Woodbury’s vision is a community where diverse opportunities for housing, employment, education, recreation, shopping, transportation, volunteer organizations, participatory government and cultural activities are woven together into a unique identity in the Twin Cities Metropolitan Area.
INTRODUCTION

The **Purpose and Introduction**, **Community Context** and **Vision and Guiding Principles** Chapters provide the foundation for the Comprehensive Plan. The Land Use Chapter, in turn, provides the framework for how land will be used to help achieve the future vision for Woodbury. This chapter seeks to reinforce desirable land use patterns, identify places where change is needed and guide the form and location of future growth.

This chapter consists of the following components:

» **Figure 4-1** shows the land uses assigned to each parcel of land.

» Land use categories describing the land uses depicted on the Land Use Plan. This section includes land use goals and policies to be implemented throughout the Comprehensive Plan.

» Other sections of this chapter describe specific aspects of land use in Woodbury including but not limited to phasing, redevelopment, and affordable housing.

The Land Use Plan is shaped by a variety of factors, including:

» The existing built and natural environment in Woodbury.

» Past experience in implementing the Comprehensive Plan.

» Development trends and projections (shown in **Table 2-2 of Chapter 2, Community Context**) for future growth including the population, household, and employment forecasts established by the Metropolitan Council.

» System plans for transportation, sanitary sewer, water supply and surface water management.

» The desire to promote sustainable land use patterns.

» The vision for Woodbury’s future.

Unlike the other chapters within this Comprehensive Plan, the Land Use Chapter has specific goals and policies for each land use category instead of overarching guiding principles.

LAND USE PLAN

**Figure 4-1** shows the designated land use for all property in Woodbury. The estimated land area contained in each category is shown in **Table 4-1**.

The Land Use Plan builds on previous community planning in Woodbury. The Land Use Plan seeks to:

» Organize the community in a manner that seeks to promote alternative mobility options, to respect the natural environment, and to result in enduring development patterns.

» Make efficient use of municipal utility systems and facilitate the orderly and financially feasible expansion of these systems to ensure that premature development of property does not occur.

» Provide the capacity for the type of growth desired by the community.

The Land Use Plan is only one piece of the land use vision for Woodbury. The other parts of the Land Use Chapter of this Comprehensive Plan work with this map to explain the intent and objectives for future land use. Further, this map lays the foundation for land use controls that are used by the City to implement the Comprehensive Plan.
The Land Use Plan seeks to achieve a balance that provides for the overall needs and desires of Woodbury residents, employees and business owners. The plan uses the following land use categories to define the physical development patterns of Woodbury:

- Places to Live
- Rural Estate
- Urban Estate
- Low Density Mixed Residential
- Medium Density Residential
- High Density Residential
- City Center
- Urban Village
- Mixed Use
- Gateway
- Places to Shop
- Places to Work
- Open Space (Public and Private)
- Public/Semi-Public
- Urban Reserve

The sections that follow explain the planning objectives for each of these land use categories.

### Table 4-1. Future Land Use (Gross Acres and % of Total)

<table>
<thead>
<tr>
<th>LAND USE CATEGORY</th>
<th>TOTAL ACREAGE</th>
<th>% OF TOTAL LAND AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density Mixed Residential</td>
<td>9815</td>
<td>43.03%</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>390</td>
<td>1.70%</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>430</td>
<td>1.88%</td>
</tr>
<tr>
<td>Rural Estate</td>
<td>1954</td>
<td>8.55%</td>
</tr>
<tr>
<td>Urban Estate</td>
<td>190</td>
<td>0.83%</td>
</tr>
<tr>
<td>Places to Shop</td>
<td>599</td>
<td>2.62%</td>
</tr>
<tr>
<td>Places to Work</td>
<td>1303</td>
<td>5.70%</td>
</tr>
<tr>
<td>Gateway</td>
<td>126</td>
<td>0.55%</td>
</tr>
<tr>
<td>City Center</td>
<td>69</td>
<td>0.30%</td>
</tr>
<tr>
<td>Urban Village</td>
<td>68</td>
<td>0.30%</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>269</td>
<td>1.18%</td>
</tr>
<tr>
<td>Urban Reserve</td>
<td>1412</td>
<td>6.20%</td>
</tr>
<tr>
<td>Open Space (Public/Private)</td>
<td>3725</td>
<td>16.39%</td>
</tr>
<tr>
<td>Public / Semi-Public</td>
<td>940</td>
<td>4.11%</td>
</tr>
<tr>
<td>Other/ROW</td>
<td>1519</td>
<td>6.66%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>22,809</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

*Note: The 2030 Comprehensive Plan used a different methodology relative to calculating street right of way. The 2040 Comprehensive Plan designates as Other/ROW all ROW for major roadways.
Figure 4-1. Land Use Plan

- Urban Reserve*
- Rural Estate**
- Urban Estate
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Urban Village

Legend:
- City Center
- Gateway
- Places to Shop
- Places to Work
- Other/ROW
- Open Space (Public / Private)
- Public / Semi-Public
- Woodbury Boundary

* Urban Reserve is intended for post 2040 development phasing
** Rural Estate is not intended to be served by regional sewer infrastructure.
Places to Live

Woodbury’s vision seeks to offer housing choices to people in all stages of life from first homes to dwellings that allow graceful aging. The vision further recognizes that Woodbury neighborhoods vary from rural estates to traditional single-family neighborhoods to places with a mix of housing styles and activities. To achieve its vision, Woodbury establishes a variety of residential land uses that create Places to Live.

Places to Live are depicted in the Land Use Plan with five land use categories: Rural Estate, Urban Estate, Low Density Mixed Residential, Medium Density Residential, and High Density Residential. The following goals and policies apply to all Places to Live land use categories.

Places to Live Goals

The City of Woodbury seeks to achieve the following goals for Places to Live:

1. Provide a variety of housing types that allow people to live in Woodbury at any stage in their life.
2. Manage the location, character and phasing of residential growth and development.
3. Maintain the integrity of Woodbury’s existing housing stock.
4. Create and maintain quality neighborhoods that are safe, healthy, livable and compatible with adjacent land uses.
5. Create a “sense of place”, an identity within each residential neighborhood by looking for opportunities to provide spaces for parks and open space, enhanced landscaping themes and site and architectural design.
6. Protect the natural resources of the community and acquire public green space while sensibly adapting housing around it.
7. Use land use tools to establish a system of green spaces that connect to each other and to residential neighborhoods.
8. Provide flexibility for increased density to encourage housing suited for older residents (independent living, assisted living and skilled care) as well as affordable housing, transit oriented development, and development of greenway corridors.
9. Address the density, affordability and other related requirements for housing as established for the metropolitan region by the Metropolitan Council.

Places to Live Policies

Implementation of the Land Use Plan for Places to Live will be guided by the following policies:

1. Encourage a mixture of housing wherever possible by using a Planned Unit Development (PUD) approach to development.
2. Ensure an average net density for new residential development of three to five units per acre.
3. Maintain the present mix of housing, which includes approximately 50% single-family and 50% multi-family (twin homes, townhomes and apartments).
4. Scatter affordable housing throughout the community rather than concentrate it in specific areas, and encourage future residential development to address the need for affordable housing.

