



2023 Comprehensive Plan

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Amendments

Resolution 2024-52 adopted 22 July 2024
Resolution 2025-60 adopted 10 November 2025

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FORWARD

The 2023 Otsego Comprehensive Plan was adopted by the City Council on 14 August 2023 with Resolution 2023-52 as the product of a planning effort by residents, businesses, developers, City officials, and City staff. The contributions of all that participated in the discussions regarding development of the goals, policies, and plans set forth herein are greatly appreciated.

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INTRODUCTION

A Comprehensive Plan serves as the guide for future growth and development of a community outlining the vision of the community both in text and graphics for future land use; parks, trails, and open space; transportation; and community facilities. Within these broad overall topic areas, a Comprehensive Plan provides guidance concerning various other issues, including the protection of the natural environment, economic development strategies, historic preservation, and a variety of other topics. Above all, the Comprehensive Plan outlines a vision for the City of Otsego as to how the community will continue to grow and develop in the future. The purpose of the Comprehensive Plan is, therefore, to communicate the community vision to residents, property owners, businesses, and developers and simultaneously function as a decision-making tool for City officials.

The City of Otsego has been proactive in planning for anticipated growth and development for over 30 years. Otsego incorporated as a municipality in 1990 to have greater autonomy over land use planning and decision making and adopted a Comprehensive Plan that established a development framework for the growth that was to come to occur in an orderly, managed process served by necessary facilities and services. In 1998, an update of the Comprehensive Plan was adopted in response to the decision to construct municipal sewer and water utilities to provide service along the TH 101 corridor. The City in 2002 approved construction of a second municipal sewer and water utility system in west Otsego adjacent to Interstate 94 necessitating another Comprehensive Plan update in 2004. Following the rapid pace of growth in the early 2000s and the issues caused by the Great Recession, a Comprehensive Plan update occurred in 2012 to evaluate the changes that had occurred in the community from the time when municipal utilities were made available.

The City Council has determined a need to undertake an update of the Otsego Comprehensive Plan that was initiated in 2022. It is an appropriate time for the City to undertake an update of its Comprehensive Plan being 10 years after the last major review and as society emerges from the COVID-19 pandemic to evaluate the prior decade and to consider and reprioritize community goals and policies to set a clear direction for moving forward into the future. The City Council tasked the Planning Commission as the with guiding the planning process and making recommendations as to the development related goals, policies, and plans to be established..

The Otsego Comprehensive Plan is comprised of several interrelated chapters and system plans addressing the natural environment, land use, transportation, and community facilities and infrastructure comprised of the following separate documents:

- Comprehensive Plan
- Parks System Master Plan (2019)
- Otsego Wastewater Master Plan (2018)
- Comprehensive Study of the Sanitary Sewer Collection System (2021)
- Otsego Water Master Plan
- Capital Improvement Plan (updated annually)

With the primary focus of the comprehensive planning process being land use development, the Comprehensive Plan includes a profile of the community's social characteristics and current issues to be further considered in developing the overall planning documents. The specific Land Use Plan section of this document addresses not only existing and future land use, but which provides direction as to the interrelated management of natural resources, housing, economic development, transportation, and community facilities based on forecasted growth. The other system plans and implementation documents are derived from and support the policy foundations and plans established by this Comprehensive Plan document.

SOCIAL PROFILE

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

Population and Household Forecasts

The City has developed projections of population and household growth for Otsego. The estimated rate of growth is based on an assume 10-year average of 400 new home being constructed in Otsego each year consistent with growth management policies. The actual number of homes constructed in Otsego in the last 10 year period was 273 dwelling units per year reflecting the continued effects of the Great Recession in the early part of the period. The more recent five year period indicates a return to the projected rate of residential development anticipated by the City. This information is to be used in infrastructure planning for transportation, utilities and services to accommodate future development demand and as the basis for implementation of growth management planning efforts.

City of Otsego Population and Households 2000-2040					
	Actual			Forecast	
	2000	2010	2020	2030	2040
Households	2,062	4,736	6,743	10,800	14,800
Population	6,389	13,571	19,966	30,780	41,440
Source: U.S. Census, TPC					

The US Census records the dramatic growth experienced in Otsego between 2000 and 2010 with more than a 100 percent increase in households and population. Growth between 2010 and 2020 slowed both in number and as a percentage due to the Great Recession, which generally caused a loss of 10 years of growth for communities. Recovery from the Great Recession has been followed by the economic effects of the COVID-19 pandemic and a current environment of continued supply chain issues, higher community and goods prices, and inflation that reduced financing options. In spite of these economic challenges, the Otsego is anticipated to see continued growth over time based on available land supply, regional transportation access, utility infrastructure capacity, and saturation development of community closer into the Twin Cities Metropolitan Area.

Household Type

The table below illustrates changes in household size in Otsego relative to population and household growth. The increase in household size from 2010 to 2020 can be attributed to construction of mostly single family dwellings during this time with few town house or multiple family units being added, which tend to have smaller household sizes. The national trend of people having fewer children and the dynamics of the modern family is continuing however, and more recent construction has seen an increase in availability of housing alternatives.

City of Otsego Household Size 2000-2040				
Year		Population	Households	Persons Per Household
Actual	2000	6,389	2,062	3.08
	2010	13,571	4,736	2.86
	2020	19,486	6,743	2.96
Forecast	2030	30,780	10,800	2.85
	2040	41,440	14,800	2.80
Source: U. S. Census, TPC				

The 2010 and 2020 Census provides a demographic profile of the households in Otsego as shown in the following table. Almost half of households in Otsego in 2020 included families with children, which is consistent with 2010 data. Otsego's household characteristics are indicative of a growing community with families finding available new housing that off-sets regional and national trends of smaller household sizes due to an aging population, people choosing to delay having children, and deciding to have smaller families.

City of Otsego 2010 and 2020 Household Type						
Household Type	Total Number of Households		Households With Children		Households Without Children	
	2010	2020	2010	2020	2010	2020
Family – Married Couple	2,978	3,847	1,640	2,146	1,338	1,701
Family – Male Household	230	306	138	162	92	144
Family – Female Household	352	249	235	194	117	55
Total Family HH	3,560	4,402	2,013	2,502	1,547	1,900
Non-Family Households	1,176	1,124	326	X	850	1,124
Total Households	4,736	5,526	2,339	2,502	2,397	3,024
Source: U.S. Census 2010, 2020						

Age Characteristics

The following table illustrates the population of Otsego by age group utilizing information from the 2000, 2010, and 2020 Census.

City of Otsego 2000, 2010, and 2020 Population By Age Group						
Age Group	2000		2010		2020	
School Age						
Under 18	2,074	32.5%	4,195	30.9%	5,397	30.9%
Labor Force						
18-24	494	7.7%	906	6.7%	1,049	6.1%
25-44	2,184	34.2%	4,782	35.2%	5,599	32.1%
45-64	1,367	21.4%	2,917	21.5%	3,694	21.2%
Subtotal	4,045	63.3%	8,605	63.4%	10,342	59.4%
Retired						
65-74	166	2.6%	530	3.9%	1,257	7.2%
75-84	91	1.4%	195	1.4%	407	2.2%
85+	13	.2%	46	0.3%	26	0.2%
Subtotal	270	4.2%	771	5.7%	1,165	9.8%
Total	6,389	100.0%	13,571	100.0%	17,429	100.0%
Source: U.S. Census 2000, 2010, 2020						

The labor force has been the largest age group in Otsego for the past 20 years followed by school age children. The age characteristics of Otsego's population is reflective of a growing community of predominantly single family neighborhoods. The table does also illustrate a trend of an aging population with retired age persons becoming a greater percentage of the population. The median age of the population in Otsego has increased from 32.1 in 2010 to 33.7 in 2020 according to the US Census, also indicating a demographic shift. The increase in retired age population is generally in-place aging of older people in the labor force group. Regional projections suggest that the retired age group will continue to increase as a percentage of the population as the labor force group continues to age while people also live longer.

Education

The following table provides information regarding education levels for Otsego residents ages 25 and over in 2010 and 2020. As indicated, just under 95 percent of the City's population in 2020 had attained a high school diploma or higher degree, down slightly from 2010.

City of Otsego 2010 and 2020 Educational Attainment (Ages 25 and Older)				
Level Attained	2010		2020	
<9 th Grade	89	1.1%	75	0.7%
9 th to 12 th Grade (no diploma)	242	3.1%	545	4.9%
High School Graduate	2,415	30.6%	2,021	18.4%
Some College (no degree)	1,977	25.1%	2,113	19.2%
Associate Degree	1,080	13.7%	1,831	16.8%
Bachelor's Degree	1,645	20.9%	3,015	27.4%
Graduate Degree	436	5.5%	1,383	12.6%
Total	7,884	100.0%	10,983	100%
% of High School Graduate +	-	95.8%	-	94.3%
% of Bachelor's Degree +	-	26.4%	-	40.0%
Source: U.S. Census 2010, 2020				

However, the most significant change between 2010 and 2020 in terms of the education achievements of Otsego's population are in the increases in the percentage of the population having obtained an associate degree, bachelor degree, graduate degree or higher degree. Within the 2020 population, almost 57 percent have an associate degree or higher degree and 40 percent have a bachelor's degree or higher degree. This illustrates an educated population with work force skills attractive to potential employers, which is positive to highlight for economic development purposes.

Occupation

Information from the 2010 and 2020 Census regarding employment demographics for Otsego is depicted in the table below. The trend between 2010 and 2020 in the characteristics of the population is the growing percentage of professional occupations such as finance, business services, education and health services as a percentage of the population.

City of Otsego 2010 and 2020 Occupations (Employed Persons Age 16 and Older)				
	2010		2020	
Ag, Natural Resources and Mining	68	1.0%	0	0.0%
Construction	519	7.8%	1,612	17.4%
Manufacturing	1,380	20.7%	1,501	16.2%
Trade, Transportation & Utilities	202	3.0%	522	5.6%
Information and Retail	737	11.3%	963	10.4%
Financial Activities	556	8.4%	687	7.4%
Professional and Business Services	630	9.5%	1,166	12.6%
Education and Health Services	1,123	16.9%	2,133	23.1%
Leisure and Hospitality	358	5.4%	299	3.2%
Other Services	456	6.9%	203	2.2%
Government	613	9.2%	167	1.8%
Total	6,657	100.0%	9,253	100.0%
Source: U.S. Census 2010, 2020				

These occupations increased from just more than one-third of the employed population in 2010 to more than half in 2020. This change corresponds to continued in-migration of new households, including families seeking move up housing who likely have established careers in these occupations. Construction, manufacturing, trade, transportation and utilities continue to be the largest. Overall, the employment characteristics of the population in Otsego reflect an educated and highly skilled work force that would be attractive for employers.

Income

Census data regarding income for Otsego residents and households in 2000, 2010, and 2020 is outlined in the following table. There has been significant increase in both per capita and household income between 2000 and 2010 suggesting that the influx of population during this period are from higher earning households. Persons in Otsego considered to be below the poverty level remained consistent as a percentage of the population from 2000 to 2010 but the number increased parallel with the change in population. There is an unexplained significant drop in the number of persons identified as being below the poverty level with the 2020 census.

**City of Otsego
2000, 2010 and 2020 Income Data**

	Per Capita Income	Median Family Income	Individuals Below Poverty Level	Percent of Population
2000	\$20,209	\$59,319	647	3.2%
2010	\$29,910	\$74,449	1,017	3.4%
2020	\$38,322	\$110,883	145	0.8%
Source: U.S. Census 2000, 2010, 2020				

Employment Commuting

The table below illustrates data from the 2010 and 2020 Census regarding travel time to work. Approximately just under one half of Otsego residents traveled more than 30 minutes to work in 2010, which increased to more than 60 percent in 2020 and that a greater percentage of these people travelled longer. The change suggests that new residents moving to Otsego are employed in regional business centers such as Downtown Minneapolis, the west/southwest Twin Cities suburbs, or St. Cloud. The number of people responding that they work from home also increased between 2010 and 2020, a continuation of a trend from the COVID-19 pandemic.

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

		2010	2020
Work at Home		6.4%	8.9%
Travel Time to Work	Less Than 10 Minutes	7.6%	8.5%
	10 to 14 Minutes	12.2%	7.9%
	15 to 19 Minutes	7.7%	9.7%
	20 to 24 Minutes	9.2%	8.8%
	25 to 29 Minutes	8.2%	2.8%
	30 to 34 Minutes	14.7%	17.4%
	35 to 39 Minutes	10.6%	18.9%
	45 to 59 Minutes	16.9%	11.3%
	More Than 60 Minutes	7.3%	13.7%
Source: U.S. Census 2010, 2020			

PERSPECTIVES

Comprehensive planning efforts are most effective when the community sets the agenda for the project, entitling them to a sense of ownership in establishing goals for the future vision of Otsego that are the basis for forming policies and plans to realize that vision. Identification of community perspectives to outline opportunities and issues that guide the remaining work program has been undertaken through community surveys public meetings and work sessions with City officials. The summary of issues outlined in the following pages will be expanding upon in subsequent chapters developed throughout the planning process.

Community Identity

The Strategic Plan outlines four vision statements guiding decision making for the City. One of these vision statements is “Otsego is a social community with diverse housing, service options, and employment opportunities”. This statement receives strong support in community surveys, public input, and discussions with City officials. The community is described as family oriented, safe, and providing a high quality of life, which are characteristics that contribute positively to Otsego’s identity. Also highlighted is praise for the City’s growing parks and trails system as an amenity within the community.

Strengthening community identity is also an opportunity for Otsego moving forward. Creating a sense of place is important as Otsego continues to move away from its history of an agricultural township associated with nearby cities towards an independent community in its own right. With the majority of growth occurring in Otsego having been residential development, most people identify with Otsego through their neighborhoods. Further development of office, retail, and service businesses (especially restaurants) will allow for more of a live/work environment for current residents, most of whom commute outside of the City. Finally, continued expansion and improvement of the City’s network of streets and trails will improve connectivity between neighborhoods and destination areas within Otsego allowing access to commercial areas or enjoyment of recreational opportunities that exist with the developing system of greenway corridors.

Growth Management

Otsego has experienced periods of rapid development interrupted by disruptions due to economic and infrastructure issues, but the overall trend has been continued growth over time. The majority of residents in Otsego have moved to the community since the point in time when municipal utilities were made available which significantly increased the rate of growth in the City over the last 25 years. This growth is attributed to the Otsego being accessible at the periphery of the Twin Cities Metropolitan Area via regional transportation corridors, the supply of land for development, available utility capacity, a variety of housing options, and favorable financial considerations for both developers as well as residents and businesses.

These factors are both a positive and challenge for the community. People engaging with the City cite location and housing options as primary reasons for choosing to reside in Otsego. At the same time, the rate of growth in Otsego is also expressed as a major concern for residents as causing a change in the character of the community, leading to increased traffic and congestion, and an on-going need to expand infrastructure and services. Comments regarding growth are also fueled based on perception of those moving from more developed communities that are established in terms of neighborhoods, businesses, parks and trails, infrastructure, and City services. Growth management will be an ongoing initiative to ensure that market demand for development can be accommodated by the City while maintaining and contributing to the desired character of Otsego within the capabilities of public facilities and services.

Housing

Housing is largely driving the development occurring in Otsego with housing options being a significant factor for people moving to the community. The City has a diverse supply of housing including single family dwellings on minimum one acre lots that had developed prior to municipal utilities being made available 1998, single family homes served by City sewer and water, town homes, apartments, and manufactured housing.

Single family dwellings are predominant form of housing within Otsego based on utilities not being available until 1998 and the economics of development. Land availability and land values in Otsego at the northwest edge of the Twin Metropolitan Area creates opportunities for home buyers to find value in construction of a new single family dwelling in comparison with cities closer to the urban core that offsets the infrastructure costs developers incur. Alternatives to single family dwellings have been constructed to a lesser degree, but have expanded housing choices in terms of size, cost, and life style.

Community engagement indicates a strong preference for continuing to emphasize single family dwellings for new housing within the City. There is also a desire to see development of housing options for seniors reflecting regional and national demographic trends of an aging population even though Otsego's population is relatively younger. City officials have supported development of housing options other than single family dwellings based on life-cycle preferences, attainability, and in support of economic development, but these needs are not acknowledged generally by the community. Housing policy for the City will require attention to quality development in appropriate locations that is managed over time to ensure that alternatives to single family dwellings continue to be available as part of Otsego's housing supply to meet development goals.

Economic Development

Business and industry in Otsego was limited by the community being an agricultural township surrounded by rural center cities where commerce activities were concentrated. Even as the character of Otsego has evolved as a city, the surrounding cities are established competitive locations with a wide range of retail goods, services and businesses that creates challenges for economic development. City officials remain committed working with land owners and private businesses to pursue expansion of existing businesses and location of new commercial and industrial development in Otsego.

As with residential development, Otsego has opportunities for growth of commercial and industrial land uses in terms of available land supply, transportation access, and utility capacity, especially for industrial land uses. Past and future residential development increases market potential of an Otsego trade area for retail, service and office businesses. The City's function in terms of economic development is to provide utility and transportation infrastructure to support commercial development with private landowners and businesses determining specific types and location for retail, service, and office uses in consideration of market factors.

Commercial development to date in Otsego has been centered in the area surrounding TH 101 and 90th Street (CSAH 39). The area has expanded in terms of commercial businesses from small, local businesses serving the immediate area to a broad range of small businesses and national companies serving regional markets and the local area. Commercial growth in this area has been increasing. Other locations in Otsego, including adjacent to I-94 and along Labeaux Avenue (CSAH 19) in west areas of the City, are also attracting attention. Primary interest for commercial business development is for convenience food and restaurant uses to support existing retail. Medical services are also highly desired to serve the growing population within the community.

Industrial development is more influenced by economic conditions than commercial land uses, but the City's role is similar. Availability of land for development, access regional transportation, sewer and water utility capacity, and development regulations that allow a range of industrial activities are the most significant contributions of the City in industrial development. The community benefits from industrial development by creating opportunities for employment within the City that can be filled by residents or which provides a population within Otsego during the work day needed to support retail and service businesses. Financially industrial development benefits the City through expanded tax based on high value buildings and properties that off-sets the cost of City facilities and services for residential property owners.

Transportation

Transportation to and from and within Otsego is dependent of streets, county roads, state highways, and interstates.

There have been dramatic improvements in this transportation infrastructure serving Otsego including expansion of TH 101 to freeway status, several projects adding capacity to I-94, and other projects in the area with more indirect implications for Otsego, including US Highway 169 in the City of Elk River, US Highway 10 in the City of Anoka and City of Ramsey, and the I-94 and Dayton Parkway in Dayton. These regional improvements increase accessibility for Otsego as part of the Twin Cities Metropolitan Area. Improvements to the roadway system within the City have more or less occurred parallel to ongoing development. County State Aid Highways have been expanded by Wright County to take traffic within Otsego to area destinations or regional transportation systems. The City has likewise constructed collector streets connecting neighborhoods, providing access to commercial areas, and allowing access into/from Otsego.

Concerns about traffic congestion related to ongoing development in Otsego, surrounding communities, and the Twin Cities Metropolitan Area make transportation system planning a critical topic for the Comprehensive Plan. This is an area where providing infrastructure requires cooperation between several levels of government and coordination on plans and improvements between adjacent communities in addition to a focus on infrastructure within the City. Transportation also requires significant capital investment requiring a long-term improvement and maintenance programs to estimate and allocate financial resources that will be necessary to build, expand, and preserve the roadway system.

Community Facilities

The core purpose of municipal government is to provide services necessary to support residential, commercial, and industrial development under the banner of public health, safety, and welfare. These services include infrastructure including streets and utilities, public safety services for police and fire protection, parks and recreation, and day-to-day administration of the City organization.

- Sewer and water utility availability in response to growth pressure has been a primary driver of the development that has occurred in Otsego. The sewer and water (and storm sewer) systems are the City's largest financial investment in the community managed and operated to allow for development while protecting the natural environment. As the utilities continue to expand, efficiency of operations is critical to minimize operational costs. The need for water treatment is also an issue that must continue to be evaluated over time for the safety and perceived quality of the water supply.

- Fire protection in Otsego has been provided through contracts with Fire Departments in surrounding cities reflective of the community having been a rural township. Growth of the community has increased the need and expectations for fire protection services within the City. The City Council has engaged studies to identify both short and long term strategies for fire protection services leading to establishment of an Emergency Services Department. The primary initial responsibility for the Emergency Service Department is provision of fire protection services by an Otsego fire station. As the City assumes responsibility for fire protection services within the City, the Emergency Services Department will continue to coordinate with the existing contracted fire departments, and other area fire departments or police agencies for regional public safety needs.
- Police protection is provided in Otsego through a contract with the Wright County Sheriff's Office. This relationship has expanded and evolved to provide comprehensive police protection within Otsego that provides an overall sense of community safety. The services provided by Wright County Sheriff's Office have also proven to be cost effective for the City in terms of level of service and capabilities. Communication between the City and Wright County Sheriff's office, whether through direct discussions of the City Council and Sheriff or the advisory role of the Public Safety Commission, will need to continue to facilitate crime prevention safety as the community continues to grow.
- Parks and recreation is one of the principal amenities and forms of City services that residents interact with most frequently. The City's growing parks, trails, and open space system is identified by the community as a genuine asset and source of pride. The City, through the Parks and Recreation Commission, has been proactive in planning expansion of the Parks and Recreation department to provide for high quality facilities and programming to meet the expectations of the community. These efforts must continue through park system master planning as Otsego continues to grow and develop.
- An often less visible element of City government is the management of day-to-day operations related to the facilities and services provided or individual departments. Otsego has invested in creating an organization committed to serving residents and businesses to provide positive interactions and quality responses to community needs. The administrative organization of the will need to continue to expand both in terms of personnel and buildings to meet current and future service needs of the community.

A commitment to City facilities and services will attribute positive qualities to Otsego's community identify that will likewise strengthen the connection residents and business have with Otsego. Continuing to provide efficient, quality services that users believe are delivered with value must be a priority for the City going forward. This level of community facilities and services will not only support continued growth, but sustain it as well.

Schools

Education is a form of infrastructure parallel to residential development that must be provided as a community grows. Establishment of education programs and facilities is however a process entirely separate from the City's comprehensive planning and development review processes controlled by school districts as independent government jurisdictions.

School districts are responsible for planning facility needs acquisition of land, construction of buildings, staffing, operations, and budgeting for schools located in Otsego or the school districts serving Otsego. Development of schools is most often reactive to residential growth due to the financial resources required and the need to fully utilize existing facilities before investing in expansion or new construction. The City is a partner with school districts in this process by communicating its forecasts and plans for future growth, identifying school locations, and providing transportation and utility infrastructure to serve school facilities.

Cooperation between the City and school districts serving their mutual constituents is to continue to meet the education service needs of the Otsego community.

POLICY PLANNING

Planning is fundamentally seeking to achieve order through rational decision making. Comprehensive Plans layout a framework for development typically in twenty year windows in the form growth forecasts and absorption projections, formulation of a future land use pattern and outlining improvement projects to provide related support systems and infrastructure. This approach to planning has been to view the community as a large design project where a picture of the future is formed and control measures are devised to move the city to that goal. The objective of this process is to make the community look like the map implicitly providing for order convenience, efficiency, economy, and aesthetics. Preparation of a comprehensive plan in this manner is sufficient to address a city's immediate needs and problem, but lacks adaptability to define and realize a long-term vision of the community.

A policy based approach to planning, together with traditional development framework plans for land use and related systems. Statements outlining the broad goals that the community seeks to achieve through growth and development segue to the formulation of policies to bring about that future vision. These goals and policies form the foundation of the land use and system plans prepared as the collective chapters of the Comprehensive Plan. The policy plan further provides a means of continuity for a community's planning efforts. As this most recent Comprehensive Plan update is based on the foundation of earlier comprehensive plans, it is approached from the perspective of a review to refine the City's established development framework in response to new opportunities and challenges while adhering to a consistent vision of the future for Otsego.

Comprehensive plans are not intended to be nor are they effective as static documents. As the circumstances of the community change, the policy plan can be adapted to provide education to the public and developers, criteria for City officials to evaluate changes in development practices or unanticipated proposals, and a basis for consideration of amendments of the comprehensive plan and the City's official controls for implementation. This approach also yields greater efficiency for administration and implementation if all of the actions of the organization are guided by consistency with the goals and policies of the comprehensive plan.

The policy plan does not provide a timeline for when development is to occur or prioritize needed community improvements. Instead, these statements collectively provide criteria that can be used to direct actions to be undertaken by public entities and the private sector in response to community objectives. In some cases, a single policy may outline a course of action; more frequently, several policies will apply to a given situation.

Strategic Plan

The City undertook a visioning process initiated in 2018, reviewed in 2020 and 2022, to look into the foreseeable future and describe the community to be. The statements below are to be the outcome of the work started or currently underway as part of the Strategic Plan. The vision set forth by the Strategic Plan is intended to be a long-lasting aspiration that may not be realized but always improved upon.



In addition to the vision outlined above, the Strategic Plan establishes directions that are to be considered as part of policies adopted by the City Council and in decision making in the City's day to day operations:

- **Positioning For Growth:** Ensure sustainability of the community through planning and investment in growing infrastructure needs and proper development of property.

Goals:

- Provide quality services as we grow
- Increase financial stability
- Identify and respond to trends in development

- **Engaging Stakeholders:** The City wants to engage with community members and area leaders to establish two-way communication and connect on areas of mutual interest. Communication efforts are intended to help leaders understand community needs and wants, share viewpoints and information on projects, and establish a trusting, welcoming atmosphere throughout the City to attract quality builders and new businesses.

Goals:

- Refine and improve outreach systems
- Build and strengthen intergovernmental cooperation and collaboration
- Create interest in Otsego and attract development

- **Empowering The Organization:** City leaders recognize the importance of recruiting, developing, and retaining a high-quality, dedicated workforce. Investing time and resources into the technical and leadership capabilities of the employees will position the City to have self-driven, pro-active team-members throughout the organization.

Goals:

- Increase staff engagement practices
- Develop skills and build team

Completion of this Comprehensive Update is one of the identified actions of the 2022 Strategic Plan review.

