

Community Development Committee

Meeting date: August 19, 2019

Environment Committee

Meeting date: August 27, 2019

For the Metropolitan Council meeting of September 25, 2019

Subject: The City of Oakdale 2040 Comprehensive Plan, Review File 22056-1

Proposed Action

That the Metropolitan Council adopt the attached Advisory Comments and Review Record and take the following actions:

Recommendations of the Community Development Committee

1. Authorize the City of Oakdale to place its 2040 Comprehensive Plan into effect.
2. Advise the City to:
 - a. Revise the Plan prior to final adoption to acknowledge that the Highways 36 and 120 interchange is not identified in the Current Revenue Scenario of the TPP and is not currently funded for construction prior to 2040. Authorization of the City's Plan does not infer approval of the interchange or modification of the construction timeline.
 - b. Implement the advisory comments in the Review Record for Transit and Surface Water Management.

Recommendation of the Environment Committee

1. Approve the City of Oakdale's Comprehensive Sewer Plan.

Community Development Committee Summary of Committee Discussion/Questions

Senior Planner Corrin Wendell presented the staff's report to the Committee. Two representatives from the City of Oakdale were in attendance, Bob Streetar, Community Development Director and Emily Shively, Planner. The Community Development Committee unanimously recommended approval of the proposed action with no questions or discussion at its meeting on August 19, 2019.

Environment Committee Summary of Committee Discussion/Questions

Community Development Committee

Meeting date: August 19, 2019

Environment Committee

Meeting date: August 27, 2019

For the Metropolitan Council meeting of September 25, 2019

Subject: City of Oakdale 2040 Comprehensive Plan and Comprehensive Sewer Plan, Review File 22056-1

District(s), Member(s): District 11, Susan Vento

Policy/Legal Reference: Metropolitan Land Planning Act (Minn. Stat. § 473.175), Minn. Stat. § 473.513

Staff Prepared/Presented: Corrin Wendell, Senior Planner, Local Planning Assistance (651-602-1832)

Angela R. Torres, Local Planning Assistance Manager (651-602-1566)
Kyle Colvin, Engineering Programs, Manager (651-602-1151)

Division/Department: Community Development / Regional Planning
Environmental Services / Technical Services

Proposed Action

That the Metropolitan Council adopt the attached Advisory Comments and Review Record and take the following actions:

Recommendations of the Community Development Committee

1. Authorize the City of Oakdale to place its 2040 Comprehensive Plan into effect.
2. Advise the City to:
 - a. Revise the Plan prior to final adoption to acknowledge that the Highways 36 and 120 interchange is not identified in the Current Revenue Scenario of the TPP and is not currently funded for construction prior to 2040. Authorization of the City's Plan does not infer approval of the interchange or modification of the construction timeline.
 - b. Implement the advisory comments in the Review Record for Transit and Surface Water Management.

Recommendation of the Environment Committee

1. Approve the City of Oakdale's Comprehensive Sewer Plan.

Advisory Comments

The following Advisory Comments are part of the Council action authorizing the City of Oakdale to implement its 2040 Comprehensive Plan (Plan).

Community Development Committee

1. As stated in the *Local Planning Handbook*, the City must take the following steps:
 - a. Adopt the Plan in final form after considering the Council's review recommendations as contained in the body of this report.
 - b. Submit one hard copy and one electronic copy of the Plan to the Council. The electronic copy must be submitted as one unified file.
 - c. Submit to the Council a copy of the City Council resolution evidencing final adoption of the Plan.
2. The *Local Planning Handbook* also states that local governments must formally adopt their comprehensive plans within nine months after the Council's final action. If the Council has recommended changes to the Plan, local governments should incorporate those recommended changes into the Plan or respond to the Council before "final adoption" of the comprehensive plan by the governing body of the local governmental unit. (Minn. Stat. § 473.858, subd. 3)
3. Local governments must adopt official controls as identified in their 2040 comprehensive plans and must submit copies of the official controls to the Council within 30 days after the official controls are adopted. (Minn. Stat. § 473.865, subd. 1)
4. Local governmental units cannot adopt any official controls or fiscal devices that conflict with their comprehensive plans or which permit activities in conflict with the Council's metropolitan system plans (Minn. Stats. §§ 473.864, subd. 2; 473.865, subd. 2). If official controls conflict with comprehensive plans, the official controls must be amended within 9 months following amendments to comprehensive plans (Minn. Stat. § 473.865, subd. 3).

Environment Committee

1. The Council-approved Comprehensive Sewer Plan becomes effective only after the Plan receives final approval from the local governmental unit's governing body. After the Plan receives final approval from the City and the Comprehensive Sewer Plan becomes effective, the City may implement its Plan to alter, expand, or improve its sewage disposal system consistent with the Council-approved Comprehensive Sewer Plan.
2. A copy of the City Council resolution adopting its 2040 comprehensive plan, including its Comprehensive Sewer Plan, must be submitted to the Council.

Background

The City of Oakdale is located along the western border of Washington County. It is surrounded by the communities of Mahtomedi, Pine Springs, Lake Elmo, Woodbury, Maplewood, North St. Paul, and White Bear Lake.

The City submitted its 2040 Comprehensive Plan (Plan) to the Council for review to meet the Metropolitan Land Planning Act requirements (Minn. Stats. §§ 473.851 to 473.871) and the Council’s 2015 System Statement requirements.

Review Authority & Rationale

Minn. Stat. § 473.175 directs the Metropolitan Council to review a local government’s comprehensive plan and provide a written statement to the local government regarding the Plan’s:

- **Conformance** with metropolitan system plans
- **Consistency** with the adopted plans and policies of the Council
- **Compatibility** with the plans of adjacent governmental units and plans of affected special districts and school districts

By resolution, the Council may require a local government to modify its comprehensive plan if the Council determines that “the plan is more likely than not to have a substantial impact on or contain a substantial departure from metropolitan system plans” (Minn. Stat. § 473.175, subd. 1).

Each local government unit shall adopt a policy plan for the collection, treatment, and disposal of sewage for which the local government unit is responsible, coordinated with the Metropolitan Council’s plan, and may revise the same as often as it deems necessary (Minn. Stat. § 473.513).

The attached Review Record details the Council’s assessment of the Plan’s conformance, consistency, and compatibility, and is summarized below.

Review Standard	Review Area	Plan Status
Conformance	Regional system plan for Parks	Conforms
Conformance	Regional system plan for Transportation, including Aviation	Conforms
Conformance	Water Resources (Wastewater Services and Surface Water Management)	Conforms
Consistency with Council Policy	<i>Thrive MSP 2040</i> and Land Use	Consistent
Consistency with Council Policy	Forecasts	Consistent
Consistency with Council Policy	<i>2040 Housing Policy Plan</i>	Consistent
Consistency with Council Policy	Water Supply	Consistent
Consistency with Council Policy	Community and Subsurface Sewage Treatment Systems (SSTS)	Consistent
Compatibility	Compatible with the plans of adjacent and affected governmental districts	Compatible

Thrive Lens Analysis

The proposed 2040 comprehensive plan is reviewed against the land use policies in *Thrive MSP 2040*. To achieve the outcomes identified in Thrive, the metropolitan development guide defines the Land Use Policy for the region and includes strategies for local governments and the Council to implement. These policies and strategies are interrelated and, taken together, serve to achieve the outcomes identified in Thrive.