Average Densities

When applying the minimum density of each category to net developable land areas, the city of Woodbury would achieve approximately 2.7 units per acre, slightly below the 3 – 5 unit per acre target. However, with the wide range of zoning districts and the provision of density bonuses (see Table 4-2), the 3-5 unit per acre density will be easily achieved. This is further reinforced by historical development activity as well as current development that often exceeds minimum densities.
5. Encourage affordable and senior housing through the use of density bonuses and other tools.

6. Integrate Places to Live with park, trail and open space features.

7. Provide opportunities for the preservation and expansion of natural resources and public open space through the use of density transfers, conservation easements and other tools.

8. Require that Places to Live honor desired greenway corridors with no loss in density. Use density bonuses and other tools to create greenway corridors as described in the Parks, Recreation and Open Space Plan.

9. Encourage housing development names and street names to have a relationship to the City and the general area within which they are located.

10. Require institutional development (including schools and churches) in areas planned for urban housing to include plans for future connection to the public sewer and water systems and to be integrated with adjacent land uses.

Density Bonuses

To achieve specific public goals and policies, density bonuses may be considered and awarded to developments that achieve certain objectives of the City including, but not limited to, affordable housing, assisted living, transit oriented development or greenway corridor development. Unusable lands such as wetlands, ponds and/or lakes are not intended to be eligible for density bonus. Potentially usable lands, such as greenways, may be eligible to receive density bonus. Table 4-2 shows the eligible density bonus for urban residential land use categories. Estate areas are not eligible for density bonuses.

The City has adopted policies to govern the use of density bonuses. The City Council may revise these policies to expand the use of density bonuses to achieve goals of this Comprehensive Plan.

Rural Estate

Rural Estate areas are intended to offer a rural setting for estate or executive homes and are viewed by the City as a critical component of meeting the community goal of providing a wide variety of housing types and styles. Rural Estate areas are not intended to have the full complement of public services. The existing rural character is to be maintained and embraced as an essential element of neighborhood planning and design. Rural, not urban, planning and servicing principles apply to Rural Estate areas. Large lot rural estate housing is intended to be a long-term and enduring land use.

<table>
<thead>
<tr>
<th>RESIDENTIAL LAND USE</th>
<th>DENSITY RANGE</th>
<th>DENSITY BONUS OPPORTUNITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Estate</td>
<td>1 unit / 3 acres</td>
<td>none</td>
</tr>
<tr>
<td>Urban Estate</td>
<td>1 unit / acre</td>
<td>none</td>
</tr>
<tr>
<td>Low Density Residential</td>
<td>2-3.5 units / acre</td>
<td>Yes</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>4.5-8 units / acre</td>
<td>Yes</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>10-15 units / acre</td>
<td>Yes</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>10-15 units / acre</td>
<td>Yes</td>
</tr>
<tr>
<td>Urban Village</td>
<td>8-12 units / acre</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Table 4-2. Residential Density
Rural Estate areas are located in southwestern Woodbury and around Bailey Lake, due to the topography and natural features of these areas. The rolling topography and existing large lot development pattern makes the extension of municipal utilities very costly, as such the Plan does not propose any new areas for Rural Estate. However the City may permit undeveloped areas within the Rural Estate category to infill with reliance on private on-site sewer and water systems at a net density of one unit per three acres. Minimum lot sizes would be generally compatible with nearby lots and yet able to support on-site systems in accordance with [Minnesota Rules Section 7080](#).

**Rural Estate Goals**

In addition to the goals for Places to Live, the City seeks to achieve the following goals through the implementation of the Rural Estate category:

1. Provide sustainable rural settings for existing neighborhoods served by private wells and septic systems.
2. Prohibit the designation of new areas for Rural Estate because of the desire to serve development with municipal utilities.
3. Allow undeveloped areas within the Rural Estate category to infill relying on private on-site sewer and water systems at a net density of one unit per three acres. Minimum lot sizes should be generally compatible with nearby lots and support on-site systems in accordance with [Minnesota Rules Section 7080](#).

**Rural Estate Policies**

In addition to the polices for Places to Live, implementation of the Land Use Plan for the Rural Estate category will be guided by the following policies:

1. Apply rural design principles to Rural Estate areas.
2. Permit only single-family housing within the Rural Estate area.
3. Verify that lots can support two septic drain fields in accordance with [Minnesota Rules Section 7080](#).
4. Require compliance with Washington County’s individual sewage treatment systems program and with [Minnesota Rules Section 7080](#).
5. Provide for the extension of municipal sanitary sewer and water systems if warranted by changing conditions, such as systemic well failure or other related environmental concerns.
6. Evaluate opportunities to provide municipal sanitary sewer and water systems by either the City or adjacent municipalities. It is not the intention to increase density with the addition of these services.
7. Reflect a strong sensitivity to the preservation of natural resources (slopes, wetlands, ponds, drainageways, trees, etc.).
8. Provide access consistent with the City’s access management principles.
Urban Estate

The Urban Estate designation is used in unique circumstances where property can be served by municipal utilities from an adjacent community. This land use designation would allow for a density of one unit per acre with the possibility of decreased lot sizes with no increase of density under certain circumstances. This land use could provide a transition between Rural Estate (3-acre lots) and Low Density Mixed Residential areas (3.5 units per acre). Urban Estate may also be used in the future in other areas as a transition from Rural Estate to an urban land use if municipal services can be provided.

Urban Estate Goals

In addition to the goals for Places to Live, the City seeks to achieve the following goals through the implementation of the Urban Estate category:

1. Provide sustainable settings for residential development where sanitary sewer and water service is not planned in Woodbury, but these services can be provided by an adjacent city.
2. Provide transition from rural to urban residential areas.
3. Preserve environmental features and facilitate extension of needed public infrastructure.

Urban Estate Policies

In addition to the policies for Places to Live, implementation of the Land Use Plan for the Urban Estate category will be guided by the following policies:

1. Apply urban design principles to Urban Estate areas.
2. Permit only single-family housing within the Urban Estate area.
3. Clustering and/or densities of up to one unit per acre may be allowed through the planned unit development process if the development design shows a strong sensitivity to the preservation of natural resources or provides for the dedication of needed public infrastructure.

Low Density Mixed Residential (2-3.5 units per acre)

Low Density Mixed Residential, the largest category of residential use, reserves land for densities from 2 to 3.5 units per net acre. Densities up to 5.5 units per net acre may be permitted through the density bonus program. This category is intended to continue the City’s present practice of mixing attached and detached single-family housing types (including single-family detached homes, twin homes, townhomes and detached townhomes). Very large developments should be planned around a central place or element that gives an identity that is unique to its location. Smaller developments, on the other hand, are intended to be integrated into a larger neighborhood rather than define their own unique identity. In all cases, pedestrian and open space connections should be provided to achieve a relationship with the larger community rather than as a stand-alone or buffer element.