Planning Principles

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

- Foster a strong sense of identity and quality character for Otsego and its individual neighborhoods and business areas.
- Enhance Otsego's community character by ensuring that development that takes place in Otsego blends well with the natural, rural, and evolving urban atmosphere of the community.
- Encourage growth in an orderly and fiscally responsible manner through careful management of the development process.
- Promote the economic vitality of Otsego businesses and industries to provide for needed services, employment opportunities, and a diversified tax base.
- Expand the existing system of public parks, trails, and open spaces to provide equitable distribution of recreational opportunities in Otsego; preserve and use wisely natural resources; preserve scenic, aesthetic, and historical community character; and develop facilities that contribute to a high quality of life.
- Coordinate with State, County, and other local governments to develop a functional transportation system integrating local and regional facilities for all modes of pedestrian and vehicle options.

- Provide for the health, safety, and welfare of the public by ensuring managed growth occurs within a framework of local infrastructure and services of sufficient capacity to meet community needs and expectations.

Statement of Goals and Policies

Each section of the following chapters of the Comprehensive Plan begins with a statement as to Otsego's objectives for its developed environment and the means to achieve the desired outcome. These goals and policies provide a framework for all public and private actions related to development within the City. The statements are intended as a basis for, and to complement the City's adopted maps, ordinances, and codes.

The goals and policies of the Comprehensive Plan address current conditions, but also may be applied to emerging topics not anticipated at the time this document was drafted. The adaptability of the goals and policies over time will give the Comprehensive Plan continuity for future City Councils, Planning Commissions, property owners, residents, and developers. Just as the goals and policies outlined by this Comprehensive Plan document draw from the previous Comprehensive Plans adopted by the City in 1991, 1998, 2001, 2004, and 2012, so too will future Comprehensive Plan updates be based upon the City's objectives at this point in time.

The terms "goals" and "policies" are used in context of the following definitions:

- | | |
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| Goals: | The outcomes that will ultimately result in achieving the kinds of living, working, and recreational environment that is desired for Otsego. |
| Policies: | Definite courses of action that lead that serve as guides to help make present and future decisions to achieve stated goals. |

LAND USE PLAN

Introduction

The Land Use Plan chapter of the Comprehensive Plan provides a guide for future community growth and improvements as a narrative and graphic description for future land uses within Otsego, as well as the background and rationale for how these designations are established. This current Comprehensive Plan effort is also based on past policies and plans previously adopted in 1991, 1998, 2002, 2004, and 2012. Reference to these past planning efforts is critical to understand the direction and evolution of many of the City's established policies and the changes that have occurred over time as a result.

Although the emphasis of this chapter of the Comprehensive Plan is on land use, the framework for continued development in Otsego is comprised of several interrelated elements, including the natural environment and land use, as well as chapters addressing the systems for transportation and community facilities, and separate plans and studies for utilities and parks, trails and open space. To ensure the integration of these various components, the development framework for Otsego is derived from established goals of the community, as well as the primary functions of City government.

Land Use Concepts

The development framework for Otsego revolves around the following concepts:

Focus on Community Identity

Otsego has historically been identified by proximity to older adjacent rural center cities based on its agricultural past and more recent incorporation in 1990. This history means that Otsego lacks many elements that help in defining community identity, such as central business districts, schools (particularly a senior high school), a post office, or city services such as police and fire. As Otsego has grown, community identity has increased through population, establishment of new businesses, construction of elementary and middle school facilities, provision of water and sewer utilities, including four water towers that display City branding, and efforts to work with public service agencies such as the United States Post Office and Wright County Sheriff's Office to increase broader awareness of the Otsego community. It is essential that these efforts continue towards establishing a sense of community.

As the character of Otsego is that of a residential community, individual neighborhoods should be maintained as focus and provide for connections to adjoining neighborhoods and the entire community. Ongoing residential growth within Otsego has emphasized the need for quality development and amenities required to ensure a high standard of living. A first step in creating this residential environment is the establishment of a desirable development format.

Residential development in the form of curvilinear, cluster-type site design is preferred to increase privacy and safety within neighborhoods. Curvilinear development patterns are based on consideration for natural and man-made barriers, which organize neighborhoods and minimize through traffic. Finally, overall neighborhood orientation is to be established in terms of amenities and services as a focus for activity. Park land and open spaces within an area often serve as this primary focal point of neighborhood scale community.

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

Active efforts by the City to increase community identity are also to continue. Landscaping and placement of identification signage at gateways to the City should be expanded in conjunction with new development and transportation corridor improvements. Public facilities developed in support of ongoing growth should be associated with a high degree of architectural design and quality exterior materials and landscaping. Establishment of the Emergency Services Department also creates new opportunities to promote Otsego's community identity through its personnel, apparatus, facilities, and community outreach in addition to its core services of protecting public safety.

Growth Management

Otsego intends to continue to welcome growth provided that development is only allowed in an orderly and fiscally responsible manner. The concept of growth staging presents the primary strategy for managing urban growth within the City to avoid premature development that can result in severe economic consequences for local government. The basic philosophy underlying the concept of growth management is to avoid premature development that exceeds the City's service capabilities and to allow for compatible co-existence of urban and rural areas.

The City's 1991 Comprehensive Plan strongly encouraged the preservation of prime agricultural land. Since that time, this original premise has evolved into more of a desire to preserve the "rural character" of the community emphasizing open spaces, low development densities, and concentrated business areas. The permanence of large scale agricultural operations is no longer considered to be consistent with the long term community vision and will eventually be absorbed by future urban expansion. This should not, however, be construed to mean that established agricultural operations are not to be protected from premature development in existing rural areas.

Residents of Otsego have invested greatly in the establishment and maintenance of the present community structure. Guidance is to be provided at the same time regarding the type, location, and rate of residential growth to follow an orderly pattern of development capitalizing on existing infrastructure to avoid premature investment in additional utilities, transportation, and services.

Economic Development

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

To promote vital, dynamic business districts within Otsego, commercial land uses are to be clustered in central locations within the community accessible from major transportation corridors and individual neighborhoods. These clusters of commercial developments are intended to provide for a full range of retail, service, and office businesses that will draw patrons from regional and local markets through accumulative attraction and opportunities for business interchange. As a means of in place market support for commercial activity, and providing alternative housing types, medium and high density residential development should surround these primary commercial service nodes. Requiring a high standard of building architecture and site design within these commercial areas is a significant element of Otsego's desired community identity.

Through its past planning efforts, Otsego has had the foresight to recognize the TH 101 and I-94 corridors as opportunities for the location of future commercial or industrial uses that will serve as a focal point for individual neighborhoods, contribute to a strong community tax base and create employment opportunities. Opportunities for continued commercial and industrial development, particularly of office and office-warehouse type uses, continue to increase as growth expands outward from the Twin Cities Metropolitan Area along the I-94 corridor.

Environmental Protection

A variety of benefits are associated with environmental protection in Otsego. Environmentally sensitive development will preserve the health of Otsego citizens, attract a more diverse economic base, and minimize the need for future public investments in clean up or beautification. Ground water pollution concerns associated with Otsego's historic one acre unsewered residential development pattern have been documented as the basis for incorporation and need to plan for the potential provision of municipal sewer and water utilities to correct possible environmental problems, if the need ever arises. Moreover, the City has adopted effective environment zoning standards to manage shoreland, floodplain, wetland, and Mississippi River corridor development. Protection of natural spaces through acquisition of park land by the City has also been pursued, which provides additional community benefit in terms of public access to these areas. Through current land use planning efforts, Otsego has accommodated development and preserved its valued environmental features, which is to continue allowing for high quality development and simultaneously minimizing potential environmental impacts.

Land Use Compatibility

The intensity of land uses should decrease as one moves away from an activity center, which may be applied specifically to the segments of TH 101 and I-94 within Otsego. The high traffic volumes and visibility associated with these regional arterial roadways have made the lands adjacent to the corridors significant activity generators. With this in mind, it is important that a land use transition take place between the higher intensity commercial and industrial uses and residential uses that form the second or third tiers of development. As a means of maintaining the integrity of residential neighborhoods, providing a population base for commercial activity, and providing an alternative housing type, medium and high density residential development should be situated adjacent to the Otsego's commercial areas.

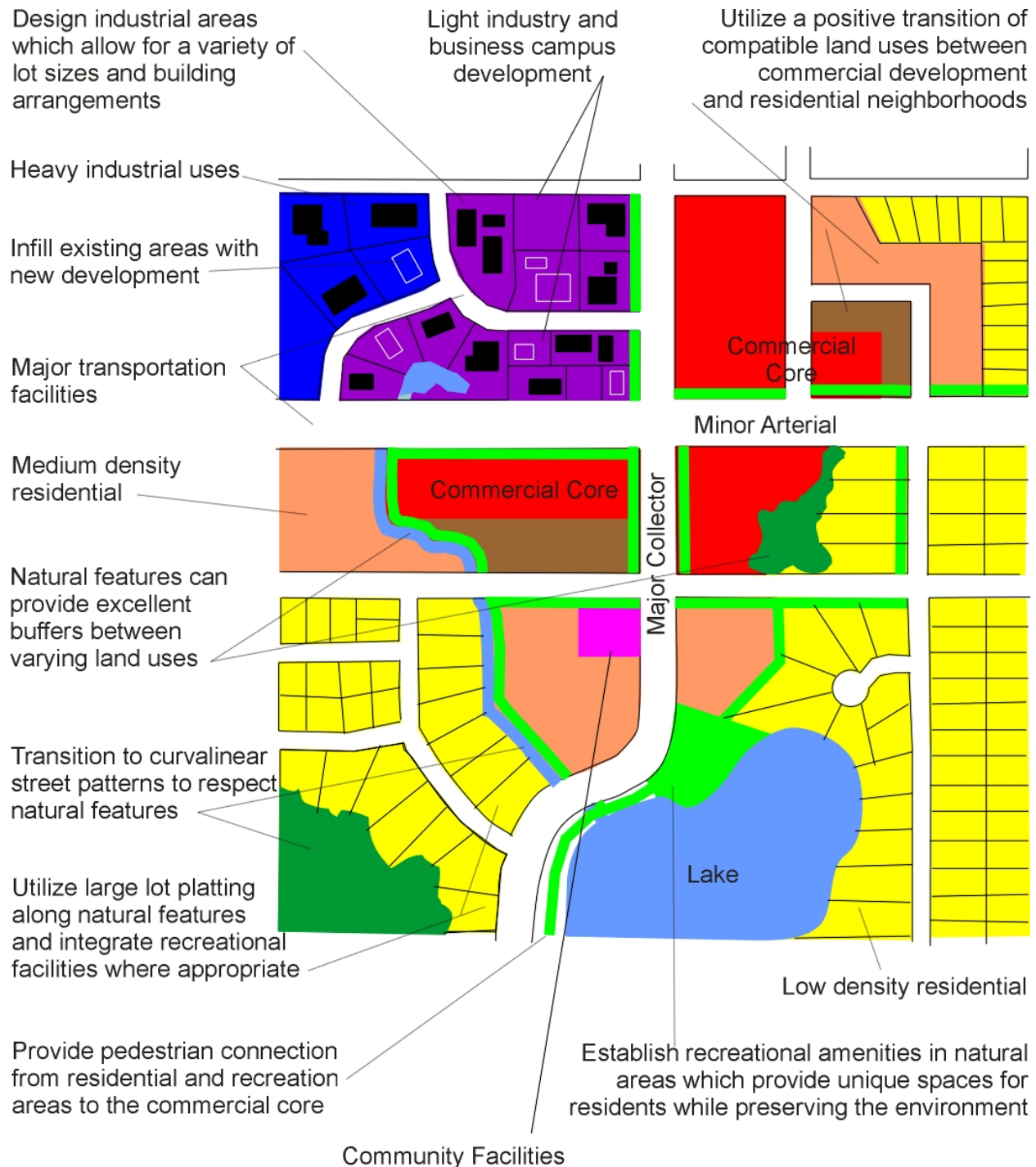
Relate Land Uses to Transportation

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

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

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

Land Use Concepts



Natural Environment

Protection of environmentally sensitive areas and open spaces is of prime importance to the Otsego community. These features define the community and serve to attract many residents through new development. In addition to their aesthetic value, the natural environment within Otsego serves important ecological functions and creates boundaries that define the pattern of development. It is necessary as part of this Comprehensive Plan that special attention be given to the protection of the natural environment as continued development occurs. The focus of environmental protection within the City involves efforts to integrate planned land uses with the existing elements of the natural environment.

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

Policies:

1. Prevent impacts from development to drainageways, wetlands, shorelands, floodplains and other natural features that perform important environmental functions in their natural state.
2. Require that all activities in naturally or environmentally sensitive areas conform to local, county, state, and federal regulations.
3. Preserve existing trees as part of the development review process where feasible.
4. Require new development to add trees to the landscape.
5. Integrate natural resources with the community's park and trail systems.
6. Maintain and utilize natural drainage patterns for stormwater management wherever feasible.

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

Policies:

1. Regulate new development and the expansion of existing activities where negative environmental impacts may result.
2. Establish that the type of development allowed be based on soil suitability and ground water tables.

3. Restrict development on slopes identified as potential problem areas due to erosion or slippage characteristics.
4. Prohibit alteration of natural drainage system components so that stormwater can be adequately managed without construction of storm sewer pipe.
5. Encourage cluster development concepts where protection of natural features is important to the community and enhances the desirability of the development.
6. Regulate land uses adjacent to water bodies and watercourses in accordance with Minnesota Department of Natural Resources mandated regulations.
8. Ensure that existing floodplain development is protected from flood waters and that strict adherence and enforcement be implemented for all floodplain ordinances and federal floodplain regulations.
9. Prohibit the location of solid waste disposal facilities within the City other than waste transfer stations with performance standards sufficient to address potential negative effects.
10. Continue to partner with the City of Albertville on proper management of Otsego Creek.
11. Consider noise levels along arterial roadways in establishing Future Land Use Plan to ensure that there will not be an expectation for sound walls or other noise abatement measures by the City or other government entity.
12. Monitor ground water quality within concentrated unsewered development areas of the community through continued implementation of the Well Head Protection Plan.
13. Require connection to municipal sewer utilities when determined necessary to maintain ground water quality and public health and safety.

Rivers and Tributaries

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

The Crow River defines a shorter portion of the City's southeast boundary from TH 101 to the Mississippi River. A large area of natural open space adjacent to the Crow River was acquired by the City from the Highlands of River Pointe plat. This area consists primarily of floodplain along the Crow River kept in a natural state and accessible as part of the City's trail system. The area is also part of the Crow River Regional Trail being developed by Three Rivers Park District and Wright County Parks.

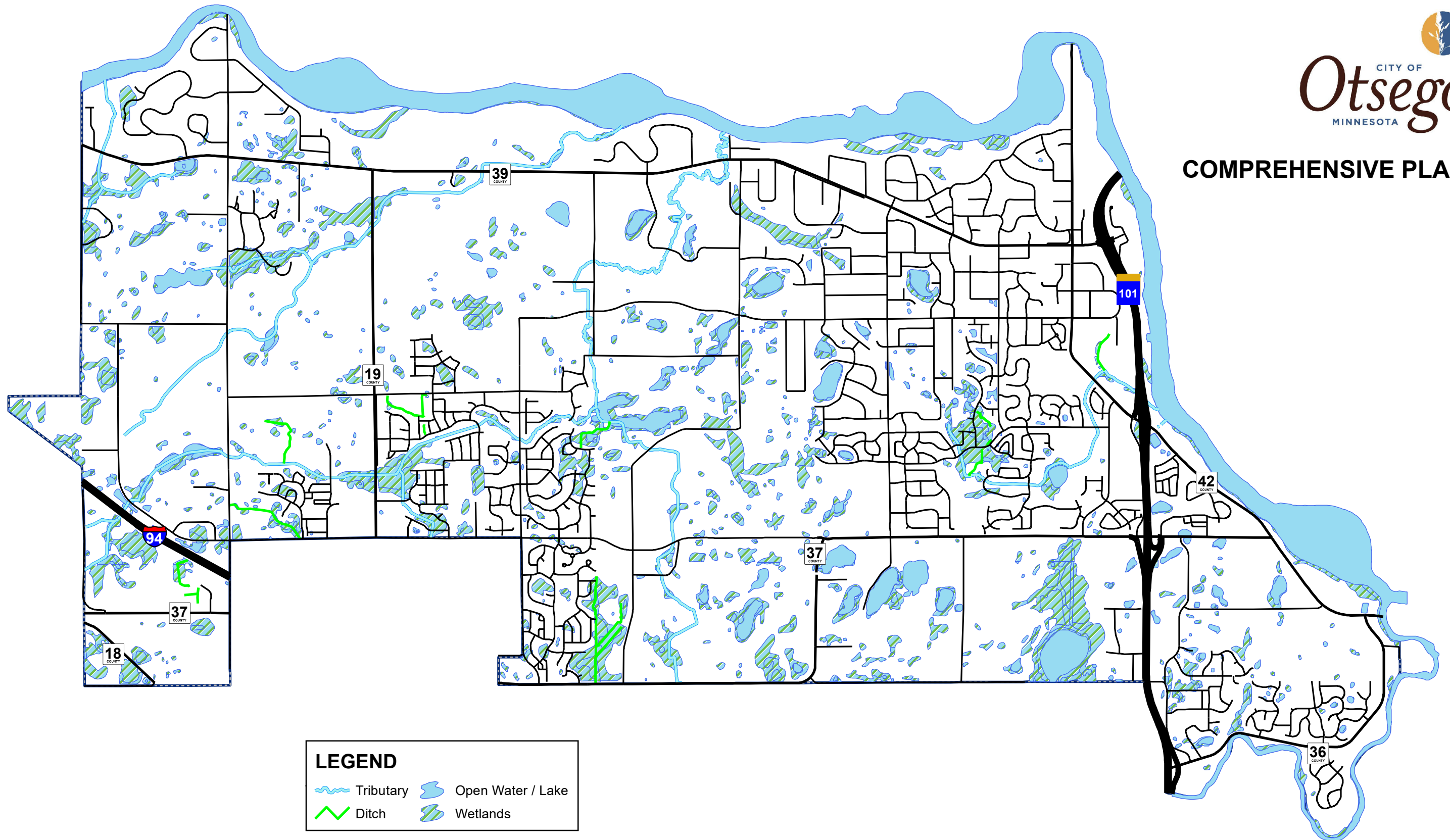
There are also Northwest Creek and Otsego Creek, which are defined tributaries to the Mississippi River within the City. These waterways are protected by shoreland regulations adopted as part of the Zoning Ordinance in accordance with State of Minnesota rules overlaid upon lands within 300 feet of the ordinary high water mark of the river or tributary. Other tributaries to the Mississippi River or Crow River also exist, but are not protected by shoreland regulations.

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

The City will continue to utilize and enforce the Wild and Scenic District and Shoreland Overlay District regulations on all new developments within these areas to reduce potential negative impacts to the rivers, tributaries, and lakes within the community. The City will also utilize acquisition and development of park greenway corridors as a means of protecting natural features and habitat, while making these amenities more accessible to the public. Greenway corridors provide opportunities for wildlife habitat to move through developed areas, while at the same time allowing opportunity for passive recreational uses including trails, scenic vistas, etc. for residents. The City will pursue establishment of greenway corridors along tributaries and around larger natural environmental lakes within the Otsego.

Wetlands

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



EXISTING LAKES, NATURAL WETLANDS & TRIBUTARIES

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Floodplain

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

Historically, dwellings within the northeast Parish Avenue neighborhood has experienced problems with wet and flooded basements, sink holes, failed septic systems, and contaminated wells, in addition to the threat of seasonal flooding from the Mississippi River. These conditions are due to the soil conditions in the area that allow water to transfer under the dike system, the temporary design of the dikes when constructed following flooding in 1965. The elevation of Parrish Avenue (CSAH 42) in this area is also below the minimum elevation now required for access to habitable buildings. The continued use of property within this area will be subject to the provisions of the Zoning Ordinance related to the floodplain and non-conforming uses and buildings.

The Minnesota Department of Natural Resources is completing an update of the Flood Insurance Rate Study maps for Otsego that will result in alterations of the floodplain zone boundaries within Otsego to more accurately identify lands subject to potential flooding. The update of the Flood Insurance Rate Study maps will also necessitate an update of the FP, Floodplain Overlay District of the Zoning Ordinance to bring the City's regulations into compliance with current DNR standards and best practices.

Stormwater Management and Erosion Control

Stormwater drainage in Otsego has historically been handled by natural drainage swales and man-made ditches alongside the City's rural streets. Developments starting in 1998 within the Sewer District have been accompanied by constructed storm sewer systems.

In the past, Otsego has experienced major drainage problems, primarily in the form of storm water overflow. As a means of addressing this concern, the City has adopted comprehensive storm water management plans for the major watersheds of Otsego Creek, Lefebvre Creek, and Northeast Mississippi. These plans focus upon controlling seasonal drainage problems and have resulted in the imposition of storm water impact fees associated with development. Improvements within the watersheds are undertaken as development occurs. Planned in advance, a regional drainage system may be implemented that utilizes the City's existing natural features and minimize costs.

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

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

- Development on slopes greater than 12 percent shall be restricted without mitigation.
- Principal buildings must be constructed at least three feet above the known water table elevation and one foot above the public street.
- New developments must provide for appropriate erosion control, slope protection and sedimentation protection measures subject to approval of the City Engineer in conjunction with required grading plans.
- Soil surveys will be required to field verify conditions and locate poor soils to determine the ability of a site to accommodate development and any correction efforts that are required.

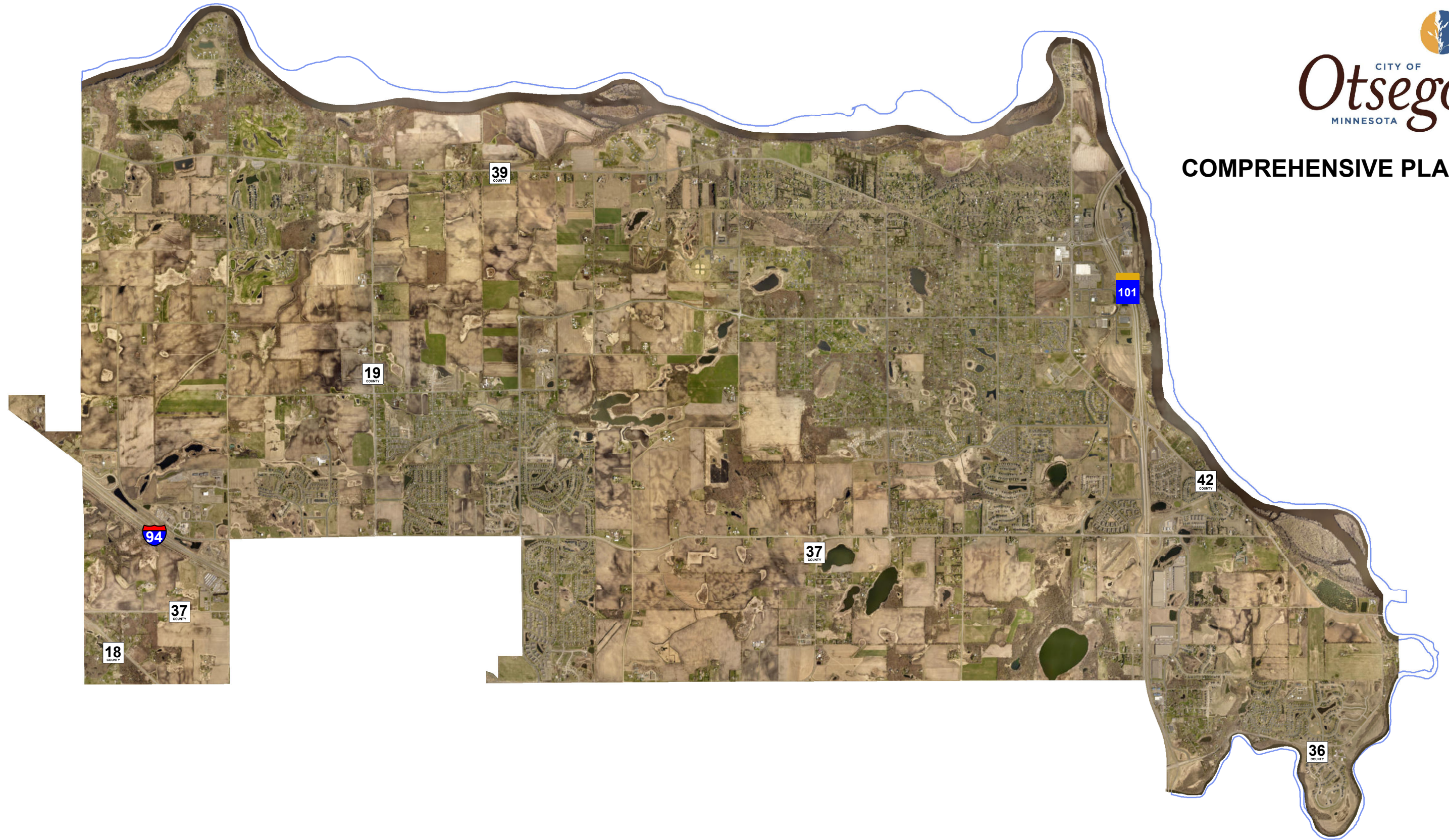
Vegetation

Otsego was historically part of Minnesota's Big Woods, but post-settlement agriculture activity means that there are few natural forested areas remaining within the community. The largest massings of natural vegetation are found primarily along the Mississippi River and Crow River corridors and scattered sites throughout Otsego. Tree cover and other vegetation provides character and adds substantially to the desirable aesthetic qualities of the community. To this end, efforts should be made to retain remaining forested areas, including integration with public spaces when possible. The City has established tree preservation provisions within the Subdivision Ordinance to require protection of existing trees where practical. The City also will continue to require new landscaping be installed within all new developments and along major public thoroughfares, parks and greenways.

Outdoor Lighting

On-going development within Otsego is accompanied by additional outdoor light sources intended to illuminate streets, intersections, yards, parks, parking lots, business signs, etc. The growing number of outdoor light sources within Otsego results in increased levels of light being directed or reflected skyward that can obscure the dark night skyline. Outdoor lighting can also be a source of conflict between land uses, such as commercial and industrial parking lots adjacent to residential areas. The City has adopted comprehensive lighting standards to ensure appropriate levels of night time illumination that are controlled in intensity and direction to minimize the effects of light pollution and preserve a dark sky. The City will continue implementation of these standards for new developments and redevelopment of existing uses within the community. These standards should be reviewed with emerging use of Light Emitting Diodes for outdoor lighting, which emit a brighter, more white light. Changes to the existing outdoor lighting regulations may be necessary to ensure that continued development utilizing LED outdoor lighting does not impact adjacent land uses.

