuses the City's attention on areas that are most influential in preserving and enhancing neighborhood quality. These areas include facilitating housing investment, improving amenities and reducing or eliminating disamenities, and building social capital.



GOAL 1

The physical quality of the City's owner-occupied and rental housing stock shall be maintained and improved.

POLICIES:

1. Continue to enforce the property maintenance code.
2. Continue to administer the rental property licensing program.
3. Continue to administer the foreclosed and vacant homes monitoring program.
4. Identify opportunities to amend the zoning ordinance to promote housing reinvestment.
5. Continue to facilitate and fund housing reinvestment through promotion of City and Partner funding programs including but not limited to the Community Fix Up Fund, Housing Improvement Areas, Minnesota City Participation Program, and the Washington County Community Development Agency (CDA) Home Improvement Loan Program.
6. Adopt into City Code, Minnesota State Statutes 65A.50 Trust or Escrow Accounts; Insured Real Property Fire or Explosion Loss Proceeds.

GOAL 2

Neighborhood amenities shall be maintained and improved; disamenities shall be reduced or eliminated.

POLICIES:

1. Develop a variety of approaches to engage residents in the City's 18 neighborhoods to identify and plan to improve neighborhood amenities and eliminate or reduce disamenities.

GOAL 3

Support and facilitate strong neighborhood social capital.

POLICIES:

1. Develop approaches to engage residents in the City's 18 neighborhoods to identify opportunities to build connections among residents of diverse ages, incomes, ethnicities, and races.



Oakdale's bike safety program.

CHAPTER 10 - IMPLEMENTATION

Public Programs, Fiscal Devices and Other Actions:

1. Capital Improvement Plan

(CIP): A capital improvements program is an itemized program setting forth the schedule and detail of specific contemplated public improvements by fiscal year, together with their estimated cost, the justification for each improvement, the impact that such improvements will have on the current operating budget of the City, and other information as may be relevant. See Appendix A: Capital Improvements Plan.

2. Small Area Planning: A small area plan is a short-range multi-topic plan for sub-areas of the City. Small area plans are prepared for areas with specific challenges, or where rapid change or development

or redevelopment is desired.

3. Functional Planning: A

functional plan is a plan for a single topic and connects with related Comprehensive Plan subject areas. Examples include a bike and pedestrian plan, mass transit plan, housing or parks and open space plan.

4. Neighborhood Preservation and Enhancement Initiative

(NPEI): The NPEI is an action oriented strategic framework that focuses the City's attention on the areas within the City's control that are most influential in preserving and enhancing neighborhood quality. These include neighborhood: (1) housing stock, (2) amenities and disamenities, and (3) social capital. The City's role within the strategic

framework is to work together with neighborhood residents and local institutions to take certain actions to influence the trajectory of neighborhood quality in the direction of preservation and enhancement, while at the same time preventing and responding to undesirable change or decline.

5. Building Codes: The purpose of the Building Code is to establish minimum requirements to safeguard the public health, safety, and general welfare through structural strength, means of egress facilities, stability, sanitation, adequate light and ventilation, energy conservation, and safety to life and property from fire and other hazards attributed to the built environment, and to

ZONING DISTRICT DESCRIPTIONS

Zoning District	Description
R-1 Very Low Density Residential	Single-family detached dwelling units, minimum lot area 15,000 SF.
R-2 Low Density Residential	Single-family detached dwelling units, minimum lot area 9,600 SF.
R-3 Low Density Residential	Single-family and two-family detached dwelling units, min. lot area 9,600/12,000 SF.
R-4 Mid Density Residential	All uses in R-3 district, as well as townhouses and buildings with 3 to 8 units.
R-5 High Density Residential	All uses in R-4 district, as well as multi-family townhouses, apartments.
R-6 Manufactured Homes	Medium density manufactured homes, minimum area 20 acres.
C-1 Neighborhood Commercial	Local centers for convenient retail or service outlets, intended for neighborhood use and not entire community.
C-2 Community Commercial	Retail and service outlets at a community scale, served by collector or arterial streets.
I-O Industrial Office	Light manufacturing, office, research, and warehousing.
G-I General Industrial	Light and heavy manufacturing, large-scale warehousing, and truck terminals.
PUD Planned Unit Development	One or more principal uses or structures, minimum lot size 5 acres or larger.
Wetland District	Preservation and maintenance of City's wetlands and water bodies.
Tower District	Construction and maintenance of radio and television antenna and towers.
Limited Business District	High quality office and professional services, office park.
Gateway District	Landmark office, conference, medical or hotel uses with high visibility.

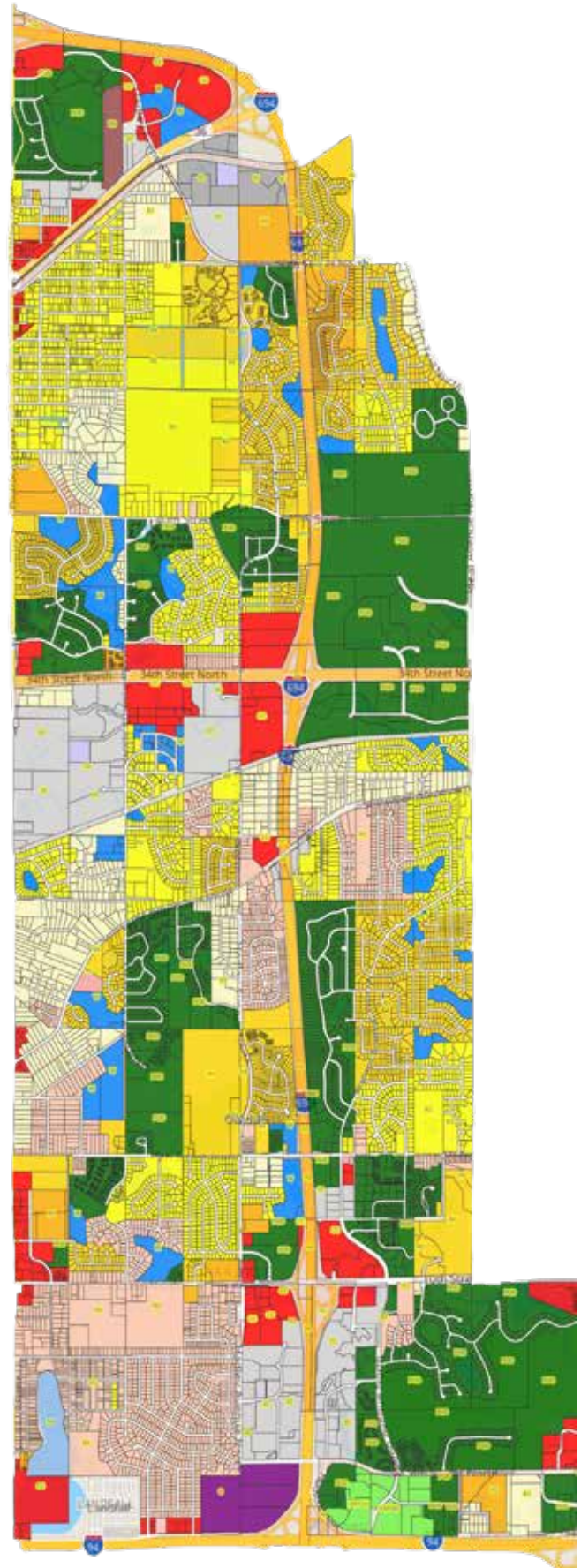
provide safety to firefighters and emergency responders during emergency operations. The code applies statewide for the construction, reconstruction, alteration, and repair of buildings and other structures of the type governed by the code.

ZONING MAP

6. Property Maintenance Code: The purpose of the Property Maintenance Code is to ensure the public health, safety and welfare insofar as they are affected by the continued occupancy and maintenance of structures and premises. The code applies to all existing residential and nonresidential structures and all existing premises and constitute minimum requirements and standards for premises, structures, equipment, and facilities for light, ventilation, space heating, sanitation, protection from the elements, life safety, safety from fire and other hazards, and for safe sanitary maintenance.

7. Fiscal Devices: Fiscal devices include all forms allowed under Minnesota State Statutes 469.001 to 469.047, and 469.090 to 469.108.

8. Official Controls: Official controls means ordinances and regulations that control the physical development of a city and implement the goals of the comprehensive plan. Official controls include zoning and subdivision ordinances, building codes, property maintenance and nuisance codes and official maps.



HOUSING IMPLEMENTATION

Identified Need		Solutions	Tools	Circumstance
1.	Housing cost burden relief	Affordable first time homebuyer mortgages	Local Funding Resources: Minnesota City Participation Program	Ongoing program available through participating lenders upon application by qualified borrowers
		Increase availability of land trust homes	Local Funding Resources: Consolidated RFP application	City could partner with TRCLT on development proposals for single-family homes
		Foreclosure prevention and mortgage counseling	Effective referrals	Ongoing maintenance of resource list to continue the ability to refer residents to qualified counseling programs
2.	Housing rehabilitation for low income households	Low interest rehab loans	Community Fix Up Fund, Minnesota City Participation Program (MCP), Washington County Community Development Agency (CDA) Home Improvement Loan Program, HIA Loans	Ongoing programs available upon application by qualified borrowers
		Volunteer/Nonprofit assistance with maintenance	Effective referrals	Ongoing maintenance of resource list to continue the ability to refer residents to any applicable housing programs outside the scope of City programs and services
3.	Apartments for families (3 or more bedroom units)	Facilitate the development of additional apartments for larger families	Density bonus for developments that include 3+ bedroom units	The City will explore the possibility of using a density bonus to support the creation of apartments for larger families in areas guided for high density residential
			Guide land for higher-density residential development	See the future land use plan in this comprehensive plan, pg. 19
			Local Funding Resources: LCDA, Consolidated RFP, CDBG/HOME	Upon request by a qualified developer, the City would consider sponsoring an application to the LCDA, Consolidated RFP, and/or CDBG/HOME programs for multi-family rental proposals with units suitable for large families, and in areas guided for high density residential.
4.	Affordable housing for people with disabilities	Facilitate the development of affordable supportive housing	Local Funding Resources: Consolidated RFP, CDBG/HOME, TIF, Tax abatement	Upon request by a qualified developer, the City would strongly consider sponsoring an application to the Consolidated RFP, and/or CDBG/HOME programs for affordable housing proposals with units suitable for people with disabilities. TIF and tax abatement may also be considered as supplemental resources in these cases. Tax incentives may only be considered if the development cannot occur “but for” the public assistance.
5.	Affordable housing for seniors	Facilitate the development of affordable senior housing	Local Funding Resources: Consolidated RFP, CDBG/HOME, TIF, Tax abatement	Upon request by a qualified developer, the City would consider sponsoring an application to the Consolidated RFP, and/or CDBG/HOME programs for affordable housing proposals with units suitable for seniors. TIF and tax abatement may also be considered as supplemental resources in these cases. Tax incentives may only be considered if the development cannot occur “but for” the public assistance.
6.	Preservation of existing affordable apartments	Low-interest rehab loans	Housing Bonds	The City would consider issuing bonds to support the rehabilitation of affordable apartments in cases where affordability contracts will be re-established or extended

HOUSING IMPLEMENTATION (CONT.)

