

105th Avenue North Growth Area Master Plan

ADOPTED 6.3.2019



ACKNOWLEDGEMENTS

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Kristy Barnett. | Council member

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CITY COUNCIL RESOLUTION NO. 19-068 | CITY OF MAPLE GROVE | 6.3.2019

RESOLUTION ADOPTING THE 1051h AVENUE NORTH GROWTH AREA MASTER PLAN

WHEREAS, after months of engagement between land owners, City staff, experienced site planners, the development community, Three Rivers Park District, ISD 279, and other interested stakeholders, the City has developed the 105th Avenue North Growth Area Master Plan (“105th Avenue Area Plan”); and

WHEREAS, the goals of the 105th Avenue Area Plan include, but are not limited to, identifying and generally locating major and local roads, parks, trails, open spaces, types of housing units and their densities, to identify wetland and tree preservation or protection areas, and to identify other resources considered significant by the stakeholders with the ultimate goal of maximizing the development potential of the area for existing and future land owners, residents, employers, employees, and visitors; and

WHEREAS, the City staff provided a report to the Planning Commission and the City Council; and

WHEREAS, the Planning Commission held a public hearing on May 13, 2019 and made a recommendation to the City Council that the 105th Avenue Area Plan be adopted; and

WHEREAS, the City Council considered and reviewed the 105th Avenue Area Plan at its meeting of May 20, 2019.

NOW, THEREFORE, IT IS HEREBY RESOLVED BY the City Council of the City of Maple Grove that the 105th Avenue Area Plan is hereby adopted, subject to the review of the same by the Metropolitan Council pursuant to Minn. Stat. § 473. 851 et seq. Motion to approve the foregoing findings, conclusions, and decisions was made by Councilmember Jaeger and seconded by Councilmember Barnett upon a vote being duly taken thereon, the following voted in favor thereof. Mayor Steffenson and Councilmembers Jaeger, Leith, Hanson and Barnett

and the following were against: None

and the following were absent: None

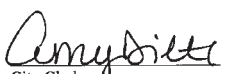
whereupon, the resolution was declared duly passed and adopted the 3rd day of June, 2019.

STATE OF MINNESOTA)

COUNTY OF HENNEPIN) SS.

CITY OF MAPLE GROVE)

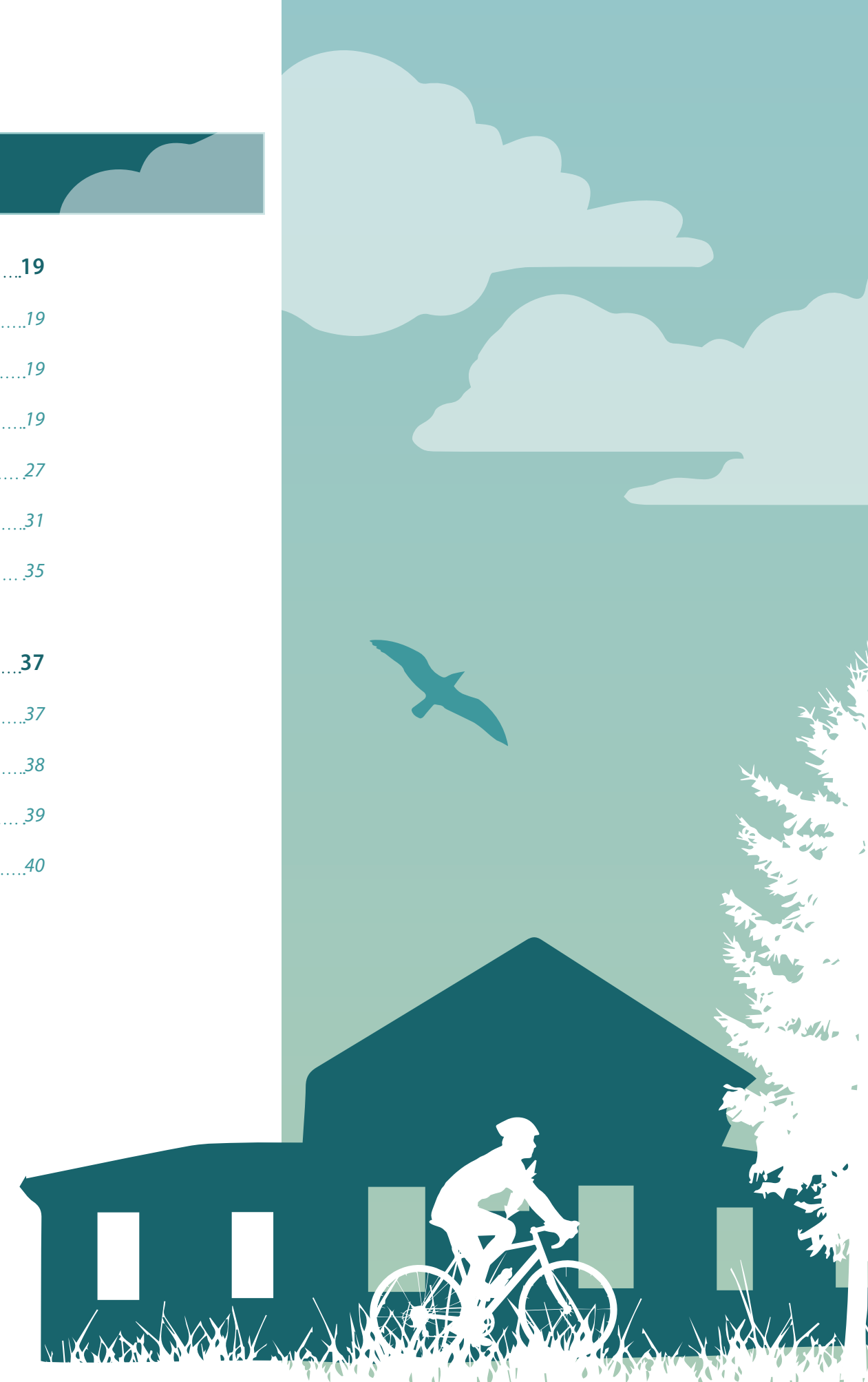
I, the undersigned, being the duly qualified and acting Clerk of the City of Maple Grove, Hennepin County, Minnesota, a Minnesota municipal corporation, hereby certify that the above and foregoing Resolution No. 19- 068 is a true and correct copy of the Resolution as adopted by the City Council on the Yd day of June, 2019.


City Clerk

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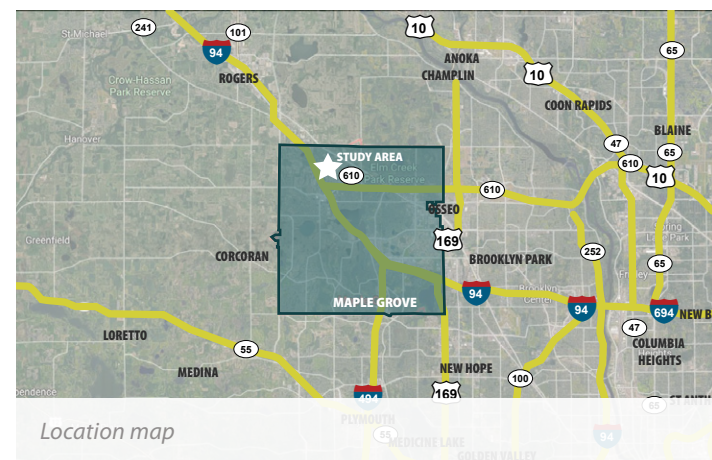
01. INTRODUCTION

PURPOSE OF THE MASTER PLAN

In 2018, the City of Maple Grove initiated a planning process to guide future development in the 105th Avenue North Growth Area. The study area is generally defined by Interstate 94 to the west, Interstate 610 to the south, County Road 81 and the rail line to the north, and Fernbrook Lane to the east.

Core objectives of the 105th Avenue North Growth Area Master Plan were to examine alternatives for land uses, parks, trails and open space features and guide the design of the infrastructure network needed to support the desired development. Additionally, another key objective was also to understand the desires of existing landowners in the study area, some of whom are interested in developing their property and others, primarily existing single family residences, who are interested in remaining. Finding the right balance for new development, identifying what uses will likely remain, providing future opportunities for land uses to transition over time, was fundamental to the success of the Master Plan.

The study area includes a variety of development areas, or districts, each with their own unique physical characteristics and development and/or redevelopment potential. In order to understand and address the many facets influencing development in the 105th Avenue North Growth Area, the planning team worked to understand current and future market conditions, existing and currently proposed land uses, potential transportation enhancements (vehicular, bicycle and pedestrian) and to identify necessary parks and open space features. The outcome of this planning effort is a set of recommendations for land use and development, parks, trails and open space, transportation and utilities to create a dynamic and integrated pattern of development.



Location map

The planning consultants worked closely with and City of Maple Grove staff including the Community and Economic Planning, Engineering, and Parks & Recreation Departments. The roughly ten month planning effort began with creating a strong understanding of the existing physical conditions of the area as well as individual property owner desires. From there consultants and City staff explored alternative development patterns and land uses, park locations, transportation improvements, and utility alignments. The conclusion of this effort is this Master Plan summarizing the major findings. The following is a summary of the planning process:

1 ORGANIZE THE EFFORT

This initial task involved a high-level assessment of current market conditions, mapping and analysis of the existing physical conditions of the study area, and conducting initial listening sessions via email, phone calls and individual meetings with property owners and key stakeholders in the study area.

2 EXPLORE THE POSSIBILITIES

This stage explored a range of concept alternatives for potential development, looked at precedent project types, and included a second round of stakeholder outreach including follow-up phone calls, emails and meetings as well as a broader community open house and a subsequent community-wide online questionnaire to provide feedback on the draft findings.

3 PREPARE PREFERRED MASTER PLAN AND SEEK APPROVALS

The final stage of the process brings the findings of the study together into the Master Plan document. The Master Plan outlines key recommendations for land use, transportation, parks trails and open space outlets, strategic implementation steps and discusses the funding tools to help support the desired development. While the formal process ends with the approval of the 105th Avenue North Growth Area Master Plan by the Maple Grove City Council, the plan will continue to grow, change, and shape development.

KEY QUESTIONS FOR THE PLANNING PROCESS

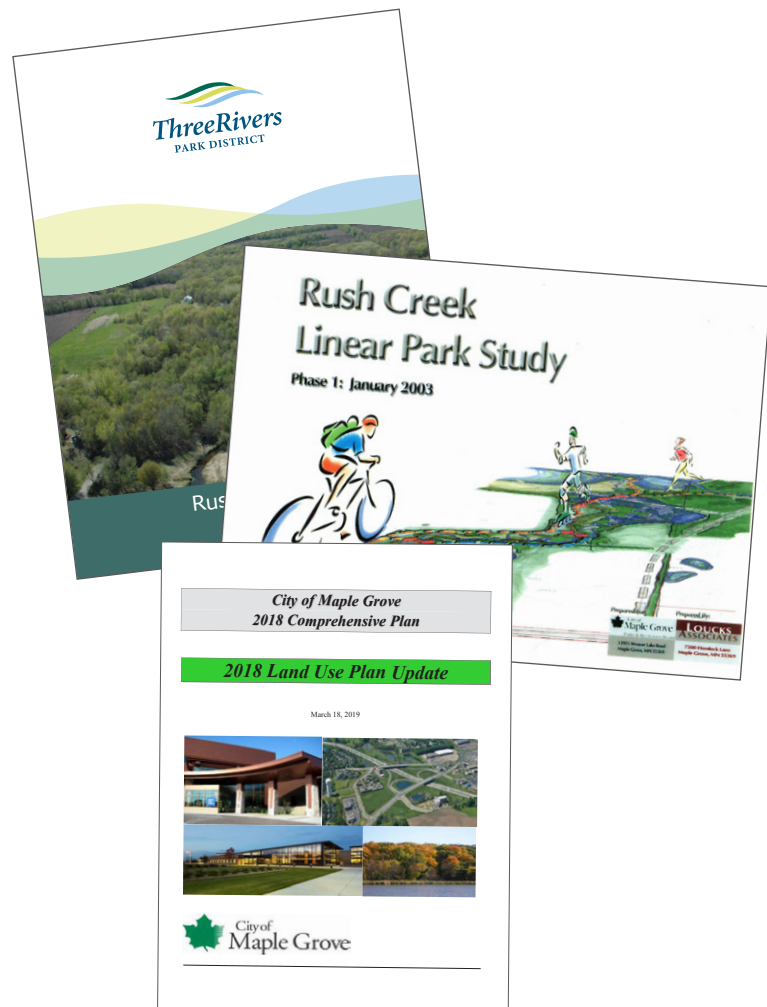
At the onset of the planning process, a number of key questions/topics were identified as fundamental to the outcome of the planning effort. Many of these questions/topics were discussed with property owners, key stakeholders' and City staff to help better understand the future vision of the 105th Avenue North Growth Area. These questions/topics included:

- » What should the appropriate future land uses in the growth area be? Should uses be diversified to include more residential or employment uses, or should additional commercial uses be considered? If additional commercial or retail uses are desired, what is the future of the traditional, bricks and mortar retail climate, especially in the face of a growing on-line retailing pressure? Do convenience and services uses make the most sense?
- » What should the appropriate underlying zoning in the district be in the future? Currently the majority of this area is zoned R-A – Single Family Agricultural, with one existing business (Austin Mutual Insurance Company) zoned B – Business. Likely a mix of underlying zoning will be needed.
- » What is the appropriate transition between uses? Particularly, how are transitions handled between commercial and/or employment uses when adjacent to existing and/or proposed residential uses?
- » What is the relationship to the uses south of State Highway 610 and west of Interstate 94? Do they complement or compete with this growth area?
- » How could vehicular access and circulation be better enhanced throughout the growth area?
 - Is there a plan for enhanced access management along 105th Avenue?
 - What are some strategies for improved safety along 105th Avenue given the anticipated mix of uses and increased traffic that will come with development?
 - What impact will the new interchange on Interstate 94 at Dayton Parkway have on transportation in the growth area?
- » Where is the best location for a neighborhood park to serve the growth area? What should this park include? How best can we create a strong amenity package of parks, trails and open spaces in the growth area to best serve residential and employment uses?
- » What is the necessary infrastructure needed to support the desired future development?
- » What is the likely phasing and timing of the development?

PRIOR PLANNING IN THE 105TH AVENUE NORTH GROWTH AREA

Other planning resources have helped to shape the recommendations for the 105th Avenue North Growth Area Master Plan. These documents provide additional insight to land use, transportation and utilities, and parks and trails. The following documents have been reviewed and studied to provide additional guidance for the planning effort:

- Maple Grove 2040 Comprehensive Plan (2018)
- Maple Grove Parks System Plan (2018)
- City of Maple Grove 105th Avenue North Feasibility Study (2018)
- Rush Creek Regional Trail Proposed Routes
- Rush Creek Linear Parks Study

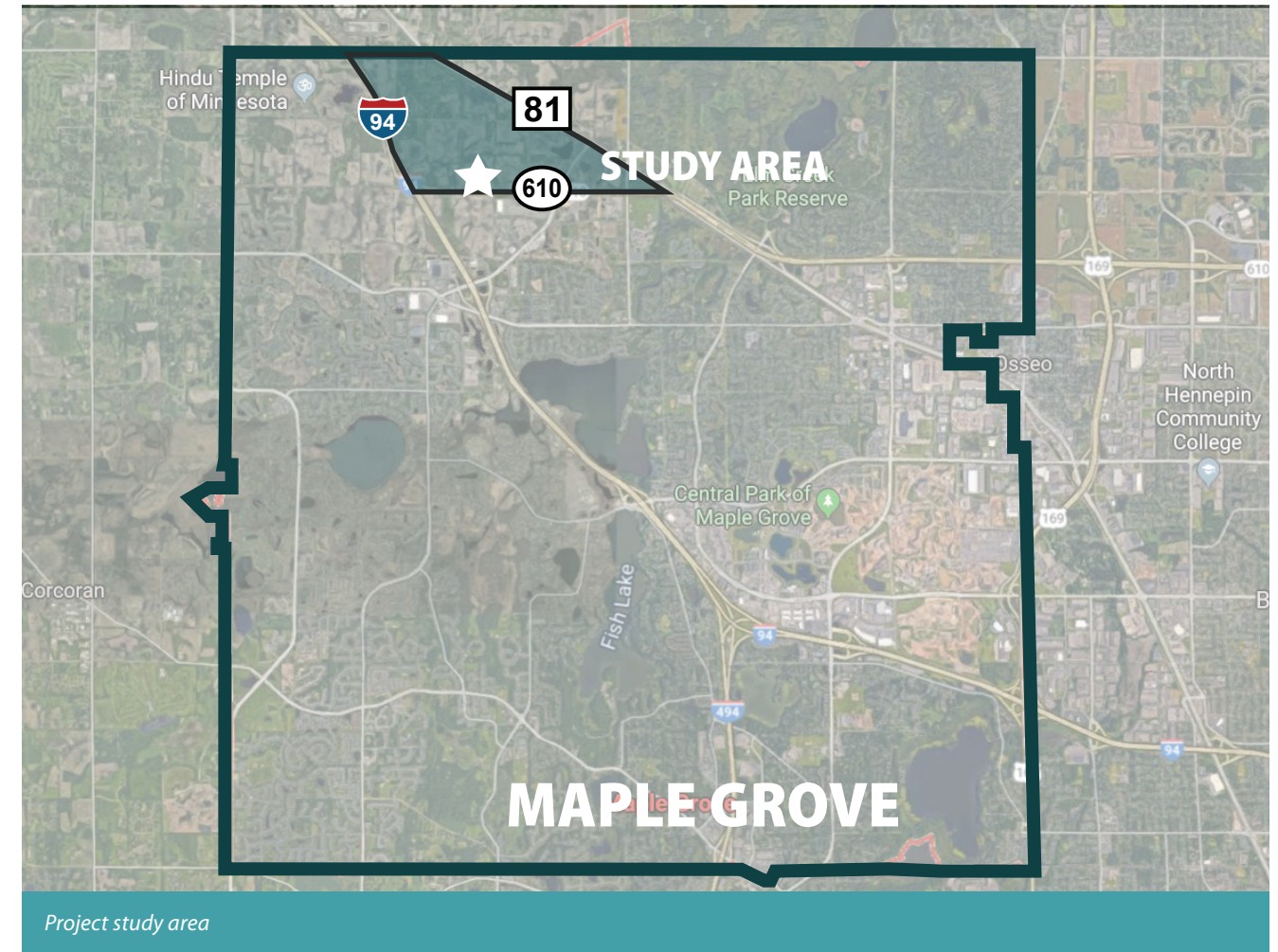


COMMUNITY AND STAKEHOLDER ENGAGEMENT

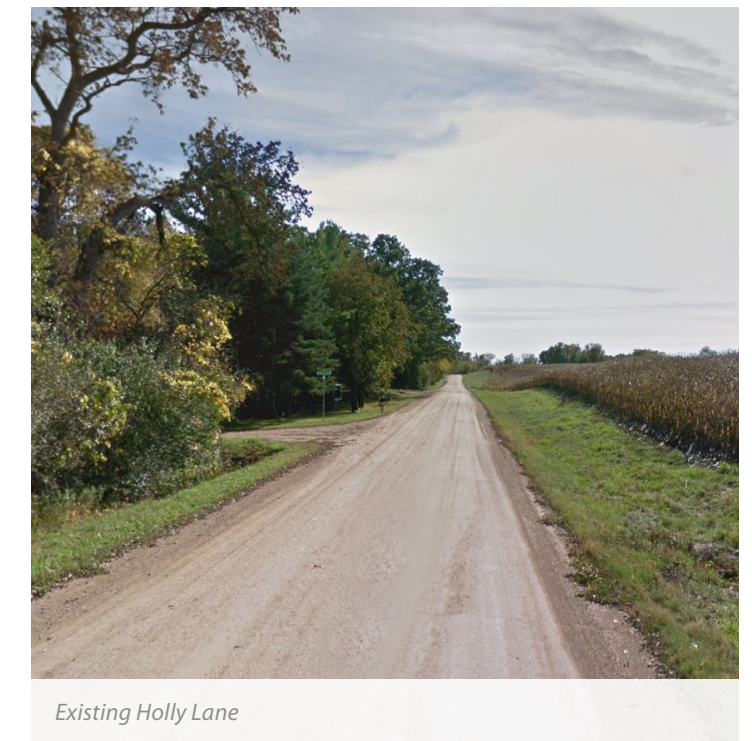
As noted above, a significant element to the master planning effort included a series of property owner and key stakeholder meetings and conversations between the City of Maple Grove staff and the consultants. Initial meetings and conversations were held to gather input from all of the landowners in the study area on their goals and objectives, future vision for their property, to gauge their interest in future development, and any broader concerns they had regarding development in the 105th Avenue North Growth Area.

In addition to the existing landowners in the study area, representatives from Three Rivers Park District and Independent School District (ISD) 279 – Osseo Area Schools were involved to help inform the planning effort. In addition to the individual outreach outlined above, a community meeting was held on February 28, 2019 and a subsequent online questionnaire was provided to gain feedback on the draft recommendations.

The following is a summary of the community and stakeholder engagement outreach conducted as part of the planning effort:



| Date | Activity |
|---------------------------|--|
| July 2018 | Master planning overview letter sent to all 45 property owners in the study area |
| July – August 2018 | Emails, phone calls and individual meetings with property owners in the study area, both City staff and consultants |
| August 2018 | Second letter to property owners unable to be reached via first conversations |
| September - December 2018 | Phone calls and individual meetings continue with property owners in the study area, both City staff and consultants |
| January 2019 | Letter to six property owners along Holly Lane and Garland Lane for notification of City Council Work Session |
| February 4, 2019 | City Council Work Session regarding preliminary Master Plan findings and Holly Lane alignment options |
| February 28, 2019 | Follow-up meeting with affected Holly Lane residents and broader community open house to take feedback on entire 105th Growth Area Master Plan recommendations |
| February – March 2019 | Online questionnaire on the entire 105th Growth Area Master Plan recommendations |
| May 2019 | Planning Commission review of recommendations |
| May 2019 | City Council review of recommendations and approval |



02. BACKGROUND INFORMATION & PLANNING INFLUENCES

MAPLE GROVE MASTER PLANNING AREAS

Much of the remaining developable land areas in the City of Maple Grove consist of large, contiguous areas of land with significant infrastructure needs. In order to provide the efficient development of utilities and infrastructure, which in turn allow the City to act responsibly with city finances and reduce financial risk, as well as create a harmonious and desirable development, the City requires a master planning effort be undertaken for all of the Master Planning Areas (Figure 2.1) prior to consideration of any development proposal. In total, seven master planning areas are identified. Land in the 105th Avenue North Growth Area is targeted for development between 2020 – 2030.

The 105th Avenue North Growth Area Master Plan will provide a guide for subsequent development proposals and will give property owners and key stakeholders more certainty (and thus less risk) as to how this area will develop. Ultimately, the goals of master planning these areas are to create desirable developments that best serve the future residents, employers and employees, and visitors to the area.

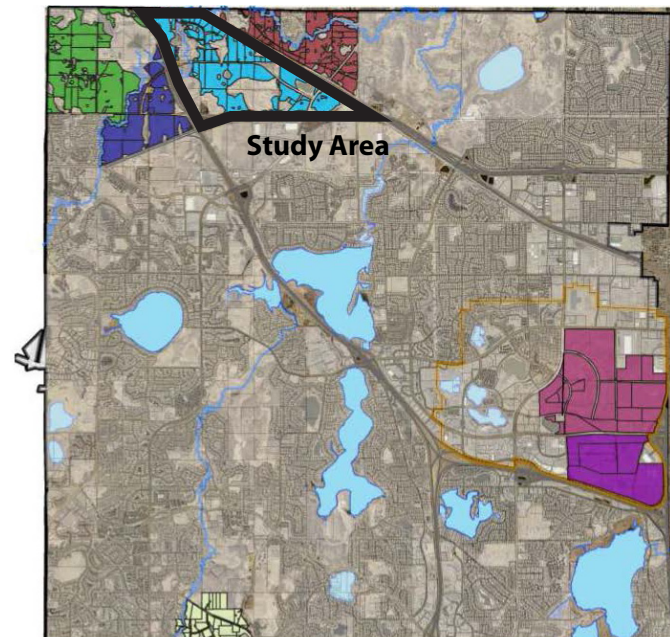


Figure 2.1 Master Planning Areas

KEY OBJECTIVES OF THIS MASTER PLANNING EFFORT INCLUDING, BUT NOT LIMITED TO:



Identifying and generally locating business, retail and other employments areas



Identifying the types of housing units and their densities



Identifying wetland, floodplain and tree preservation or protection areas



Identifying and generally locating major and local roads, parks, trails, open spaces



Identifying other resources and factors considered significant by the stakeholders

105TH AVENUE NORTH GROWTH AREA CHARACTERISTICS

With the recent transportation improvements to Highway 610 and the interchange at Highway 610 and Maple Grove Parkway, the 105th Avenue North Growth Area is already beginning to see development interest. Predominantly undeveloped, aside from the rural residential Castle Ridge neighborhood and scattered large lot single family, the study area is comprised of mix of active agricultural land, wetlands, streams and woodland stands. The site boast strong visibility from the regional roadway network (Interstate 94 & Highway 610) and has undergone partial upgrades to roadways and infrastructure that are beginning to set the foundation for future development patterns. 105th Avenue North bisects the study area and provides the primary route for transportation. Portions of the roadway have been improved to an urban standard with a remaining rural road section gap in the center of the study area. Holly Lane provides a connection north to Dayton and is already seeing increased traffic due to development north of the municipal boundary.

A large high tension power line extends from the substation located in the southeast corner of the study area, along the rail line and near the northern boundary of the growth area. The Maple Grove Yard Waste site is located adjacent to the substation east of Maple Grove Parkway. The Maple Grove Yard Waste Site is a privately owned yard waste recycling site and provides a convenient place for the community to recycle their yard waste and organic matter; everything brought to the yard waste site is 100% recycled.

Natural resources are abundant across the growth area. A collection of wetland complexes stretch across the landscape, some of which are of significant size and provide a defining feature to the landscape. Rush Creek flows from south to north in the western portion of the study area and has a significant floodplain area. Additionally, large stands of old growth trees dot upland areas not currently in agriculture use. The project area map (Figure 2.2) identifies the above features.

