

City of Maple Lake Comprehensive Plan

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Chapter I. Background

A. Purpose and Authority

The City of Maple Lake has prepared this Comprehensive Plan to guide the growth and development of the community over the next twenty years. In particular, this Plan responds to the anticipated increase in interest in the community by business and residential developers. This Plan provides an overview of Maple Lake, including the historical setting, natural features, existing land use, public facilities and population and employment trends, followed by goals and policies, a Growth Management Plan, and an Implementation Plan.

This Plan is intended to reflect the values and goals that the City's residents view as important, and to establish a sound direction for the future development of the community and surrounding area. The planning process included participation by citizens, local officials and business owners who assisted in establishing City goals and policies. A survey of City residents was completed at a Comprehensive Plan process kickoff meeting in January 2003. The results of the survey were considered in the preparation of this Plan.

Under Minnesota Statutes 462.351-375, the City of Maple Lake has the authority to prepare a comprehensive plan to direct development and manage growth. This Plan replaces the City of Maple Lake *Land Use Study*, prepared in 1998.

B. Community Background and Features

Location

The City of Maple Lake is located in central Wright County, in the east central portion of Minnesota as shown on Figure 1. The City is situated between two large urban centers; St. Cloud, located 25 miles to the northwest, and Minneapolis, approximately 40 miles to the east. Major roads linking Maple Lake to surrounding communities include Highway 55 and County Roads 7, 8 and 37. Other nearby major highways include I-94, approximately 15 miles to the north, and TH 12, 10 miles to the south of the City.

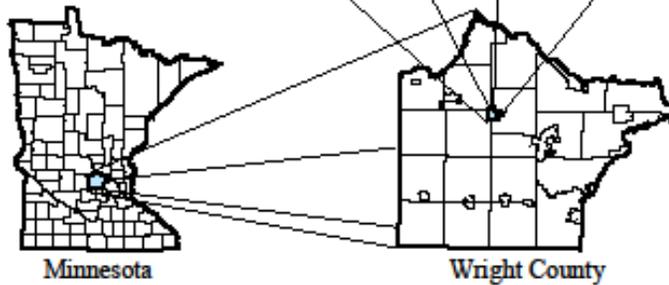
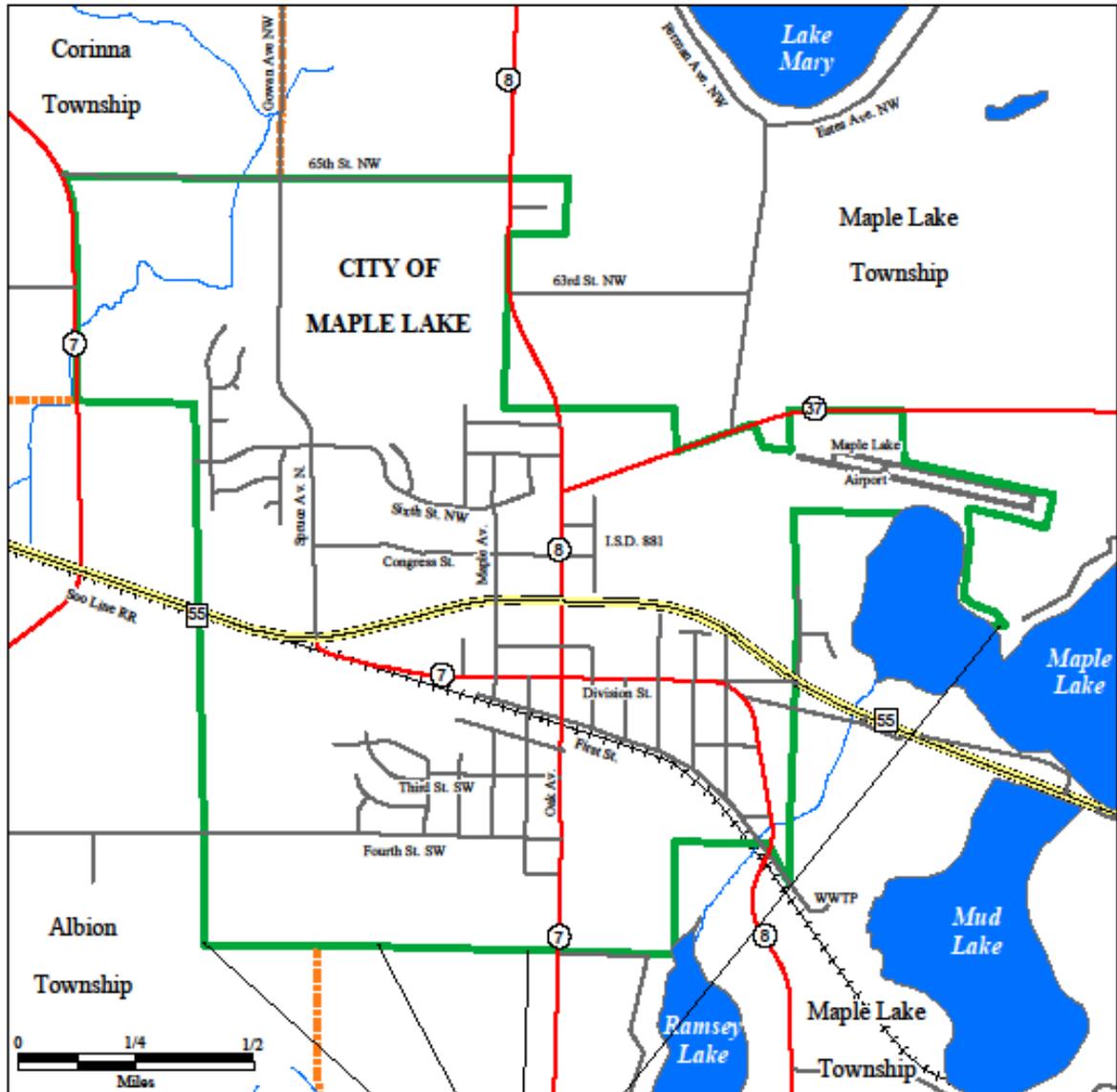
History

Maple Lake is situated in a part of central Minnesota once inhabited by the Ojibwa (Chippewa) Indians. In 1855, the United States Government revoked its treaty with the Winnebago Tribe and opened up Wright County for non-Indian settlers. Early maps of Wright County illustrate a number of villages, including a city labeled "Geneva", located on the northwest shore of Maple Lake.

Irish migrating from County Clare, Ireland began to arrive in the Maple Lake area in the late 1850's and early 1860's, lured to the area by its productive soil and its large lakes. Patrick O'Loughlin, Sr., was part of an early group of Irish immigrants who would become the pioneer founders of the Village of Maple Lake. O'Loughlin's son-in-law, James Madigan, platted the

City of Maple Lake Location

Figure 1



Source: U.S. Census TIGER Data, Minnesota Department of Transportation

Village of Maple Lake in 1886 and began to sell lots in 1887. The first lots were sold to John Roehrenbach, who opened a dry goods and grocery store on a street known as “Easy Street.” Today this site is the location of the Maple Lake City Hall.

Throughout the second half of the nineteenth century and into the twentieth, homesteads proliferated along the shores of Maple Lake and Ramsey Lake. The development of the City spurred increased farming, the expansion of the Soo Line railroad through the City, and the opening of a grain elevator in 1889. In 1890, the Village of Maple Lake was incorporated.

The decades around the turn of the 20th century brought growth in the number of businesses, construction of new school buildings, and civic improvements, such as the development of streets, sidewalks, and street lamps. Simultaneous with the development of the downtown business district, the Maple Lake Cooperative Dairy Association was formed in 1896 for farmers’ dairy products. Maple Lake was also a center for wood milling and related wood products.

In the 1910’s, the City’s water tower, water mains and sewers were constructed. During the 1920’s, the Maple Lake Garage and the Maple Lake Pavilion were built. The Maple Lake Improvement Club donated land in the 1930’s to entice the construction of a power plant by United Power Association and the headquarters of Wright-Hennepin Electrical Cooperative. Additionally, Olson Memorial Highway (Highway 55) was paved during this decade. In 1942, a tornado damaged or destroyed many downtown buildings, and during the 1940’s, Irish Stadium was constructed on land obtained from Herb Bolduan. Irish Stadium has hosted numerous state high school, Babe Ruth and amateur baseball tournaments.

Since the 1950’s, agricultural employment declined as manufacturing and service employment increased in and around the City. More recently, out migration from the Twin Cities has influenced an increase in population and employment in Maple Lake and other nearby rural communities.

Over the past 25 years, the City’s residential housing stock has increased with the platting of the Maplewood, Jude Additions, Maple Manor West, Paumen Additions, and Happy Knoll Additions. The first senior housing complex, Maple Manor Senior Citizen Housing Development, was constructed in the 1970s. The Jude Industrial Park began development in the 1980s, initiating extension of utilities to northwest Maple Lake. The industrial park expanded in the 1990s, bringing a larger industrial job base to the City. Census figures in 2000 revealed a total of 1,201 jobs in Maple Lake. The 15 top employers in the City provided 644 of those employment opportunities.

Natural Features

The analysis of the natural resources of Maple Lake provides an understanding of the forces behind settlement patterns and assists in defining the need for resource preservation. In particular, much greater community and statewide value has been placed on the need to preserve natural terrain features such as floodplains and wetlands in the City. In addition, the natural resource features have been recognized for their desirability in creating pleasing living environments and preserving or enhancing property valuations. The following section provides an overview of existing natural resources within Maple Lake.

Soils

The City of Maple Lake lies within two major soil associations as shown on Figure 2. The majority of the City is built upon the Lester-Le Seuer-Cordova soil association. This association is characterized by deep, fine to moderate soils on mostly level ground. The Maple Lake Airport and a small portion of north Maple Lake lies within the Lester-Hayden-peat soil association. This soil

has a texture that is similar to the previous association, but the topography in which it is found tends to be more undulating. Large concentrations of hydric soils are scattered throughout the City and the surrounding area.

Water Resources

Maple Lake, Ramsey Lake, Mud Lake and Lake Mary, as well as numerous wetland areas, are predominant features of the landscape within and around the City as shown on Figure 3. To the east and southeast of the City lies its namesake, Maple Lake. Attached to and southwest of Maple Lake lies Mud Lake. South of the City, between County State Aid Highways (CSAH) 7 and 8, is Ramsey Lake. Finally, Lake Mary is located northeast of the City boundary.