COMPREHENSIVE PLAN 2023



WOODED AREAS

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Aggregate

Aggregate deposits are a regional resource to be protected for extraction in support of anticipated growth used for new development and construction of infrastructure. While a number of gravel pits have existed within the City, none are currently active.

Requests for extraction of sand and gravel deposits may be anticipated to be potential land use proposal within undeveloped areas of Otsego. This activity must be regulated in a manner so as to be compatible with existing and planned development of the surrounding area and to not negatively impact the natural environment or City infrastructure. New gravel mining operations will be limited to an interim use in urban expansion areas so as not to interfere with planned urban growth or cause compatibility issues.

The City will continue to regulate gravel mining through the Mining Ordinance included within the City Code along with interim use provisions of the Zoning Ordinance. The City utilizes these regulations to evaluate gravel mining plans and operations in issuing an annual license. These regulations allow the City to proactively mitigate potential land use compatibility issues and negative impacts during the operation. A plan for reclamation of the gravel mine and future land use is also required for approval of an Interim Use Permit to ensure that the ultimate plan for the parcel is consistent with the Comprehensive Plan.

Solid Waste

Otsego encompasses a large area of primarily undeveloped lands. Because this and the City's proximity to the Twin Cities Metropolitan Area, Otsego may be an attractive potential location for a solid waste facility or transfer stations. An open solid waste facility is not to be allowed due to inherent conflicts with the type and rate of anticipated development within the City. Transfer stations may be appropriate within industrial areas provided appropriate measures are taken to avoid potential negative effects. In responding to a development request, it must be demonstrated that waste facilities can exist in harmony with the natural environment as well as existing and proposed uses.

Growth Staging

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

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

Goal #1: Expansion of urban uses shall occur on a staged basis providing for a logical extension of related community services and infrastructure in a fiscally responsible manner.

Policies:

1. Promote infill development and follow an orderly pattern for urban expansion that maximizes investment in existing utility and transportation infrastructure.
2. Delineate boundary limits for urban development to be expanded in a staged manner such that new development is not allowed to prematurely encroach into rural areas.
3. Discourage subdivision of parcels not contiguous to existing urban development that expands existing service delivery areas and creates scattered nodes of development.
5. Establish growth control mechanisms that allow specific annual levels of residential development that can be accommodated in a fiscally responsible manner based on existing service capacities.
6. Plan utility service and street extensions to accommodate long term growth and new development expansion in Otsego.
7. Prevent premature subdivisions in areas that lack adequate infrastructure such as utilities, streets, or parks.

8. Maintain a Capital Improvement Plan that allows the City to properly plan, schedule, and finance public improvements
9. Require infrastructure improvements associated with new development to be financed by the developer except as identified in the Capital Improvement Plan.
10. Limit final plats to development that will occur within five years of City approval.
11. Require financial securities to ensure performances for public improvement construction within approved final plats and provide an incentive for timely development.

Rural Residential Preserve Area

The Rural Residential Preserve Area overlays that area of Otsego where a long-term rural character is to be maintained with the imposition of one dwelling unit per 10 acres density for residential development. This designation is applied to areas with innate amenities of the Mississippi River, existing large tree stands, and rolling topography. The limitations on development imposed as part of the Mississippi Wild, Scenic and Recreational River Management Plan corresponds to the intended rural character of this area and municipal sewer utilities are not anticipated to be made available in this area of Otsego. The City Council may approve increases in allowed residential density as an incentive to encourage developments in this area to be planned in accordance with the principles of open space preservation and cluster subdivision design.

Urban Service Area

The Urban Service Area is defined as areas of Otsego where municipal sewer and water utilities are to be made available in accordance with the Urban Service Staging Plan and includes the following elements:

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

There are two designated Sewer Districts. The East Sewer Service District generally overlays that area adjacent to the TH 101 corridor and is served by a waste water treatment facility with a capacity of 1,000,000 gpd., sewer collection system, and potable water system. The City has also established a West Sewer District overlaying the area adjacent to I-94 served by the West Wastewater Treatment Facility with a current capacity of 600,000 gpd., in the process of being expanded to 1,800,000 gpd. capacity, sewer collection system, and potable water facilities.

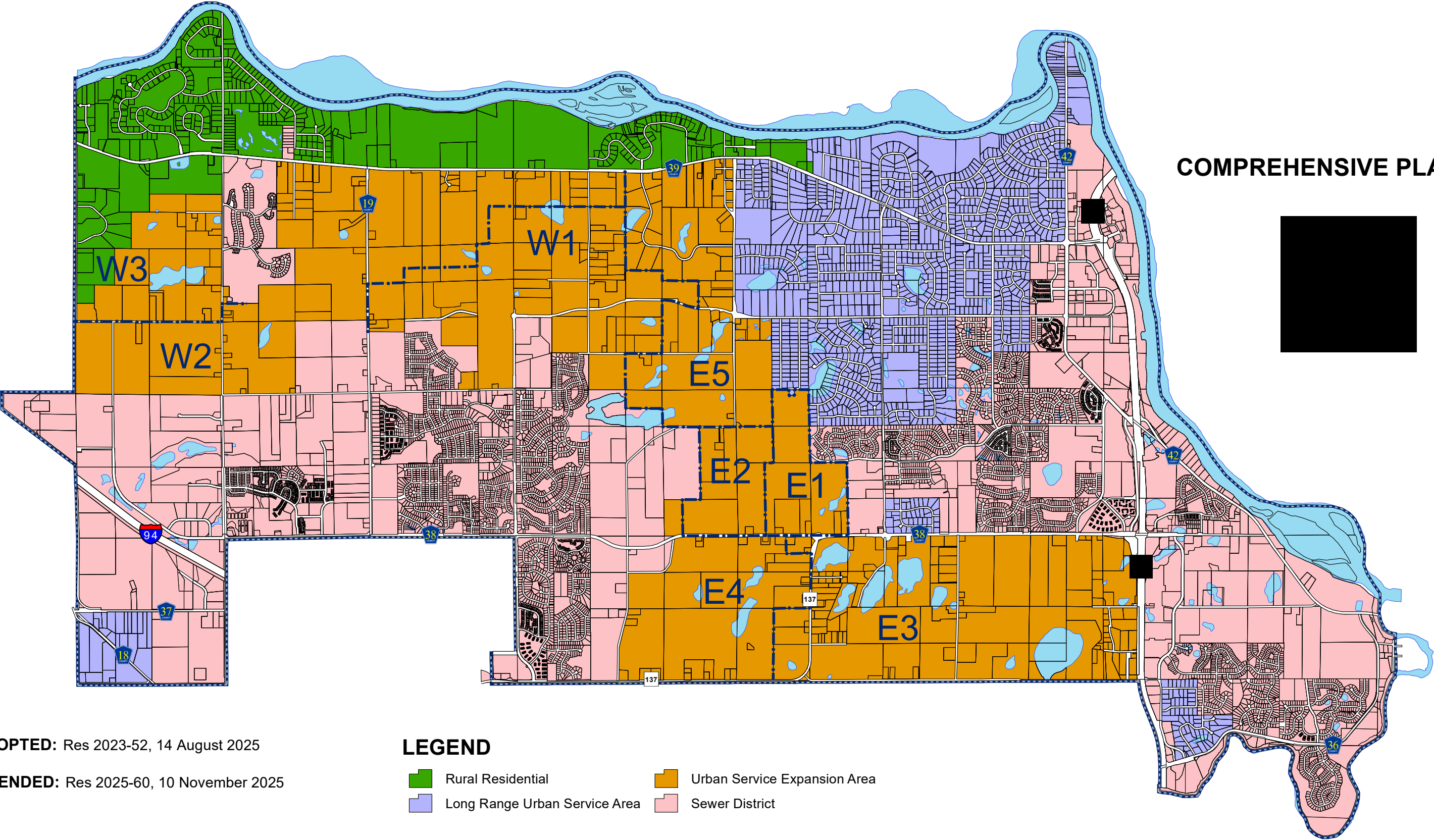
The City will consider the expansion of the Sewer District boundaries only when:

1. Land to be included in the Sewer District is not enrolled in an agricultural preservation program.
2. The land lies within one-quarter mile of the existing Sewer District boundary or presents environmental problems that can be alleviated by the delivery of City water and sewer utilities.
3. The land is located within the designated Urban Service Expansion Area and the expansion is in accordance with the order of the staging plan.
4. The potential sewer discharge from the land uses to be developed is within available capacity of existing facilities.
5. The developer shall hold the City harmless should limitations on sewer connections be imposed.
6. The developer and/or benefiting property owners are to assume the costs for infrastructure improvement and public service costs.
7. The land does not qualify as a premature development or subdivision as regulated by the Subdivision Ordinance.
8. Inclusion of the land in the Sewer District is necessary to achieve a five year supply and respond to a shortage of land to which service is available.
9. Commercial/industrial development and requests for service to existing, unsewered residential areas shall be given priority over new residential development for service district expansion requests.

Densities of one dwelling unit per 40 acres of land are to be allowed in the Sewer District as an interim use until such time as the sewer and water utilities are available to allow for development at urban densities in accordance with the Future Land Use Plan.

- **Urban Service Expansion Area.** The Urban Service Expansion Area shown on the Urban Service Staging Plan map defines areas of Otsego where sewer and water utilities are to be expanded in the future. It is anticipated that as the East Sewer District and West Sewer District reach near development saturation, they will be expanded into the designated Urban Service Expansion Area.

COMPREHENSIVE PLAN 2023



ADOPTED: Res 2023-52, 14 August 2025

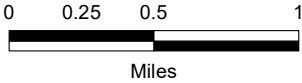
AMENDED: Res 2025-60, 10 November 2025

LEGEND

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

**URBAN SERVICE
STAGING PLAN**

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The numerical designations of subdistricts within the Urban Service Expansion Area signifies the wastewater treatment facility intended to provide service as well as the order these areas are to be served when capacity is available. The order for expanding the Sewer District is based on minimizing infrastructure investments and maintenance of concentrated service areas. No timetable for expansion of the Sewer District is established or implied as part of the Comprehensive Plan.

Densities of one dwelling unit per ten acres of land are to be allowed in the Urban Service Expansion Area until the Sewer District is expanded to incorporate these lands for development at urban densities as guided by the Future Land Use Plan.

- **Long Range Urban Service Area.** The Long Range Urban Service Area is designated for that portion of Otsego where one plus acre unsewered single family residential development has occurred, primarily before 1998. The timing for extension of municipal sewer and water utilities to this area is not to be programed until such time in the future as it may be mandated by pollution concerns or specifically requested by property owners by petition.

Further unsewered development in the area is not recommended to avoid increasing the number of homes served by on-site utilities and creating competition for development planned for the Sewer District connecting to municipal sewer and water utilities. There are several larger parcels of land within the Long Range Urban Service Area that could be proposed for subdivision. Residential development of these large tracts is to be limited to a density of one dwelling unit per 40 acres unless one or more of the following criteria are met:

1. The development will result in completion of an unfinished street network.
2. The development will have the result of correcting or improving a demonstrated area drainage problem.
3. The development provides for dedication of lands to a legitimate public purpose.

Existing Land Use

Existing land use in Otsego is reflective of the community's historic pattern of development started in the northeast portion of the City close to the City of Elk River.

Goal #1: The character of individual neighborhoods and business areas shall be reinforced, maintained, and upgraded.

Policies:

1. Administer the Zoning Ordinance, Building Code, and property maintenance codes to maintain high quality, attractive neighborhoods and business districts.
2. Coordinate neighborhood and business preservation and rehabilitation efforts within individually defined areas of Otsego.
3. Maintain a high-quality residential environment through rehabilitation or where necessary, redevelopment of substandard housing through private means and/or public action, when feasible.
4. Abate property maintenance violations that infringe upon neighborhood quality or create public health safety and welfare concerns through code enforcement efforts.
5. Accomplish renewal, replacement, and redevelopment of substandard or incompatible land uses through private means and, where appropriate, public action.
6. Encourage relocation of existing business activities within residential neighborhoods to appropriate areas designated for commercial or industrial use by the Future Land Use Plan.
7. Require existing commercial and industrial uses to connect to municipal sewer and water utilities when available.

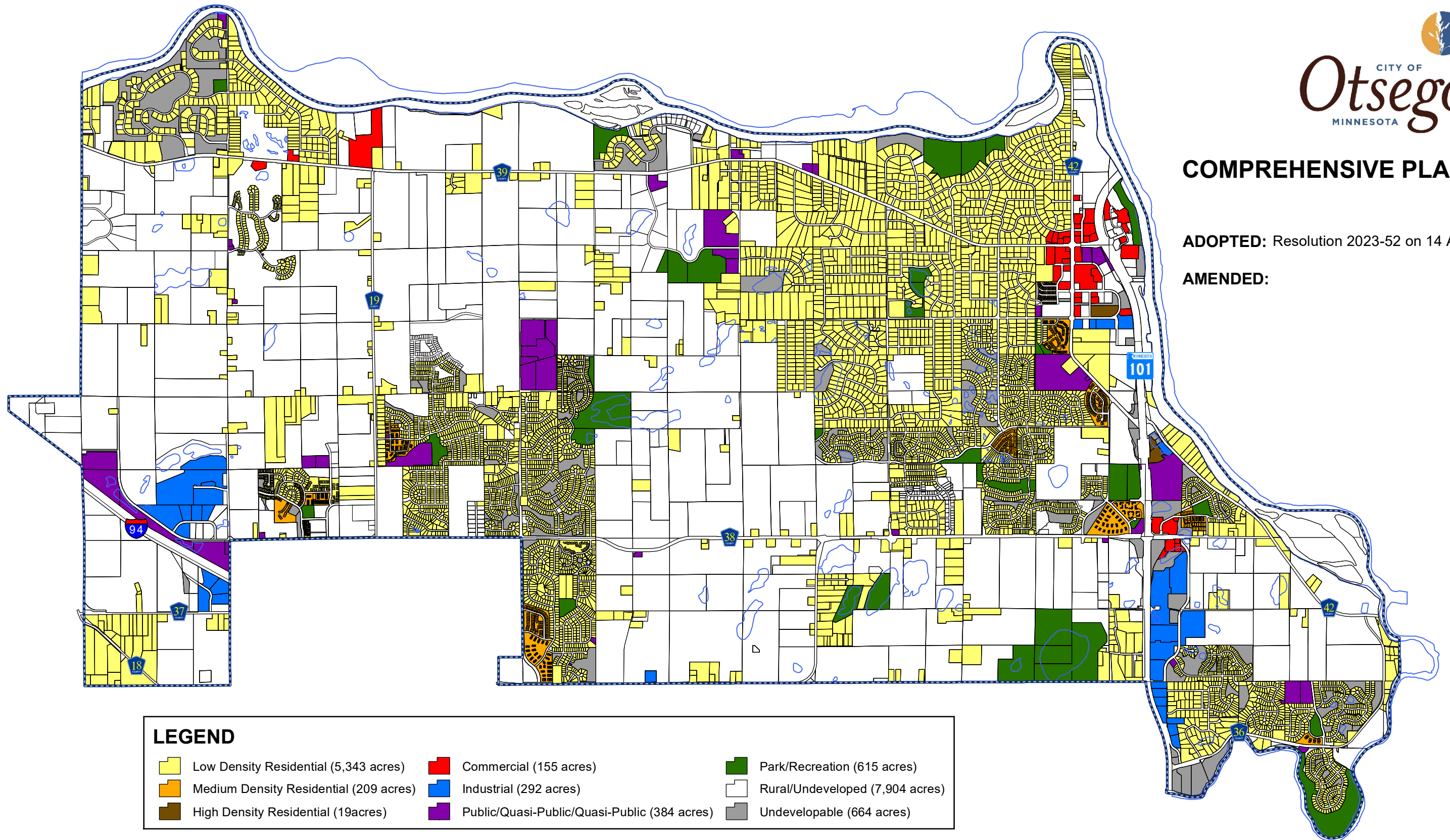
The City's recent development pattern reflects since 1998 availability of sewer and water utilities following the extension of trunk line corridors. However, as an incorporated township, the large area of the community dictates that agriculture or undeveloped rural lands remain the predominate land use category.

The following map on the following page illustrates the existing land uses within the City.

COMPREHENSIVE PLAN 2023

ADOPTED: Resolution 2023-52 on 14 August 2023

AMENDED:



LEGEND

 Low Density Residential (5,343 acres)	 Commercial (155 acres)	 Park/Recreation (615 acres)
 Medium Density Residential (209 acres)	 Industrial (292 acres)	 Rural/Undeveloped (7,904 acres)
 High Density Residential (19 acres)	 Public/Quasi-Public/Quasi-Public (384 acres)	 Undevelopable (664 acres)



EXISTING LAND USE

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

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Interim Land Uses

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

Goal #1: Avoid allocation of land zoned for any particular use in excess of actual demand or service capacities.

Policies:

1. Implement the Future Land Use Plan as a recommended long-term land use pattern for Otsego intended to develop over time.
2. Delineate boundary limits for staged urban expansion and deem premature and any expansion of urban uses into rural areas not consistent with that plan.
3. Limit all new development to the Sewer District connected to municipal sewer and water utilities except as may be specifically allowed by the Comprehensive Plan.
4. Consider interim uses where future land use designations are provided for long term market needs and absorption provided that these activities will be compatible with existing and proposed uses and will not cause obstructions to planned development.
5. Establish criteria for a zoning of property to allow a more intensive land use that is guided by the Future Land Use Plan to ensure consistency with growth management policies and adequate infrastructure capacities.

The Interim Land Use Plan will require that until a parcel is deemed appropriate for development of a higher intensity land use as guided by the Future Land Use Plan, rural land uses and densities will be limited to one dwelling unit per 40 acres within the Sewer District and Long Range Urban Service Area or one dwelling unit per 10 acres within the Urban Service Expansion Area. A parcel will qualify for a Zoning Map amendment to allow a more intensive land use guided by the Future Land Use Plan only when the City Council finds that those making the request have satisfied the following criteria:

1. **Consistency with Comprehensive Plan:** A proposed development shall be consistent with the goals, policies, and recommendations of the Comprehensive Plan and only those developments that follow planned public improvement corridors or constitute an infilling of development shall be deemed consistent with the City's growth management policies and the Comprehensive Plan.

2. **Adequate Waste Disposal Systems:** A proposed development shall be deemed to have adequate waste disposal systems if, within the Sewer District, there is adequate municipal sewer capacity in the present utility system to support the proposed development if constructed to its maximum permissible density after reasonable sewer capacity is reserved for planned public facilities and commercial and industrial development; or if in areas outside of the Sewer District, there is adequate ability to provide for individual on-site sewer to support the development if constructed to the maximum permissible density allowed by the Comprehensive Plan.
3. **Adequate Water Supply:** A proposed development shall be deemed to have an adequate water supply if the proposed development has adequate sources of water, either from the municipal water utilities or private wells, to serve the proposed development if constructed to its maximum permissible density allowed by the Comprehensive Plan without exceeding the capacity of the municipal water system or causing an unreasonable depreciation of existing water supplies for surrounding areas.
4. **Adequate Stormwater Management:** A proposed development shall provide for adequate management and treatment of stormwater runoff if:
 - a. Surface or subsurface water retention and runoff is such that it does not constitute a danger to the structural security of structures within the proposed development.
 - b. Structures within the proposed development will not result in pollution of water sources from erosion and siltation.
 - c. The proposed development and related site grading will not cause harmful and irreparable damage from erosion and siltation on downhill or downstream land.
5. **Adequate Streets:** A proposed development shall be deemed to have adequate streets to serve the development when:
 - a. Streets that serve the proposed development are of such a width, grade, stability, vertical and horizontal alignment, site distance, and surface condition that an increase in traffic volume generated will not create a hazard to public safety and general welfare, not aggravate an already hazardous condition, and when, with due regard to the advice of Wright County and/or the Minnesota Department of Transportation, said streets are appropriate for the intended use.
 - b. The traffic volume generated by the proposed development will not create unreasonable congestion or unsafe conditions on streets existing at the time of the application or proposed for completion in accordance with the Capital Improvement Plan.

6. Adequate Public Service Capacity: A proposed development shall be determined to have necessary public service capacity when recreational facilities, police protection, fire protection, and other public facilities and services that must be provided at public expense can reasonably be provided for in accordance with the Capital Improvement Plan.

Future Land Uses

The Future Land Use Plan consists of both narrative text and graphic illustrations of anticipated land uses to occur in Otsego over time in consideration of forecasted growth and the Urban Service Staging Plan for provision of necessary supporting infrastructure and services. The Future Land Use Plan is intended to serve as a guide to residents, business owners, property owners, and developers in planning for potential developments. The City Council, Planning Commission, and City staff will use the Future Land Use Plan for direction in responding to development requests and how they relate to the community's vision for Otsego.

Rural Uses

Rural uses remain the predominate land use within Otsego even considering the significant urban growth that has occurred in since municipal sewer and water utilities were constructed in 1998 along the TH 101 corridor and in 2002 when a second municipal utility system was constructed in the southwest portion of the City adjacent to I-94. Otsego is anticipated to experience continued new development, but the geographic area of the community suggests that rural uses will continue to remain an important issue in City planning efforts.

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

Policies:

1. Minimize conflicts between rural and urban land uses through establishment of growth management policies that focus on staged expansion of new development and maintenance of rural areas within the City.
2. Preserve environmentally sensitive areas of Otsego as permanent open space.
3. Regulate the subdivision of large tracts into smaller parcels for rural residential uses so as not to create future barriers for expansion of new development and extension of utilities and transportation corridors.
4. Allow rural residential uses, including keeping of farm animals, that will not create service problems or pollution concerns, nor obstruct upon the planned development of the Urban Service Expansion Area.

5. Confine the keeping of farm animals for agricultural purposes to the Rural Residential Preserve, Urban Service Expansion Area, or farming operations already established.
6. Prohibit the establishment of new high intensity agricultural uses within Otsego.

The primary objective of the community for rural areas is protection of open space or environmentally sensitive areas from premature encroachment by new development served by municipal utilities. Only those uses and development that will maintain rural character, not interfere with future urban expansion, and will not cause a premature need for extension of municipal utilities will be allowed within the designated Rural Residential Preserve Area or Urban Service Expansion Area. An issue related to maintaining viable agricultural uses in the community is allowing existing farm operations that qualify as an animal feedlot to continue operating with limited expansion opportunities.

Within the designated Urban Service Expansion Area, the division of existing large tracts of land into residential lots less than 20 acres in area should be discouraged to facilitate future development and extension of utility and transportation corridors. Precaution should continue to be exercised with future development requests to avoid gaps between neighborhoods that interrupt the homogeneous pattern of urban services such as utilities, streets, trails, and park service areas. Properties are to remain zoned A-1, Agriculture Rural Service District until such time as a more intensive land use as guided by the Future Land Use Plan can be developed. (Resolution 2023-52, adopted 14 August 2023)

The City may allow for a property to be zoned to A-2, Long Range Urban Service District that allows for interim development to occur in one of two ways: The first would be to subdivide parcels into lots not less than 10 acres in area as this size property can allow for a wider range of rural residential land uses, yet be feasibly planned for future resubdivision based availability of City utilities. The second approach to interim rural development relies upon clustered subdivision designs intended to preserve the majority of a parcel for future development.

The desired results both approaches to interim rural development is to maintain orderly community growth, discourage competition for capacity necessary to finance the cost of the municipal utility systems, and prevent development that is not continuous to existing urban areas. Because of the more immediate potential for utility availability for parcels adjacent to (but outside of) the Sewer Districts, only the clustered lot approach is to be utilized for Urban Expansion Areas E1, E3, and W1 to allow for interim rural development. (Resolution 2025-60, adopted 10 November 2025)

Development of residential uses within the Rural Residential Preserve area is also to occur at densities consistent with maintaining of rural character without municipal sewer and water utilities. This area of the City corresponds with lands included within the Mississippi River Wild, Scenic and Recreation River District located primarily between CSAH 39 and the Mississippi River, which has many natural features. State of Minnesota rules limit development potential within the Wild and Scenic Overlay District to rural or rural residential uses at a density of not more than one dwelling unit per 2.5 acres.

Imposition of these State of Minnesota mandated limitations suggests that development under the allowances of the City's R-C, Residential Rural Open Space Cluster District requirements is likely the ultimate land use for these areas. The City has encouraged development of rural residential cluster subdivisions under these zoning district performance standards that emphasize building sites with view sheds and access to protected natural habitat and developed amenities. These subdivisions are also to have layouts that minimize visibility from public roadways and maximize accessibility of amenities within the area both visually and physically either as private or public open spaces.

Development of open space cluster subdivisions within the Rural Residential Preserve Area is not mandated. To encourage use of the open space cluster development design concept and creative implementation of these performance standards, the City may approve development densities greater than one dwelling unit per 10 acres within the Rural Residential Preserve Area. Any development density above one dwelling unit per 10 acres is to be considered to be a bonus awarded at the discretion of the City based on a finding that the proposed development fulfills the City's objectives for this area of the community.

The 1998 Comprehensive Plan outlined a strategy for the continued use and limited expansion of existing animal feedlots in Otsego. The key elements of this strategy are registration of then-existing animal feedlots, establishment of reciprocal buffer zones, and limitations on expansion. The City amended its Zoning Ordinance to allow for a continuation of agricultural feedlots consistent with the Comprehensive Plan and these policies are to be continued for the remaining agricultural uses qualifying as feedlots that were identified in the existing land use survey under the City's definition adopted as part of the Zoning Ordinance.

Housing

Residential land uses are the predominant existing urban land use within Otsego. The City promotes continued development of a diversified housing stock that is accessible to a wide range residents based on household need and incomes.

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

Policies:

1. Develop all new residential land uses within the Sewer District connected to municipal sewer and water utilities, except as follows:
 - a. Unsewered subdivisions at a density of one dwelling unit per 40 acres within the A-1 Zoning District.
 - b. Unsewered subdivisions at a density of one dwelling unit per 10 acres within the A-2 Zoning District.
 - c. Unsewered divisions within the Loong Range Urban Service Area that satisfy the criteria established by the Comprehensive Plan for such developments.
 - d. Unsewered open space cluster developments within the Rural Residential Preserve Area at a density of one dwelling unit per 10 acres with potential for additional density bonuses, as determined by the City Council.
2. Adhere to the highest community design, planning, and construction standards for all new residential development.
3. Encourage housing styles and development techniques that conserve land and increase efficiency provided that guided densities are not exceeded.
4. Encourage innovation in subdivision design and housing construction.
5. Establish development standards for twin homes, townhouses, and multiple family dwellings to ensure quality and innovation in construction and site design, as well as consistent application of development requirements.
6. Require low density residential neighborhoods to be protected from encroachment or intrusion of incompatible uses by adequate buffering and/or separation from higher density residential and non-residential land use categories.
7. Protect residential neighborhoods from penetration by through traffic on local streets with major collector and arterial streets bordering individual neighborhoods.
8. Avoid exposure of residential development to adverse environmental impacts, including noise, air, and visual pollution and avoid new development in areas where noise and/or other forms of pollution that are not correctable by construction, site planning or other techniques.