Identified Need		Solutions	Tools	Circumstance
7.	422 new housing units affordable for 30% AMI	Facilitate the development of affordable housing	Guide land at densities that support affordable housing	See the future land use chapter and projected housing needs section of the housing chapter of this comprehensive plan
			Local Funding Resources: TIF assistance to developer, tax abatement, Consolidated RFP, LCDA, tax credits	Development agreement following site plan approval
			Site assembly	As opportunities arise in areas guided and zoned for residential development; pursued only when the opportunity aligns with established comprehensive plan or small area plan goals.
8.	200 new housing units affordable for 31 to 50% AMI	Facilitate the development of affordable housing	Guide land at densities that support affordable housing	See the future land use chapter and projected housing needs section of the housing chapter of this comprehensive plan
			Local Funding Resources: TIF assistance to developer, tax abatement, Consolidated RFP, LCDA, tax credits	Development agreement following site plan approval
			Site assembly	As opportunities arise in areas guided and zoned for residential development; pursued only when the opportunity aligns with established comprehensive plan or small area plan goals.
9.	169 new housing units affordable for 51 to 80% AMI	Facilitate the development of affordable housing	Guide land at densities that support affordable housing	See the future land use chapter and projected housing needs section of the housing chapter of this comprehensive plan
			Local Funding Resources: TIF assistance to developer, tax abatement, Consolidated RFP, LCDA, CDBG/HOME, tax credits	Development agreement following site plan approval.
			Site assembly	As opportunities arise in areas guided and zoned for residential development; pursued only when the opportunity aligns with established comprehensive plan or small area plan goals.
10.	Tools to address multiple housing needs and improve our housing strategy capacity in general	Ongoing policymaker education	Participation in Housing Related Organizations: Regional Council of Mayors	The Mayor of Oakdale will continue to participate or designate an appropriate representative
		Ongoing staff education	Participation in Housing Related Organizations: Housing Collaborative Institute	Staff will continue to be an active member of the Housing Collaborative Institute
		Ensure local fair housing practice	Fair Housing Policy	Develop a policy by 2020
		Leverage resources	Voluntary Inclusionary Housing Policy	Explore development of a voluntary inclusionary or mixed-income housing policy
			GROW Fund	The GROW Fund will not be considered by the City to meet any needs.
		Statutory authority to conduct economic development activity, including housing development and redevelopment	Use of the Oakdale Economic Development Authority	As needs arise; to renew or revise existing housing programs; to create TIF districts
		Maintain the safety and quality of homes for rent	Rental licensing and inspection program	All homes for rent must be licensed and inspected annually

APPENDICES

APPENDIX A: 2019-2023 CAPITAL IMPROVEMENT PLAN

On file at Oakdale City Hall

APPENDIX B: 2018 SURFACE WATER MANAGEMENT PLAN

On file at Oakdale City Hall

APPENDIX C: HELMO STATION SMALL AREA PLANNING

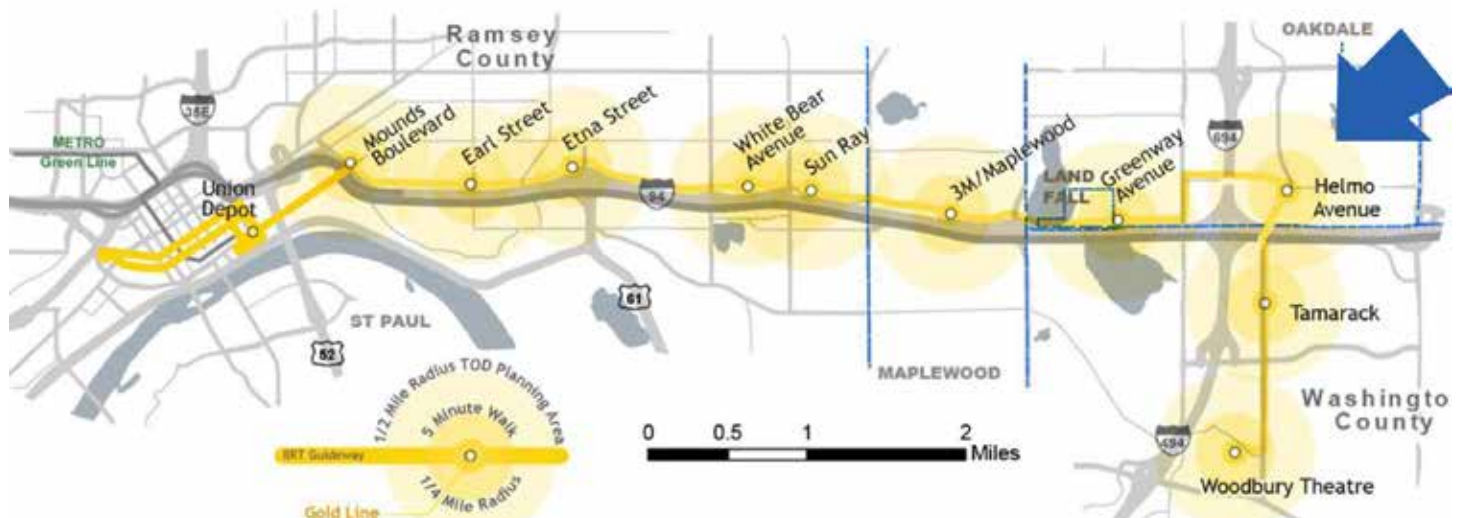


Figure 1. Gold Line Bus Rapid Transit alignment and station areas.

Introduction and Purpose of the Plan

The Gold Line Bus Rapid Transit facility is an 11-mile dedicated guideway that will run from downtown St. Paul to Woodbury (Figure 1). The corridor alignment in Oakdale will follow Hudson Boulevard North, turn onto Hadley Avenue North, follow 4th Street North across Interstate Highway 694, and then turn on Helmo Avenue South to cross a new bridge over Interstate Highway 94 to Bielenberg Drive in Woodbury. There will be two transit stations serving Oakdale: one at Greenway Avenue North and one at Helmo Avenue North.

In June 2017, the Oakdale City Council authorized the Helmo Station small area planning process to study and review land use and zoning regulations near the proposed Gold Line Bus Rapid Transit Helmo Station to facilitate transit oriented development. The Oakdale City Council subsequently adopted

an interim ordinance precluding new development within the Crossroads Properties and the Oaks Business Park, an area within approximately one-half mile from the proposed Helmo Station, for the 12-month duration of the study.

The Helmo Station Area Plan is the outcome of this study and analysis and outlines the appropriate land use framework, circulation network, and park and open space system that will facilitate transit oriented development in an area within approximately one-half mile of the planned transit station at 3rd Street North and Helmo Avenue North (Figure 2). The plan re-guides the future land use of the subject area from an office-industrial business campus to a new mixed use (residential, commercial, and office-industrial) neighborhood. The contents of this plan provide the background and history of the site, the planning process, and the resulting concept plan that

shall guide the development of the subject area.

Site Location, Context, and Existing Conditions

The subject area is located north and east of Interstate Highways 94 and 694; south of 4th Street North; and extends to the west edge of The Oaks Business Center (Figure 3). The area is bisected by Helmo Avenue North and 3rd Street North. There are residential townhomes and twin homes north of 4th Street North; an industrial/office park is located to the northwest; and Oak Marsh Golf Course is to the northeast.

Approximately 30 acres on the east and west side of Helmo Avenue North are currently undeveloped. This area was planned and approved for future phases of The Oaks Business Center. The development was approved in 2006 and was to provide a total of approximately 640,000 square feet of office