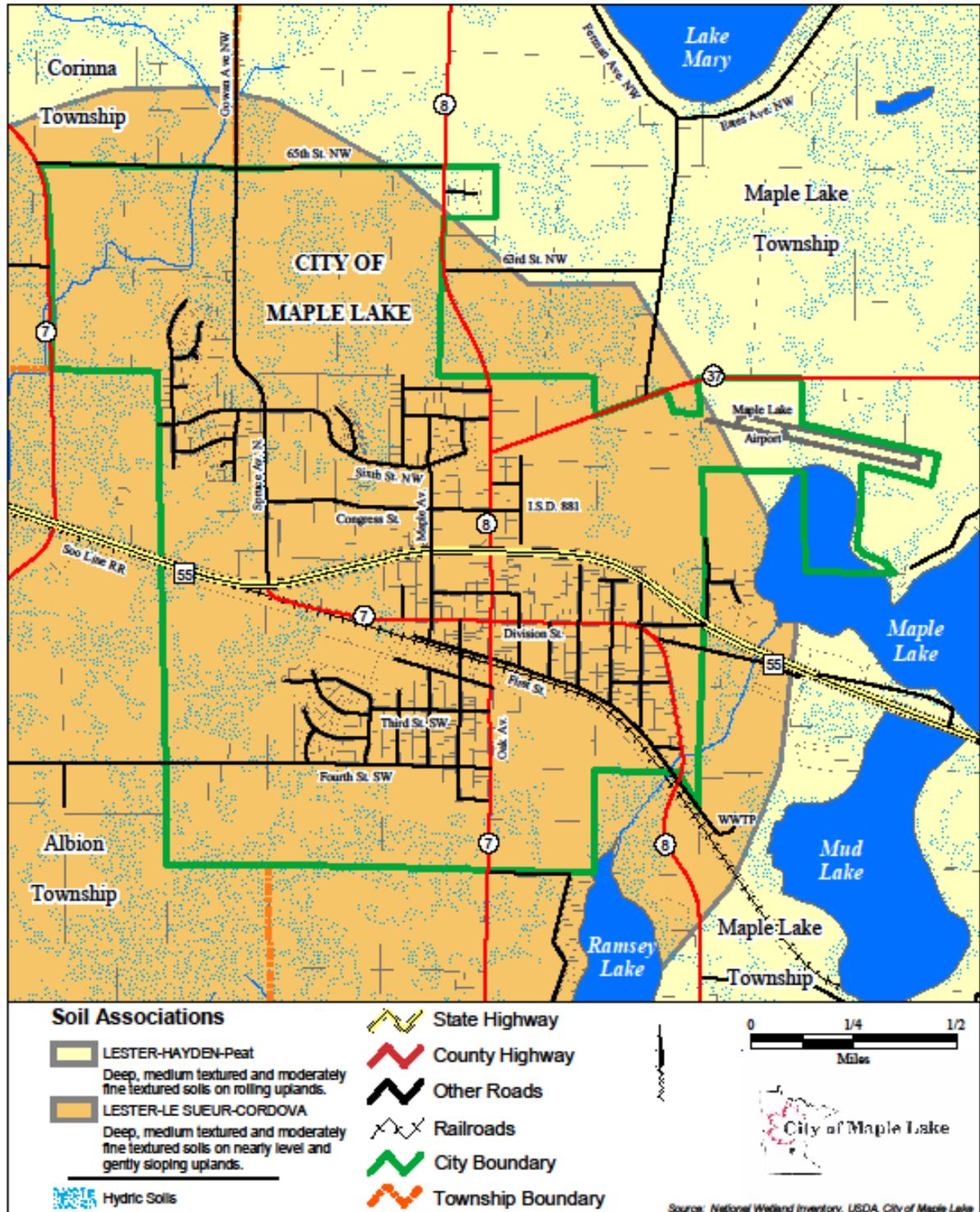
The City lies within two watersheds: Silver Creek and Mill Creek. Watershed areas generally cross the boundaries of local jurisdictions. In Maple Lake, the division between the two watersheds meanders along the west side of CSAH 8. The Silver Creek Watershed drains the northwest half of the City into Silver Creek, which empties directly into the Mississippi River. Southeast Maple Lake is drained by the Mill Creek Watershed, which empties into Buffalo Lake on its way to the Mississippi River.

While lakes have important aesthetic, recreational, and ecological qualities, wetland areas provide many practical, aesthetic, and ecological benefits. Wetlands act as storage areas for water during flooding; filter sediments, nutrients and toxic substances from water before entering lakes, rivers, and streams; provide habitat for fish and other wildlife; and replenish groundwater resources. There are numerous wetlands in and around Maple Lake. Those protected as part of the National Wetland Inventory are depicted on Figure 3.

The topography of the City results in areas that are at potential risk of flooding. Figure 3 shows areas identified by the Federal Emergency Management Agency (FEMA) that could potentially flood during a “100-year flood.” This term defines the occurrence of a storm and/or period of snowmelt that is severe enough to only occur, on average, once every 100 years. Structural development is restricted in 100-year floodplain areas due to severe potential for flooding. In addition to storing water during storms or periods of snow melt, floodplain areas also share many of the ecological and environmental functions that wetlands possess. Floodplain areas in the City are largely restricted to areas that include wetland areas, but also include portions of the developed shoreline of Maple Lake near the airport.

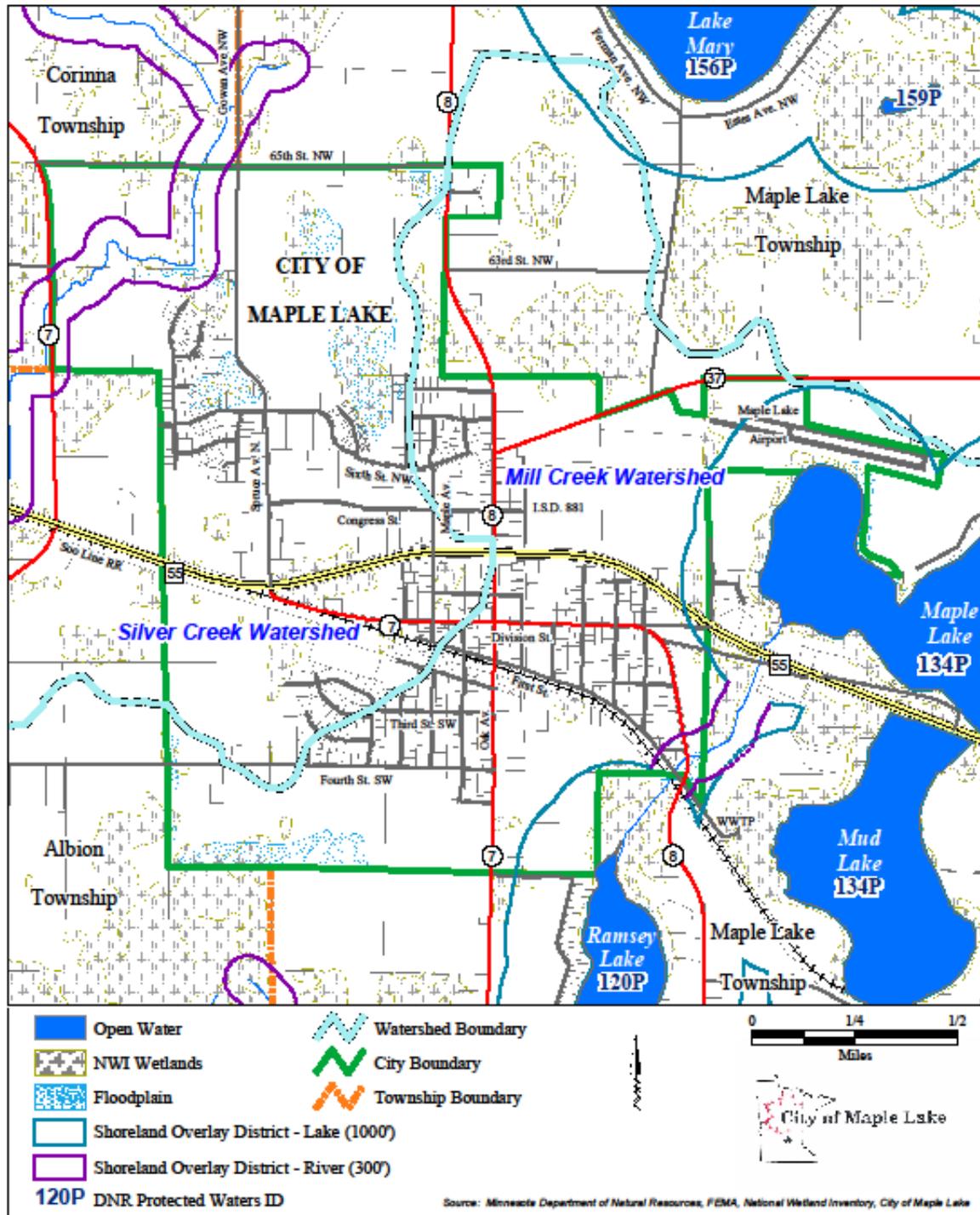
City of Maple Lake Soils

Figure 2



City of Maple Lake Water Resources

Figure 3



Existing Land Use

Figure 4 illustrates existing land use in the City of Maple Lake. Despite areas of dense development, much of the City is still undeveloped or at low density. Agriculture, open space and wetlands dominate the outer edges of the City on the south, west and north sides. Much of developed Maple Lake is within a mile of the Highway 55 and the CSAH 8 intersection. There are scattered larger residential lots on the outskirts of the City and lakeshore developments on most of the lakes surrounding the City.

The majority of the original development is concentrated between the Soo Line Railroad and Highway 55. Originally, Maple Lake's homes and businesses located near the railroad depot and grain elevator. This part of the City is the historic downtown retail area and is clustered along Birch Avenue and Division Street. Outside of the historic downtown area, there are few retail service areas in Maple Lake. Much of the newer development along Highway 55 is highway commercial, which relies on highway travelers as well as local customers, and is characterized by a lower intensity, large parking areas, and visible signage compared to downtown type businesses. A large portion of the land in northwestern Maple Lake is light industrial including the Jude Industrial Park additions, which concentrate employment, and light industrial land use along Congress Street west of CSAH 8.

Single family residential development stretches for about six blocks to the east from Oak Avenue between Highway 55 and the railroad. Division Street and Oak Avenue serve as primary collector roads for central Maple Lake, connecting traffic from residences and businesses to the rest of the County and the State, via CSAH's 7, 8 and 37 and Highway 55. There are three newer neighborhoods in Maple Lake. The first is located west of Birch Avenue and south of the railroad, the second is situated in the northern part of the City, north of Sixth Street NW, and the third single family residential development is in the northwestern part of the City, west of Spruce Ave N.

Limited areas of higher density residential development exist in Maple Lake, consisting of primarily duplexes and townhouses. The majority of this multi-family residential land use is situated along Ash Avenue, just south of Highway 55, near St. Timothy Catholic Church. There are also multi-family parcels south of Second Street SW and west of Maple Avenue, across from the Jude Industrial Park on Sixth St NW, and next to the Senior High School. These higher density areas are situated near commercial and light industrial areas and allow larger concentrations of people to live within walking distance of employment, educational facilities and services.

Public and institutional land uses predominate in the northeastern quarter of the City. Approximately 69 acres of land are owned by Independent School District (ISD) 881, north of Highway 55 and east of Oak Avenue (CSAH 8). This land is occupied by the Maple Lake Elementary, Junior and Senior High Schools. The Maple Lake Municipal Airport is located on the northeast side of the City. Throughout the City, churches, utility buildings, and municipal structures such as the City Hall and the Fire Department, are interspersed among the other developed land uses, with a concentration in the downtown area.

Table 1 shows the City’s current land use acreages and inventory.

Table 1
2014 Existing Land Use Type and Acreage

Land Use Type	Acres	Percent of City
Agriculture	581.68	41.26%
Multi-Family Residential (Low Density)	232.81	16.51%
Multi-Family Residential (Medium Density)	13.98	0.99%
High Density Residential	4.04	0.29%
Central Business District	9.71	0.69%
Highway Commercial	60.47	4.29%
Light Industrial	91.11	6.46%
Public/Institutional	85.13	6.04%
Airport	65.47	4.64%
Park	40.26	2.86%
Vacant	45.64	3.24%
Right-of-Way	156.01	11.07%
Open Water	23.61	1.66%
Total	1409.92	100%

Source: City of Maple Lake

Public Utilities

Public water and sewer services are available in most of the developed areas of the community. The Annandale-Maple Lake-Howard Lake Joint wastewater treatment facility is located in Albion Township. The plant treats wastewater and discharges the treated effluent into the North Fork of the Crow River.