9. Regulate that accessory buildings within residential areas to be of a compatible design and size to maintain neighborhood character and uses limited to residentially related activities.
10. Minimize outside storage within residential areas, and in those instances when it is acceptable, require it be conducted in an orderly, confined, and limited manner.
11. Allow for home based business within residential neighborhoods provided they are not evident or cause conflicts with the surrounding area.

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

1. Maintain a balance in the availability of quality housing choices in Otsego based on benchmarks established by the Future Land Use Plan.
2. Establish single family dwellings as the primary type of housing to be developed and maintained within the community through a variety of lot requirements to create potential for added diversity in the housing supply and create housing opportunities for all segments of the population.
3. Mixing of various housing types or densities or residential and commercial uses is not allowed unless specifically planned and approved as part of the development approval process.
4. Provide opportunities for life-cycle housing and housing attainable for households with low and moderate incomes.

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

Policies:

1. Recognize the need to develop of a variety of twin homes, townhouses, and multiple family dwellings as an alternative to single family dwellings while considering local market demands and desired community character.
2. Guide areas for medium and high density residential land uses so as not to be concentrated in any one area of the community or over such acreages at any one location as to create potential land use compatibility, transportation, utility, or service delivery issues.
3. Promote development of twin homes, townhouses and multiple family dwellings adjacent to areas targeted for commercial development to provide ancillary market support.

4. Provide medium and high density residential housing development adequate traffic access and circulation to protect public safety and maintain land use compatibility.
6. Locate housing for seniors, group homes, and other residential institutional uses in areas appropriately guided for medium or high density residential or mixed land uses with convenient access to commercial retail, service and office locations.

Otsego has been successful in realizing residential development with high standards for subdivision design and building construction. An emphasis on the quality of development will continue to be refined based on broader trends in the economy and residential development, changing housing needs of the community, and overall desired community character. The City has recognized the need to offer a wider choice of housing options to supplement single family dwellings to serve the life cycle needs of its population completing a study of multiple family housing in 2018. The following paragraphs address the City's plans for residential land uses.

- **Growth Management.** The City wishes to manage the rate of residential development within the City to provide for a balanced development pattern and ensure its ability to provide fiscally responsible, high quality municipal facilities and services. The City has established that an average growth rate of approximately 400 dwelling units per year over a 10 year period as being within its facility and service capabilities.
- **Housing Needs.** The need for various types of housing in Otsego is based on the demographic profile of its households as well as the City's economic development goals. Population and household needs for housing will change over time and the various stages of life. Alignment of a community's demographic profile and housing need is based on the concept of life cycle housing.

Multiple family dwelling units and townhouses provide the least expensive housing type, where young people can begin saving for purchase of their own home. As families are started, spatial needs may outgrow that provided by higher density dwelling units. Larger townhouses and small single family dwellings provide affordable first homes for young families where pride in ownership is established and equity can be built.

As the family grows to its ultimate size, space needs increase and a larger move-up single family home fulfills these needs. When children grow older and leave home, space needs are thus reduced and large houses may become underutilized.

At this point, the parents may find it desirable to move to a smaller house, or to a townhouse or apartment where maintenance is provided for.

Eventually, the elderly population may desire to move into an apartment or to some type of senior housing with services.

**City of Otsego
Life Cycle Housing**

Life Cycle Stage	Demographic Characteristics	Housing Preferences	Type of Housing
Entry-Level Households	Age early 20s, often single, no children	Limited tenure, prefer to rent, shared households	Apartments
First-time Homebuyer	Age mid-20s to 30s, single and married households, some households with children	Interim tenure, prefer to purchase entry level single family dwellings or rent larger apartments with amenities	Single family Single family villa Townhouse Apartment
Move-Up Homebuyer	Age late 30s to 40s, single and married households, most with multiple children	Larger single family homes	Single family
Empty Nesters	Age 50s to 60s, 1 or 2 person households without children at home	Prefer to own smaller lots and dwellings with lower maintenance including HOA options	Single family Single family villa Townhouse
Independent Seniors	Age 60s to 70s, 1 or 2 person households without children at home	May consider renting, desire lower cost and maintenance, may be seasonal residents	Single family Single family villa Townhouse Apartment
Seniors Needing Assistance	Age 70s and older, 1 or 2 person households without children at home, 1 or more within household may have mental or physical limitations requiring assistance	May consider renting, desire lower cost and no maintenance, health services desirable, may move in with relatives	Townhouse Apartment Assisted living Secondary dwelling

The City emphasizes that single family dwellings are to be the primary form of housing within Otsego. The balance of housing options within each Sewer District should also be oriented more towards single family dwellings with an emphasis on not concentrating alternatives to single family dwellings to any one area of Otsego. The existing housing stock in Otsego is almost 80 percent single family or single family villa homes. Town house construction, which were initially available in Otsego in 1998 starting with the Prairie Creek and The Pointe subdivisions utilizing municipal sewer and water utilities, largely stalled during the Great Recession. There has been a reemergence of interest in this housing type with the Parrish Meadows plat and other planned developments. Multiple Family developments are a more recent addition to the housing supply with Riverview Landing (senior), River's Edge, Parkview Grand, and The Village all constructed along the TH 101 corridor.

**City of Otsego
2022 Housing Units by Type**

Type	Number	Percent
Single family	5,586	74.1%
Single family villas	418	5.6%
Twin homes and townhomes	923	12.2%
Multiple family	411	5.5%
Manufactured housing	199	2.6%
TOTAL	7,537	100.0%

Source: US Census 2020, TPC

The City will continue to monitor the supply of housing types within the City with a goal of maintaining approximately 70 percent or more of the housing stock as detached single family dwelling with opportunity for approximately 10 percent of dwelling units available as multiple family dwellings, but will avoid establishment of hard limits on such housing recognizing market fluctuations over time. The City will continue to review development proposals for areas designated for low-medium density, medium density, medium-high density, and high density land uses on an individual basis within the context of providing a variety of housing types to meet the needs and incomes of all segments of the population.

The need to provide attainable housing options for all segments of the population regardless of income is a priority for the City in relation to life-cycle housing and economic development goals. The majority of owner-occupied housing in Otsego is valued between \$200,000 and \$500,000 according to US Census data. Reliable information regarding housing costs for rental dwellings is not available because of the recent occupancy of multiple family housing dwellings that occurred during the data collection process for the 2020 US Census. The City will continue to stress the need for affordable housing options while emphasizing diversity in available housing type and density, by promoting maintenance of the existing housing stock, and private sector development efforts.

**City of Otsego
2020 Housing Value**

Type	Number	Percent
Less than \$100,000	189	3.2%
\$100,000-\$199,000	928	5.6%
\$200,000-\$299,000	1,556	27.3%
\$300,000-\$399,000	1,897	33.2%
\$400,000-\$500,000	757	13.3%
\$500,000-\$999,000	333	5.8%
Greater than \$1,000,000	50	0.9%

Source: US Census 2020

The City promotes availability of high quality rental housing as part of the housing stock consistent with life-cycle, attainable housing, and economic development goals for Otsego. To ensure that rental housing is maintained and operated in a manner consistent with the intended character of Otsego's neighborhoods, the City has adopted rental housing licensing requirements as part of the City Code. These standards ensure that rental housing meets all applicable building and safety code requirements, is maintained to a high standard, and that the owners and occupants do not create nuisance concerns within neighborhoods disruptive to surrounding residents.

- **Housing Maintenance.** Housing constructed within the Sewer Districts is relatively new and in very good condition, with the oldest homes just more than 20 years old. Older areas of Otsego likely have more mature housing stock that requires additional maintenance. Housing maintenance efforts serve to protect neighborhood integrity and property values.

City of Otsego 2020 Housing Units by Year Built		
Year	Number	Percent
2000-2022	5,435	75.1%
1980-1999	669	9.2%
1960-1979	914	12.6%
Before 1960	215	3.1%
Total	7,233	100%
Source: US Census, TPC		

Initiatives that the City may consider implementing to encourage on-going maintenance include providing information on home improvement loans, hosting a home remodeling fair, continued point-of-sale inspections of existing septic systems. The City may also consider problem areas for targeted code enforcement efforts. Educational programs offered in coordination with the Parks and Recreation Department may also be considered in the future.

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

**City of Otsego
Future Land Use Plan - Residential Designations**

Land Use	Density	Allowed Uses	Corresponding Zoning
Low Density Residential Large Lot	Less than 1.0 du/ac.	Single family dwellings	RC, R1, R2, and R3 Districts
Low Density Residential	Less than 3.0 du/ac.	Single family dwellings, single family villa	R-4, R-5, and R-MH Districts
Low to Medium Density Residential	3.0 to 5.0 du/ac.	Single family, single family villa, and two family dwellings	R-5 and R-6 District
Medium Density Residential	4.0 to 8.0 du/ac.	Single family villa, two family dwellings, and quad or row townhouse dwellings	R-6 District
Medium to High Density Residential	5.0 to 12.0 du/ac.	Quad or row townhouse or back-to-back townhouse, multiple family dwellings	R-7 District
High Density Residential	8.0 to 22.0 du/ac.	Back-to-back townhouse, multiple family dwellings	R-7 District

- Low Density Residential Uses.** Within the Sewer Districts and Long Range Urban Service Area, Low Density Residential uses (less than three dwelling units per acre) will continue to be the predominate urban land use within Otsego. The areas guided for low density residential land uses on the Future Land Use Plan map reflect expansion outward from existing neighborhoods and logical extension of utilities and streets.

Low Density Residential uses are further defined as exclusively detached single family dwellings and single family villa dwellings. To ensure diversity within the supply of single family homes within the community, the City will continue to encourage a variety of single family lot and house sizes. The current supply of urban or suburban character single family homes within the City includes one acre lots with private on-site septic systems and wells and single family lots serviced by municipal sewer and water utilities with varied lot area and width requirements.

The single family lots served by municipal sewer are to be zoned R-4 District, which requires a minimum lot area of 12,000 square feet and minimum lot width of 75 feet. To allow for greater diversity in housing options within areas guided for Low Density Residential uses, the City will provide for these areas to develop conditionally under the provisions of the R-5, Residential Single and Town Family District provided that a mean and median lot area is maintained that complies with the standards of the R-4. Another urban single family zoning district with a minimum lot area requirement of 18,000 square feet was been established, but has not been utilized and is considered to be an outdated standard not responsive to current development practices.

In anticipation of potential extension of sewer (and water) utilities to the Long Range Urban Service area, it is suggested that the City continue to require designs for unsewered developments, when allowed, that are conducive to resubdivision. By providing such a mechanism, the City and property owners are provided a well-planned method of accommodating sewer and water service and associated assessment costs in the event a mandated need arises by minimizing improvement costs per lot. In order to protect the opportunity for resubdivision, building locations and performance standards would be required that would facilitate future sewer and water connection.

- **Low-Medium Density Residential Uses.** This category of residential land uses is intended to allow for development of small lot detached single family uses, single family villas, twin homes, and row townhomes with an overall development density of three to eight dwelling units per acre. Development of these more compact form of land uses will encourage continued diversification of the housing supply within the City, while providing for land use transitions. between traditional single family neighborhoods and more intensive uses or major roadway corridors.

The intent is that these Low-to-Medium Density Residential areas will develop primarily with single family dwellings on smaller urban lots. The provisions of the R-5 District correspond to the intended uses and character of development within areas guided for Low-to-Medium Density Residential uses requiring a minimum lot area of 9,000 square feet and minimum width of 60 feet for single family dwellings. As with the plans for areas guided for Low Density Residential uses, the City may conditionally allow for reductions in lot area and width in order to encourage more housing choices within individual neighborhoods provided that the R-5 District lot area minimums are met on a mean and median basis.

Construction of traditional townhouse residential uses within these areas may also be considered for specific areas and individual projects provided that the development is adequately served by utility and transportation infrastructure, appropriate land use transitions are provided for and the dwellings would be compatible with the surrounding area.

- **Medium and High Density Residential Uses.** Medium Density Residential land uses typically consists of townhouses with three to eight dwellings per building ranging in density from four to eight dwelling units per acre. High density land uses, defined as eight to 22 dwelling units per acre, includes multiple family dwellings and more dense townhouse development, including structures with more than two common walls. As market considerations greatly influence the demand for medium and high density housing, only a generalized category including both types of uses have been designated on the Future Land Use Plan map.

The provision of sewer utilities within the City of Otsego has created the opportunity to develop higher density land use types that had previously not been possible within the community prior to 1998. Concerns have been noted about these developments related to land use compatibility, impacts on area housing values, property and building maintenance, traffic generation, and functional site design. Multiple family dwellings is an important component of Otsego's housing supply to realize goals for both life cycle and economic development.

The current demand and interest in development of apartment dwellings prompted the City to imitate a study of multiple family land uses in 2018. Based on the goals and policies for housing in Otsego and the recommendations of the 2018 Multiple Family Housing Study, the following strategies will be considered to guide development of areas guided for Medium Density Residential and Medium-to-High Density Residential uses:

- Locations are to be dispersed throughout the City to avoid concentration at any single location.
- Development in areas adjacent to commercial or industrial uses will provide market and employee support.
- A secondary function of these locations is to provide for a transition between commercial, office, industrial, and higher function streets and low density residential neighborhoods.
- Integrating commercial and residential land uses through innovative urban design is an opportunity to be considered for individual developments guided for Mixed Use.
- Townhouse and multiple family developments are to limit the concentration of any single building type or design within a given project to minimize the scale of the development and provide greater visual diversity.
- Townhouse and multiple family developments are to have access to collector or arterial streets to reduce traffic entering low density residential neighborhoods.

- Establishment of performance standards to provide for townhouse or multiple family developments related to setbacks and required screening and landscaping to address compatibility with adjacent low density residential neighborhoods.
 - Adoption of uniform performance standards for townhouse and multiple family developments intended to replace the current Planned Unit Development based process as the regulatory approach to these types of land uses
- **Manufactured Housing.** Manufactured housing constitutes an established portion of housing stock available in Otsego. The availability of owner-type housing for low and moderate income households is to be encouraged within the City. Manufactured homes are present in Otsego within the Riverbend Mobile Home Park located at TH 101 and River Road (CSAH 42) as well as on scattered one acre lots in subdivisions platted prior to incorporation of Otsego in 1990.

The owner of Riverbend Mobile Home Park has proposed existing manufactured dwellings within the development as they are replaced utilize prefabricated modular housing units manufactured by another enterprise of the owner. The modular dwelling units are constructed in a production facility with a controlled environment and brought to the site for installation. The construction of the modular dwellings complies with all requirements of the Building Code that provides for a high quality sustainable structure. This action is viewed positively in terms of maintaining and improving the dwellings at Riverbend Mobile Home Park within Otsego's housing supply and providing for continued sustainability of the housing supply for these Otsego residents.

It is also City policy to discourage an over-balanced supply of one type of housing, to discourage an over-supply of one level of housing cost, and to discourage physical concentrations of a specific housing type. Considering Otsego's current housing supply, the allowance of new or expansion of existing manufactured home park developments is contrary to these policies and is not supported. This is not to suggest that rental housing communities, which has been a trend in the Twin Cities housing market, that use traditional or modular construction would not be considered in appropriate locations.

- **Senior Housing.** Development of housing for seniors is a residential land use goal and within Otsego and an economic development priority. Senior housing typically involves townhouse or multiple family dwellings and can range from independent living, housing with services and more institutional care facilities such as nursing homes. Senior housing should be located in proximity to retail and service nodes for convenient access and can serve as a transitional land use between high activity areas or major roadways and low density residential neighborhoods.

Guardian Angels Riverview Landing is the City's first senior housing development located within the Otsego Waterfront East subdivision. The facility takes advantage of a scenic location adjacent to Carrick's Landing and Mississippi River and convenient location

within the City primary's retail, service, and office area centered around the TH 101 and CSAH 39 interchange. The Guardian Angels Riverview Landing property has opportunity for future expansion to the north of the existing facility.

Other locations within Otsego within or adjacent to or within commercial areas and along major transportation corridors would also be highly suitable for development of senior housing.

The City will continue to review standards for senior housing development in consideration of current housing trends and services for this segment of the population.

Commercial and Office

The intent of the Comprehensive Plan is to identify commercial locations within the City that provide opportunities for convenient access to retail goods and services to be developed within attractive environments.

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

Policies:

1. Encourage commercial development to provide needed goods and services, create employment opportunities, and expand the tax base within Otsego.
2. Guide commercial land areas adequate to meet expected long range development needs as designated on the Future Land Use Plan.
3. Promote commercial development in areas with accessibility to TH 101 corridor, I-94, and Labeaux Avenue (CSAH 19) as the primary focus for commercial uses within Otsego.
4. Define the range of commercial land use appropriate for various locations within the Otsego through implementation of distinct zoning districts.
5. Allowance of any one type of business within a commercial area shall not be dictated by an existing commercial use within an area.
6. Communicate with local businesses to gain an understanding of the changing needs of the commercial market.
7. Establish an orderly transition between commercial areas and Low Density Residential neighborhoods through Medium Density Residential, High Density Residential, or mixed use development.

Goal #2 A cohesive and unified identity for Otsego’s commercial areas shall be created to make attractive gateways and focal points within the community.

1. Encourage high quality development through architectural standards and landscaping within commercial areas.
2. Implement performance standards related to site design, building setbacks, parking lot design, outdoor lighting, and vehicle and pedestrian site access to promote functional and aesthetically pleasing commercial developments.
3. Allow signage of commercial properties to facilitate business identification while avoiding over-intensification causing a negative aesthetic or potential driver distraction.
4. Regulate outdoor storage and sales associated with commercial uses to ensure attractive site maintenance and maximize development potential of a property.
5. Promote joint utilization of parking and other related supportive services within commercial districts to meet the demand generated by the uses.
6. Encourage redevelopment of incompatible or functionally obsolete buildings with new uses demonstrating appropriate scale, architecture and site design consistent with surrounding properties.

Various areas within Otsego will serve different functions. Locations with access to major regional roadways such as TH 101, I-94, or Labeaux Avenue (CSAH 19) will likely develop with commercial land uses that serve both the local community and regional patrons. Other smaller areas may also develop to meet convenience retail and service needs on a neighborhood basis as Otsego continues to grow and regional roadways are expanded or added.

**City of Otsego
Future Land Use Plan – Commercial Designations**

Land Use	Anticipated Uses	Corresponding Zoning
Commercial	General retail, service or office business with community or regional market areas	B1, B2, and B3 Districts
Mixed Use	General retail, service or office business with opportunity for high density townhouse and multiple family dwellings	PUD Districts, possible zoning district
Office	Professional office uses with limited retail sales, services and warehousing uses	B-4 District

The immediate emphasis for development of commercial retail and service business areas is to be along TH 101 at the intersections of 90th Street (CSAH 39), River Road (CSAH 42), and 70th Street (CSAH 38) within the East Sewer District and along Labeaux Avenue (CSAH 19) and 65th Street (CR 137) within the West Sewer District. These potential commercial locations are responsive to existing residential development service needs and provide an opportunity to capture retail sales monies from well beyond Otsego's own trade area. Based upon the foregoing considerations, the following areas have been designated for varying levels of commercial use:

- **TH 101 at CSAH 39.** This area has been a focal point of commercial development within Otsego and will continue to expand as a commercial center. Existing development in this area includes Otsego Waterfront, the Nathe Addition, Otsego Waterfront East, Mississippi Shores, the Great River Centre of Otsego, Parkview Retail, and Parrish Meadows. There are also opportunities for redevelopment of older, underutilized properties in this area.

Because the area surrounding the TH 101 and 90th Street (CSAH 39) interchange lies adjacent to the a dense population base, has established commercial businesses, is within the East Sewer District, and holds ample land for additional development, it is considered the City's primary retail center. It is in this location within Otsego that the basic convenience and shoppers goods and services are to be developed. The City recently established zoning a new B-1, Retail Business for this area to provide for commercial uses focused on retail, restaurant, service, and office businesses. Commercial development in this area should reflect the highest standards of commercial building and site design. Outdoor sales and display should be limited to the degree that the activity is clearly accessory to a principal building and use.

To the north of the Otsego Waterfront Development is an opportunity for mixed use development to benefit from the scenic views of the Mississippi River and provide market support for businesses in the area. Development of this area must also be sensitive to the existing one-acre single family residential neighborhoods west of Parrish Avenue (CSAH 42). A transition of low intensity, low profile commercial development between Parrish Avenue (CSAH 42) and an extension of Quaday Avenue north to allow more intensive commercial or nixed Use development abutting TH 101 east of Quaday Avenue.

- **TH 101 at CSAH 42.** The area surrounding TH 101 and River Road (CSAH 42) interchange also has opportunity for commercial development. The D&Y Limited Family Partnership worked with the City together with the Minnesota Department of Transportation during the improvement of TH 101 to maintain access to TH 101 from River Road (CSAH 42) with an interchange that includes Quam Avenue as a collector-distributor roadway for access to southbound TH 101 at 70th Street (CSAH 38). Due to its high visibility and access at River Road (CSAH 42) that exists because of the contributions of the D&Y Limited Family Partnership, commercial development is expected to occur at the southeast, northwest, and south east quadrants of this interchange extending south abutting Quam Avenue to The Pointe townhouse development.

Uses to develop in this area are anticipated to be similar to those existing and planned businesses to the north, oriented to serving both local and regional market needs. The southeast quadrant includes the River's Edge apartments and self storage use with ownership connected to that of the Riverbend Mobile Home Park. Two lots exist for development of commercial uses that would serve the local area as well as regional traffic on TH 101. In the southwest quadrant, specific consideration must be given to the transition between future commercial uses and existing and planned residential uses west of Quaday Avenue and existing townhouse dwellings south of 72nd Street. The southwest quadrant of TH 101 and River Road should be considered an opportunity for a Mixed Use development to provide for this needed land use transition. This area is also expected to develop at a very high standard of building and site quality, with limited outdoor sales and display.

- **TH 101 at CSAH 38.** This area has developed with a commercial area at the northeast quadrant of the TH 101 and 70th Street (CSAH 38) interchange, with a convenience motor fuel facility as an existing land use. The commercial area is easily accessible from TH 101 via on- and off-ramps at the south leg of the 70th Street (CSAH 38) and 72nd Street intersection. The industrial area east of TH 101 and south of 70th Street (CSAH 38) also provides for daytime patronage by employees. This area is anticipated to develop with a more limited range of highway or neighborhood commercial service businesses or a convenience food use that has market potential from TH 101. Development standards in this area of the City should be consistent with that encouraged at other locations along the TH 101 corridor.
- **Interstate 94 at CR 137.** The area east of I-94 on the north side of 60th Street (CR 137) is designated as commercial location with excellent visibility and access from I-94, as well as serving as a gateway for residential neighborhoods within the West Sewer District via MacIver Avenue. Development in this area must be coordinated with Wright County and the City of Albertville so as to ensure adequate access and traffic control as improvements are made to 60th Street (CR 137) east of I-94 to MacIver Avenue and beyond.

Given the location and size of the parcel that is under single ownership guided for commercial land uses, this area may be suitable for a large regional retail business with pad sites for smaller restaurant, retail, or service business, hotel or possibly a Mixed Use development. Like other commercial locations within the City, this area should be encouraged to develop with the highest levels of quality site and building design. Transition to the existing residential dwellings east of MacIver Avenue must also be considered as part of the development review process for this property.

- **CSAH 19 at CSAH 38.** This area of the community, which abuts the City of Albertville's north boundary, is expected to evolve into a commercial center. The commercial land use designations in the northeast and northwest quadrants of the Labeaux Avenue (CSAH 19) and 70th Street (CSAH 38). Development of commercial uses within the quadrants on either side of Labeaux Avenue (CSAH 19) north of 70th Street (CSAH 19) will serve as a gateway into Otsego making high quality development important in contributing to the community's identity.

The City of Albertville Comprehensive Plan guides commercial use in the southeast quadrant and industrial development in the southwest the intersection south of 70th Street (CSAH 38). The designation of commercial north of 70th Street in Otsego has been modified as part of this Comprehensive Plan to plan for mixed uses as a land use transition to existing residential development beyond the Labeaux Avenue (CSAH 19) corridor. The changes to the Future Land Use Plan also recognize the feasibility to develop area with commercial uses in consideration of increased on-line shopping and delivery and other changes in consumer behavior or employment conditions in the current economy.

- **Future Locations.** Future Comprehensive Plan updates will need to evaluate opportunities for additional commercial nodes as utilities are extended and transportation infrastructure is added to or expanded within the Urban Service Expansion Area. The future intersection of an extension of Naber Avenue/Nashua Avenue to 70th Street is one such possible location to consider. The access to regional transportation, daytime employment support, and residential market potential may make such locations viable for commercial development.

The Office land use category is intended to provide for establishment of businesses including professional offices, precision manufacturing and assembly, wholesale supply and showrooms, or warehousing in an environment that provides a high level of amenities with limited retail uses or outdoor sales, display, and storage. These developments should include integration of building and site designs with surrounding amenities, incorporation of parks, open space, or recreational amenities, convenient access for vehicles and pedestrians alike, high quality building design and construction, and a high degree of site landscaping. Office development uses provide opportunity for daytime market support for nearby retail and service commercial business. Based on site characteristics, site visibility, and access factors, the following locations have been identified for Office land uses:

- North and east of River Road (CSAH 42) south of 85th Street abutting the west side of TH 101.
- The 80 acres west of Labeaux Avenue (CSAH 19) south of 80th Street and the 160 acres west of Labeaux Avenue (CSAH 19) between 80th Street and future 85th Street Streets.
- South of I-94 and north of 65th Street (CSAH 37) to the west of the Otsego Industrial Park when municipal sewer and water utilities are available.

Industrial

Otsego has transitioned from an agricultural area to a bedroom community with a limited, but growing base of industrial development. Existing industrial development is concentrated in the south segment of the TH 101 corridor and west areas of Otsego to the north and south of I-94.