Low Density Mixed Residential Goals

In addition to the goals for Places to Live, the City seeks to achieve the following goals through the Low Density Mixed Residential category:

1. Support the City’s commitment to providing a mixture of housing types to meet the needs of Woodbury’s growing population.
2. Provide housing opportunities which meet the needs of all generations and income levels.

3. Use pedestrian and open space connections to achieve a relationship with the larger community rather than as stand-alone or buffer elements.

4. Continue to use the Planned Unit Development process to ensure future developments provide access to parks and open space, respect natural resources, and do not burden the existing tax base with regard to transportation and utility infrastructure.

**Low Density Mixed Residential Policies**

In addition to the policies for Places to Live, implementation of the Land Use Plan for Low Density Mixed Residential will be guided by the following policies:

1. Require the use of Planned Unit Developments for mixed housing projects.

2. Allow density within Low Density Mixed Residential areas from 2 to 3.5 units per net acre.

3. Encourage a scattered site approach for affordable housing.

4. Use density bonuses to encourage sustainable development, identified affordable or senior housing needs or dedication of greenway corridor above park dedication requirements.

5. Encourage integration of adjacent developments.

**Medium Density Residential (4.5 - 8 units per acre)**

Medium Density Residential is intended to reserve land for moderately higher densities ranging from 4.5 to 8 units per net acre. Densities up to 10 units per net acre may be permitted through the density bonus program. Housing types in this land use category would typically include lower density attached housing and higher density single family detached housing units. Some forms of stacked housing (condominiums and apartments) could be integrated into Medium Density Residential areas, but would need to be surrounded by additional open space to meet the density requirements.

**Medium Density Residential Goals**

In addition to the goals for Places to Live, the City seeks to achieve the following goals through the Medium Density Residential category:

1. Allow density within Medium Density Residential areas from 4.5 to 8 units per net acre.

2. Use Medium Density Residential to preserve important environmental features, expand or create community greenway corridors or provide affordable housing beyond what can be achieved with density bonuses in Low Density Mixed Residential.

3. Assist in promoting an overall housing supply that meets the needs of people in each phase of their life.

4. Encourage integration with adjacent developments.
Medium Density Residential Policies

In addition to the policies for Places to Live, implementation of the Land Use Plan for Medium Density Residential will be guided by the following policies:

1. Locate Medium Density Residential where the street system is designed to support anticipated trips.

2. Provide sidewalks and trails that allow safe and convenient pedestrian movement, consistent with smaller lots and narrower streets.

3. Apply appropriate standards for the construction of private infrastructure and require viable plans for the ongoing funding for the maintenance and replacement of such infrastructure.

4. Require that affordable housing be scattered throughout a project rather than condensed into one area.

5. Use density bonuses to encourage sustainable development, identified affordable or senior housing needs or dedication of greenway corridor above park dedication requirements.

High Density Residential (10-15 units per acre)

High Density Residential is intended to reserve land for higher densities ranging from 10 to 15 units per net acre. Densities up to 18 units per net acre may be allowed through the density bonus program. Housing types in this category would include higher density townhomes, condominium and apartment developments generally in a stacked or attached configuration. These areas are often located along major streets near shopping/employment areas. Although there are existing high density residential land uses located adjacent to freeway corridors, all future high density residential land uses shall be sited a significant distance from freeway corridors. By appropriately locating high density residential buildings more than 1,000 feet from freeway corridors, quality of life impacts are mitigated. Also important to the location of High Density Residential is proximity to parks and open space, employment, goods and services and transit.

High Density Residential Goals

In addition to the goals for Places to Live, the City seeks to achieve the following goals through the High Density Residential category:

1. Allow density within High Density Residential areas from 10 to 15 units per net acre.

2. Use High Density Residential to preserve important environmental features, create or expand community greenway corridors or provide affordable housing beyond what can be achieved with density bonuses in Medium Density Residential.

3. Use High Density Residential to facilitate redevelopment and transit oriented development in appropriate locations.

4. Assist in promoting an overall housing supply that meets the needs of people in each phase of their life.

5. Encourage integration with adjacent developments.

High Density Residential Policies

In addition to the policies for Places to Live, implementation of the Land Use Plan for High Density Residential will be guided by the following policies:
1. Locate High Density Residential with proximity to major shopping/employment areas and parks and open space.

2. Locate High Density Residential where the street system is designed to support anticipated trips.

3. Ensure appropriate distance/buffering of High Density Residential from freeway corridors to ensure quality of life impacts are mitigated.

4. Improve pedestrian and bicycle connections between High Density Residential and community destinations including jobs, shopping, parks and civic facilities.

5. Use density bonuses to encourage sustainable development, identified affordable or senior housing needs or dedication of greenway corridor above park dedication requirements.

6. Consider higher density bonuses for High Density Residential areas that are adjacent to transit stations.

**City Center**

Located at the intersection of Radio Drive and Valley Creek Road, City Center is a major focus of the Woodbury community. It is a place to shop, work, play and gather. City Center serves as the focal point for community activities, services and gatherings. A wide range of commercial, office and civic activities can be found in City Center. Uses are intended to orient toward a neighborhood retail and service center. City Center uses also serve as gateways to public service centers within City Hall, the Public Safety Building, Central Park, the Washington County Library, and the YMCA. City Center has attracted high quality development with unique architecture inviting to the general public.

**City Center Goals**

The City of Woodbury seeks to achieve the following goals through the City Center category:

1. Provide a pedestrian-friendly environment inviting to residents, businesses and visitors.

2. Provide public services in close proximity to one another and centrally located in the community.

3. Provide public spaces that invite people to casually interact with one another.

4. Provide a wide range of retail, professional and civic services.

5. Integrate places to work, shop and play with nearby housing.

**City Center Policies**

Implementation of the Land Use Plan for City Center will be guided by the following policies:

1. Sustain higher density residential development adjacent or near City Center to provide life-cycle housing.

2. Reinforce and improve pedestrian connections to City Center.

3. Require future redevelopment within City Center to provide a pedestrian plan that shows pedestrian movement within the City Center area.

4. Apply architectural controls that require building materials, site design and landscaping to be compatible with the overall theme of the City Center area.
Urban Village

Urban Village is located in the southwest quadrant of the intersection of Radio Drive and Bailey Road and serves as a retail/service center for the southern portion of the community. This land use allows for a mix of community-scale retail, service, office, residential and public uses. It is a place to shop, work, live and gather. In aggregate, this Comprehensive Plan anticipates that 50 percent of acreage guided for Urban Village will consist of high density residential uses.

Urban Village Goals

The City of Woodbury seeks to achieve the following goals through the implementation of the Urban Village category:

1. Provide necessary goods and services to southern Woodbury neighborhoods.
2. Maintain a setting for higher density housing with a density of 8 to 12 units per net acre with an emphasis on senior housing and convenient access to necessary goods, services and public amenities.
3. Create an environment that provides safe and convenient movement for both vehicles and pedestrians.
4. Attract high quality development with unique architecture inviting to the general public.
5. Reduce travel time by providing goods and services in closer proximity to southern Woodbury neighborhoods.
6. Encourage office uses that provide additional employment opportunities and create daytime activity that supports retail development within the area.