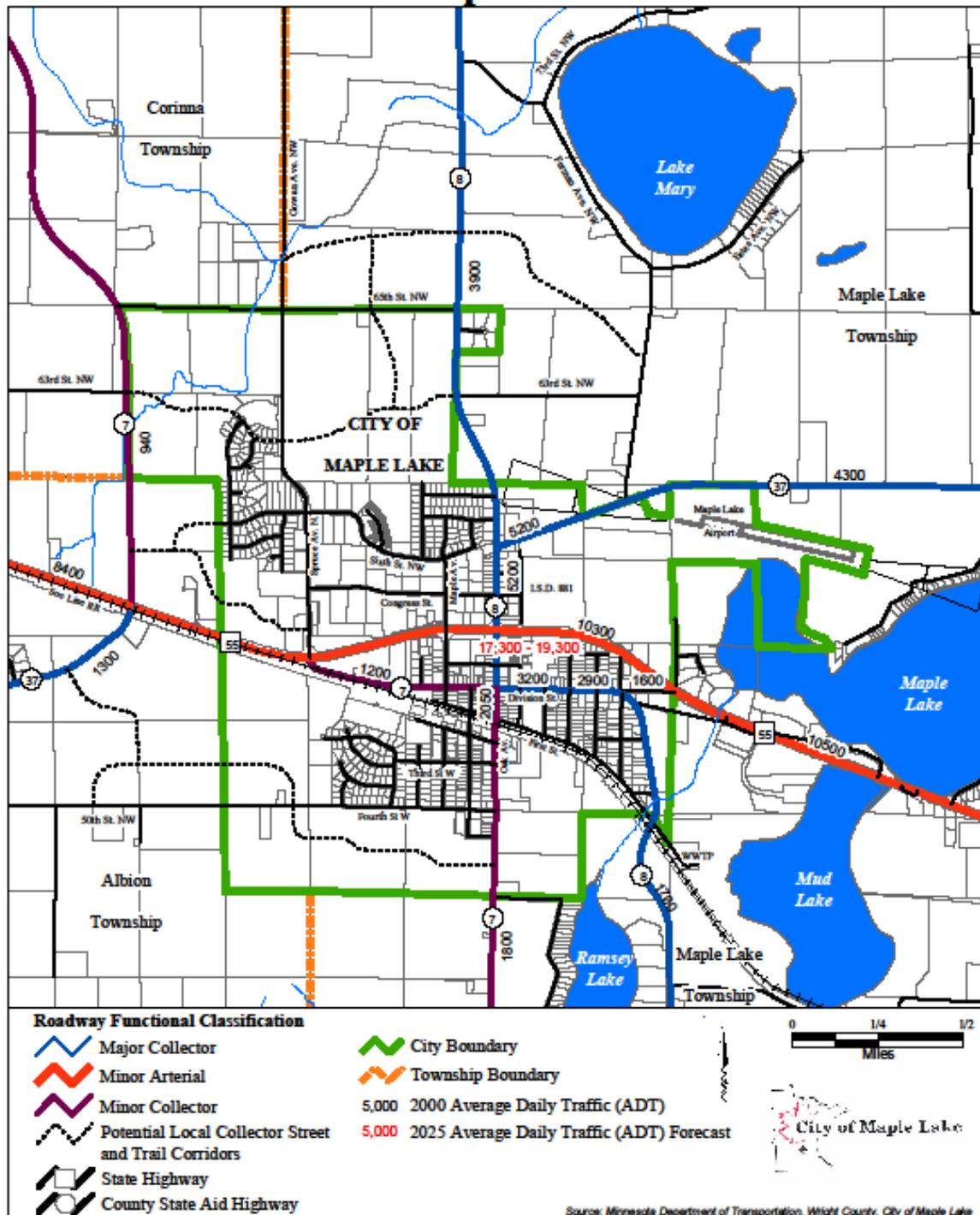
The City’s water system consists of two wells obtaining water from glacial drift, a water treatment plant and a water tower. Numerous water trunk mains distribute water from the water plant to City homes and businesses. Feasibility reports have been commissioned by the City to increase capacity of the water treatment plant and add a new well. It is anticipated that the expansion to the municipal water system will occur within the next decade.

Transportation Facilities

Figure 5 identifies roadways in and around the City of Maple Lake, including their jurisdiction and “functional classification.” These roadways are under the jurisdiction of various levels of government, including the Minnesota Department of Transportation (Mn/DOT), Wright County and the City. Limited access roadways that carry larger volumes of traffic at higher speeds tend to be under the jurisdiction of Mn/DOT (e.g., Interstates, U.S. and State Trunk Highways).

City of Maple Lake Transportation

Figure 5



Roads that carry local traffic are under the jurisdiction and the responsibility of the City. Wright County has jurisdiction over roads that carry intermediate levels of traffic and which provide connections among communities in the County. County roadways include those that receive direct aid from the Mn/DOT, County State Aid Highways (CSAH's), and general County Roads.

Functional Classification System

Roadways in and around the City are described by their functional classifications as follows:

1. Principal Arterials

Principal arterials include interstate freeways and other major roadways that provide long distance connections. Connections with other roads are very limited and typically are in the form of ramps to prevent the stoppage of traffic. Interchanges are generally spaced between three and six miles in developing areas and between six and twelve miles in rural or agricultural areas.

I-94 and TH 12 are two principal arterials under the jurisdiction of Mn/DOT that serve Maple Lake, although they are not located within its municipal boundaries. I-94, located 15 miles to the north, provides important connections to St. Cloud to the northwest and the Twin Cities to the southeast, as well as to other parts of the State. TH 12, a U.S. highway located ten miles to the south, also connects with the Twin Cities to the east as well as regional centers to the west.

2. Minor Arterials

Minor arterial roadways provide mobility for shorter distances than principal arterials and interconnect arterial roadways with regional business concentrations. They often supplement principal arterials. Access from other roads is limited, with the spacing of intersections generally at one to two mile intervals.

State Highway 55 is designated by Mn/DOT as a minor arterial and carries over 9,000 vehicles per day through the center of the City. Mn/DOT projects this number to double by 2025, most likely requiring an expansion of the highway to four lanes. The highway provides connections between the City of Maple Lake and Buffalo and the Twin Cities to the east, and Annandale to the west.

In 2002, a \$5,000,000 corridor protection demonstration project was authorized by the legislature for Highway 55. The Highway 55 Corridor Coalition was formed as a joint powers board with the cities of Maple Lake, Buffalo, Rockford, and Annandale in Wright County; Corrina and Rockford Townships in Wright County; and the cities of Corcoran, Independence, Medina, Greenfield, Loretto and Plymouth in Hennepin County. Other participating parties include Hennepin and Wright Counties, Mn/DOT, the Metropolitan Council and the Minnesota Transportation Alliance.

The focus of this project is on the portion of Highway 55 from Annandale to Interstate 494 in Hennepin County. The purpose of the study is to preserve the land within the highway corridor to allow for highway expansion. Additionally, the Coalition has requested and received congressional funding for a scoping study and environmental impact statement, and funding (TEA-21) for right of way acquisition. The overall goal is to reduce traffic crashes and fatalities and enhance the corridor to serve a growing economy and population.

3. Major Collectors

Major collectors provide mobility between rural communities on an intra-county basis and provide land access in rural areas. These roads consist of county roads and county state aid highways, and may include some state highways.

Two major collector roadways serve Maple Lake. CSAH 8 carries the greatest traffic volume compared to the other collectors and runs north-south through the City. CSAH 37 provides an east-west route from the east to CSAH 8 and provides access to the airport as well as other parts of the County. A disconnected portion of CSAH 37 is located to the west of the municipal limits south of Highway 55. These roadways are under the jurisdiction of Wright County.

4. Minor Collectors

Minor collectors connect rural areas to major collectors and minor arterials. These roads serve to funnel traffic from local streets onto major collector or arterial roads for longer trips. CSAH 7, a County road, is the only minor collector running through Maple Lake and connects the City to areas to the northwest and south. This roadway is also disconnected for a short distance between Spruce Avenue North westerly to CSAH 7.

5. Local Streets

All other roadways in the City are under the jurisdiction of the City of Maple Lake and are classified as local streets. Local streets are designed to provide access to individual properties rather than emphasize long distance or direct travel; and speed limits are kept low to ensure safety. As such, the initial construction of local streets often occurs as part of subdivision development and is the responsibility of the developer.

Transit

Trailblazer Transit servicing Wright County is the current public transit. This service provides door to door bus transportation anywhere within its service range, including Maple Lake, for a small fee and is available to the entire community.

Aviation

The Maple Lake Municipal Airport, owned by the City, is located in the northeast corner of the City, south of CSAH 37. The City of Maple Lake acquired 54 acres for the airport in 1974 and an additional 10 acres in 2000. Currently, the airport includes one paved, 2,796' long runway with two parallel taxiways. It is equipped with Medium Intensity Runway Lights. Operations at the airport have been in general conformance with the Federal Aviation Administration (FAA) and Mn/DOT requirements.

In 1996, there were 58 airplanes based at the airport, mostly single engine piston aircraft. The airport serviced 30,400 general aviation operations. These numbers are projected to increase by approximately 4.2% to 2005 and then slow to 2% as population growth in the County levels off.

Railroad

The CP Rail also runs east-west through Maple Lake, transporting freight to and from multiple destinations. No passenger service is available.

Community Facilities

Services

There are a variety of services available to residents and businesses within the City of Maple Lake. Public services are based out of the Maple Lake Post Office, Maple Lake Library, City Hall, and the Fire Department. Public safety services are provided by a volunteer fire department, volunteer EMT service and the Wright County Sheriff's Department. Buffalo, located six miles east of Maple Lake, is the County seat and is the site of County government services.

Private healthcare demands are met in Maple Lake by a dental clinic and 2 chiropractic clinics. The Buffalo Hospital provides other healthcare needs. Two community relief services centers are present to offer care and services to the Maple lake residents. St. Timothy Catholic Church, Bethlehem United Church of Christ, and Holy Cross Lutheran Church offer worship opportunities to the area's faith community.

Garbage/municipal solid waste pick-up is provided on a contractual basis with Advanced Disposal, a central Minnesota hauler. Curbside recycling is provided on a contractual basis with Advanced Disposal every other week.

Maple Lake Public School District (ISD 881)

ISD 881 serves an area of 54 square miles and all of the City of Maple Lake and parts of Albion, Chatham, Corinna, Maple Lake, Marysville, Middleville, and Silver Creek Townships. School facilities located in Maple Lake include an elementary school, a junior/senior high school, and related facilities. The elementary school was constructed in 1989-90 with an addition built in 1998 to accommodate additional childcare programs. The junior/senior high school was built in 1966-67 with additions completed in 1975 and 1998. Approximately 901 pre-school through 12th grade students were enrolled in the District's schools for the 2012-2013 school year.

There is also a private, Catholic elementary school in Maple Lake at St. Timothy Catholic Church (with an enrollment of approximately 125 students).

Parks and Recreation

Recreational facilities in and around the City are available at several parks and lakes. Maple Lake Beach provides swimming facilities, while the beach's boat launch allows access to the lake for boating and fishing. There are several community parks including Bolduan Park, the community park on Division Street that contains a picnic shelter, Lady Bug Park, Jude Park and two other properties acquired for park purposes located on Lark Drive and 3rd Street West.

Two Regional parks, Robert Ney Park and Lake Maria State Park, are located only one and seven miles north of the City, respectively, and offer hiking, horseback riding, cross-country skiing, and camping amenities. Equestrian activities are available at a private saddle club; skate boarding activities are provided at the City skate park. Irish Stadium serves as a sports arena for statewide amateur and school baseball tournaments.