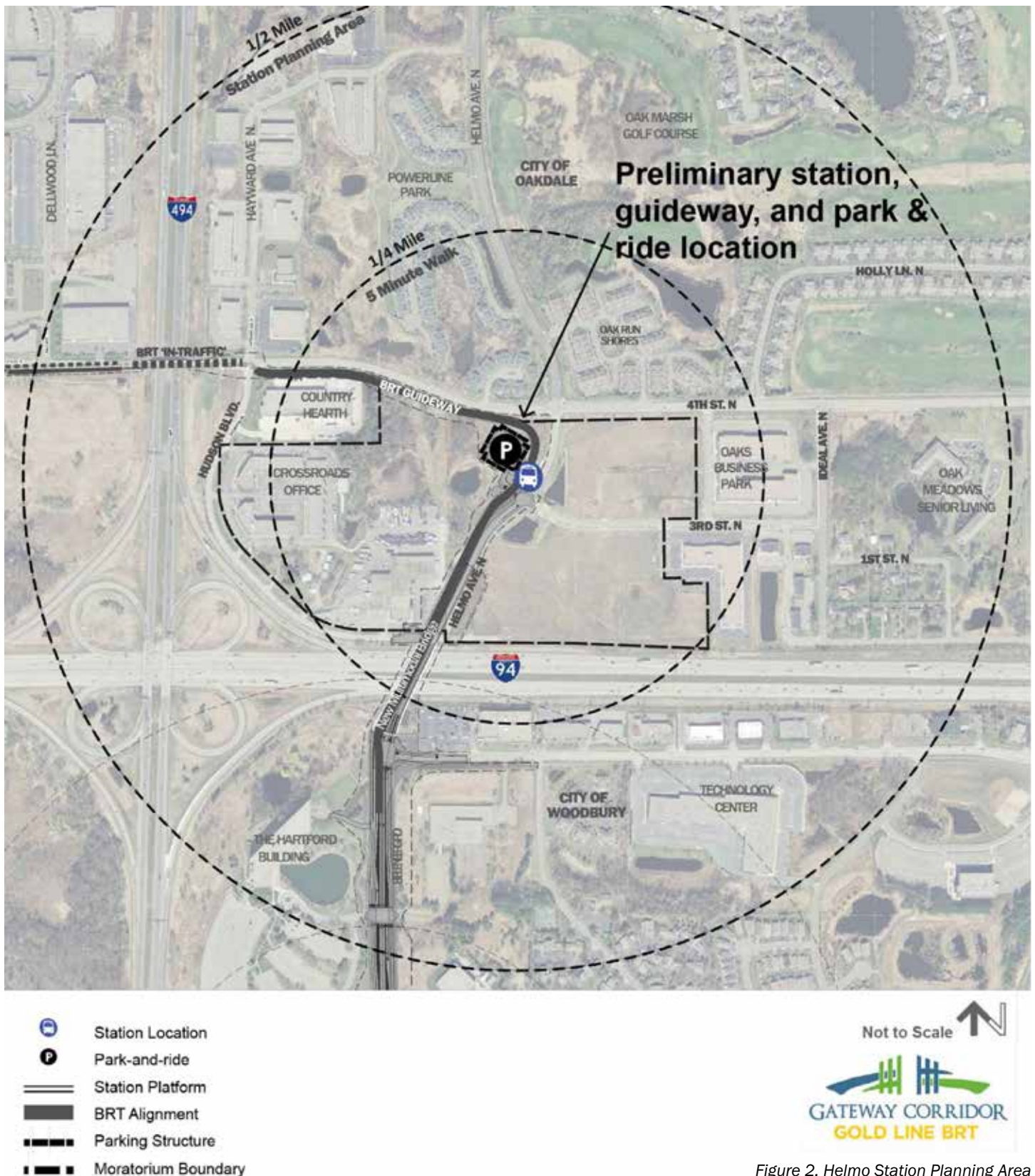


Figure 2. Helmo Station Planning Area

and flex-office space at full build out. By 2018, five buildings on the eastern edge of the campus had been constructed totaling

approximately 186,000 square feet. Roadways, stormwater ponding areas, and utility infrastructure have been

installed in anticipation of the planned development. The Oaks Business Center was planned in this location to take advantage

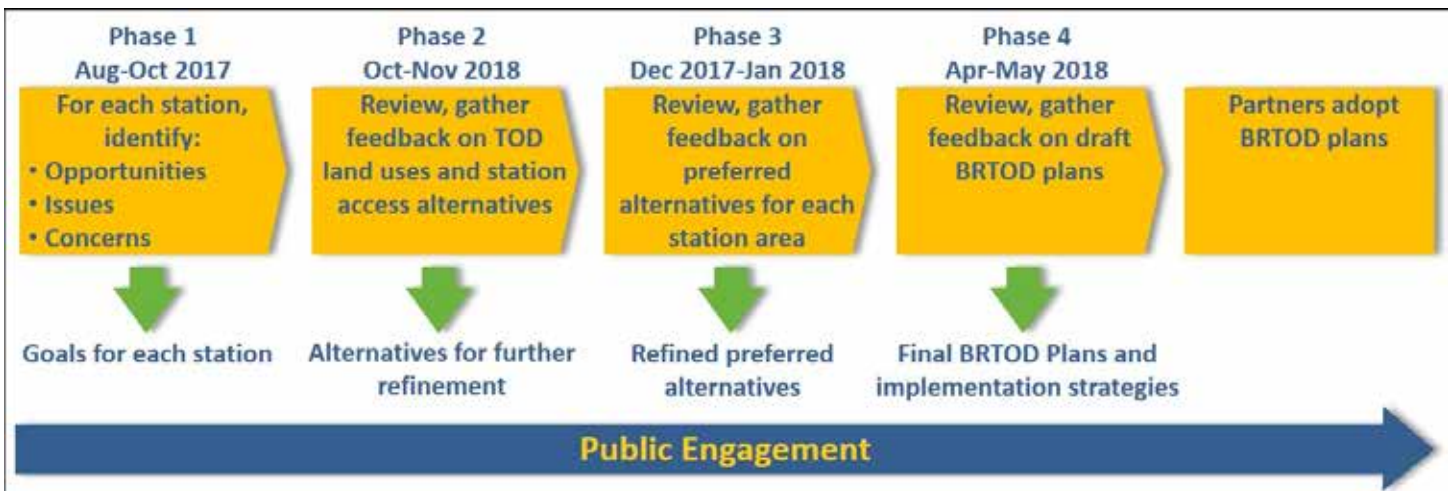


Figure 4. Station area planning process

Station Area Planning Process

The Gold Line Bus Rapid Transit (BRT) alignment has created an opportunity to reimagine the land use in this area in a way that will support transit ridership. The Helmo Station Area presents the only large green field development opportunity along the Gold Line. Strategic land use planning that leverages the transit infrastructure investment and reflects current market conditions will create a unique development for this area of Oakdale. In 2017, Washington County received a grant to fund station area planning along the 11-mile Gold Line BRT corridor. In June 2017, the City Council initiated Oakdale's participation in a four-phase planning process (Figure 4):

- Phase 1: Identify Opportunities, Issues, and Concerns; Establish Specific Station Area Objectives
- Phase 2: Review Preliminary BRTOD Alternatives; Identify Alternatives for Further Refinement
- Phase 3: Review Preferred Alternative; Identify Preferred

Alternative Refinements

- Phase 4: Review, Finalize, and Adopt BRTOD Plan and Implementation Strategies

The process included several community open houses, online community engagement, meetings with affected property owners in the subject area, and regular City Council work sessions at each phase of the process.

Phase 1 Outcomes: Issues and Opportunities; Station Area Objectives

Analysis of existing conditions in the study area revealed a number of constraints (Figure 5) and opportunities (Figure 6) for transit oriented development. Relocation of the transit station platform and realignment of the BRT guideway from the corner of 4th Street North to an area just south of 3rd Street North on Helmo Avenue North was identified early on as means to address potential conflicts with adjacent properties and provide for greater development opportunities in the station area. Connections to existing parks, trails, and open space, along with

the creation of additional park amenities add value to the area and provide access to and from the station area from surrounding neighborhoods and businesses.

Existing streets provide a framework that may be built upon to facilitate access through the area and to the transit station. There is an opportunity to incorporate short street segments to form a grid of streets that will provide several options for access to mitigate traffic congestion and potential safety issues that correspond with new development. A short-block grid of streets also increases safety and walkability for pedestrians.

There is a large open space area on the west side of Helmo Avenue North with wetlands, a day lighted portion of Battle Creek, varied topographic relief, and mature forested areas. The area is further encumbered by pipeline and sewer utility easements that limit development potential. This area could be enhanced to provide trail connections from the transit station to the businesses to the west. Designation as a

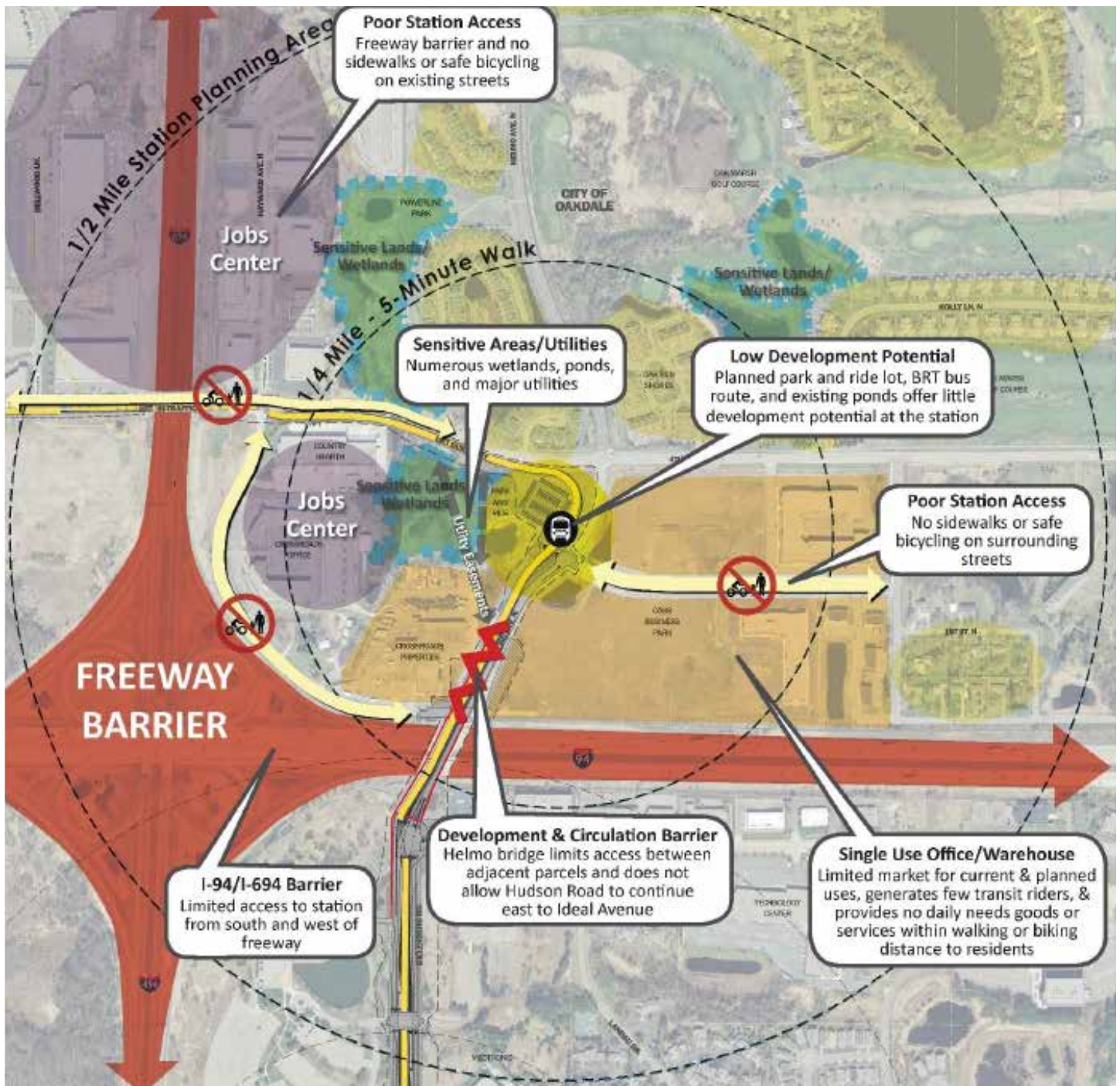


Figure 5. Station area constraints

passive park and preservation of the natural features may provide a desirable amenity for future residents and businesses in the area.