Funding

None.

Known Support / Opposition

There is no known local opposition to the 2040 comprehensive plan.

REVIEW RECORD

City of Oakdale 2040 Comprehensive Plan

Review File No. 22056-1, Business Item No. 2019-235 JT

The following Review Record documents shows how the proposed Plan meets the requirements of the Metropolitan Land Planning Act and conforms to regional system plans, is consistent with regional policies, and is compatible with the plans of adjacent and affected jurisdictions.

Conformance with Regional Systems

The Council reviews plans to determine conformance with metropolitan system plans. The Council has reviewed the City's Plan and finds that it conforms to the Council's regional system plans for Regional Parks, Transportation (including Aviation), and Water Resources.

Regional Parks and Trails

Reviewer: Colin Kelly, Community Development (CD) - Regional Parks (651-602-1361)

The Plan conforms to the 2040 Regional Parks Policy Plan (RPPP). Washington County would be the Park implementing agency for Regional Parks System components in the City, however there are no Regional Parks System components in the City. The Plan appropriately acknowledges State lands within the community, including the Gateway State Trail.

Regional Transportation, Transit, and Aviation

Reviewer: Russ Owen, Metropolitan Transportation Services (MTS) (651-602-1724)

The Plan conforms to the 2040 Transportation Policy Plan (TPP) adopted in 2015. It accurately reflects transportation system components of the TPP as well as applicable land use policies for regional transitways. The Plan is also consistent with Council policies regarding community roles, the needs of non-automobile transportation, access to job concentrations, and the needs of freight.

Roadways

The Plan conforms to the Roadways system element of the TPP. The Plan accurately accounts for the metropolitan highway system of principal arterials.

The Plan identifies a proposed new interchange at Highways 36 and 120 that has been reviewed and approved by the MnDOT/Metropolitan Council joint interchange committee, but has not yet been funded and therefore is not identified in the Current Revenue Scenario of the TPP. However, the Plan needs to acknowledge that this interchange is not currently funded for construction prior to 2040.

The Plan accurately reflects the regional functional classification map of A-minor arterials and has delineated major and minor collectors.

The Plan identifies all the required characteristics of the City's roadways, including existing and future functional class, right-of-way preservation needs, and existing and forecasted traffic volumes for principal and A-minor arterials. Forecasting was done consistent with regional methodology. The Plan also includes guidelines on how access will be managed for principal and A-minor arterials.

Advisory Comment

The Plan needs to acknowledge that the Highways 36 and 120 interchange is not identified in the Current Revenue Scenario of the TPP and is not currently funded for construction prior to 2040. Authorization of the City's Plan does not infer approval of the interchange or modification of the construction timeline.

Transit

The Plan conforms to the Transit system element of the TPP. It shows the location of existing transit routes and facilities and acknowledges the City is within Transit Market Areas III and Emerging Market Area II.

The Plan incorporates existing and future transitways that are part of the Current Revenue Scenario in the TPP, which includes the Gold Line. For transitways that are in service or in advanced stages of planning, the Plan incorporates guiding land use for station areas that meet the minimum density targets of the TPP.

Advisory Comments

- On page 25, the statement “The city is currently served by several Metro Transit routes” should be revised to “The city is currently served by several public transit routes.” One of the routes (219) is operated by Metropolitan Transportation Services of the Metropolitan Council, not Metro Transit, so just referring to Metro Transit is not entirely accurate.
- On page 25, the map shows Metro Transit Route 74, but please note that although this route operates along the border between Maplewood and Oakdale, no bus stops for this route are in Oakdale.
- Commuter/Express routes that operate non-stop along I-94 do not serve Oakdale (351, 353, 355). The Plan would be strengthened by including a list of bus routes serving Oakdale. At a minimum, a map should show which routes are considered “local” and which routes are considered “express.” A table/chart identifying these routes would also be helpful. Providing a map of all transit routes does not help the reader without also indicating the level of service of these routes. Showing existing transit routes on I-94 does not mean that those same routes provide a similar level of service as another regular transit route line..

Aviation

The Plan conforms to the Aviation system element of the TPP. The Plan includes policies that protect regional airspace from obstructions.

Bicycling and Walking

The Plan is consistent with the Bicycle and Pedestrian chapter of the TPP. The Plan identifies existing and future segments of and connections to the Regional Bicycle Transportation Network (RBTN) and regional trails.

The Plan is also consistent with Bicycle and Pedestrian policies of the TPP by planning for local pedestrian and bicycle connections to transit, regional trails, regional job concentrations, and other regional destinations as identified on the RBTN map.

Freight

The Plan is consistent with Freight policies of the TPP. The Plan identifies the needs of freight movement in and through the City, including accessibility to freight terminals and facilities. The Plan identifies existing and future segments of and connections to the Regional Bicycle Transportation Network (RBTN) and regional trails.

Transportation Analysis Zones (TAZs)

The Plan conforms to the TPP regarding TAZ allocations. The City’s TAZ allocations for employment, households, and population appropriately sum to the Council’s citywide forecast totals for all forecast years.

The City’s planned land uses and areas identified for development and redevelopment can accommodate the TAZ forecasted allocations in the Plan, and at densities consistent with the community’s Thrive designation of Suburban and applicable TPP policies for transit station areas.

Water Resources

Wastewater Service

Reviewer: Kyle Colvin, Environmental Services (ES) – Engineering Programs, (651-602-1151)

The Plan conforms to the 2040 Water Resources Policy Plan (WRPP). It represents the City's guide for future growth and development through the year 2040. It includes growth forecasts that are consistent with the Council's forecasts for population, households, and employment.

Current wastewater treatment services are provided to the City by Metropolitan Council Environmental Services. All wastewater generated within the City is conveyed through Council Interceptors; 1-WO-500, 1-WO500A and 1-WO-501. All flow is treated at the Council's Metropolitan Wastewater Treatment Plant in St. Paul. The Plan projects that the City will have 14,870 sewered households and 12,100 sewered employees by 2040. The Metropolitan Disposal System with its scheduled improvements has or will have adequate capacity to serve the City's growth forecasts.

The Plan provides sanitary flow projections in 10-year increments. The rationale for the projections is given in the Plan and determined appropriate for planning local services. The Council is committing to provide the level of wastewater service based on the sewered forecasts as stated in the sewer element of the Plan.

The Land Use Plan reflects an overall minimum residential sewered density that is consistent with Council policy for future sewered residential growth for Suburban communities.