Urban Village Policies

Implementation of the Land Use Plan for Urban Village will be guided by the following policies:

1. Orient retail development to Radio Drive and Bailey Road.
2. Support higher density residential development by providing a walkable environment.
3. Integrate adjacent neighborhoods with each other and provide safe and convenient access to nearby shopping areas, schools, parks and recreation facilities.
4. Incorporate building materials, site design elements and landscaping to create a distinct identity for this area.
5. Use density bonuses to encourage sustainable development, identified affordable or senior housing needs or additional open space.

Mixed Use

Mixed Use areas are intended to provide flexibility to allow for two or more complementary uses on a single property. Acceptable land uses within a Mixed Use development generally include a combination of the following: higher density residential, commercial services (Places to Shop), employment opportunities (Places to Work), transit and public spaces. The combination of uses in Mixed Use developments should support one another. For example, higher density housing adds vitality to employment centers and commercial service nodes and can also improve the functionality of transit services.
In aggregate, this Comprehensive Plan anticipates that 65 percent of acreage guided for Mixed Use will consist of high density residential uses. This policy will help the City to achieve its requirement to plan for its fair share of affordable housing in the region. For more information about housing policy, please see the **Housing Chapter**.

**Mixed Use Goals**

The City of Woodbury seeks to achieve the following goals through the implementation of the Mixed Use category:

1. Allow development of multiple, complementary uses that support one another.
2. Promote a walkable, sustainable development pattern that supports alternative forms of transportation (walking, biking and mass transit) while still accommodating motorized vehicles.
3. Demand high quality design to ensure compatibility between Places to Live, Places to Work and Places to Shop.
4. Ensure adequate service and retail opportunities to meet the needs of major employment areas and businesses and nearby residential neighborhoods.
5. Enhance the availability of local labor supply through provision of higher density housing in close proximity to Places to Work.
6. Create attractive development that positively reflects on the image and identity of the City of Woodbury.

**Mixed Use Policies**

Implementation of the Land Use Plan for Mixed Use will be guided by the following policies:

1. Utilize the master planning process to guide individual developments in the Mixed Use area and to ensure the desired mix of uses and connections between uses can be achieved.
2. Encourage consistent design standards that serve as a framework for both public and private improvements such as streets, lighting, landscaping, architectural materials and transit facilities.
3. Encourage higher density residential development with densities of 10 to 15 units per net acre within Mixed Use areas.
4. Require a robust system of pedestrian facilities within Mixed Use areas. Promote and support designs which include parks, plazas, pathways, streets, and civic uses to encourage community gathering.
5. Provide trail linkages between Mixed Use areas and public facilities, major employment and shopping centers, residential neighborhoods and green space.
6. Encourage high density residential and retail or office uses which integrate either horizontally or vertically within a cohesive planned environment.
7. Allow creative design of public infrastructure (such as storm water management areas) to encourage integration of such infrastructure into active public spaces.
8. Require Mixed Use developments to use the Planned Unit Development process.
9. Use density bonuses to encourage sustainable development, identified affordable or senior housing needs or additional open space.
Mixed Use Performance Criteria

To create attractive Mixed Use developments that support the goals and policies of this land use category, the following performance criteria shall apply to Mixed Use areas:

1. Locations of Mixed Use are in close proximity to major transportation corridors and could support transit facilities, such as a park and ride lot, or a transit station.
2. Sites are large enough to support a quality mix of uses.
3. Buildings are designed to relate to one another and not be isolated from each other.
4. The plans reflect compact development that seeks to create a pedestrian friendly environment.
5. The plans reflect sensitivity to existing and future adjacent developments.
6. The plans contain unique architectural features within the buildings and landscape.

Places to Shop

Places to Shop are located along major roadways where access and visibility are good, and in close proximity to higher density housing and employment centers to leverage strong market areas.

Places to Shop Goals

The City of Woodbury seeks to achieve the following goals through the implementation of the Places to Shop category:

1. Provide attractive, inviting, high-quality and convenient retail shopping and commercial service areas to existing and future Woodbury residents, employees and visitors.
2. Provide a wide range of goods and services for people who live and work in Woodbury.
3. Diversify the property tax base.
4. Expand and diversify the supply of jobs.
5. Provide safe and convenient pedestrian movements to and within shopping center areas.
6. Encourage reinvestment to ensure long-term viability.

Places to Shop Policies

Implementation of the Land Use Plan for Places to Shop will be guided by the following policies:

1. Locate neighborhood centers at major road intersections to ensure adequate vehicle trips exist or are projected to exist to support the retail uses.
2. Ensure convenient access to major roadways and minimize impacts on existing and future residential land use.
3. Require high quality architecture, landscaping and engineering for all commercial site development.
4. Require pedestrian connections between Places to Shop areas and the City’s trail system and other adjacent developments, to provide safe pedestrian movements through parking areas and to store fronts.

5. Require that neighborhood convenience centers are developed as part of a Planned Unit Development.

**Places to Work**

Strategically located at the crossroads of I-94, I-494 and I-694, Woodbury is a highly desirable location for business. Access to the existing transportation system is a necessary and critical component of the land guided as Places to Work. Woodbury has seven interchanges with the freeway system, which connects the City to the larger metropolitan area. These connections provide an attractive market for companies that rely on shipping and distribution over the regional roadway system and have employees who come from all over the metropolitan area. A significant amount of land along the freeways is guided as Places to Work, which provides the visibility and/or accessibility that businesses need to attract both customers and employees.

The Places to Work land use category envisions a variety of business uses including office, industrial, warehouse/distribution and business campus development, as well as healthcare, office/showroom, office/warehouse, light manufacturing, wholesale business and light industry uses. The City’s economic development efforts have consistently focused on attracting and retaining a diverse mixture of quality businesses. This land use is critical to Woodbury’s resiliency because it provides local jobs thereby enhancing the ability of people to both live and work in Woodbury. It also expands and diversifies the City’s property tax base, and enhances Woodbury’s overall economic competitiveness.

It is the intent of the Plan to create business or industrial parks where buildings and uses relate to each other to become “places” rather than function as freestanding elements. As such, accessory commercial uses such as hotels, coffee shops and non-fast food restaurants may be allowed in Places to Work as they provide ancillary services and amenities for office/industrial development as a means to attract high quality businesses.

As Woodbury’s population continues to grow, the City will work to achieve a balance over time between the growth in households and in the number of jobs. As of the end of 2017, Woodbury had more commercial space classified as places to work (6 million square feet) than places to shop (5 million square feet). The City will continue to focus its economic development efforts on attracting a quality and diverse job and tax base, which will help Woodbury implement its mission to “be a leading community in which to live, work and thrive.”