The objectives for the Helmo Station Area Plan are described as the following:

- Establish a multi-modal
- Increase potential ridership base
- Enable station areas to
- achieve their transit-supportive, market driven development potential
- Identify infrastructure investments and policy changes needed to achieve the City- and station-specific visions



Figure 6. Station area opportunities

Additional desired outcomes expressed at community meetings include the following:

- Maintain and enhance open space/trail connections to adjacent neighborhoods and open space
- Preserve existing neighborhoods/quality of life

- Reduce parking impacts to residents
- Manage traffic and congestion
- Create a safe station environment
- Ensure safe walking and biking
- Promote development compatible with surrounding

- uses
- Minimize vehicle noise and pollution impacts

These goals were used in the formulation and evaluation of station area development alternatives.

Phase 2 Outcome: Bus Rapid Transit – Transit Oriented Development Alternatives

Two concept plan alternatives were developed for the station area designed to meet the goals outlined above. Both plans utilize a small-block street grid and realigned Hudson Boulevard North to delineate development areas. This circulation pattern, along with the addition of sidewalks and trails, facilitates pedestrian access for residents, visitors, and employees to and from the transit station and throughout the neighborhood.

DISTRICT CONCEPT

The District Concept focuses areas for employment along the south portion of the site; areas for housing along 4th Street North and adjacent to the transit station; and a hub of commercial activity near the station along Hudson Boulevard North. A new linear park would provide an open space amenity and buffer between the housing and employment areas along 3rd Street North (Figure 7).

NEIGHBORHOOD CONCEPT

The Neighborhood Concept envisions a mix of housing types and densities for the majority of the subject area. Smaller-scale employment areas are located along 4th Street North for greater access and visibility. Medium-density housing is located around a new central park with higher density housing at the southern edge of the site and in close



Figure 7. District concept



Figure 8. Neighborhood concept

proximity to the transit station (Figure 8).

Both concept plans were reviewed at a community open house and presented to the City Council. Based on feedback, market studies, and articulated objectives, the City Council selected the Neighborhood Concept for further refinement.

Phase 3 Outcome: Selected Concept Plan Refinement

Additional feasibility analysis was completed for the Neighborhood Concept and minor revisions were recommended (Figure 9).

Changes included the addition of medium density residential uses on the north half of the site to provide a transition between existing neighborhoods to the north and higher density housing on the south half of the site. Larger block areas were created to allow flexibility for different configurations of multifamily housing on the south portion of the site. Blocks adjacent to the existing business park to the east may be developed as either housing or office/industrial buildings similar to those in The Oaks Business Campus depending on market conditions.



Figure 9. Concept Plan refinement

Phase 4 Outcome: Helmo Station Area Plan

The Helmo Station Area (BRTOD) Plan provides the land use, circulation, and park and open space framework for development of a new mixed use neighborhood in the subject area (Figure 9). All proposals for development of the area must be in substantial compliance with the layout and principles of the BRTOD Plan and meet the standards in the Design Framework/Planned Unit Development zoning ordinance.

LAND USE

Medium Density Residential areas are located across 4th Street North from existing residential neighborhoods and surrounding the central park. These areas may accommodate townhomes, live-work units, and may be owner-

occupied or rental housing. High Density Residential housing areas are located on the south and west areas of the property adjacent to park and open space amenities as well as employment and retail/service areas. These areas provide for multi-family residential buildings from three to six stories.

Employment areas allow for modest scale two-story professional offices with parking in interior courts. These areas are located along 4th Street North at Helmo Avenue North. The areas on the eastern edge of the subject area may be developed as flex-office uses similar in character to The Oaks Business Campus.

Neighborhood retail uses are located along the realigned Hudson Boulevard North across from the transit station plaza.

Sale of merchandise and services, such as coffee shops, restaurants, clothing stores, and professional services are permitted in this area.

Land Use categories and densities are summarized in Table 1.

CIRCULATION – ROADWAYS, TRAILS, AND SIDEWALKS

Roadways through the new mixed use neighborhood are designed to provide multiple ways for automobiles, bicyclists, and pedestrians to move throughout the site and access the transit station. Parking is provided on-street on one or both sides of the roadway, in structured parking, or behind buildings.

Wide sidewalks adjacent to commercial areas allow for

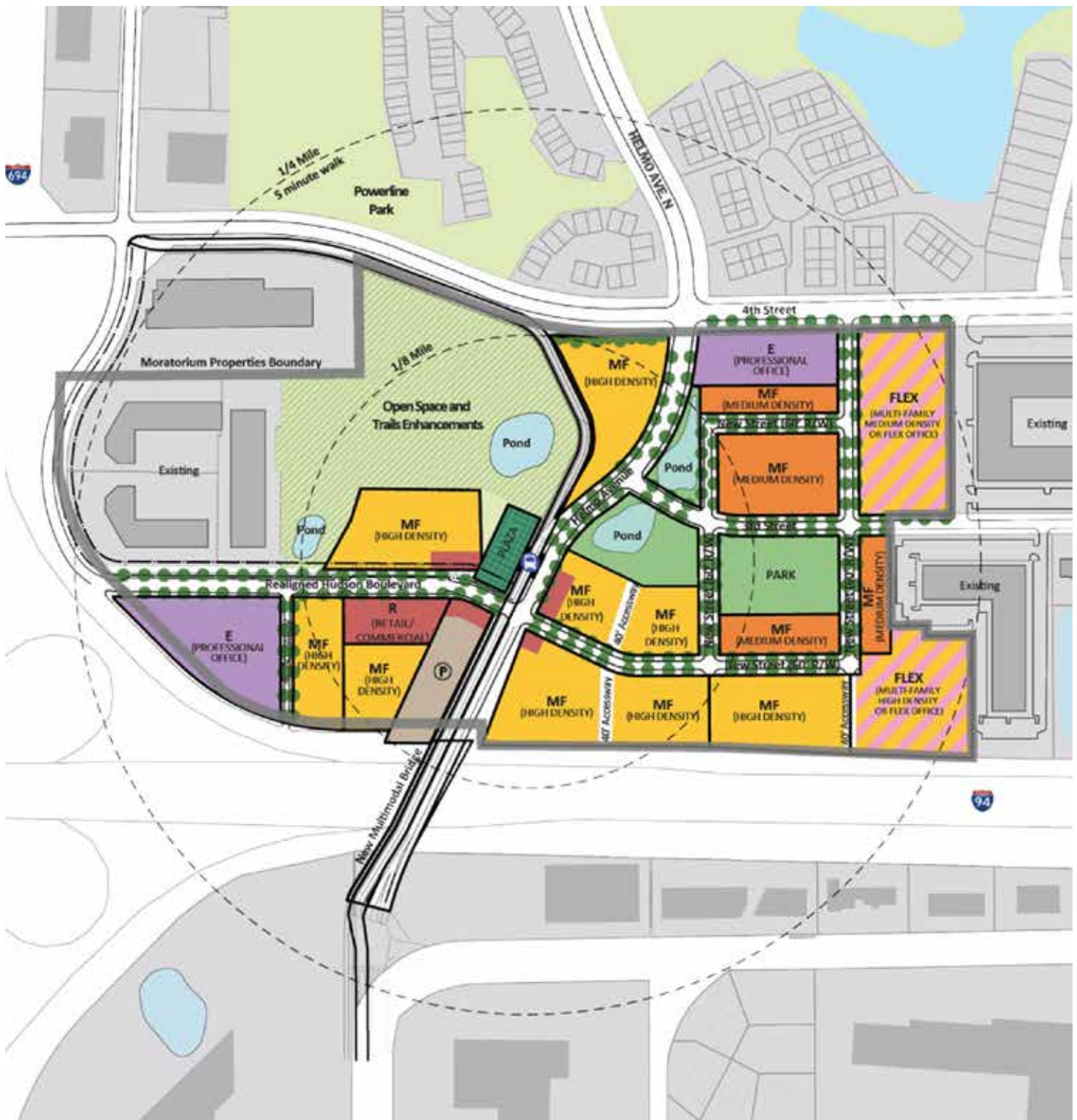


Figure 10. Helmo Station Area (BRTOD) Plan

	Potential Acres	Net Density (dwelling units/acre or floor area ratio)	Development Potential (number of residential units or building square feet)	Parking (spaces per unit or spaces per 1,000 square feet)	Uses
Medium Density Residential	7.57 (Net)	15-24 DU/Ac	119 units	2 spaces/unit (maximum)	Townhomes; 3-8 Unit Multi-family Buildings
High Density Residential	18.72 (Net)	30-50 DU/Ac	843 units	1.5 spaces/unit (maximum)	Multi-Family Buildings
Employment: Industrial/Office	6.09 (Net)	0.50-1.0 FAR	192,435 sf	2:1,000 (maximum)	Office-Industrial
Employment: Professional Office	3.62 (Net)	0.50-1.0 FAR	125,889 sf	2:1,000 (maximum)	Professional Office
Retail	0.99 (net)	0.5 FAR/Bldg. ground floor	29,141 sf	2:5:1,000 (maximum)	Sale of merchandise and services
Station Plaza and Park and Ride	1.77 (Net)	N/A	N/A	N/A	Transit station; public plaza; retail; public parking
Park and Open Space	4.14 (Gross)	N/A	N/A	N/A	Active and passive recreation; stormwater management
Natural Area (existing)	10.69 (Gross)	N/A	N/A	N/A	Passive recreation (trails)

Table 1. Land Uses and Density

outdoor seating and enhanced streetscaping. Residential sidewalks are provided on both sides of the street throughout the neighborhood with boulevards for landscaping and street trees. The Gold Line Corridor Trail may run either along the realigned Hudson Boulevard North or on Helmo Avenue North to 4th Street North.