The Plan defines the community's goals, policies, and strategies for preventing and reducing excessive inflow and infiltration (I/I) in the local municipal (city) and private (private property) sanitary sewer systems; including a summary of activities and programs intended to mitigate I/I from both public and private property sources including an annual sewer pipe lining program as part of the City's street reconstruction program, MH inspection and rehabilitation including casting, ring and joint grouting, and a public education and outreach program with property owners identifying service laterals that may be a source of I/I and working to seek financial assistance through state or regional sources.

The Plan describes the requirements and standards for minimizing I/I and references City Code (5-9 (b) (2)) and two Ordinances (Section 17, parts (18 & 19)) that prohibit clear water discharges from sump pumps, rain leaders, foundation drains, and other surface water sources to the sanitary sewer system and requires the disconnection of such connections if discovered, or assess an additional charge to their sewer bill if there are no means of accommodating the discharge. The City also has a program to provide for sump pump service connections for properties with active sump pumps.

The Plan describes the sources, extent, and significance of existing I/I within the entire wastewater collection system and provides a description of an implementation plan for preventing and eliminating excessive I/I from entering both the municipal and private property sewer systems. The City estimates that only 10% of the private service laterals within the City are vitrified clay tile pipe and built prior to 1970. By comparing recent wastewater flow generation with precipitation trends and events, the City has determined that the collection system is not significantly impacted by I/I. However, it does note that 2005, with its wet autumn and October event, and the summer event of 2013, the City exhibited high levels of I/I in its collection system.

The Plan identifies proposed transit orientated development (TOD) along Helmo Avenue, south of 4th Street, related to the Council's Gold Line Bus Rapid Transit station. This development occurs within the City's sanitary sewer District 13. A portion of this district is served through an existing local 10-inch sanitary sewer that currently provides temporary service for southwest Lake Elmo. Terms of this service is covered under an inter-community agreement between the two Cities. The long-term plan for the 10-inch local sewer is to provide service for this area of Oakdale including a portion of the aforementioned Gold Line BRT Station TOD. Service to southwest Lake Elmo will be provided by a future redirection of

service through a connection of a proposed forcemain extension west of I-694. Improvements for the future connection for southwest Lake Elmo are currently included in the Council’s Capital Improvement Program to coincide with the development and service needs associated with the Gold Line BRT station TOD.

Comprehensive Sewer Plan Comments

The Sewer Element of the Plan has been reviewed against the requirements for Comprehensive Sewer Plans for Suburban communities. It was found to be complete and consistent with Council policies. Upon adoption of the Plan by the City, the action of the Council to approve the Sewer Plan becomes effective. At that time, the City may implement its Plan to alter, expand, or improve its sewage disposal system consistent with the approved Sewer Plan. A copy of the City Council Resolution adopting its Plan needs to be submitted to the Council for its records.

Surface Water Management

Reviewer: Jim Larsen, CD – Local Planning Assistance (651-602-1159)

The Plan is consistent with Council policy requirements and in conformance with the Council’s 2040 Water Resources Policy Plan for local surface water management. The Plan satisfies the requirements for 2040 comprehensive plans. Oakdale is located within the oversight boundaries of the Ramsey-Washington Metro, South Washington, and Valley Branch Watershed Districts. Oakdale submitted a draft Local Water Management Plan (LWMP) update to the Council in December 2018. Council Water Resources staff reviewed and commented on the draft LWMP to the City and Watershed Districts in a letter dated January 8, 2019. The LWMP was approved by the South Washington Watershed District on May 14, 2019 and the Valley Branch Watershed District on February 14, 2019. The Plan incorporates the City’s February 21, 2019 LWMP version in Plan Appendix B.

Advisory Comments

When available, we request that the City provide to the Council the date that the Ramsey-Washington Metro Watershed District approved the LWMP and date the City adopted the final LWMP.

Consistency with Council Policies

The Council reviews plans to evaluate their apparent consistency with the adopted plans of the Council. Council staff have reviewed the City’s Plan and find that it is consistent with the Council’s policies, as detailed below.

Forecasts

Reviewer: Todd Graham, CD – Research (651-602-1322)

The Plan includes the Council’s forecasts for Oakdale (Land Use Chapter, p 12). For reference, Council’s forecasts are:

Table 1. City of Oakdale Forecasts

	Census 2010	Estimated 2017	Council Forecasts		
			2020	2030	2040
Population	27,401	28,115	29,600	35,300	36,000
Households	10,956	11,354	12,000	14,600	14,900
Employment	8,651	11,238	11,300	11,700	12,100

The forecast numbers above were revised by the Council on July 25, 2018, as part of Oakdale’s comprehensive plan amendment for the 3M site.

An inventory of potential development and redevelopment sites is provided (pp 16-17). The City calculates these sites would include 2,908 households. At most sites the City is assuming development

at minimum densities; the outcome could be higher than the City’s calculation. Council staff find this land supply sufficient for Oakdale to reach 14,900 households in 2040.

The City expects almost all of Oakdale is sewer-serviced; and 28 unserved households, 70 population, and 0 jobs remain users of SSTS throughout the forecast period (Water Resources Chapter, p. 47). The Council will revise its sewer-serviced forecast accordingly, simultaneous with Council action on the Plan.

Thrive MSP 2040 and Land Use

Reviewer: Corrin Wendell, AICP, CD – Local Planning Assistance (651-602-1832)

The Plan is consistent with *Thrive MSP 2040* and its land use policies. The Plan acknowledges the *Thrive* community designation of Suburban (Figure 2). *Thrive* describes Suburban communities as those that saw their primary era of development during the 1980s and early 1990s as Baby Boomers formed families and entered their prime earning years.

Suburban communities are expected to plan for forecasted population and household growth at overall average densities of at least five units per acre, and target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the TPP. Plans are also required to identify areas for redevelopment, particularly areas that are well-served by transportation options and nearby amenities and that contribute to better proximity between jobs and housing.

As shown in Figure 3, the Existing Land Use development pattern includes Single Family Residential (33.6%), Twin, Tri, Quad (17.2%), and Vacant (8.6%). The next two largest land uses are Park & Recreation, and Institutional. Oakdale has a long history of protecting natural resources including tree canopy, open space, wetlands, and public waters. The City will continue to support reforestation, tree preservation, park dedication, open space preservation and acquisition, and water quality improvements to protect these natural resources and maintain property values.

The Plan is consistent with *Thrive* for land use and residential density policies for a Suburban community designation. *Thrive* calls for Suburban communities to plan for forecasted population and household growth at overall average densities of at least five units per acre, Table 2 shows the overall planned residential density for the City at 6.93 units per acre, which is consistent with Council policy.