Over the next twenty years, two new areas of focus for Places to Work are emerging: transit and redevelopment. Metro Transit is heading up the planning and engineering connected to the METRO Gold Line Bus Rapid Transit that, if implemented, would provide both all-day and bi-directional transit service to bring workers from the metropolitan area to Woodbury. Property near the proposed “Tamarack Station” is guided as Places to Work, and will enhance Woodbury’s ability to attract larger employers that seek transit options for their employees. (See Gold Line Station Area Planning)

As Woodbury ages, both reinvestment in and maintenance of commercial properties and the infrastructure that serves them will be required to ensure that Woodbury’s positive identity endures over time. To effectively facilitate reinvestment and redevelopment, Woodbury will remain committed to quality design and development.
Places to Work Goals

The City of Woodbury seeks to achieve the following goals through the implementation of the Places to Work category:

1. Provide a diversity of employment opportunities for Woodbury residents.
2. Provide a sound economic base for the City, school districts and Washington County.
3. Achieve a balance over time between the growth in jobs and households.
4. Retain existing businesses and allow for expansion opportunities.
5. Create opportunities for signature developments at the key gateways to Woodbury.
6. Have attractive development throughout Places to Work.
7. Provide safe and convenient pedestrian movements to and within Places to Work areas.

Policies for Places to Work

Implementation of the Land Use Plan for Places to Work will be guided by the following policies:

1. Develop an economic development strategic plan and a business outreach plan to attract new businesses and to retain and grow existing companies.
2. Encourage landowners in areas guided as Places to Work to consolidate land and develop a master plan for business park-type development rather than piecemeal developments.
3. Provide well-planned park areas close to amenities for office/industrial development as a means to attract high quality businesses.
4. Guide high profile office development to major intersections along the freeway or “gateways” into the community.
5. Enforce architectural guidelines to ensure the aesthetics of future development are consistent with the Woodbury identity.
6. Encourage expansion of employment opportunities with “head of household” incomes enhancing the ability of Woodbury residents to work locally.
7. Optimize the capacity and flexibility of public infrastructure to serve business needs and to ensure that high employment areas have direct access to the transportation network to minimize traffic impacts on residential areas.
8. Partner with MN DOT, Washington County, Gold Line Partners, Metro Transit and other stakeholders to improve transportation and transit systems, and to encourage future office and industrial developments to design for transit.
9. Encourage and facilitate office development on remaining vacant and underutilized parcels along transit corridors.
10. Facilitate development of light industrial, distribution, office/warehouse and office/showroom uses within the Northeast Area.
Gateway

The Gateway land use category seeks to ensure that areas visible from the freeway system are developed with high quality, signature office developments. The designation intends to create a setting that is oriented to office development with limited supporting or ancillary retail at these gateways into the community. Waiting for just the right developments in these locations may take extraordinary patience.

This category recognizes that some retail development may be needed to support the primary business campus land use while not allowing retail uses to overtake the area. Retail uses should not exceed thirty percent of the floor area of the development. The remaining land uses must be consistent with Places to Work.

Gateway Goals

In addition to the goals for Places to Work, the City of Woodbury seeks to achieve the following goals through the implementation of the Gateway category:

1. Present a desirable image at the entrances to Woodbury with enhanced and coordinated design.
2. Focus site design to facilitate high quality office development with limited supporting retail.
3. Encourage projects to be building intensive, with buildings having substantial height and mass visible from the freeway.
4. Promote well-planned, unified and architecturally compatible developments.
5. Ensure appropriate infrastructure is present to support additional development.
6. Optimize the development potential at these signature gateway locations to meet economic development goals.

Gateway Policies

In addition to the policies for Places to Work, implementation of the Land Use Plan for Gateway will be guided by the following policies:

1. Require the use of a Planned Unit Development for projects in Gateway areas.
2. Limit retail uses to no more than 30% of the floor area within the Planned Unit Development.
3. Increase perception and awareness of buildings using placement, height, mass and signature architecture.
4. Prohibit uses requiring outdoor storage.
5. Require screening of parking areas, loading docks and truck parking.
6. Require landscaping along major roadways consistent with adopted corridor plans, where applicable.
7. Incorporate pedestrian and bicycle connections as appropriate.
8. Reinforce Woodbury’s image as a premier business location through quality building design and landscaping.
9. Leverage opportunities to connect to transit services as they become available.
Urban Reserve

Urban Reserve acts as a “holding zone” for future urban development. It is intended to preserve the City’s ability to extend urban services to future urban growth areas to facilitate and accommodate well planned, orderly urban expansion. In the interim, land use patterns should reflect a rural character consisting of open farm fields, pastures and farmsteads rather than scattered rural estate subdivisions.

Portions of the eastern edge and the southeastern corner of Woodbury have been designated as Urban Reserve. This land is contiguous to future staged urban growth areas and as such would be a logical future expansion area. It is intended that this land will be developed at urban densities but most likely beyond the twenty-year time frame of this Comprehensive Plan.

Much of the land designated as Urban Reserve is currently used for agricultural purposes such as, but not limited to, grazing, row crops and commercial nursery. However, agricultural lands in this area should be viewed as an interim use until urban services are available. The City will continue to use a phased approach and open areas for development when they are able to be serviced by municipal utilities in a planned and orderly fashion as contemplated by the phasing and sub-phasing plans adopted by the City Council.

Urban Reserve Goals

The City of Woodbury seeks to achieve the following goals through the implementation of the Urban Reserve category:

1. Prevent the premature extension of urban services.
2. Ensure orderly and well planned extension of future urban services.
3. Maintain the rural lifestyle and character of the Urban Reserve area by limiting development or subdivision of property until such time that urban development is planned to occur.

Urban Reserve Policies

Implementation of the Land Use Plan for Urban Reserve will be guided by the following policies:

1. Limit density in the Urban Reserve to one unit per twenty acres.
2. Require developments within the Urban Reserve area to agree to connect to future urban services (sanitary sewer and municipal water) when and if they should be made available.
3. Continue to review urban land use needs as growth nears the Urban Reserve area to evaluate future land use beyond 2040.
4. Encourage development of large scale alternative energy systems in areas outside of the twenty-year phasing plan.
Open Space (Public and Private)

Existing parks and open space are strategically intertwined among Woodbury neighborhoods with a trail system connecting schools and neighborhood parks to residential areas. This open space system was achieved through strategies including, but not limited to, parkland dedication, partnerships with the school districts and land acquisitions. Woodbury will look to establish new facilities and programs for added growth and changing demographics as discussed in Chapter 8, Parks, Recreation and Open Space. In addition, new neighborhood parks will be established in conjunction with staged residential development. As discussed in Chapter 9, Natural Resources, as well as in Chapter 8, a system of greenways will be developed to connect community parks, open spaces, stormwater management areas, wetlands and other open spaces. Greenways may also serve as a continuous trail corridor. Future residential neighborhoods will need to provide connections so that future residents will have access to the community trail system. This land use category includes public lands acquired to preserve natural resources as well as private parks developed to serve specific residential neighborhoods.