C. Population, Housing and Employment Trends

Table 2 depicts recent population history for the City of Maple Lake and Wright County. The City's population has grown in each of the last three decades, though more slowly than the population growth in the County. Since 1980, the City has grown by 82%, while the County has grown by 113%.

Table 2
Population 1980 - 2010

	1980	1990	2000	2010	1980-2010
Maple Lake	1,132	1,349	1,633	2,059	+ 927
Percent Change		23 %	17 %	26 %	82 %
Wright County	58,681	68,710	89,986	124,700	+ 66,019
Percent change		17 %	31 %	39 %	113 %

Source: 2010 U.S. Census, Minnesota State Demographer's Office

Table 3 shows the age of the population in 2010 in Maple Lake and Wright County. Maple Lake has a larger proportion of its population aged 75 and above than that of the rest of Wright County. The presence of senior housing largely accounts for this difference.

Table 3
Age of Population, 2010

	0-19	20-34	35-54	55-74	75+	Total
Maple Lake	680	443	596	236	104	2,059
	33 %	22 %	29 %	11 %	5 %	100%
Wright County	39,983	23,111	37,714	18,860	5,032	124,700
	34 %	20 %	30 %	12 %	4 %	100%

Source: 2010 U.S. Census

Table 4 shows the household counts in the City and the County over the last twenty years. Households have increased in both the City and the County over the past two decades, again with a greater percentage increase in the County than in the City. As the number of households has grown, their average size has decreased.

Table 4
Number of Households and Persons Per Household 1980 - 2010

	1980	1990	2000	2010	1980-2010
Maple Lake	405	501	621	773	+368
Percent Change		24 %	24 %	24 %	+ 91 %
Persons Per Household	2.80	2.78	2.62	2.63	- 6 %
Wright County	18,426	23,013	31,465	44,473	+26,047
Percent Change		25 %	37 %	41 %	141 %
Persons Per Household	3.18	2.99	2.83	2.78	- 13 %

Source: 2010 U.S. Census, Minnesota State Demographer's Office

Housing ownership for the City and County is shown in Table 5. In 2010, three-quarters of the housing units in Maple Lake were owned, while one-quarter was rented. This is a higher proportion of rental units than is present in the County as a whole, where 16 % of the units are rental units. The County figure includes all housing units throughout the urban and rural portions of the County and rental units are typically less common in rural areas. Maple Lake's vacancy rate is extremely low at 6 %, compared to the County rate of 9 %.

Table 5
Number of Owned and Rented Units, 2000

	Owned Units	Rented Units	Occupied Units	Vacant Units
City of Maple Lake	587	186	773	49
Percent	76 %	24 %	94 %	6 %
Wright County	37,156	7,317	44,473	4,527
Percent	84 %	16 %	91 %	9 %

Source: 2010 U.S. Census, Minnesota State Demographer's Office

Housing is much older in Maple Lake than in the rest of Wright County. Table 6 shows a significant percentage of the housing in the County has been built since 1970, reflecting the housing boom that has taken place in Buffalo and along the I-94 corridor.

Table 6
Age of Housing Units

	Before 1950	1950-1969	1970-1989	1990-2010	Total
City of Maple Lake	160	129	237	98	624
Percent of total	19 %	16 %	29 %	36 %	Over 1/3 (36%) since 1990
Wright County	6,118	5,102	12,960	24,820	34,355
Percent of total	15 %	10 %	26 %	51 %	Over 1/2 (51%) since 1990

Source: 2010 U.S. Census, Minnesota State Demographer's Office

As described earlier, Maple Lake contains numerous businesses and is an employment center within the County. As depicted on Table 7, there is a similar percentage of employed persons compared to the total population in Maple Lake in 2010 as that for the County. While typically there are a

considerable number of employment opportunities in population centers (Buffalo, St. Michael, and Albertville in Wright County), the number of opportunities is typically lower in rural areas.

Table 7
2010 Employment Characteristics

Employed over Age 16 & Retired People	2010
City of Maple Lake	1,078
% as compared to City Population	73.5%
Wright County	65,123
% as compared to County Population	72.5%

Source: 2010 U.S. Census

Chapter II. Goals and Policies

The purpose of the goals and policies section of this Comprehensive Plan is to provide a framework for the preparation of the land use plan and to serve as the basis for the implementation strategy. These statements will set the direction for the overall planning approach utilized by the City of Maple Lake to evaluate future land use options.

The goals and policies are based upon issues specific to Maple Lake and they address background conditions presented at the Town Meeting held on January 9, 2003. Each of the policy areas (except those directed toward implementation) addresses one or more of the community's top strengths, weaknesses, growth concerns, and growth alternatives, as voted for at the Town Meeting. The policy areas include existing conditions, anticipated growth and economic development strategies, and overall access needs. In the process of updating the Comprehensive Plan, the goals and policies were reviewed and it was determined that no changes were needed.

The implementation policies are not directed toward specific issues. Rather, they provide direction to be utilized during the preparation of implementation strategies and other actions that will occur over time to implement the policies of this plan. It is anticipated that all of the policies will need to be reviewed periodically as local, regional, and state conditions and priorities change over time.

To ensure a common understanding of terms, the following defines the meaning of a goal and a policy as utilized in this study:

Goals: The long-term objectives of the City of Maple Lake, forming the basis of the *Maple Lake Comprehensive Plan*.

Policies: The general course of actions to be taken by the City of Maple Lake to implement goals of this Plan.

A. Primary Growth Management Goal

It is the overall goal of the City of Maple Lake to maintain a balance of growth and vitality with a small town environment. In doing so, the City will:

- manage and encourage future growth in an organized manner consistent with the needs and welfare of the community,
- protect and preserve the City's many natural resources,
- stage growth in appropriate areas consistent with the ability to provide adequate public services,
- promote economic development and employment opportunity, and
- protect the small town atmosphere of the community.

Goal 1. The City of Maple Lake will nurture a healthy and safe living environment for all types of families.

Goal 2. The City will maintain, support, and reflect its "small town" values as part of community development activities.

Goal 3. The City will encourage business and business expansion to provide employment opportunities, tax base expansion, and services to residents and families.

- Goal 4. The City will provide services and programs that “connect” Maple Lake to reflect community pride and identity, such as:
- the preservation of significant natural amenities,
 - provision and maintenance of parks and pathways,
 - recreational and leisure time activities,
 - cooperative programs, and
 - support with the I.S.D. 881, Wright County, and other regional and state agencies.
- Goal 5. A balance and variety of housing types and values will be provided within the City for all types of individuals and families that currently reside or desire to live in Maple Lake.

B. Land Use and Development Goals and Policies

The City is committed to maintaining a full service community where it will continue to foster small town values while supporting revitalization of the historic downtown area, providing opportunities for housing choice, and encouraging local job growth. Additionally, the City proposes to maintain areas for recreation and environmental preservation around the lakes, wetlands, and open spaces, opportunities for those residents that desire a rural lifestyle, and room for rural-based businesses.

Goals

- Goal 1. Accommodate residential and commercial/industrial development opportunities in the community which:
- a. are compatible with surrounding uses,
 - b. meet public needs,
 - c. do not create undue public costs or burdens on infrastructure, and
 - d. do not harm the environment.
- Goal 2. Maintain a balance between planned urban expansion and the rural nature of the community.
- Goal 3. Promote and regulate the planned expansion of existing streets and utilities to prevent premature demand for services and leapfrog development.
- Goal 4. Ensure that the City’s image to residents, visitors, and passers-by is enhanced through the beautification of its infrastructure and property.
- Goal 5. Prioritize the development or redevelopment of properties where existing City streets and utilities are available.
- Goal 6. Protect environmentally sensitive and public open space areas.

Policies

- Policy A. Ensure the efficient future subdivision of land and the provision of public utilities.
- Policy B. Discourage urban levels of development unless public facilities to serve development

are available and sufficient.

- Policy C. Cooperatively plan with neighboring jurisdictions to discourage urban-like development in the areas immediately outside of the Maple Lake municipal limits.
- Policy D. Promote orderly annexation agreements as procedures for annexation to accommodate new development, provided that sufficient public facilities can be provided to serve new development.
- Policy E. Establish a program (such as a Capital Improvements Program) to coordinate the extension of contiguous public services to provide for orderly, guided growth.
- Policy F. Establish a community image theme that promotes small town values and encourages involvement in the development of the image by residents, business owners, landowners, and developers.
- Policy G. Encourage transitions between varying types of land uses to occur in an orderly fashion that will not create a negative impact on adjoining developments.
- Policy H. Establish ordinances that protect environmentally sensitive areas and permit flexibility in the use and design of structures and land through the planned unit development process.
- Policy I. Provide opportunities for mixed income housing.
- Policy J. Communicate and cooperate with surrounding townships, communities, and Wright County on growth issues and common concerns.
- Policy K. Encourage land use diversification within appropriate areas of the urban portion of Maple Lake in such a manner as to create a “balanced community.”

Residential and Rural Land Use Policies

There is a moderate amount of vacant land remaining in the community that is designated for future residential development. The City recognizes that a certain level of private and public services is needed to support healthy neighborhoods and developments. An important task of the City is to preserve the vitality, social interaction, and cohesiveness of its residential neighborhoods. Sidewalks and trails provide a safe means of access within and outside of neighborhoods with connections to other community attractions.

- Policy A. Provide the appropriate type of transitional land uses between the agricultural lands in the City and adjacent townships and areas planned for future urban development.
- Policy B. Allow for continued agricultural uses within the municipal boundaries until market conditions dictate a need for farmland conversion.
- Policy C. Equip residential neighborhoods with safely designed trails and sidewalks as appropriate to connect routes to schools, parks, the downtown, and other attractions in the community.

Commercial Land Use Policies

Despite the modest size of Maple Lake’s downtown area, a significant amount of public and private investment has been made there. The downtown area has been designated as the limited shopping and service center of the community. It is characterized by small, owner-occupied businesses that cater to pedestrian traffic and the community as a whole. It is important that the downtown area continue to grow so that it can cater to the local shopping and service needs of its residents because of its contribution to the City tax base, and its significance as an activity hub.

Strip commercial development has located on the outskirts of the downtown area and has “crept” along Highway 55 in a linear fashion. Strip commercial development creates the need for numerous access points, thus impeding traffic flow, and usually presents a negative image because of the lack of integrated site and architectural design. It is important that development outside of the downtown area be limited to defined limits to allow for well designed planned uses and facilities.

- Policy A. Encourage full development of all parcels in the downtown area within the land use plan boundaries.
- Policy B. Preserve the commercial function of the downtown area as the primary center of business activity within the City and encourage small retail and commercial service uses, professional offices, personal services, and health care services to locate in the downtown.
- Policy C. Discourage unplanned strip commercial developments along Highway 55 that have an adverse impact on transportation systems, nearby residential areas, and the City image.
- Policy D. Support the retail and service vitality of the downtown area by retaining safe regional access to the area as well as other business areas along Highway 55 that do not detract from the downtown.
- Policy E. New commercial activities shall be planned and developed to be compatible with surrounding land uses.
- Policy F. The City shall require new commercial establishments to utilize frontage and backage roads and meet access spacing guidelines on arterial highways.

Industrial Land Use Policies

Industrial development within the City has occurred primarily within the Jude Industrial Park. Space is available for further industrial development opportunities.

- Policy A. The City will encourage new industrial uses to locate in the Jude Industrial Park and other areas to be designated for industrial use within the land use plan boundaries.
- Policy B. Maple Lake will require industrial uses to connect to municipal utility services, as they become available.
- Policy C. Buffers and/or transition areas shall be provided between established residential areas and planned industrial areas.