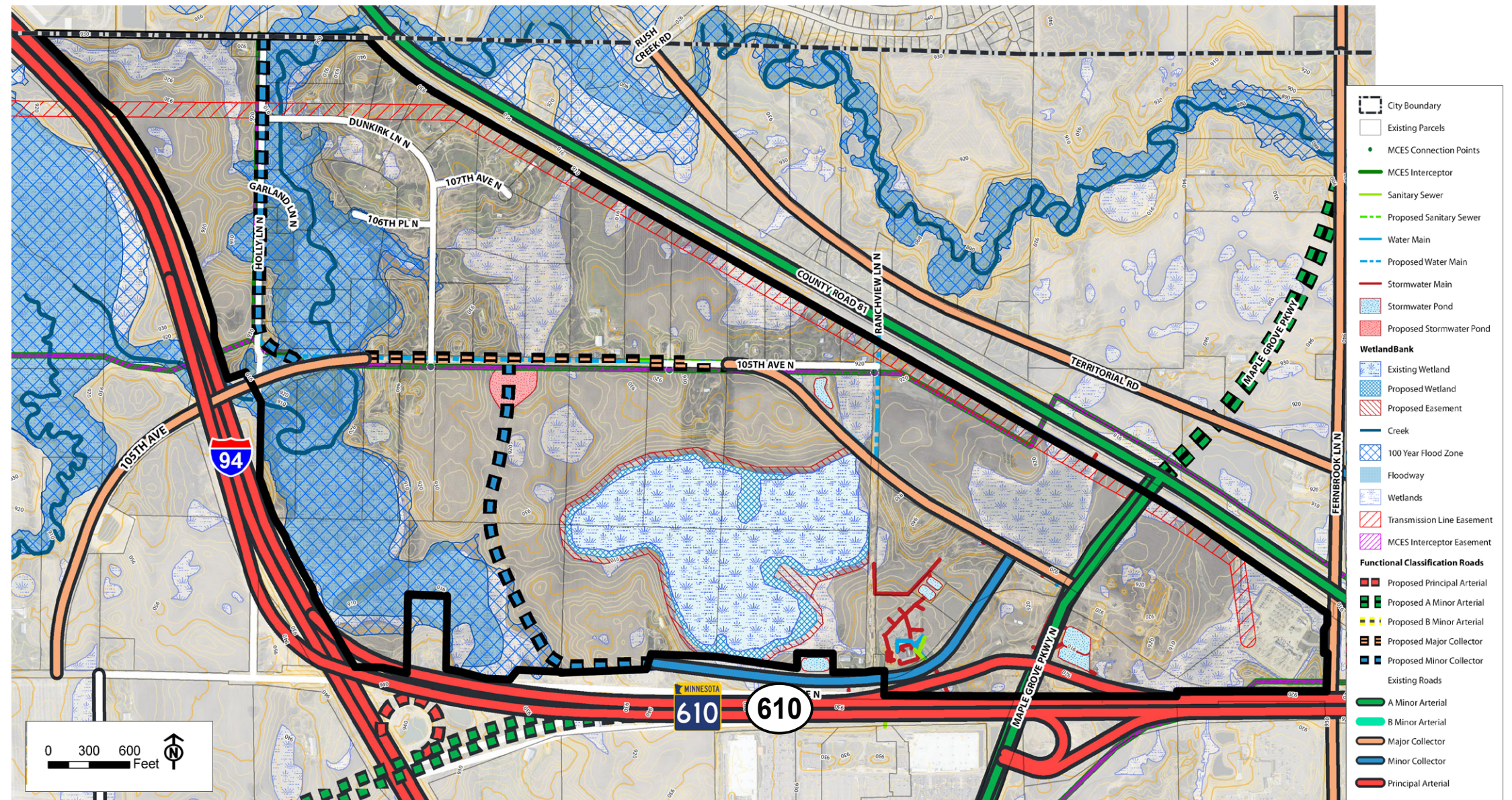


Figure 2.2 Project Area Map



Existing Yard Waste site



105th Avenue existing conditions



Existing residential on Dunkirk Lane

Google

LAND USE

METROPOLITAN COUNCIL COMMUNITY DESIGNATION

The Metropolitan Council has created a new regional development guide to help establish sustainable growth and insure the necessary infrastructure is in place to serve the region. Thrive MPS 2040 is the name of this new guide and with it the Metropolitan Council provided "Community Designations" for metro communities that set the overall densities and planned development patterns cities in the Twin Cities metro area. Maple Grove has been identified as a Suburban Edge community (Figure 2.3 and 2.4).

Suburban Edge communities are ones that have experienced significant residential growth beginning in the 1990s and continuing to the 2010s, have at least 40% of the land developed, but also have notable amounts of land remaining for future development. Suburban Edge communities are expected to plan for forecasted household growth at average densities of at least 3-5 units per acre for new development and redevelopment.

In addition, Suburban Edge communities are expected to target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the 2040 Transportation Policy Plan.

The Suburban Edge Community Designation also strives for developing communities to focus on:

- » Orderly and efficient land use;
- » Protecting natural resources;
- » Integrating water sustainability and protection of groundwater recharge areas;
- » Promoting housing options to give people in all life stages and of all economic levels viable means for safe, stable and affordable homes;
- » Sustaining and improving a multi-modal transportation system to support regional growth;
- » Maintaining regional economic competitiveness;
- » Fostering connected land use options to provide businesses and industries with access to materials and talent; and
- » Promoting sensitive land use and development patterns to contribute toward achieving Minnesota's adopted greenhouse gas emissions at the regional scale, and to develop local resiliency to the impacts of climate change.

COMMUNITY DESIGNATIONS

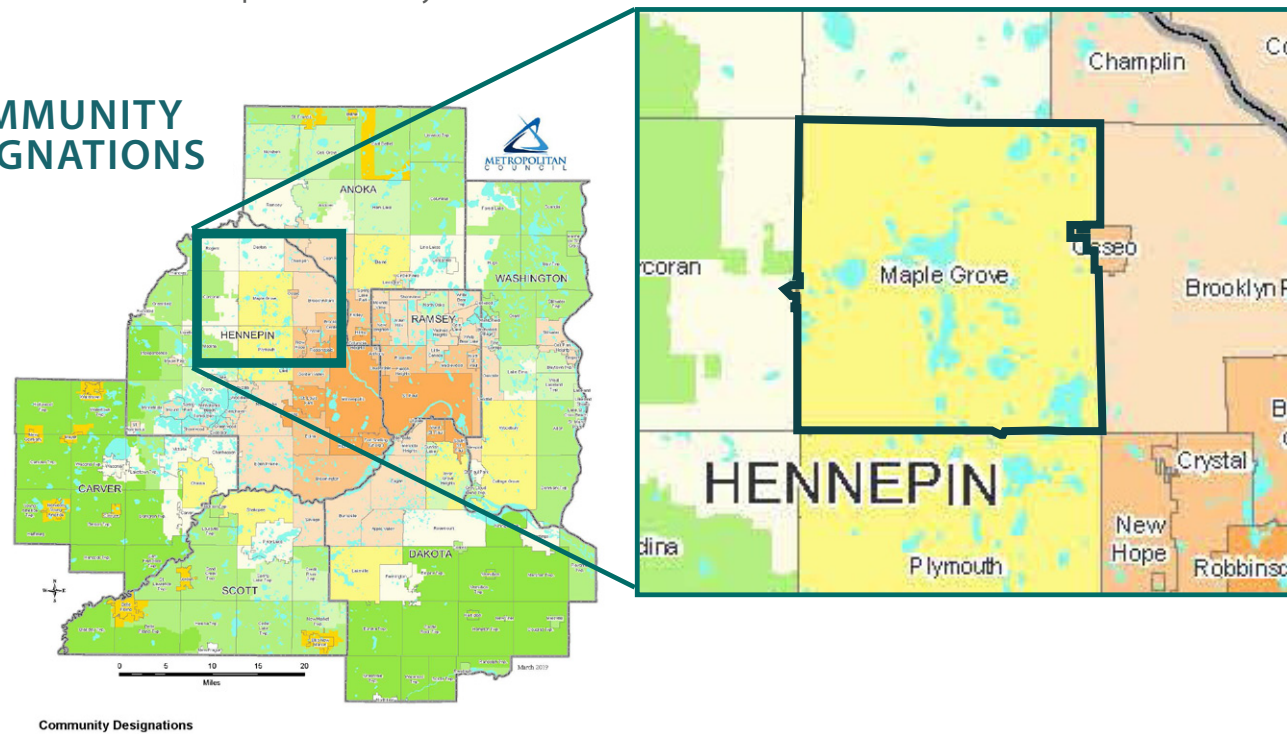
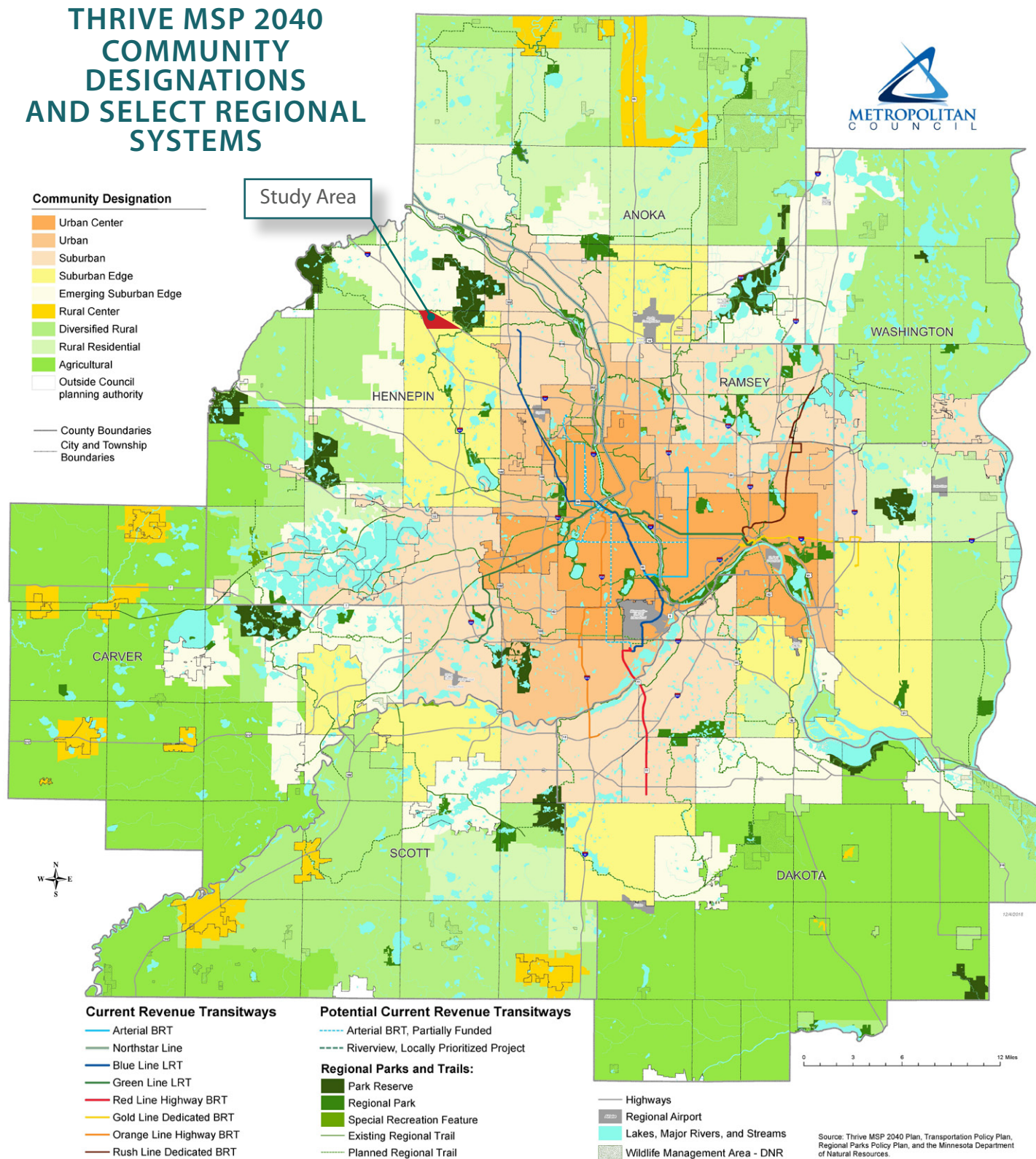


Figure 2.3 Community Designation Map

Figure 2.4 Community Designation Map



REGIONAL WASTEWATER SYSTEM LONG TERM SERVICE AREAS

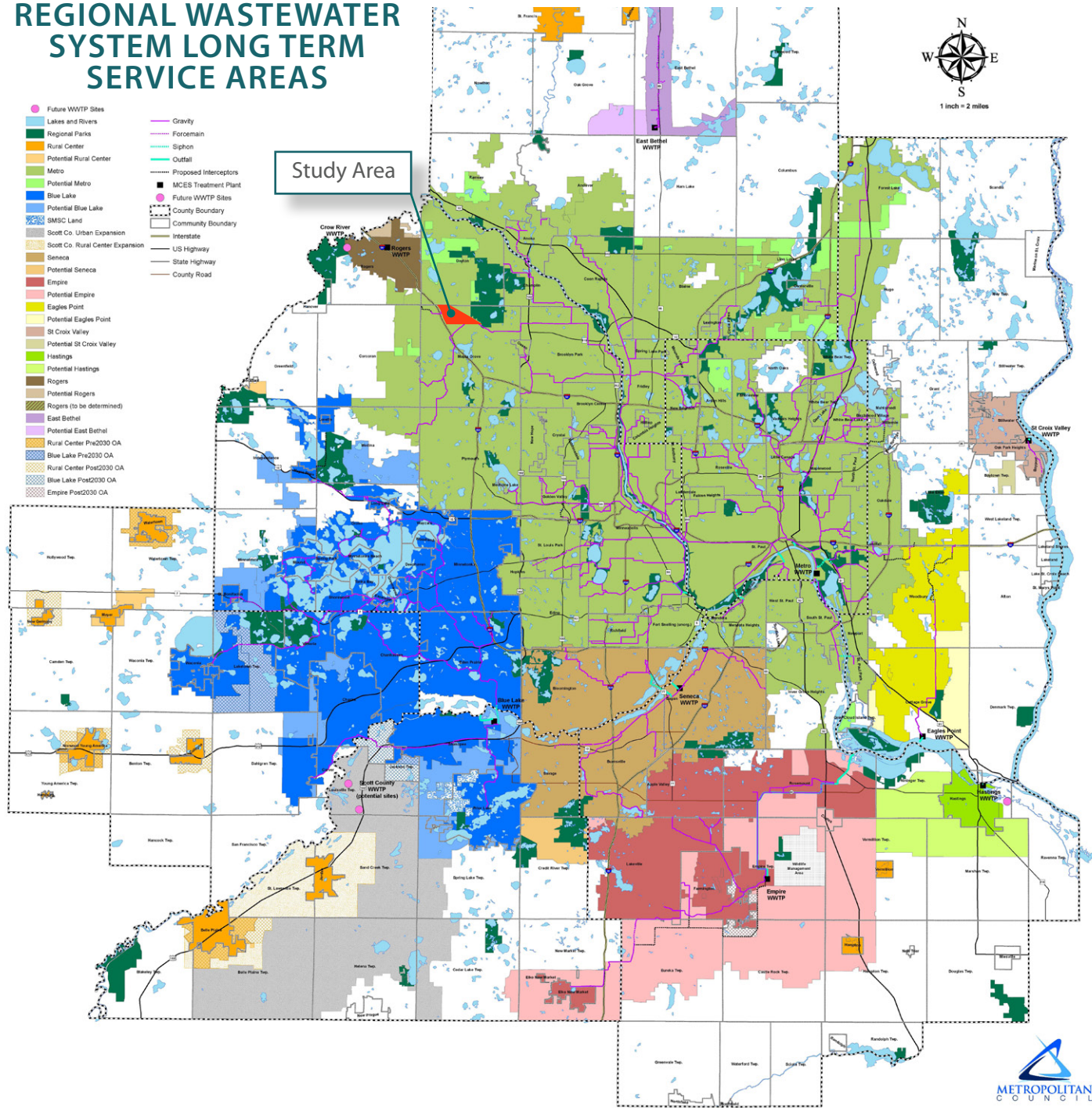


Figure 2.5 Community Designation Map

UN-URBANIZED AREAS

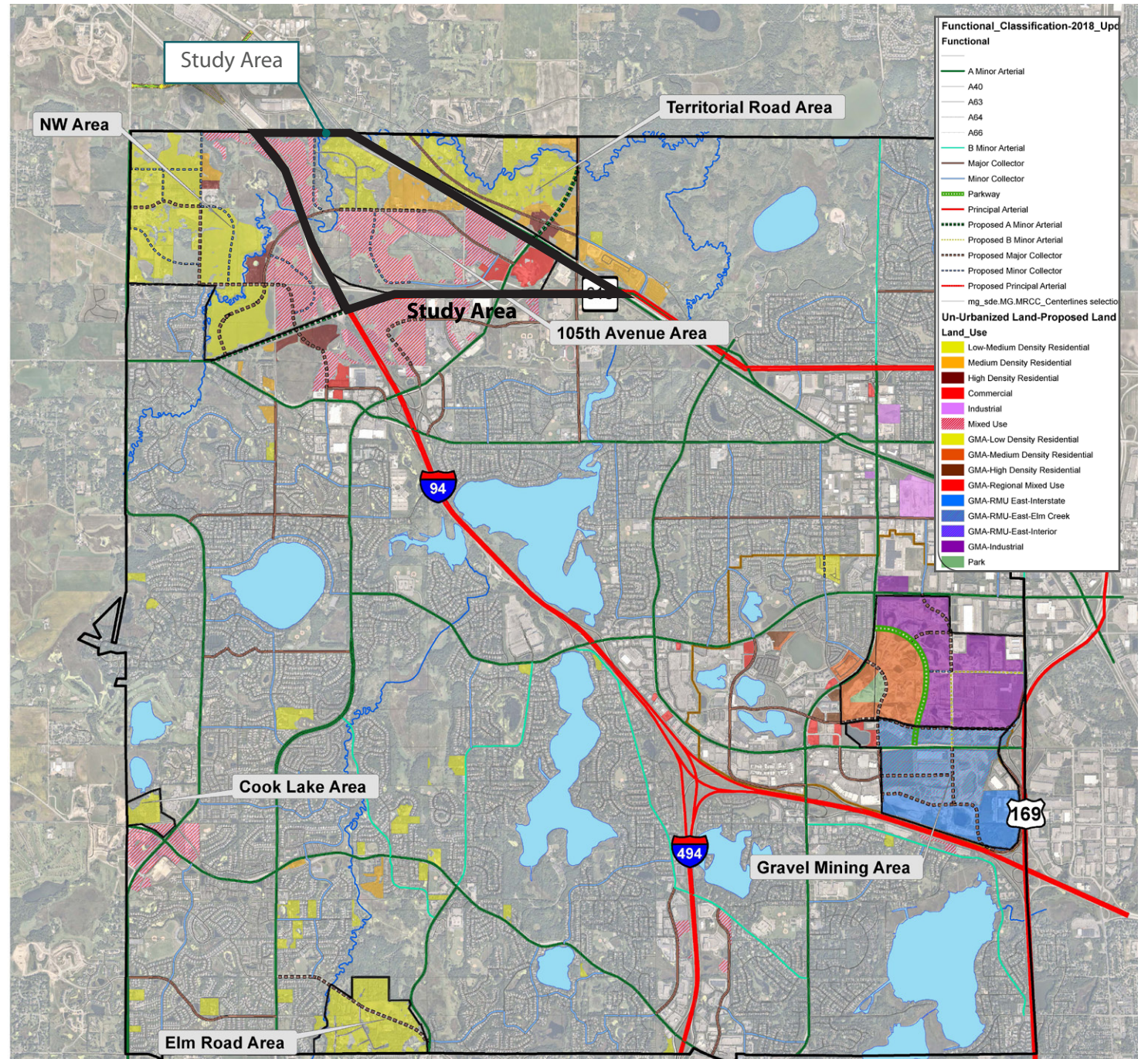


Figure 2.6 Un-Urbanized Areas Map

REGIONAL WASTE WATER SYSTEM LONG-TERM SERVICE AREAS

As identified in Figure 2.5, the entire City of Maple Grove is planned to be a part of the Metro Regional Sewer District. This includes existing development with sanitary sewer services as well as areas that are not currently served by sanitary sewer and are utilizing septic systems. As the metro area continues to grow, all development within the Metro Regional Sewer District will connect to the sanitary sewer system.

UN-URBANIZED AREAS

Figure 2.6 shows the remaining un-urbanized land (no sanitary sewer service) in the City of Maple Grove. Only a portion of the 105th Avenue North Growth Area has sewer and water service (Austin Mutual Insurance Company along 101st Avenue). The colored hatched areas represent developable land and the planned land uses based on the 2018 Comprehensive Plan, the remaining areas are undevelopable due to wetlands, flood plain or existing stormwater treatment areas.

2018 - PROPOSED PLANNED LAND USE

Figure 2.7 illustrates the proposed planned land uses for the 105th Avenue North Growth Area in the City's 2040 Comprehensive Plan. The proposed planned land uses include:

- » Low Density Residential – primarily the Castlewood Estates Neighborhood
- » Medium Density Residential – primarily the Northwoods Neighborhood
- » Commercial - adjacent to Maple Grove Parkway near the Highway 610 Interchange
- » Mixed Use – the bulk of the undeveloped areas adjacent to Interstate 94 and Highway 610
- » Public/ Semi-Public – the substation along Fernbrook Avenue and Highway 610

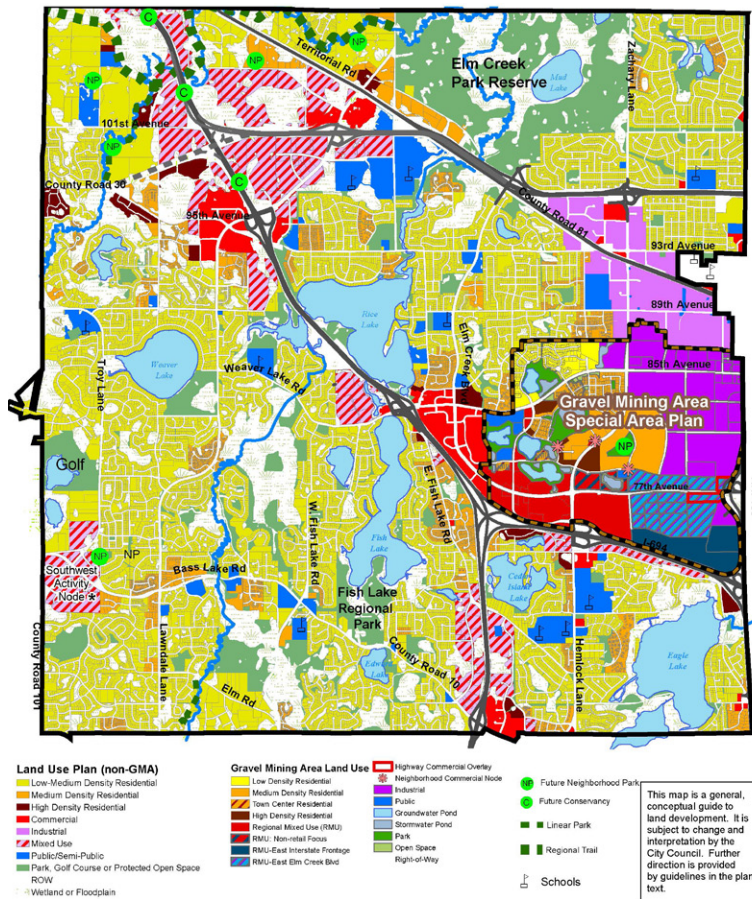


Figure 2.7 Proposed Planned Land Use

Table 2.1 provides a summary of the land use categories, the anticipated range of dwelling units per net acre, and identifies the principle land use and development types that match the designated land use categories from the 2018 comprehensive plan.