PARK AND OPEN SPACE SYSTEM

The new development is organized around a new central park feature that will create a high-quality amenity for the neighborhood. The park will add value for the owner-occupied medium-density multifamily housing immediately adjacent. Additional open space will be integrated with existing stormwater treatment facilities and provide a green corridor

between the transit station plaza and the central park.

The natural area west of the transit station provides an opportunity for nearby nature and passive recreation for the new neighborhood. A portion of Battle Creek runs through the area and varied topography creates spaces for intimate wildlife viewing areas as well as broad vistas looking to the north and south. This area may be managed to improve the ecological function of the various plant communities while providing trails, boardwalks, and gathering spaces.

Implementation

Development of this neighborhood is anticipated to occur in phases over the next three-to-seven years.

All proposals for platting and subdivision shall be in substantial compliance with the Station Area Plan. All roadways shall be public streets and all parks and open space shall be public with the exception of yards and common spaces for medium- and high density multifamily housing developments. Park and open space areas shall be designed and implemented along with or prior to adjacent development occurring. The City may require the installation of sidewalks and trails by the developer.

The subject property will be zoned Planned Unit Development (PUD) and subject to the requirements of the PUD Station Area Design Framework (an appendix to Chapter 25: Zoning in the City Code).

APPENDIX D: 3M SITE SMALL AREA PLAN

Introduction and Purpose of the Plan

The 3M Small Area Plan is the outcome of a study and analysis undertaken to assess the feasibility of changing the planned land use on approximately 208 acres (the “subject area”) from a multi-tenant business campus to a new residential neighborhood. The contents of this plan provide the background and history of the site, the planning process, and the justification for the resulting plan that shall guide the development of the subject area.

Site Location, Context, and Existing Conditions

The subject property is located east of Interstate Highway 694 and is situated on either side of 40th Street North (Figure 1.). Ideal Avenue North (CSAH 13) runs along the eastern edge of the property and is the municipal border between Oakdale and Lake Elmo. Residential neighborhoods border the site to the north and east (and west of Hwy 694). A multi-tenant office/ industrial campus sits on approximately 122 acres to the south. A large retail area is located south of County Road 14 (within a half-mile of the subject property) providing a range of goods and services.

The site contains several wetlands, scattered forested areas, and portions of the site have been farmed. An underground utility pipeline



Figure 1. Existing Conditions

bisects the subject area from north to south and a second underground utility pipeline crosses the northeastern corner of the property.

Site History

The subject area was part of a larger property purchased by the 3M Company in the late 1960s. The land was held in order to provide for a future corporate campus expansion. In 1975, the City of Oakdale approved plans for a future business campus that would house approximately

18,000 employees (Figure 2.). The campus would consist of 9.5 million square feet of office buildings, with 7.5 million square feet located in Oakdale and 2 million square feet on adjacent property in Lake Elmo.

By 1996, 3M had determined that the planned expansion would not occur on this property. The master plan was revised to cover solely the property in Oakdale to eventually accommodate 1.8 million square feet in a multi-use business park (Figure 3.). The southern portion of the



Figure 2. 1975 Master Plan

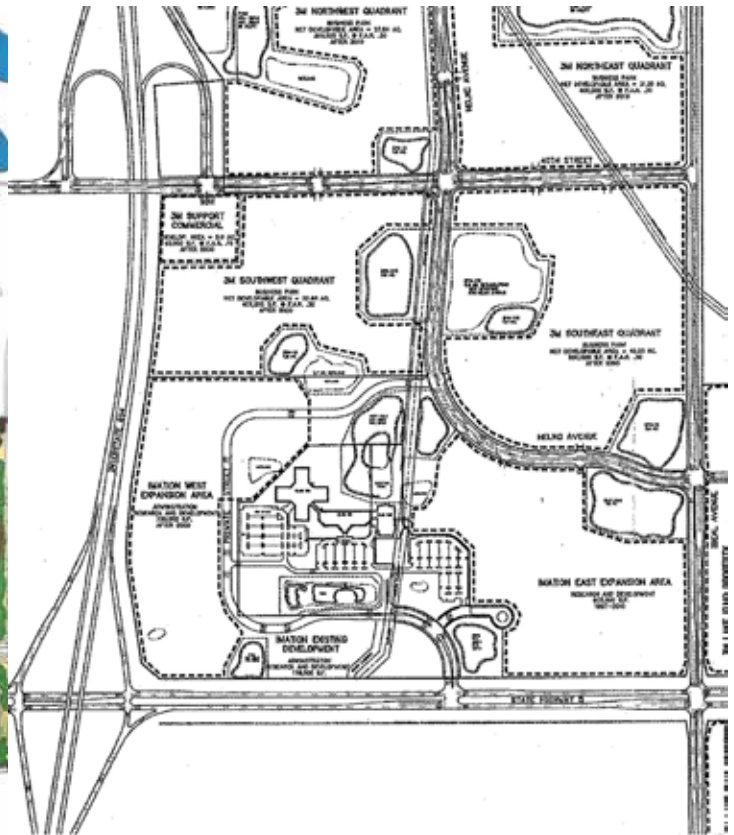


Figure 2. 1975 Master Plan

property was sold to Imation, a spin-off business of 3M. Imation constructed a new building on the eastern portion of the site to house their world headquarters.

In April 2016, the 3M Foundation informed the City of their intention to sell the approximately 208 acres north of the 4Front campus. With market demand currently higher for residential development and the fact that there had been no industrial development in the subject area for the previous 20 years, the City Council indicated their willingness to consider a change in land use to residential.

In December 2016, Imation sold their campus and surrounding acreage to Slumberland. In 2017, Slumberland re-branded

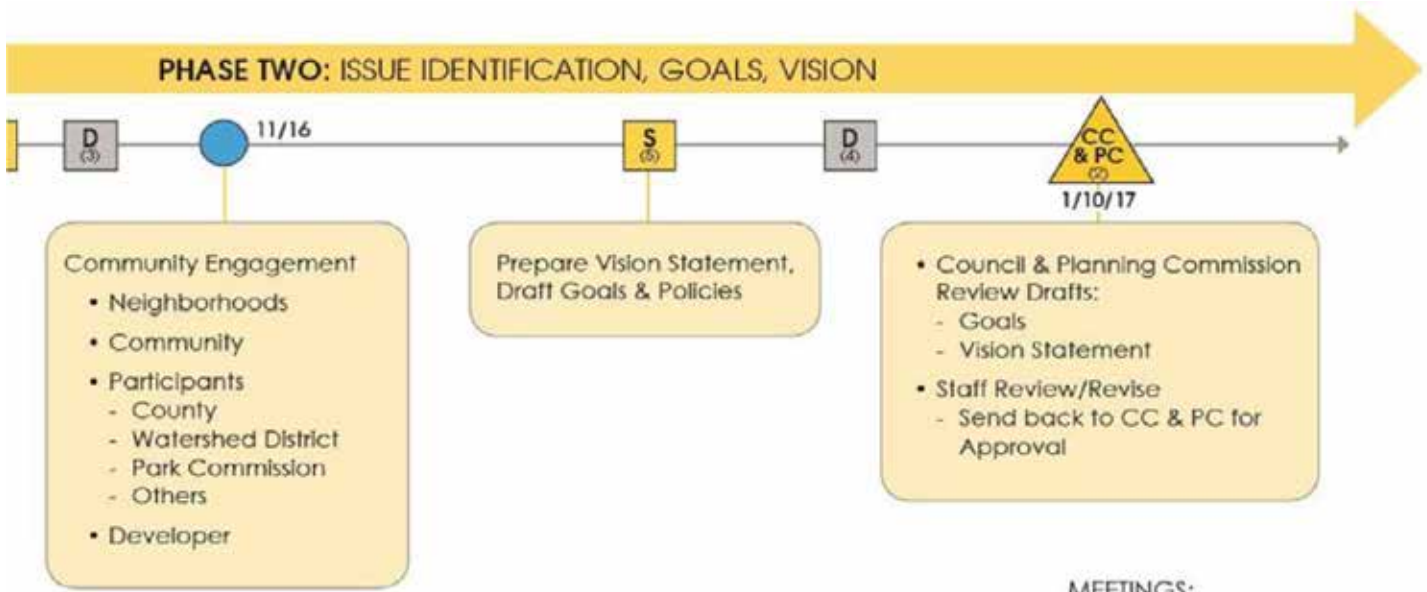
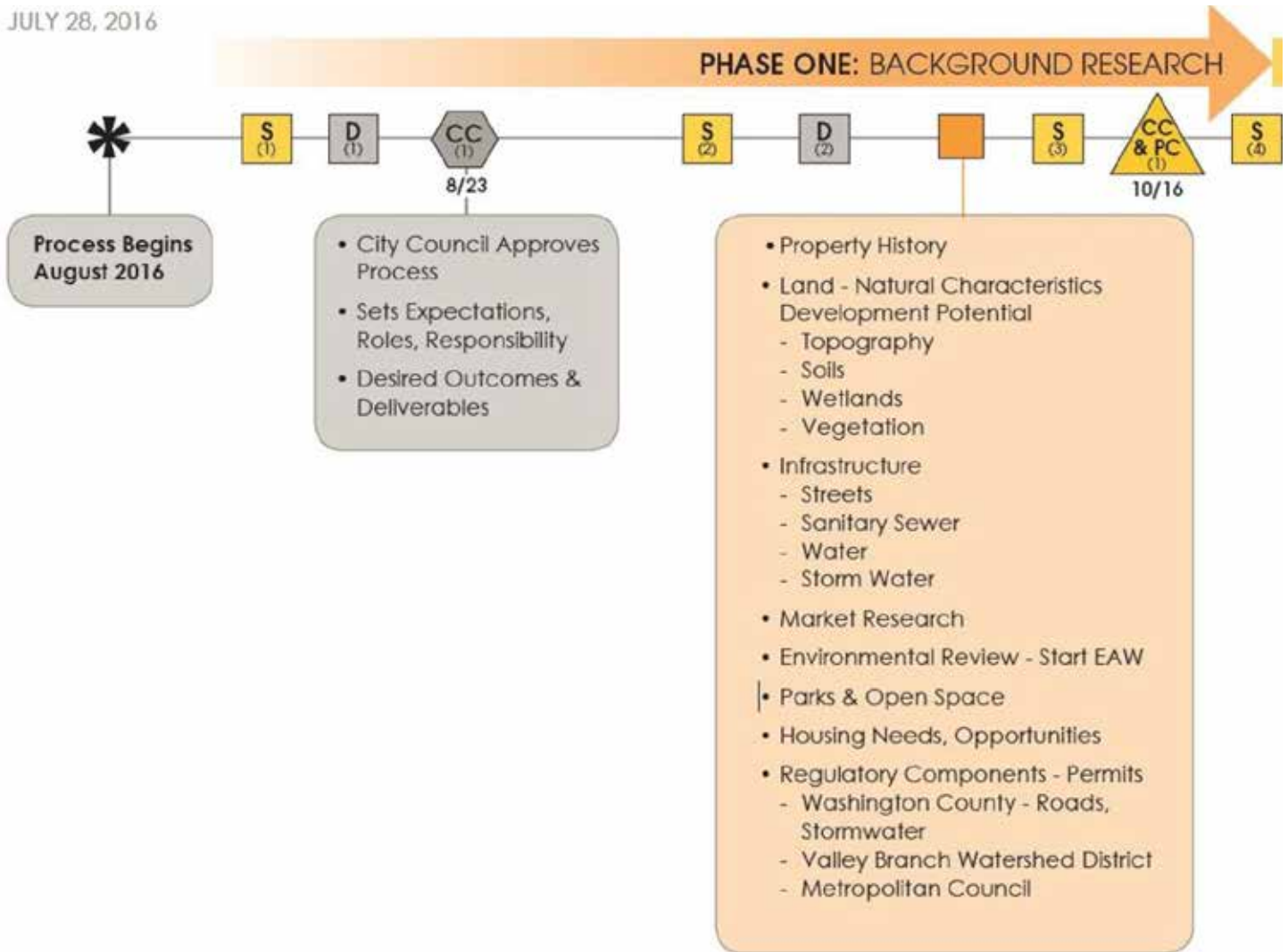
the business park as the 4Front Technology and Office Campus with the intention to form a hub for multiple companies and industries. Approximately 65 acres are available for further office/industrial development around the campus.