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

Policies:

1. Limit industrial uses to areas designated for these activities by the Future Land Use Plan in locations with high accessibility promoted as the primary focus for industrial uses.
2. Define distinct areas for varying types of industrial activities and establish respective standards governing development quality.
3. Require industrial uses to connect to municipal sanitary sewer and water service when available.

Goal #2 Orderly expansion of Otsego's industrial parks and businesses shall be pursued through the logical extension of utilities to ensure local employment opportunities and a diverse tax base.

Policies:

1. Provide for phasing of development within areas designated for industrial uses as demand increases.
2. Communicate with Otsego businesses to stay informed of their changing needs and facilitate retention and in-place expansion.
3. Identify sites for industrial expansion with consideration as to the physical implications of industrial park planning for traffic generation, rail use, sewer and water demands, and environmental issues.
4. Encourage redevelopment of industrial sites that exhibit building deterioration, obsolete site design, environmental concerns, and/or land use compatibility issues.
5. Encourage relocation of existing industrial type activities within residential areas of to appropriate areas designated for industrial use on the Future Land Use Plan.

Goal #3: Require high quality industrial construction to ensure building durability and an aesthetically attractive appearance with consideration for site design flexibility to accommodate in-place industrial expansion and building reuse.

1. Encourage infill development that maximizes the return on existing investments in public facilities, infrastructure, and services.
2. Outside storage of equipment and materials associated with industrial uses shall be screened and landscaped to eliminate negative visual impact
3. Promote site maintenance through code enforcement for a positive community image.

The initial industrial development that occurred in Otsego was characterized by smaller dry industries with a small number of employees that are developed or initiated by a developer or resident having a local interest in Otsego. More recent developments during the last decade along the TH 101 and I-94 corridor suggest a growing economic development interest within the community, with larger companies relocating or establishing new facilities in the area as opportunity for industrial sites within the Twin Cities Metropolitan Area is absorbed. Various areas within Otsego will serve different functions guided by the following industrial land use categories:

City of Otsego Future Land Use Plan – Industrial Designations		
Land Use	Anticipated Uses	Corresponding Zoning
Light Industrial	Professional offices, data centers, distribution facilities, warehousing, assembly, and manufacture of goods, only limited outdoor storage	I1 District
Industrial	Professional offices, data centers, distribution facilities, warehousing, assembly, and manufacture of goods, and outdoor storage	I2 and I3 Districts

In considering locations suitable for continued industrial development, the following elements should be taken into account:

- Reasonably level topography and large site area capable of accommodating industrial buildings and required ancillary activities (i.e., parking, shipping and receiving, outdoor storage, etc.).
- Soils that are well drained and capable of bearing heavy loads.
- Access to regional transportation facilities including interstates, trunk highways, county state aid highways, or railroads.
- Opportunity for future expansion.
- Separation from surrounding residential uses by natural features, roadways, or transitional land uses.

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

- **TH 101 Corridor.** The area on either side of TH 101 south of 70th Street (CSAH 38) is considered highly appropriate for future industrial uses. The area is reasonably level, provides expansion potential, and is provided excellent access given interchanges to TH 101 at 70th Street (CSAH 38) and 54th Street (CSAH 36). The area is mostly protected from residential development. Due to this high level of accessibility and visibility, quality development with building and site design performance standards and limited outdoor storage should be pursued in this area. The I-1, Limited Industrial District is intended to provide for uses, performance standards, and lot requirements appropriate for this area. The desired character of development for this area is demonstrated by the buildings within the Gateway North Industrial Park and recent BlueDot distribution facility.

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

- **North I-94 Area.** The area north of I-94 is planned for future industrial uses based on visibility and access to I-94 via Labeaux Avenue (CSAH 19). The City has approved several industrial developments in this area along Kadler Avenue north of the existing Otsego I-94 Industrial Park, including the Bury Industrial Park, Interstate Otsego plat, and IOS Otsego plat.

Development in this area is zoned I-2, General Industrial District, which provides for the same uses and requires similar performance standards as the I-1 District, except with greater allowance for outdoor storage. The opportunity for outdoor storage has proven attractive in the current market and the City anticipates continued development of this type for properties west of Kadler Avenue or along either side of Jalger Avenue, north to 80th Street.

The area east of Kadler Avenue extending to Labeaux Avenue south of 80th Street has also been planned for industrial uses. However, with development of existing residential uses within Kittredge Crossings and planned development of residential uses west of Kittredge Crossings to Kadler Avenue, a more transitional land use is necessary. As such the area is being guided for Light Industrial development on the Future Land Use Plan. Development under the provisions of the I-1 District should result in businesses more compatible with surrounding land uses in terms of activity and aesthetics.

- **South I-94.** This area of the City is located south of I-94 and west of the City of Albertville. Since the adoption of the 1991 Comprehensive Plan, the Otsego Industrial Park has been developed in this area as the first major industrial development in Otsego. The area offers level, large sites with good interstate exposure. Access to I-94 is available at the I-94 and Labeaux Avenue (CSAH 19) interchange to the east.

Industrial development in the area has expanded to the west of the Otsego Industrial Park with the GCC of America cement storage and transfer station. This development utilizes access to the Burlington Northern Santa Fe railroad on the south side of I-94. The railroad has made improvements to the rail line that make it usable for industrial development. Access to the improved rail facilities is an opportunity for continued industrial development in this area.

Until municipal sewer and water utilities are extended south of I-94 to serve the area, future industrial development should be limited to those uses that would utilize access to the rail corridor. Development that would utilize access to the rail line may be considered prior to availability of municipal utilities being extended south of I-94 for new development provided that adequate on-site systems can be provided and there is agreement to connect to City services when available.

- **Nashua Avenue / 70th Street Area.** In looking to the future, the City recognizes the need to reserve sufficient land for development of industrial uses to provide employment opportunities and expand the tax base. This is especially true given the large geographic area of the City, which allows more than sufficient land for development of residential uses to meet market demands.

The area of Otsego between 60th Street (CR 137) and 70th Street (CSAH 38) adjacent to the future Nashua Avenue / Naber Avenue corridor is designated for long-term industrial development. The area has relatively level topography and can be served with municipal sewer and water service through expansion of the East Sewer District. This industrial area will also have excellent access to TH 101 by 70th Street (CSAH 38) and to I-94 from 60th Street (CR 137).

Timing for development of this industrial area will be dependent upon availability of utilities as well as future construction of future Naber Avenue / Nashua Avenue. St. Michael has received approval for construction of an interchange with I-94 at Naber Avenue, which is planned to connect with Nashua Avenue within the City of Otsego. St. Michael has planned for industrial uses north of I-94, which is consistent with the planned industrial uses in this area of Otsego. Funding resources for construction of the interchange have not been identified.

Public and Quasi-Public

Public and Quasi-Public land uses include the various facilities ancillary to a developing community including City and other government buildings, schools, religious centers, and utility sites.

Goal #1 Public facilities and services shall be located so as to offer ease of access and minimal response time.

Policies:

1. Locate public facilities and utilities where the use is compatible with the existing and proposed land uses of the area.
2. Develop public facilities upon sites that offer ample land area for any necessary expansion.
3. Displacement and relocation of residents resulting from the development of governmental service facilities is to be avoided.
4. Locate water towers associated with the municipal water system to promote Otsego's identity.

Goal #2: Public facilities shall be designed to enhance community identity and recognition in a manner compatible with the surrounding area.

Policies:

1. Develop and maintain all public facilities to serve as examples for private development and to create a source of community identity and pride.
2. Enhance the attractiveness and identity of the community through a continuing program of gateway identification, civic beautification, tree planting, street maintenance, and other measures.
3. Provide adequate screening, buffering and landscaping for all Public and Quasi-Public uses in order to minimize their impact on surrounding uses and enhance the community and area in which they are located.

There will be a need for additional public and quasi-public land uses to be developed as Otsego continues to grow to serve the growing population, businesses, and industries. While the need for these types of uses is recognized, it is not practical at this time to identify sites where future public and quasi-public uses may be appropriate.

**City of Otsego
 Future Land Use Plan – Institutional Uses**

Land Use	Anticipated Uses	Corresponding Zoning
Institutional	City facilities, other government facilities, public and private schools, religious facilities, utilities, and essential services	INS District and various residential, business, or industrial districts

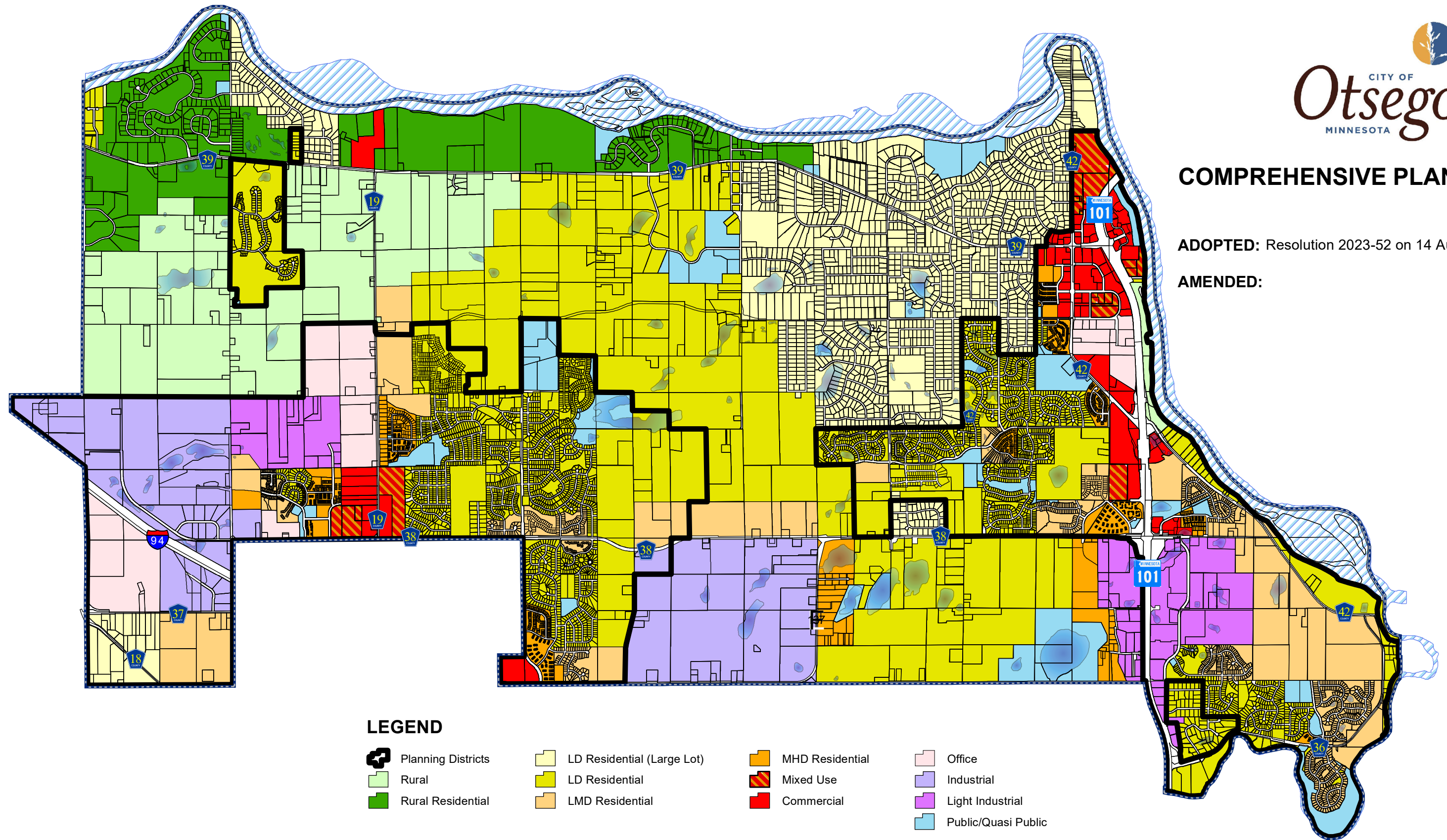
Public and Quasi-Public land uses are to reflect the highest level of quality site and building design and will incorporate sustainable and energy efficient building designs as an example for the private sector to follow. Furthermore, development of consistent architectural design elements and use of consistent building materials or other design elements that provide site character is encouraged to strengthen overall community identity.

Public and quasi-public facilities other than those of the City of Otsego will be allowed as conditional uses in appropriate zoning districts. This approach will allow the City to apply performance standards and conditions specific to a given use to ensure development at appropriate locations in a manner compatible with surrounding uses. Otsego will require that site design, building orientation, access locations, setbacks, landscaping, and screening provide for a necessary buffer and transition to mitigate potential compatibility issues.

COMPREHENSIVE PLAN 2023

ADOPTED: Resolution 2023-52 on 14 August 2023

AMENDED:



LEGEND

- | | | | |
|--|--|---|---|
|  Planning Districts |  LD Residential (Large Lot) |  MHD Residential |  Office |
|  Rural |  LD Residential |  Mixed Use |  Industrial |
|  Rural Residential |  LMD Residential |  Commercial |  Light Industrial |
| | | |  Public/Quasi Public |



FUTURE LAND USE PLAN

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Parks and Open Spaces

Parks and open spaces are an amenity to the community that contributes positively to the quality of life and character of Otsego. The parks and open space land uses illustrated on the Future Land Use Plan as Public and Quasi-Public land uses correspond to the existing areas developed in accordance with the Parks System Master Plan.

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

Policies:

1. Implement the recommendations of the Parks System Master Plan.
2. Provide parks, recreation facilities, and open spaces accessible for all residents and groups of the community.
3. Utilize the Parks and Recreation Commission in an advisory capacity to regarding the acquisition of land and development of facilities to ensure that Otsego's parks, trails, and open spaces reflect community needs and priorities.
4. Provide for those benefiting from the acquisition and development of parks, trails and open spaces to bear the costs of the improvements.

Goal #2: Acquire land for development of parks, trails, and open spaces to fulfill the long-term needs of the present and projected population of the community.

Policies:

1. Acquire land for parks through dedication, donation, purchase, or other means available to the City to implement the Future Parks and Trails Plan and Parks System Master Plan.
2. Accept dedication of land for parks, trails, and open space in satisfaction of subdivision requirements only when the p the needs of the community are satisfied as established by the Parks System Master Plan.
3. Acquire lands with high amenity value and unique landscape areas, such as river frontage, water bodies, waterways, wetlands, ponds, streams, significant tree stands, native prairie, bluffs, or areas of rugged topography, as amenities within in the developing park system.
4. Include areas of cultural value within park lands when they exhibit qualities or have opportunities to contribute to the park and trail system.
5. Require of adequate right-of-way for sidewalks and trails during the subdivision process or acquired as part of improvement projects.

Goal #3: Develop a comprehensive system of parks, trails, and open spaces throughout the community in a manner compatible with surrounding land uses for all the people of Otsego.

Policies:

1. Maintain a balance between active, passive, and cultural recreational areas and activities tailored to the needs of the entire community.
2. Preserve inherent natural amenities or cultural resources when planning the development of specific park and trail sites.
3. Integrate parks, greenways, and trails as a comprehensive system for serving the recreation needs of the community through physical connections and planned development of a full variety of facilities and diverse uses during all seasons.
4. Make improvements to the park and trail system based on the recommendations of the Parks System Master Plan.
5. Minimize impacts of park development upon adjacent land uses through provision for, but not limited, to the following:
 - a. Appropriate location and orientation of activity areas and buildings.
 - b. Screening and landscaping site design elements.
 - c. Structures are to be designed with appropriate scale, design and color and constructed of quality materials.
 - d. Adequate off-street parking.
6. Establish consistent design elements for park and trail facilities (buildings, play equipment, landscape plantings, signage, fixtures, etc.) that promote community identity and recognition of public facilities.
7. Maximize accessibility to parks and other community destinations to best serve area residents.
8. Coordinate park development with City stormwater management and other utility plans.
9. Utilize trails for both transportation and recreational functions as connections between activity centers or by providing access to parks and open spaces.

The Parks System Master Plan sets forth a vision of a fully developed parks and trails system to meet current and future needs of Otsego. Implementation of the Parks System will result in additional land being acquired by the City and designated for parks and open space land use beyond that shown on the Future Land Use Plan. Acquisition of parks and open space lands is to be guided by the Future Parks and Trails Plan Map subject to further direction provided by the Parks System Master Plan.

Heritage Preservation

The City has established a Heritage Preservation Commission to identify, document, preserve of potentially the history of the Otsego community.

Goal: Safeguard the heritage of Otsego and accomplishments of the past through preservation of the history of its people, events, and places.

Policies:

1. Identify potentially significant elements within the community and develop strategies for documentation or preservation where feasible.
2. Document and make available information regarding historic areas, properties, and buildings within Otsego as a means of promoting community identify.
3. Preserve when feasible those buildings and structures having significant architectural, historical, or aesthetic interests and values important to Otsego's history.
4. Promote reuse of historic properties, buildings, and structures through identification of viable long-term activities compatible with the Future Land Use Plan.
5. Document present day conditions, buildings, areas, and people in recognition of the significant change ongoing within Otsego as a result of increased growth and development.

The Heritage Preservation Commission has focused on preservation of community history through documentation. These efforts have included publication of six books about various people and places in Otsego's history, presentations at the annual Otsego Prairie Festival, and a tour map of historically relevant sites. The Heritage Preservation Commission has also become involved in the development of the City's parks and trails system contributing recommendations on park names and information about the area in which a new park is to be located, with this information is on display at each park and at the Prairie Center. Another extensive documentation effort was the deconstruction by the City of the McDonald house, which was originally constructed in the 1850s as one of the first European settlement dwellings in Wright County. The Heritage Preservation Commission makes available its historic documentation work on the City website to encourage broad dissemination.

A Heritage Preservation District as an overlay district within the Zoning Ordinance for the designation of potentially significant historical properties, buildings, and structures within the City for preservation. Designated sites include the former Town Hall building located at 95th Street (CSAAH 30) and Nashua Avenue, the Otsego Cemetery located at 95th Street (CSAH 39) between Nelmark Avenue and O'Brian Avenue, and the barns on the former Swenson property located north of 95th Street (CSAH 39) west of Jandel Avenue that are now part of the Mississippi Pines plat. Potential future designation of a property as a Heritage Preservation Site requires the following criteria be met:

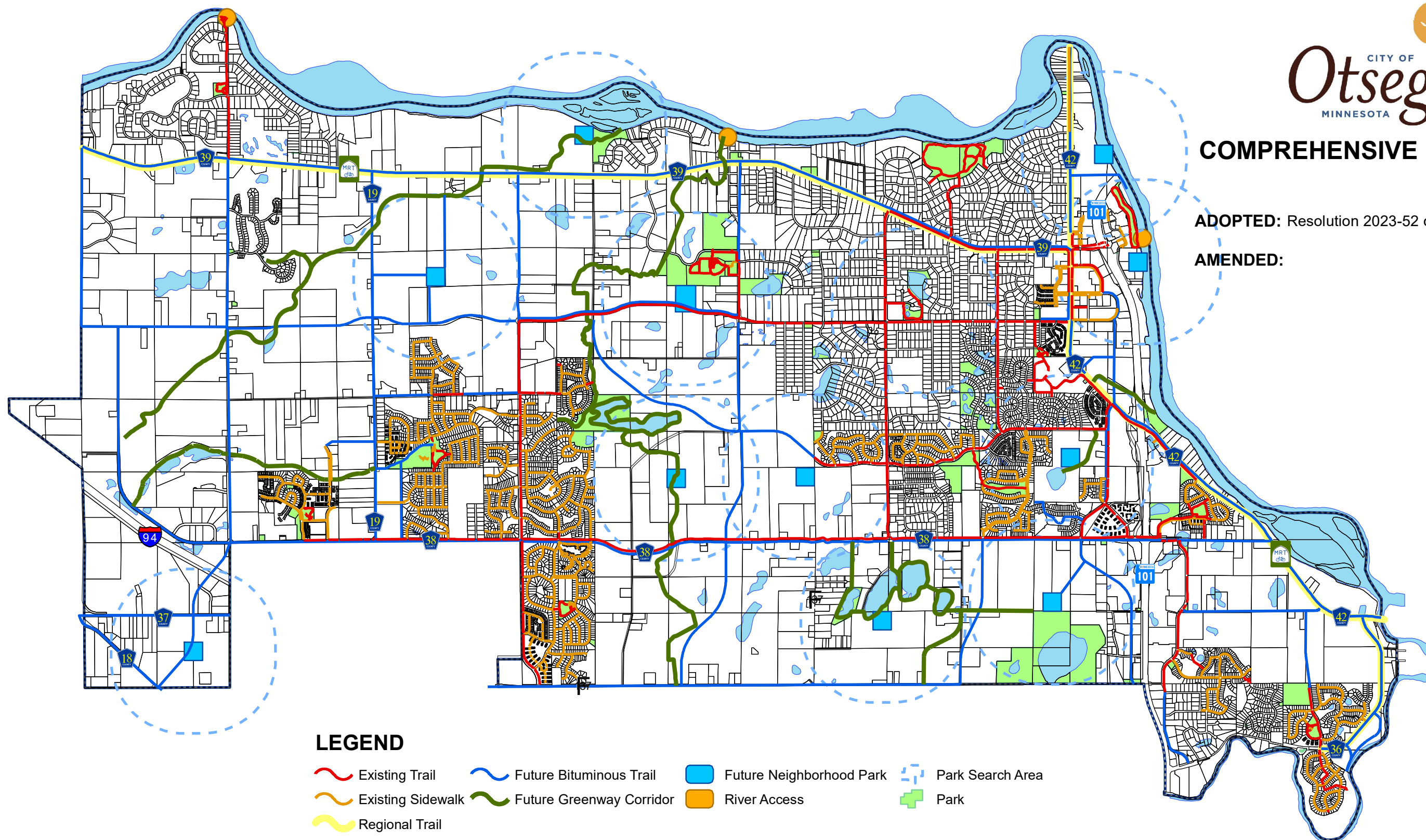
1. It has character, interest or value as part of the development heritage or cultural characteristics of the City of Otsego, State of Minnesota or the United States.
2. Its location is the site of a significant historical event.
3. It has yielded, or is likely to yield, information important in pre-history or history.
4. It is associated with a person or persons who significantly contributed to the culture and development of the City.
5. It embodies distinctive characteristics of an architectural style, period, form or treatment.
6. It represents the work of an architectural design, detail, materials, or craftsmanship which represents a significant architectural innovation.
7. Its unique location or singular physical characteristics represents an established and familiar visual feature of a neighborhood, community or the City of Otsego.

There are other sites potentially eligible for consideration, but the opportunity for designation as Heritage Preservation Sites is limited based on private ownership and a need to identify a viable use of non-residential buildings. The Heritage Preservation Commission has identified 14 other properties held in private ownership that may have potential historical significance. These properties require further study with the consent and cooperation of property owners to determine their potential historical significance as a basis for recommending that the sites be designated as Heritage Preservation Sites.

COMPREHENSIVE PLAN 2023

ADOPTED: Resolution 2023-52 on 14 August 2023

AMENDED:



LEGEND

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|  Existing Trail |  Future Bituminous Trail |  Future Neighborhood Park |  Park Search Area |
|  Existing Sidewalk |  Future Greenway Corridor |  River Access |  Park |
|  Regional Trail | | | |



FUTURE PARK AND TRAIL SYSTEM

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TRANSPORTATION

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

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

Policies:

1. Develop a transportation system that serves the mobility and access needs of the City's residents, businesses, and institutions and supports the Otsego's goals for future growth
2. Plan transportation facilities to function in a manner compatible with adjacent land use; in those instances where the function of a transportation facility has changed over time to become incompatible with adjacent land uses, programs shall be established to eliminate this incompatibility.
3. Design transportation facilities to conserve natural resources and minimize the total need for ongoing public investment.
4. Coordinate transportation planning and implementation with neighboring and affected jurisdictions.
5. Include provisions for other transportation modes, i.e., bicycles, trails, park and ride, etc., in street and highway improvement plans.
6. Connect trails with major activity center, regional trail corridors and build continuity across major barriers and between jurisdictions.
7. Stage transportation improvements to reflect projected growth needs and land use changes in coordination with available financial resources.
8. Continue to allow regulated snowmobile use in the City that snowmobile traffic does not becomes a hazard to public safety and welfare.
9. Promote use of the the Burlington-Northern Santa Fe railroad corridor as an economic development opportunity for industry requiring rail access.

10. Work with Wright County, the Minnesota Department of Transportation, and surrounding jurisdictions to identify the means by which long term transportation goals can be met to satisfy both regional and local needs.

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

Policies:

1. Base planning and design of streets within Otsego on a functional classification system.
2. Plan for anticipated increases in traffic volumes and corresponding roadway improvements by analyzing existing right-of-way widths, accessibility, speed, surfacing, sizing, and maintenance requirements of existing roadways and those in areas of new development.
3. Design and construct new streets and upgrade existing streets in compliance with Minnesota Department of Transportation standard specifications for construction.
- 4.. Promote design best practices to provide and improve facilities for pedestrians and bicyclists, who are the most vulnerable users of the transportation system.
5. Consider provision of minor collector streets within large residential subdivisions to channel traffic out of the subdivision and onto the City's major collector and arterial street system.
6. Restrict vehicular access onto arterials and collector streets to ensure adequate distance between intersections and effective utilization of appropriate traffic control methods and devices.
7. Prohibit parking on arterial and collector streets and on-street parking on other streets as needed that conflicts with moving traffic or creates hazards shall be eliminated.
8. Classify all residential streets as low volume carriers designed to prevent penetration by through traffic and to properly direct traffic to major collector or arterial streets.
9. Implement a uniform sign maintenance policy regarding roadway signs that eliminates unnecessary signs and replaces outdated, inappropriate and confusing public signs.
10. Establish standards and control signs and lighting for commercial and industrial uses to prevent driver distraction and potential hazards

11. Protect investments in the transportation system through implementation of maintenance and preservation plans.
12. Identify existing traffic safety hazards within the City and program corrective action as part of the Capital Improvement Plan.
13. Act to plan, design, and develop a street system in those areas where incomplete street facilities exist that reflects the highest standards and relates land use to transportation needs.
14. Phase out existing gravel roadways in urbanized areas of the community by evaluating their function in relation to the long term transportation system.