Table 2. Planned Residential Density, City of Oakdale

Category	Density		Net Acres	2018-2040 Change	
	Min	Max		Min Units	Max Units
Low Density Residential	3	3	59.95	180	180
High Density Residential	8	30	3	24	90
Mixed Use Residential*	4	55	96.7	387	5,319
Mixed Use**	8	30	22.8	182	684
Bus Rapid Transit Oriented Development***					
BRTOD Medium Density	15	24	7.57	113.55	181.68
High Density	30	50	18.72	561.6	936
TOTALS			208.74	1,448.15	7,390.68
			Overall Density	6.93	35.40

* 100% residential

** 0-100% residential PUD

*** 68% residential

The Plan outlines several areas of new development and redevelopment, as shown in Figure 4 and 6, this includes a Mixed Use Residential Development consisting of 96.7 acres near I-694 and 40th Street (4-55 units/acre), 27 acres for a Mixed Use development near I-94 (8-30 units/acre), and 22.2 acres for the Bus Rapid Transit Oriented Development (BRTOD) at the planned Helmo Station (15-50 units/acre). The City is planning for higher density residential uses in the Mixed Use Residential, High Density Residential, and BRTOD areas densities as high as 55 units per acre.

Station Area Planning

The Plan recognizes existing and planned transitways that are part of the Current Revenue Scenario of the TPP, which includes future stations on the Gold Line. The TPP directs Suburban communities with planned bus rapid transit (BRT) to guide an average minimum of 15 residential units per acre and target 20-60+ units per acre within the BRT station area (area within 5-minute walk or 1/4 mile). Planned densities for areas identified for redevelopment in station areas are consistent with the minimum density required in the TPP.

The METRO Gold Line is a planned nine-mile Bus Rapid Transit (BRT) dedicated guideway that will connect Oakdale to Saint Paul and other eastern suburbs. There are 10 stations proposed along the route, with the Helmo Station proposed in Oakdale at the intersection of I-94 and Helmo Avenue as shown in Figure 5. Service is currently scheduled to begin in 2024 at the earliest. The City is continuing its Station Area Planning for the Gold Line Bus Rapid Transit. The Plan addresses land use to support transit ridership and bicycle and pedestrian connections to safely convey transit riders to and from the station areas. The Oakdale City Council adopted a small area plan for the Helmo Station area, which the Council reviewed as a comprehensive plan amendment to the City's 2030 comprehensive plan on April 25, 2018 (Review File No. 20281-5, Business Item No. 2018-141). The 2040 Plan carries forward the approved land uses from that amendment within Appendix C in the Plan. The small area plan further refines guiding land uses categories, including High Density Residential (18.72 acres), Medium Density Residential (7.57 acres), Industrial/Office (6.09 acres), Professional Office (3.62 acres), and Retail (0.99 acre). Remaining acreage includes the future station/plaza, open space, and existing natural area (10.7 acres).

Housing

Reviewer: Hilary Lovelace, CD – Housing (651-602-1555)

The Plan is consistent with the *2040 Housing Policy Plan*. Oakdale is a maturing suburb with a wide variety of housing types. The City's growth increased rapidly after it became a city in 1974 but like many communities, population growth began to decline in the 2000s. Residential development has been primarily single family; as of 2016 approximately 76% of its existing housing stock is single-family. The Plan notes that future growth will be primarily through redevelopment, with the notable exception of its 3M Foundation site.

The Plan notes that the City has more than 11,000 housing units. While roughly 78% of those units are affordable to households earning 80% of the Area Median Income (AMI) or less (or \$68,000 for a family of four), affordable options decrease to just 7% for households earning 30% AMI or less (or \$27,100). Roughly 20% of Oakdale households earning 80% AMI or less are currently housing cost burdened. The Plan identifies existing housing needs including affordable housing for people with disabilities and seniors, and the preservation of expiring subsidized residential units.

The Plan acknowledges the City's share of the region's need for affordable housing in the 2021-2030 decade, which is 791 units. With 84 acres of land guided for higher density residential development in that time period, the Plan sufficiently promotes the availability of land to support that share.

The Plan addresses its existing and future housing needs in its implementation plan, which thoroughly describes the policies, programs, and other tools that the City will consider. Tools discussed in the Plan include participation in Livable Communities Act programs, as well as local tools such as proactive site assembly and creating Tax Increment Financing districts. The implementation plan also states the City

will consider multiple tools to preserve naturally occurring affordable housing (NOAH), including the use of local 4d tax incentives and the issuance of housing revenue bonds.

Water Supply

Reviewer: Brian Davis, ES – Water Supply Planning (651-602-1519)

The Plan is consistent with WRPP policies related to water supply, including the policy on sustainable water supplies, the policy on assessing and protecting regional water resources, and the policy on water conservation and reuse.

The City prepared a Local Water Supply Plan in 2017 that was submitted to both the MN Department of Natural Resources and Council, and reviewed under separate cover.

Community and Subsurface Sewage Treatment Systems (SSTS)

Reviewer: Jim Larsen, CD – Local Planning Assistance (651-602-1159)

The Plan indicates that there are 28 individual SSTS, and no identified public or privately-owned Community Wastewater Treatment Systems in operation in the City. The City has delegated oversight of their SSTS management program to Washington County. Washington County's SSTS Ordinance #206 and their management program are consistent with Minnesota Pollution Control Agency Chapter 7080-7083 Rules and Council WRPP requirements.

Special Resource Protection

Solar Access Protection

Reviewer: Cameran Bailey, CD – Local Planning Assistance (651-602-1212)

The Plan is consistent with statutory requirements (Minn. Stat. 473.859) and Council policy regarding planning for the protection and development of access to direct sunlight for solar energy systems as required by the Metropolitan Land Planning Act (MLPA). The Plan includes the required solar planning elements.

Aggregate Resource Protection

Reviewer: Jim Larsen, CD – Local Planning Assistance (651-602-1159)

The Plan indicates, consistent with the Council's aggregate resources inventory information contained in *Minnesota Geological Survey Information Circular 46*, that there are no viable aggregate resource deposits available for mining within the City.

Historic Preservation

Reviewer: Corrin Wendell, AICP, CD – Local Planning Assistance (651-602-1832)

The Plan appropriately addresses historic preservation within the City. The Plan identifies that the City will continue to review and modify, as necessary, the ordinances as they relate to the preservation of significant historic resources.

Plan Implementation

Reviewer: Corrin Wendell, AICP, CD – Local Planning Assistance (651-602-1832)

The Plan includes a description of and schedule for any necessary changes to the capital improvement program, the zoning code, the subdivision code, the SSTS code, and the housing implementation program.

The Plan describes the official controls and fiscal devices that the City will employ to implement the Plan. Specific implementation strategies are contained in individual chapters of the Plan, with capital improvements planning detailed in the appendix.

Compatibility with Plans of Adjacent Governmental Units and Plans of Affected Special Districts and School Districts

The proposed Plan is compatible with the plans of adjacent jurisdictions. No compatibility issues with plans of adjacent governmental units and plans of affected special districts and school districts were identified.