Open Space Goals

The City of Woodbury seeks to achieve the following goals through the implementation of the Open Space category:

1. Create a connected system of parks, trails and open spaces that responds to the needs of current and future Woodbury residents.

2. Maximize the use and efficiency of funds for the continued maintenance, development and expansion of existing and future parkland.

3. Protect areas of significant natural resources and provide future passive and active recreational opportunities for Woodbury residents.

Open Space Policies

Implementation of the Land Use Plan for Open Space will be guided by the following policies:

1. Accept cash in lieu of land as park dedication in developments that do not contain any portion of the greenway corridor, planned park areas or priority acquisition parcels. Use these funds for continued development of and improvement to the City-wide parks and recreation system.

2. Utilize the priority acquisition map in Parks, Recreation and Open Space Chapter to facilitate the acquisition of open space when the property develops.

3. Require developments to provide on- or off-street sidewalk or trail linkages to existing park areas, future parks and/or greenway corridors.

4. Develop a balance of active and passive recreation opportunities within large community parks for the enjoyment of current and future Woodbury residents.

5. Coordinate future park facility development with school district facility needs.

6. Coordinate park development with neighboring communities and regional agencies.

7. Utilize alternative means of preserving open space and creating greenway corridors through density transfers.
Public/Semi-Public

The Land Use Plan Map identifies areas where Public and Semi-Public uses are existing, planned or proposed to be studied. This category includes religious institutions, municipal and county facilities, utilities, libraries, schools and other non-profit or institutional organizations.

Public/Semi-Public Goals

The City of Woodbury seeks to achieve the following goals through the implementation of the Public/Semi-Public category:

1. Provide quality public services that maintain the safety and general welfare of the Woodbury population.
2. Ensure adequate land holdings for the development of public infrastructure (water towers, water treatment plants, public works facilities, fire stations and police stations) needed to meet the demands of the City’s future population.
3. Provide equal opportunity for the development of educational, religious and non-profit opportunities in the Woodbury community.

Public/Semi-Public Policies

Implementation of the Land Use Plan for Public/Semi-Public will be guided by the following policies:

1. Work with local school districts in the development of future facilities to coordinate how the needs of a growing population are met.
2. Plan for development of lands for future public uses to adequately serve the entire community.
3. Continue to update plans for municipal facilities to determine the future needs for the facilities and reserve land for public uses.
4. Connect Public/Semi-Public uses to local trails and sidewalks extending into residential neighborhoods and commercial areas.
5. Locate Public/Semi-Public uses to leverage opportunities to share services where possible.
6. Require Public/Semi-Public sites to be served by municipal sewer and water and to be developed consistent with the City’s Surface Water Management Plan.
7. Ensure sites are large enough to accommodate all parking and internal vehicular circulation needs such as drop-off or bus loading/unloading.
8. Establish both an internal and off-site pedestrian system that directs pedestrians to controlled intersections rather than encouraging crossings at uncontrolled sections of roadways.
Other Land Use Plan Elements

Certain aspects of Woodbury’s plan for land use are not completely expressed in the Land Use Plan Map and the related description of land use categories. This section explains goals and policies for other land use objectives.

Gold Line Station Area Planning

The METRO Gold Line is a planned nine-mile Bus Rapid Transit (BRT) dedicated guideway that will connect Woodbury to Saint Paul and other eastern suburbs (Figure 4-2). Service is currently scheduled to begin in 2024 at the earliest. The Gold Line corridor is proposed to run east-west along the north side of I-94 from downtown Saint Paul to Oakdale, then cross over I-94 on a new bridge connecting Helmo Avenue and Bielenberg Drive. In Woodbury the Gold Line would run north-south following Bielenberg Drive then turning onto Guider Drive, where the corridor ends.

*Figure 4-2. METRO Gold Line (as reflected in the Environmental Assessment - Sept. 2018)*

Several stations are planned along the Gold Line, and each of the five communities along the route has its own vision for the area surrounding these stations. Woodbury will continue to work with other communities along the corridor as part of a larger planning effort to tie these community visions together to form a cohesive plan for the entire corridor.

Three of the proposed stations along the Gold Line are in Woodbury. One station will be at the end of the line near the Woodbury Theatre, and another station will be located approximately one quarter-mile north of Tamarack Road on Bielenberg Drive. The addition of all-day, bi-directional transit to these three station areas provides a unique opportunity for the City to optimize the potential development or redevelopment through the master planning process. The City will use this process to study and secure the appropriate combination of land uses for each station area based on each area’s unique development opportunities, market conditions and ridership potential. Master planning at the station areas will promote cohesive architectural identity using building materials, landscaping, and other architectural or streetscape features to create a unique sense of place.

The City will incorporate Bus Rapid Transit-Oriented Development (BRTOD) principles into the master planning process. *Figure 4-3* depicts an area...
Figure 4-3. Bus Rapid Transit TOD Land Use
approximately one half-mile around each station. The master planning process will create a walkable and bike-friendly environment with a mixture of land uses that may include housing, office, retail, or other amenities. Using the BRTOD principles to inform the master plan will enhance the station area’s access to jobs, housing, goods and services, and recreational opportunities.

Woodbury utilized the 2040 Comprehensive Plan process to identify goals and policies that the City will ultimately use to generate master plans that are intended to deliver BRTOD to capitalize on the proposed transit investments made for the Gold Line. The following goals and policies are intended to guide and inform said future master planning efforts. Furthermore, initial station area planning occurred during the Project Development Phase of the Gold Line, which generated and ultimately memorialized the locations of the station areas for the Gold Line and increased the number of stations in Woodbury from two to three to increase opportunities for BRTOD.

**Gold Line Station Area Goals**

1. Define and implement Woodbury’s vision for a vibrant, transit-supportive station area that meets Woodbury’s community and architectural standards.

2. Maximize the economic development opportunities around BRT stations by helping the City compete regionally and nationally to attract new business investment while helping existing companies recruit and retain employees.

3. Identify infrastructure investments and policy changes to support desired outcomes.

4. Be supportive of and complementary to Metro Transit’s existing Express Bus services.

5. Improve walkability and multi-modal accessibility along the Gold Line corridor.

6. Provide transportation alternatives for seniors and others who can’t drive, or choose not to drive.

7. Review the City’s Density Policy to determine if an additional category of density bonus should be included to facilitate high density residential uses near BRT stations. If implemented, the new density bonus category would be the City’s preferred economic development incentive for BRTOD.

8. Optimize BRTOD through master planning at and around the station areas.

**Gold Line Station Area Policies**

Planning for BRTOD includes emphasizing the fundamentals of density and walkability. To that end the City will:

1. Add trail or sidewalk connections as needed along the Gold Line corridor to ensure that walking and bicycling routes are direct, safe, and pleasant to use.

2. Work with Metropolitan Council, owner of the Woodbury Theatre station area, to optimize the redevelopment potential through joint development.