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

Policies:

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

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

Policies:

1. Develop parking facilities so as to conserve land, promote joint use and minimize conflicts with vehicle, pedestrian and bicycle traffic.
2. Update as necessary off-street parking requirements of the Zoning Ordinance to ensure supply is reflective of demand and any new development or expansion of existing development shall include adequate off-street parking.
3. Utilize landscaping and site design to eliminate large continuous expanses of pavement and enhance the aesthetics of parking areas.

4. Provisions for disability parking in compliance with the Americans with Disabilities Act are to be made in all parking lots.
5. Promote safe pathways for pedestrians and bicyclists in parking lots and internal traffic circulation areas.

The City intends the Transportation chapter of the Comprehensive Plan to serve as a blueprint for making transportation decisions and investments concurrent with the Future Land Use Plan. The City plan for transportation is focused on the following key elements.

Wright County Transportation Plan

Otsego includes a number of Wright County roadways including County State Aid Highways (CSAH) and county roads. Wright County roadways in Otsego are located and constructed to serve as the primary system of minor arterial and collector roads within the community.

Wright County adopted its Long Range Transportation Plan to guide development and operation of the system of county roads in Wright County in coordination with the Minnesota Department of Transportation, adjacent counties, and local government jurisdictions within Wright County, including Otsego. The Wright County Long Range Transportation Plan is incorporated by reference as part of the Comprehensive Plan to provide for implementation of the functional classification system, access spacing guidelines, and programed future improvements of the County road system within Otsego.

Otsego works in coordination with Wright County Highway Department for the implementation of the County's Long Range Transportation Plan to relate planned land uses and the City's own transportation system to that of Wright County. The Otsego Transportation Plan and Wright County Long Range Transportation Plan include a number of elements that effect both jurisdictions:

- **Nashua/Naber Avenue.** The Nashua Avenue and Naber Avenue corridor from 60th Street (CR 137) to 95th Street (CSAH 39) is planned as a future County State Aid Highway corridor within Otsego that will extend south into St. Michael to intersect a planned interchange at I-94. No timeframe for the change in jurisdiction is established, which will likely be contingent upon construction of the interchange and extension of Naber Avenue within the St. Michael north to 60th Street (CR 137).

Within Otsego, Nashua Avenue exists currently as a major collector roadway from 85th Street to 95th Street (CSAH 39). Construction of segments of Nashua Avenue between 85th Street and 70th Street (CSAH 38) and between 70th Street (CSAH 38) and 60th Street (CR 137) may be undertaken as development of the surrounding area occurs.

The City would plan to construct these segments of the Nashua/Naber Avenue corridor to meet residential and collector street needs on an interim basis. Right-of-way should be required to be dedicated at the time of development, however, to provide for the ultimate construction of a minor arterial roadway within the corridor.

- **CR 137.** Wright County is planning improvement of 60th Street (CR 137) from I-94 to MacIver Avenue in 2024 that will include a two lane roadway with roundabout traffic control at major intersections consistent with County access spacing guidelines. A trail will also be constructed on the north side of 60th Street (CR 137) within Otsego to provide connectivity with the City of Albertville.

In the future, 60th Street (CR 137) would be planned to be extended east to the future Nashua/Naber Avenue intersection as a minor arterial roadway. Timing for improvement of the section of 60th Street east of MacIver Avenue to future Nashua/Naber Avenue is not determined. The City of Otsego, along with the City of St. Michael and Wright County have agreed that at such time as Nashua/Naber Avenue connects between 70th Street (CSAH 38) and I-94, the section of CR 137 east of Nashua/Naber Avenue extending east then north to intersect 70th Street (CSAH 38) will be turned back to Otsego and St. Michael based on the respective abutments.

- **Kadler Avenue.** The Wright County Long Range Transportation Plan designates the existing Kadler Avenue corridor as a minor arterial roadway from 65th Street (CSAH 37) to 95th Street (CSAH 39). The intent of this roadway is to provide for a roadway corridor bypassing the central business districts of the City of Albertville and City of St. Michael to facilitate regional traffic movement across I-94.

The Wright County Long Range Transportation Plan anticipates only an overpass crossing of I-94, but the City would encourage consideration of the existing I-94 Collector-Distributor Roadway that provides interchange access at Labeaux Avenue (CSAH 19) and 60th Street (CSAH 37) to improve access for the planned industrial areas in Otsego north and south of I-94.

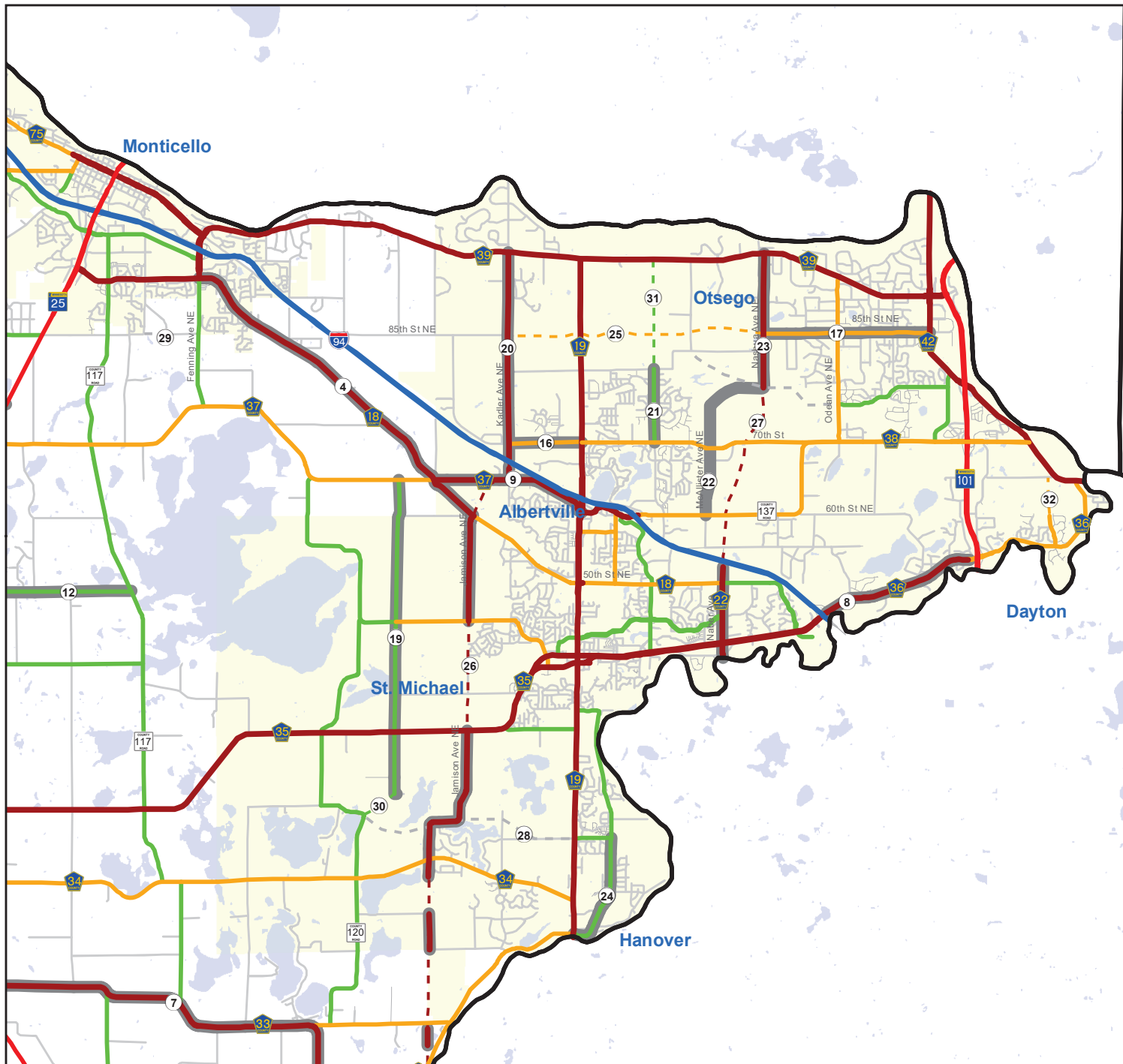
As with the Nashua/Naber Avenue corridor, Otsego may cause improvement of Kadler Avenue between 70th Street and 95th Street (CSAH 39) as a major collector street to facilitate development of land uses guided by the Future Land Use Plan. The City will require dedication of right-of-way from subdivided properties to provide for the full width needs of the future minor arterial roadway and consider access spacing limits accordingly.

- **CSAH 42.** CSAH 42i is a minor arterial roadway that extends through Otsego via Parrish Avenue between the City of Elk River and 85th Street and River Road from 85th Street to the City of Dayton.

Parrish Avenue north of 90th Street (CSAH 39) is a two lane roadway designated that carries significant regional traffic parallel to TH 101 with Elk River as a destination or to a bypass of the TH 101/US Highway 10 interchange. Improvement of US Highway 169 in Elk River as a freeway corridor may alleviate some traffic volume on this segment of Parrish Avenue, although the intersection design at Main Street in Elk River also causes congestion to back up into Otsego. The City will need to work with Wright County on future improvement of Parrish Avenue (CSAH 42) north of 90th Street as traffic volumes increase overtime or as a result of the development of the Lefebvre and Irvsubtr parcels east of Parrish Avenue (CSAH 42) and north of the Otsego Waterfront

The section of River Road (CSAH 42) from 85th Street to TH 101 is also a two lane rural section roadway. Turn and bypass lanes have been constructed as interim measures at Quaday Avenue and at the access to Otsego Elementary. Traffic generated by residential development to the west of CSAH 42 and the commercial development north of 85th Street has resulted in increased traffic on this segment of roadway. Expansion of River Road (CSAH 42) to increase capacity will need to be programed as traffic increases or development of planned commercial and office uses to the east of the roadway occurs. Plans for improvement of this roadway segment should anticipate the need for roundabouts to be constructed at Quaday Avenue and the access to Otsego Elementary.

As maintenance or construction of the section of CSAH 42 between 90th Street (CSAH 39) and TH 101 allows, the City should participate in improvement of the corridor through landscape medians and streetscape elements similar to that incorporated as part of the roundabout at 90th Street (CSAH 39) to enhance the aesthetic appearance of the community's primary commercial corridor.



WRIGHT COUNTY

LONG RANGE
TRANSPORTATION PLAN

- Principal Arterial - Interstate
- Principal Arterial - Other
- Minor Arterial
- Major Collector
- Minor Collector
- - - Future Minor Arterial
- - - Future Major Collector
- - - Future Minor Collector
- - - Future Local
- Proposed Changes
- Local

Road Symbols

-  Interstate
-  State Highway
-  County State Aid Highway
-  County Road

Figure 5-2
Future Functional
Classification Changes (Northeast)

0 0.5 1 2 Miles 

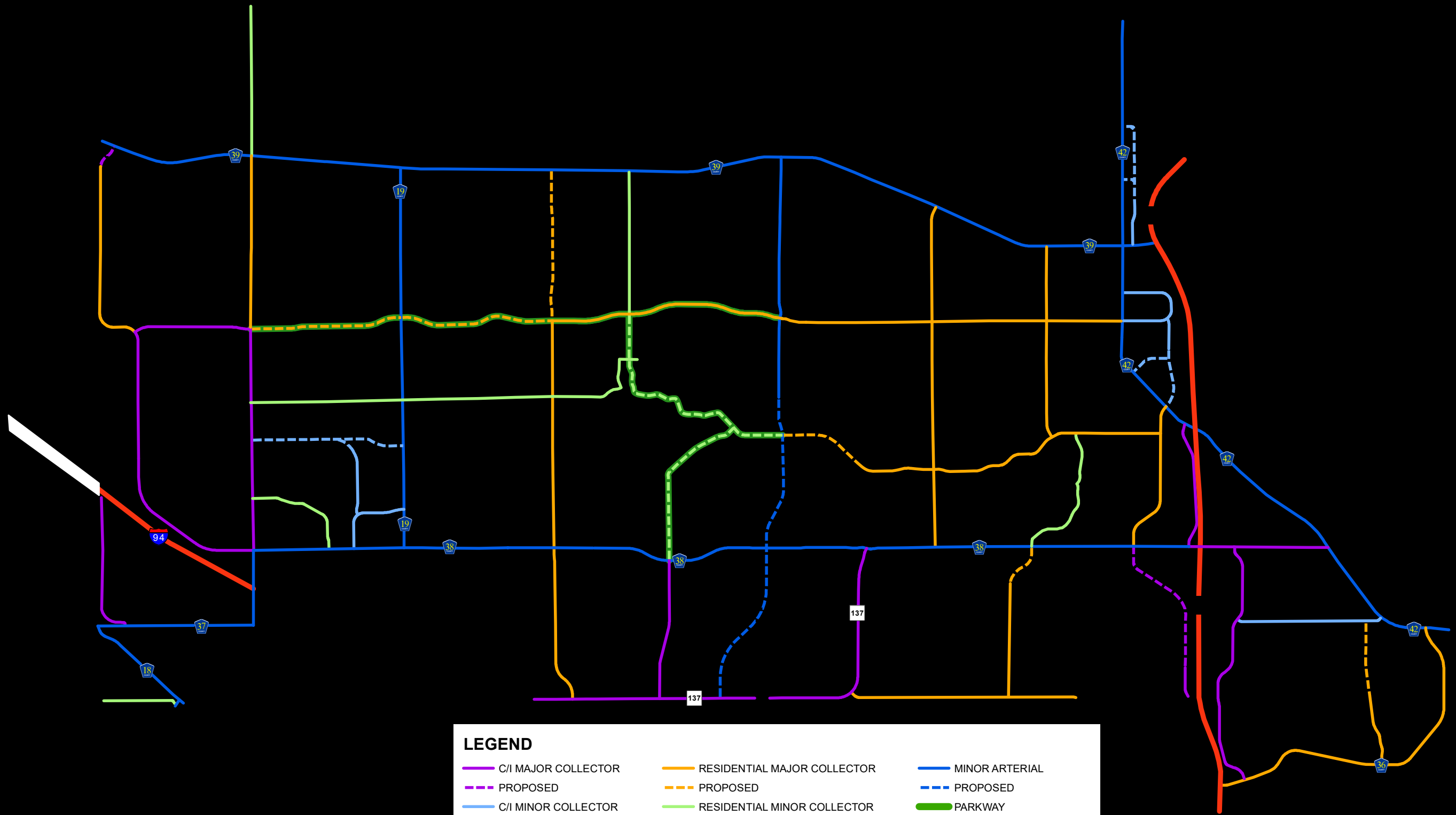
Functional Classification

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

City of Otsego Street Functional Classification System Criteria				
	Principal Arterial	Minor Arterial	Collector	Local
Place Connections	Connects regional centers and business concentrations	Interconnects major trip generators	Interconnects neighborhoods and minor business concentrations	Interconnects blocks within neighborhoods and parcels within commercial/ industrial areas.
Intersection Spacing	Developed Areas: 1-3 Miles Developing Areas: 3-6 Miles	Developed Areas: ½ - 1 Mile Developing Areas: 1-2 Miles	Developed Areas: ¼ - ¾ Mile Developing Areas: ½ - 1 Mile	As needed for access
Connections	To interstates, principal arterials, and selected minor arterials and collectors	To interstates, principal arterials, other minor arterials, collectors and some local streets	To minor arterials, other collectors and local streets	To some minor arterials, collectors and other local streets
Parking	None	None	Restricted as necessary	Restricted as necessary
Typical ADT	15,000 – 200,000	5,000-30,000	1,000-10,000	Less than 1,000
ROW Width	100-300ft.	80-150ft.	66-100ft.	50-80ft.

Arterial Streets

I-94 and TH 101 are principal arterial roadways connecting Otsego to the regional highway system and provide high-speed mobility to the Twin Cities Metropolitan Area and destinations outside of the metropolitan area.



LEGEND

- C/I MAJOR COLLECTOR
- PROPOSED
- C/I MINOR COLLECTOR
- PROPOSED

- RESIDENTIAL MAJOR COLLECTOR
- PROPOSED
- RESIDENTIAL MINOR COLLECTOR
- PROPOSED

- MINOR ARTERIAL
- PROPOSED
- PARKWAY
- PRINCIPAL ARTERIAL
- FUTURE MINOR ARTERIAL

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TH 101 has been upgraded to freeway status within the City improving access and traffic safety for residents and transient commuter traffic. The construction of the flyover bypass from west I-94 to north TH 101 in Rogers further increased the efficiency of TH 101 between Otsego and I-94. Additional improvements to the I-94/TH 101 interchange are planned for southbound TH 101 traffic entering I-94 east that will reduce congestion on TH 101 for vehicles leaving Otsego for destinations within the Twin Cities Metropolitan Area.

I-94 has seen several construction projects within the last decade to improve corridor capacity and reduce congestion. Most significantly have been the addition of exit and freeway lanes between Maple Grove and Rogers and from Rogers to Albertville that benefit Otsego by improving access to and from the Twin Cities Metropolitan Area. Additional improvements are being planned from Albertville to Monticello to expand capacity on that segment of I-94 with regional benefits. Otsego will continue to support efforts aimed at capacity improvements within the I-94 corridor. Other regional principal arterial roadways affecting Otsego include expansion of US Highway 169 within the City of Elk River, which is on going, as well as construction of interchanges on US Highway 10 within the City of Anoka and City of Ramsey.

Minor arterial streets also emphasize mobility over land access, serving to connect Otsego with adjacent or nearby communities as well as the regional highway system. Major nodes of commercial or industrial development or other significant traffic generators are typically located along minor arterial roadways. Within Otsego, minor arterial roadways generally correspond to County State Aid Highways including CSAH 38 (between CSAH 19 and TH 101), CSAH 39, and CSAH 4. To this end, it is important with the City to work with Wright County on planning and funding for needed upgrades to these roadways for both local functionality and regional efficiency.

Collector Streets

Collector streets are designed to serve shorter trips that occur primarily within the City and provide access from neighborhoods or other collector streets and the arterial system. Collector streets are intended to carry less traffic than arterial roadways and provide property access on a limited basis. Examples of existing collector streets within the Otsego functional classification system include:

- CSAH 36
- CSAH 38 (between TH 101 and CSAH 42)
- 78th Street/75th Street
- 85th Street
- Kadler Avenue
- MacIver Avenue
- Nashua Avenue
- Odean Avenue
- Page Avenue
- Quam Avenue
- Queens Avenue
- Randolph Avenue

Sidewalks and Trails

Sidewalks and trails are a major element of the City's efforts to develop a complete street system to improve access and mobility within Otsego for pedestrians, bicycles, and other users. Sidewalks are to be considered integral with the street section design and constructed concurrent with new streets, street expansions, or street reconstruction (where right-of-way allows) in accordance with the following standards:

- Sidewalks are to be constructed on
 - One side of all local residential streets and both sides of residential minor collector streets.
 - Both sides of commercial streets.
 - Industrial streets if needed for connectivity and access to commercial areas or public parks and open space.
- Trails are to be constructed on:
 - One side of major collector streets.
 - Both sides of major collector streets abutting commercial areas.
 - Both sides of minor arterial streets.
 - Where required by the City to connect segments of the trail system or provide access to public parks and open spaces.

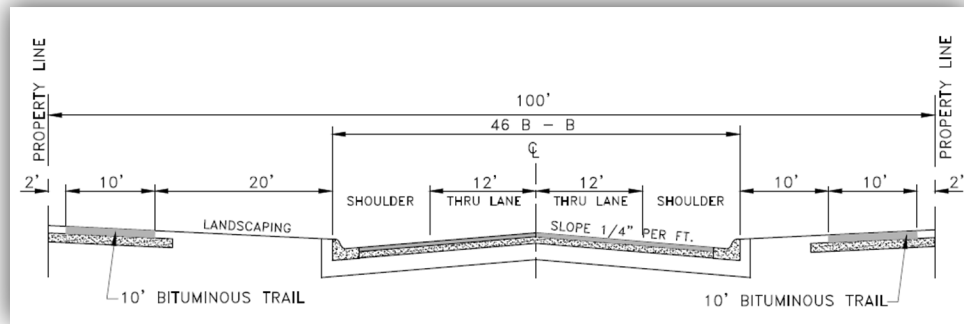
The City has established a pedestrian crossing policy to be implemented at locations where streets or trails intersect street. This policy is to be adhered to in order to protect the safety of sidewalk and trail uses, provide driver awareness, allow traffic flow, and minimize maintenance.

Planned Improvements

The Transportation Plan directs several improvements to Otsego's existing arterial and collector roadway system beyond those identified as part of the Wright County Long Range Transportation Plan. These planned new streets or realignments of existing streets are the result of on-going development in the community and the need to provide a more efficient transportation system that has evolved from a series of rural roadways. It should be stressed that many alignments are merely conceptual in nature and represent long term and preferred roadway alignments and that a timeframe for construction will be reviewed and programed as part of the City's Capital Improvement Plan.

- **85th Street.** Existing 85th Street has been constructed between MacIver Avenue and Parrish Avenue (CSAH 42) forming the central east-west traffic corridor within the City. This corridor provides connection between East Sewer District and West Sewer District neighborhoods, City facilities, services, and Prairie Park located at the City Campus, ISD 728 elementary and middle schools serving Otsego, and the City's primary commercial area at TH 101 and CSAH 39.

Consideration may be given to enhancements of the existing section of 85th Street between MacIver Avenue and Nashua Avenue and the future section between Labeaux Avenue and MacIver Avenue as a central parkway corridor between Labeaux Avenue (CSAH 19) and MacIver Avenue as development occurs on the north side of the roadway. The intent would be to provide for a roadway section as shown below having trails on both sides with a larger landscaped boulevard off-setting the trail on the north side of the corridor as a gateway to the Prairie Park and the City Campus in between the East Sewer District and West Sewer Districts as the two areas grow together.



Future extension of 85th Street west of LaBeaux Avenue (CSAH 19) is also planned to allow for a major collector roadway facilitating traffic movement from northwest Otsego east to the current West Sewer District. This roadway is anticipated to serve as a physical barrier between future office and industrial uses south of the corridor from rural or residential areas to the north and minimizing traffic interaction between the respective uses. The needed design of this roadway section is to be evaluated in the future as land uses north of 85th Street are determined with future Comprehensive Plan updates and the type of land uses that develop south of 85th Street with a better understanding traffic generation.

The type of improvements required for the existing rural section of 85th Street between Jaber Avenue and Kadler Avenue is also to be determined based on specific Future Land Use designations and future traffic generation estimates.

- **75th Street/Nashua Avenue.** There is an existing section of 75th Street west of Odean Avenue that has been constructed as a major collector as part of the Ashwood plat. The Transportation Plan designates extension of this major collector roadway west to intersect Nashua Avenue approximately at 77th Street. Nashua Avenue is currently a gravel rural section road between 77th Street and the roundabout at 85th Street.

Future extension of 75th Street to Nashua Avenue and improvement of Nashua Avenue to 85th Street may be considered in the future as development of Urban Service Expansion Areas E1, E2, E5, and W1 occurs to improve east west access through the central portion of the City to relieve traffic volumes on 85th Street east of Nashua Avenue, which has subdivisions within the Long Range Urban Service Area with direct lot access to 85th Street reducing capacity and causing impacts related to traffic.

Undertaking construction of this section of 75th Street and Nashua Avenue should also be evaluated within the context of improving response times to areas of West Otsego from the planned Fire Station at the southwest quadrant of Odean Avenue and 75th Street.

Development of Urban Service Expansion Areas E2, E5 and W1 may also cause an Independent need for construction of Nashua Avenue between 70th Street (CSAH 38) and 85th Street to provide access to TH 101 via 70th Street (CSAH 38) as a minor arterial roadway.

- **Quaday/Quam Avenue.** The section of Otsego west of TH 101 and 70th Street (CSAH 38) is relatively isolated in terms of street access. To provide street access for planned industrial development west of TH 101, the Transportation Plan designates construction of a major collector street between the existing terminus of Quam Avenue at 60th Street and 70th Street (CSAH 38). The location of a regional natural gas distribution line is a major barrier both to planned industrial development and construction of the street that will likely involve City participation. Construction of this street must also be coordinated with the City of St. Michael as Quam Avenue extends through that City from 53rd Street (CSAH 36) to 60th Street within Otsego. The timing of this project will be determined primarily by receipt of a development proposal from properties just south of 70th Street (CSAH 38).
- **65th Street.** Between Queens Avenue and River Road (CSAH 42) is 65th Street, which exists as a gravel rural section roadway. The section of 65th Street is planned as a major collector street to provide accessed to planned industrial development east of Queens Avenue, as well as a second access to residential areas in southeast Otsego. Improvement of 65th Street between Queen Avenue and River Road (CSAH 42) would be the central east-west corridor for the area south of 70th Street (CSAH 38) connecting with Randolph Avenue extended north of the City's East Wastewater Treatment Facility and the Riverplace, Meadows of River Pointe, and Highlands of River Pointe plats.
- **80th Street.** The West Sewer District and Prairie View Elementary and Prairie View Middle School are accessed via 80th Street east of Labeaux Avenue (CSAH 19) to MacIver Avenue. The existing roadway primarily a two lane rural section, except within the plat of Hunter Hills where the street was improved to an urban minor collector street design. Long term, Wright County access spacing guidelines will likely result in the Labeaux Avenue (CSAH 19) and 80th Street section having turning movements restricted.

However, this section of 80th Street from Labeaux Avenue (CSAH 19) to MacIver Avenue is likely to continue to function as a minor collector street with the school campus as an activity generator and destination making improvement of the street to such a standard appropriate. The section of 80th Street east of Hunter Hills to MacIver Avenue should be a priority to provide for extension of the trail on the north side of the street to improve pedestrian access to Prairie View Elementary and Prairie View Middle School.

- **MacIver Avenue.** There is a section of MacIver Avenue that will be constructed in the future between 85th Street and 95th Street (CSAH 39) that will provide a north-south major collector corridor between CSAH 39 and CR 137 allowing access from central areas of the community to regional destinations and roadways to the south, northeast, and northwest. This roadway is expected to be constructed as a residential collector street, but traffic generation related to Prairie View Elementary and Prairie View Middle School must also be accounted for. Timing for construction of this segment of MacIver Avenue would be expected to occur parallel to development of future residential uses to the west and east of the corridor, which are currently within the Urban Service Expansion Area.
- **Packard Avenue.** To comply with Wright County access spacing guidelines on 70th Street (CSAH 38), the existing Packard Avenue intersection is to be relocated to the east to align with Padgett Avenue within the Boulder Creek plat on the north side of the roadway. Relocation of Packard Avenue will include improvement as a major collector street and is likely to occur when the property at the southeast quadrant of the existing 70th Street (CSAH 38) intersection is subdivided and developed in accordance with the Future Land Use Plan.
- **Other Streets.** Other collector streets will be programmed for construction in coordination with timing for planned development to provide adequate capacity to accommodate traffic generation. These streets include:
 - Quaday Avenue north of the Otsego Waterfront plat.
 - Quaday Avenue south of Great River Centre to River Road (CSAH 42).
 - Extension of Randolph Avenue north to 65th Street.