Documents Submitted for Review

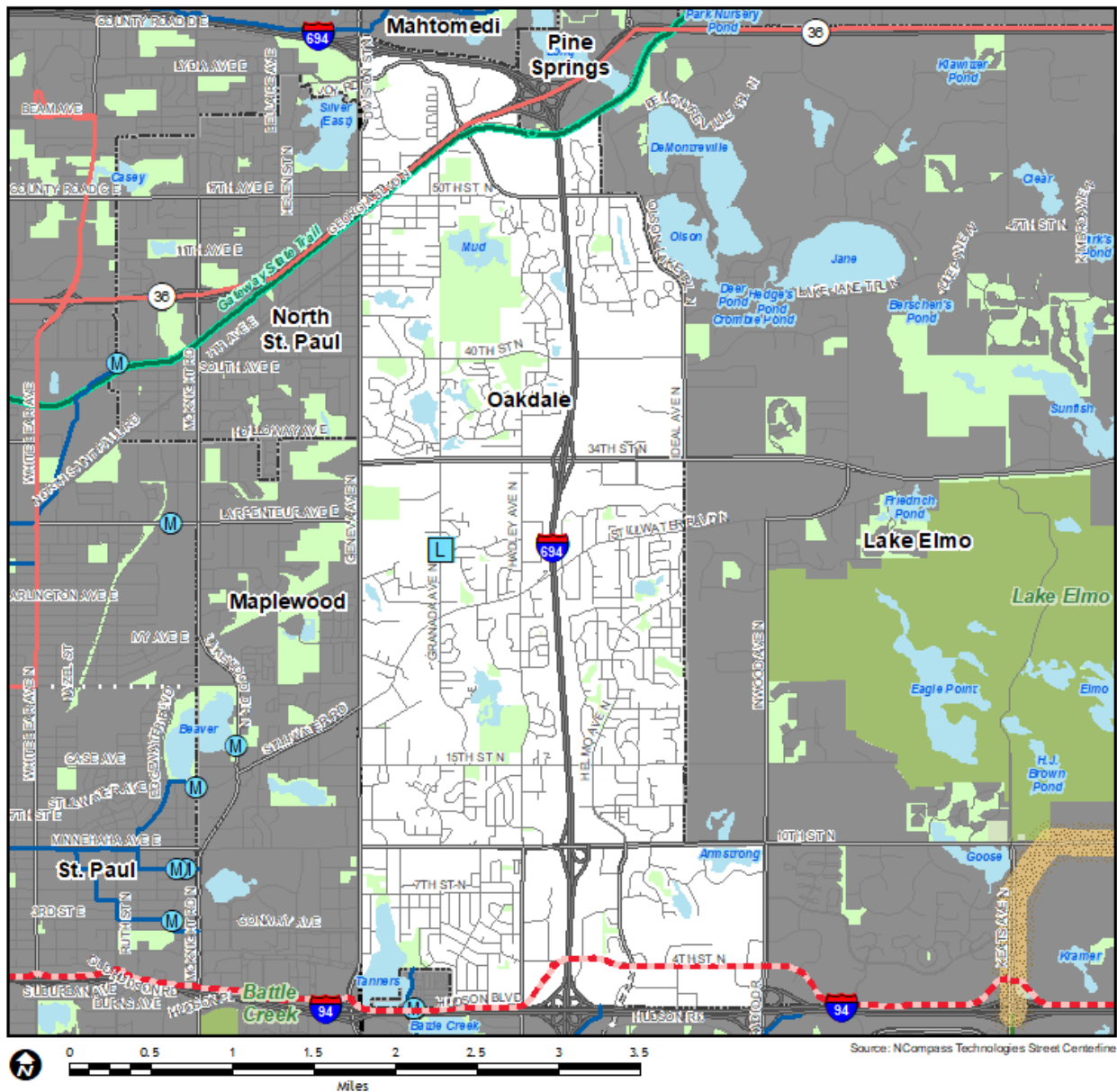
In response to the 2015 System Statement, the City submitted the following documents for review:

- August 27, 2018: Oakdale 2040 Preliminary Plan
- December 31, 2018: Oakdale 2040 Comprehensive Plan
- January 8, 2019: Sewer analysis table
- January 30, 2019: Revisions to water supply plan
- May 31, 2019: Revisions to transportation, transit, wastewater, environment, surface water management, and housing plans
- June 11, 2019: Revisions to water supply plan
- June 24, 2019: Revisions to future residential locations and densities table

Attachments

- Figure 1: Location Map with Regional Systems
- Figure 2: *Thrive MSP 2040* Community Designations
- Figure 3: Existing Land Use
- Figure 4: 2040 Planned Land Use
- Figure 5: Helmo Station Area Plan
- Figure 6: Development Staging Map
- Figure 7: Land Guided for Affordable Housing

Figure 1. Location Map with Regional Systems



Source: NCompass Technologies Street Centerline

Regional Systems

Transportation

Transitways
2040 Transportation System Policy - adopted January 2015

- Existing
- - - - Planned Current Revenue Scenario
- - - - Planned Current Revenue Scenario - CTIB* Phase 1 Projects
- - - - Potential Increased Revenue Scenario

Regional Highway System

- Existing Principal Arterials
- - - - Planned Principal Arterials
- Existing Minor Arterials
- - - - Planned Minor Arterials
- Existing Other Arterials
- - - - Planned Other Arterials

Recreation Open Space

- Regional Parks**
- Existing (Open to Public)
 - In Master Plan (Not Open to Public)
 - ▨ Planned Units
- Regional Trails**
- Existing (Open to Public)
 - - - - Existing (Not Open to Public)
 - - - - Planned