Small Area Planning Process

In August 2016, the City Council initiated a Small Area Planning process for the subject area. The process proceeded in four phases:

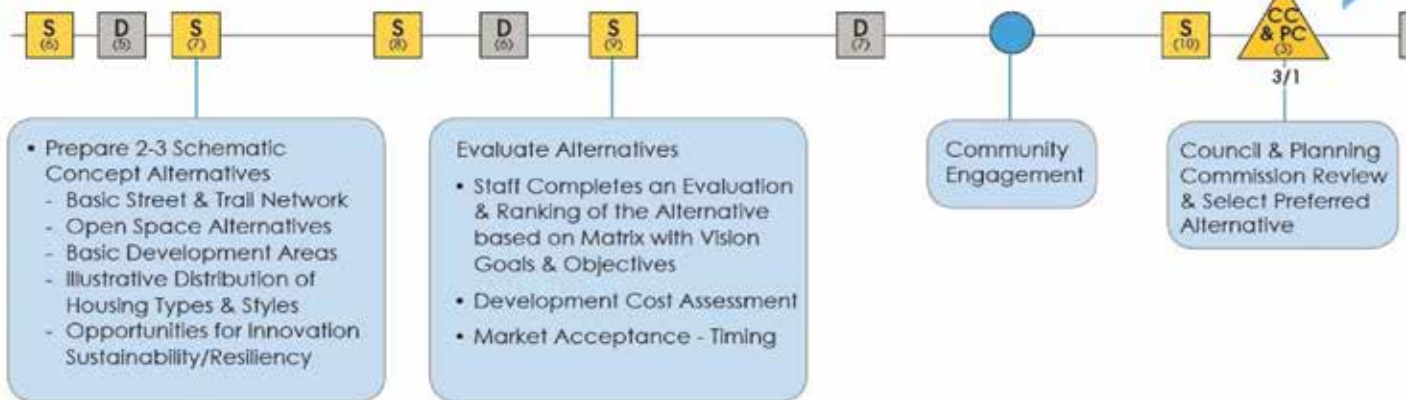
- Phase 1: Background Research – Site History; Land Characteristics; Infrastructure Analysis; Market Research; Parks and Open Space Evaluation; Housing Needs and Opportunities; Regulatory Requirements

- Phase 2: Issue Identification, Goals, Vision – Engage Stakeholders; Prepare Vision Statement; Establish Goals and Policies
- Phase 3: Concept Plan Review – Prepare and Evaluate three schematic concept alternatives for a new neighborhood
- Phase 4: Comprehensive Plan Amendment/Rezoning to PUD – Complete the required environmental analysis (Alternative Urban Area-wide Review); Compile Small Area Plan Document (including Design Framework); Amend the Comprehensive Plan and Rezone the subject area consistent with the approved Small Area Plan

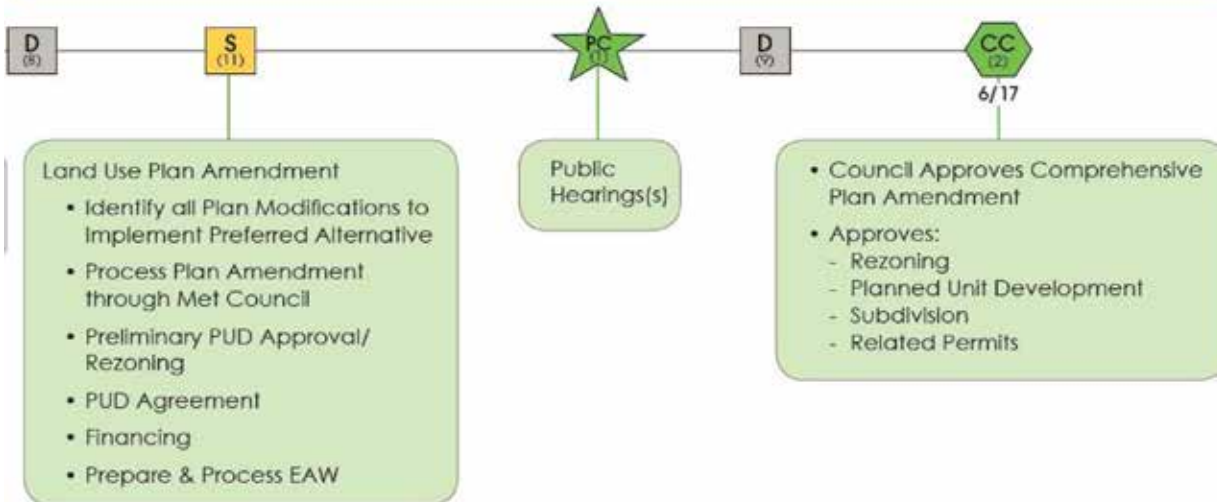


MEETINGS:

PHASE THREE: CONCEPT PLAN REVIEW



PHASE FOUR: COMPREHENSIVE PLAN AMENDMENT/REZONING PUD



Phase 1 Outcomes: Issues and Opportunities

Preliminary research and information gathered about the site illuminated a number of opportunities and constraints for development of the property. Environmental analysis determined that there are no polluted areas on the site requiring remediation; soils are generally suitable for residential development; several wetlands are on the site which will require preservation measures; and there are existing stands of mature oak trees that could be a priority for preservation. There are two pipeline easements encumbering the property that need to be accommodated under any development scenario.

The property is situated in close proximity to employment and retail service areas as well as existing park and open space facilities. Market conditions for a range of housing types, styles, and price points are favorable for an eventual build-out of approximately 1,410 housing units over five- to 10 years.

Development of this area provides an opportunity to complete a southern connection of Helmo Avenue North to Ideal Avenue North that will facilitate better traffic circulation for the neighborhoods north of the subject property. Washington County is planning improvements along Ideal Avenue North that may be adjusted and timed to coincide with development of the property. Realignment of 40th Street North, along with

traffic calming measures along the roadway, will improve traffic and safety on this east-west connector.

Phase 2 Outcomes: Goals for the Plan and Process

The City Council established expectations and roles for the process and set goals for any development outcome as follows:

GENERAL GOALS

1. To conduct an effective and organized planning process that includes timely opportunities for the participation of all stakeholders and supports the City Council's decision making at every project milestone.
2. Take full advantage of the opportunity to masterplan this large property to build the City's tax base and create an attractive, cohesive neighborhood, efficiently served by public infrastructure and enhanced by an interconnected, multi-purpose open space system.

LAND USE

1. Realize the opportunity to reimagine the City's preferred land uses on this property and re-guide the land use designations to reflect this new vision.
2. Achieve a successfully integrated mixture of land uses that responds to market opportunities and takes full advantage of the property's potential.

HOUSING

1. Provide a variety of housing choices, types, styles, and price points to serve current and future residents' needs and preferences at different stages of their life cycle, with an emphasis on market supported move up housing.
2. Select housing products that support Oakdale's economic development opportunities with an eye toward the future expansion of the 4Front Technology and Office campus.

TRANSPORTATION

1. Design and build a network of roadways and trails, to create a multi-modal transportation system with connections to parks, the Gateway Trail, employment and shopping opportunities.
2. Emphasize accessibility for people of all ages and abilities.
3. Fully support pedestrian and bicycle infrastructure to promote active and healthy living.

PARKS, OPEN SPACE AND AMENITIES

1. Create and maintain an integrated system of active and passive recreation spaces.
2. Conserve, restore, and augment natural resources, including native and indigenous trees and grasses to support wildlife habitat, clean air, and water quality.
3. Explore the opportunities for innovative natural resource based storm water management.

SUSTAINABILITY & RESILIENCY

1. Promote inclusivity and fairness in all land use, housing, and transportation decision-making.
2. Plan infrastructure to promote resilience and sustainability.
3. Promote healthy living, locally grown food, clean energy, air, and water quality.