3. Ensure that new buildings are designed and situated to support public transit.

4. Utilize the master planning process to evaluate BRTOD-related comprehensive plan amendments.

5. New residential development and/or redevelopment within the station areas will be guided at a minimum of 15 units per net developable acre.
Following adoption of the 2040 Comprehensive Plan, which will cement the goals and policies of BRTOD for the community, the City will complete the master planning which will include full station area planning. This is expected to occur in 2020. The master plans will also address and facilitate implementation of necessary zoning and policy changes which may be necessary to deliver BRTOD as addressed within this 2040 Comprehensive Plan.

**Sustainable Design**

All aspects of the Comprehensive Plan work to make Woodbury a more sustainable place. The following policies describe site design and development standards that should apply to all new development and redevelopment:

1. Encourage development within existing MUSA boundaries to prevent premature extension of utilities and infrastructure.
2. Encourage reasonable buffers between buildings and wetlands, water bodies, riparian areas or ecologically sensitive areas.
3. Develop properties in such a way so as to avoid flood damage from 100 year storm events.
4. Encourage use of land use tools to facilitate creation of greenway corridors.
5. Encourage development and construction methods that minimize site disturbance, promote energy and resource conservation, waste reduction and recycling.
6. Encourage use of native plantings.
7. Encourage use of stormwater management techniques to reduce the volume of stormwater leaving sites for new development and seek reductions in stormwater leaving previously developed sites.
8. Encourage sustainable buildings that minimize resource use in their construction, maintenance and operation while reflecting the high quality design standards of the community.

**Phasing**

The phasing plan serves as a guide for when public infrastructure, such as roadways, sanitary sewer and water, will be available in specific areas of Woodbury. The Metropolitan Council requires communities within the metro area to provide a plan that shows growth in staged increments. It is intended that the City Council will adopt a sub-phasing plan at a future date that will further refine the locations, timeline and necessary infrastructure that will be needed to ensure development occurs in an orderly fashion. **Figure 4-4** provides a clear delineation of where current urban services are available within the City (MUSA 2020). Area demarked as MUSA 2030 and 2040 will require extension of urban services.

**Residential Phasing**

The phasing plan shows two residential phases of growth extending to the year 2040. The residential phasing plan would accommodate a target growth rate of an average of approximately 400 housing units per year (see **Figure 4-5**). To protect against premature development of property, the City will update its Growth Management Policy to implement the residential phasing plan. All phasing planning will ensure adequate public infrastructure (streets, sewer, water) is planned for and funded. Premature development of property has a direct impact on the public health, safety and general welfare of the City of Woodbury and its stakeholders.
Figure 4-4. Urban Services/MUSA

Phasing
- **MUSA 2020**
- **MUSA 2030**
- **MUSA 2040**

- Final phasing area line to be determined by final utility design
- Final urban service area line to be determined by final utility design
- Woodbury Boundary

Created: Hoisington Kogler Group Inc.  
Source: City of Woodbury  
Updated: Jan, 2019
Figure 4-5. Phasing by Future Land Use

* Urban Reserve is intended for post 2040 development phasing
** Rural Estate is not intended to be served by regional sewer infrastructure.
Two issues strongly guide development of a plan for phasing residential growth through the year 2040. The first issue is the goal of managing growth. The other issue is the location of future infrastructure. Residential phasing areas were established generally based on the sanitary sewer interceptor and other infrastructure investments. It is the City’s intent to serve as much of this area as possible with a cost effective sanitary sewer trunk system. The ultimate service area will be determined based on the final design of public infrastructure and service areas adjacent to existing Rural Estate and Urban Reserve may differ from the estimated service area shown on the land use map as identified in the future by the City Council.

Table 4.3 reflects total land uses that are intended for urban services (regional sewer and municipal water) and the respective phase (planning period) for when services would be available by. This table is intended to satisfy a required component from the Metropolitan Council for how land use is depicted in each phase or planning period, 2020, 2030, and 2040.

<table>
<thead>
<tr>
<th>LAND USE CATEGORY</th>
<th>ACRES</th>
<th>% TOTAL</th>
<th>ACRES</th>
<th>% TOTAL</th>
<th>ACRES</th>
<th>% TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density Residential</td>
<td>6,601</td>
<td>34.20%</td>
<td>2,110</td>
<td>10.93%</td>
<td>1,094</td>
<td>5.67%</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>390</td>
<td>2.02%</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>429</td>
<td>2.22%</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>179</td>
<td>0.93%</td>
<td>-</td>
<td>-</td>
<td>90</td>
<td>0.47%</td>
</tr>
<tr>
<td>Urban Village</td>
<td>-</td>
<td>-</td>
<td>68</td>
<td>0.35%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>City Center</td>
<td>69</td>
<td>0.36%</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Gateway</td>
<td>126</td>
<td>0.65%</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Places to Shop</td>
<td>590</td>
<td>3.06%</td>
<td>0</td>
<td>-</td>
<td>9</td>
<td>0.05%</td>
</tr>
<tr>
<td>Places to Work</td>
<td>1,303</td>
<td>6.75%</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Other/ROW</td>
<td>1,427</td>
<td>7.39%</td>
<td>67</td>
<td>0.34%</td>
<td>47</td>
<td>0.24%</td>
</tr>
<tr>
<td>Open Space (Public/Private)</td>
<td>3,304</td>
<td>17.12%</td>
<td>173</td>
<td>0.90%</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>Public / Semi-Public</td>
<td>882</td>
<td>4.57%</td>
<td>58</td>
<td>0.30%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>15,300</strong></td>
<td><strong>79.27%</strong></td>
<td><strong>2,476</strong></td>
<td><strong>12.83%</strong></td>
<td><strong>1,240</strong></td>
<td><strong>6.42%</strong></td>
</tr>
</tbody>
</table>

*Table 4.3. Land with Municipal Service by Phase (Gross)*

**Phase 2 (approximately 2012-2029)**

Phase 2 involves enough land planned for residential use to accommodate an average annual growth rate of approximately 400 housing units per year over a multiple-year period.

**Phase 3 (approximately 2026-2040)**

Phase 3 includes property in the southern and northeastern parts of the City. This phase will also accommodate an average annual growth rate of approximately 400 housing units per year. Phase 3 contains fewer acres than Phase 2 to allow for changes to density if demographic shifts warrant. This area will be re-examined as part of the next Comprehensive Plan update.

**Urban Reserve (Post 2040)**

Land that is proposed to be developed beyond the year 2040 is classified as Urban Reserve. The Rural Estate area is not shown within any stage because it is not intended to receive urban services prior to 2040. It is intended that the Urban Reserve areas will ultimately be developed with timelines identified in future comprehensive plans.
Phasing in the Northeast Area

The phasing plan for the Northeast Area is based on the ability to provide sufficient transportation infrastructure to support development of this area, as described in the Northeast AUAR mitigation plan and its subsequent updates. It is not related to the provision of sanitary sewer service, as the entire area is within the 2020 MUSA. The City may adjust the phase boundaries at its sole discretion in conformance with the AUAR mitigation plan.