Public and Quasi-Public Land Use Policies

Existing public and quasi-public land uses in Maple Lake serve some of the social and cultural needs of the community. As the City's population grows and the demographics change, the need for services, such as convenient health care and housing for the elderly, may increase. An important consideration in land planning policy will be to locate such facilities where they are most convenient and accessible to meet expanded needs.

- Policy A. The City will encourage the development of public and quasi-public uses in areas that are convenient and accessible to the public.
- Policy B. The City will participate and coordinate with other governmental units, including the school district and health-related agencies, in the development of programs and facilities to meet the social, cultural, educational, and health needs of Maple Lake's population.

Parks and Open Space Land Use Policies

The City contains several park and open space areas that serve the recreational needs of residents and families in the community. The area devoted to these land uses has increased as the City has undergone development. It is anticipated that additional neighborhood parks and a potential community-wide park will be needed to satisfy future development needs.

- Policy A. Dedication of usable lands to the public or cash in lieu of land for park and open space purposes, and the construction of sidewalks/trails shall be required as all property develops.
- Policy B. Continue to offer residents unique recreational opportunities by maintaining existing parks, such as Maple Lake Public Beach by Maple Lake, Ney Park, and the skate park.
- Policy C. Establish a trail system plan that links neighborhoods with park and recreation facilities, business centers, schools, and other community facilities.

C. Economic Development Policies

The economic development policies for the City are designed to promote Maple Lake as an attractive area for business development. The City will encourage development in the downtown area, allow a reasonable level of commercial development with access control along Highway 55 and promote high quality industrial growth. The City will also support the creation and preservation of additional employment within the community, maintain a balance of the commercial/industrial tax base with that of residential, and enhance the image of Maple Lake as a good place to conduct business, both to residents and surrounding communities.

- Policy A. Take all reasonable steps to retain existing businesses within the community and encourage expansion.
- Policy B. Provide an adequate amount of land planned and zoned for commercial and industrial uses.
- Policy C. Encourage new businesses to expand or locate on properties designated for commercial and/or industrial uses in the City.
- Policy D. Expand the amount of land served by municipal services within the business areas when further development becomes imminent.

Policy E. Actively encourage the expansion, redevelopment, and/or renovation of underutilized commercial and industrial properties.

Policy F. Plan and provide adequate infrastructure improvements to support new commercial/industrial development.

D. Design and Landscaping Policies

The City recognizes that design standards are needed for development that establish minimum criteria for quality site design, exterior architectural form and scale, and landscaping.

Policy A. The City will encourage high quality design in site grading, building architecture and materials, parking area layout, landscaping, and other site elements of public and private projects.

Policy B. The City will support infill development on vacant or underdeveloped lots in the downtown area that are similar in intensity with other properties in the neighborhood and that utilize neighborhood and/or historic design standards compatible with existing structures within the neighborhood.

Policy C. Encourage and facilitate adjacent property owners and businesses along Highway 55 and other minor arterial and collector roadways to coordinate development plans and site alterations to accommodate shared access points and parking, as appropriate.

Policy D. The City will develop a landscaping ordinance to promote the proper design and establishment of a minimum amount of new plant materials within new developments and that promotes appropriate discretion in the removal of existing vegetation.

Policy E. The City will encourage strategies to improve the visual appearance of the downtown by developing design criteria and aesthetic standards for site layout, signage, parking lot, and access point design.

E. Natural Resources and Open Space Policies

One of the factors that contribute to an attractive community image and quality of life is presence of the natural environment and areas of open space. It is important that the City's significant natural features be protected and enhanced to the extent possible, as these features add to a community's livability.

The City will strive to protect natural features that benefit the existing and future residents of Maple Lake. The following policies are designed to balance natural resource protection with overall development.

Policy A. The City shall regulate development in a manner that protects, preserves, and enhances, to the extent possible, natural resources including existing topography, wetlands, mature vegetation, and other natural amenities within the community.

Policy B. The City shall preserve natural features that serve public purposes through subdivision dedication of property as permitted by state law.

Policy C. Natural features such as slopes, forested areas, wetlands, and ponds shall be preserved and integrated into new developments.

Policy D. The City shall prohibit the clearcutting of large stands of trees.

Policy E. The City shall require the implementation of proper erosion and sedimentation

control, and stormwater management as development occurs.

F. Transportation Policies

The types, intensities, and locations of land uses dictate the types and levels of transportation facilities within a community. The City has developed a roadway network that provides for capacity and access to support planned land uses and is participating in a multi-jurisdictional corridor study of Highway 55. The need for supporting roadway and safety improvements on Highway 55 is necessary as future development occurs in certain areas of the City.

- Policy A. The City will require the provision, extension, and/or coordination of adequate roadway facilities and improvements as development continues.
- Policy B. The City shall coordinate the development of all transportation systems with adjacent townships, Wright County, and state systems.
- Policy C. The City will utilize the functional classification system, including the design and operational criteria, as the “backbone” of the community’s roadway system. This includes requiring the dedication of adequate right-of-way for new streets (as part of the subdivision process) in compliance with the functional classification system, and developing criteria for standardizing traffic controls and access based upon the functional classification system.
- Policy D. The City will amend its Zoning Ordinance and Subdivision Ordinance to provide access spacing and design requirements.
- Policy E. The City will support the recommendations of the Highway 55 Corridor Coalition.
- Policy F. Local streets will be designed to accommodate planned land uses in a manner that reinforces neighborhood cohesion but does not burden other neighborhoods
- Policy G. The City shall encourage the enhancement of the Maple Lake Municipal Airport, maintain licensure.

G. Public Utilities and Land Use Policies

The City of Maple Lake provides public utilities and services, such as water and sewer, to properties within the municipal boundaries. Generally, a full range of such services is provided or can be extended to most properties.

- Policy A. The City will not allow the premature extension of public services to undeveloped properties.
- Policy B. The City will consider the impacts that development will have on the City’s ability to provide facilities and services when considering various discretionary land use decisions.
- Policy C. The City will appropriate the cost of expanding municipal services to those directly benefiting from expansion and/or annexation.
- Policy D. The City will not provide municipal sewer and water service outside the municipal boundaries unless the area is annexed to the City.
- Policy E. The City will require utilities to be placed underground wherever feasible.
- Policy F. The City shall continue to enforce Minnesota Pollution Control Agency (MPCA)

Rules Chapter 7080 for private sewer system design, installation, maintenance, expansion, and repair in areas where sanitary sewer service is not available.

- Policy G. The City will require that stormwater ponds meet the applicable design standards of the National Urban Runoff Program (NURP).
- Policy H. The City shall continue to reduce and eliminate infiltration/inflow in the sanitary sewer system.
- Policy I. The City will establish an infrastructure maintenance/replacement plan for efficient, ongoing modernization and necessary system upgrades.

H. Intergovernmental Policies

The City has determined that involvement and cooperation with the numerous governmental, quasi-governmental, and service organizations that serve the community is beneficial to Maple Lake residents and employees. It is important that the current levels of involvement continue, and that they are expanded, as appropriate, to ensure that the focus of programs, facilities, and specific land uses is reflective of Maple Lake's needs.

- Policy A. The City will work with the ISD 881 on a continual basis to coordinate the appropriate sharing of resources and services.
- Policy B. The City will encourage cooperation and participation with adjacent townships and Wright County in the review of planning and community development activities.
- Policy C. When growth and development conditions make annexation appropriate, Maple Lake will annex lands depicted on the Future Land Use map based upon the following steps:
 - a. Property owners petition the City for annexation, are willing to have the property(ies) annexed to the City, or there is a public need on the property(ies) for infrastructure improvements;
 - b. It is demonstrated to the satisfaction of the City Council that the land to be annexed to the City is needed for urban development, supports economic development plans, and/or the proposed use of the land cannot be satisfied by lands already within the corporate limits;
 - c. The City works closely with the township(s) and the County to ensure there is an orderly and logical process to develop agreements to reflect the respective detachment/annexation areas; and
 - d. The land to be annexed fulfills a specific community need, and can be achieved through the orderly, economic provision of public facilities and services.

I. Implementation Policies

The City of Maple Lake has adopted official controls that will assist with the implementation of the Comprehensive Plan. It is important that the existing controls and programs directly relate to the policies and components of the Comprehensive Plan to maintain a consistent approach to future actions.

- Policy A. The City will adopt site plan standards in the Zoning Ordinance to encourage mature site design, buffering, landscaping, and other similar features for non-single family residential uses and general landscaping standards for single family residential developments.
- Policy B. The City will amend the Zoning and Subdivision Ordinances to allow for a range and flexibility in development of housing (planned residential development, cluster, etc.) to permit a variety of housing types including, but not limited to, attached and detached single family, manufactured homes, and multi-family housing developments.
- Policy C. The City shall require property developers to include design considerations for access to and connection with adjacent properties to assure that future cost-effective and well planned development of the surrounding area is possible.
- Policy D. The City will adopt access spacing standards that regulate the spacing of driveways and public intersections onto Highway 55 and County roadways and coordinate the review of access onto Wright County and State roads with each respective agency.
- Policy E. The City will review the official controls to determine compatibility with this plan and amend those, as necessary, to be consistent with this plan.
- Policy F. The City will perform ongoing review of the Comprehensive Plan and its official controls to make sure the documents remain relevant to current community values.

Chapter III. Growth Management Plan

A. Future Land Use Plan

Population and Household Forecasts

An analysis of population and household trends is at the base of most planning decisions. The primary goal of analyzing population is to anticipate future needs of the City with regard to land use, transportation, and public facilities. The residential land demand forecasts found later in this chapter are based upon the household forecasts. Table 8 depicts the population and household forecasts for the City of Maple Lake and Wright County.

It is anticipated the City's 2000 population will nearly double in the next twenty years and increase by nearly 142 % by 2030. This anticipated growth outpaces that of the County, which is projected to increase its population by 55 % during that time. The City's forecasts show the number of households growing at a slightly faster pace compared to the population growth.

Table 8
Population and Household Forecasts

	2000		2010		2020		2030		2000–2030 Change	
	Pop.	HH	Pop.	HH	Pop.	HH	Pop.	HH	Pop.	HH
Maple Lake	1,633	621	2,395	921	3,175	1,221	3,955	1,521	+2,322	+900
Percent change			47 %	48 %	33 %	33 %	25 %	25 %	+142 %	+145 %
Wright County	89,986	31,465	109,700	39,900	126,420	47,730	139,020	53,980	+49,034	22,515
Percent change			22 %	27 %	15 %	20 %	4 %	13 %	+55 %	71.5 %

Source: 2000 U.S. Census, Minnesota State Demographer's Office (County forecasts), City of Maple Lake (City forecasts)

B. Land Use Designations

The City of Maple Lake seeks to ensure continued investment and reinvestment in the community while maintaining the small town character of the community well into the new century. The City has the authority to designate land for particular types of future uses and to plan accordingly, and has considered a number of factors in determining these designations. These factors include:

- the location of existing development and infrastructure,
- forecasts of growth in population and households,
- employment trends,
- environmental considerations and constraints, and
- the compatibility of land uses with each other.

This Plan must produce an arrangement of compatible future land uses that adequately serve the needs of the existing features of Maple Lake and anticipate the needs of the City's future growth and development. To this end, the following parameters were utilized to develop the Future Land Use map shown on Figure 6.

✓ Growth Boundaries

Although vacant land exists for development within the current City limits, the land

demand forecasts indicate that additional land capable of being served by municipal utilities will be needed for future residential and business development. Therefore, the Future Land Use Plan depicts planned land uses outside of the borders of Maple Lake within the surrounding townships for illustrative purposes. It is recognized that the City's planning and zoning authority does not extend beyond the municipal limits at this time.