Additionally, the proposed planned land use map also shows general locations for a Future Neighborhood Park. Future Conservancy Areas along Interstate 94 where limited development opportunities exist due to wetlands and topography are also identified. A general alignment for the Rush Creek Regional Greenway Trail is also shown. This regional trail facility would be planned and developed with Three Rivers Park District.

| Land Use Category | Range of Dwelling Units per Net Acre | Principal Land Uses |
|--|--|---|
| Low-Medium Density Residential | 1.0 to 4.0 May go as high as 5.0 with clearly defined and objective bonuses for affordability. | Single-family detached houses; townhouses; and other residential buildings having an individual exterior entrance for each unit. Townhouses and other attached houses shall be limited to 10% of the total number of units in a particular development. |
| Medium-Density Residential | 4.0 to 10.0 May go as high as 11.0 with clearly defined and objective bonuses for affordability. | Townhouses; other residential buildings having an individual exterior entrance for each unit; apartment buildings; single-family detached houses. ("Apartment building": a structure containing more than 8 housing units in which each unit has access from an internal corridor.) |
| High-Density Residential | 10.0-18.0 May go as high as 43 units/acre if qualifying assisted living and memory care units. | Multi-story apartment buildings (rental or owner-occupied); cooperative buildings; and condominium buildings, all containing more than 8 housing units in which each unit has access from an internal corridor. |
| Commercial | | Retail, service businesses, and offices. |
| Industry | | Manufacturing, office-warehouse, office-showroom and warehouses |
| Mixed-Use Development. See "Mixed-use subareas" land use allocations | Allows high density residential from 10.0 to 22.0 units/acre. May go as high as 43 units/acre if qualifying assisted living and memory care units. | Office buildings; high-density housing; major or ancillary retail centers; civic buildings; manufacturing, office-warehouse, office-showroom and warehouses. Vertical mixtures allowed and encouraged. Review as a planned-unit development. |
| Gravel Mining Special Area | 3.2 – 33 or higher for residential uses. See GMA Special Area Plan for details. | Mixed- and multiple-use development including residential, retail, service, office, manufacturing, office-warehouse, office-showroom and warehouses, park, ponding and other public land uses. Review as a Planned Unit Development (See GMA Special Area Plan for details) |
| Park, Golf Course or Protected Open Space | | Parks and golf courses, public open space, bike-ped paths, land owned by public or private organizations for environmental protection. Includes City of Maple Grove Tree and Open Space Conservancies. |
| Public and Semi-Public | | City Hall/Government Centers; libraries; public schools and other public facilities; places of worship and similar semi-public facilities. |
| Wetlands and Floodplains | | Wetlands and floodplains. |

2018 - 105TH AVENUE NORTH GROWTH AREA LAND USE

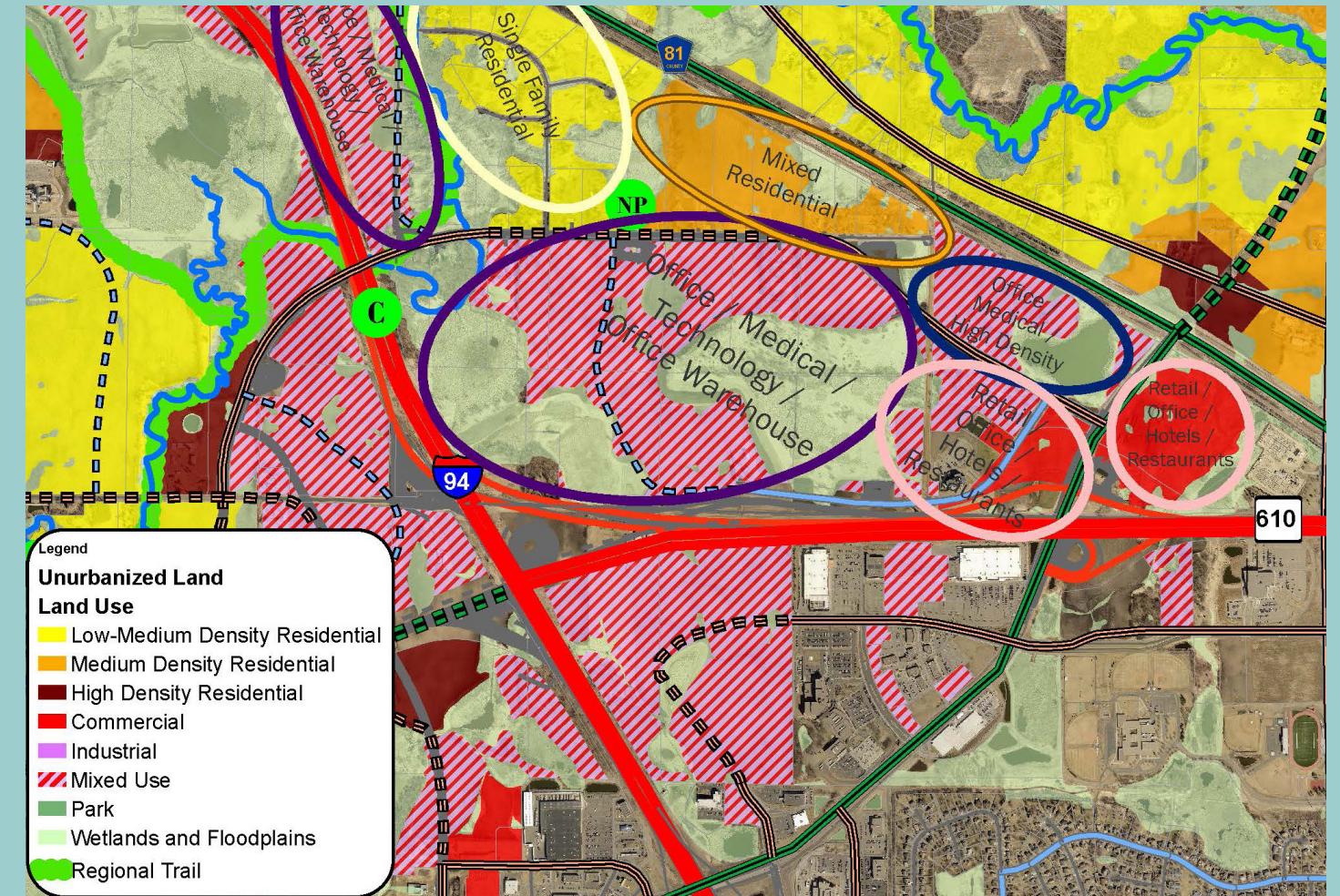


Figure 2.8 2018 105th Avenue North Growth Area Land Use

Figure 2.8 generally illustrates (utilizing the ovals) the anticipated use types for the 105th Avenue Growth Area, particularly providing more guidance to the mixed use areas identified on the 2040 Proposed Planned Land Use Plan. For the areas with frontage along Interstate 94 and Highway 610 a mix of office, medical, technology and office warehouse were anticipated, while the mixed use area north of 105th Avenue could include office, medical and high density residential. The commercial areas along Maple Grove Parkway were envisioned to have a mix of retail, office, hotels and restaurants in this location. The summary descriptions from the 2040 Comprehensive Plan for this growth area include:

- » Employment uses south of 105th Avenue, west of Holly Lane.
- » Commercial uses near Maple Grove Parkway and Highway 610.
- » Residential uses centered on a neighborhood park and potentially a church would be located north of 105th Avenue.
- » Regional Trail connections to residential neighborhoods will be important to consider.
- » Redevelopment/infill at the Castlewood Estates area will need coordination between owners who wish to sell and those who wish to stay.
- » Master planning process estimated to begin in 2018.

ZONING

Today, nearly all of the land in the study area is zoned Single Family Agricultural (R-A) with the exception of one office property (Austin Mutual Insurance Company) which is zoned Business (B), see Figure 2.9.

Based on the existing planned land uses, potential future re-zoning of the properties could fall into a number of categories including, but not limited to:

- » R-3 PUD – Single and Two Family Residential PUD
- » R-4 PUD – Medium Density Residential Planned Unit Development
- » R-5 PUD – High Density Residential Planned Unit Development
- » PUD – Planned Unit Development
- » B – Business
- » B PUD – Business Planned Unit Development
- » Tree Preservation Overlay District

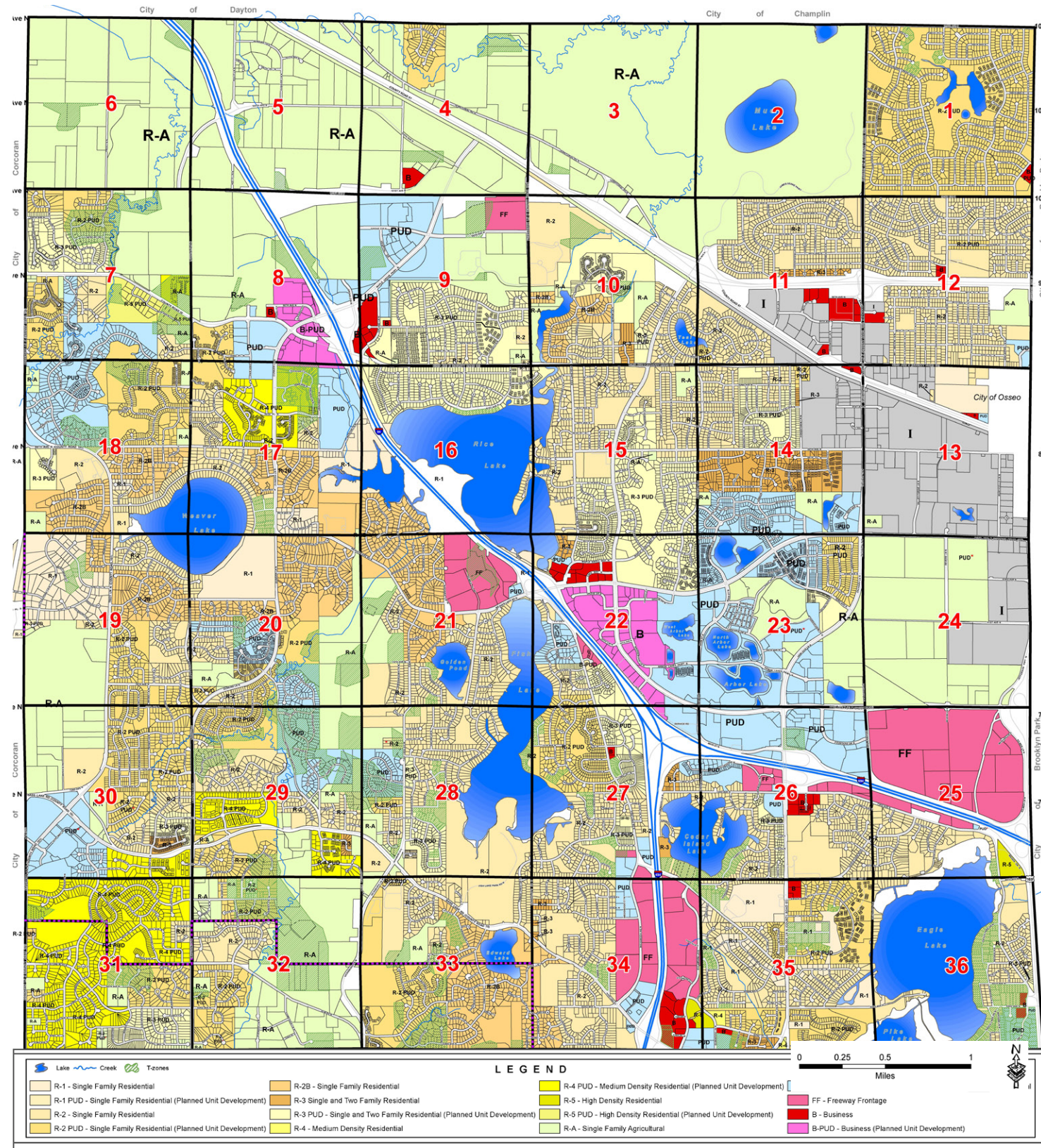


Figure 2.9 Existing Zoning Map



Existing rural residential



Tree Preservation Overlay District



Austin Mutual insurance company

PARKS, TRAILS AND OPEN SPACE

Identified in the 2018 Parks and Recreation System Plan, the 105th Avenue Growth Area generally aligns with Park Service Area (PSA) number 5 (see Figure 2.10). The growth area has several large wetlands and Rush Creek flows south to north in the northwest end of the service area. The Parks and Recreation System Master Plan proposes a neighborhood park centrally located north of 105th Avenue, to provide the best access for the existing and proposed residential neighborhoods. The plan recommends this neighborhood respond to the unique characteristics of the surrounding landscape and offer options for non-traditional neighborhood park amenities. The plan also recommends conservancy parks in two locations to preserve significant landscape features (see Figure 2.10 and 2.13).

EXISTING CITY PARKS

The only nearby park facilities that exist are part of the Community Playfield features at Maple Grove High School and Fernbrook Elementary School. These facilities boast a variety of flexible fields, baseball/softball diamonds, and court sports and supporting infrastructure (see Figure 2.12).

REGIONAL PARKS & TRAILS

Elm Creek Park Reserve, operated by Three Rivers Park District is northeast of the study area and the Rush Creek Regional Trail Greenway Corridor is planned to traverse through the study area along Rush Creek in the northwest. Along Rush Creek there are two parcels owned by the City of Maple Grove and by Three Rivers Park district that could be explored for the Rush Creek Regional Trail. Figure 2.11 highlights the Rush Creek Regional Trail Greenway Corridor search area.

TRAIL NETWORK

Beyond the Rush Creek Regional Trail, an extensive network of city trails are planned through the growth area to provide recreational and transportation connections. Individual loop trail segments are planned to navigate the growth area and showcase the natural resources of the area. See Figure 2.14 and Figure 2.15 for existing and proposed trails identified for the growth area expectancy.

Figure 2.10 Future Parks, Trails, Open Space Growth Areas

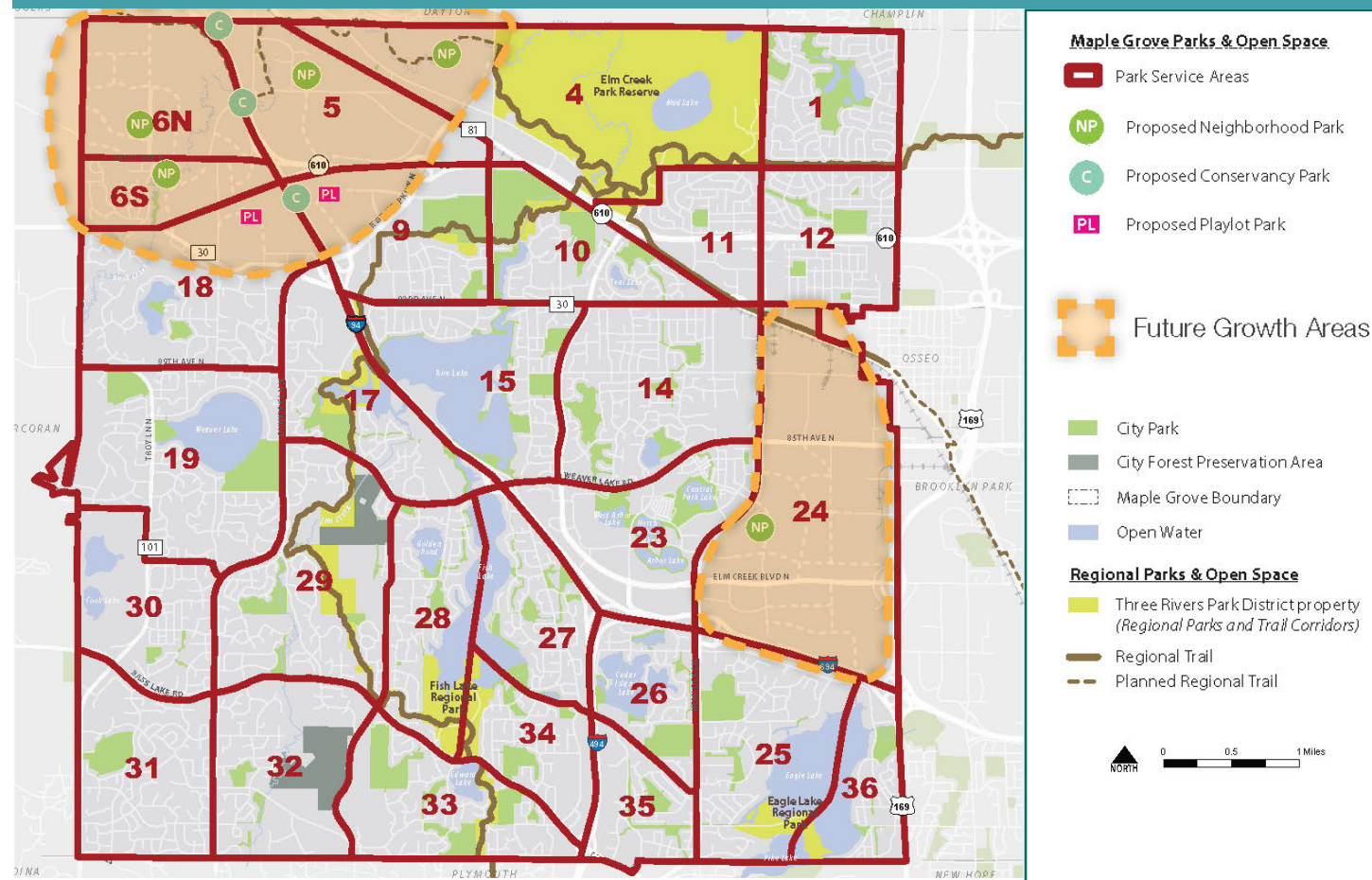
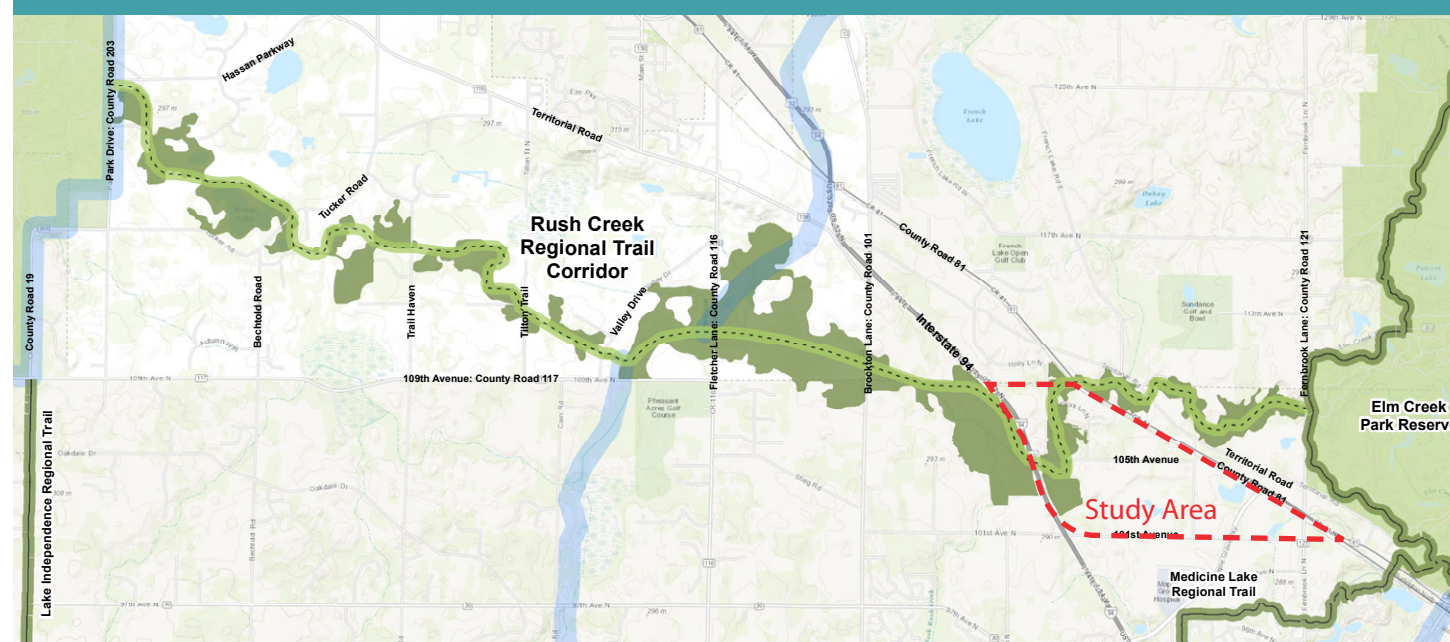


Figure 2.11 Rush Creek Regional Trail Corridor Map



2018 PARKS & RECREATION GOALS

- Athletic Fields & Facilities** Maple Grove provides athletic fields and facilities to serve the needs of informal athletics, non-traditional sports, youth sports, athletic organizations, and organized tournaments.
- Recreation Programs** Maple Grove provides recreation classes, events, and facilities for the benefit of all its citizens to promote healthful living, encourage cultural diversity, enhance leisure time, and advance social and physical opportunities.
- Park Buildings & Amenities** Provide a variety of buildings, shelters, pavilions, and recreation center spaces for active recreation, meetings, family gatherings, and associated services, such as drinking fountains and restrooms, at Maple Grove parks.
- Community Centers & Indoor Parks** The Community Center and other indoor recreation facilities provide sufficient space, modern conveniences, and appropriate services for Maple Grove residents and visitors to play, learn, socialize, and grow.
- Information & Communications** A robust set of online tools, physical signs, and helpful staff provide Maple Grove residents and visitors with adequate information regarding parks and recreation.
- Natural Resources** Maple Grove cares for and manages its natural resources within parks and open space, and educates its residents to be stewards of the natural environment.
- Community & Special Use Parks** Community and Special Use Parks in Maple Grove include destination type, high quality and attractive facilities to support cultural diversity through community events, concerts, enhanced natural scenery and contemplation, and social gathering.
- Neighborhood Parks & Facilities** Neighborhood parks are the foundation of the Maple Grove park system, providing space for everyday play, including playgrounds, athletic courts and fields, open space, and associated amenities.
- Trails & Connectivity** Trails and trail-related amenities provide safe, accessible, and continuous loop routes, natural resource experiences, and efficient connections between residential areas, schools, commercial areas, parks, adjacent municipalities, and other destinations for pedestrians and bicyclists in Maple Grove.

Figure 2.12 Parks Classification & Open Space

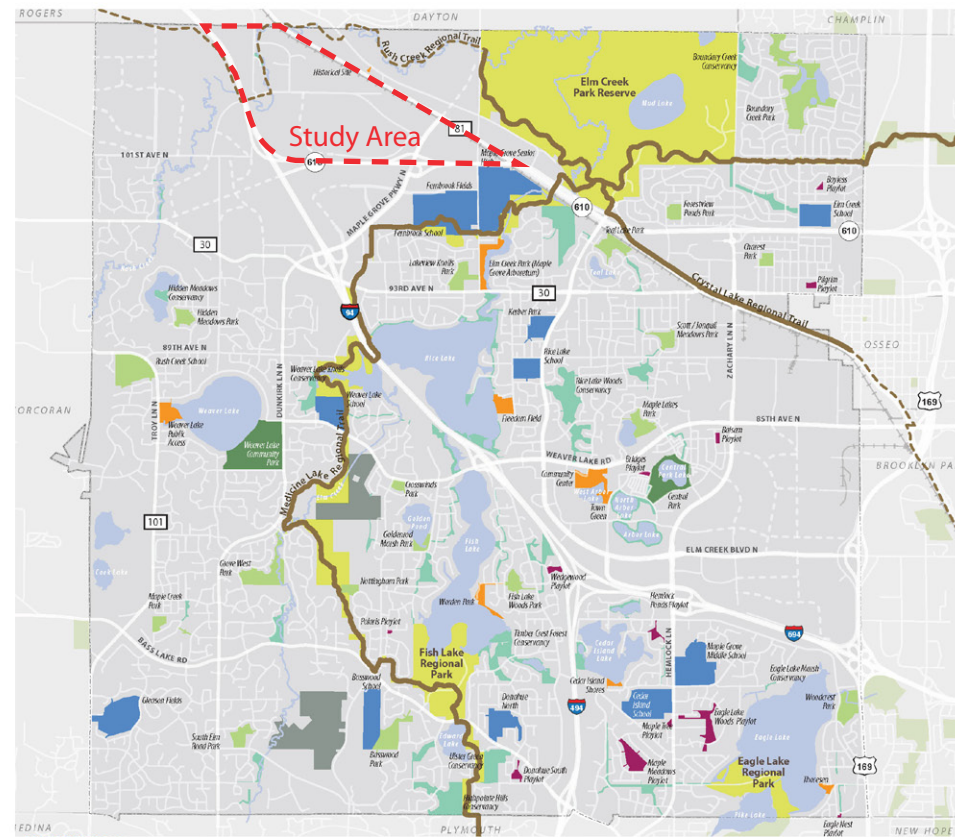


Figure 2-4
Parks Classification and Open Space

- Maple Grove Parks & Open Space**
- Neighborhood Park
 - Community Park
 - Community Playfield
 - Playlot
 - Special Use Park
 - Linear Park + Conservancy
 - City Forest Preservation Area
 - Maple Grove Boundary
 - Open Water
- Regional Parks & Open Space**
- Three Rivers Park District property (Regional Parks and Trail Corridors)
 - Regional Trail
 - Planned Regional Trail



Figure 2.13 Future Parks

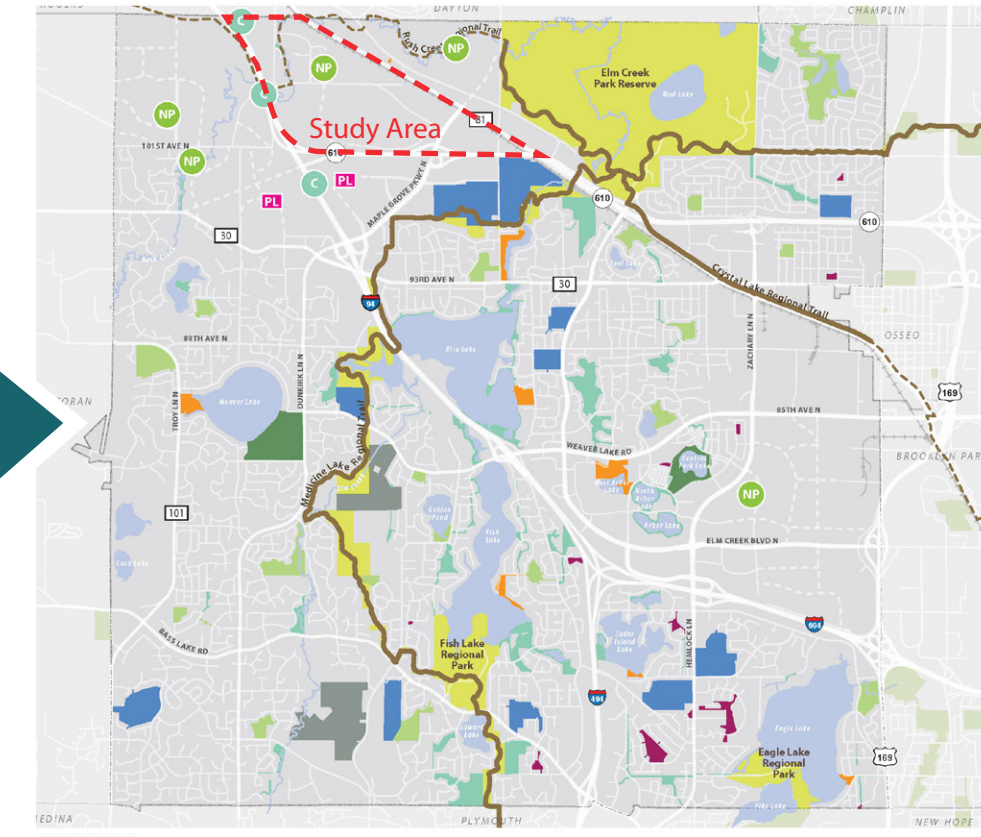


Figure 4-2
Future Parks

- Maple Grove Parks & Open Space**
- Proposed Neighborhood Park
 - Proposed Conservancy Park
 - Proposed Playlot Park
 - Neighborhood Park
 - Community Park
 - Community Playfield
 - Playlot
 - Special Use Park
 - Linear Park + Conservancy
 - City Forest Preservation Area
 - Maple Grove Boundary
 - Open Water
- Regional Parks & Open Space**
- Three Rivers Park District property (Regional Parks and Trail Corridors)
 - Regional Trail
 - Planned Regional Trail