Wastewater

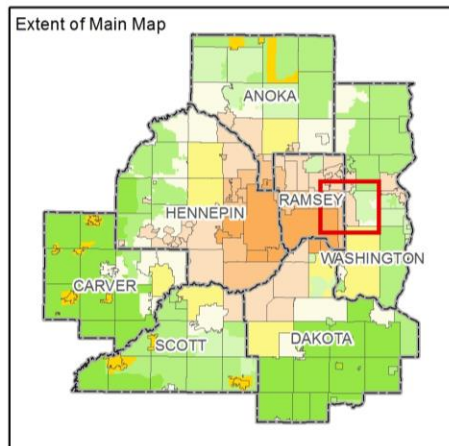
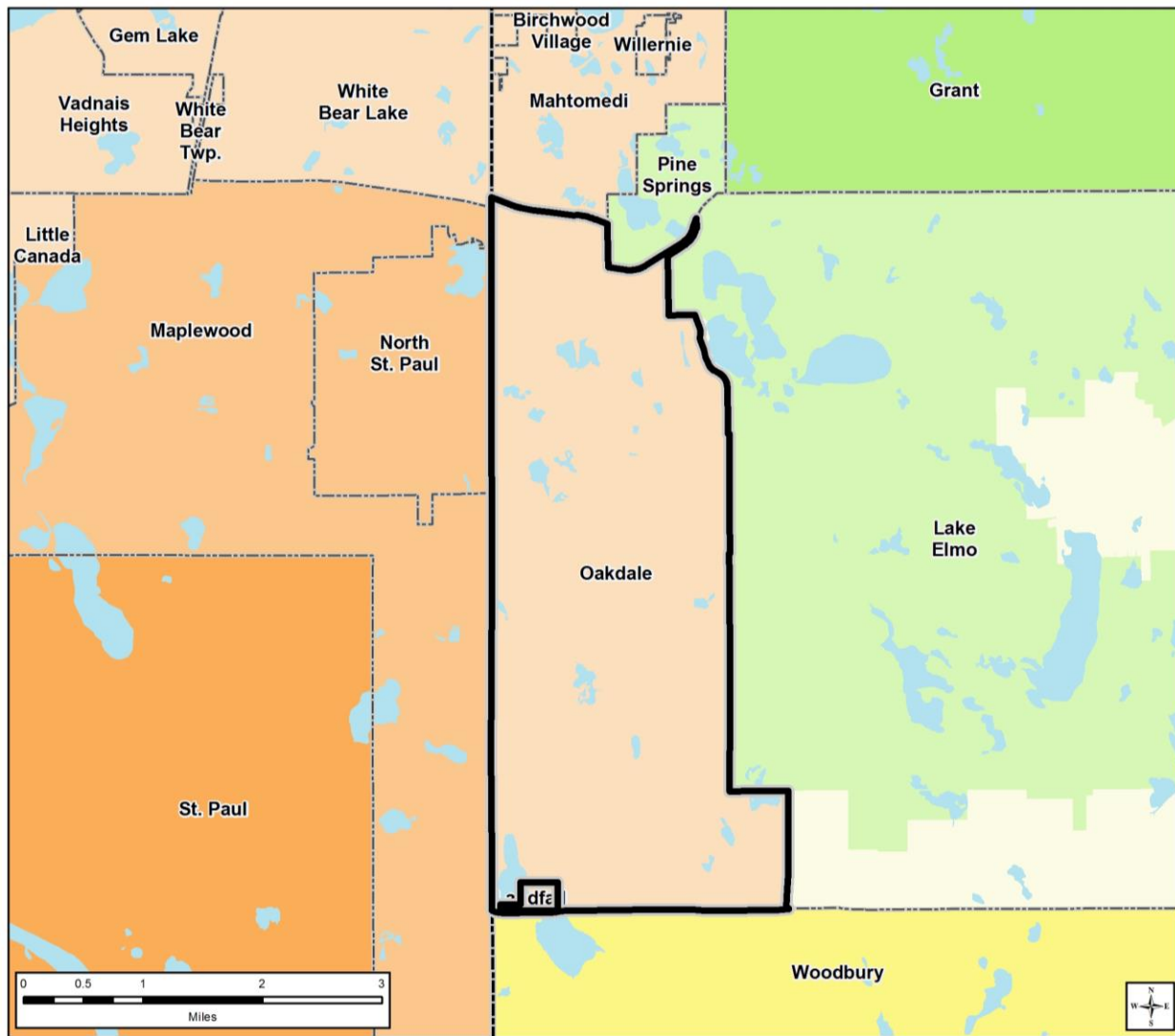
- M Meters
- L Lift Stations
- MCES Interceptors
- MCES Treatment Plants

Regional Park Search Areas and Regional Trail Search Corridors

- Boundary Adjustment
- Search Area
- ▨ Regional Trail Search Corridors
- Local Streets
- Existing State Trails
- Other Parks, Preserves, Refuges and Natural Areas

* Counties Transit Improvement Board (CTIB)