The future growth areas will need to be annexed into the City before development may occur consistent with the land use designation shown on the Future Land Use map. The annexation procedure will require cooperative efforts between the City, the respective township and the landowners. Further, the growth areas outside of the municipal limits will need to be provided with municipal sanitary sewer and water facilities to allow development at the density or intensity shown on the Future Land Use map and described in this Plan.

✓ Residential

Residential land uses are described in terms of density rather than specific type of housing unit to allow flexibility in overall housing development. The residential future land use designations build upon the characteristics of existing development and account for the location of existing infrastructure, environmental constraints to development, and the proximity to commercial and industrial uses.

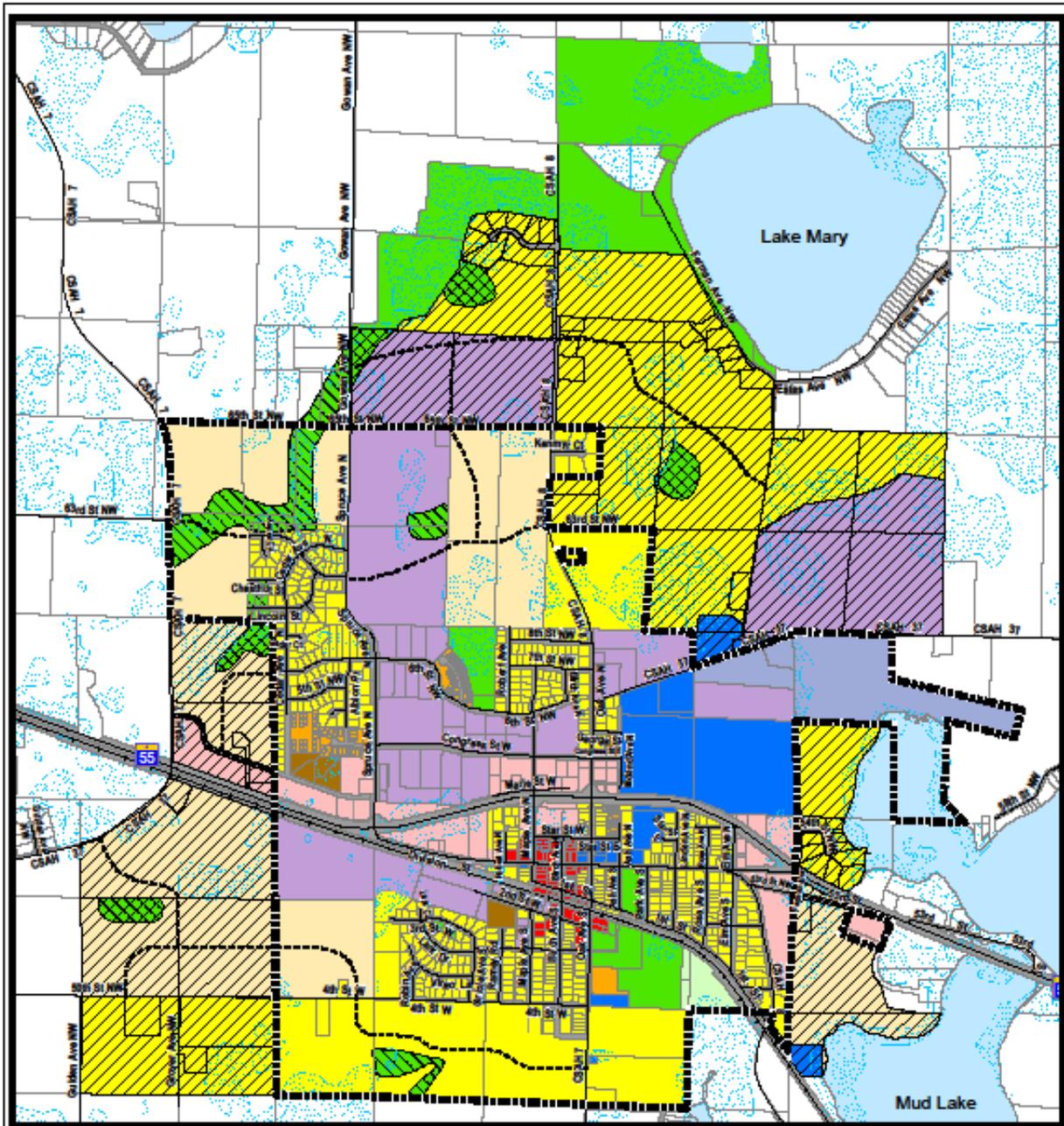
✓ Economic Development

The City has also designated areas to meet the employment and growth needs of the retail businesses, manufacturing, and service sectors of a growing community and region. However, there is a strong desire to preserve the historic downtown area as the commercial and service area center of Maple Lake. Specific business designations in other locations of the community are provided to allow expanded economic development opportunities in appropriate areas of the community that do not threaten the function of the downtown area.

This Plan designates a large area of land surrounding the Maple Lake Airport as appropriate for new businesses. The City invites development of these parcels to increase employment opportunities, as well as to provide an area for business growth and expansion.

Agriculture

This land use designation essentially encompasses all of the land outside of the future growth boundary and is governed by the Wright County planning and zoning controls. This designation is shown for illustrative purposes and reinforces the policy that urban levels of development should occur within Maple Lake. Agricultural land includes cropland, pastureland and farmsteads.



**City of Maple Lake, MN
Future Land Use**

Figure 6

- Future Roads
- City Boundary
- Requires Future Annexation
- Future Park Concepts
- Agriculture
- Low Density Residential
- Mixed Residential
- Medium Density Residential
- High Density Residential
- Central Business District
- Highway Commercial
- Light Industrial
- Public/Institutional
- Airport
- Park
- Right-of-Way
- Open Water
- NWI Wetland

Approved 7/15/14



April 28th, 2015



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a small amount of land within the municipal boundary that is utilized for existing agricultural or similar purposes and has not been designated as a specific land use. The development of existing agricultural land will not be permitted until public facilities are available to serve the property. These existing agricultural areas are and will be protected by the zoning density of one dwelling unit per 40 acres.

Low Density Residential (2-2.25 dwelling units per acre)

Land guided for Low Density Residential is intended for traditional detached single family residences at a density of two to two and one-half dwelling units per acre. However, it is possible that duplexes and low density townhomes developments could locate on these properties.

Future low density residential expansion is shown outside the municipal limits to the north and east within Maple Lake Township. It is expected that certain low density lands within the municipal limits will be utilized for new residential development before expansion is considered outside of the City.

Mixed Residential (3 dwelling units per acre)

Land guided for Mixed Residential is intended for a combination of single family detached and attached housing developments utilizing an overall low density planned development approach. The maximum residential density for this land use designation is six units per acre. It is likely that the zoning requirements for this land use will limit the number of units to four per building. Further, to encourage a mix in housing types, a minimum of 60 % of units within the development may be single family detached units and a maximum of 40 % as single family attached units. Land designated for the Mixed Residential land uses is shown in the western portion of the City and into Corinna and Albion Townships.

Medium Density Residential (6 dwelling units per acre)

Land guided for Medium Density Residential is intended for attached housing at a density of six dwelling units per acre. Housing types in this land use category typically include single family attached units such as duplexes and townhouses. This designation is not intended to accommodate apartments or condominiums.

There are limited areas of this land use shown on the Future Land Use Plan. Generally, it is located to serve as a transition between higher-density residential or other land uses.

High Density Residential (15 dwelling units per acre)

Land guided for High Density Residential is intended for attached housing and multiple family developments at a maximum density of 15 dwelling units per acre. Housing types in this land use category typically include high density townhouses, condominiums, and apartments. Larger amounts of land area in this land use are devoted to parking when compared to low and medium density residential. There is only one site of the High Density Residential land use designation. It is located in the west central portion of Maple Lake adjacent to land designated for Highway Commercial and Medium Density Residential.

Central Business District

The Central Business District designation reflects land uses that are typically associated with a downtown area. This land use designation represents the “heart” of the City and it is vital to its future prosperity. Land within this designation is intended to accommodate civic, cultural, entertainment, retail, service and recreation uses that attract residents and provide a strong sense

of identity for Maple Lake.

Some of the existing properties also serve as a residence for their owners or as rental residential property. Residential properties are currently located on both street level and upper levels, and this mix is not desirable. Residential use should be secondary in nature and shall not be permitted on street level. The City will utilize Design Guidelines for new development and redevelopment within this land use designation to strengthen business identity within the downtown area while maintaining its small town feel. Developments within the downtown are expected to include amenities, such as landscaping, architectural controls and sidewalks to accommodate pedestrian traffic.

Highway Commercial

Land guided for Highway Commercial is situated along Highway 55 to the east and west of the downtown and is intended to accommodate uses that provide a wide range of goods and services that cater to travelers as well as City residents. The location of land designated for Highway Commercial is intended to allow for safe access to Highway 55 via frontage/backage roads at major intersections of Highway 55. Typical uses within this designation include car dealerships, large discount retail stores and large office/service facilities that don't compete with the downtown.

Light Industrial

The Light Industrial land use designation is intended to accommodate a variety of uses within enclosed buildings including manufacturing, production, and storage of materials, goods, and products. In addition, compatible and supportive office and business uses may be allowed to provide an integrated and attractive employment center. Streets within this district area are designed to accommodate the trucks involved with shipment of goods associated with the businesses.

This land use designation has been expanded compared to the 1998 plan to allow for additional economic development activities. Additional industrial land is shown adjacent to the north, west of City limits along Highway 55, and to the north of the Maple Lake Municipal Airport.

Public/Institutional

Land guided for Public/Institutional uses is intended to accommodate government uses, I.S.D. 881 schools and property, and other similar uses. Development and facilities within this land use are generally open to the public with few restrictions. The designation also accommodates the Maple Lake Municipal Airport and the area needed for planned airport expansion.

Park and Recreation

Land guided for park and recreation is intended to accommodate uses that provide active and passive recreational opportunities, whether or not on a use and/or membership fee basis. Land designated for park and recreation use differs from land guided for commercial recreation use in that it is publicly owned land, rather than being privately owned. Typical uses include neighborhood and City parks, athletic fields, public golf courses, public gardens, greenways and trail corridors.

A new trail/open space corridor is planned to the northwest of the City and is designed to connect to Ney County Park on the west side of Lake Mary. The general locations of future parks are depicted within areas shown for new residential development on Figure 6. As properties within the new residential areas are planned, specific park locations will be determined.

Table 9 shows the estimated acreage for each future land use category and the percentage of the total City area (assuming future annexation) included for each category.

Table 9
2030 Future Land Use Inventory

Land Use Type	Acres	% of City Area
Agriculture	9.50	0.37%
Low Density Residential	830.88	32.77%
Mixed Density Residential	444.17	17.52%
Medium Density Residential	19.25	0.76%
High Density Residential	10.19	0.40%
Central Business District	14.20	0.56%
Highway Commercial	90.65	3.58%
Light Industrial	404.37	15.95%
Public/Institutional	98.42	3.88%
Airport	65.47	2.58%
Park	201.69	7.96%
Right-of-Way	322.96	12.74%
Open Water	23.61	0.93%
Total	2535.35	100.0%

*Assumes 15% right-of-way designation in new development areas

C. Future Land Use Acreage Forecasts

Land demand forecasts were developed to anticipate the acreage required for various uses for the Future Land Use Plan map in 2030. The forecasts assumed that the City would grow at a relatively slow rate at a low residential density as indicated in Table 8 found earlier in this chapter. The rate of approximately 30 homes per year on an overall basis to 2030 was utilized for determining the residential acreage requirements. It is recognized that during the coming years, the number of building permits may exceed this number followed by years of lower permit issuance to respond

to market conditions.