Phase 3 Outcomes: Concept Plan Refinement

Three concept plans were developed to show the possible arrangement of streets, areas for housing, and organization of the parks, trails, and open space system. Each concept was designed around the idea of an interconnected open space system that would allow for preservation and enhancement of existing natural features, provide for stormwater treatment and infiltration, and give all housing areas access to a dispersed park system – essentially, providing “homes in a park.” The design principles Fredrick Law Olmsted used to develop the Emerald Necklace in Boston informed this concept, as well as the principles of Radburn’s super block in New Jersey. The passive and active open spaces are located to maximize the benefits of existing wetlands, proposed ponds, and the pipeline corridors. Nearly every lot has views of open space amenities and has direct access to a sidewalk, trail, or both. This theme translated into the circulation system by providing views of open space at T-intersections, curvilinear roadways to calm traffic, allowing for on-street parking rather

than concentrated parking lots, and incorporating a sidewalk and trail system throughout the neighborhood to give priority to pedestrians and bikers, on par with the automobile, and provide a healthy alternative to automobile transportation. Each concept plan provided areas for a range of housing types and densities with lower-density housing generally adjacent to existing neighborhoods and medium- and higher-density housing adjacent to open space

amenities and the employment opportunities at the 4Front Technology and Office campus.

Phase 4 Outcomes: Development Analysis and Regulatory Requirements

The concept plan alternatives were shared with the community at a neighborhood meeting in April 2017. Feedback favored the interconnected open space system, provision for a range of housing types, and

3M FOUNDATION SITE: CONCEPTUAL SITE PLAN 1
CITY OF GARDEN CITY



3M FOUNDATION SITE: CONCEPTUAL SITE PLAN 2
CITY OF GARDEN CITY



3M FOUNDATION SITE: CONCEPTUAL SITE PLAN 3
CITY OF GARDEN CITY



COMMUNITY OPEN HOUSE



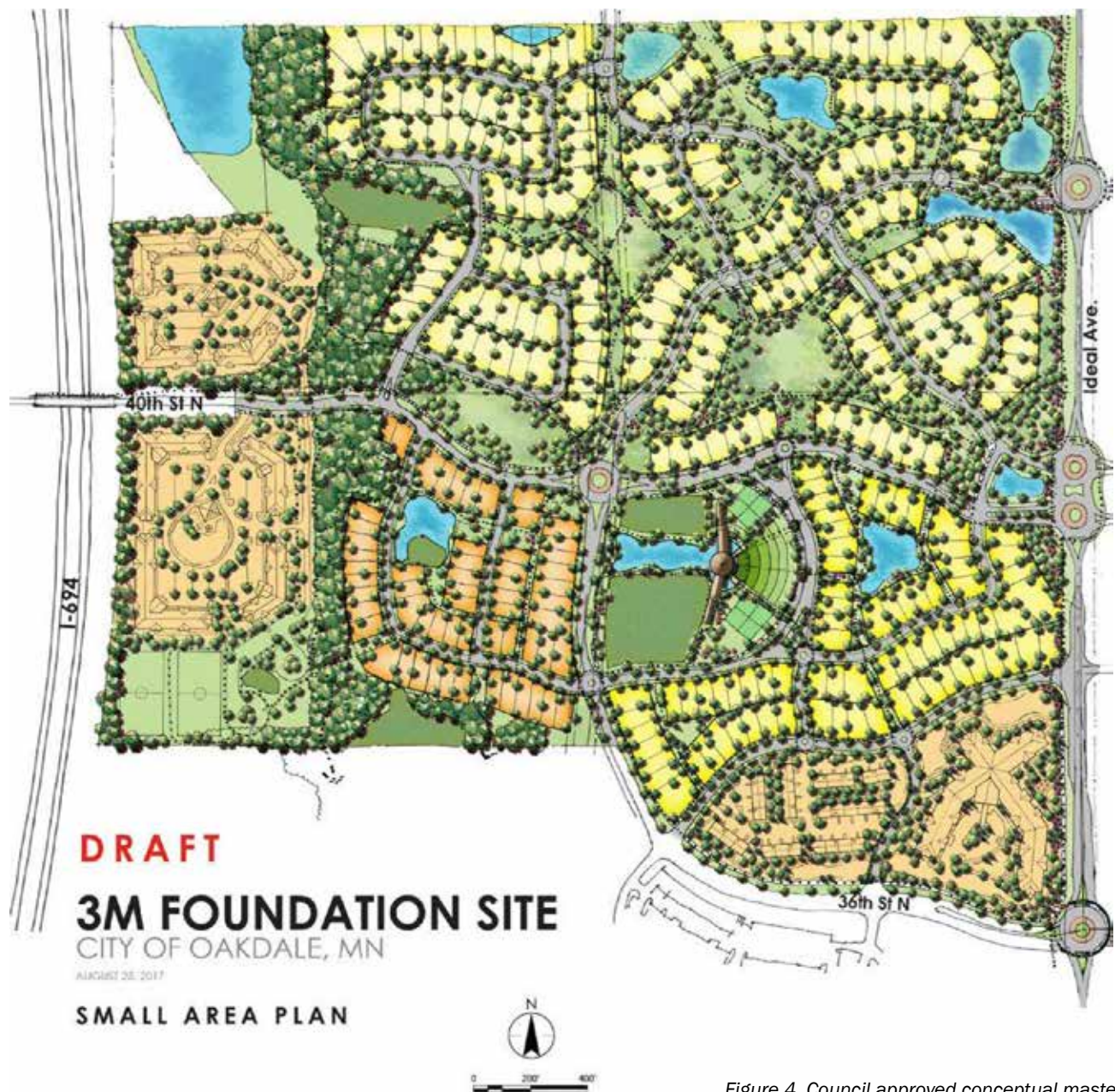


Figure 4. Council approved conceptual master plan

the opportunity to create a connection between Helmo Avenue North and Ideal Avenue North.

The City Council also provided comments on the plan alternatives and directed the development of a final conceptual master plan that would merge desired elements from the three concept plans. The master plan was refined utilizing input from regional housing developers and

was tested by market studies and fiscal analysis to determine financial feasibility.

The City Council approved the final Conceptual Master Plan (Figure 4.) in September 2017 and initiated the required environmental review in December 2017. The results of an Alternative Urban Area-wide Review (AUAR) determined that sufficient utility capacity exists to serve the proposed development;

a range of traffic management strategies should be employed as conditions warrant; efforts to preserve and enhance habitat throughout the open space system are encouraged; and stormwater management will be required to meet Valley Branch Watershed District standards.

Small Area Plan/Conceptual Master Plan

The Conceptual Master Plan

Category	Net Acres	Lot Width	Development Potential (Approx. Number of Dwelling Units)	Net Residential Density (Dwelling Units per Acre)	Uses
Low Density Residential	38.9	65 feet	175	4.5 DU/Ac	Single Family Detached Homes
Medium Density Residential	24.0	40 - 50 feet	135	5.6 DU/Ac	Single Family Detached; Two-Family Attached (Duplex/Twin homes)
High Density Residential	34.7	n/A	1,100	35-55 DU/Ac	Townhomes; Multi-Family Buildings

Table 1. Land use categories and densities

provides the land use, circulation, and park and open space framework for development of a new residential neighborhood on the subject property. All proposals for development of the area must be in substantial compliance with the layout and principles of the Conceptual Master Plan and meet the standards in the Design Framework/Planned Unit Development zoning ordinance.

LAND USE

The planned Future Land Use (Figure 5.) for the subject property is Mixed Use Residential (MXR) defined as the following:

Mixed Use Residential land occurs in the form of a Planned Unit Development (PUD), where a diversity of housing types and densities are organized in distinctive neighborhoods that integrate parks, trails, and open space in the form of one cohesive development. Residential densities for mixed use residential projects should average four to eight (4-8) dwelling units per acre for low density (single family) and medium density (single and two family) residential areas and range from thirty-five to fifty-five (35-55) dwelling units per acre for high density (multifamily)



Figure 5. Land Use Plan

residential areas. Densities exceeding these may be adjusted by the City Council on a project specific basis and in accordance with detailed development plans.

Areas for Low Density Residential housing are located north of 40th

Street North and feature large areas of interconnected parks and open space. Single-family lots adjacent to the existing neighborhood to the north (Olson Lake Estates and Sunburrow) have more lot depth to provide a rear-yard buffer between

developments.

Medium Density Residential areas are located south of 40th Street North and provide neighborhoods that may feature detached single-family homes on smaller lots as well as twinhomes/duplexes. These areas feature off-street trail systems connecting to larger open spaces and a central community park.

High Density Residential housing areas are located on the west and southeast areas of the property adjacent to park and open space amenities as well as employment and retail/service areas. These areas provide for townhomes and multi-family residential buildings. Land Use categories and densities are summarized in Table 1.

CIRCULATION – ROADWAYS, TRAILS, AND SIDEWALKS

Roadways through the new neighborhood are designed to have a parkway feel with wide boulevards and views of open space adjacent to the roadway and at T-intersections (Figure 6.). Parking is provided on-street on one or both sides of the roadway. Sidewalks and trails are located at the outer edge of the right-of-way to provide maximum area for boulevards and tree planting along the roadway. These features, along with traffic circles, are strategies to calm traffic to provide a safer and more enjoyable residential environment while providing for efficient automobile circulation.