Net Developable Land

Table 4-4 reflects net developable acres guided for residential development and that are intended for urban services (regional sewer and municipal water) by phase or planning period (2020, 2030, and 2040). Table 4-4 also reflects the projected units that could be developed using the minimum density of each land use category. This projection is consistent with the Metropolitan Council’s methodology for projecting units and determining density. This table does not reflect “when” units will be constructed but rather when land areas could have urban services and be available for development.

Table 4-4. Net Residential Guided Land Available for Development (not including redevelopment)

<table>
<thead>
<tr>
<th>LAND USE CATEGORY</th>
<th>MINIMUM DENSITY</th>
<th>THROUGH 2020</th>
<th>2021-2030</th>
<th>2031-2040</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ACRES</td>
<td>UNITS</td>
<td>ACRES</td>
<td>UNITS</td>
</tr>
<tr>
<td>Low Density Residential</td>
<td>2</td>
<td>92</td>
<td>1,608</td>
<td>3,220</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>4.5</td>
<td>7</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>10</td>
<td>39</td>
<td>390</td>
<td>-</td>
</tr>
<tr>
<td>Mixed Use (Residential Land Only)</td>
<td>10</td>
<td>83</td>
<td>830</td>
<td>-</td>
</tr>
<tr>
<td>Urban Village (Residential Land Only)</td>
<td>8</td>
<td>0</td>
<td>0</td>
<td>72</td>
</tr>
<tr>
<td>TOTAL</td>
<td>222</td>
<td>1,430</td>
<td>1,617</td>
<td>3,292</td>
</tr>
</tbody>
</table>

Table 4-5 reflects a planning level estimate for when development (new units) may occur by land use within each planning period (2020, 2030, and 2040). This estimate is based on assumptions that economic conditions will continue to support growth and that private land owners will be willing to make land available for future development.

Table 4-5. Estimated Residential Unit Absorption

<table>
<thead>
<tr>
<th>LAND USE CATEGORY</th>
<th>THROUGH 2020</th>
<th>2021-2030</th>
<th>2031-2040</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ACRES</td>
<td>UNITS</td>
<td>ACRES</td>
</tr>
<tr>
<td>Low Density Residential</td>
<td>92</td>
<td>200</td>
<td>643</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>7</td>
<td>40</td>
<td>-</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>8</td>
<td>120</td>
<td>32</td>
</tr>
<tr>
<td>Mixed Use (Residential Land Only)</td>
<td>17</td>
<td>250</td>
<td>66</td>
</tr>
<tr>
<td>Urban Village (Residential Land Only)</td>
<td>0</td>
<td>-</td>
<td>9</td>
</tr>
<tr>
<td>TOTAL</td>
<td>124</td>
<td>610</td>
<td>750</td>
</tr>
</tbody>
</table>
Timing of Phasing

The primary functions of the phasing plan, future sub-phasing plan and Growth Management Policy are to ensure the community needs for sanitary sewer, water, storm sewer and transportation infrastructure are met or that necessary infrastructure can be readily extended and funded consistent with the subdivision ordinance, zoning ordinance and specific infrastructure chapters identified within this plan. These requirements are critical to ensure the health, safety and well being of all stakeholders.

The dates shown for each phase are based on current conditions. Projecting future populations and growth rates is challenging. Economic conditions at the time this Plan was prepared suggest a growth rate of approximately 400 housing units of mixed residential annually. While the phasing plan represents the best estimate of future growth, a variety of factors will influence actual outcomes, including:

- State and regional population and job growth or loss.
- Overall economic and housing market conditions
- Housing styles
- Energy costs
- Aging of the population and other demographic changes
- Competition from other communities
- Availability of development projects

An important element of implementing the Comprehensive Plan will be to monitor these changes and implications for the future of Woodbury. The City may adjust the timing of a phase for the public benefit.

Affordable Housing

The City of Woodbury is committed to providing a wide range of housing options. Chapter 5, Housing of the Comprehensive Plan addresses in greater detail the role of the City in meeting community housing needs.

The land use plans of the City influence the supply of affordable housing. The City is committed to working with the Metropolitan Council to establish and implement plans to address regional needs for affordable housing. To ensure an adequate supply of affordable housing in the community, the City will:

1. Establish areas of Mixed Use, Medium Density and High Density Residential land use at appropriate locations.

2. Incorporate areas of housing at a density of 10-15 units per acre into Mixed Use and 8-12 units per acre in Urban Village land uses. PUDs in Low Density Mixed Residential areas may allow for pockets of higher density housing.

3. Work with developers, non-profit organizations, the Washington County Community Development Agency and other stakeholders to include affordable housing units in residential development projects.

4. Work with stakeholders to maintain the quality and affordability of the existing housing stock.
Redevelopment

The City of Woodbury desires that all areas of the community are properly maintained and remain economically vital. A goal of the Comprehensive Plan is to proactively prevent conditions that create blight and lead to the need for City intervention.

Despite the best efforts of the City, it is likely that buildings may become physically deteriorated or economically or functionally obsolete. In anticipation of the City playing a more formal role in redevelopment in the future, the Comprehensive Plan establishes the following policies:

1. Redevelopment should be driven by market forces. City intervention should only occur when needed to prevent the spread of blight or meet another public purpose.

2. Redevelopment should be consistent with the character of the surrounding land uses, unless the City determines that a broader change in land uses is in the best interest of the community.

3. Prioritize land use flexibility to encourage redevelopment in advance of financial incentives. Utilize master planning processes to determine appropriate flexibility where feasible.

4. Work to maintain a local economy where redevelopment is financially feasible without public participation. Any public financial partnerships for redevelopment will be limited to undertaking desired projects that clearly cannot occur without assistance and to achieving other public objectives that would not be achieved without public financial support. Any such financial role played by the City should be consistent with the Economic Development Chapter as well as the City’s Business Subsidy Policy.

Specific strategies for addressing future redevelopment needs in Woodbury are also discussed in Chapter 6, Economic Development, of this Comprehensive Plan.

Alternative Energy

Increased development of alternative energy resources will support the delivery of the City’s commitments on both sustainability and climate change. Positive planning facilitates the development of alternative energy sources. Alternative energy is also discussed in Chapter 9, Natural Resources.

Increased use of alternative, renewable energy sources promotes sustainability by reducing reliance on diminishing supplies of fossil fuels. Development of alternative energy sources also helps sustain local economic growth through job creation, new technologies and diversification of the economy.

The City has focused on adding renewable energy wherever possible. These efforts have become more affordable through market pressures and government programs and incentives. As of 2018, the City has subscribed to 7,194,770 kilowatt hours (kWh) of electricity from a Community Solar Garden (CSG), approved a CSG development within the City, and installed solar panels on City facilities, including Public Safety and HealthEast Sports Center. The City has also invested in geothermal energy systems at the HealthEast Sports Center, City Hall and Public Safety. Staff continues to evaluate opportunities to increase City participation in alternative energy programs.