Figure 2.14 Trails & Sidewalks

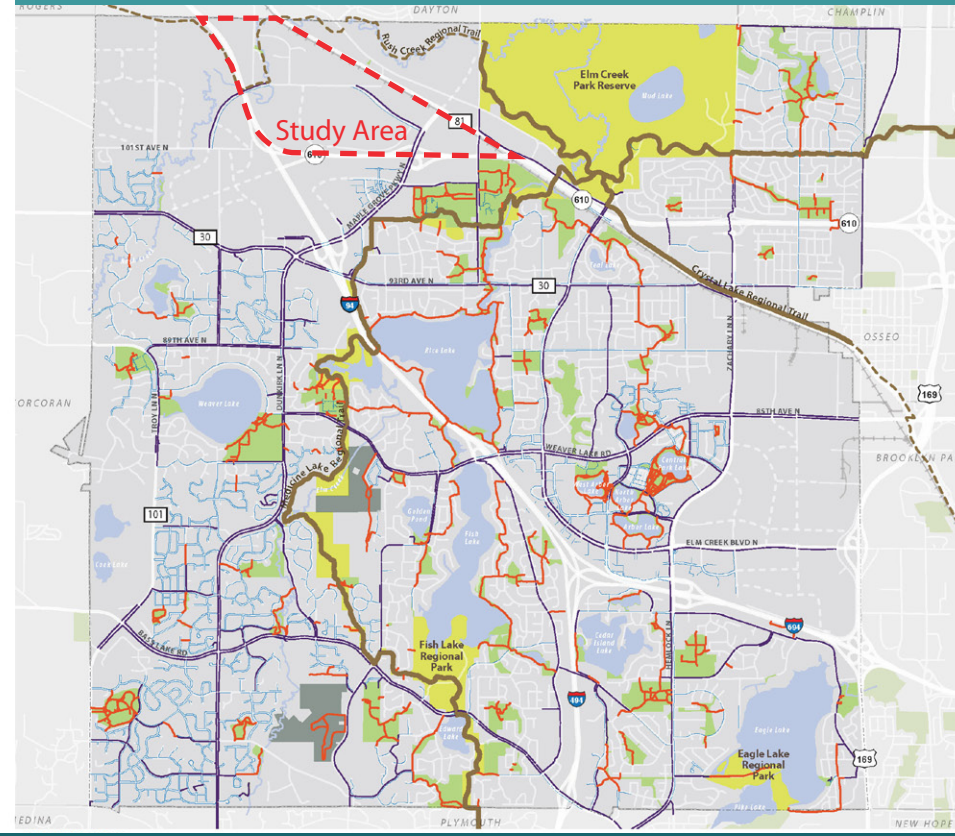


Figure 2-5
Trails and Sidewalks

- Maple Grove Parks & Open Space**
- Park Trail
 - City Pathway
 - Sidewalk
 - City Park
 - City Forest Preservation Area
 - Maple Grove Boundary
 - Open Water
- Regional Parks & Open Space**
- Three Rivers Park District property (Regional Parks and Trail Corridors)
 - Regional Trail
 - Planned Regional Trail



Figure 2.15 Linear Parks & Future Trails Map

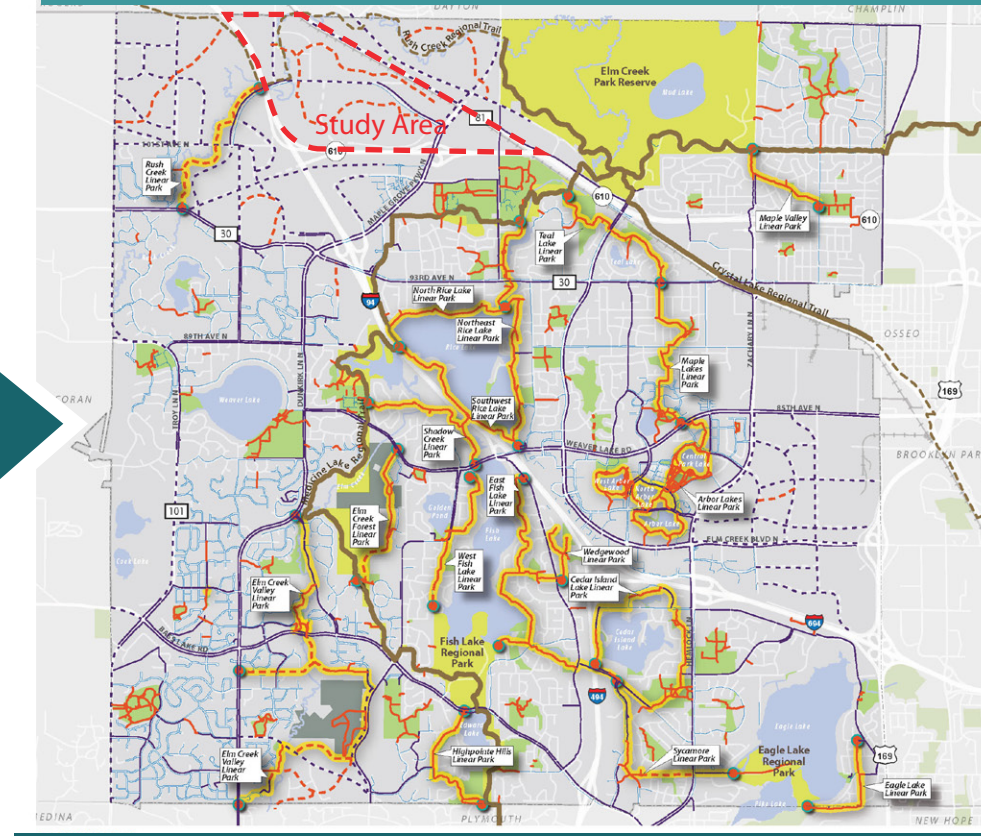


Figure 4-8
Linear Parks & Future Trails Map

- Maple Grove Parks & Open Space**
- Linear Park
 - Proposed Park Trail
 - Proposed City Pathway
 - Park Trail
 - City Pathway
 - Sidewalk
 - City Park
 - City Forest Preservation Area
 - Maple Grove Boundary
 - Open Water
- Regional Parks & Open Space**
- Three Rivers Park District property (Regional Parks and Trail Corridors)
 - Regional Trail
 - Planned Regional Trail



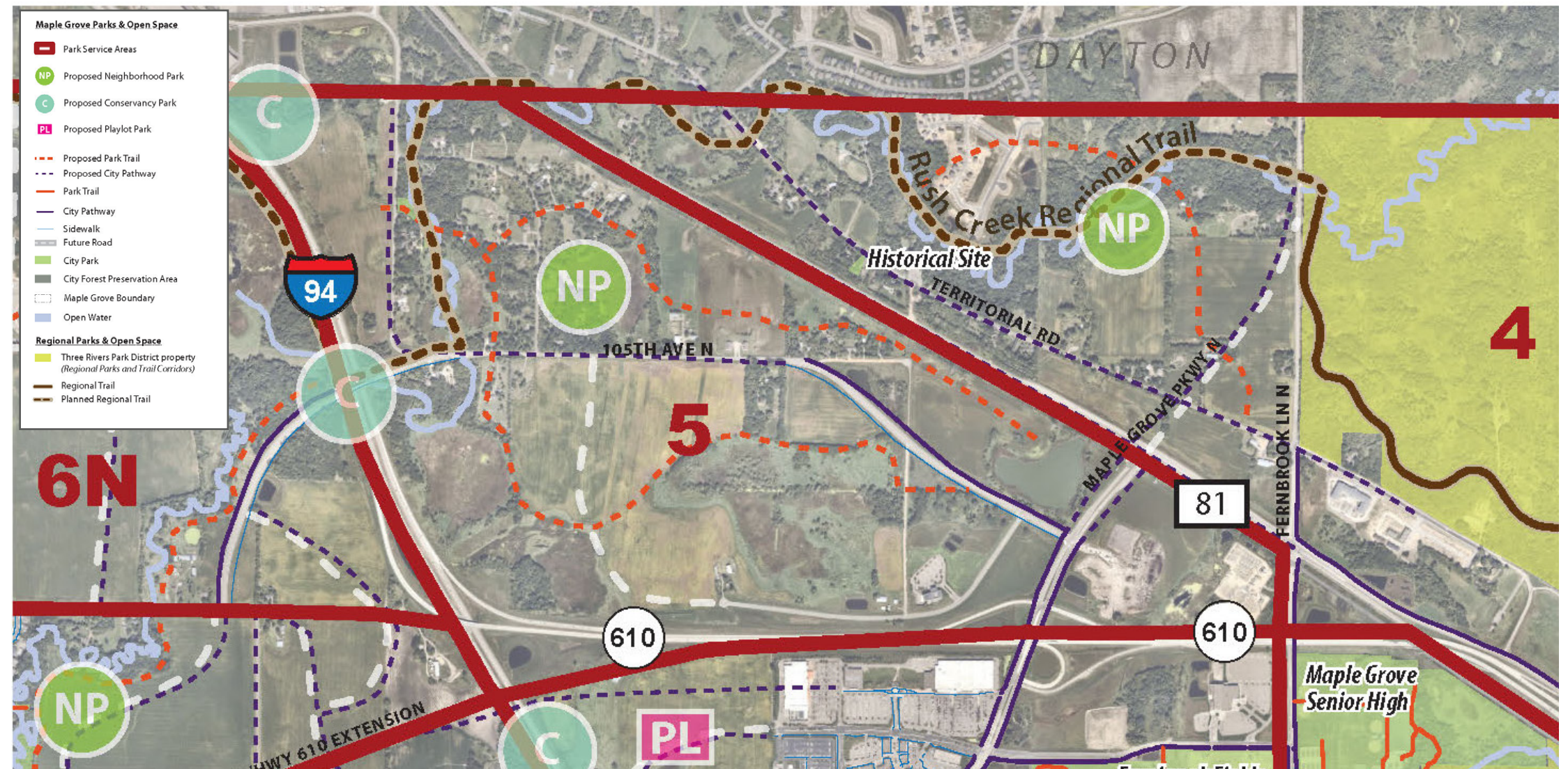


Figure 2.16 Service Area #5

The map above is from the 2018 Maple Grove Park and Recreation System Plan. This map indicates potential park locations and potential trail routings based on high-level system-wide analysis. The 105th Avenue Growth Area Master Plan utilized this information as a guide for further investigation and ultimate recommendations prescribed in Chapter 3 for the Parks, Trails and Open Space network in the growth area.



SURFACE WATER RESOURCES

Wetlands, creeks, streams, ponds, and lakes are all abundant surface water resources in Maple Grove. The city boasts 8 lakes and nearly 19 miles of stream corridors. Protection of these natural resources in concert with anticipated growth is priority for the City. The City of Maple Grove has adopted shoreland, wetland and floodplain ordinances to protect these important natural features. Figure 2.17 shows broader city-wide surface water resources, and more detail on wetlands, floodplain areas and natural resources within the 105th Avenue North Growth Area.

Avoidance of wetland and floodplain impacts through thoughtful development design is a major objective of the City. The City will observe the necessary buffering of development from wetland areas, and will ensure prudent planning and to avoid issues with flooding, making every effort to avoid impacts to floodplain areas at the time of development.



TREE PRESERVATION OVERLAY ZONES

In the early 1990s the City adopted a Tree Preservation District Ordinance with the intent to preserve, protect, maintain and manage Maple Grove's forest resources. This ordinance focuses on demonstrating how tree preservation and development can co-exist with the effort to minimize tree removal.

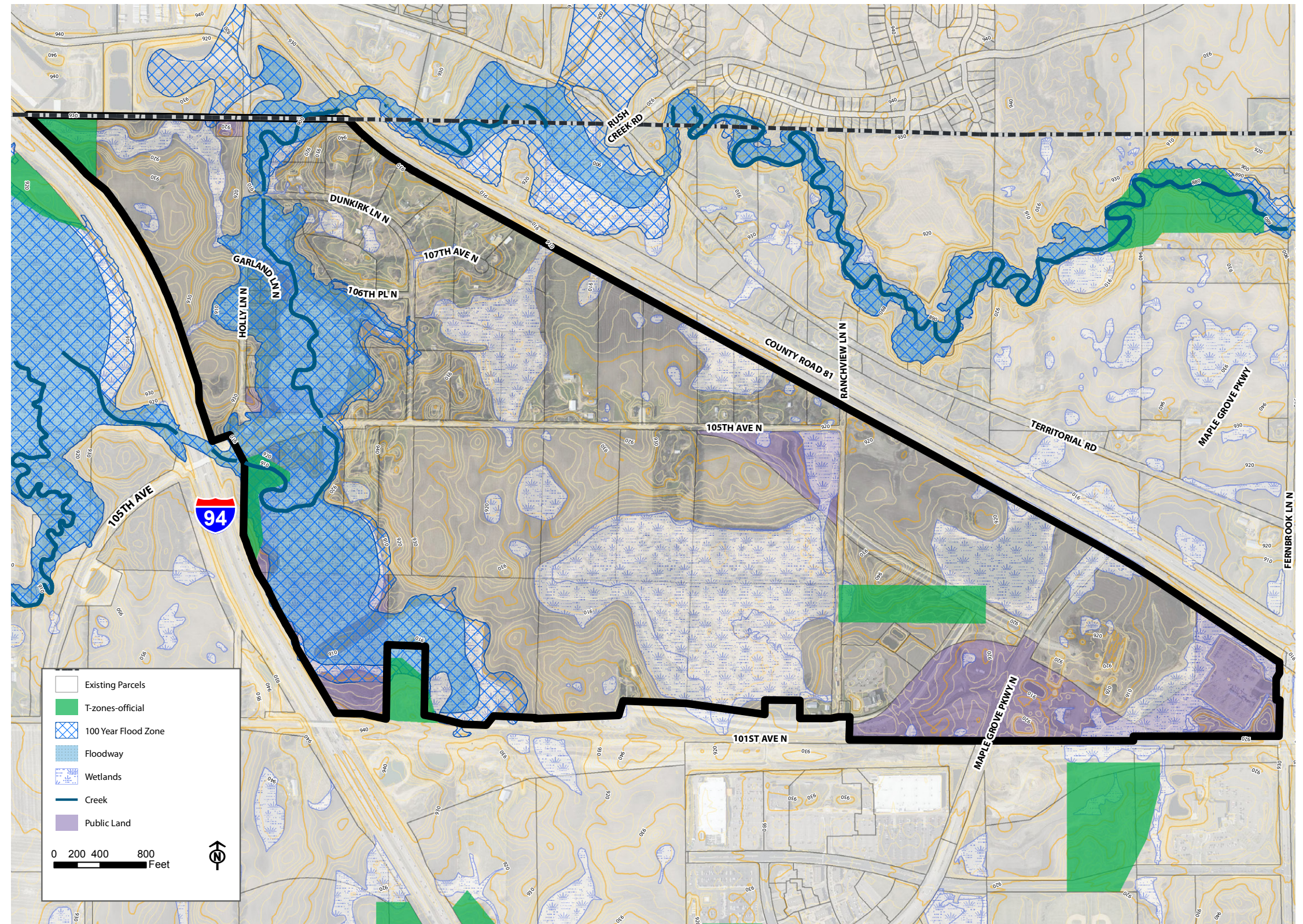


Figure 2.17 Natural Resources

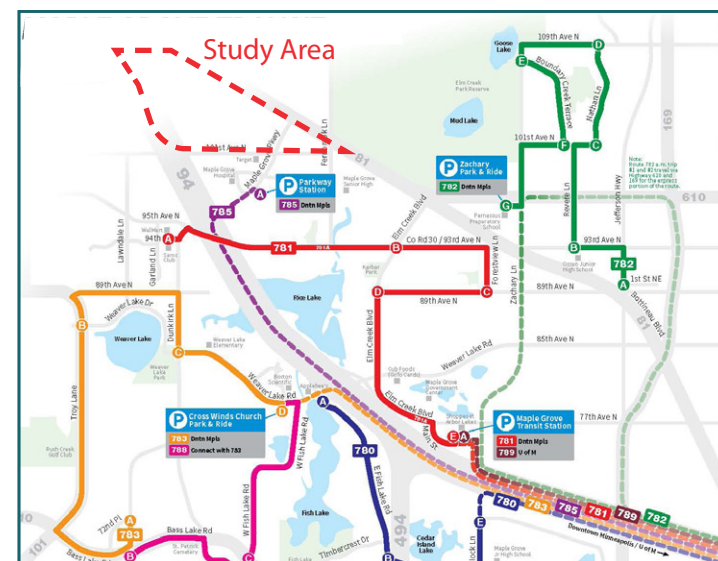


TRANSPORTATION

With the recent construction of Highway 610 and the connection to I-94, along with the improvements to the Maple Grove Parkway Interchange at Highway 610 visibility and access to the site had increased significantly. Increased traffic in the study area is also anticipated to occur with development, as well as the proposed Dayton Parkway Interchange roughly a ½ mile north of the study area in Dayton. This new interchange is slated for completion by 2022 (Figure 2.18)

Today, only a select portion of the roadway network is built to a traditional urban roadway design. Urban sections of 105th Avenue have been reconstructed from Maple Grove Parkway to approximately Northwoods Church, as well as a segment extending from Holly Lane over I-94 to 101st Avenue on the west side of I-94. The remaining middle section of road is a rural road section. Holly Lane, Dunkirk Lane, Garland Lane and 106th and 107th Avenue are also rural road sections with roadside ditches and no storm sewer. Based on the City's Comprehensive Transportation Plan, the identified Roadway Functional Classifications (Figure 2.19) for streets in the study area are as follows:

- » Principal Arterials – Interstate 94, State Highway 610
- » A Minor Arterial – County Road 81
- » Major Collector – 105th Avenue North
- » Minor Collector – Holly Lane and 101st Avenue North
- » Local Streets – Dunkirk Lane, Garland Lane, 106th Avenue, 107th Avenue



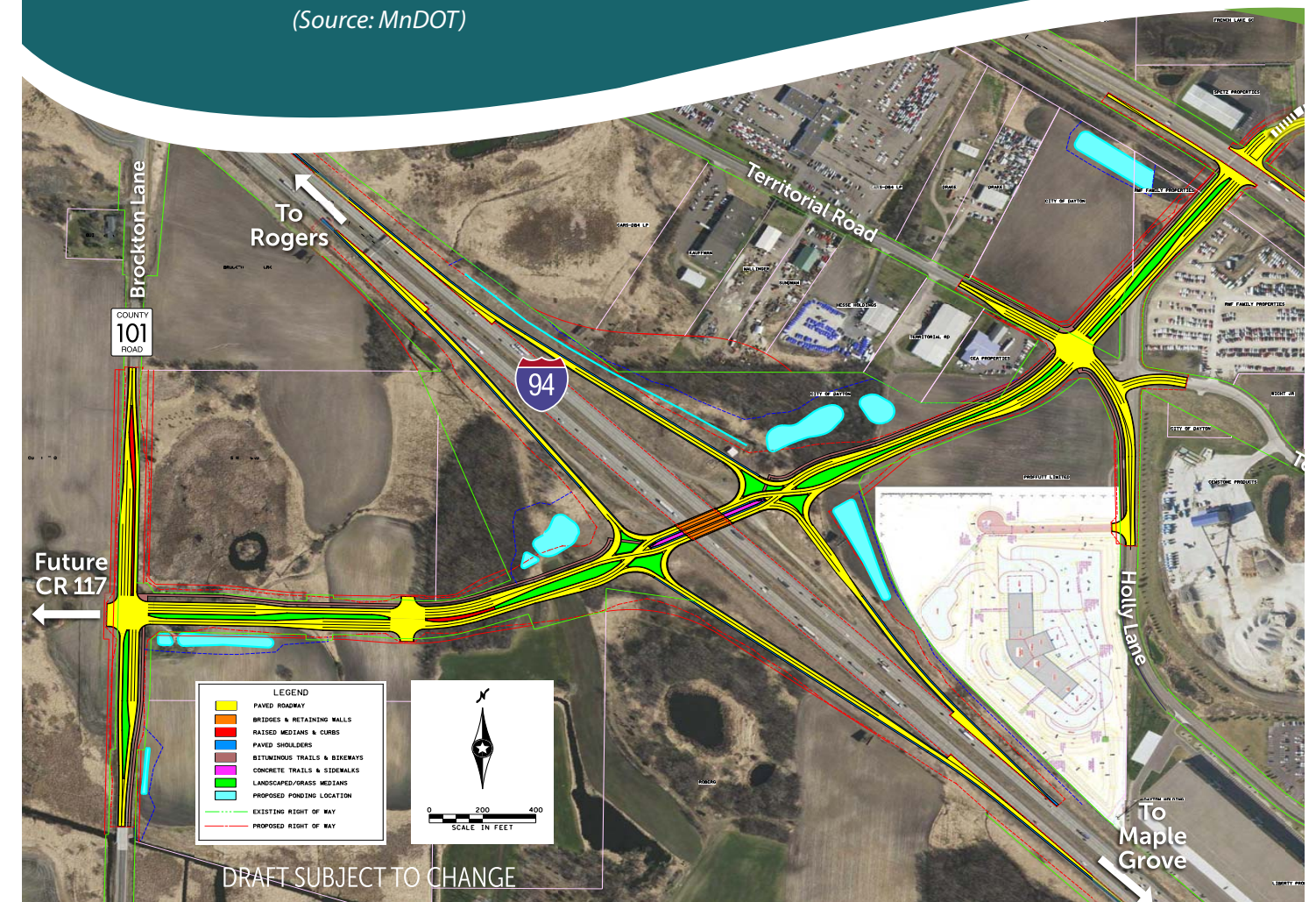
While the 105th Avenue North Growth Area's location on an interstate freeway and state highway grants it a high level of transportation access and visibility, 105th Avenue is the only east/west transportation corridor. 105th Avenue provides access across I-94 to the west and Maple Grove Parkway to the east. 101st Avenue is anticipated to connect to 105th Avenue in the future to provide enhanced access, and Holly Lane is planned for upgrades to accommodate increased traffic.

Transit is in close proximity to the study area and is provided by Maple Grove Transit. The Parkway Station Park and Ride is located approximately ½ mile south of Highway 610 on Maple Grove Parkway and provides express bus service to Downtown Minneapolis during the week along Route 785. Additional local routes run throughout Maple Grove, but currently do not extend north of the Parkway Station.

Today, walking and biking facilities are limited in the study area to only the improved roadway sections. As development occurs, and roadway facilities are upgraded, additional sidewalks and trails are anticipated along the collector roadways.

Figure 2.18 Dayton Parkway Interchange

(Source: MnDOT)



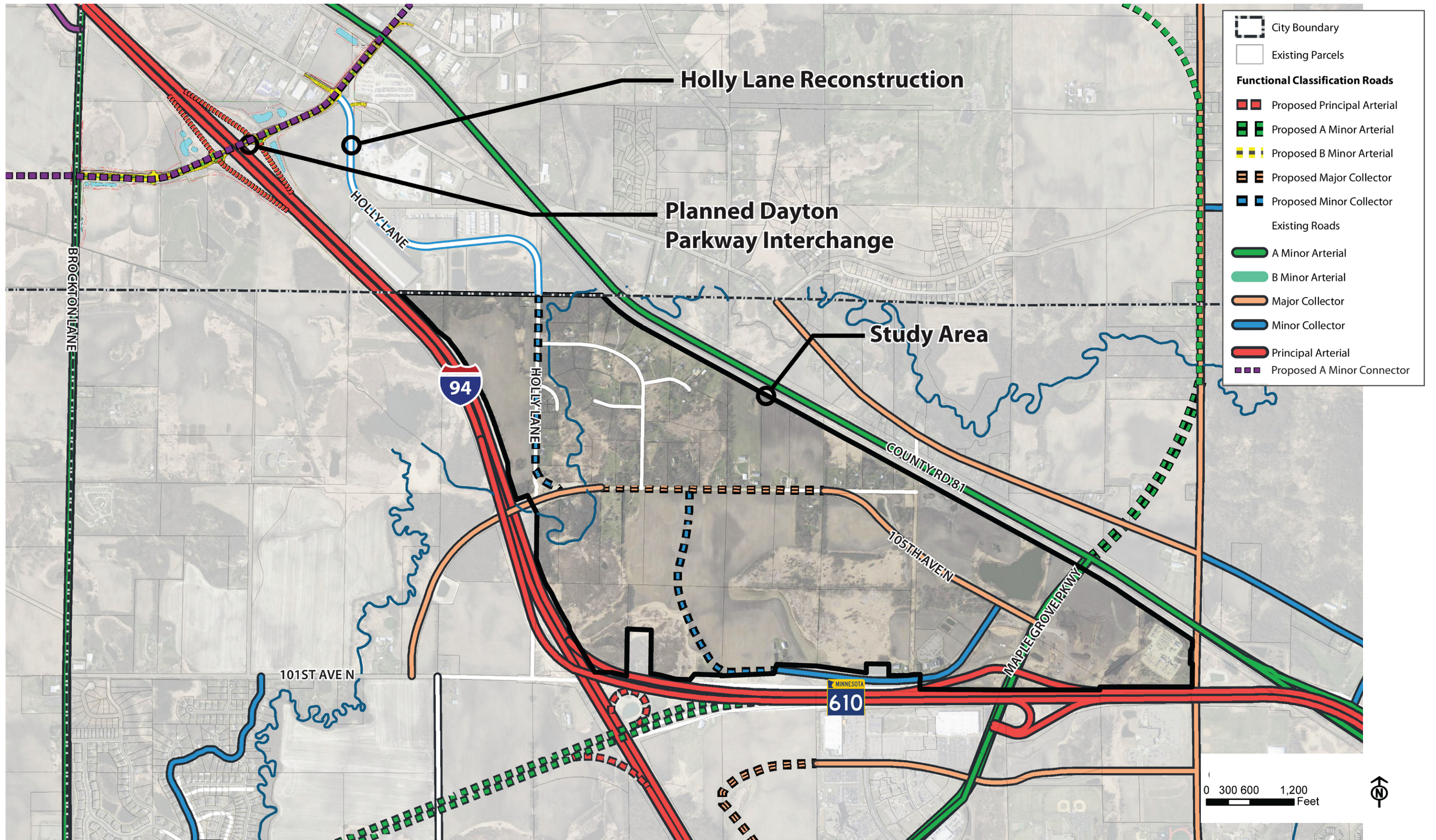


Figure 2.19 Transportation Context Map and Functional Classification

UTILITIES



SANITARY SEWER

Sanitary sewer exists in the study area (figure 2.20) in the form of a large Metropolitan Council Environmental Services (MCES) interceptor line ranging from 36" to 42" in diameter. The line runs from a metering station at the Dayton border along Holly lane, then turns and runs east along 105th Avenue, and then crosses the rail line and Highway 81 near Maple Grove Parkway. Along this trunk line there are dedicated connection points for local sewer service. There is a 20' easement over the alignment where no structural building can take place, likely this easement will fall within the future road right-of-way.



Figure 2.20 Sanitary Sewer



WATER MAIN DISTRIBUTION

The 2018 Feasibility Study indicates two primary water distribution connections (Figure 2.21). First, a 16" trunk water main connection is proposed along the former Ranchview Avenue right-of-way to connect to existing water mains located in the newly constructed 105th Avenue north to Territorial Road. A second 16" combined trunk and lateral water main would be installed with the improvements to 105th Avenue and Holly Lane and would connect north to the municipal boundary with Dayton to create a looped watermain connection for fire protection.