Figure 2. Thrive MSP 2040 Community Designations



Community Designations

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

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

Figure 3. Existing Land Use

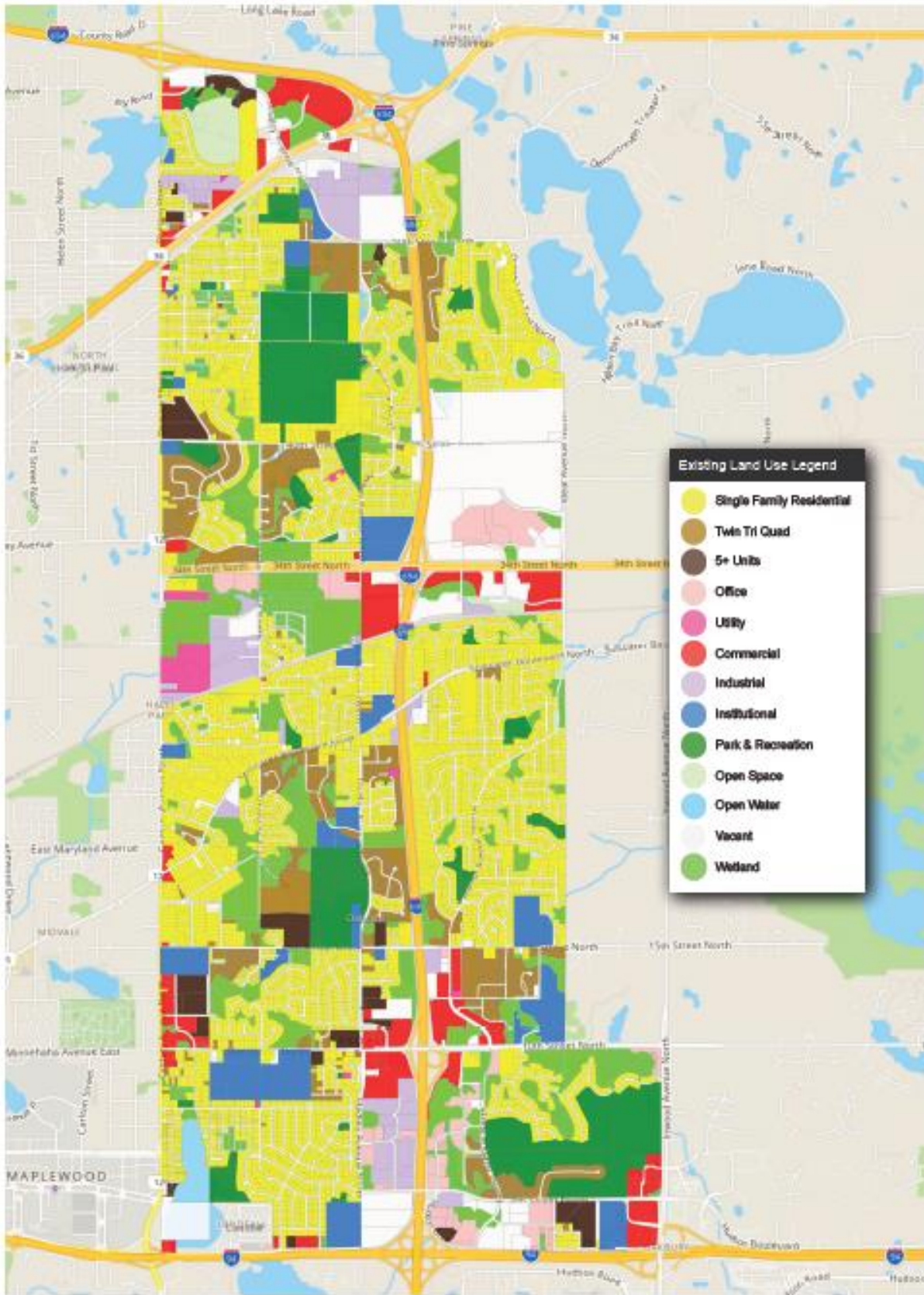


Figure 4. 2040 Planned Land Use

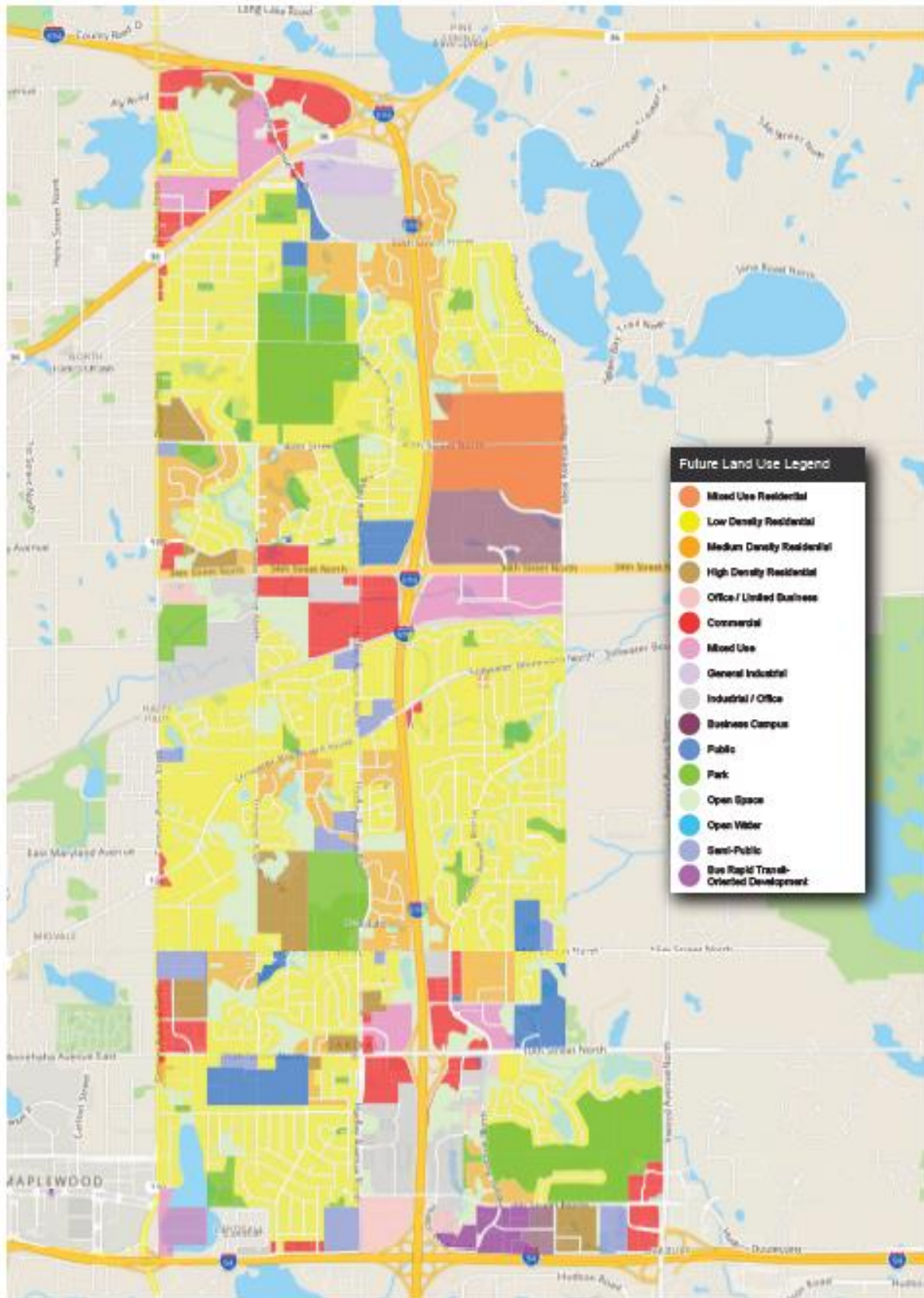


Figure 5. Helmo Station Area Plan

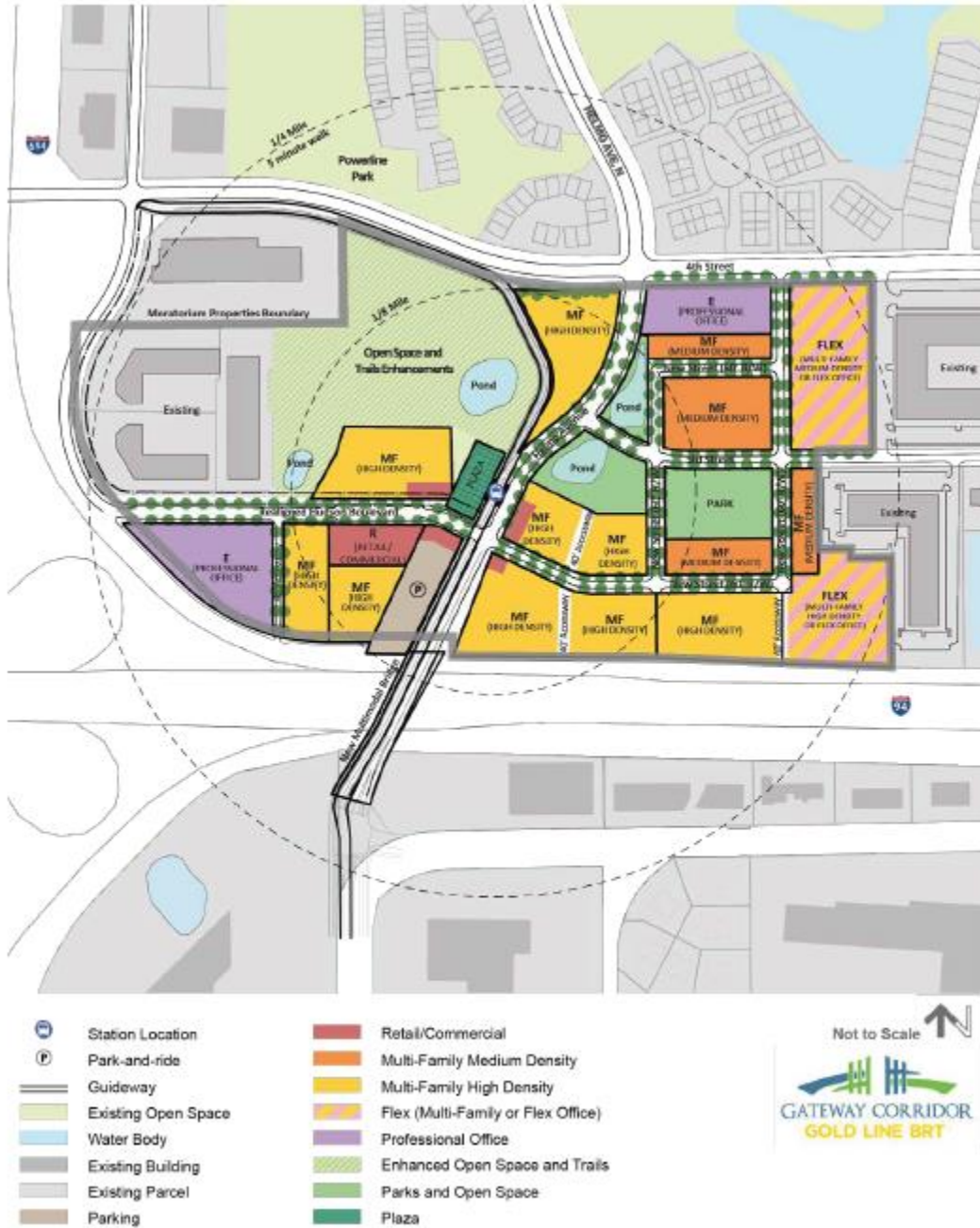


Figure 6. Development Staging Map

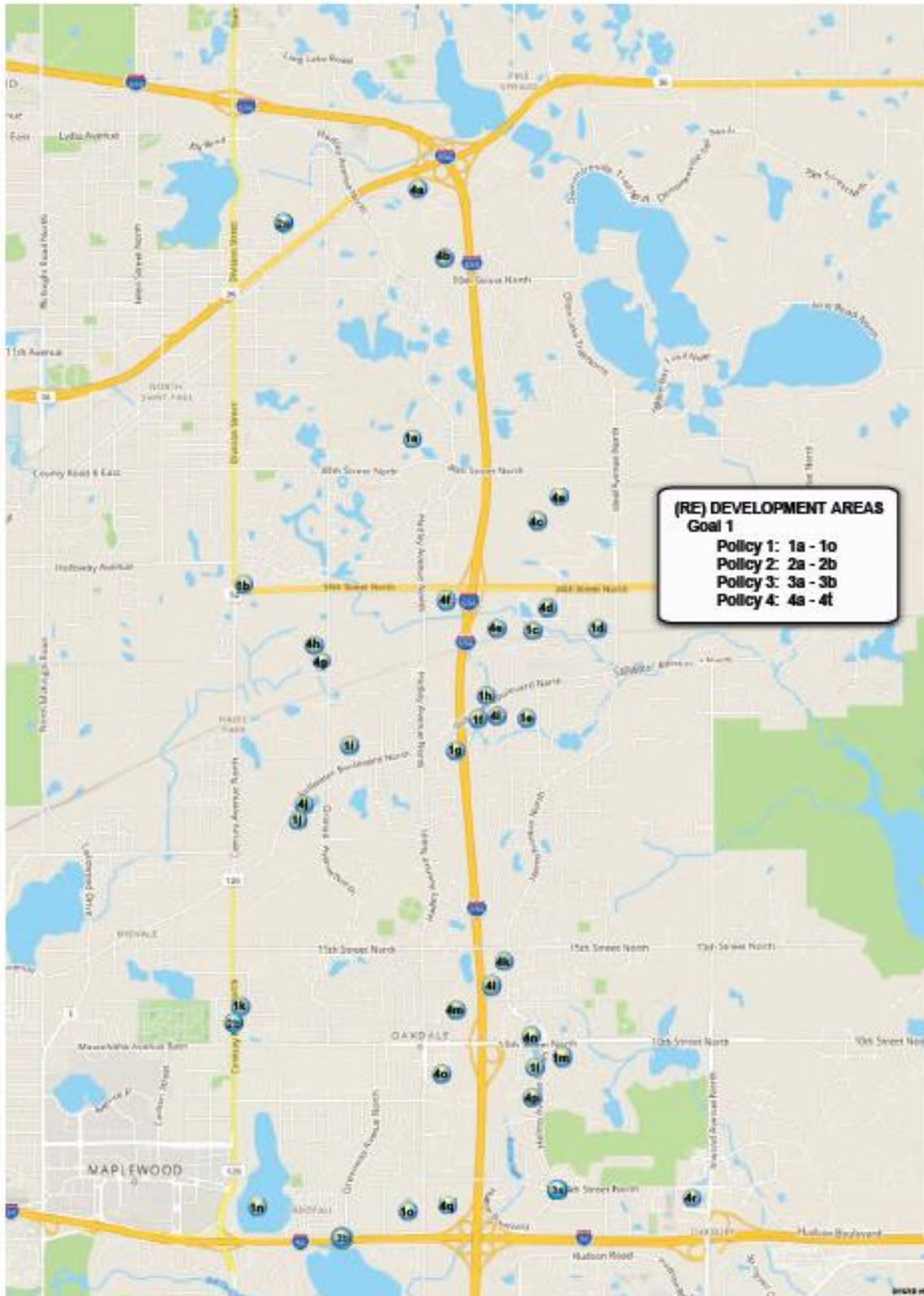


Figure 7. Land Guided for Affordable Housing

2021-2030 share of regional need for Affordable Housing: **791 units**
 2021-2030 total regional need for Affordable Housing: **37,900 units**

	Available Acres	×	Minimum Density <i>(units per acre)</i>	×	Expected % Residential <i>(if mixed use)</i>	=	Minimum Units Possible
High Density Residential	3.00		8		100%		24
Mixed Use Residential: 3M High Density	31.40		35		100%		1,099
Mixed Use: 1267 Geneva Ave N	2.50		8		100%		20
Mixed Use: 253 Geneva Ave N	2.30		8		100%		19
Mixed Use: 6944 Hudson Blvd N	18.00		8		100%		144
Bus Rapid TOD: Helmo Station Medium Density	7.60		15		100%		114
Bus Rapid TOD: Helmo Station - High Density	18.70		30		100%		561
Total	84						1,981

Sufficient/*(insufficient)* units possible against share of regional need: **1,190**

Affordable units built since 2021: **0**

Sufficient/*(insufficient)* units possible adjusted for affordable units built: **1,190**

Number of Comp Plan Amendments approved since Comp Plan Update: **0**