Local Residential Streets

Local streets provide access to adjacent residential properties and within neighborhoods. Local residential streets are generally low speed and designed to discourage through traffic. The City should concentrate on the extension of local streets in functional patterns as development continues. Connections between new residential subdivisions must be planned at not less than one-quarter mile intervals to ensure proper access and circulation off of collector and arterial streets. To facilitate circulation, allow for service and emergency access, and minimize maintenance, permanent dead end streets terminating in a cul-de-sac are not to be allowed unless area topography or other physical site conditions warrant a dead end street design or a through street is not otherwise feasible.

Maintenance

Minimizing maintenance costs and providing for longevity for the investment in street construction, the City emphasizes quality street standard designs. Engineering specifications for construction of City streets is based on underlying soil conditions, reflects best practices, and are consistent with Minnesota Department of Transportation standards.

The City implements a Pavement Management Plan, updated annually as part of the Capital Improvement Plan, to schedule system wide maintenance, preservation, and improvements of City streets. Through this phased approach, the City has been able to attend to problems to maintain streets system-wide. The Pavement Management Plan is viewed as essential as the number of new streets continue to be built within the City to provide for ongoing maintenance in a fiscally responsible manner.

One ongoing issue is streets within Otsego that are surfaced in gravel either within urbanized areas or that carry urban volumes of traffic. While the graveled streets in themselves are in good condition, their inherent qualities do pose some detriments to the City. Specifically, such innate characteristics as dust, grade upkeep, and noise all serve to diminish the attractiveness of a typical urbanized neighborhood. A program to upgrade these roadways to paved sections designs should be developed and implemented over time either in conjunction with related street improvement projects, new development, or in response to petitions submitted by property owners.

Public Transportation

Trailblazer Transit is a publicly funded transportation system that serves Wright County, as well as service from Otsego into Elk River, Rogers and Dayton. The types of public transportation provided by Trailblazer Transit includes demand response service (also called dial-a-ride), stop guarantee service, and contract service. Transit service is available on weekdays with a recommendation that passengers schedule rides at least 24 hours in advance. Rides are scheduled on an availability basis. Fares are based on scale relative to the total distance for the ride or if the ride starts and ends within the same City. There are promotions and monthly passes to help provide some discount from the full price.

Trailblazer Transit does not provide route, flexible route, subscription, package delivery, or charter service. Trailblazer Transit does provide residents access to SMART-RIDE. SMART-RIDE will transport passengers during early morning, late night, and weekend hours and serves areas outside of Wright County if service begins or ends within the County. The fare structure for SMART-RIDE is different than that of Trailblazer Transit's public transit services.

Other transportation services include various private businesses, including airport shuttles, traditional taxi, and internet app based services.

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

Railroads

A Burlington Northern Santa Fe rail line parallels the south side of I-94 in the southwestern corner of Otsego. The railroad is designated by the Minnesota Department of Transportation as a High Priority Regional Corridor for freight. The Burlington Northern-Santa Fe Railroad has made improvements to the rail line to accommodate increased freight traffic. This investment in the rail line creates an economic development opportunity for Otsego to develop industrial uses requiring rail freight access. GCC of America has developed a cement material transfer station within the Otsego Industrial Park that utilizes rail transportation for the movement of materials. This is one example of the opportunities the rail line presents for new businesses in Otsego.

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COMMUNITY FACILITIES AND SERVICES

Provision of necessary community facilities and services is the primary function of local government. These facilities include public utilities, emergency services, and administration. Parks and trails are also a community facility addressed separately by the Parks System Master Plan and within the Land Use Plan chapter of Comprehensive Plan.

Goal #1: City Sewer, water, and stormwater management utilities shall be planned, constructed, operated, and expanded to accommodate forecasted growth in a fiscally responsible manner.

Policies:

1. Implement the Otsego Wastewater Master Plan, Otsego Water System Master Plan, City of Otsego Comprehensive Study of the Sanitary Sewer Collection System, and Stormwater Management Plans for applicable watersheds, including Lefebvre Creek, Otsego Creek, and Northeast Mississippi.
2. Define the amount, type, and rate of growth that must occur to plan for necessary sewer and water utility capacity and future capital improvements.
3. Require extension of utility lines installed to serve a particular parcel of land through the parcel to provide future connections to adjacent property.
4. Implement a Capital Improvement Plan for all City utilities.

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

Policies:

1. Allocate available municipal sewer and water capacity only to lands within the immediate urban service area on a first come, first serve basis.
2. Responsibility for costs associated with the extension of municipal utilities to new developments shall be borne by the developer.
3. Access to sewer service will only be guaranteed upon approval of final plats with executed development contracts that assure the City of timely development.
4. Reduce the risk of payment for the construction, operation, and maintenance of the utility systems by non-users through the establishment of realistic growth expectations, construction phasing, capital improvement planning, and regular rate studies.

Goal #3: The need to extend municipal utilities to lands presently served by private subsurface sewage treatment systems shall be minimized to the extent possible until financially feasible or mandated by environmental concerns.

Policies:

1. Implement programs and regulations assuring that private sewer and water utility systems are monitored and maintained to ensure safe standard of service on an ongoing basis.
2. Require all private utilities to comply with applicable provisions of the City Code and State regulations, including those related to sewer service.
3. Prohibit delivery of common private sewer treatment systems in favor of provision of municipally owned and operated utilities or limited use of individual private on-site systems to protect public health, safety and welfare.

Goal #4 Public facilities and services shall be located so as to offer ease of access and minimal response time.

Policies:

1. Develop public facilities upon sites that offer ample land area for future expansion.
2. Cooperation and coordination between governmental units shall be promoted and encouraged in the provision of public facilities and services.
3. Plan for development of a fire station(s) within Otsego and provision of Emergency Service Department services to protect public safety.
4. Monitor police services provided by the Wright County Sheriff's Office to ensure adequate protection for persons and property and minimize crime within Otsego.

Goal #5: Provide for proper school facilities by working with school district officials to meet the needs of existing and future populations.

Policies:

1. Coordinate community growth with school districts to ensure appropriate facilities planning.
2. Assist the school districts in locating sites for new facilities that are accessible, compatible with adjacent land uses and natural environment amenities, and offer the necessary land to meet the physical needs of the facility.

3. Promote school site design that results in the facilities becoming neighborhood and community focal points and gathering areas.
4. Establish safe and convenient trail access to each school site within the community.
5. Enter into agreements for joint use of City parks and school recreational facilities to maximize the benefits for both residents and students.

Public Utilities

The City of Otsego was incorporated on the basis of ensuring adequate sewer and water utility availability for its current and future residents and has undertaken several specific planning efforts and facilities plans to effect this responsibility.

Sanitary Sewer and Water Service

The City operates two sewer collection and treatment systems and associated water systems serving areas of Otsego, which are planned to eventually serve almost all of the area of the community in accordance with the Urban Service Staging Plan.

- **East Sewer District.** The East Sewer District is served by a 1,000,000 gpd. wastewater treatment facility located in the southeast corner of the City near CSAH 36. The City has sold 40,000 gpd. of plant capacity to the City of Dayton for use within their historic downtown area.
- **West Sewer District.** In 2002, the City constructed a second waste water treatment facility, sewer collection system, and water system to serve the western areas of the City. The initial capacity of the West Wastewater Treatment Facility was 600,000 gpd., which is in process of being expanded to 1,800,000 gpd. capacity. Expansion of the west facility includes administrative space for the Utility Operations and vehicle storage for the department.

The water system includes four water towers for storage purposes together with wells and pumphouses to supply potable water with the Sewer District. City is constructing an east-west trunk water pipe along 70th Street (CSAH 38) that will connect the two separate water systems serving the East Sewer District and West Sewer District for greater system efficiency and increased ability to manage the water supply. The City must monitor the need for water treatment facilities in consideration of regulatory requirements and water quality issues. Planning for implementation of water treatment is to be addressed through the Otsego Water System Master Plan and Capital Improvement Plan.

The operation and expansion of the City sewer and water utilities is guided by system master plans. The Otsego Wastewater Master Plan was adopted in 2018 to guide the operation, maintenance, and expansion of the working components of the sewer system. A corresponding Otsego Comprehensive Study of the Sewer Collection System was adopted in 2022 to plan for expansion of trunk sewer lines and lift station locations and capacities corresponding to the Urban Service Expansion Plan and Land Use Plan. A Water System Master Plan was adopted in 2020 to estimate future water supply needs, identify future water sources, and construction of new facilities and maintenance of existing facilities for the distribution of potable water within the Sewer District. The respective management plans will be reviewed as needed to properly manage ongoing operation and expansion of the City's utility systems in response to continued growth and the Capital Improvement Plan.

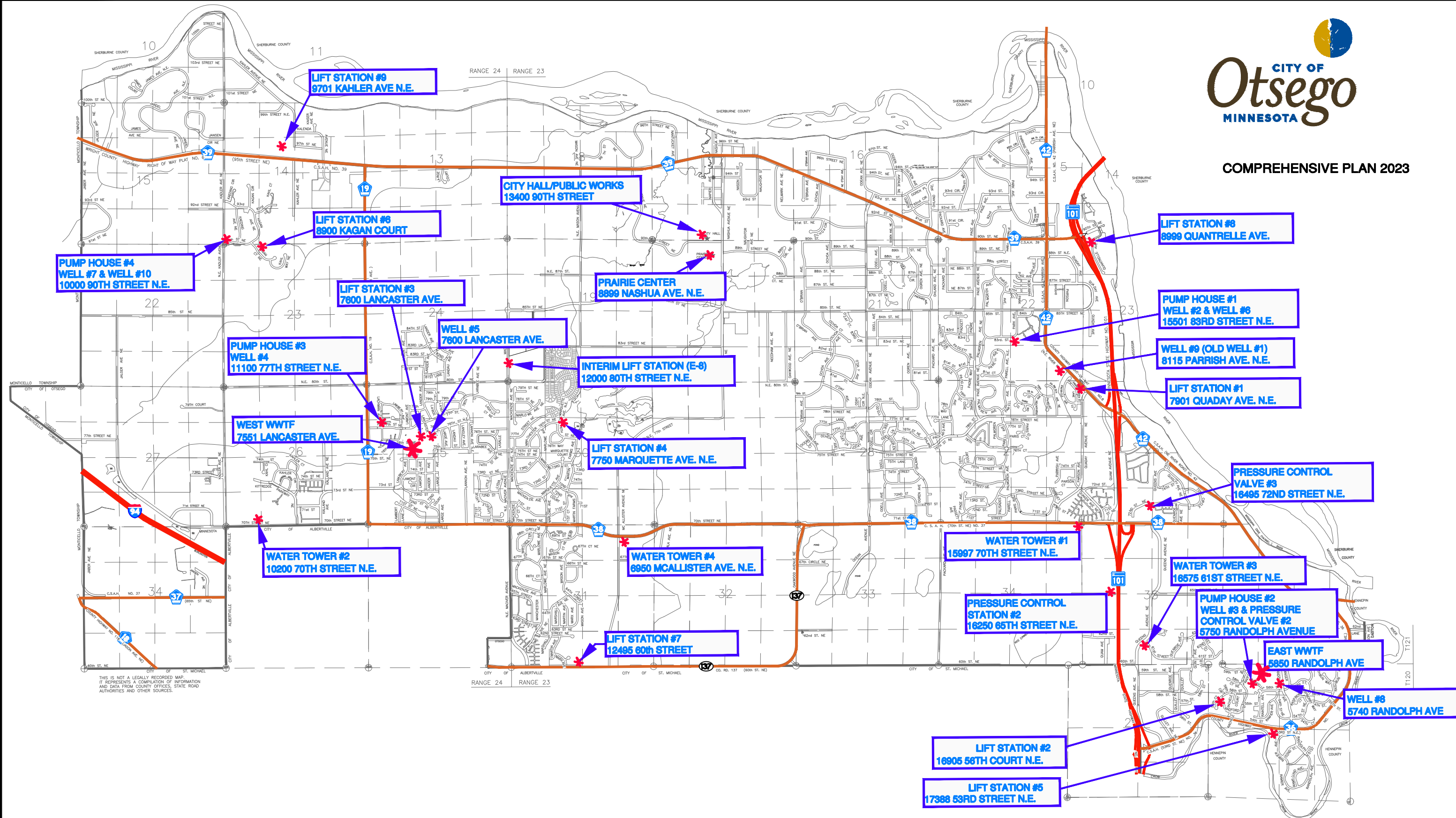
Development prior to 1998 was served by provision of individual on-site Subsurface Sewage Treatment Systems ("septic systems") and private wells. To minimize the potential for future environmental issues associated with long-term operation of septic systems and to protect the City's investments in public utilities, use of septic systems has been limited to the extent of rural development allowed by the Land Use Plan. The City will not allow for private shared septic systems due to long-term ownership and maintenance concerns.

To avoid the premature extension of sanitary sewer services into the Long Range Urban Service Area where the majority of urban development occurred in Otsego prior to 1998, the City enforces the Wright County "point of sale" ordinance. This ordinance requires non-conforming on-site septic systems to be upgraded to current standards at the time of property sale. Additionally, the City has established within the City Code septic system pumping requirements in accordance with State Statute and has required the installation of ground water monitoring wells in certain locations of the City.

Stormwater Management

Stormwater drainage is handled both by naturally occurring drainage swales, ditches and ponding areas and developed stormwater collection systems and treatment basins within more recent platted subdivisions occurring after 1998. Since the adoption of the City's 1991 Comprehensive Plan, the City has taken several steps to correct storm water drainage problems and ensure that storm water is properly managed in the future. These steps include:

- The required submission of grading and drainage plans in association with subdivision proposals and standards for erosion control during site grading and during construction.
- Compliance with the State's "Protecting Water Quality in Urban Areas, Best Management Practices for Minnesota".
- The adoption of a City Stormwater Management Plans for specific watersheds.
- The imposition of stormwater impact fees associated with subdivision requests and stormwater utility fees for areas of the City with developed stormwater facilities.



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- Implementation of Stormwater Maintenance Program required as part of the City's NPDES Permit to inspect and maintain 25 percent of the City's stormwater facilities every year.
- Adoption by reference of the Wetland Conservation Act of 1991.

Public Safety

Services for public safety are provided in Otsego through contracts Fire Departments of the City of Albertville, the City of Elk River, and the City of Rogers and with the Wright County Sheriff's Office for police protection. Umbrella emergency management response is provided by Wright County. Ambulance services are provided by private operations assigned by the State of Minnesota for coverage areas within Otsego. Building inspection services are provided by contract with Metro West Inspections.

The City has been considering changes to its fire protection model for an extended period of time. Discussions with the City of Elk River lead to the acquisition of a parcel of land at 85th Street and Park Avenue intended to provide for future construction of a substation that would be operated in partnership with the Elk River Fire Department. In the early 2010s, there were discussions with the City of Albertville to establish a Joint Powers Agreement for an Albertville-Otsego Fire Department that ultimately went unresolved. In 2018, the City undertook a study to review fire service response times to make recommendations for changes to the current service boundaries and identify locations for future fire stations within Otsego. This effort led to a more in depth study and evaluation of future fire protection service needs, which included a recommendation to establish independent services.

In 2022, the City established an Emergency Service Department and in early 2023 hired an Emergency Services Director. The primary responsibility for the Emergency Service Department will be to initiate development and implement fire protection services for Otsego by 2027. This process will include planning for department operations, acquisition of apparatus, recruitment of fire fighters, and design and construction of a fire station on property the City has acquired at the southwest corner of Odean Avenue and 75th Street. The Emergency Services Department will also serve as a liaison with the current contracted fire departments on current services and coordinate with surrounding departments on mutual aid and regional fire service protection issues once the Otsego Fire Station is operational. The Emergency Services Director will assume responsibility for emergency management for potential incidents within the City.

The Wright County Sheriff's Office provides dedicated police protection services to Otsego through a contract specifying minimum patrol hours per day within the City in addition to the broader resources of a Sheriff provided on a county-wide basis. A sergeant is established as a liaison between the City and Wright County Sheriff's Office regarding police protection services

and issues within the community. The services of the Wright County Sheriff's Office are reviewed on an annual basis to ensure appropriate levels of protection for Otsego. The contractual relationship between the City and Wright County Sheriff's Office has provided Otsego with long-term cost effective and comprehensive police services

City Buildings and Facilities

City Hall/Public Works

City administration and Public Works functions were centralized at City Hall/Public Works building constructed in 2006 within the City Campus north 90th Street west of Nashua. The City Hall includes office space for City Administration, Finance, Building Safety, and Streets departments. There is climate control storage for streets and park maintenance vehicles and equipment, along with mechanic service bays. The facility has been designed to allow for expansions to accommodate future space needs especially related to storage of vehicles and equipment.

The City has initiated a space needs study and facility design program for construction of a new City Hall, remodeling of the office spaces at the existing Public Works Building, expansion of climate controlled vehicle and equipment storage area at the Public Works Building, and construction of a cold storage building north of the structure used to store winter street treatment salt. The new City Hall building, to be located south of 90th Street within the City Campus between Public Works and Prairie Center, is currently in a design development. The intent is to phase construction of the City Hall building and Public Works renovation and expansion to allow for continuation of City services.

The Public Works Department also utilizes the former Public Works Building at Nashua Avenue and 95th Street (CSAH 39), as well as the interior areas at the base of water towers #2, #3 and #4, for additional cold storage.

Prairie Center

The building formerly used as City Hall from 1993 to 2012 was repurposed as a community facility when City Hall administrative functions were relocated. City Council and other public meetings will continue to be held at this building until such time as the new City Hall building is constructed. The Parks and Recreation Department occupies Prairie Center and provides programming of the community spaces as part of its recreational offerings. Office space at Prairie Center is also allocated to the Heritage Preservation Commission and Wright County Sheriff's Office. Deferred maintenance items for Prairie Center are planned to be undertaken concurrent with the City Hall building and Public Works renovation and expansion projects. Decisions related to expansion of Prairie Center for community center functions or construction of a new community center building would be considered with future updates of the Parks System Master Plan.

Town Hall

The City maintains ownership of property at Nashua Avenue and 95th Street (CSAH 39) that is the location of the former Town Hall and Public Works Building. The Public Works Building is still in use by the City for cold storage of vehicles and equipment on a seasonal basis. The Town Hall building has been unused for City purposes since construction of new administrative offices in 1993 and the City has not identified a viable public or private long-term use for the building, which is limited by the provisions of the Mississippi River Wild Scenic and Recreational River District overlaid on the site by the Zoning Ordinance in accordance with State of Minnesota rules. The building is deteriorated, does not meet ADA standards, and replacement of the roof, heating system, and broken windows are known repairs required for reuse. Absent identification of a use for the building allowed by the Wild and Scenic regulations included in the Zoning Ordinance and availability of funding sources, the building will likely continue to decline.

Schools

Portions of Otsego are within the Independent School District 728 (Elk River/Otsego/Rogers/Zimmerman), St. Michael Albertville District 885, and Monticello School District (ISD 882). The only school facilities within Otsego are those within ISD 728:

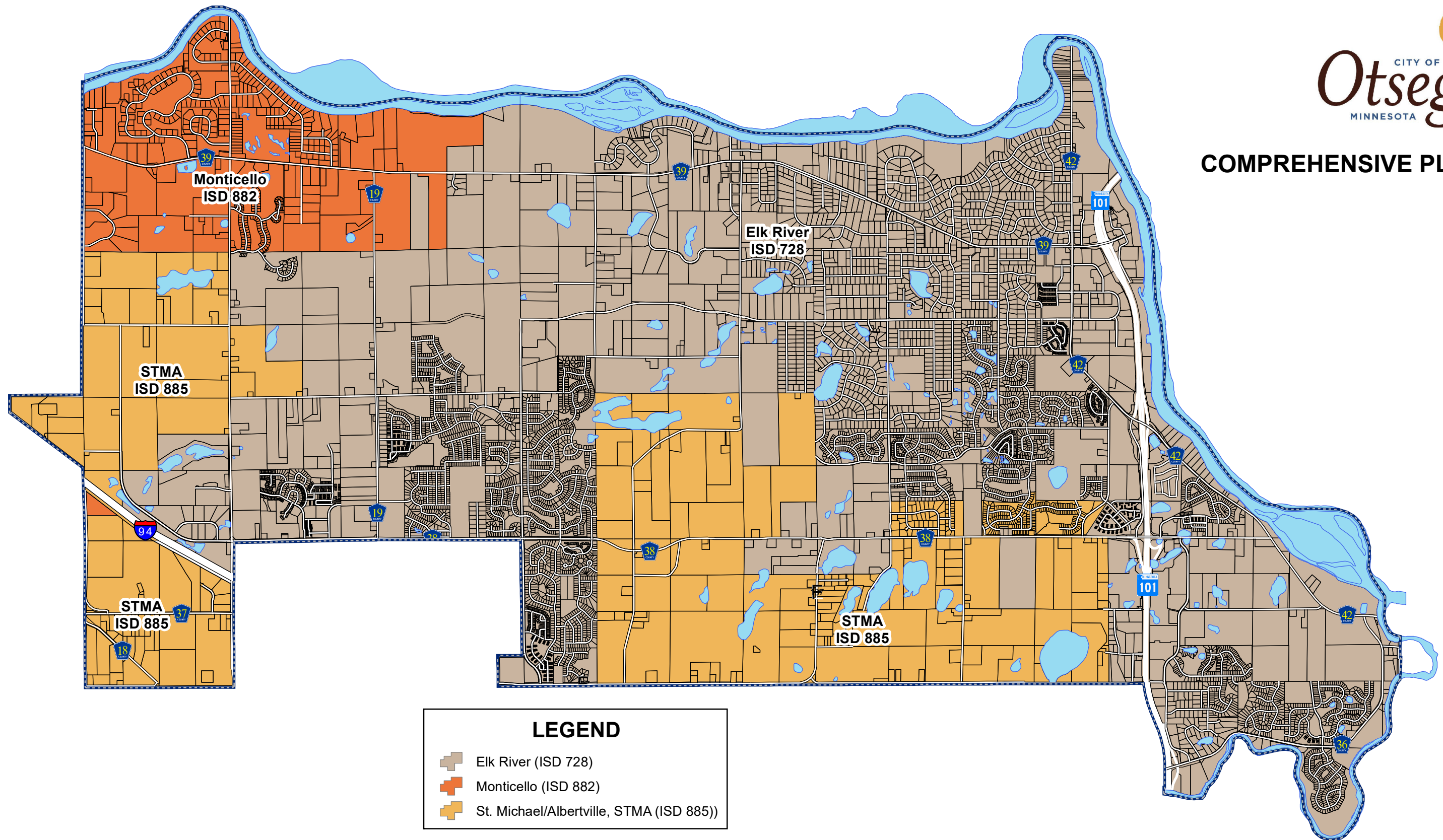
- **Otsego Elementary.** Otsego Elementary was constructed in 1993 and currently serves grades kindergarten through fourth grade. The facility is located in east Otsego adjacent to River Road (CSAH 42) between 85th Street and Quaday Avenue. The facility includes outdoor play and athletic fields adjacent to School Knoll Park. Trails connect adjacent neighborhood to the campus from the north, west, south and along River Road south to Quaday Avenue.
- **Prairie View Elementary.** Initially opening for students in kindergarten through eighth grade and now serving grades kindergarten through fourth grade, Prairie View Elementary was constructed in 2015 and an expansion approved in 2018. The facility is located on an 80 acre campus with Prairie View Middle School located northeast of MacIver Avenue and 80th Street in west Otsego. The facility includes outdoor play and athletic fields adjacent that also serve a neighborhood park function for surrounding residential development. Trails provide pedestrian and bicycle access from adjacent neighborhoods to south and east, as well as along 85th Street and MacIver Avenue from the north.
- **Prairie View Middle School.** Prairie View Middle School opened for the 2021-2022 school year on the same 80 acre campus as Prairie View Elementary. Students in grades five through eight attend Prairie View Middle School. Outdoor facilities developed with Prairie View Middle School include additional playfields for school sports and community recreational programs. Like Prairie View Elementary School, Prairie View Middle School is accessible by the City's trail system.

- **Kaleidoscope Charter School.** Kaleidoscope Charter School opened in 2008 to the north of the Kittredge Crossings plat adjacent to Kalland Avenue within ISD 728. The school building was expanded in 2012 and currently provides programs for students in kindergarten through 12th grade. The schools campus includes outdoor play areas and a playfield, which the City has a park easement over to allow opportunities for public recreation programming.

The majority of growth to date in Otsego has occurred within ISD 728 resulting in the School District planning for and constructing the facilities outlined above. ISD 728 has engaged in past facilities planning efforts engaging stakeholders from within the communities the district serves. The City has been a participant in these planning efforts and remains in communication about growth and development occurring in Otsego that will affect School District enrollment.

Future development, especially within the West Sewer District, is likely to impact St. Michael Albertville Schools to a greater degree than in the past. The City has in the past been in communication with School District leadership regarding growth expectations within Otsego for areas within the St. Michael Albertville Schools District. The City will need to expand on this communication as development is initiated east of the Martin Farms, Remington Coves, Otsego Preserves, and Magnolia Landing plats within the West Sewer District.

Limited development within the portion of Otsego served by the Monticello School District is likely to occur within the timeframe of this Comprehensive Plan update as the area will be limited to existing land uses and construction of new dwellings at rural densities until such time as sewer and water utilities are available. The Urban Service Staging Plan establishes the area of the Monticello School District as being within the Rural Residential Preserve Area and Urban Service Expansion Area W2, which will be one of the last areas of Otsego to have utilities to be made available.