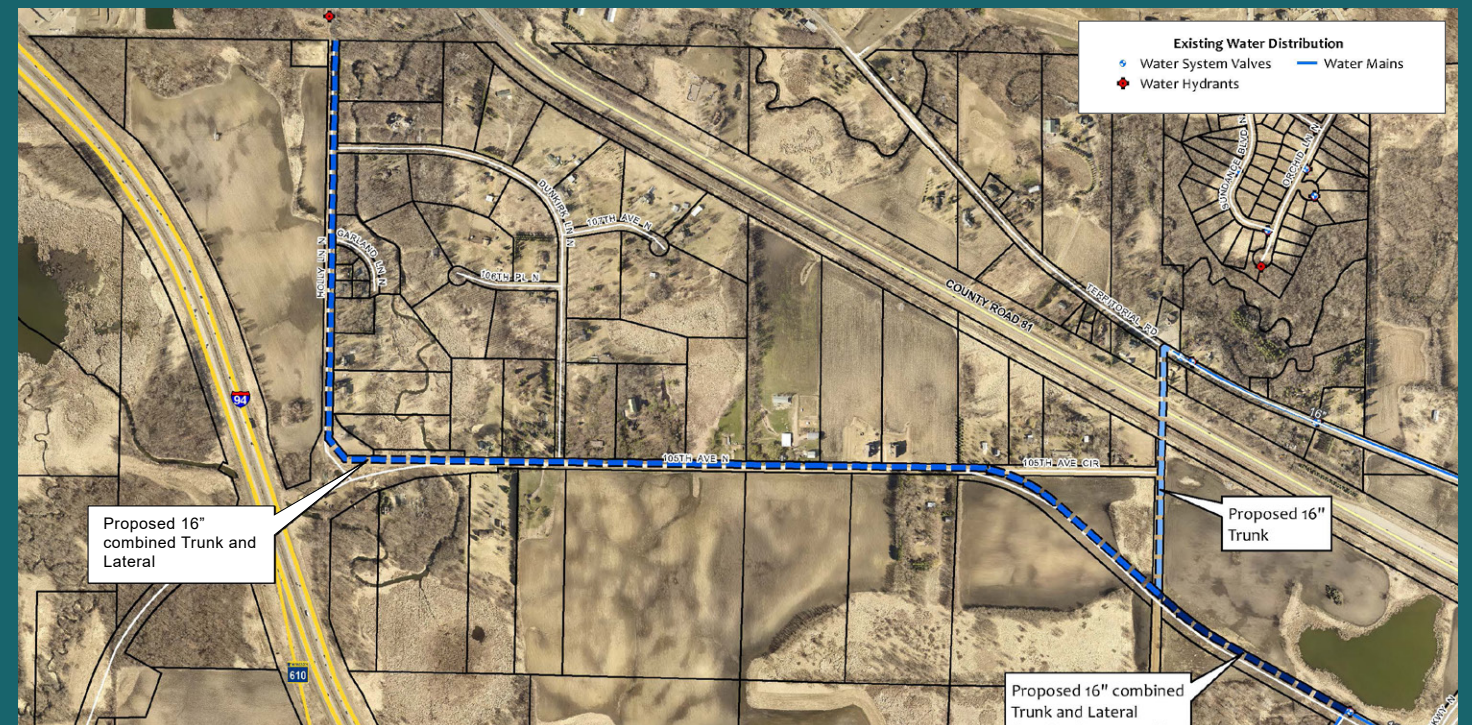


Figure 2.21 Water Main Distribution



STORMWATER

Currently only two areas of stormwater treatment exist in the study area today. The first is a collection of two small ponds for treatment of stormwater at the Austin Mutual Insurance Company site, and the second is for treatment of surface water from the recent 105th Avenue reconstruction. Planned locations for stormwater treatment have been identified by City engineering staff and are shown in Figure 2.22 to accommodate stormwater for streets, but additional areas of stormwater treatment will be required at a site or development area scale.

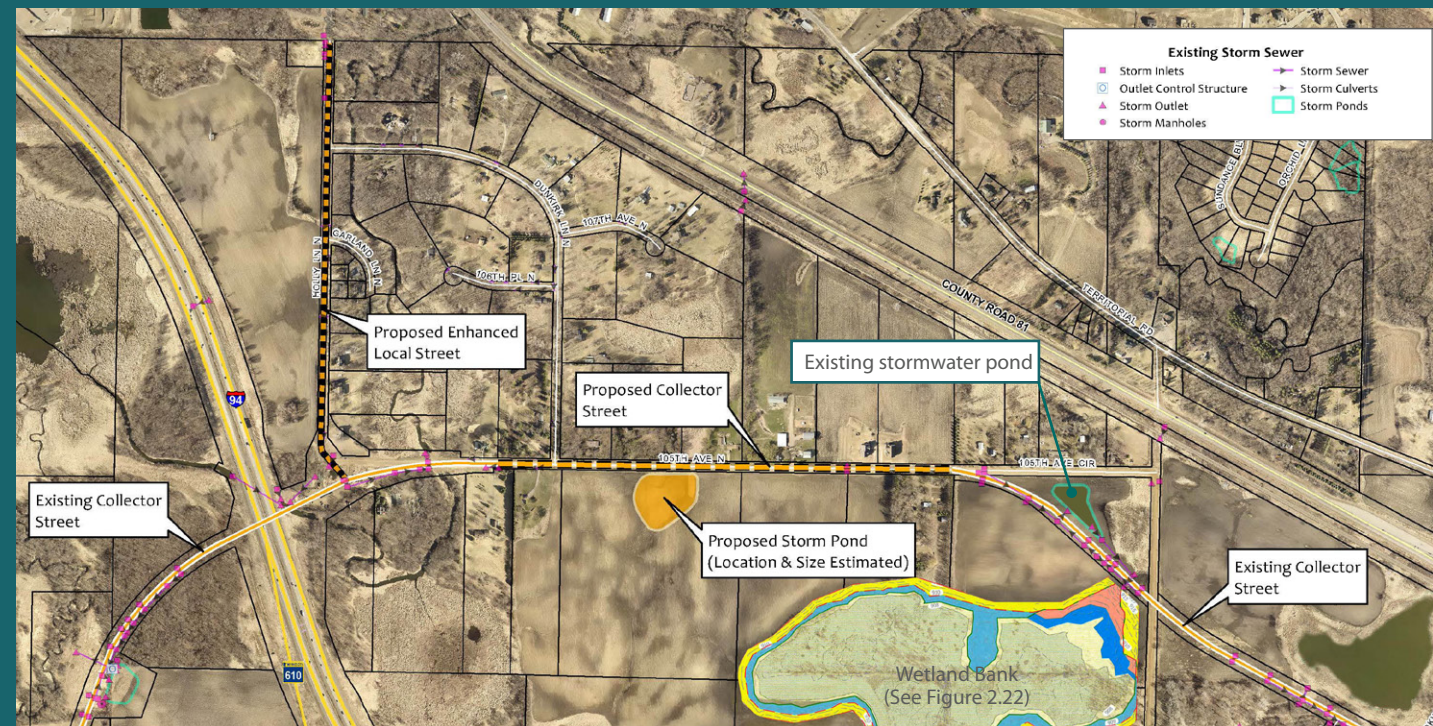


Figure 2.22 Stormwater



WETLAND BANKING & WETLAND RESTORATION PROGRAM

The large central wetland south of 105th Avenue has the potential to become a major amenity for surrounding development. The City of Maple Grove is developing a wetland banking and large scale wetland restoration program to allow for mitigation of small scale wetlands in the study area and to create a desirable amenity and focus for future development, see Figure 2.23.

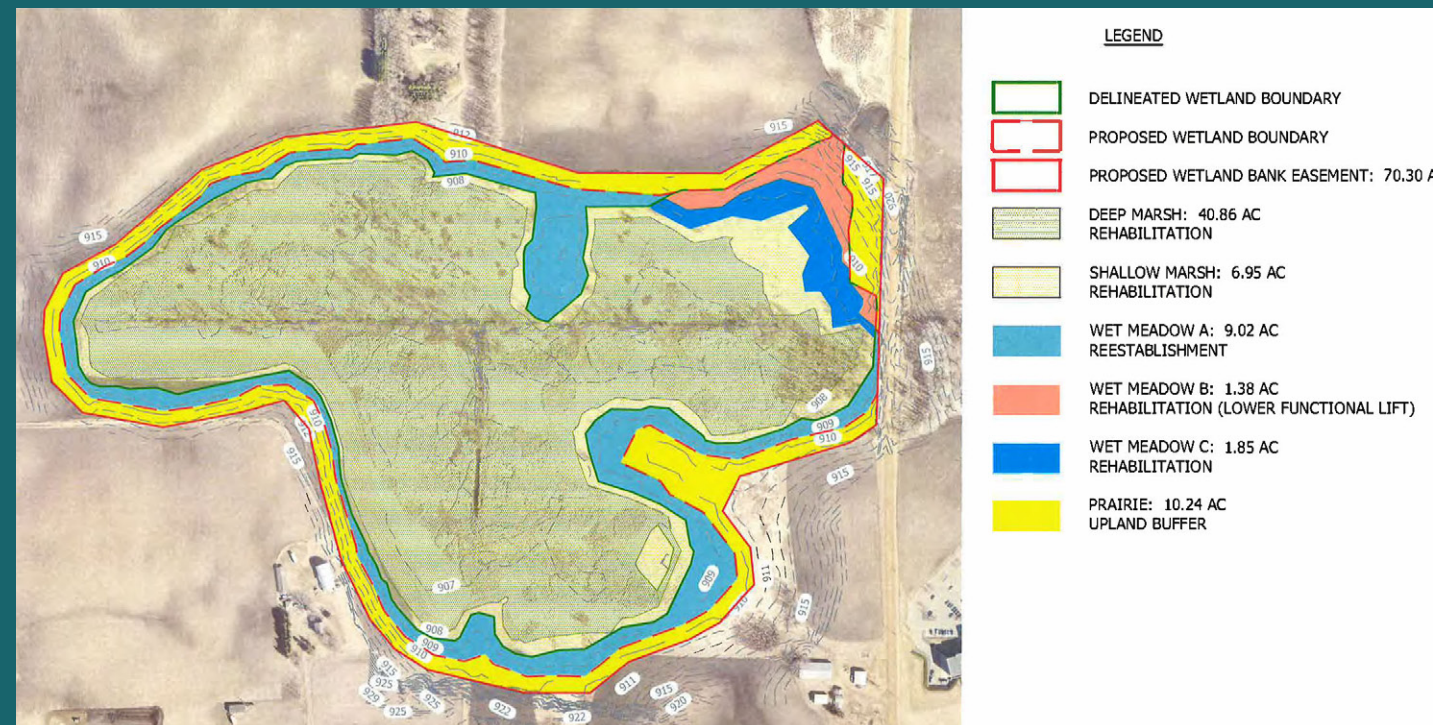


Figure 2.23 Wetland Banking & Wetland Restoration Programming



Existing Rush Creek



Existing stormwater pond



Existing wetland bank site

CHALLENGES & OPPORTUNITIES

The following summarizes the unique challenges and opportunities that are present in the 105th Avenue North Growth Area. This collection of takeaways comes from the existing conditions and physical analysis, the previous planning work conducted to date the outcomes of the property owner and stakeholder conversations.

CHALLENGES:

- » The extensive wetland and floodplain areas can be a limiting factor for future development.
- » Residential properties along Holly Lane. Four of the six properties are located in the floodplain, residential structures are close to the edge of the right-of-way, sit lower than the current roadway elevation, and are already seeing increased traffic on an unimproved roadway.



Traffic congestion



Existing home along Holly Lane

- » Increased traffic and traffic calming – The impact of the Dayton Parkway Interchange to the north, coupled with improvements to 105th Avenue and Holly Lane at the time of development will increase traffic in the area. Residents are concerned about speed, safety and noise due to increased automobile and truck traffic.
- » Determining an efficient pattern for potential infill development or redevelopment in the Castle Ridge Neighborhood area, recognizing some property owners would like to remain, while other property owners are anticipating future development of their property.
- » Land use adjacencies. Concerns were raised over how to protect existing and proposed residential uses from employment uses.
- » Relocation of the Yard Waste Site. While this is a private use, public comments expressed a desire for the Yard Waste Site to remain in or near Maple Grove. Relocation to another area in Maple Grove was discussed.
- » Continued growth and schools not able to keep the pace. Public comments indicated existing overcrowding in schools and concern with additional residential growth there is no plan for accommodating the student population growth.

OPPORTUNITIES:

- » The excellent visibility from I-94 and Highway 610 provide a strong opportunity to further the City of Maple Grove's employment and overall tax base. Large, contiguous owned sites provide opportunities for significant employment uses including office, business park and technology that seek to capture the visibility and highway access.
- » Expanded housing options including a mix of residential densities and product types from townhomes and villas, to apartments and condominiums, as well as the opportunity to infill additional single family residential lots into existing neighborhoods.
- » Transportation improvements along 105th Avenue and Holly Lane will complete the core infrastructure network and improve safety and sightlines at intersections. In addition, developing a supporting network of roadways such as 101st Avenue and other local roadways will help disperse traffic.
- » With the enhanced roadway network, the addition of bike and pedestrian facilities can create alternative transportation and recreational opportunities for residents and employees.
- » The expansive wetland and natural areas provide unique setting and tremendous amenity for both employment and residential land uses. Preservation of natural resources along with enhanced connectivity are opportunities through the preservation of conservation forest areas, shared or regional stormwater features, as well as utilizing a planned wetland banking program and wetland restoration project in the center of the development to help connect these systems.
- » Linking the planned recreational features such as the neighborhood park, Rush Creek Regional Trail Greenway Corridor and an extensive trail network beyond the collector roadway system can add value to the future development.



Opportunities for employment uses



Visibility provides desired location for employment uses



Expanded housing and retail options

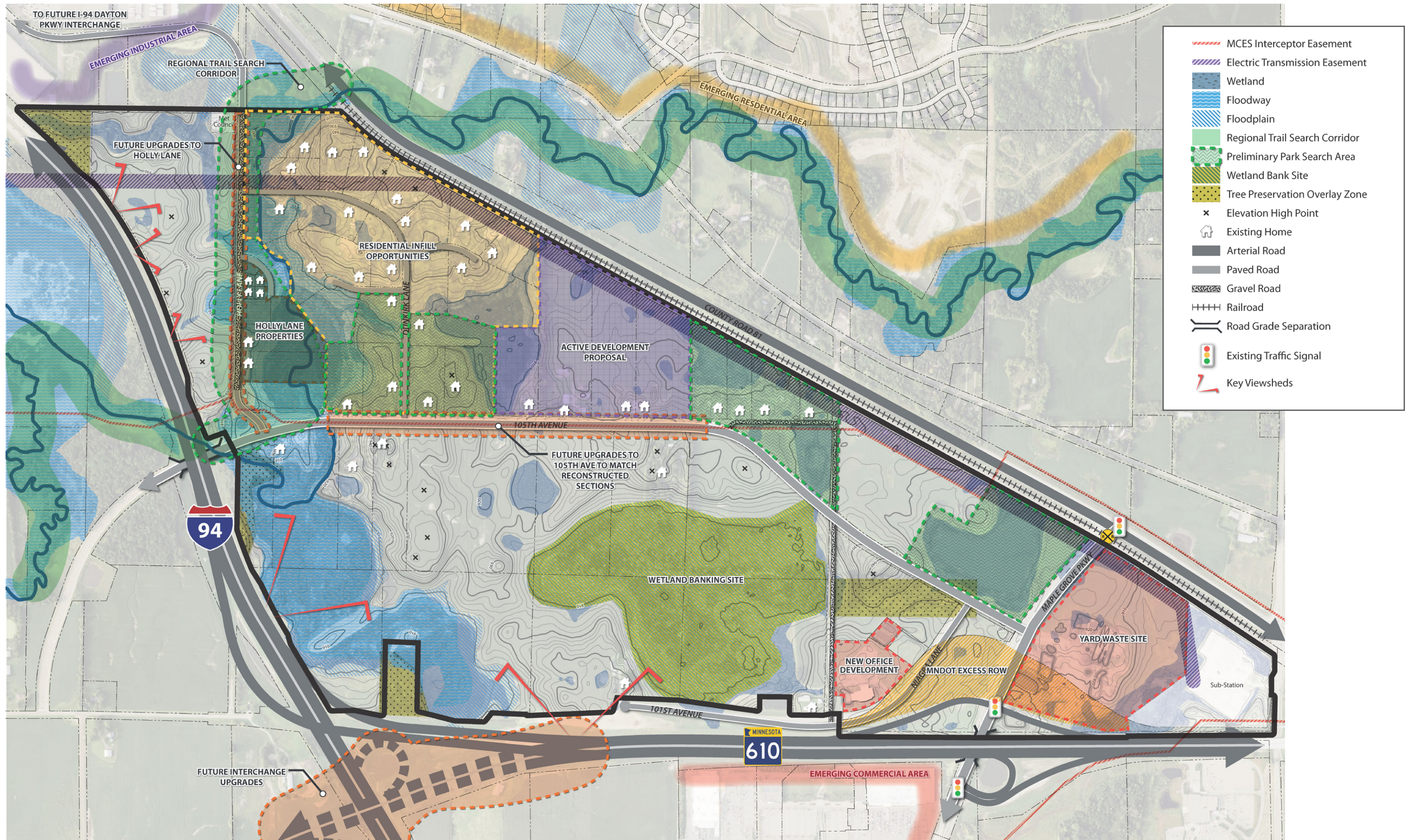


Figure 2.24 Opportunities & Challenges Map

03. MASTER PLAN



VISION

The 105th Avenue North Growth Area Master Plan Vision establishes a long-range framework for development. Driven by market demands, the framework is designed to allow flexibility, to a certain degree, for property owners and provide a clear roadmap for the desired development characteristics at full build out. The Master Plan envisions blending expansive office and employment uses, creating new neighborhoods with varied housing styles, commercial and retail uses, as well as complementary uses such as convenience, service, lodging and entertainment with an integrated and an expansive network of trails connecting to parks and preserves. It's this diversity of uses in an attractive setting, and all in one location that creates the successful places to work, shop, live, and play that are in such high demand across the country today.

THE APPROACH TO DEVELOPMENT

The 105th Avenue North Growth Area Master Plan outlines an approach for development in Maple Grove's northern most emerging mixed use district. The elements of this Master Plan respond to the realities of the marketplace, property owner, stakeholder and community leader feedback, and the physical conditions of the site. The Master Plan positions the growth area as an evolving and vibrant mixed-use district with employment, commercial and residential uses over the long-term.

This Master Plan chapter provides a vision for the patterns of development anticipated in the growth area over the next 10+/- years. The Development Master Plan (Figure 3.1) showcases a potential development scenario articulating new roadways, building footprints, residential lots, parks, trails and preserves and locations for stormwater treatment. The Master Plan prescribes nearly 1,000 housing units and nearly 1.8 million square feet of employment, office, and commercial space. This anticipated development equates to an increased population of nearly 3,500 people and 2,000 – 3,000 additional jobs in the area based on end uses.

The following summary on pages 20-26 highlight the desired characteristics of each of these districts.

Furthermore, the Master Plan chapter provides direction on integrated design throughout the entire study area for Parks, Trails and Open Space features (Figure 3.3), Transportation, Access and Circulation patterns (Figure 3.7), Stormwater and Surface Water Management (Figure 3.18), and Utilities (Figure 3.19). These diagrams help to articulate desired connections between districts and across property boundaries to create integrated networks between each system.

A COLLECTION OF DISTRICTS

Recognizing the inherent flexibility needed for the development process, the Development Districts Plan (Figure 3.2) organizes the Master Plan into unique development character areas that respond to the physical setting of each site. Each district articulates the desired urban design principles and development character through the use of design guideline narrative and precedent development examples. These eight (8) districts provide further guidance on development character, site design, and key features. The districts include:

- 1 Technology Park
- 2 Shaw Business Park
- 3 Highway Commercial
- 4 Village Retail/ Office
- 5 Village Residential
- 6 Northwood Neighborhood
- 7 Castle Wood Residential
- 8 Yard Waste Site

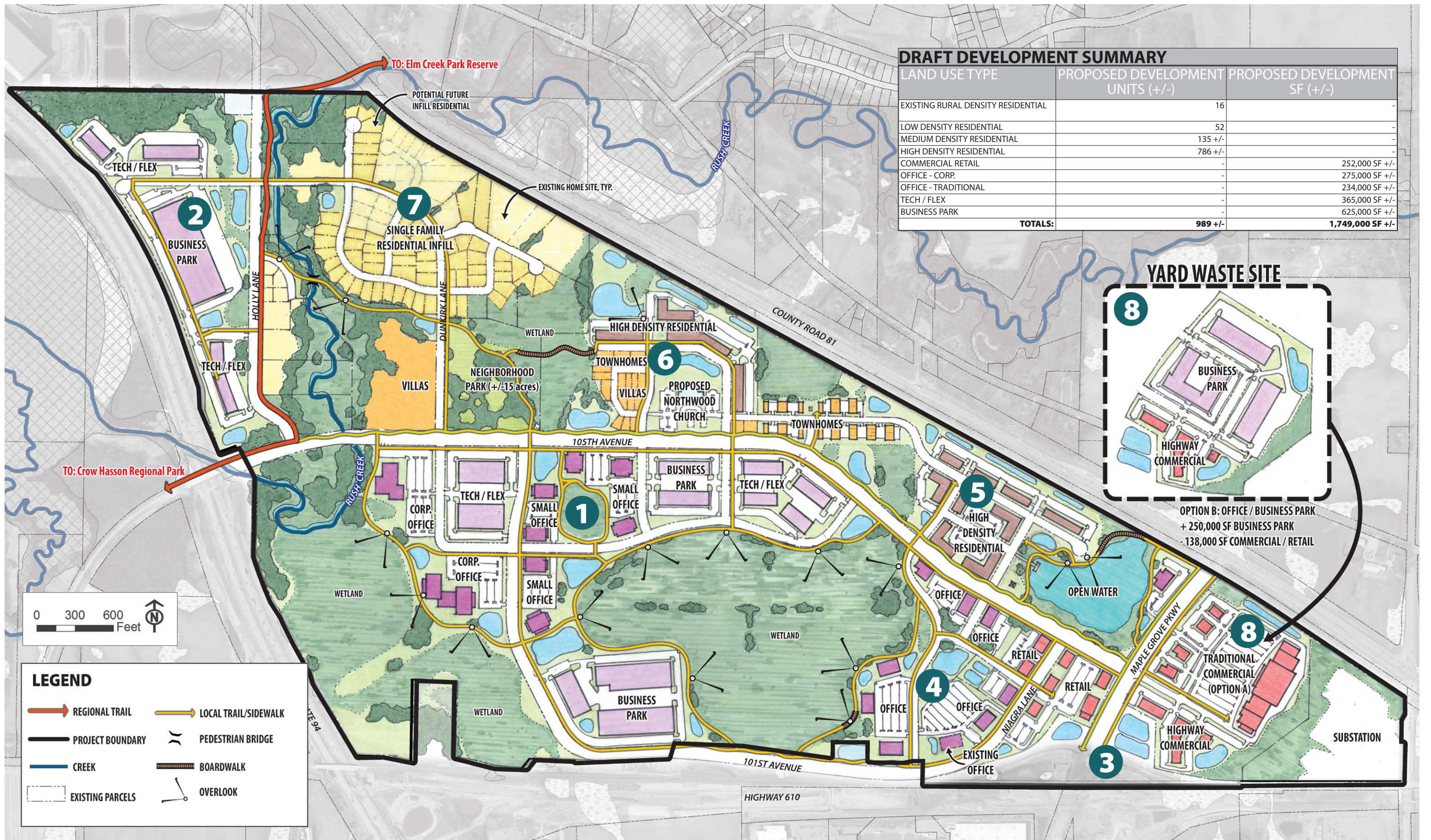


Figure 3.1 Development Concept Plan

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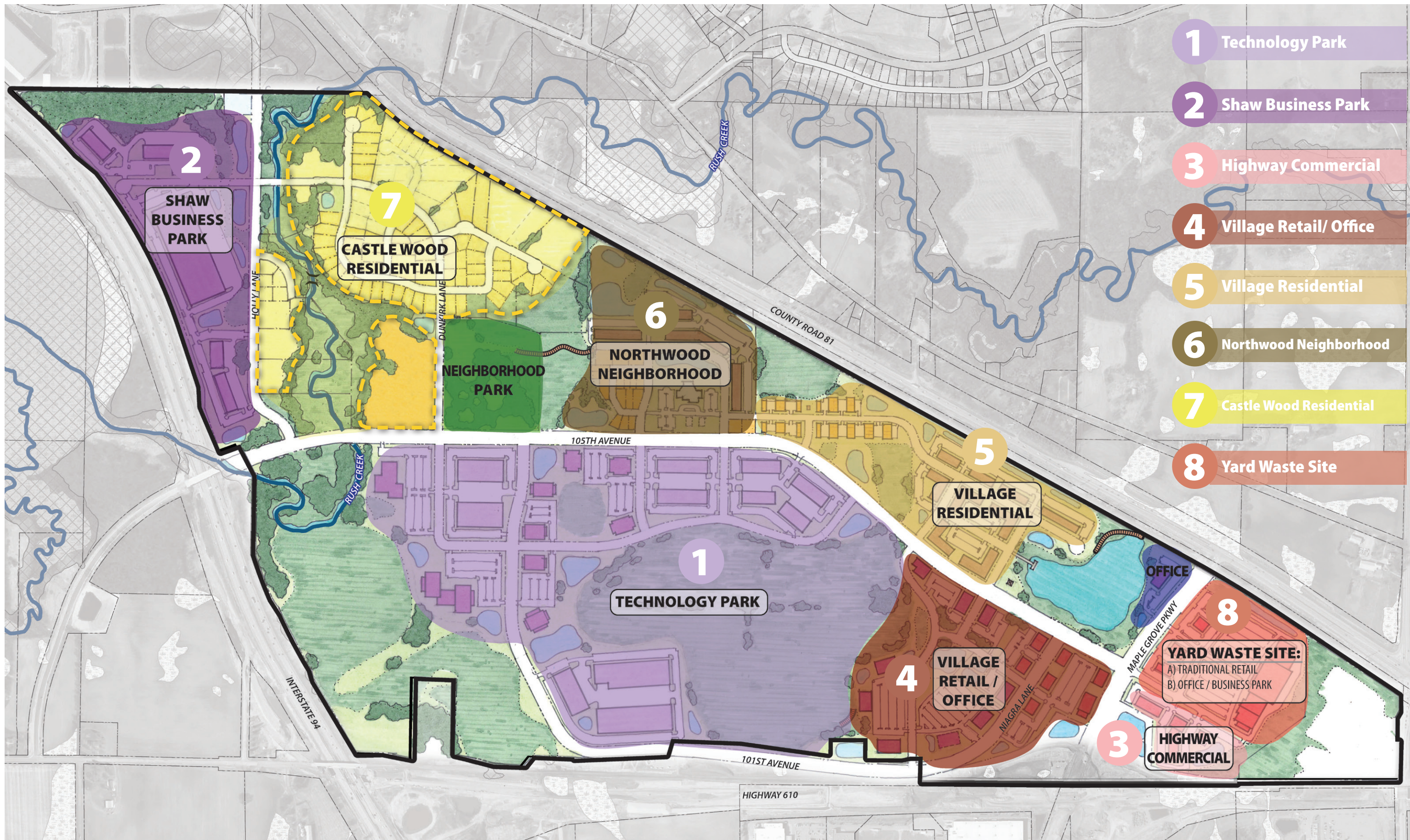


Figure 3.2 Development Districts

1 | TECHNOLOGY PARK



Technology Park example



Technology Park example

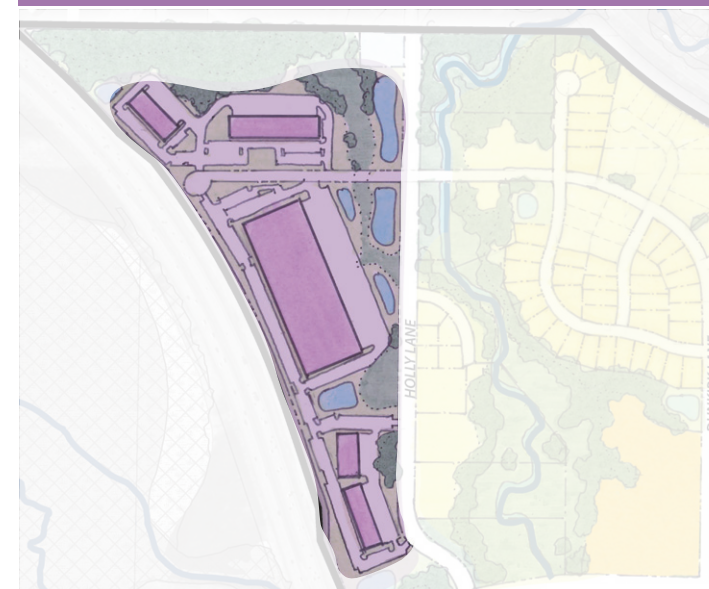


Technology Park example

TECHNOLOGY PARK DISTRICT

- » Provide a mix of employment uses including office (corporate and multi-tenant), business park, tech-flex uses, light manufacturing and light industrial uses.
- » Create a secondary "Parkway" road along the northern side of the wetland amenity to aide in traffic disbursement and to provide additional access to development.
- » Stagger the intersection alignments of Dunkirk Lane and the extension of 101st Avenue to discourage traffic from moving through the Castle Wood Estates neighborhood.
- » Orient building fronts to Interstate 94, 105th Avenue or the secondary "Parkway Road" along the northern side of the central wetland complex.
- » For the smaller office uses bring buildings toward the streets and create shared or interconnected parking fields that minimize the number of access points to the public street network.
- » Utilize building placement to create screened or enclosed courtyard loading and service areas.
- » Create an expanded network of trails along the roadway network and along the open space amenities to provide lunch-time recreational opportunities as well as connections to the commercial/ retail areas near Maple Grove parkway.
- » Build district-wide stormwater treatment facilities at key locations throughout the district.
- » Create a strong habitat connection between the central wetland amenity and the wetlands complex to the west of the district near I-94.