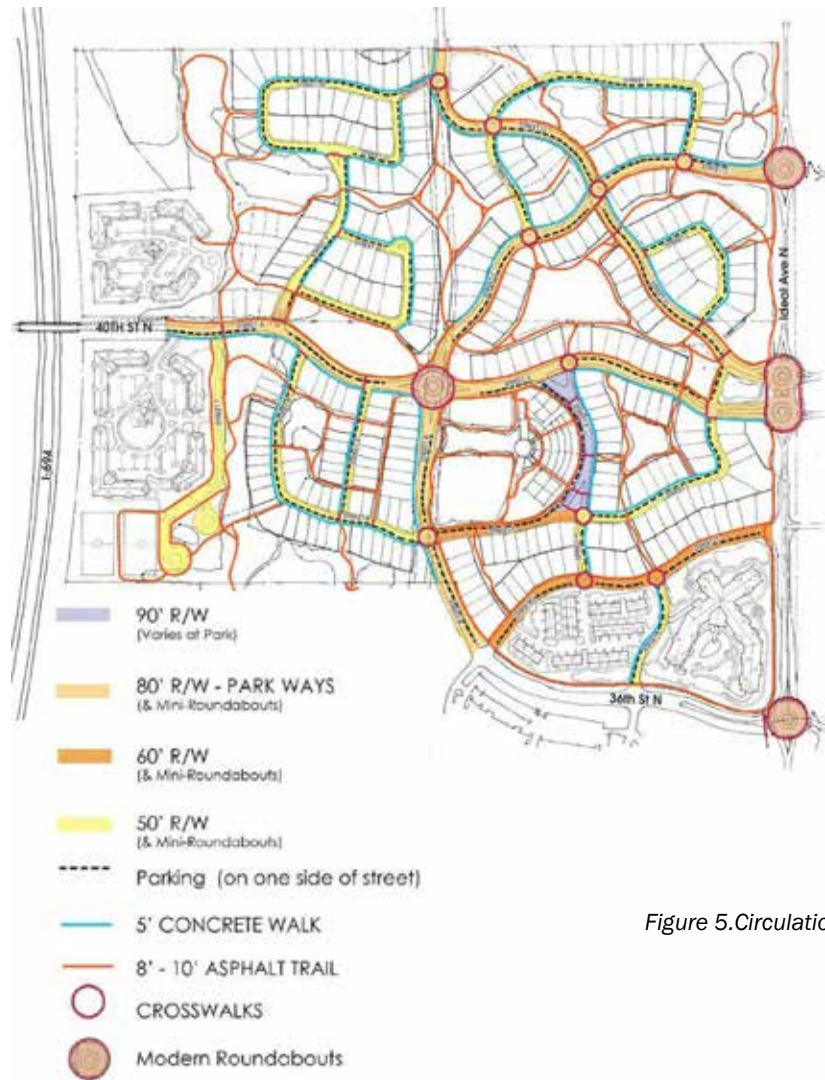


Figure 5. Circulation Plan

PARK AND OPEN SPACE SYSTEM

The park and open space system (Figure 7.) is the major organizing design feature for the new neighborhood. Inspired by Boston's Emerald Necklace designed by Fredrick Law Olmsted and the Radburn plan, the open space system is dispersed throughout the entire neighborhood via interconnected parkland, natural open space, stormwater management features, and wetlands. This system provides public access to all active and passive open space areas, provides contiguous habitat and stormwater flow

areas, preserves existing stands of mature trees, and showcases vistas and views as one moves throughout the neighborhood. A robust trail system offers numerous pathways connecting areas of housing to the parks and open space for safe and scenic passage for bicycles and pedestrians throughout the neighborhood without crossing a street. Where there are larger parks, the trails are generally located along the perimeter to allow for active use park programming and preservation of wetland buffer vegetation. Linear corridors facilitate trail connections as well as providing

areas that aid in wildlife movement with fewer vehicle conflicts.

Park and open space areas host a combination of manicured active recreation opportunities and passive natural areas. Habitat restoration and reforestation activities may occur throughout the system with minimal areas for managed turf. Areas may be designated for community gardens and orchards.

Where rear yards abut parks and open space, fencing may be allowed subject to material and height standards to promote the feeling of homes in a park and provide more visibility of park land from homes to enhance safety. Landscape buffers and landform berms are encouraged as means to delineate public and private spaces. Lighting of park areas should provide for safety and aesthetic enhancement while producing minimal light encroachment on residential areas. Tall standard lighting for recreational fields is limited to the park area in the southwest corner of the subject property.

Implementation

Development of this neighborhood is anticipated to occur in phases over the next five- to 10 years. All proposals for platting and subdivision shall be in substantial compliance with



Category	Acres
Parks – Active and Passive	34.86
Open Space (wooded)	15.67
Other Open Space (ponds, wetlands, pipeline, boulevard, MnDOT parcel)	43.90
Total	94.43

Figure 7. Open Space Plan

the Conceptual Master Plan. All roadways shall be public streets and all parks and open space shall be public with the exception of yards and common spaces for high density multifamily housing developments. Park and open space areas shall be designed and implemented along with or

prior to adjacent development occurring.

The subject property will be zoned Planned Unit Development (PUD) and subject to the requirements of the PUD Design Framework (an appendix to Chapter 25: Zoning in the City Code).

APPENDIX E: RESOLUTION ADOPTING THE COMPREHENSIVE PLAN

CITY OF OAKDALE RESOLUTION NO. 2018-75

ADOPTING THE CITY OF OAKDALE 2040 COMPREHENSIVE PLAN AND AUTHORIZING STAFF TO SUBMIT THE SAME TO ADJACENT AND AFFECTED JURISDICTIONS AND THE METROPOLITAN COUNCIL FOR REVIEW.

At a meeting of the City Council of the City of Oakdale held on Monday, August 13, 2018, at the Oakdale Municipal Building, 1584 Hadley Avenue North, Oakdale, Minnesota, with the following members present: Mayor Paul Reinke; Council Members Mark Landis, Lori Pulkrabek, Bill Rasmussen, and Kevin Zabel; and the following absent: None; the Oakdale City Council resolved:

WHEREAS, the Comprehensive plan is an official statement by the City Council establishing high-level goals and policies concerning the desirable physical, social and economic development future of the City, and

WHEREAS, the Plan is used to inform and guide Council policy making and budget decisions that result in the achievement of the Plan's goals, and

WHEREAS, the City Council authorized the 2040 Comprehensive Plan update process in June 2016 to consist of three phases: 1) data collection and key stakeholder preliminary issue identification, 2) community engagement issue identification, goal and policy formation, and 3) drafting of the Plan, review, and adoption, and

WHEREAS, the draft 2040 Comprehensive Plan consists of nine chapters: Land Use, Transportation, Parks and Trails, Water Resources, Housing, Neighborhoods, Resilience, Economic Development, and Implementation, and

WHEREAS, the MN §473.858 Subd. 2 requires distribution of the draft Comprehensive Plan to adjacent and affected jurisdictions and the Metropolitan Council for review and comment, and

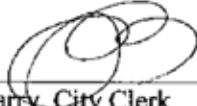
NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Oakdale hereby adopts the 2040 Comprehensive Plan and directs staff to submit the same to adjacent and affected jurisdictions and to the Metropolitan Council for review. The City of Oakdale 2040 Comprehensive Plan shall be in effect upon findings of conformance with regional system plans by the Metropolitan Council.

Voting in Favor: Mayor Reinke; Council Members Landis, Pulkrabek, Rasmussen, and Zabel;

Voting Against: None.

Resolution duly seconded and passed this 13th day of August 2018.

Attest:


Susan Barry, City Clerk


Paul Reinke, Mayor

APPENDIX F: RESOLUTION APPROVING A COMPREHENSIVE PLAN AMENDMENT

CITY OF OAKDALE RESOLUTION 2022-84

APPROVING A COMPREHENSIVE PLAN AMENDMENT FOR THE PROPERTY KNOWN AS "PARCEL C, WEST EXPANSION AREA, 4FRONT PLANNED UNIT DEVELOPMENT, PID 1702921420003".

At a regular meeting of the City Council of the City of Oakdale held on Tuesday, July 26, 2022, at Oakdale City Hall, 1584 Hadley Avenue North, Oakdale, Minnesota with the following members present: Mayor Paul Reinke; Council Members Jake Ingebrigtsen, Susan Olson, Colleen Swedberg, and Kevin Zabel and the following members absent: None, the Oakdale City Council resolved:

WHEREAS, Larson Family Real Estate LLLP has applied for an amendment to the Future Land Use Map of the City of Oakdale Comprehensive Plan to change the above-described property from Business Campus to Commercial; and

WHEREAS, the City Council held a public hearing on June 14, 2022 and approved Resolution 2022-68 authorizing staff to submit an application for said amendment request to the Metropolitan Council for official review; and

WHEREAS, the Metropolitan Council provided official comment to the City on July 8, 2022 stating that the request meets their official Comprehensive Plan Amendment Administrative Review Guidelines and that the City may proceed with placing the amendment into effect; and

NOW, THEREFORE, BE IT RESOLVED the City Council of the City of Oakdale hereby approves a Comprehensive Plan Amendment to change the Future Land Use designation of Parcel C (PID 1702921420003) located in the West Expansion Area of the 4Front Planned Unit Development.

Voting For: Mayor Reinke, Council Members, Olson, Swedberg, and Zabel;

Voting Against: None

Absent: Council Member Ingebrigtsen

Resolution duly seconded and passed this 26th day of July 2022.

Attest:



Katie Robinson, Deputy City Clerk


Paul Reinke, Mayor

APPENDIX G: RESOLUTION APPROVING A COMPREHENSIVE PLAN TEXT AMENDMENT

City of Oakdale RESOLUTION 2023-33

APPROVING A 2040 COMPREHENSIVE PLAN TEXT AMENDMENT

At a meeting of the City Council of the City of Oakdale held on Tuesday, March 28, 2023, at Oakdale City Hall, 1584 Hadley Avenue North, Oakdale, Minnesota, with the following members present: Mayor Kevin Zabel, Council Members Jake Ingebrigtsen, Andy Morcomb and Susan Olson; and the following absent: none, the Oakdale City Council resolved:

WHEREAS, The City of Oakdale can amend its Comprehensive Plan for various reasons including providing clarification or making changes to policies within the plan; and

WHEREAS, Comprehensive Plan Amendments must be reviewed by the Metropolitan Council for conformance with the regional long-range plan; and

WHEREAS, the requirement for adjacent jurisdiction review has been waived by Metropolitan Council staff; and

WHEREAS, the City has reviewed and subsequently proposed text amendments to the Oakdale 2040 Comprehensive Plan to provide additional clarity to language, goals, and policies that better reflect the City Council's intent; and

WHEREAS, the Oakdale Planning Commission held a Public Hearing in accordance with Chapter 25, Article 3. Sec. 25-3-300 of the City Code which explains the procedure of a Comprehensive Plan Text Amendment, and the 2040 Comprehensive Plan Text Amendment was presented accordingly; and

WHEREAS, the City Council approved Resolution 2022-119 at the November 22, 2022 Council meeting, authorizing staff to submit an application for said text amendment request to the Metropolitan Council for official review; and

WHEREAS, the Metropolitan Council provided official comment to the City on March 13, 2023 stating that the request meets their official Comprehensive Plan Amendment Administrative Review Guidelines and that the City may proceed with placing the amendment into effect.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Oakdale hereby approves this 2040 Comprehensive Plan Text Amendment to better reflect the intent of the Oakdale City Council.

Voting in Favor: Mayor Zabel, Council Members Ingebrigtsen, Morcomb, and Olson

Voting Against: None

Resolution duly seconded and passed this 28th day of March, 2023.

Attest:


Sara Ludwig, City Clerk


Kevin Zabel, Mayor