LEGEND

-  Elk River (ISD 728)
-  Monticello (ISD 882)
-  St. Michael/Albertville, STMA (ISD 885))



OTSEGO SCHOOL DISTRICTS

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ADMINISTRATION

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

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

Policies:

1. Development policies and regulations shall be applied consistently and uniformly.
2. Evaluate the Comprehensive Plan regularly and proceed with updates when deemed appropriate by the City.
3. Establish codes addressing zoning, subdivision, building, and building/property maintenance and review these standards and requirements to ensure consistency with current development practices and trends.
4. Monitor legislative changes and new requirements in community responsibilities, notably in the area of environmental protection and development review authority and update the City's official controls as necessary.
5. Evaluate development proposals to determine all economic, physical, social, and service demand implications.
6. Document all analysis related to consideration of development proposals to substantiate the basis of the City's decision.
7. Initiate impact studies and cost analysis for public service improvements such as utility extensions or upgrading, fire and police protection, street improvements, and parks and trail system elements when new or unexpected development necessitates.

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

Policies:

1. Provide opportunities for direct involvement and input of community residents, businesses, and property owners in the planning and implementation of any development related activities in the City.
2. Engage community organizations as a means of communicating and informing residents, land owners, and businesses of area projects, plans, and accomplishments.

3. Encourage developers to hold informal meetings with project area residents, businesses, and property owners to inform them of plans prior to proceeding with formal development applications.
4. Conduct public hearings on development projects with prior notice as required by Statute.
5. Make use of available media such as area the City's website, social media accounts, the Otsego View and local news organizations as a means to keep people informed of development projects.

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

Policies:

1. Monitor the City's administrative procedures and services, including the processing of development applications, to ensure that the financial costs associated with said services are paid by those making the request.
2. Require land dedication, easements and other such dedications at the time of subdivision and/or development to insure the physical capability for necessary public/semi-public utilities and improvements.
3. Implement a Capital Improvement Program for the management, programming, and budgeting of capital needs.

Adoption and Implementation

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

1. The proposed action's consistency with the specific policies and provisions of the Otsego Comprehensive Plan.
2. The proposed use's compatibility with present and future land uses of the area.

3. The proposed use's conformity with all performance standards contained within the Zoning Ordinance and other provisions of the City Code.
4. Traffic generation of the proposed use in relation to capabilities of streets serving the property.
5. The proposed use can be accommodated by existing public services and facilities and will not overburden the City's service capacity.

Communication

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

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

Official Controls

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

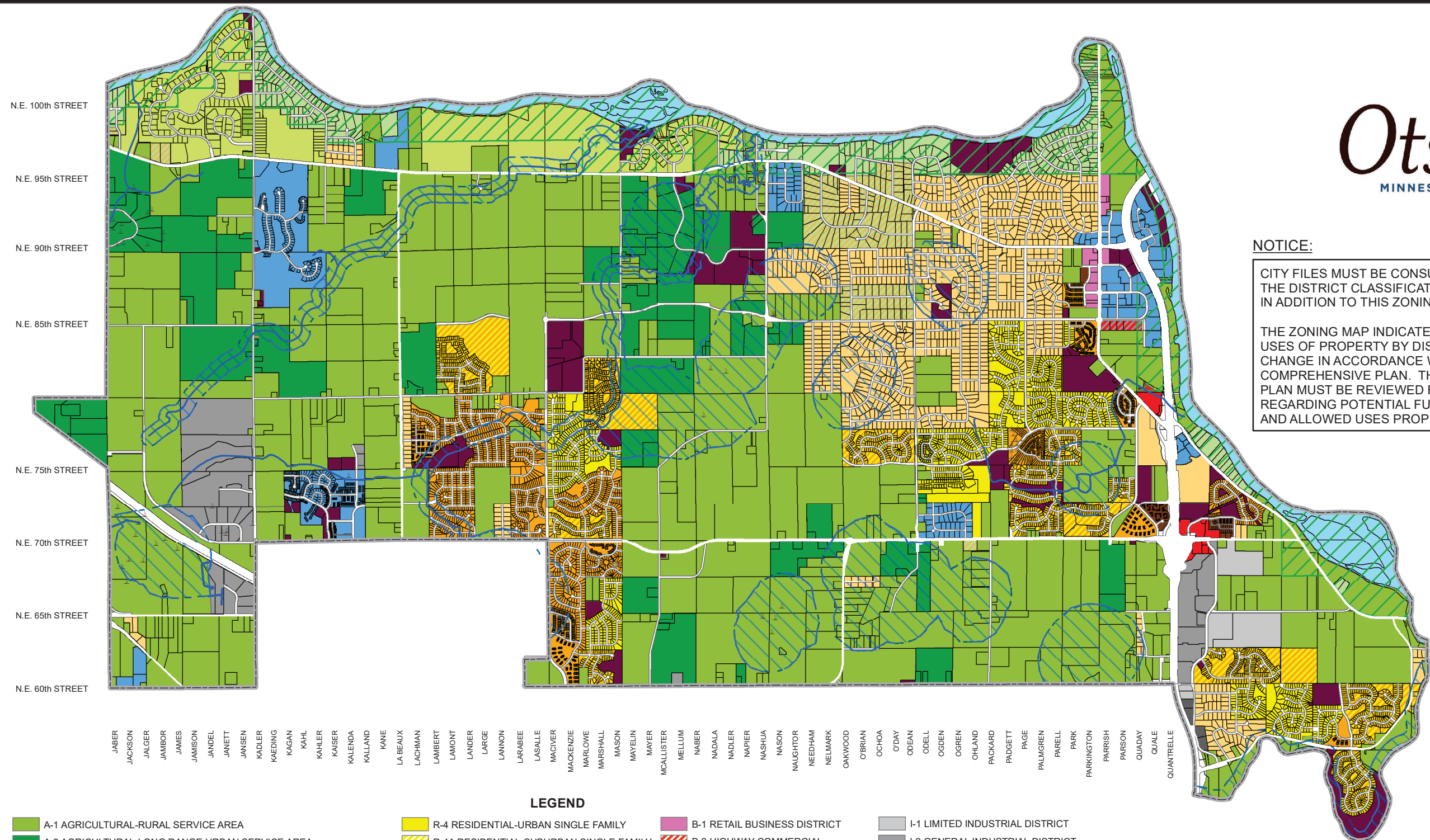
Capital Improvement Plan

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

NOTICE:

CITY FILES MUST BE CONSULTED TO VERIFY THE DISTRICT CLASSIFICATION OF PROPERTY IN ADDITION TO THIS ZONING MAP.

THE ZONING MAP INDICATES EXISTING ALLOWED USES OF PROPERTY BY DISTRICT SUBJECT TO CHANGE IN ACCORDANCE WITH THE COMPREHENSIVE PLAN. THE COMPREHENSIVE PLAN MUST BE REVIEWED FOR INFORMATION REGARDING POTENTIAL FUTURE DEVELOPMENT AND ALLOWED USES PROPERTY.



LEGEND					
	A-1 AGRICULTURAL-RURAL SERVICE AREA		R-4 RESIDENTIAL-URBAN SINGLE FAMILY		B-1 RETAIL BUSINESS DISTRICT
	A-2 AGRICULTURAL-LONG RANGE URBAN SERVICE AREA		R-4A RESIDENTIAL-SUBURBAN SINGLE FAMILY		B-2 HIGHWAY COMMERCIAL
	R-C RESIDENTIAL-RURAL OPEN SPACE CLUSTER DISTRICT		R-5 RESIDENTIAL SINGLE AND TWO FAMILY		B-3 GENERAL COMMERCIAL
	R-1 RESIDENTIAL-LONG RANGE URBAN SERVICE AREA (RIVER FRONTAGE)		R-6 RESIDENTIAL-MEDIUM DENSITY DISTRICT		B-4 OFFICE PARK
	R-2 RESIDENTIAL-LONG RANGE URBAN SERVICE AREA (LARGE LOT)		R-7 RESIDENTIAL-HIGH DENSITY DISTRICT		INS INSTITUTIONAL DISTRICT
	R-3 RESIDENTIAL-LONG RANGE URBAN SERVICE AREA		R-MH RESIDENTIAL-MANUFACTURED HOUSING		
					I-1 LIMITED INDUSTRIAL DISTRICT
					I-2 GENERAL INDUSTRIAL DISTRICT
					I-3 SPECIAL INDUSTRIAL DISTRICT
					PUD PLANNED UNIT DEVELOPMENT DISTRICT
					SHORELAND OVERLAY DISTRICT
					WILD AND SCENIC RIVER DISTRICT

Ordinance 2023-04 adopted 27 March 2023



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Amendments

Resolution 2024-52 adopted 22 July 2024

Resolution 2025-60 adopted 10 November 2025

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CITY OF OTSEGO
COUNTY OF WRIGHT
STATE OF MINNESOTA

RESOLUTION NO: 2024-52

AMENDING THE COMPREHENSIVE PLAN
AS REQUESTED BY QUADRIGA VENTURES

WHEREAS, the City most recently adopted a Comprehensive Plan on 14 August 2023 in accordance with Minnesota Statutes, section 462.355; and

WHEREAS, the Comprehensive Plan includes a map guiding future land uses for properties within the City; and

WHEREAS, Quadriga Ventures (Applicant), on behalf of the property owners(s), has applied for an amendment of the Comprehensive Plan for property legally described by Exhibit A.

WHEREAS, the Future Land Use Plan map guides the property for Low-to-Medium Density Residential land uses.

WHEREAS, the applicant is requesting that the Future Land Use Plan map be amended to change the guided land use to Medium-to High Density Residential land uses; and

WHEREAS, the implementation chapter of the Comprehensive Plan outlines that amendments of the Comprehensive Plan are to be considered based upon, but not limited to, the following criteria:

1. The proposed action's consistency with the specific policies and provisions of the Otsego Comprehensive Plan.

Finding: The proposed amendment is being undertaken to allow for development of the property in two phases. Phase 1 consists of development of approximately 149 single family, single family villa and row townhouse dwelling units along with construction of collector street. Phase 2 of the development of the property is intended to be conveyed to ISD 728 for the purpose of developing public school facilities with the amendment of the Future Land Use Plan providing a basis for a purchase agreement and donation agreement dwelling the applicant and ISD 728. The requested amendment of the Future Land Use Plan is consistent with the following policies of the Comprehensive Plan:

- *Recognize the need to develop of a variety of twin homes, townhouses, and multiple family dwellings as an alternative to single family dwellings while considering local market demands and desired community character.*
- *Guide areas for medium and high density residential land uses so as not to be concentrated in any one area of the community or over such acreages at any one location as to create potential land use compatibility, transportation, utility, or service delivery issues.*
- *Provide medium and high density residential housing development adequate traffic access and circulation to protect public safety and maintain land use compatibility.*
- *Develop a transportation system that serves the mobility and access needs of the City's residents, businesses, and institutions and supports the Otsego's goals for future growth.*

- *Act to plan, design, and develop a street system in those areas where incomplete street facilities exist that reflects the highest standards and relates land use to transportation needs.*
- *Assist the school districts in locating sites for new facilities that are accessible, compatible with adjacent land uses and natural environment amenities, and offer the necessary land to meet the physical needs of the facility.*

2. The proposed use's compatibility with present and future land uses of the area.

Finding: The table below summarizes existing and planned land uses in the area of the subject property:

Direction	Land Use Plan	Zoning Map	Existing Use
North	LD Residential	A-1/WSRR District	Rural residential
East	LD Residential	A-1 District	Rural residential
South	LD Residential LMD Residential	A-1 District R-5 District	Farmstead Meadows of Riverpointe
West	LD Residential Public	A-1 District INS District	Rural residential E-WTF

The subject property abuts River Road (CSAH 42) and Rawlings Avenue (CSAH 36) on its north and east lines creating separation from surrounding properties. Development of the property as allowed by the proposed amendment of the Future Land Use Plan will be compatible with existing and planned land uses in the area.

3. The proposed use's conformity with all performance standards contained within the Zoning Ordinance and other provisions of the City Code.

Finding: Development of the property will require application for approval of, but not limited to, a Zoning Map amendment, Conditional Use Permit(s), preliminary plat, and final plat. Development of the property will be required to comply with the provisions of the Zoning Ordinance, Subdivision Ordinance, and Engineering Manual.

4. Traffic generation of the proposed use in relation to capabilities of streets serving the property.

Finding: Development of the subject property will be accessed by Rawlings Avenue (CSAH 36) and future Randolph Avenue. The developer will be required at their cost to improve existing 65th Street west of River Road (CSAH 42) to an extension of Randolph Avenue north of its current terminus to collector street standards. The combination of access to Rawlings Avenue (CSAH 36) and Randolph Avenue will provide necessary capacity to serve traffic generated by the proposed development of the property. The improvement of 65th Street west of River Road (CSAH 42) and construction of Randolph Avenue north of its current terminus to 65th Street will also improve access and traffic capacity for existing residential uses in the area.

5. The proposed use can be accommodated by existing public services and facilities and will not overburden the City's service capacity.

Finding: The subject site is within the East Sewer District designated by the Comprehensive Plan and sewer and water utilities are immediately available to the property at its south boundary. The City has planned for delivery of needed services to support development guided by the Comprehensive Plan for properties within the designated sewer districts. The proposed development of the subject site with the requested amendment of the Future Land Use Plan can be accommodated by existing City services and facilities. Furthermore, it is intended that the requested amendment will facilitate ISD 728 developing public school facilities serving the area in accordance with its own strategic planning expanding community facilities within the City.

WHEREAS, the Planning Commission conducted a public hearing at their regular meeting on 15 July 2024 to consider the application, preceded by published and mailed notice; based upon review of the application and evidence received, the public hearing was closed and the Planning Commission recommended by a 4-2 vote that the City Council approve the request based on the aforementioned findings; and

WHEREAS, the Request for Council Action dated 22 July 2024 prepared by the City Planner, The Planning Company LLC, is incorporated herein; and

WHEREAS, the City Council considered the application at their meeting on 22 July 2024.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OTSEGO, MINNESOTA:

1. The application to amend the Comprehensive Plan is approved.
2. The Future Land Use map of the Comprehensive Plan shall not be republished to show the aforesaid amendment, but the Zoning Administrator shall appropriately mark the Future Land Use Plan map on file at City Hall for the purpose of indicating the amendment hereinabove provided for in this Resolution, and all of the notations, references, and other information shown thereon are hereby incorporated by reference and made part of this Resolution.
3. This Resolution shall become effective immediately upon its passage and publication according to Law.

ADOPTED by the Otsego City Council this 22nd day of July, 2024.

MOTION BY: Moores

SECONDED BY: Dahl

IN FAVOR: Stockamp, Dahl, Goede, and Moores

OPPOSED: Dunlap

CITY OF OTSEGO



Jessica L. Stockamp, Mayor

ATTEST:



Audra Etzel, City Clerk



CITY OF OTSEGO
COUNTY OF WRIGHT
STATE OF MINNESOTA

RESOLUTION NO: 2025-60

AMENDING THE 2023 OTSEGO COMPREHENSIVE PLAN

WHEREAS, Minnesota Statutes 462.355 provides authority for cities to adopt, and from time-to-time, amend a comprehensive plan; and

WHEREAS, the City Council adopted the 2023 Otsego Comprehensive Plan ("Comprehensive Plan") on 13 August 2023 by Resolution 2023-52; and

WHEREAS, the Planning Commission determined a need to consider updates to the Comprehensive Plan at their meeting on 17 July 2025; and

WHEREAS, City staff prepared proposed amendments of the Comprehensive Plan for consideration by the Planning Commission; and

WHEREAS, the proposed amendments include modification of the following text of the Land Use Plan chapter of the Comprehensive Plan:

Within the designated Urban Service Expansion Area, the division of existing large tracts of land into residential lots less than 20 acres in area should be discouraged to facilitate future development and extension of utility and transportation corridors. Precaution should continue to be exercised with future development requests to avoid gaps between neighborhoods that interrupt the homogeneous pattern of urban services such as utilities, streets, trails, and park service areas. Properties are to remain zoned A-1, Agriculture Rural Service District until such time as a more intensive land use as guided by the Future Land Use Plan can be developed.

The City may allow for a property to be zoned to A-2, Long Range Urban Service District that allows for interim development to occur in one of two ways: The first would be to subdivide parcels into lots not less than 10 acres in area as this size property can allow for a wider range of rural residential land uses, yet be feasibly planned for future resubdivision based availability of City utilities. The second approach to interim rural development relies upon clustered subdivision designs intended to preserve the majority of a parcel for future development.

The desired results of ~~this approach~~ are both approaches to interim rural development is to maintain orderly community growth, discourage competition for capacity necessary to finance the cost of the municipal utility systems, and prevent development that is not continuous to existing urban areas. Because of the more immediate potential for utility availability for parcels adjacent to (but outside of) the Sewer Districts, only the clustered lot approach is to be utilized for Urban Expansion Areas E1, E3, and W1 to allow for interim rural development. (2023 Otsego Comprehensive Plan, page 48)

WHEREAS, the proposed amendments include modification of the Urban Service Staging Plan map attached as Exhibit A; and;

WHEREAS, the proposed amendments include modification of the Transportation Plan map attached as Exhibit B; and;

WHEREAS, the Planning Report dated 15 October 2025 prepared by the City Planner, The Planning Company LLC, is incorporated herein.

WHEREAS, The Otsego Planning Commission conducted a public hearing at their regular meeting on 20 October 2025 to consider the application, preceded by published and mailed notice; based upon review of the application and evidence received, the public hearing was closed and the Planning Commission recommended by a 7-0 vote that the City Council approve the proposed amendments based on the aforementioned findings.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OTSEGO, MINNESOTA:

- 1. That the amendments of the 2023 Otsego Comprehensive Plan outlined herein and recommended by the Planning Commission are adopted.

(remainder of page intentionally blank signatures follow)

ADOPTED by the Otsego City Council this 10th day of November, 2025.

MOTION BY: Lund
SECONDED BY: Goede
IN FAVOR: Stockamp, Dunlap, Goede, Lund, and Tanner
OPPOSED: none

CITY OF OTSEGO

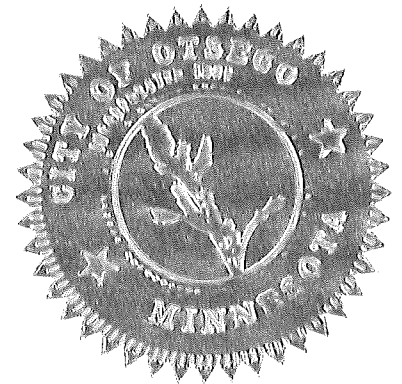


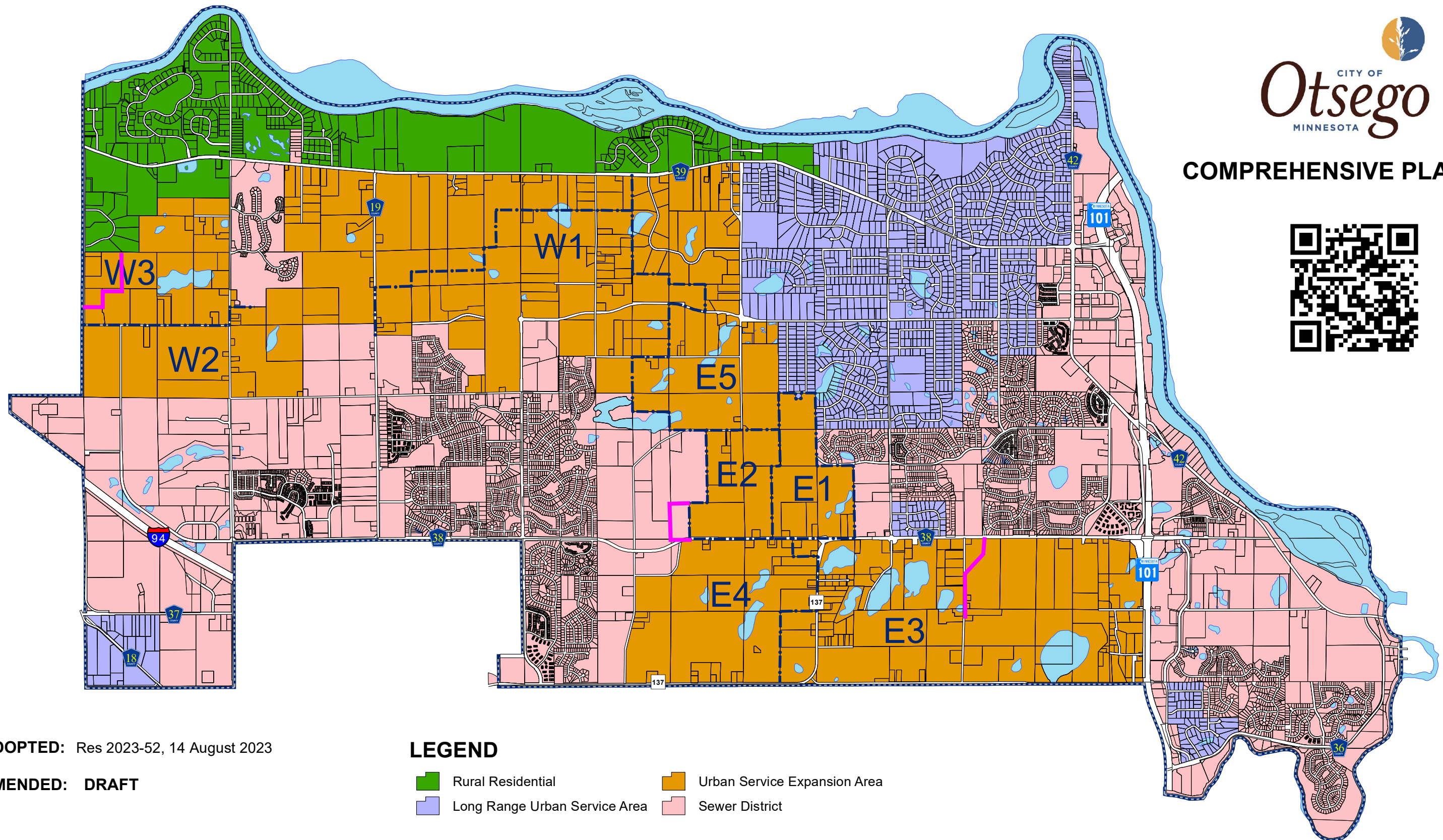
Jessica L. Stockamp, Mayor

ATTEST:



Audra Etzel, City Clerk





ADOPTED: Res 2023-52, 14 August 2023

AMENDED: DRAFT

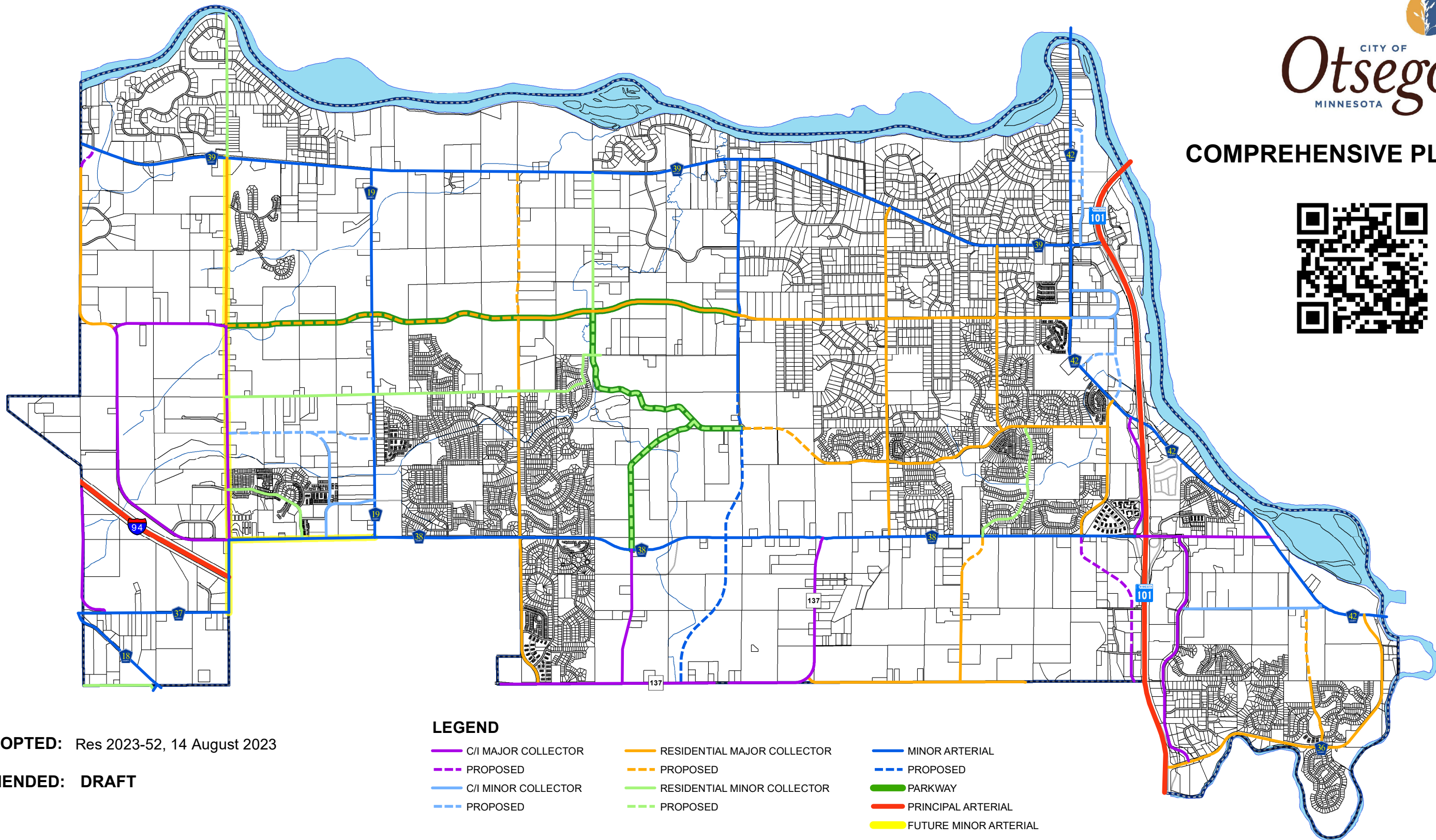
LEGEND

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



URBAN SERVICE STAGING PLAN

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LEGEND

— C/I MAJOR COLLECTOR	— RESIDENTIAL MAJOR COLLECTOR	— MINOR ARTERIAL
- - - PROPOSED	- - - PROPOSED	- - - PROPOSED
— C/I MINOR COLLECTOR	— RESIDENTIAL MINOR COLLECTOR	— PARKWAY
- - - PROPOSED	- - - PROPOSED	— PRINCIPAL ARTERIAL
		— FUTURE MINOR ARTERIAL

ADOPTED: Res 2023-52, 14 August 2023

AMENDED: DRAFT



TRANSPORTATION PLAN

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