2 | SHAW BUSINESS PARK



Shaw Business Park example



Shaw Business Park example

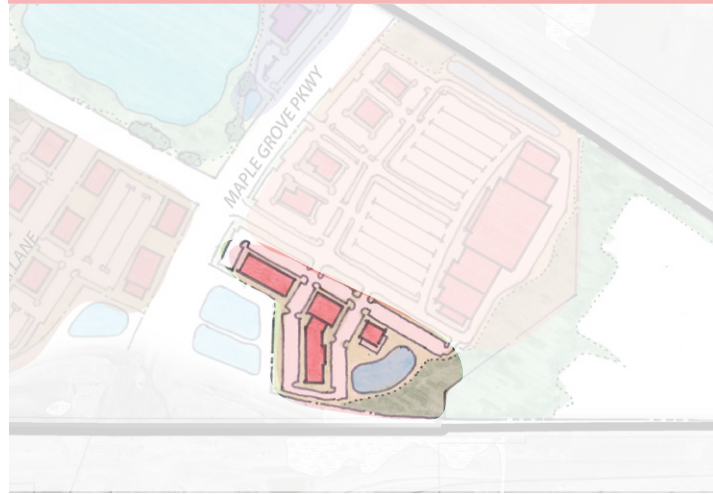


Shaw Business Park example

SHAW BUSINESS PARK

- » Provide a mix of employment uses including office (corporate and multi-tenant), business park, tech-flex uses, light manufacturing and light industrial uses.
- » Orient building fronts to Interstate 94.
- » Screen loading and service areas along Holly Lane.
- » Align access points with Dunkirk Lane to the north, and to avoid impacts to existing single family residential to the south (headlights, etc.).
- » Utilize parking areas underneath the power line easement.
- » Interconnect the northern and southern portions of the site with access drives.
- » Provide stormwater treatment and potential flood mitigation between new development and Holly Lane in addition to enhanced vegetative screening.

3 | HIGHWAY COMMERCIAL



Highway Commercial example

HIGHWAY COMMERCIAL

- » Provide a mix of commercial, retail and/or hospitality and entertainment uses in this location due to the access and visibility. Multi-tenant, inline retail, hotel, and restaurant are all possible uses in this location.
- » Organize the development pattern to integrate internal drives, parking lots and pedestrian connections between this district and the future Yard Waste Site development to the north.
- » Provide a singular, primary access to this district and the Yard Waste Site at the intersection of Maple Grove Parkway and 105th Avenue North.
- » Create a more pedestrian-oriented, and memorable place to shop with clustered pattern of development through the placement of buildings, location of parking lots, alignment/sharing of driveways and service/loading/storage facilities.
- » Align storefront facades of buildings with access alignment to Maple Grove Parkway to establish a grid for efficient development.
- » Provide an attractive streetscape with enhanced pedestrian facilities to connect to the Yard Waste Site to the north and across Maple Grove Parkway to the west, with enhanced wayfinding and streetscape furnishings to make the area pleasant and navigable by foot.
- » Provide a buffer for surface parking lots with enhanced landscaping.
- » Provide substantial berming/fencing/landscaping/screening to hide loading/service/storage areas for commercial and retail uses.

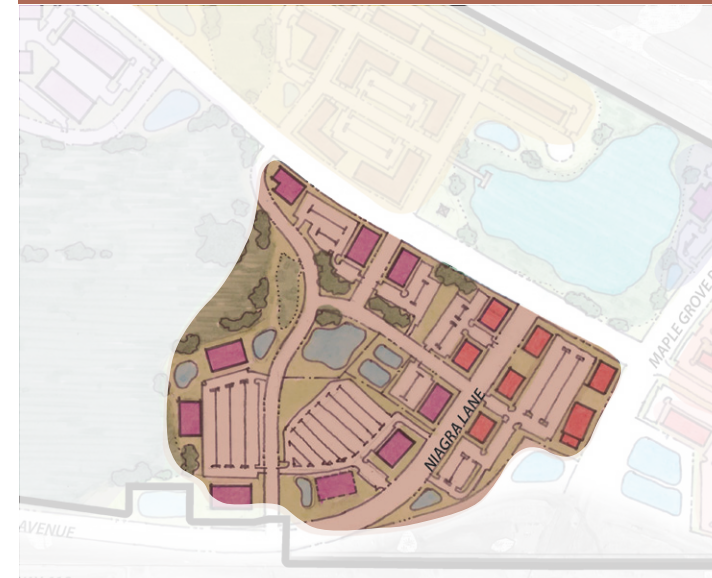


Highway Commercial example



Highway Commercial example

4 | VILLAGE RETAIL/OFFICE



Village Retail/Office example

VILLAGE RETAIL / OFFICE

- » Provide a mix of office, service, commercial and retail uses.
- » Create a pedestrian-oriented environment by placing building near streets and establishing interconnected networks of sidewalks and trails within the right-of-way, through the properties and to the primary entrances.
- » Cluster buildings together and bring buildings to street corners to create an organized pattern of development.
- » Design building corners at intersections as unique architectural features that contribute to establishing the unique identity or brand for the Village Retail/Office District.
- » Orient buildings to natural resources and long views of the central wetland amenity to the east.
- » Seek to preserve trees on the site where feasible.
- » Minimize the number of driveway access points to public streets and utilize shared parking, or cross-access agreements to efficiently develop entire blocks, not just individual sites.
- » Place parking lots behind buildings or internal to the block.



Village Retail/Office example



Village Retail/Office example

5 | VILLAGE RESIDENTIAL



Village Residential example



Village Residential example



Village Residential example

VILLAGE RESIDENTIAL

- » Provide a mix of residential densities and product types.
- » Organize the development around a gridded pattern of streets between 105th Avenue and the rail line to the north.
- » Place buildings to the street and provide opportunities for individual walk-up units at the street level.
- » Site parking lots in courtyard areas behind buildings.
- » Provide opportunities for private park features and amenities. Examples shown include a small picnic pavilion, sunrise overlook, playground and boardwalk connection (see Figure 3.3).
- » Connect public roadways at designated intersections along 105th Avenue to the Village Retail/Office District to the south, and provide a roadway connection to the expanded Village Residential area to the northwest.

6 | NORTHWOOD NEIGHBORHOOD



Northwood Neighborhood residential example



Northwood Neighborhood residential example

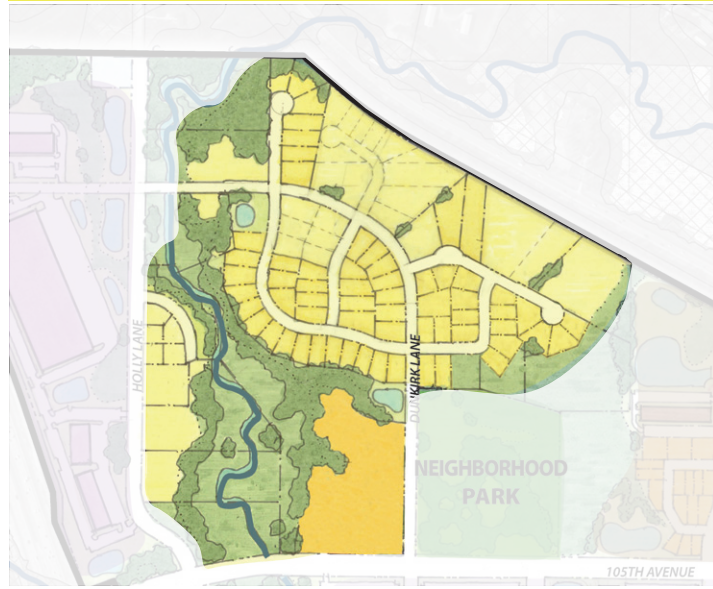


Northwood Neighborhood residential example

NORTHWOOD NEIGHBORHOOD

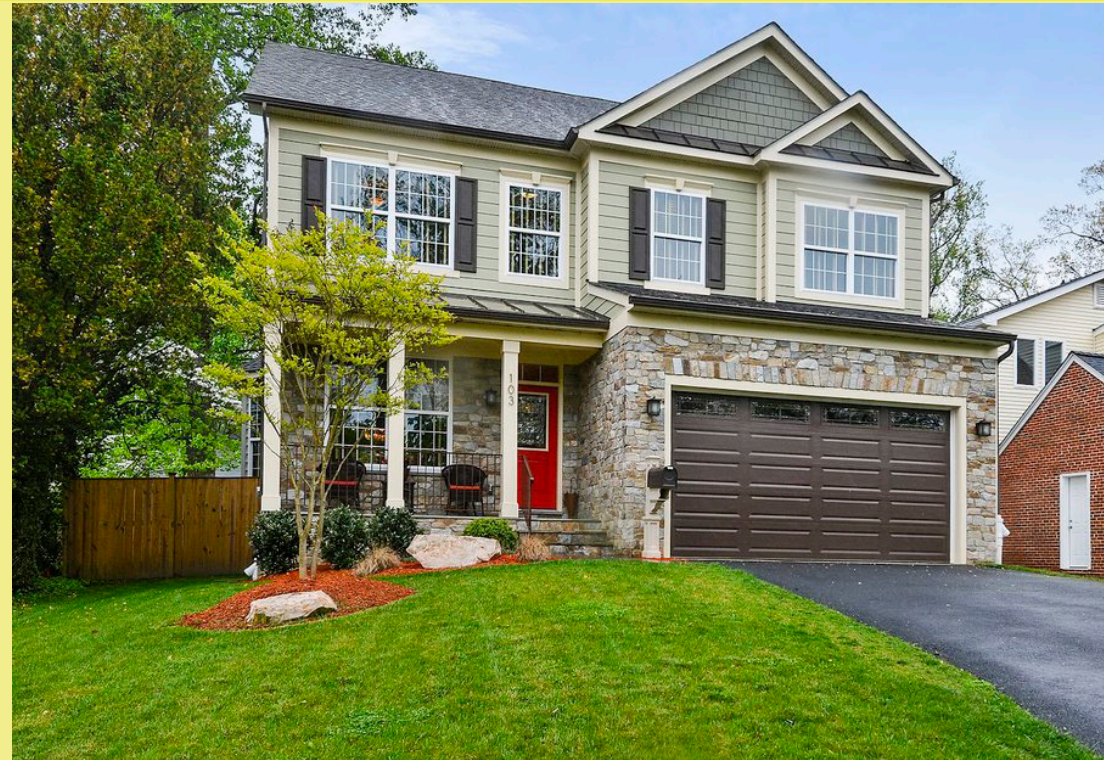
- » Provide a mix of residential densities and product types.
- » Organize the development around a gridded pattern of streets between 105th Avenue and the rail line to the north.
- » Design the surface parking lots to take on a parking court aesthetic with enhanced tree planting landscaping and dark-sky friendly, pedestrian scaled lighting.
- » Connect public roadways at designated intersections along 105th Avenue to the Village Residential District to the east and the Technology District to the south.
- » Provide opportunities for private park features and amenities. Examples shown include a small picnic pavilion, plaza areas, sunset overlooks, open field play areas integrated with the designated church parcel.
- » Explore potential boardwalk connections across the wetland to the planned neighborhood park space. This will provide an additional trail access to the park other than the trail along 105th Avenue.

7 | CASTLE WOOD RESIDENTIAL



CASTLE WOOD RESIDENTIAL

- » Maintain Dunkirk Lane as the primary roadway for the neighborhood, convert to an urban roadway section with curb and gutter, storm sewer, sidewalks and pedestrian scaled street lighting.
- » Allow for infill development of traditional single family lots. The Master Plan suggests a pattern of additional streets and residential lots that could be integrated with the existing home sites that wish to remain in the neighborhood.
- » Create a pedestrian trail connection over Rush Creek, linking between Holly Lane and the proposed neighborhood park.
- » Preserve existing trees where possible.
- » Explore medium density residential uses in the area near 105th Avenue and Dunkirk Lane.



Castle Wood Residential example



Castle Wood Residential example



Castle Wood Residential example



Castle Wood Residential example



8 | YARD WASTE SITE - TRADITIONAL COMMERCIAL CONCEPT

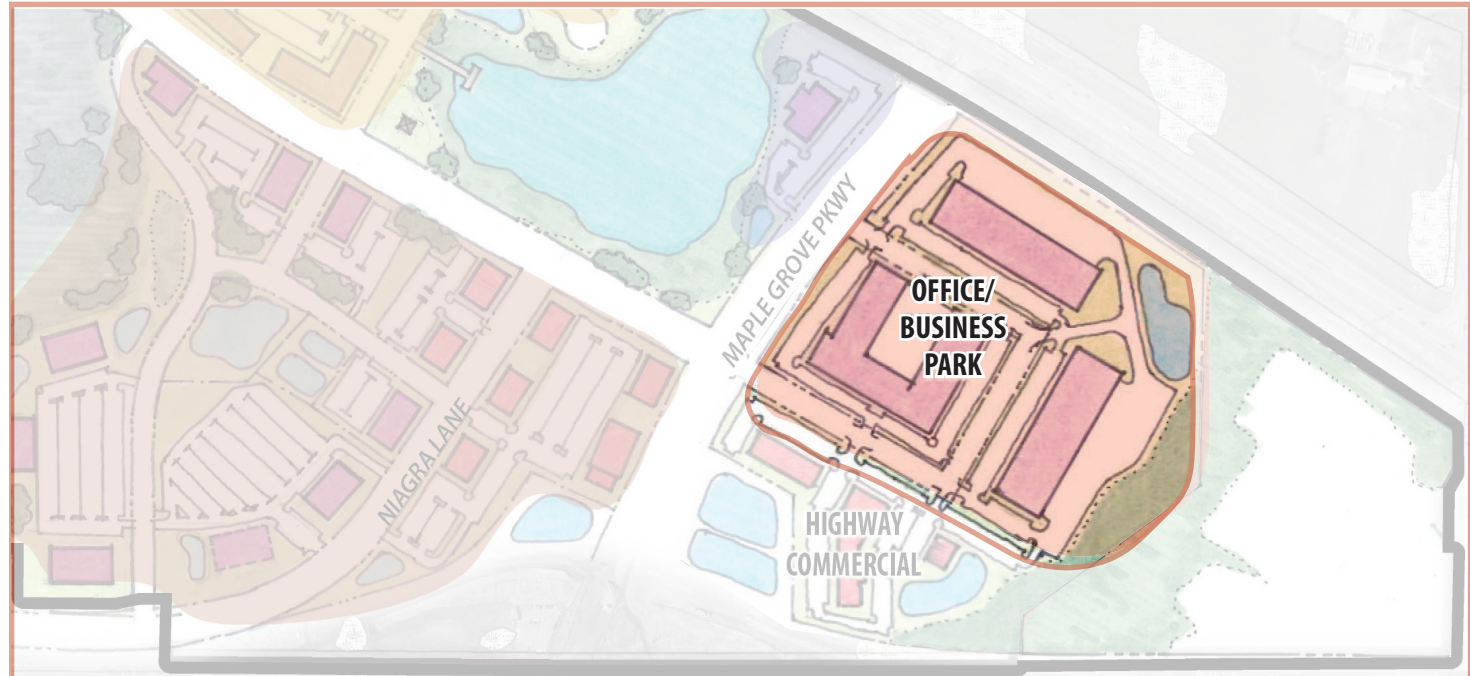
- TRADITIONAL COMMERCIAL CONCEPT**
- » Relocate the Yard Waste operation (which is privately owned) to another location in the City of Maple Grove.
 - » Orient larger, anchor retail buildings to face Maple Grove Parkway and provide screening of service and loading areas from Highway 610.
 - » Organize traditional pad sites fronting toward Maple Grove Parkway.
 - » Utilize a right-in/ right out access point to Maple Grove Parkway to help create a legible street network, integrated with the Highway Commercial District to the south.
 - » Create a strong pedestrian network with interconnected sidewalks and plazas to promote a park once strategy.
 - » Provide enhanced landscaping and tree plantings along private drives and in parking areas.
 - » Utilize the perimeter of the site for linear stormwater treatment areas.



Yard Waste Site example



Yard Waste Site example



YARD WASTE SITE - OFFICE/BUSINESS PARK CONCEPT

- OFFICE/ BUSINESS PARK CONCEPT**
- » Relocate the Yard Waste operation (which is privately owned) to another location in the City of Maple Grove.
 - » Utilize a right-in/ right out access point to Maple Grove Parkway to help create a legible street network, integrated with the Highway Commercial District to the south.
 - » Orient the fronts of buildings to Maple Grove Parkway and to the internal street network formed by the access points to Maple Grove Parkway.
 - » Create internal service/loading courtyards for uses in the center of the site.
 - » Provide berming/landscaping to screen views from Highway 610 and Highway 81.
 - » Allow for a single bay of parking in front of buildings for patron and employee parking.
 - » Create a strong pedestrian network with interconnected sidewalks and plazas, linked to the Highway commercial District and to the signalized intersection at Maple Grove Parkway.
 - » Provide enhanced landscaping and tree plantings along private drives and in parking areas.
 - » Utilize the perimeter of the site for linear stormwater treatment areas



Yard Waste Site example



Yard Waste Site example



PARKS, TRAILS AND OPEN SPACE NETWORK

Guided by the recent Parks and Recreation System Plan and Park Service Area 5 direction, the Parks, Trails and Open Space Network (Figure 3.3) for the 105th Avenue North Growth Area leverages the existing natural resources as the framework for building an interconnected system of parks, trails, and private development features such as playgrounds and overlooks. Linking directly with the transportation and stormwater infrastructure network, the system of trails provide a myriad of trail loop options and create welcoming pedestrian and bike connections to and from places to live, places to work and places to shop and dine. Key initiatives and articulation of specific features of the Parks, Trails and Open Space Network are outlined to the right and throughout this section.

RUSH CREEK REGIONAL TRAIL & GREENWAY CORRIDOR

The Rush Creek Regional Trail will provide a significant regional recreation resource to the 105th Avenue Area, providing a paved recreational trail from Elm Creek Park Reserve to the east, to Crow/ Hassan Regional Park to the northwest. The ultimate alignment of this trail corridor could still shift, but is generally anticipated to follow Rush Creek north/south near Holly Lane, extend down to 105th Avenue and cross over I-94 at the newly constructed 105th Avenue Bridge over I-94. The determination on the final alignment through the study area will be based on the decisions regarding the Holly Lane reconstruction



Outdoor classroom example

and the existing residential properties in this location. Options include a trail along west or east side of a newly constructed Holly Lane, or closer to the actual creek behind the homes through an existing easement and utilizing a boardwalk to maintain an elevation outside of the floodplain. Additional discussion on the Holly Lane alternatives can be found on page 34.



Regional Trail example

LOCAL TRAILS

- » Additional localized trails are proposed to connect neighborhoods and employment areas.
- » These trails are found along the collector roadway network, but also are integrated with the natural resources along Rush Creek, wetland and woodland areas. This network creates a strong mobility and recreation network for employees and residents of the district. Loop trails around natural resource features like the central wetland or along the Rush Creek nature could also include boardwalks and overlook areas.

PARKS TRAILS, TRAILS AND OPEN SPACE NETWORK INITIATIVES



Utilize the existing natural resources (wetlands, woodlands, topography) as the framework for the parks, trails and open space network.



Integrate the transportation and stormwater network with the parks, trails and open space network.



Enhance pedestrian and bike connectivity in the corridor by linking residential, employment and commercial/retail uses.



Create safe pedestrian crossings of 105th Avenue and Maple Grove Parkway.



Connect the local trail network to the planned Rush Creek Regional Trail.



Consider the integration of plaza/park spaces with private development to aid in place-making.