Table 10 illustrates and compares the acreage of the specific land uses and their percentage of the total Maple Lake acreage in 2014 and 2030. The 2004 acreage is based upon the existing land use inventory described in Chapter 1 of this Plan and the 2030 acreage is based upon Figure 6, Future Land Use and assumes annexation of urban land uses outside of existing municipal boundaries.

**Table 10
Land Use Change 2014-2030**

Land Use	2014		2030		2014-2030
	Acreage	% of City Area	Acreage	% of City Area ¹	Change
Agriculture	581.68	41.26%	9.50	.37%	-571.18
Low Density	232.81	16.51%	830.88	32.77%	598.07
Medium Density	13.98	0.99%	19.25	0.76%	5.27
Mixed Density	0	0.0%	444.17	17.52%	444.17
High Density	4.04	0.29%	10.19	.40%	6.15
Central Business District	9.71	0.69%	14.20	0.56%	4.49
Highway Commercial	60.47	4.29%	90.65	3.58%	30.19
Light Industrial	91.11	6.46%	404.37	15.95%	313.26
Public Institution	85.13	6.04%	98.42	3.88%	13.29
Airport	65.47	4.64%	65.47	2.58%	0.00
Vacant	45.64	3.24%			-45.64
Park	40.26	2.86%	201.69	7.96%	161.43
Right-of-Way	156.01	11.07%	322.96	12.74%	166.95
Open Water	23.61	1.66%	23.61	0.93%	0.00
Total	1,409.92	100.0%	2,535.35	100.00%	1,125.45
Additional Municipal Acreage Requirements					1,125.45

¹Assumes area designated for urban uses is annexed to the City

Between 2014 and 2030, residential land uses will experience the largest increase of any land use category with an increase of 1,053 acres. The majority of residential land uses will remain single family detached housing followed by single family attached housing. Light industrial land uses will consume the next largest amount of acreage with an increase of 317 acres. Commercial land uses and new land for parks and recreation are the next largest land use growth categories.

Development of existing agriculture and vacant land uses (627 acres) will accommodate a portion of the planned growth. All of the forecasted demand in residential and industrial growth will not be able to be accommodated within the current municipal boundaries. Therefore, acreage will need

to be annexed from surrounding townships as Maple Lake adds 1125 acres to accommodate anticipated growth in the future.

D. Parks, Trails and Open Space Plan

The Growth Management Plan depicts the general location of future parks in the planned growth areas within and outside the municipal boundaries. The policy of the City is to plan the specific location of neighborhood parks in conjunction with the development of subdivisions or neighborhoods. To this end, the City will be examining the Subdivision Ordinance to review park dedication requirements to guarantee adequate contribution to park development as the community grows.

Potential parks planned as part of the subdivision review process are intended to serve as neighborhood parks. The planning for the parks should incorporate areas for open play, tennis/basketball courts, playground equipment and off-street parking. Neighborhood parks generally require five to ten acres of net developable land to support recreational needs.

As the City grows, the community should explore another community-wide park within or near the areas of growth. The community park should incorporate natural features such as tree stands and wetlands, and provide space for active and passive recreational opportunities. Other trail interests in the City, such as a pedestrian/bicycle trail extending along the collector or local roadways, should be considered as new streets are constructed or as part of the reconstruction of existing streets.

Trail segments have been constructed in several existing developments. It is intended that each development will contain trail segments that link subdivisions together and provide pedestrian access to parks, employment centers, and schools. Trails are currently proposed along CSAH 8 that will link the town center to Ney County Park. Another trail is planned to connect the CSAH 8 trail to Maple Lake Public Beach through the Maple Lake School District property.

E. Transportation Plan

The Transportation Plan is a guide for the City so that the transportation system meets the needs of residents and businesses as the community grows and develops. The primary transportation system is the road network, but other important elements of the system include aviation, railroads and trails. The Transportation Plan was developed in conjunction with the Future Land Use Plan, as different kinds of land uses require varying types of transportation service.

Growth of the community will result in additional demands on the transportation system. In most cases, the additional traffic will not create congestion on local roadways. However, Highway 55 may experience congestion during peak travel periods if no improvements are made. Recent forecasts prepared by Mn/DOT indicate that the average daily annual traffic on Highway 55 in the Maple Lake vicinity will range from 17,300 to 19,300, dependent upon location. The increase in traffic will present safety and capacity issues that will negatively impact Maple Lake businesses, residents and economic development efforts. Therefore, the City is committed to working with the Highway 55 Coalition on an on-going basis until the project is completed and to implement recommendations, as appropriate to Maple Lake.

The City will work with Mn/DOT and Wright County to regulate the number of access points to County roads and Highway 55. In order to promote a safe and efficient transportation system, spacing and access requirements will be developed for local streets and driveways that intersect with arterial and collector streets. The City will utilize the County's access spacing guidelines to

the maximum extent possible. These guidelines will be maintained in the City's subdivision regulations. In the event of planned road reconstruction, the City will work to reduce access points in an attempt to become consistent with guidelines for new development.

The City has a Capital Improvement Plan for Maple Lake Municipal Airport. The details and costs of improvements are described in the *Maple Lake Municipal Airport: Airport Layout Plan Report*.

F. Public Utilities Plan

The City's utility infrastructure system is constantly changing. Older or inefficient utilities are replaced with newer or higher capacity utilities as needed. Recent and anticipated growth trends result in a rapidly expanding network of public sewer, water, and storm sewer systems. For convenience, the following section illustrates the planned sewer staging areas for the 2020 growth period. Municipal water systems are planned to correspond with the sewer staging areas.

Utility Staging

The City of Maple Lake has established a plan for providing incremental, contiguous expansion of its urban sanitary sewer and municipal water infrastructure. Staging represents a cost-effective means for infrastructure expansion, as opposed to expansion across areas that are not expected to develop immediately. The size and location of staging areas are influenced by their relationship to existing sewer or water pipes, service potential by gravity or pumping, and the forecasts for future development. Staging plans assist with capital improvement planning, taking into account the type and density of development that may occur.

Service Staging Area

Future development identified in this plan is contingent upon the extension of municipal wastewater treatment and municipal services. The size of staging areas is based upon the amount of development the City anticipates will occur, in stages, through 2030. The identification of staging areas does not imply that the City will permit development of environmentally sensitive areas, such as wetlands and floodplains or that annexation agreements have been reached with the appropriate township and/or Wright County.

Urban-scale development will be prohibited in the City or annexed areas not within a current staging area, unless the staging plan is formally amended. The City will implement interim regulations to accommodate the future urban subdivision of these areas.

There are three staging periods, as indicated in Figure 7. The first staging period occurs from the present through the 2010. Each staging period thereafter occurs in 10-year increments. Each staging area will be contiguous to existing development and, therefore, represent the least infrastructure cost to the City and its taxpayers. The City may choose to vary the exact size and timing of staging areas due to changes in market demand, public policies, and financing options.

Table 11 shows the acreage of each staged utility service area, as well as the proportion of the City that each stage and its addition to the cumulative service area represent.

**Table 11
Staged Service Area Acreage**

	Acres	Percent of City¹	Cumulative Percent of City¹
Existing Service Area	696	30.1%	30.1%
Stage 1	572	24.7%	54.8%
Stage 2	431	18.6%	73.4%
Stage 3	617	26.6%	100.0%
Total	2,316	100.0%	100.0%

Source: City of Maple Lake

¹Assumes area designated for urban uses is annexed to the City

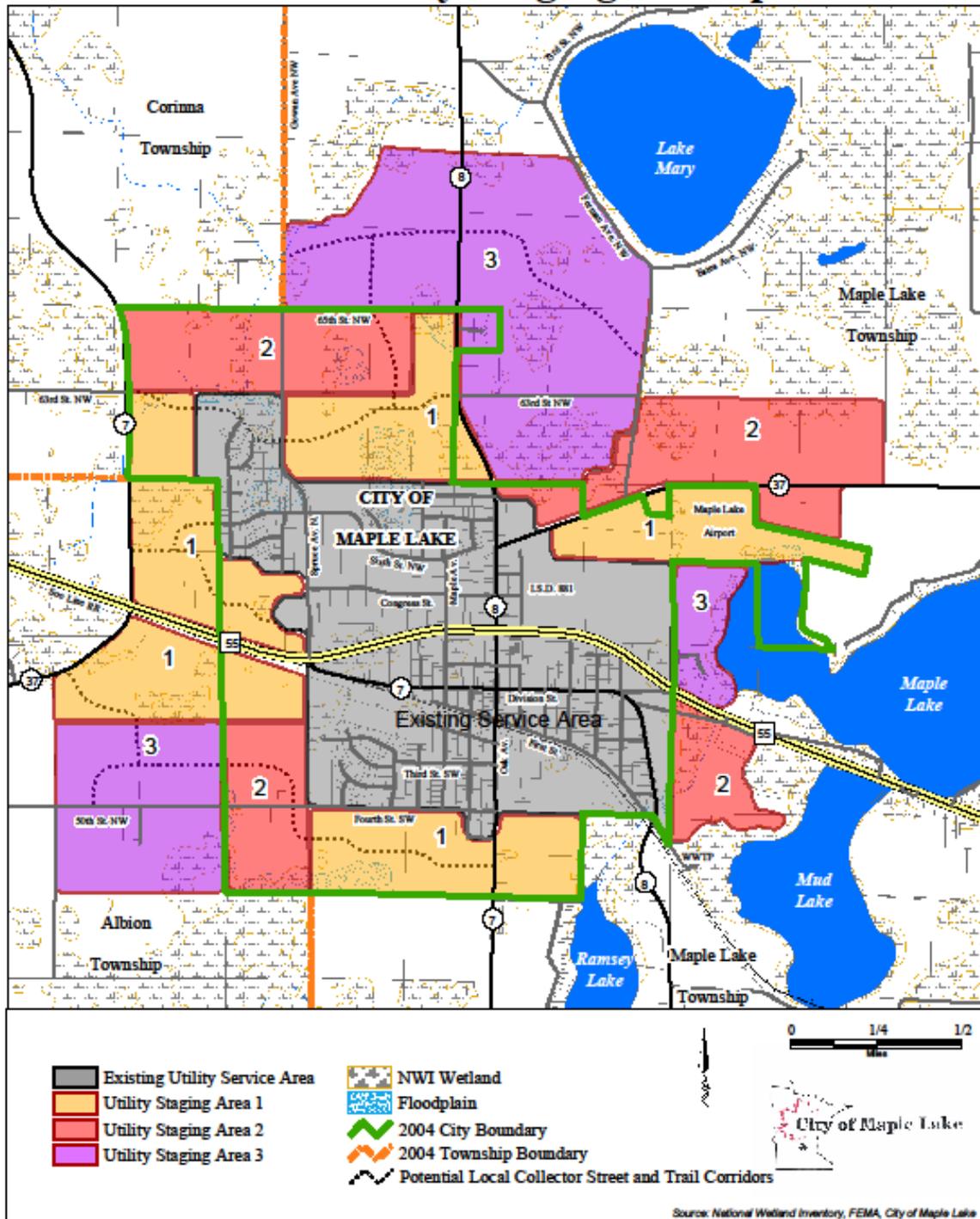
Maple Lake/Annandale Wastewater Treatment Facility

A new jointly owned and operated treatment facility between Maple Lake, Annandale and Howard Lake began operation in the fall of 2008. The treatment facility located is on a 24.4 acre site located south of Maple Lake in Albion Township, bordered by CSAH 105 to the north and CSAH 7 to the east.