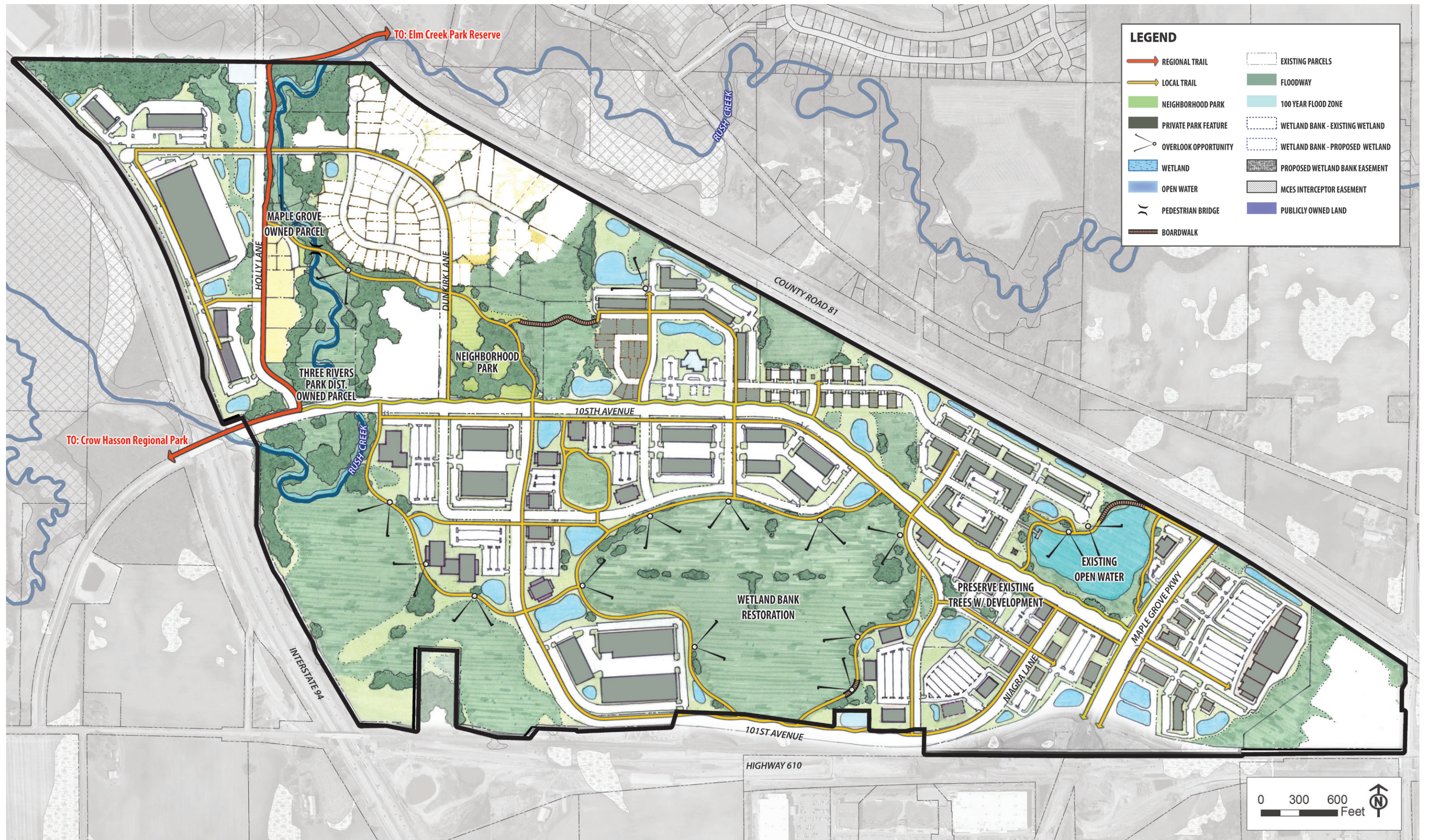


Figure 3.3 Parks, Trails, and Open Space

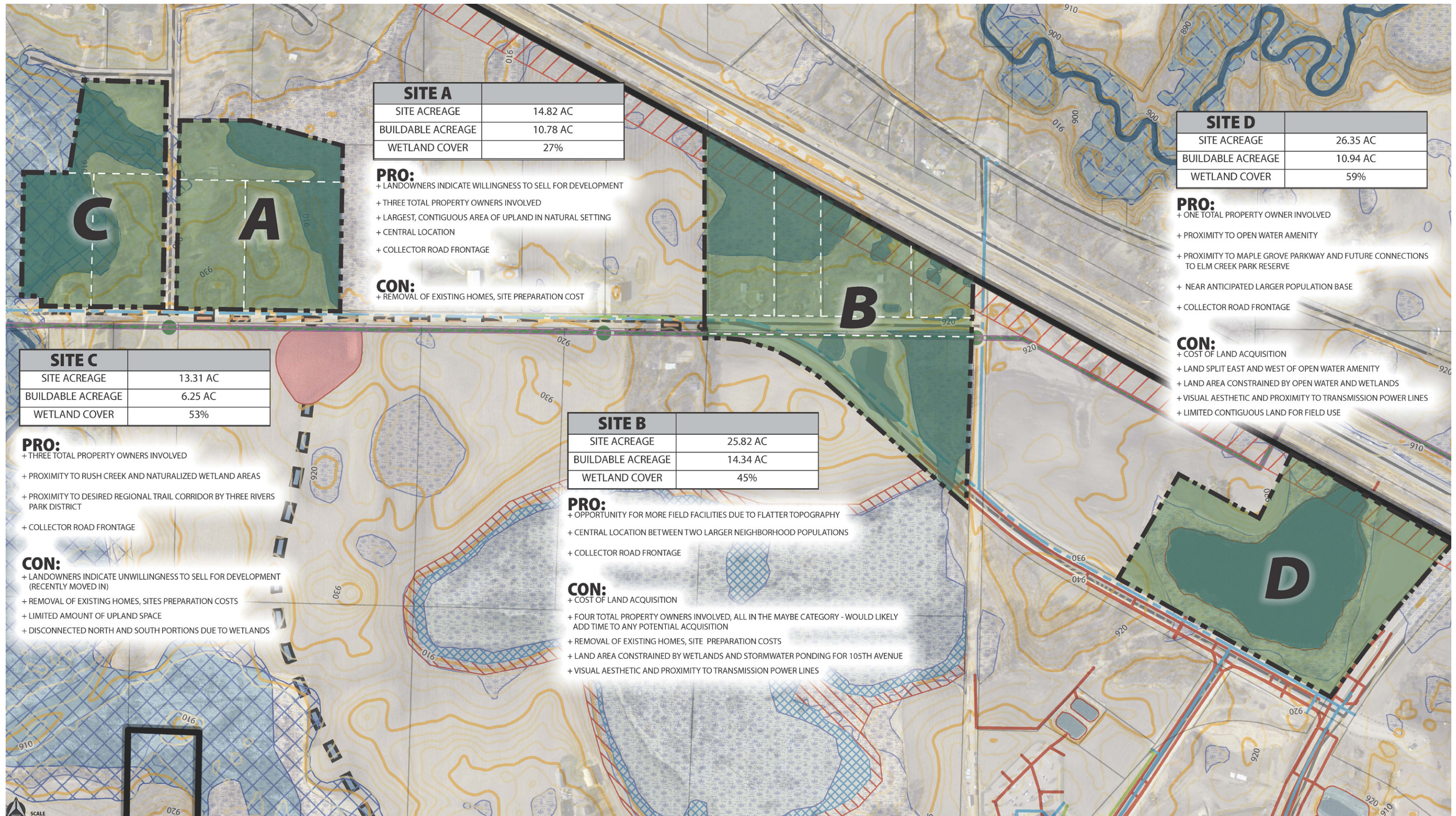


Figure 3.4 Potential Park Sites

NEIGHBORHOOD PARK

Integrated with the broader master planning for the future development, the consulting team and City staff explored options for a future neighborhood park location in the study area (Figure 3.4). Four locations were initially identified, with two locations receiving additional study at a concept plan level. Figure 3.5 and Figure 3.6 show alternative park designs for the desired location.

This location was selected because of its unique site characteristics, central location to existing and proposed residential uses, access to 105th Avenue, and potential near term momentum for a park resulting from the active development proposal occurring in the Northwood Neighborhood District. Unlike previous neighborhood parks, this location is not a “clean slate” but provides a unique opportunity to celebrate the natural resources abundant in the growth area. The site is approximately 15 acres in size with wooded, gently rolling topography and adjacent to a large wetland complex. Sensitive site design to integrate park uses such as a picnic pavilion, picnic area, parking lot, playground and nature play area, trails, wetland overlooks and informal play lawns will be informed by the topography, existing site features and balancing tree preservation. Additionally, some of this area could be utilized for small scale residential development.



Nature play



Open play field



Figure 3.5 Site A - Concept 1

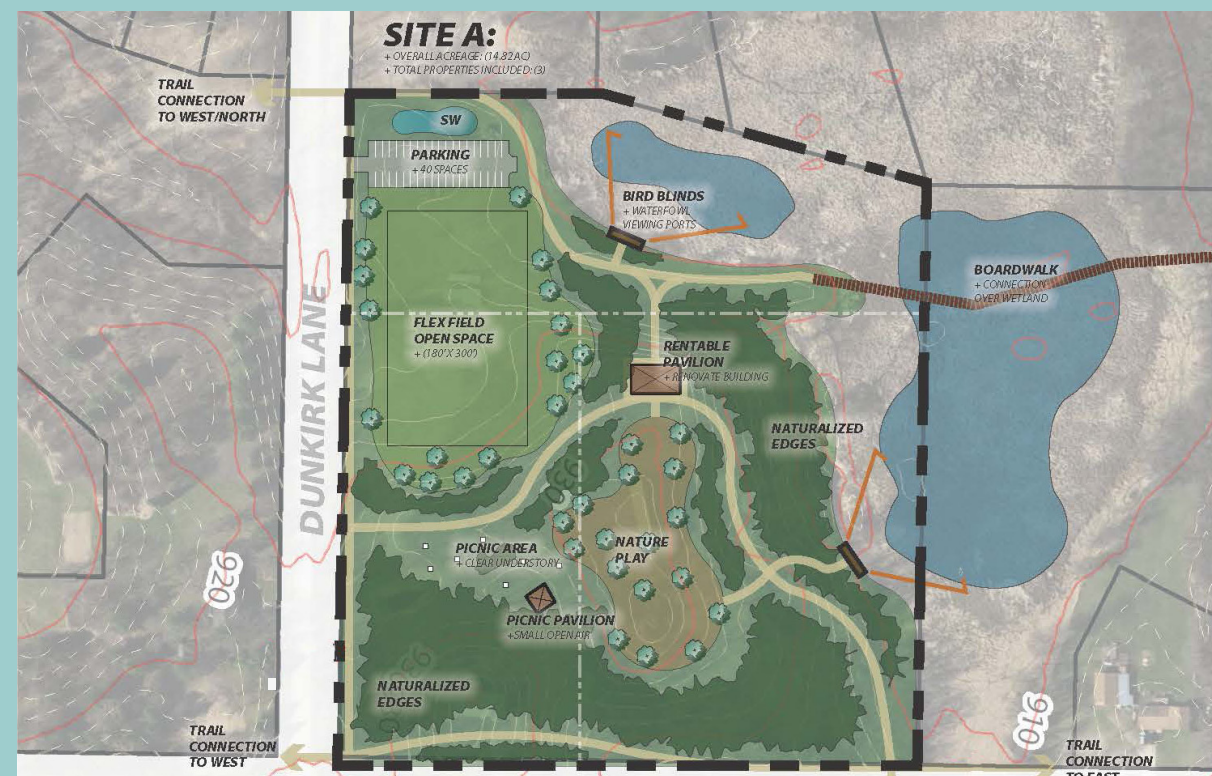


Figure 3.6 Site A - Concept 2

ADDITIONAL PARKS, TRAILS AND OPEN SPACE FEATURES

As development occurs in the growth area, additional considerations for enhanced connectivity, amenities and placemaking should be considered as part of the private development projects. The Parks, Trails and Open Space Network Diagrams suggest opportunities for features such as small, privately maintained pocket parks (playground/ tot-lot, pavilion, picnic areas, etc.), overlooks and plazas as well as potential trail connections and boardwalks to promote a high-quality amenity for residents and employees.

FOREST CONSERVANCY AREAS

Forest Conservancy areas along I-94 should be preserved to promote the natural landscape and create an identifiable feature for the City of Maple Grove, differentiating itself from other communities. These preserve areas are on the edges of development zones and can be attractive features for developments such as office or employment uses. The Forest Conservancy Area identified in the Village Retail/Office district should seek to retain as many large oak trees as possible.

WETLAND BANK / WETLAND RESTORATION AREA

The wetland bank and wetland restoration area in the Technology District is a tremendous amenity for surrounding development and could become the identifying feature for the district. The functional aspect the wetland bank (providing mitigation of smaller scale wetlands throughout the district to create larger, contiguous development areas) balance with the improved water quality and habitat features is a true asset to the growth area. The parks, trails and open space plan responds to this by creating a contiguous trail loop around the entire wetland with locations for overlooks and small gathering areas, a valuable amenity for employers, employees and surrounding residents.

TRANSPORTATION, ACCESS & CIRCULATION NETWORK

The primary circulation for the growth area is provided by Maple Grove Parkway, 105th Avenue, the planned extension of 101st Avenue and Holly Lane. Additional roadways will provide increased access and circulation to development sites and are intended to shape development areas in an organized manner. Safety and access standards drive general locations for intersections for 105th Avenue and in turn, help to establish the proposed network of supporting roadway infrastructure. The following are the key principles for establishing the transportation network in the growth area.

TRANSPORTATION PRINCIPLES:

- » Balance the spacing of intersections for new public roadways along 105th Avenue to enhance connectivity and reduce congestion along 105th Avenue.
- » Create an east-west network of roadways parallel north to 105th Avenue to reduce traffic on 105th Avenue.
- » Create a secondary "Parkway Road" along the northern edge of the large central wetland to enhance access to the Technology District and reduce the reliance on 105th Avenue.
- » Extend 101st Avenue through the Technology District to provide an additional route for traffic circulation, and design 101st Avenue to intersect offset from Dunkirk Lane.



State Highway 610 existing conditions



105th Avenue existing conditions

- » Create safe intersections crossings for pedestrians and bicyclists, utilize approximate 1/8th mile spacing for intersections along 105th Avenue.
- » Promote traffic calming techniques along 105th Avenue and Holly Lane, and discourage cut-through and truck traffic along Dunkirk Lane and through other planned residential areas.
- » Where public streets are not possible, utilize a network of interconnected private drives to enhance circulation between sites, rather the forcing traffic out to collector roadways for localized trips.
- » Enhance wayfinding and signage to key park, trail and commercial destinations.
- » Meander trails along 105th Avenue to create a unique trail experience.



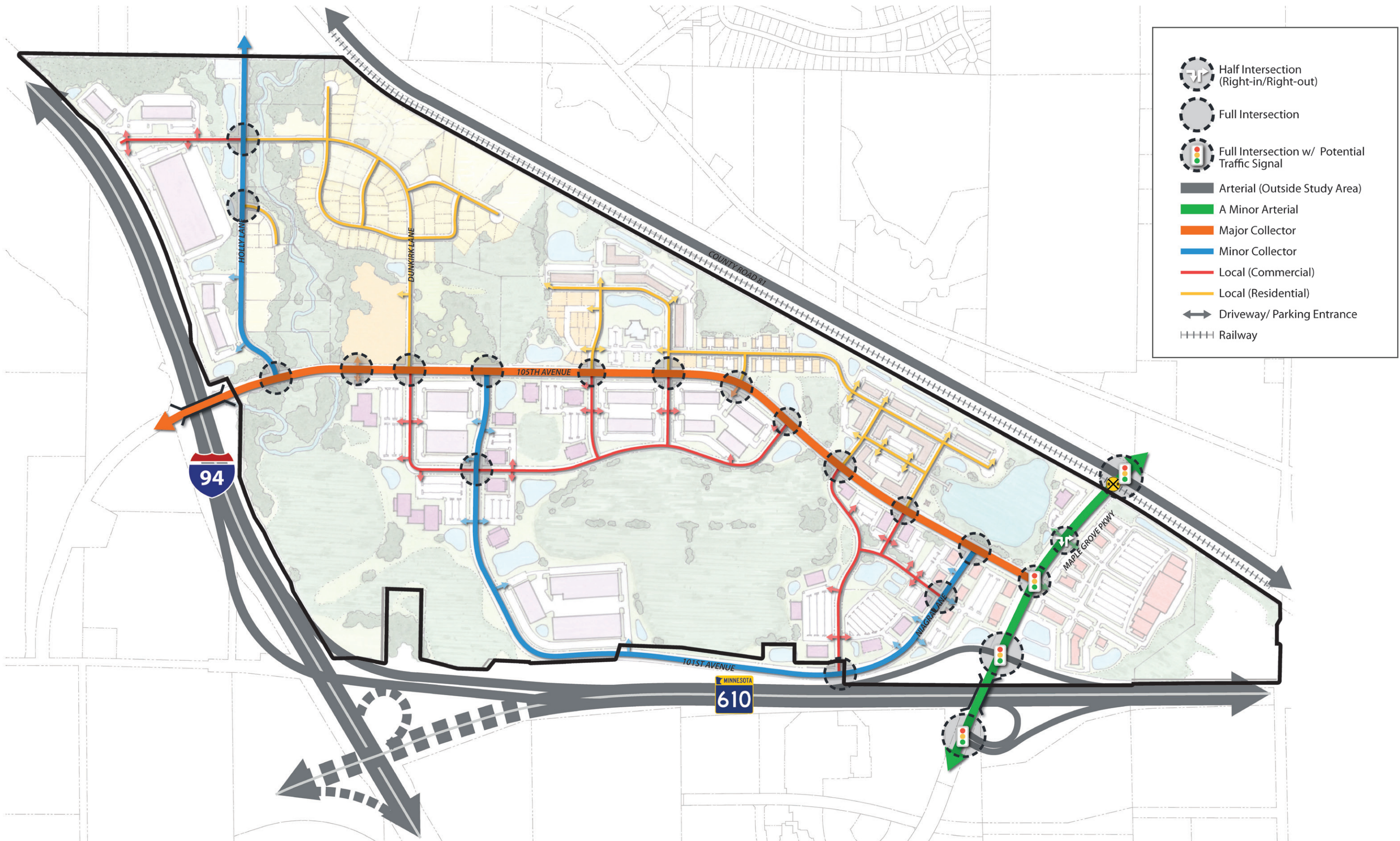
Mixed use street example



Enhanced pedestrian crossing and streetscape example



Enhanced pedestrian crossing and streetscape example














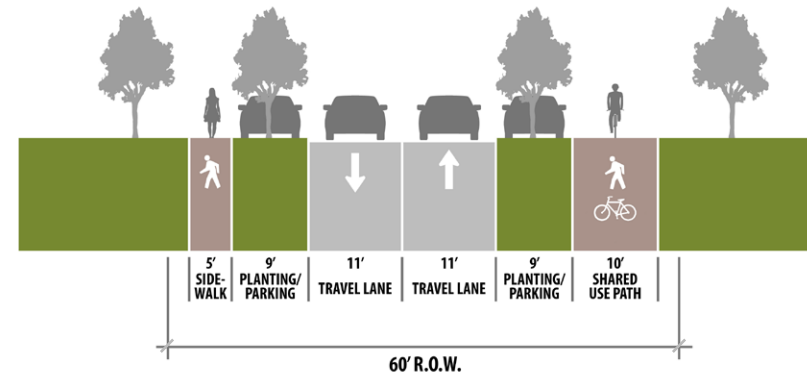
-  Half Intersection (Right-in/Right-out)
-  Full Intersection
-  Full Intersection w/ Potential Traffic Signal
-  Arterial (Outside Study Area)
-  A Minor Arterial
-  Major Collector
-  Minor Collector
-  Local (Commercial)
-  Local (Residential)
-  Driveway/ Parking Entrance
-  Railway

Figure 3.7 Transportation Access and Circulation Diagram

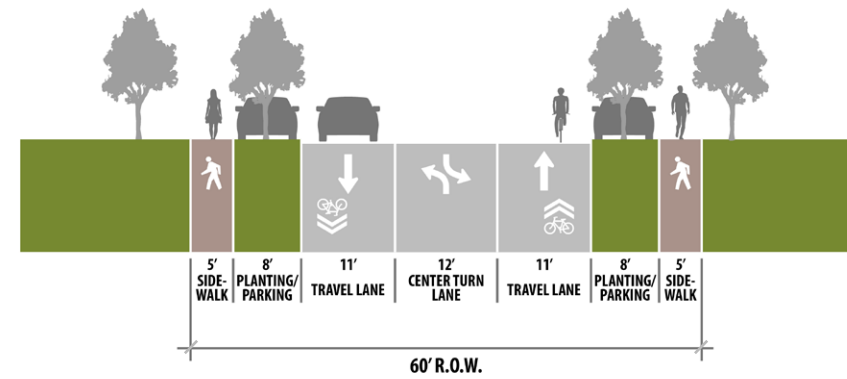
STREET SECTIONS



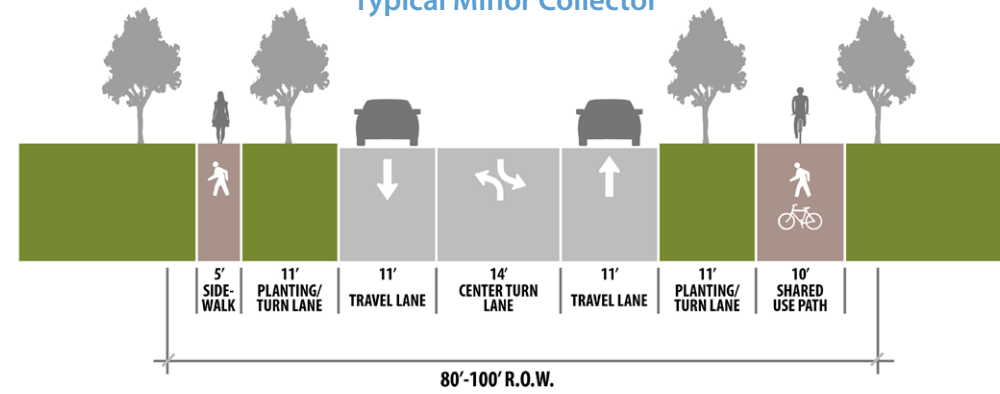
Typical Local Street (Residential)



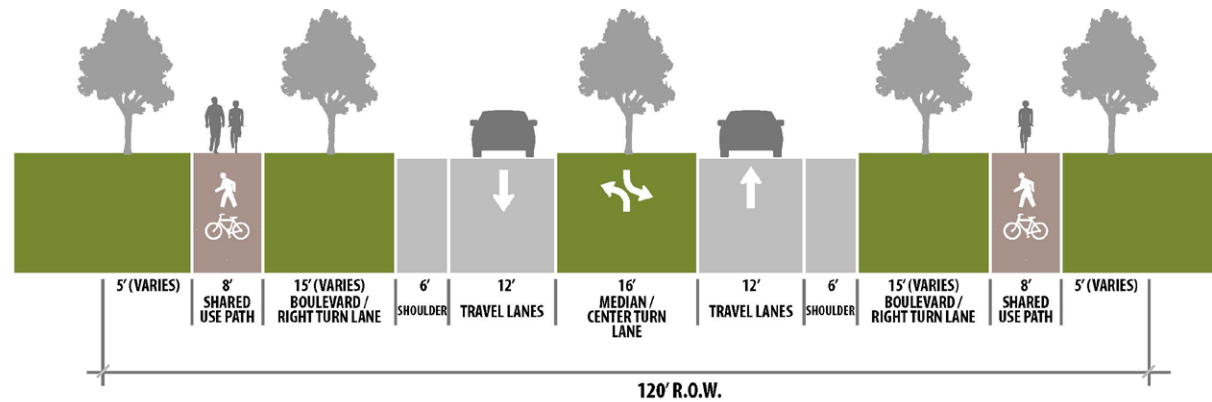
Typical Local Street (Commercial)



Typical Minor Collector



Typical Major Collector

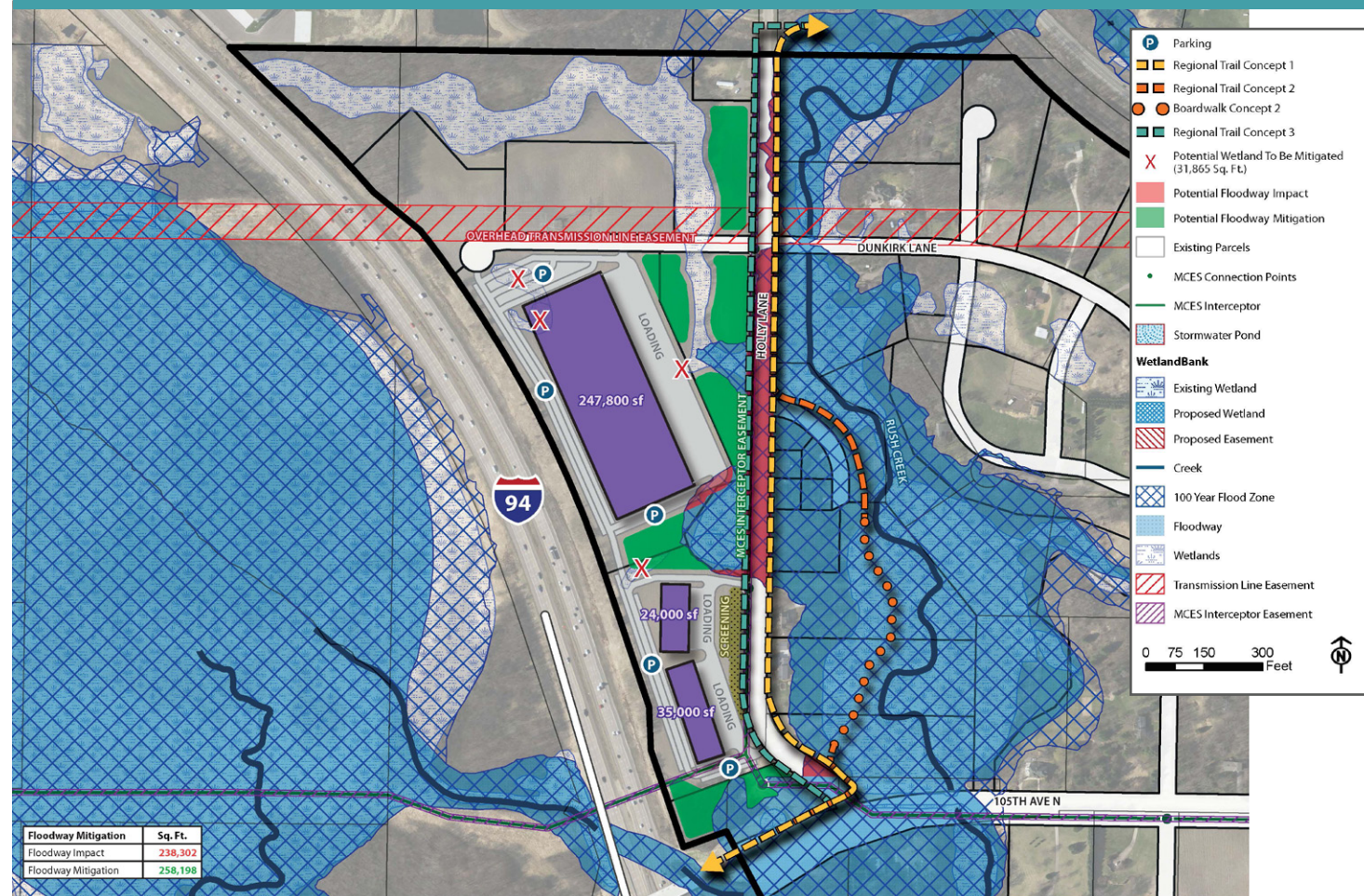


NOTE:

Final determination of the street sections to be made by the City of Maple Grove Engineering Department.

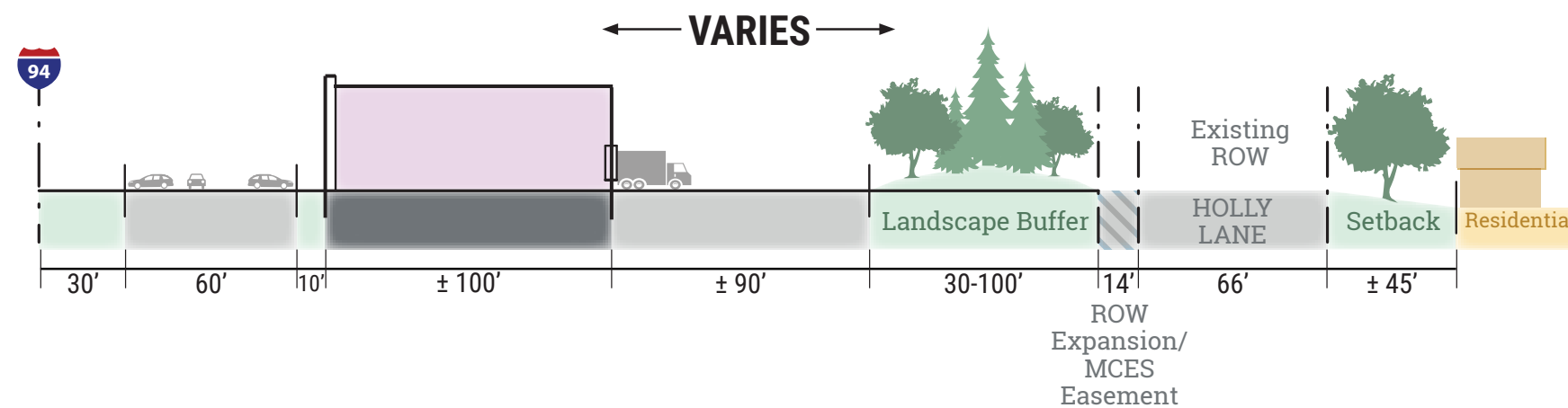
HOLLY LANE ALIGNMENT

Figure 3.8 Holly Lane Concept - Potential Development and Trail Routes



Existing Holly Lane

As identified in the challenges section, the existing homes on Holly Lane and the impact of an upgraded and expanded Holly Lane demanded a closer look at the future of this area. The master planning process looked at multiple options, including potentially relocating Holly Lane which would have necessitated purchasing the existing homes. After much discussion between staff and the existing land owners, it was determined that Holly Lane should remain generally in its current location. Future upgrades of the road will require close coordination with the adjacent home owners and take advantage of the existing sanitary sewer easement to the west to limit impacts on these home owners.