The capacity of the treatment plant has been based on the assumption that Maple Lake, Annandale and Howard Lake will each limit residential growth to 30 homes per year. With this growth rate, the treatment facility will be able to meet the communities' demands for the next 20 years. To meet this demand, the facility was designed with an average wet weather design flow of 1.184 million gallons per day. Approximately 80 % of the facility's wastewater treatment will come from residential sources with the remaining 20 % from commercial/small industrial sources.

City of Maple Lake Public Utility Staging Concept

Figure 7



G. Water Resources Management Plan

The purpose of this section of the Comprehensive Plan is to outline and illustrate the mechanisms that the City of Maple Lake uses to:

- Limit capital expenditures necessary to control excessive volumes and rates of runoff of surface water.
- Maintain or improve water quality.
- Prevent flooding and erosion from the flow of surface water.
- Promote the recharge of groundwater resources.
- Maintain the natural functioning and aesthetic value of environmental systems.

The City will comply with all federal, state, and watershed regulations regarding activities that may impact these resources.

Groundwater Protection

The City recognizes the importance of groundwater sensitivity and has established environmental protection policies that will enhance protection of groundwater in the community and region. The City of Maple Lake will ensure protection of local groundwater through implementation of the water resources management policies; the development of a wellhead protection plan, as required, and through application of the wetland and floodplain ordinances, as may be amended from time to time.

Although most residences are connected to the City sanitary sewer system, private systems are allowed within Maple Lake. A provision in the Zoning Ordinance regulates individual sewage treatment systems (ISTS's). This provision requires compliance with the MPCA ISTS requirements.

Stormwater Drainage and Surface Water Quality Protection

Developed land generally increases the volume of stormwater runoff, as well as the concentration of pollutants in the runoff. The City of Maple Lake is responsible for regulating development to prevent or mitigate the introduction of pollutants to water resources.

Storm water management is based upon a number of factors, including the management of water and materials during construction, control of erosion, the design of stormwater detention facilities, use and care of wetlands for any stormwater runoff, and compliance with existing watershed management plans. The construction of any storm water detention facilities should reflect “best management practices”, as identified by the MPCA, currently in its publication *Protecting Water Quality in Urban Areas*.

The City may ensure that appropriate stormwater management issues are addressed through the issuance of a variety of permits, particularly for those activities that involve disruption of the land surface. The City may require applicants to investigate the following alternatives, in order of preference:

- Natural infiltration of precipitation
- Flow attenuation (reduction) by use of open vegetated swales and natural depressions
- Storm water retention and detention facilities

Elements of individual stormwater management plans for development projects may require the following preparations:

- Existing and proposed land contours
- Delineation and description of all on-site and adjacent streams, rivers, waters, and wetlands
- Location and description of existing storm water drainage systems and natural drainage patterns
- Description of soils and vegetation
- Landscape plan
- Drainage plan, including hydrological analysis
- Size, alignment and proposed use of any structures
- Delineation and tabulation of all impervious surfaces

Wetlands, Shoreland and Floodplain Protection

Wetlands and floodplains are valuable resources that provide many benefits, including groundwater recharge, filtration of sediments and nutrients, flood control, and scenic value. They also provide excellent habitat for wildlife and are home to a variety of aquatic and upland vegetation species. Although wetland zoning regulations are included in the City Zoning Ordinance, the language is out of date and needs to comply with the Minnesota Wetlands Conservation Act, as amended, and as regulated by the Board of Water and Soil Resources Wetland Conservation Act Rules.

The consequences of uncontrolled and unplanned development can involve the degradation of water quality and the destruction of natural vegetation and scenic beauty. The DNR has established minimum statewide development standards for shoreland and floodplain areas. Presently, these standards are included in the Wright County Zoning Ordinance and apply to land adjacent to all lakes greater than 25 acres in size and rivers with drainage areas two square miles or greater. Development standards for a lake or river depend upon a specific classification that reflects the characteristics of the lake and its environment. Specifically, development standards apply to land within 1,000 feet of the shoreline of a classified lake and to land within 300 feet of a classified river and its associated floodplain.

Once notified by the DNR and as land is added to the City adjacent to these lakes and streams, the City will be responsible for implementing the DNR Shoreland Management Program. Shoreland is defined as all parcels of land that fall within 1,000 feet of a DNR classified lake and which either have lake frontage or fall within the next tier of lots that have the same primary road access as the lakeshore lots. These water bodies and watercourses are identified in Table 12.

Table 12
DNR Shoreland Management Classifications

Maple Lake / Mud Lake	General Development
Ramsey Lake	Recreational Development
Lake Mary	Recreational Development
Unnamed Stream northwest of City	Not Available
Unnamed Stream in southeast corner	Natural Environment

Source: Minnesota Department of Natural Resources

The City has an adopted floodplain overlay ordinance and accompanying floodplain maps prepared by FEMA that indicate the location of the floodway and the flood fringe. Currently, the flood insurance map is incorrect in that it does not follow the actual 100-year flood elevation. The City will need to initiate proceedings with FEMA to correct the map(s) to reflect the correct 100-year floodplain boundary.

Erosion and Sedimentation Control

Surface water quality can be compromised as a result of land uses and development practices that increase the amount of surface water flow. In addition, surface water quality can be compromised when the increased runoff causes erosion and sedimentation. Careful planning and regulation related to conservation of soils, water and natural vegetation can reduce erosion, runoff and sedimentation.

The City will encourage the continuing education of landowners by the Wright County Soil and Water Conservation Service. Through development review, the City will also ensure implementation of the MPCA’s “Best Management Practices.”

Chapter IV. Implementation Plan

The establishment of a Comprehensive Plan is an effective tool in managing growth in the City. Planning is a continual process and the evaluation of this document is an on-going obligation of the City. The Plan is intended to assist in the City making sound investments in public infrastructure and the delivery of community services. It is also intended to promote and protect private investment in the community.

The Comprehensive Plan is general in nature, to allow flexibility in responding to future development initiatives. To remain effective, however, the plan must be amended to reflect appropriate changes in public policy, land use designations or utility staging. The Plan is also comprehensive in nature, requiring an evaluation of the potential impacts of a change in one element on the remaining elements.

The implementation of the Comprehensive Plan begins with its adoption. The City's official controls, Zoning Ordinance, subdivision regulations, and capital improvements program will ensure day to day monitoring, enforcement, and implementation of this policy plan. The regulatory provisions of both the zoning and subdivision ordinances, as revised, will provide a means of managing development in the City in a manner consistent with this Plan. The City's capital improvements program for sewer and water will enable needed improvements identified in the Plan to be programmed and implemented in a timely and cost effective manner. Major City tasks to implement the Comprehensive Plan are listed in the sections below.

A. Zoning and Subdivision Controls

As part of the planning process, the City will evaluate its land use controls and consider amendments to the existing ordinances which eliminate inconsistencies with the Comprehensive Plan, enhance performance standards, protect public and private investment, conform to mandatory State and Federal regulations and make them user friendly. The City has begun work on the process to update the Zoning Ordinance with completion slated for early 2004.

The Plan identifies a number of specific changes to the Zoning Ordinance and subdivision regulations that need to be considered by the City. Some of these changes include:

- A procedure to limit the issuance of building permits to not exceed an overall average of 30 per year over the next 20 years, but establishing flexibility to allow a maximum of 80 permits in a single year.
- An analysis of residential district zoning standards that reflect the density and characteristics of the residential land use categories.
- The development of a "mixed residential" zoning district that allows low density attached and detached housing types.
- A review of the Highway Commercial zoning district provisions to clarify permitted uses that will enhance a complementary and noncompeting relationship with the Central Business district.
- A review of the Highway Commercial district provisions to promote development and ensure appropriate uses and regulations that prevent land use or environmental incompatibility.

- An analysis of building design requirements, especially in the Central Business District.
- Changes in the zoning map to ensure consistency with the future land uses described in this Plan.
- A review of the Zoning Ordinance standards to provide additional protection to the area's natural resources and environmental systems.
- Amendments to the City's Subdivision Ordinance to address orderly annexations, additional protection of natural resources and amenities, and provide for appropriate land dedication and funding for improvement of the community's park/trail system.
- Stronger landscaping and signage provisions in the Zoning Ordinance to improve aesthetics of the City.
-

B. Orderly Annexation

The land uses and policies of this plan encourage residential and business growth to occur within existing and future Maple Lake municipal boundaries where public sewer and water services can be extended. Additionally, local collector roadway improvements are anticipated as part of the development within this area to allow for the eventual implementation of this plan.

The areas shown on Figures 6 and 7 outside of the existing municipal boundaries are considered the Orderly Annexation Area where annexation agreements may occur with the respective township(s) with provisions that require the extension of public facilities. These actions require thoughtful coordination between the City, affected townships and the County to facilitate ongoing commitment and equal treatment among the parties. Consequently, efforts directed towards effective communication and cooperation with surrounding townships need to be maintained on area growth issues and common concerns.

The orderly annexation provisions can include agreements with the townships to allow the city to exercise planning, zoning, and subdivision authority in the areas to be annexed.

C. Public Services and Capital Improvements

As development occurs, there will be additional requirements for public services. These will occur primarily in the areas of public works, administration, emergency services, public safety and recreation. Funding alternatives for increased services and expanded facilities, utility connection fees, utility user fees, assessment policies and cost benefit analyses should be evaluated by the City on an annual basis.

The City has historically commissioned an analysis of major capital expenditures such as the wastewater treatment facility and overall sanitary sewer plan, the overall water system, the street inventory and recommended improvement plan, and the plan for expansion to the municipal airport. Recently, the City initiated a feasibility study to examine the need for new wells. It is likely in the future that a similar study will be needed to determine alternatives for expansion to the water treatment facility. As new water facilities are contemplated, the City will need to update its Water Supply Plan to identify revised water supply needs and complete a Wellhead Protection Plan in conjunction with the construction of any new wells.

The City will annually update its capital improvements program for sewer and water, which identifies major capital expenditures consistent with this Plan. The City should consider expanding the capital improvements program to other public investments in infrastructure such as park and trail development, infrastructure repair and replacement, building maintenance and repair, equipment purchases and other planned capital expenditures. Like the Comprehensive Plan, the capital improvements planning process is ongoing and subject to modification, as appropriate.

D. Plan Amendment Process

The Comprehensive Plan is intended to be general and flexible. However, amendments to the Plan should be adopted when land use changes, development staging or growth policies are revised. Periodically, the City should undertake a formal review of the Plan to determine if amendments are needed to address changing factors or events in Maple Lake. While a Plan amendment can be initiated at any time, the City should carefully consider the implications of the proposed changes before their adoption.

When considering amendments to this Plan, the City should utilize the following procedure:

1. Landowners, land developers, the Planning and Zoning Commission or the City Council may initiate amendments.
2. The City Council should direct the City staff to prepare a thorough analysis of the proposed amendment.
3. City staff will present to the Planning and Zoning Commission a report analyzing the proposed changes, including findings and recommendations regarding the proposed plan amendment.
4. The Planning and Zoning Commission will authorize a formal public hearing to be held on the proposed amendment.
5. Following the public hearing, the Planning and Zoning Commission will make a recommendation to the City Council.
6. The City Council will receive the recommendation from the Planning and Zoning Commission and make a final decision on the proposed amendment.

Amendment History of the Comprehensive Plan

Amended July 15, 2014 (R2014-25). Amended miscellaneous wording throughout the entire Comprehensive Plan with current business and City background information. Amended the Comprehensive Plan tables to reflect updated information from the 2010 Census Data. Amended the Future Industrial Land map to include additional industrial land adjacent to the north, west of City limits along Highway 55, and to the north of the Maple Lake Municipal Airport.