STORMWATER / SURFACE WATER MANAGEMENT

The stormwater management approach for the 105th Avenue Area builds off of the existing drainage patterns that exist today. The approach integrates a range of stormwater treatment techniques and provides future development with options for achieving the required water quality and rate control. Figure 3.13 identifies primary locations for significant features of the stormwater management system that could include pre-treatment ponds, infiltration or filtration areas and/or wet detention ponds.

STORMWATER PRINCIPLES:

- » Highlight the stormwater treatment system by integrating a trail network and framing development around the stormwater system.
 - » Design stormwater features as amenities and integrate into the broader park, trail and open space system where feasible.
 - » To the greatest extent possible utilize the existing drainage network and topography to guide the stormwater treatment design.
 - » Develop a logical phasing plan for development integrated with the area-wide stormwater management plan.
- » Explore options for regional or district-wide stormwater treatment to create efficient development sites and to preserve upland natural resources and woodlands.
 - » Maintain existing flood capacity for Rush Creek recognizing floodplain mitigation opportunities exist to create more efficient development balanced with expanded floodplain capacity, particularly along Holly Lane.
 - » Create a stormwater and habitat connection between the large central wetland and the existing wetland complex along I-94.
 - » Integrate non-traditional stormwater treatment techniques where possible.
 - » Utilize infiltration areas (bio-swales/ retention basins, vegetative swales, rain gardens, tree trenches, etc.) where appropriate
 - » Promote an enhanced tree canopy to reduce the rate of stormwater runoff.
 - » Promote rainwater re-use for irrigation.



Regional stormwater pond



Rainwater garden



Stormwater pond



Rainwater garden

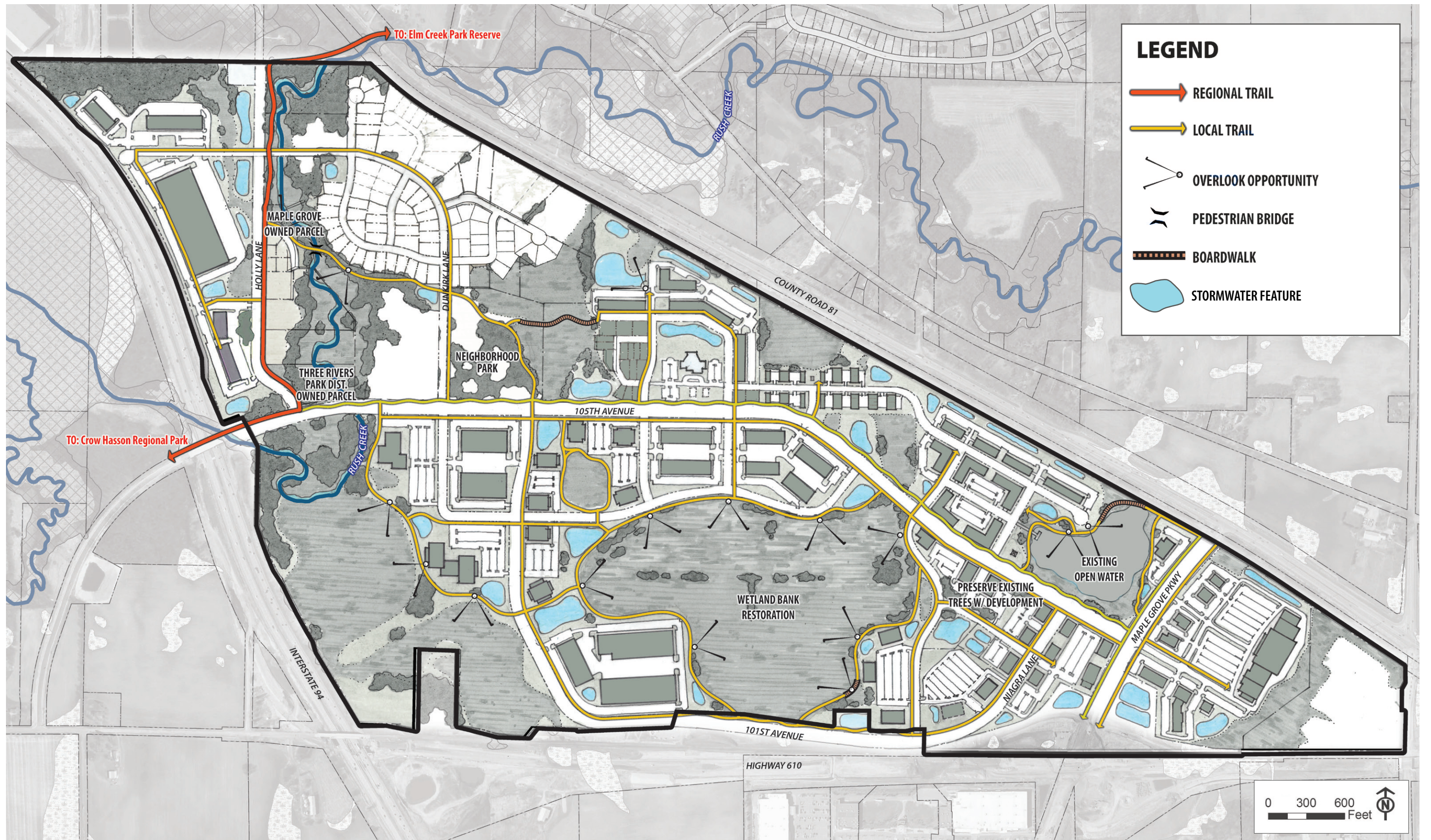


Figure 3.9 Stormwater Diagram

03. IMPLEMENTATION

KEYS TO IMPLEMENTATION

There are many factors to successfully realizing the vision set forth by the City of Maple Grove for the 105th Avenue North Growth Area Master Plan. These factors apply regardless of the actual form and timing of development, as development will span a number of years. The vision may have to adjust to respond to changes in market conditions and consumer preferences, land ownership and broader community-wide goals, yet at the same time it is important to protect the vision against short-term opportunities that compromise the long-term vision. With the planning provided in this summary report, consistent policy implementation and commitment to the vision, development will eventually reach the critical mass that leads to success. This chapter provides an overview for roles, actions and investments required to realize the full build out of the growth area.



PATIENCE:

Transformation of the 105th Avenue North Growth Area will not be implemented overnight. The timeframe for implementation reflects its evolutionary nature, looking forward over a period of years. The desired change often requires the patience to wait for the right things to happen, rather than making changes simply to be seen as doing something.



COMMITMENT:

Commitment to the growth area and patience go hand-in-hand. This study does more than simply seek to attract new development to shovel ready sites in Maple Grove; it provides a road map to enhance the entire growth area. Commitment to the Master Plan means the willingness to actively promote public and private investments that align with the objectives of the study. It also requires the willingness by decision makers to deter developments which do not meet the objectives of the Master Plan. Not all of these decisions will be easy or will they occur exactly as analyzed in this document.



FINANCIAL REALITY:

Implementing the Master Plan requires careful investment of public funds, but the private side of the financial equation must not be overlooked. New development and existing businesses will pay for their portion of the improvements called for in the Master Plan. The 105th Avenue North Growth Area Master Plan seeks to balance the investment in public initiatives with the creation of a financial environment that sustains successful businesses and strong neighborhoods.



STRATEGIC INVESTMENTS:

If financial support for the plan was unlimited, the need for strategic decisions would be less important. With limited funds, every expenditure is crucial. It is not possible to immediately undertake all of the initiatives described in the Master Plan. Needs and opportunities not contemplated in the plan may arise in the future. Every investment must be evaluated for its impact on enhancing the overall growth area.



A focus for future employment



A mixed use district



An area for diversified housing

ROLES & RESPONSIBILITIES

There is a temptation to give sole responsibility for implementation of the 105th Avenue North Growth Area Master Plan to the City of Maple Grove. Many of the powers and resources needed to undertake the actions prescribed in the Master Plan are held by the City, yet the success of the Master Plan cannot be made only by responsibility of City government. Achieving the vision for the corridor requires ongoing collaboration of both public and private stakeholders. This section describes the roles and responsibilities of key parties.

BUSINESS AND PROPERTY OWNERS

While the City influences the physical setting, the 105th Avenue North Growth Area Master Plan will become a place for private activity. Individual businesses and property owners interested in development will determine the type of jobs, shopping and housing products offered in the growth area. Property owners will decide how to approach development of their property and carry forward their proposal to the City of Maple Grove.

CITY OF MAPLE GROVE

The ultimate responsibility for implementing the recommendations of Master Plan rests with the City of Maple Grove. The Planning Commission and City Council will provide direction on staff resources, review proposed development projects and approve public investments. Responsibility for managing on-going development in the growth area will primarily fall on the Planning, Engineering and Parks and Recreation Departments.

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

The Community and Economic Development Department will share a lead role in managing implementation for the City with the Engineering Department. The actions to be taken by the Community and Economic Development Department to implement the study include:

- » Application of land use controls and development guidelines to shepherd private development;
- » Review of development plans and proposals;
- » Coordination of planning for capital improvements needed to facilitate development; and
- » Creation of financial plans for development/redevelopment of public investments and continued monitoring.

ENGINEERING DEPARTMENT

The Engineering Department also plays a major role in through the design of public infrastructure (roadways and utility infrastructure) improvements needed to support development and redevelopment in the growth area. The Engineering Department is also key player in planning for future roadway and transportation improvements, including ongoing conversations with the Minnesota Department of Transportation (MNDOT) on future improvements to Highway 610 (south bound fly-over & right-of-way re-dedication).

PARKS AND RECREATION DEPARTMENT

The Parks and Recreation Department is responsible for planning and developing the proposed neighborhood park and network of trails throughout the growth area. They will also lead coordination efforts with Three Rivers Park District on the ultimate location and design of the Rush Creek Regional Trail.

PLANNING COMMISSION

The Planning Commission has the lead responsibility for evaluating the application of land use controls needed to implement the Master Plan. The Planning Commission advises the City Council on issues involving the establishment of and compliance with the Comprehensive Plan and the Zoning, Subdivision, Shoreland, Tree Preservation and Sign ordinances.

The Planning Commission also reviews residential, commercial, and industrial development proposals and makes recommendations to the City Council according to the goals and objectives of the Comprehensive Plan.

CITY COUNCIL

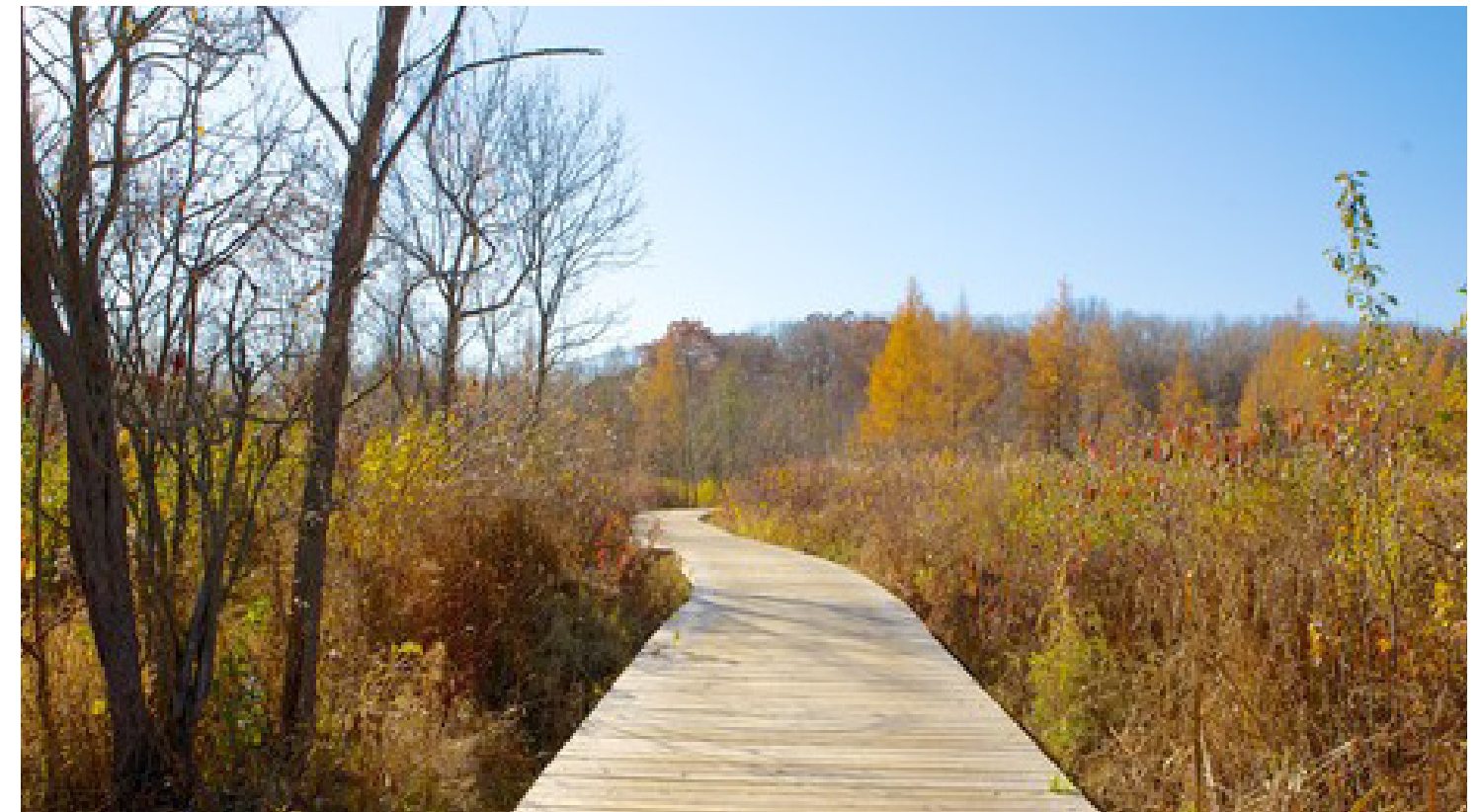
The City Council sets the foundation for implementing the Master Plan consistent with the overall mission of the City. While other bodies (Planning Commission and Park and Recreation Board, for example) play key roles in the implementation process, important development powers reside with the City Council. Among the powers that may be needed to undertake public initiatives in the 105th Avenue North Growth Area are:

- » Allocate money in the annual budget to capital improvements.
- » Approve the establishment of tax increment financing (TIF) districts.
- » Levy of special assessments for public improvements.
- » Issuance of general obligation bonds to finance development and improvement projects.

COMMUNITY-AT-LARGE

The community of Maple Grove must stay involved as development continues over time. The community must work together with decision-makers and provide the necessary input on any new development proposals. The community should provide comment on whether the proposed project meets the vision set forth in the Master Plan while respecting existing land owners' desires. Ultimately, the community must:

- » Provide a singular focus for the plan. The knowledge gained from the planning process will allow members of the community to efficiently and effectively comment on development proposals.
- » Continue public involvement. Continue to attend public meetings, or provide comments and suggestions to proposals as they come forward.



Create an integrated trail network highlighting the area's natural resources



LAND USE CONTROLS

The initial focus of implementation will be on actions needed to establish the Master Plan as the official guide to development of the 105th Avenue North Growth Area. These implementation procedural steps involve the adoption of key policy documents and updated development controls.

APPROVE THE 105TH AVENUE NORTH GROWTH AREA MASTER PLAN

The first implementation step is for City Council actions to approve this Study. These approvals set the stage for subsequent actions such as amending the comprehensive plan, zoning ordinances, capital improvement programs, and the allocation of financial resources.

AMEND LAND USE CONTROLS

Study approval is the trigger for taking other actions needed to guide land use for the area in accordance with this master plan. Land use controls not only promote the desired development outcomes, they also prevent development that is not consistent with the plan.

COMPREHENSIVE PLAN

The City will need to update the Comprehensive Plan with the new “105th Avenue North Growth Area Master Plan”, including the land use plan designations (Figure 4.1) and appropriate policies consistent with the vision of the plan. Amending the Comprehensive Plan creates the foundation for all other implementation actions. Consistency with the Comprehensive Plan is a statutory requirement for zoning regulations, capital improvements and redevelopment projects. The 105th Avenue North Growth Area Master Plan will be added to the Comprehensive Plan as an additional appendix.

ZONING REGULATIONS

More direct control of development comes from zoning regulations. As is done in the Gravel Mining Area of the City of Maple Grove, all development will be approved through the Planned Unit Development process. Consistency with the approved Master Plan will be a key component in which to analyze proposals.

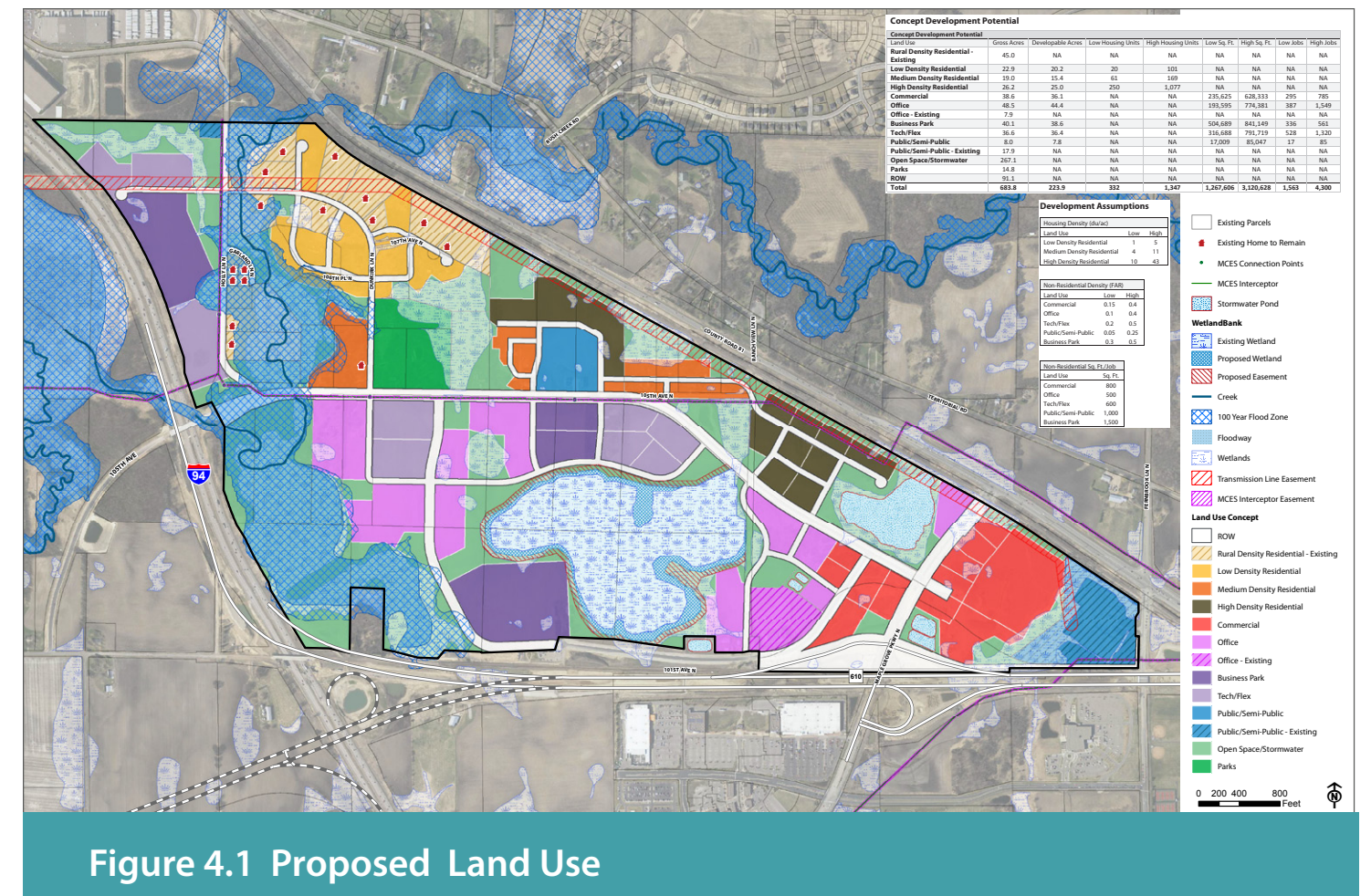


Figure 4.1 Proposed Land Use

PHASING

The ultimate phasing of development in this area will be dependant on the specific direction from the City Council with regard to public improvements and specific development proposals. Ultimately a number of infrastructure improvements will need to be made in this area to allow development to occur:

Trunk infrastructure that serves multiple properties:

- » Full rebuild of 105th Avenue North between the areas that have already been constructed.
- » Rebuild of Holly Lane North

- » Construction of Zanzibar Lane (continuation of frontage road north to 105th Avenue.)
- » Extension of city water service along major roads and connection along Ranchview Lane.
- » Trunk sanitary sewer line connections to Metropolitan Council interceptor.
- » Public park and trail system to serve new residential development.

The City Council could choose to do some or all of these projects, or a portion of some or all of these projects, to support development proposals and offer a reasonable expansion of services to this area.

Individual projects will have their own lateral infrastructure improvements such as local roads, water, sanitary sewer and storm sewer systems.

Outside of specific development which will require upgraded infrastructure, developments outside of the city are creating vehicular traffic, both automobiles and semi-trucks, which also creates pressure to upgrade the infrastructure in the area.

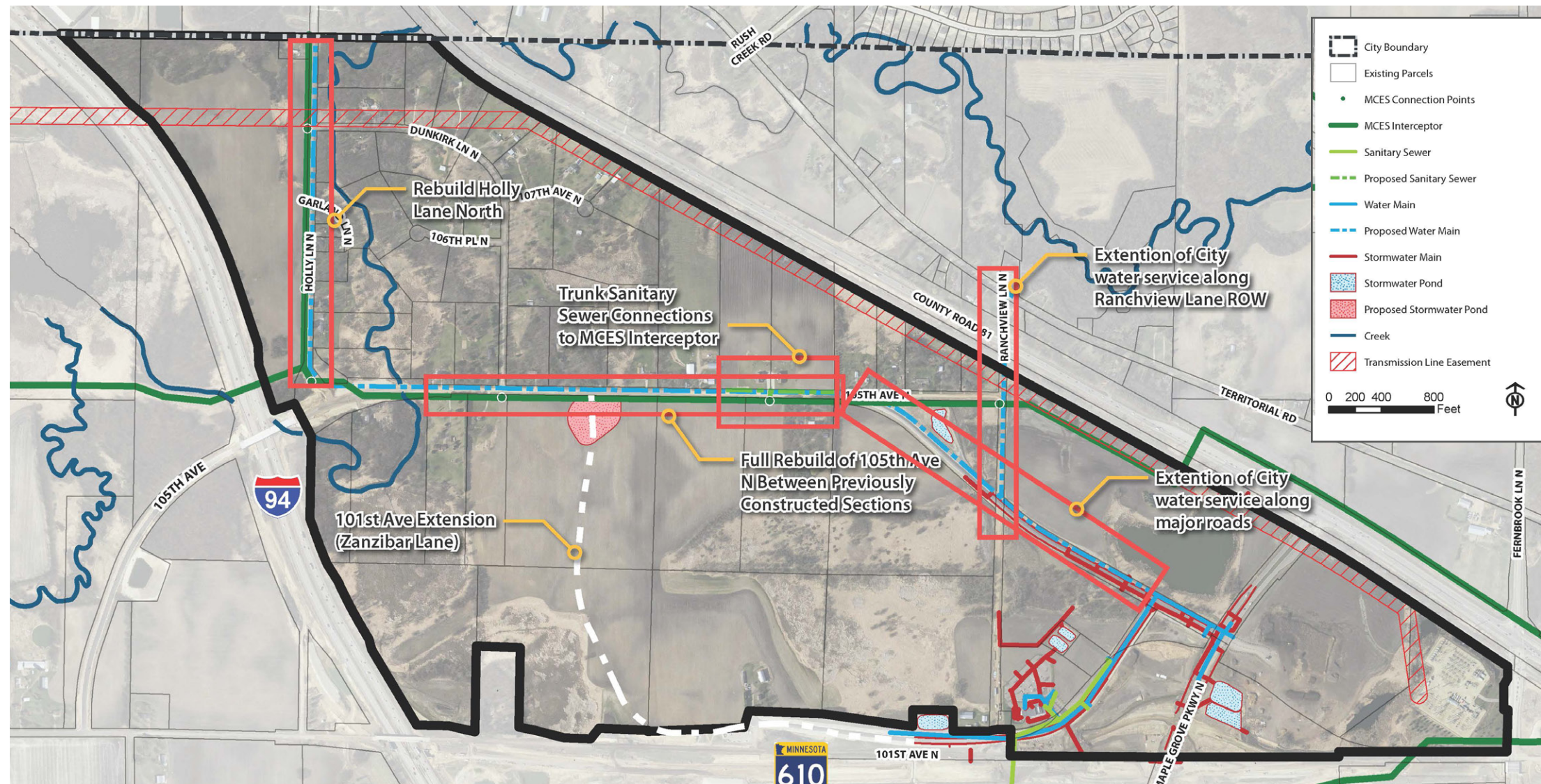


Figure 4.2 Phasing Diagram



ACHIEVING THE VISION

In summary, the 105th Avenue North Growth Area Master Plan outlines an approach for the creation of a marquee mixed used development district for Maple Grove's next phase of growth as a community. The Master Plan outlines a series of goals over the next ten plus years for creating a dynamic set of uses to grow the City's tax base, diversify its housing options, add employment areas, and preserve and enhance the natural resources so unique to the City. The potential development projects prescribed in this plan have a reality in the marketplace today and provide a true foundation for transformation.

While the Master Plan prescribes a detailed development approach for specific districts and suggests a likely phasing strategy, the plan is also flexible in its application to allow the City of Maple Grove to adapt to an ever-changing marketplace. The Master Plan should be utilized as a living document, continually referenced and checked against as development and redevelopment projects occur over time.



ADOPTED 6.3.19



City of
Maple Grove

